SH57 SAFETY IMPROVEMENTS AND SPEED

Engagement report
July-August 2020 engagement

August 2021

(August 2020 draft report updated with speed responses August 2021)

WAKA KOTAHI
NZ TRANSPORT AGENCY

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Document control

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Summary of project / background

In October 2019, Waka Kotahi NZ Transport Agency advised that to improve safety in the short term, ahead of longer term solutions, upgrades will be made along 23.4 kilometres of the existing state highway, running along State Highway 1 (SH1) from the end of the Peka Peka to Ōtaki Expressway (Taylors Road) to Levin, and along SH57 from the intersection with SH1 to the previously-completed safety improvements. The safety improvements are expected to include:

- New median barriers on SH1 between PP2O and SH1/SH57 intersection, excluding work through Manakau and Ohau townships
- New roundabouts at SH1/SH57 and SH57/Queen Street
- Wide centrelines and barrier protection on SH57 between SH1 and Heatherlea East Road.

In addition, feedback was invited on current speed limits.

This report describes the process used to engage with the community in July/August 2020 for the SH57 safety improvements project and speed review. It includes the feedback and findings on the roundabouts, side barriers and centreline widening, as well as current speed limits on SH57 between the SH1 intersection and Shannon. The engagement period ran from 17 July to 10 August.

Summary of engagement approach

Waka Kotahi is seeking feedback from the community and key stakeholders on safety improvements and current speeds to ensure there are no fatal flaws or elements of the design the project team did not consider when creating the plans. As the public and community commute on SH57 on a daily basis, they are best placed to know what hazards or features the project team may not have considered. Waka Kotahi also wants to share benefits of the safety improvements ahead of construction of the new O2NL highway and ensure key audiences and stakeholders have an accurate understanding of how the project fits into the overall programme.

The target groups for engagement included Horowhenua District Council; NZ Fire and Emergency; NZ Police; St John Ambulance; NZ Heavy Haulage Association; Road Transport Association; Automobile Association; Federated Farmers; Tararua Growers Association and Brassica Crop Advisory Group. Engagement was also targeted at specific locations along SH57 to gain community participation in Levin, Koputaroa and Shannon. Particular focus was given to the Speldhurst Country Estate on Kimberley Road, as many of the 300+ residents are concerned about the roads and speed they drive every day. Several landowners that live along SH57 and are potentially impacted by the safety works were given extra time and effort to listen to their concerns and document feedback.

The following topics were offered for feedback during engagement:

- Roundabout design
- Barriers and roadside risks
- Barrier start and end points
- Wide centreline considerations
- Safety of current speed limits
- Safety concerns in particular areas of SH57

The team offered several different ways for key stakeholders and the community to provide feedback. A stakeholder briefing was held to inform key stakeholders about the safety improvements and speed review and host an open discussion to garner feedback. The online engagement platform, Social Pinpoint, was utilised to allow individuals to identify areas of interest within the project area, provide comments or feedback and complete the survey/feedback form. Community information sessions were held at nearby townships to SH57 and scheduled at specific times to engage the largest amount of people available. Letters were sent to nearby landowners to ensure their involvement in the engagement process.

Advertisements for the community information sessions and Social Pinpoint were posted on Waka Kotahi and Horowhenua District Council's (HDC's) Facebook pages and Waka Kotahi's website; sent out as physical flyers to supermarkets, fish and chip shops, retirement homes, community centres, etc; and ran as adverts in the Horowhenua Chronicle and an article in the Community Connection newsletter (insert in the Horowhenua Chronicle).

Engagement timing was carefully assessed and based on timing of the new highway engagement.

Community information sessions

Five community information sessions were planned, with an additional session scheduled at the Speldhurst Country Estate in response to overwhelming interest. The community information session delivery format consisted of static posters, brochures and supporting aerial maps of the options that people could provide feedback onto using post-it notes. Project staff and safety engineers were on hand at each information session to listen to community feedback and discuss the options and speed review being presented. Project brochures and business cards were distributed with community members encouraged to provide feedback online or on the physical maps. A laptop was available at each information session that was connected to Social Pinpoint, allowing participants to add comments or complete the feedback form while at the session.

The following table shows the location of the community information sessions, time and estimated number of community members that attended.

WHERE	WHEN	WHO
Speldhurst Country Estate	21 July 10:30am – 12:00pm	Approx. 106 people
Koputoroa Hall	21 July 2:30pm – 4:00pm	Approx. 25 people
Shannon Memorial Hall	22 July 2:00pm – 3:30pm	Approx. 9 people
Te Takere Library	22 July 5:00pm – 6:30pm	Approx. 21 people
Te Takere Library	25 July 12:00pm – 2:00pm	Approx. 24 people
Speldhurst Country Estate	28 July 10:30am – 12:00pm	Approx. 67 people

Meetings with targeted groups

A road-users stakeholder briefing took place on Friday 17 July. The group were given an overview of the Safe Network Programme and the scope of the proposed safety improvements for SH57. This was followed by a Q&A session.

The following stakeholders were invited/attended:

ORGANISATION	ATTENDANCE
NZ Fire and Emergency	Attended
St John Ambulance	Attended
NZ Heavy Haulage Assn	Attended
Road Transport Assn	Could not attend
NZ Police	Feedback by email
Automobile Assn	Feedback by email
Federated Farmers	Feedback by email
Tararua Growers Assn	No response
Vegetables NZ	No response

A hui was held with Muaūpoko Friday 4 September and with Raukawa Thursday 17 September to provide an overview of the Safe Network Programme and the scope of the proposed safety improvements for SH57.

Website

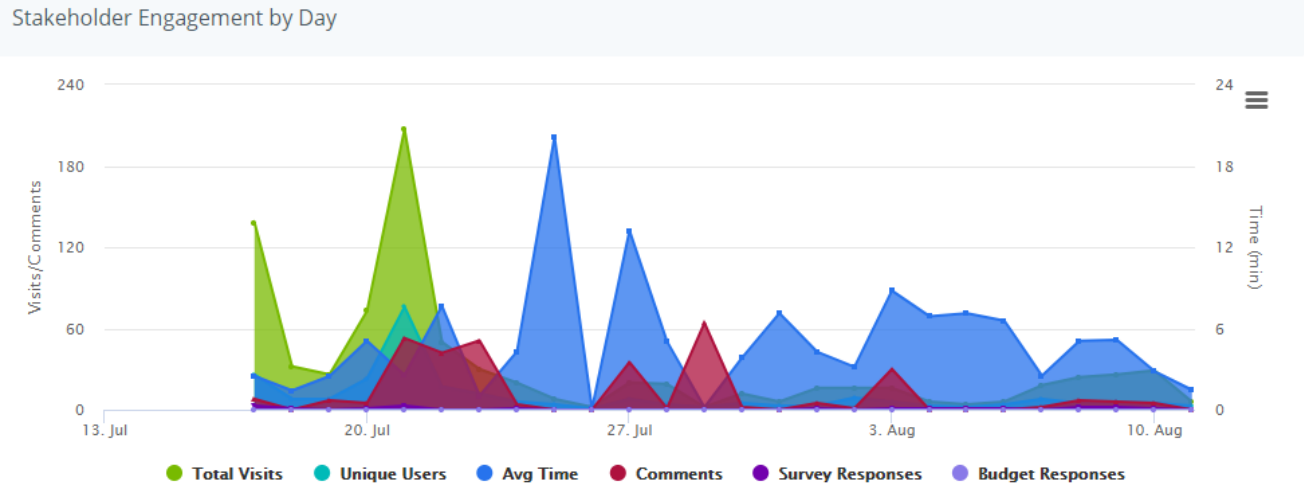
The Waka Kotahi project webpage provided promotional material regarding the community information sessions, as well as links to encourage people to complete the online survey and add comments/feedback through Social Pinpoint.

Online engagement platform (Social Pinpoint)

Social Pinpoint was the chosen online platform that documented and tracked community views on safety improvements and speed and captured it through a cloud-based approach. This allowed the

community to provide feedback anywhere while permitting the project team to see the comments simultaneously. Social Pinpoint is a map-based platform wherein individuals can identify key areas or locations within the project area and confirm likes and dislikes or comments and feedback on the safety improvements and speed limits. The Social Pinpoint platform also hosted the online survey, which was printed as hard copy and provided at the community information sessions as a feedback form.

The following graphic shows the visits and comments on Social Pinpoint during the community engagement period. To note, the project team added in post-it comments received as part of the community information sessions to Social Pinpoint to keep all comments and feedback in one convenient location.



Social media

Social media was used to promote the community information sessions, Social Pinpoint and the feedback questions. The main social media platform used was Waka Kotahi and HDC's Facebook pages, as well as focused paid advertising in the Horowhenua Chronicle.

Media and newspaper advertising

There were two advertisements posted in the Horowhenua Chronicle, along with an article in the Community Connection newsletter, which is issued at the beginning of each month as an insert in the Horowhenua Chronicle.

In addition to the online advertisements on Waka Kotahi's website and Facebook page, and HDC's Facebook page, physical flyers were dropped at supermarkets, fish and chip shops, retirement homes, community centres, etc.

Summary of feedback received

812 total online visits

257 unique online users

87 Social Pinpoint comments

241 Post-it notes

19 Survey responses

10 Email feedback

252* Attendees at events

*approximate

Comments with most 'likes':

Ideas and suggestions
McDonald Road needs a right turning bay. It is not safe to pull to the centre, especially with the rise just to the north of the intersection that creates a blind spot and 100km traffic coming from behind. Pulling to the left when northbound is also hazardous, both from the blind spot and with the quantity of traffic using SH57, often making it very difficult to find a safe gap to cross both lanes. A wide centreline and side barriers will potentially make the area even more cramped/dangerous.
Like (5) Dislike (0)

Project team response
The wide centreline should help by providing addition area in which to wait. Road widening is being undertaken to provide additional space to accommodate the barrier so the road will be getting wider, not narrower at this location. For example, when a vehicle is stopped in the middle of the road turning from the wide centreline, there will be 5.0m of road width between that stationary vehicle and the barrier face.

Side barriers
I don't see the need for side barriers. As it is there is safe places to pull off the road.
Like (4) Dislike (0)

Project team response
From Waka Kotahi's High Risk Rural Roads Guide:

"Loss of control (run-off road) crashes are the most common rural road crash type and account for 54% of fatal and serious crashes on all rural roads".

https://www.nzta.govt.nz/assets/Uploads/High-risk-rural-roads-guide-September-2011.pdf (Pg. 18-20)

On roads with less than 6000 vehicles per day, this crash type features much more highly than head-on crashes. This is due to there being less likelihood of opposing traffic being present in the event of a vehicle crossing the centreline.

Side barriers
Not sure if I think side barriers are a top priority at present on this stretch - which is fairly straight and flat. Happy to go with a wider centerline but see little value in putting $$ to this when there's so many other things to do - even basic maintenance!
Like (4) Dislike (0)

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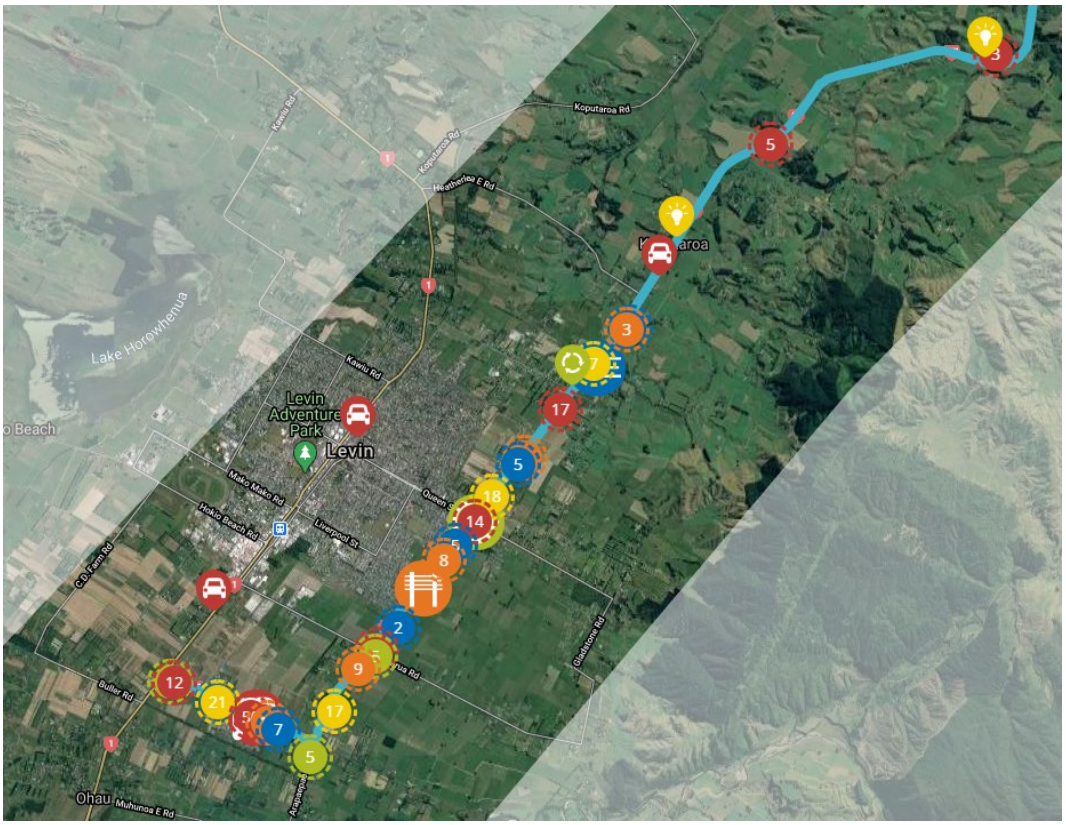
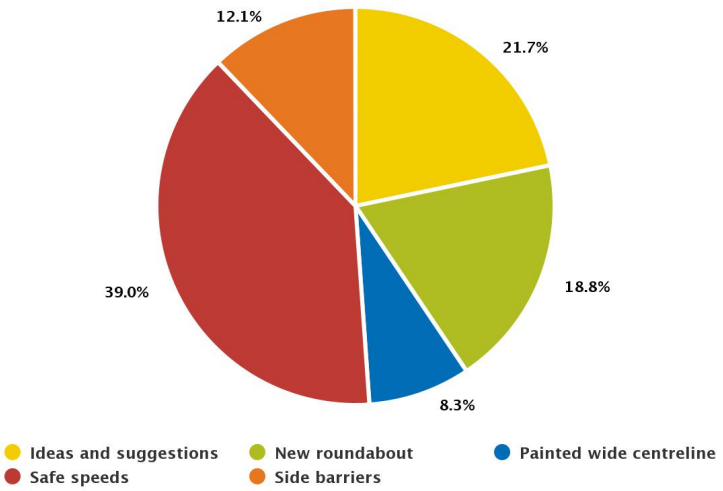
Social Pinpoint comments and themes

This section provides a summary of the comments received via the interactive map (online and at face-to-face sessions) and the survey.



One of the main features of the Social Pinpoint tool is the ability for participants to comment directly on to a map – comment categories were:

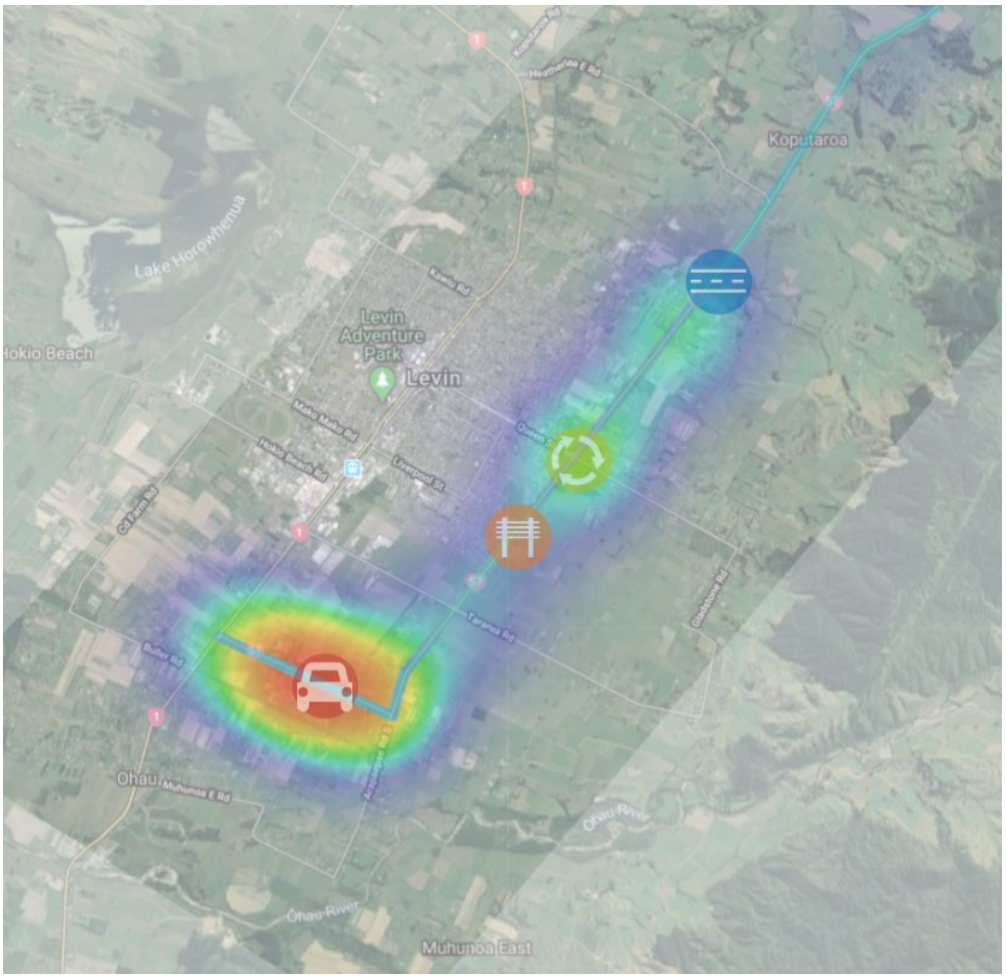
- Safe speeds
- Ideas and suggestions
- New roundabout
- Side barriers
- Painted wide centrelines



In total 328 comments were made. A proportion of these comments were made during the community information sessions and input into the site.
The comments and discussion can still be viewed on the map:
https://nzta.mysocialPinPoint.com/sh57-safety-improvements

Safe speed comments

A lot of people commented on the speed along Kimberley Road, as shown by the heat map below. Of the 128 people who commented on speed, 41 related to Kimberley Road and 14 to Arapaepae Road.

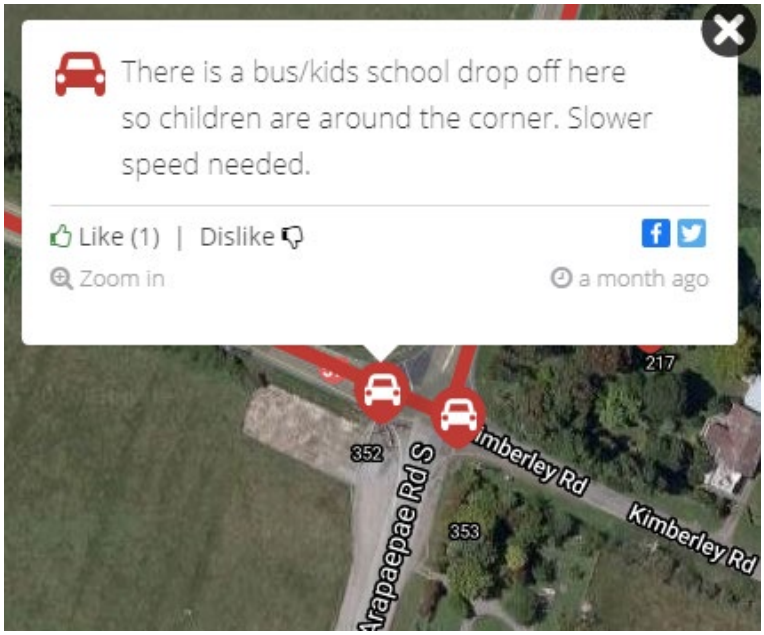


Comments ranged from wanting to see a lower speed limit (70km/h or 80km/h) to highlighting where current speed caused issues at certain intersections. There were nine comments who would rather see the current speed limit of 100km/h left as it is.

Reduce immediate speed over railway to 80kpm (which is the limit on SH1 prior to Kimberly Rd intersection). Then reduce to Kimberly Rd, 70pkh for remainder.

Coming out of Roslyn Road onto SH57 is difficult when trying to merge into traffic moving 100km/h, and would be even harder turning right into and across traffic going 100km/h.

There were speed and safety concerns where the road turns from Kimberly Road to Arapaepae Road:



Speed limit either side of Kimberley/Arapaepae cross roads/corner needs reducing. Too many cars speed going straight on cross roads, either going south or north on Arapaepae Road (more going south). The corner and speed after the corner are my main concerns.

Speed comments often made links to the more vulnerable road users.

As it is adjacent to a retirement village where residents live that uses the walkway opposite speeds need to be same as in town not Highway speeds. Waring signs about pedestrians Children elderly and cyclists needed to make traffic aware of it.

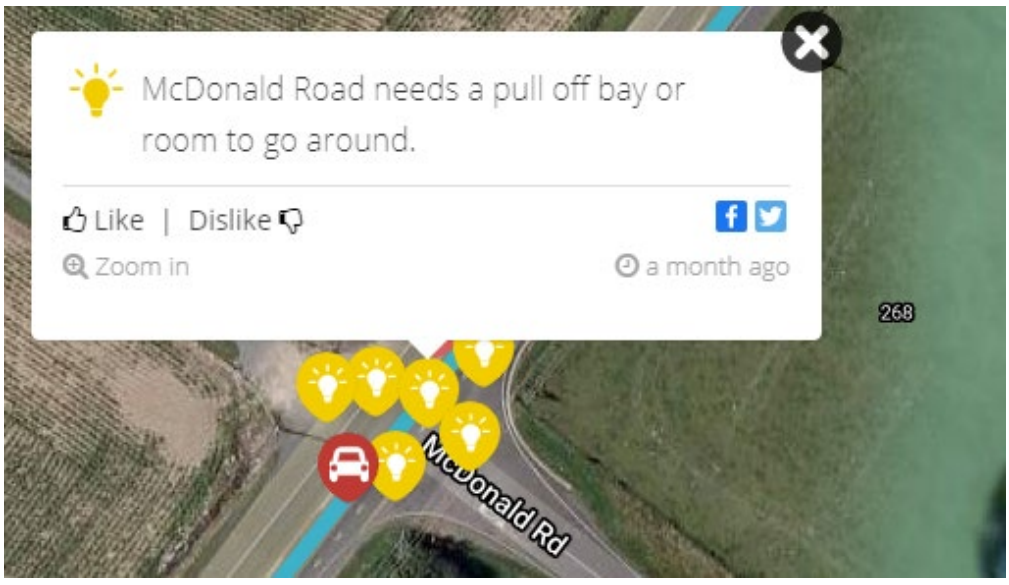
Ideas and suggestions

A total of 70 ideas and suggestions were received. There were quite a few comments around the Speldhurst Retirement Village, about the quality of the access and the speed. Suggestions focused on providing turning bays and slip lanes.

Concern about Speldhurst access to highway. High Volume speeds on highway but not enough space to slow down and enter. Speldhurst doesn't seem to meet NZTA standards.

Entrance to Speldhurst: Turning lanes should be provided at both entrances to enable vehicles turning in to slow down and safely enter. At present there is inadequate width to allow a safe turn as following traffic are usually travelling at a high speed. The present deep drain restricts a safe pull over move. Why not fill/pipe the drain on the south side of the road, and install a footpath near the road boundary.

There were some ideas about improving the McDonald Road/Sh57 intersection.



There were some suggestions for improving the other intersections (Tararua, where people cited industrial growth in the area as a concern; Kimberley/Arapaepae, where people cited the existing safety concerns and Garden of York where people cited access).

Garden of York northbound left turn entrance not used well - can we improve?

Tararua Road on SH57 intersection needs turning lanes.

Kimberly Arapaepae intersection needs a roundabout to reduce accidents. TRees block view. Speeds differences. Stop and Giveway at same intersection is confusing

There were references to the new expressway and the importance of local roads.

Even after the express way is built, this road will still be busy as the area population grows. The NZTA needs to purchase land to create a new sweeping and safe bend at the Kimberly Road/Arapaepae Road corner. A better designed intersection could be then constructed a this dangerous bend. Four school busses have to turn around at this intersection daily.

New roundabout comments

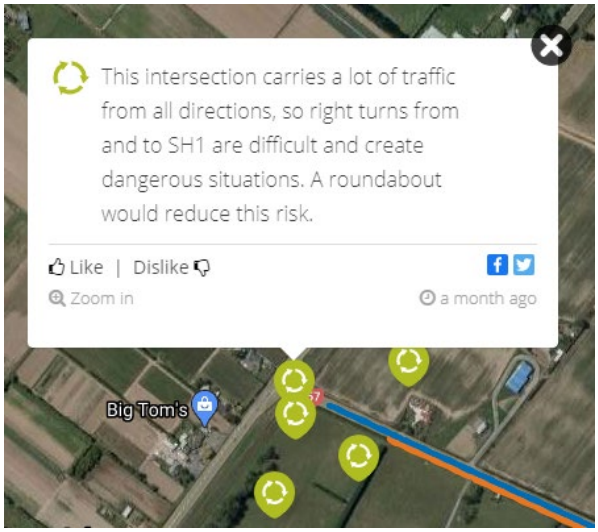
A total of 66 comments focused on roundabouts. These comments appeared mainly where the proposal is for a new roundabout at the Queen Street East / SH57 intersection. There were supportive comments for this roundabout and people are keen to have this implemented soon. People were also keen that active modes are provided for.

Consideration for cyclists and pedestrians (consider shared pathways either side of SH57)

Signalised crossing near roundabout on north side.

We have lived near the very dangerous intersection for 34 years. It is long overdue to reduce speed and build a roundabout on Queen Street/State Highway 57. You dread the next accident which could result in another fatality. Over the past years, Queen Street East has many new homes, resulting in more cars having to cross over with the fear of another crash! Speed reduction and a new roundabout needs to be built as expeditiously as possible to save lives!

There were several comments indicating the preference to see roundabouts at other intersections, including SH1/SH57; Kimberley/Arapaepae; Tararua/SH57; Roslyn/Waihou/SH57.



This is a very busy intersection that supports a growing industrial area. A roundabout would be suitable here.

Intersection at Kimberley Road/Arapaepae Road should have a roundabout to eliminate confusion.

Side barriers comments

Comments about side barriers were left on the interactive map along the corridor length (n=38), concerns varied from needing to accommodate for cyclists to people wanting to see more information and research about side barriers.

every summer quite a number of kids cycle from town out to Kimberley reserve. If there is no immediate plan for a separate cycle-way/shared pathway (which would obviously be better), then at least make sure there is a good road edge for cyclists.

There needs to be room for cyclists while a large truck is passing, I'm concerned about shoulder width.

You may need to provide links to research about barriers on straight roads with no drains.

Re side barriers: road users need to be able to safely pull over if they or passengers have urgent need. A break in the side barrier that is well marked and easy to see and anticipated will make this possible.

This is a very flat, straight section of road. A wider centre line or a median barrier might be appropriate, but I don't see the need for side barriers.

Painted wide centreline comments

Comments about side barriers were left on the interactive map along the corridor length (n=26), the majority of comments supported wide centrelines or made suggestions for how they could be improved.

Wide centrelines are excellent. The wider the better for safety.

A barrier fence would be the best solution between SH1 and Arapaepae Road.

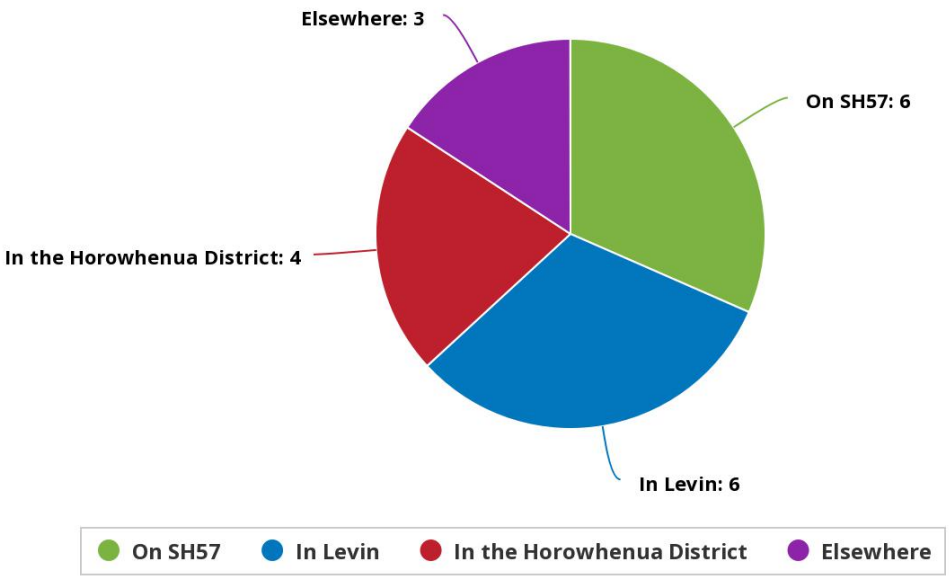
Rumblestrips on centrelines

I agree with wide centrelines.

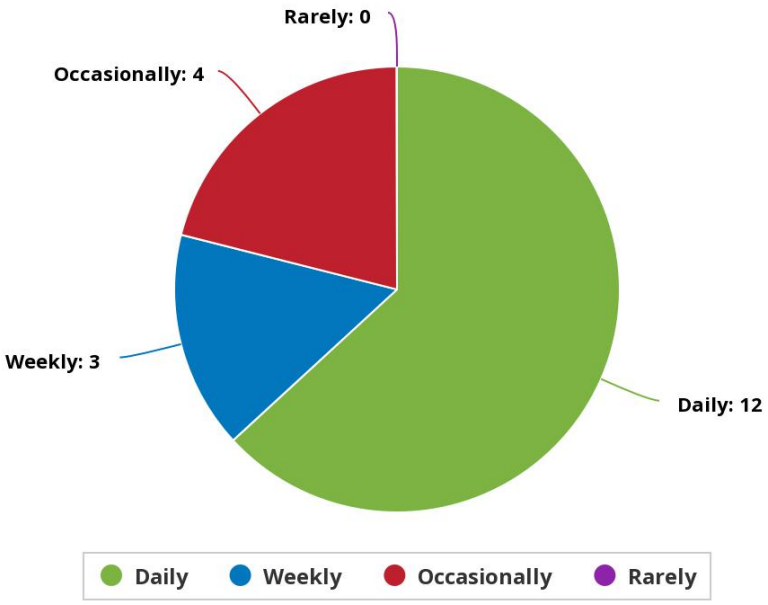
Survey

In addition to the interactive map comments, an online and hard copy survey were provided for feedback. As part of those questions, the following were in response to where respondents live and how they travel:

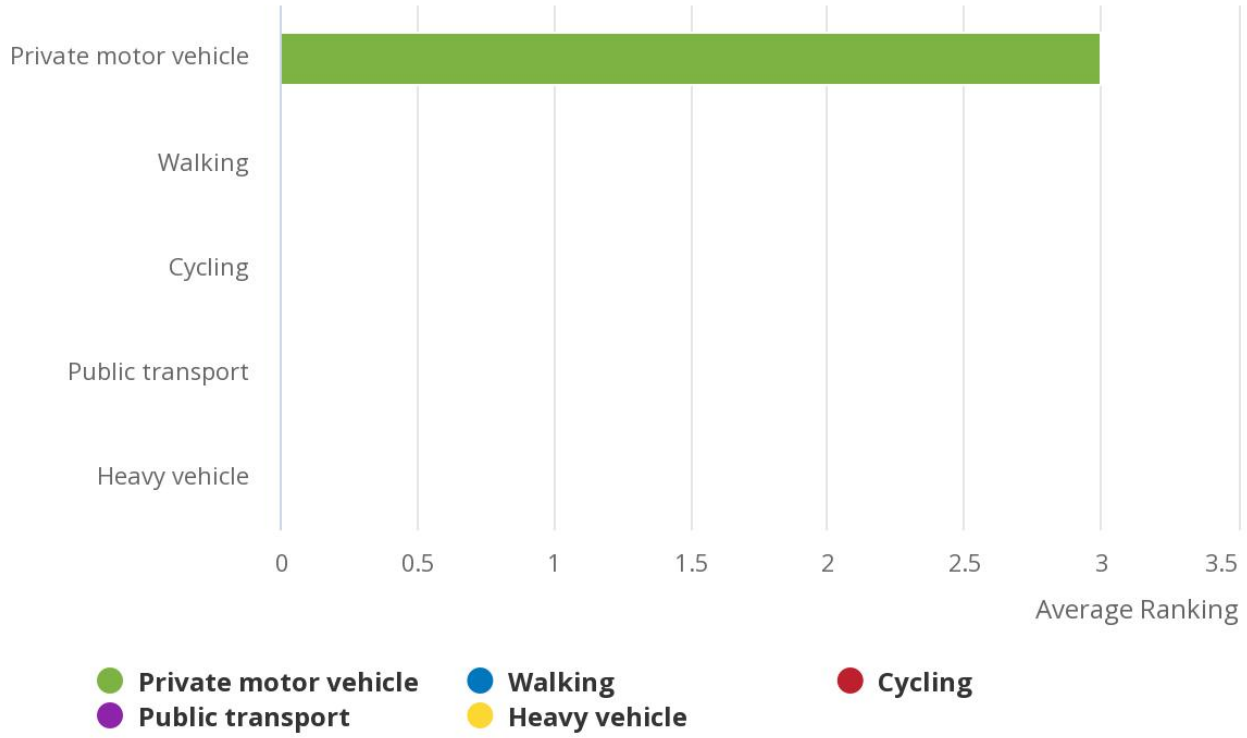
Where do you live?



How often do you travel on this section of SH57?



Please rank in order how you typically move around this area, with the most common way at the top.



Next steps

This feedback, summarised here and in its entirety, will assist the project team to consider the views of the community when progressing the road detailed design.

APPENDIX I: SAFETY IMPROVEMENT FEEDBACK AND RESPONSES

Themes from Social Pinpoint comments

Themes	Examples	Project team response
Roundabout / Intersection improvements	Suggestions covering the other intersections: - Tararua - Kimberley/Arapaepae - Roslyn/Waihou - SH1/SH57	- Tararua – Will be modified to include right turn bays - Kimberley/Arapaepae – no additional treatments proposed. The crash rate has dropped at this intersection since the most recent modifications were made. - Roslyn - No additional treatments proposed, other than the wide centreline which will provide more space for passing traffic. - SH1/SH57 - Waka Kotahi is considering an upgrade of this intersection and will be consulting on it shortly.
Access/Crossing	Being able to cross SH57	Pedestrian island crossings across SH57 will be provided at Queen Street.
Active transport (Walking and Cycling)	Accommodating for active modes	1.5m wide shoulders (both directions) will be provided on Arapaepae Road. A 1.5m shoulder (westbound) and a 1.0m shoulder (eastbound) will be provided on Kimberley Road. This is wider than what is currently provided along the corridor (particularly on Kimberley Road).

Survey Feedback

Below is a breakdown of responses received through the survey, with a project team response.

Question 1

Is there anything in particular you like about the design or anything additional you'd like us to consider in the final design of the roundabout?

Community response / comment	Project team response
I like that there will be pedestrian islands. I would like to cross from Levin to do the trig track at the Eastern end of Queen Street as well as visit the bush reserve but have been put off by the current configuration where it looks too dangerous to try and cross.	Pedestrian crossing islands are included in the design of the roundabout at SH57/Queen Street.
Wouldn't put one - will increase the traffic using that intersection. Just improve the current intersection to have good space to get up to speed or down from speed & merge turning right	A roundabout is a significantly safer form of intersection than the current intersection – it helps moderate the speed of all vehicles through the intersection and reduces the number of conflict points as all drivers only have to give way to their right. This will reduce the likelihood of deaths and serious injuries (DSIs) at this intersection.
Can we have roundabouts that are not slalom courses? Why cannot the route be nearly	A certain amount of deflection through roundabouts is required to slow vehicles down

Community response / comment	Project team response
straight, but still a technical roundabout? The disaster of the roundabout near Southwards Car museum needs to be avoided.	and so drivers have enough time to see each other and give way. The only way to reduce the 'slalom' effect is to have a very large roundabout, but that would require a significant area of private land to achieve and would result in a significant increase in construction cost and time to deliver improvements.
Build 2 lanes on exits on SH57, allowing slow vehicles to be passed safely, as per Taupo bypass. Stops dangerous passing later.	In order to provide a geometric design for a roundabout that included two exit lanes would require a much larger footprint and the purchase of private land. This would lead to a significant increase in construction cost and time to deliver improvements.
Reduced speeds are important for residents exiting Speldhurst on to SH57. Vehicles (especially large trucks) travelling at 100Km can come on anyone much quicker than we anticipate. This is quite inconvenient for motorists and can be frightening for the elderly drivers from the Village.	Noted. The new arrangement and redesigned intersection for Speldhurst should help moderate speeds.
I love the changes for vehicle traffic to help with safety, but I do feel it will slow traffic a lot depending on the roundabout speed limit. Could you change this by having pedestrian and cycle traffic using an under-road pass? Similar to the one in Ōhau, Levin. Crossing under state highway 1. As I feel there is already a growing number of pedestrian and cycle traffic crossing SH57 from the west heading east and back, even as the intersection is currently laid out. Which is a huge risk! And this new roundabout will only bring more foot and cycle traffic. So, an even safer and faster way to have all vehicle, pedestrian and cycle traffic crossing while not effecting vehicle traffic at all would be a change to a pedestrian and cycle underpass between east and west for queen street. This would not only eliminate almost all risk of pedestrians or cyclists being hit while crossing but also keep the flow of the vehicle traffic through the roundabout a lot safer and smoother.	Traffic will slow as it approaches the roundabout and will circulate around at approximately 30km/h. Pedestrian and cycle crossing islands will be provided across all four legs of the roundabout so pedestrians and cyclists can safely cross in two separate movement having to give way to only one lane of traffic each time. This is considered to be the most efficient solution when balancing cost against the safety risk of people crossing. Underpasses in this location would require the purchase of private land and the relocation of numerous significant underground services, ultimately resulting in an unaffordable construction cost.
Lower the speed limits if people would not speed through without looking at the intersection some accidents could be avoided. How is one supposed to turn north from Queen Street East at times of heavy traffic? So yes, a roundabout would definitely make that maneuvre safer. Make sure it slows drivers down and put recommended speeds up way ahead to alert truckies and horse floaties. There were quite a few tipped over trucks at the Otaihanga roundabout before they put up their signage.	Traffic will slow as it approaches the roundabout and will circulate around at approximately 30km/h.
Sound barriers or pay-outs to neighbouring properties to put in sound blocking fencing. At the moment the sound pollution is from some cars slowing down/accelerating out of the intersection. A roundabout, while very necessary	The roundabout will change the way traffic negotiates the SH57/Queen Street intersection and may affect the type of noise from traffic. Traffic will slow as it approaches the roundabout and will circulate around at approximately

Community response / comment	Project team response
for safety, will have ALL vehicles slowing down and accelerating out of the intersection causing a huge increase in sound pollution.	30km/h before accelerating back to the speed limit. Whether this results in more, or less, noise will depend on several factors, including: • What the underlying speed limit is (accelerating from 30 to 80 results in less noise than 30 to 100) • The location of the road relative to the receiving environment (the roundabout circulating lane is moving further away from houses than the existing road) • The location of braking and acceleration (which will be evenly distributed across a wider area rather than pinpointed on the intersection) • The proportion of vehicles that come to a complete stop (roundabouts tend to distribute the vehicles that stop around the legs rather than the current scenario where the stopping movements are concentrated in only two locations. In non-peak times, roundabouts can also operate without any drivers having to stop, as stopping is only required when a vehicle is approaching from your right) • The amount of landscaping and bunding provided (which helps mitigate noise). The above variables are currently being assessed and will be part of the work completed during detailed design.
OK if speed limits are 50 or 60. If 70 or 80, cars may not slow enough. Cycle lane design might discourage right-turning cyclists from using them.	Traffic will slow as it approaches the roundabout and will circulate around at approximately 30km/h. Cyclists negotiating the roundabout will have two options. Confident cyclists can choose to circulate through with traffic which, will have a reduced speed limit, one lane approaches, one circulating lane and one lane exits. Less confident cyclists have the option of using the shared pathway around the outside of the roundabout and crossing each of the four legs using the pedestrian crossing islands.
I think this is a great idea, particularly for traffic entering Levin from the west.	Noted.
Make it easy for large vehicles to get around the roundabout - unlike the one at Otaihanga. Don't put high-growing vegetation on the roundabout that obscures people's views.	The roundabout has been designed for the largest legal vehicles. Landscaping within areas where visibility is required will be restricted to low growing ground cover (e.g. grass).
I would think a lower speed limit on SH57 for 1km either side of the Queen Street East intersection would achieve a similar outcome without the extra manouvering required by the HGV's. Also minimise the amount of exhaust braking and acceleration required.	Given the nature of SH57 around Queen Street (flat straight and semi-rural) it is unlikely that a speed limit lower than 80km/h would be adhered to and a limit of 80km/h is still too high for a high risk cross roads intersection like Queen Street. Roundabouts are a significantly safer form of intersection than the current intersection – it helps manage the speed of vehicles through the intersection (traffic will slow as it approaches the roundabout and will circulate around at approximately 30km/h) and reduces the number of conflict points, as drivers only have to give way

Community response / comment	Project team response
	to their right. It also alters the collision angle of any crashes that do occur (to glancing rather than side on) which reduces impact forces. This reduces the likelihood of DSIs at this intersection.
Underpass for pedestrians and cyclists Underpass or pedestrian crossing linking North and south Queens just before Roundabout	Underpasses in this location would require the purchase of private land and the relocation of numerous significant underground services, ultimately resulting in an unaffordable construction cost.
Pedestrian/cyclist underpasses really needed. Suggest lighting/CCT cameras for additional user safety.	Underpasses in this location would require the purchase of private land and the relocation of numerous significant underground services, ultimately resulting in an unaffordable construction cost.

Question 2

Are there any other roadside risks you think the barriers should provide protection from, or anything you'd like to see considered in finalising the start and end point for each section of barrier?

Community response / comment	Project team response
See little value in side barriers on this stretch - plenty of other things to spend our money on	No comment.
I don't think side barriers are a good idea, compared to central barriers. Making the side runoff safer is a great idea, making drains, poles, bridges etc very clear to drivers. A drive that goes off into a ditch is nothing like a head on collision.	From Waka Kotahi's High Risk Rural Roads Guide: *"Loss of control (run-off road) crashes are the most common rural road crash type and account for 54% of fatal and serious crashes on all rural roads".* https://www.nzta.govt.nz/assets/Uploads/High-risk-rural-roads-guide-September-2011.pdf (Pg. 18-20) On roads with less than 6000 vehicles per day, this crash type features much more highly than head-on crashes. This is due to there being less likelihood of opposing traffic being present in the event of a vehicle crossing the centreline.
Need to leave enough room for vehicles to pull over properly especially at side roads and driveways. The ones already installed further north have not really achieved this and it creates hazards.	The design provides at least 1.5m of shoulder width in front of the barrier and at each driveway the barrier will be flared back towards the boundary. This means at each driveway there should be at least a 2.0m between the barrier face and the edgeline. Most vehicles are approximately 1.8m wide so this provides enough room to pull over clear of traffic. The project also adds a 1.0m wide centreline for the whole length – so when vehicles pull over to the left there is more room for vehicles to pass around them.
These will make SH57 Roslyn/Waihou Roads intersection more dangerous	The design does not propose to change the layout at SH57 / Roslyn / Waihou so it is unclear why this person feels that the intersection would become more dangerous
If you plan a walk/cycle way it's a yes to the road sign barriers, if not rather spend money on turning bays all along Arapaepae road	The project does not propose a walkway / cycleway along SH57 (Arapaepae Rd) but it does provide consistent shoulder widths of at least 1.5m wide for the full length. Right turn bays are proposed for all side roads on Arapaepae Rd except MacDonald Rd and Waihou Rd which are very low volume.
I have observed many locals who have found that the side barriers that have already been installed have made the road more dangerous than it was before. This basically comes down to the removal of the safe road edge/gravel area where they could pull over. I think side barriers are a great idea, it's just where they are placed that is the problem. To explain the 2 main problems: 1. Our region has a lot of slow rural tractors etc, every day they are on SH57. This is on top of normal cars stopping to answer cell phones etc or for breakdowns. Previously this has not been	1. The design provides at least 1.5m of shoulder width in front of the barrier and at each driveway the barrier will be flared back towards the boundary. This means at each driveway there will be at least a 2.0m between the barrier face and the edgeline. Most vehicles are approximately 1.8m wide so this provides enough room to pull over clear of traffic. The project also adds a 1.0m wide centreline for the whole length – so when vehicles pull over to the left there will be between 4.0m and 4.5m of room for vehicles to pass around them depending on whether they stop before a driveway or at a driveway. At present

Community response / comment	Project team response
a problem on most of this stretch of road as there is ample berm or gravel to pull over into. Traffic can then get passed without having to cross the centre line. We have seen that recently constructed side barriers are often constructed too close to the outside edges of the lanes so that there is only just enough room for an overly brave cyclist, and certainly not enough room for a car to pull off the road, let alone a tractor or market gardener truck. I hear you saying that you will widen the road, but I understand that that extra width is used to widen the centre line. (I am not criticising that, as wide centre lines are great.) And I am not asking for super wide road edges like an expressway. (However enough room for a cyclist to feel safe when a truck rushes past them is really important). What I am asking for is a clear lane edge, and then outside that enough room for slow and parked traffic to get out of the way. This area does not need to be all in tar seal. At the moment we just pull onto the gravel or berm. So, the road won't look any wider or tempt people to speed. It will just be safer as there will be enough sealed road edge for cyclists, and then enough gravel and berm to pull into if stopping, and then the safety barrier outside that. The safety barrier can be planted into the gravel or further out in the berm, instead of into the tar seal and too close to the road edge line. 2. The second problem is experienced by residents who say they can't see over the white picket fence or barrier when leaving their driveways. And because the barrier is placed so close to the lane edge, they have to push the nose of their car right out into the lane and then sometimes reverse back to get out of the way of traffic. They also complain of not having been given enough room at the edge to turn in and out of their property. They talk about lack of room on both sides of the road, as needing to pull off before turning across into their drive is necessary. I hear complaints that they block the lane when they have a trailer (and remember many of these properties are rural). I will give more detailed info of examples directly to your team who can then hopefully make sure the next lot of safety barriers go in the right place. Thanks. Ps. for most of this road all this won't affect walkers and horse riders as there should still be room for them. But I had better mention that everyday along Arapaepae Rd there is the odd jogger and walker, quite a lot of cyclists, and very occasionally a horse rider. Once the	there is only 3.5m between the existing edgeline and the single centreline. A consistent 1.5m wide shoulder is considered an adequate shoulder width for cyclists on rural highways and is wider than what is currently provided along the corridor. 2. We are aware that visibility from driveways can be an issue, especially on the inside of a bend and where the driveway approaches the highway on an uphill grade. We are checking potential visibility issues as we design the barrier. As discussed above at each driveway the barrier will be flared back towards the boundary to provide at least 2.0m between the barrier face and the edgeline. This means if a driver can't see and edges out, they should have a clear view in front of the barrier before they get to the edge line. In problematic locations we also have the ability to lengthen the flared section (so the barrier is pulled even further back towards the boundary at each driveway) and the ability to provide a larger gap in the barrier to widen the visibility splay. It also needs to be noted that on this section of SH57 the intent is to use guard rail, not wire rope barrier. This is important as guardrail provides us greater flexibility in how we can flare the barrier and is typically 10cm lower than the equivalent wire rope system which allows most drivers to see over the top of it.

Community response / comment	Project team response
expressway and shared pathways are eventually sorted everyone will have a better space to use.	
Make sure the barriers are visible in all lights and weather conditions, unlike the yellow (now very dirty) posts used currently along SH1.	Barriers have reflectors fitted to them to ensure they are visible in all light conditions.
Have pull off points where slow-moving agricultural vehicles can safely allow following vehicles to get past.	The design provides at least 1.5m of shoulder width in front of the barrier and at each driveway the barrier will be flared back towards the boundary. This means at each driveway there will be at least a 2.0m between the barrier face and the edgeline. Assuming a wide agricultural vehicle approximately 2.5m wide pulls over in one of the many driveways there will be 4.0m of room for vehicles to pass around them. At present there is only 3.5m between the existing edgeline and the single centreline.
Barriers need pedestrian openings at underpass or overpass (Higher construction more upkeep) or else pedestrians will be more on the road for longer stretch	Unclear on what this question relates to. There will be gaps in the barrier at every driveway and approximately 600mm of sealed shoulder behind the barrier, with unsealed shoulder beyond that. Pedestrians should be able to walk behind the barrier if they want to.

Question 3

Is there anything else you'd like to be considered as we finalise the wide centreline locations?

Community response / comment	Project team response
like these - as kiwis don't read the Roadcode & place their driver's seat 1/2 way across their 1/2, so this helps mitigate against head on crossovers - and also gives a better view for traffic wanting to overtake	No Comment.
Wide centre areas really help and centre dividers make the road seem narrower, slowing people down. Please consider the effect on cyclists too, as avoiding them can cause cars to move to the right. Over taking lanes suggest the road is a racetrack. A slow vehicle lane on hills is a better approach.	A consistent 1.5m wide shoulder will be provided which is considered adequate for cyclists on rural highways and is wider than what is currently provided along the corridor. The wide centreline also provides additional room for vehicles overtaking cyclists.
Have had two windscreens requiring replacement from stones flicked up from oncoming trucks where there is a wider centreline just before Shannon. Need to include maintenance plan to sweep.	Feedback passed on to Waka Kotahi system maintenance team.
Wide enough for people to use safely when entering/exiting driveways? No passing markers up the centre (so long as places left wide enough for tractors to pull over and let traffic through)	See comments above.
Can they be utilised as turning bays?	Unclear on what this question relates to.
Make sure the lines are clearly visible in all lights and weather conditions.	All road marking will use retroreflective paint
Concreted island wide enough to wait for opposing traffic before trying second bit of crossing	The pedestrian crossings through the islands SH57/Queen Street will be designed (made wide enough) to allow for pedestrians and cyclists to safely wait in the middle before crossing the second traffic lane.

Question 4 refer to Appendix II

Question 5

What else would you like us to know about SH57 as safety improvements are being finalised? Are there particular areas of SH57 that you're concerned about and what are your safety concerns?

Community response / comment	Project team response
Think SH57 is now a good road on the Shannon to SH1 section. Would love more places for slow traffic to get out of the way north of Shannon through Massey as no-one does what the Roadcode says in moving/pulling over	Outside of project area.
This is a SH so education on right hand turn safety, dealing with slow vehicles etc could help. Reducing access to the road (private driveways etc) and increasing the borders to allow for cyclists would be great.	Feedback passed onto Waka Kotahi advertising team.
The junction from SH57 onto SH1 seems to cause confusion and near misses. Build a roundabout there. Appreciate may cause more traffic issues until PP20 complete.	Outside of SH57 project scope but is part of safety improvements being considered for SH1.
McDonald Road needs a right turning bay. It is not safe to pull to the centre, especially with the rise just to the north of the intersection that creates a blind spot and 100km traffic coming from behind. Pulling to the left when northbound is also hazardous, both from the blind spot and with the quantity of traffic using SH57, often making it very difficult to find a safe gap to cross both lanes. A wide centreline and side barriers will potentially make the area even more cramped/dangerous	The wide centreline should help by providing addition area in which to wait. Road widening is being undertaken to provide additional space to accommodate the barrier so the road will be getting wider, not narrower at this location. For example, when a vehicle is stopped in the middle of the road turning from the wide centreline, there will be 5.0m of road width between that stationary vehicle and the barrier face.
A walk cycle way would be awesome	Outside the scope of this safety project. A consistent 1.5m wide shoulder will be provided along the full length (both directions) which is considered adequate for cyclists on rural highways and is wider than what is currently provided along the corridor. The wide centreline also provides additional room for vehicles overtaking cyclists.
The section of SH57 from the SH56 intersection to the Manawatu Gorge is far worse than the SH1-Shannon section and should be a priority for speed review and also for adding wider verges. Many sections have 15cm verges only. The Waka Kotahi website does not explain the process by which sections of state highway are prioritised for having their speed limits reviewed.	Outside of project area. Speed review process is covered on Waka Kotahi's website: https://www.nzta.govt.nz/safety/our-vision-of-a-safe-road-system/safe-network-programme/speed-management/faqs/
As traffic gets busier the Arapaepae/Tararua Rd and Arapaepae/Kimberley Rd intersections will probably need safety improvements too. I doubt they can hold out (as they are) until the expressway is finally here. So can you please think about them too so that the current round of improvements will be compatible with the future needs of these intersections, and when necessary you will be able to make them safer too.	This project does include safety improvements at Arapaepae/Tararua Rd in the form of a painted median and right turn bays. Improvements are not currently proposed at Arapaepae/Kimberley Rd. Traffic is not forecast to grow significantly before the new highway opens.

Community response / comment	Project team response
People who do not use their indicators before manoeuvring, especially on roundabouts. Any new roundabouts need signs instructing people how to indicate appropriately.	Feedback passed onto Waka Kotahi advertising team.
Crossing at Roslyn SH57 also scary to attempt on foot. Wider concrete line in middle with pedestrian crossing	

Email feedback

Below is a breakdown of responses received through the community engagement with a project team response.

Community response / comment	Project team response
Will need some calming treatment for northbound traffic coming off the Expressway north of Otaki after they have had that good road from Wellington.	Safety improvements and a speed limit review are proposed between Otaki and Levin
Side barriers are supported - but subject to two important provisos - - They should be positioned so that a vehicle can pull off onto the shoulder clear of the moving lane - They should only be installed where they are providing protection from a dangerous object (power pole, tree etc) and NOT where the vehicle leaving the road would be better than a head-on accident. They should not be installed in a position that has been determined simply to keep the aesthetics of straight lines or visual amenity.	The design provides at least 1.5m of shoulder width in front of the barrier and at each driveway the barrier will be flared back towards the boundary. This means at each driveway there will be at least a 2.0m between the barrier face and the edgeline. Most vehicles are approximately 1.8m wide so this provides enough room to pull over clear of traffic. The project also adds a 1.0m wide centreline for the whole length – so when vehicles pull over to the left there will be between 4.0m and 4.5m of room for vehicles to pass around them depending on whether they stop before a driveway or at a driveway. At present there is only 3.5m between the existing edgeline and the single centreline. The barriers are primarily being placed to provide protection from hitting the power poles and drainage ditches. The power poles are spaced at intervals where it is not practical to stop and start the barriers at each pole.
Efforts for further safety improvements on this and other State Highways should be focused on driver behaviour with more innovative tools than are currently being deployed.	Feedback passed on to Waka Kotahi advertising team
Just do it but remember a lot of market gardeners and tractors use the road. Money better spent on 4 lanes.	The road is being widened as part of this project so it should be better for negotiating around tractors. The four-lane highway is being progressed and is due for completion in 2029.
How can we better tackles issues like: 1. Length of roadworks 2. Access and egress past through roadworks, even a dedicated Emergency Service lane 3. Early notification of changes that effects project plans which would impact emergency service. This project will cause emergency services significant delays, as 90% of our workload in and out of Levin would go through this intersection.	Traffic Management Planning is co-ordinated by Waka Kotahi's traffic operation centres which consider these aspects and communicate notifications to emergency services regarding closures
I still have concerns about having the ability to safely pull to the left to make a right turn into properties 24, 49 & 50 Arapaepae Rd.	A shoulder width of at least 2.0m width (i.e. wider than a car) will be provided opposite these properties to safely pull into. This will be a lot safer than the current scenario which is at the end of a merge lane, because this new area of wide shoulder will have the added complication of vehicles approaching from a blind spot (i.e. the left turn from Queen St into SH57 north)

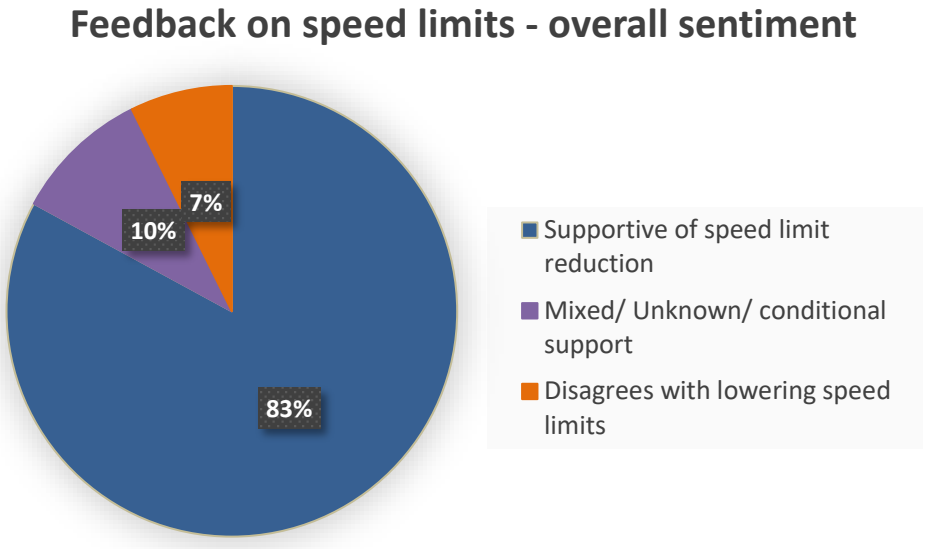
Community response / comment	Project team response
It would make life a lot safer if a roundabout could be build at the Roslyn road intersection joining SH 57 with the existing SH 1 taking the Heavy traffic away from the centre of Levin relieving our town from the traffic congestion we are experiencing at present.	A roundabout at Roslyn is not part of the scope of the current project.
What is being done to address noise barriers and noise control with different types of seal available for road surfacing. Would like to see a Armco barrier in front of the gas main near Murrayfield Way.	The pavement surfacing at the Queen St roundabout will be asphalt, the remainder of the road will be surfaced in chip seal. A barrier will be installed in front of the gas main near Murrayfield Way.
What is being done for cyclists and safety concerns with side barriers – seal widening.	A consistent 1.5m wide shoulder is being provided between the white edge line and the barrier face. This is considered an adequate shoulder width for cyclists on rural highways and is wider than what is currently provided along the corridor.
The following are safety issues on Kimberley Road, SH57:	
• Speed: A maximum of 70km/h	• Refer to Appendix II
• Wide centrelines	• The design incorporates a 1m wide centreline.
• Side barrier on the drain side of the road.	• The design incorporates a barrier.
• A centreline fence/barrier installed between the railway line and the Speldhurst main gate (would have to do something similar with the eastern gate). Perhaps a centreline barrier the full length of Kimberley Road, SH57 (this could be the best option).	• A centreline barrier is not possible given the narrow road corridor on Kimberley Road. Installing a centreline barrier would require adjacent land purchase at significant cost. Whilst this would deliver a safety benefit, traffic volumes on this section are not significant enough to justify the cost of a central barrier against the national criteria set by the Safe Networks Programme.
• Signs for No Engine Breaking.	• Waka Kotahi will raise this noise issue with HDC.
• Speed camera and speed camera signs.	• Refer to Appendix II
• Signs to indicate side roads.	• Signs for side roads will be provided.
• We see as a must, install a new roundabout at the intersection of SH1/Kimberley Road, SH57.	• Waka Kotahi is currently investigating safety improvement options for SH1/57 intersection, and one of those options is a roundabout. Waka Kotahi will consult on this intersection as part of the SH1 project.
• Try and reduce road noise with a smaller chip or hot mix.	• The decision on seal type is based on traffic speed, volume, percentage of heavy vehicles and cost. Based on the current and future predicted traffic mix, chip seal is the most appropriate seal that balances noise against cost and maintenance requirements. The designer will consider noise reduction when selecting the chip size.

Community response / comment	Project team response
• For both gates, have pull over lanes when vehicles are turning into Speldhurst, coming from the eastern direction.	• The existing intersection marking arrangement for the main access will be retained. The pavement at the second access will be widened to allow it to be remarked in the future in the same way the current (main) access is marked
• For both gates, would like better lighting, both sides of the road.	• The Speldhurst developer is responsible for providing adequate lighting at the intersection as part of the resource consent conditions issued by HDC. Waka Kotahi has identified this compliance issue with HDC.
For both gates, would like stop signs when leaving Speldhurst.	• Waka Kotahi will discuss the form of intersection control with HDC. If a stop sign can be justified from a safety perspective, it will be installed.

APPENDIX II: SPEED LIMIT FEEDBACK

Overall sentiment

People could give feedback several ways, including via online survey, at community drop-in sessions and Social Pinpoint. 14 surveys were completed, and 109 comment markers were collated that specifically mentioned speed limits.



Overall sentiment reflects individual comments made and does not include up or down votes as people may have 'liked' or 'disliked' multiple comments of similar views.

Of those people who commented on speed limits, the majority (83%) support speed reduction on some level or in some locations; with most people providing suggested speed lowering on some or all sections of SH57 in the Levin area. Where a reason was given in support for lower speeds, people felt that:

- It would make it safer to turn into and out of side roads, driveways, and shops (13 comments). Garden of York was a key destination mentioned.
- Current speed limits were no longer appropriate given the increased development and volume of people/ traffic using the road (9 comments)
- It would be safer, or they felt unsafe currently (7 comments)
- It is not safe for older residents of Speldhurst Country Estate, nor for the volume of traffic entering and exiting this location (5 comments)
- Lower speeds prevent traffic backing up every time there is a decrease down to much lower speeds (2 comments)
- It would be safer for children around school bus stops (2 comments)
- Will help saves lives (2 comment)

10% of people who commented on speed limits gave mixed or conditional support, in most cases saying they would support reductions in some places but not others. For the section of SH57 between Roslyn Street and Shannon some people felt the posted speed limit was appropriate, citing concerns about impact on travel times related to business travel (2 comments). One person felt that variable speed limit might be more appropriate to manage on-peak travel time only and another thought speed limits should only change once the expressway is built (1 comment).

7% of people voiced disagreement with any change to speed limits. Where a reason was provided, these included:

- Driver behaviour is the fundamental problem, not speed i.e. impatience, unsafe passing (2 comments)
- They do not think the road and speed limit is unsafe (1 comment)
- Lower speed is not appropriate for an arterial road (1 comment)
- Waka Kotahi's proposed safety improvements will enable current speed limits to be retained (1 comment)

Locations people thought should be lower speed

The below table shows the locations or sections of SH57 that people thought should have a lower posted speed limit. Many people did not provide a reason for suggesting a lower speed limit. but expressed a clear view, indicating support for 80km/hr or 70 km/hr or less at specific locations or stretches or road.

LOCATION	MENTIONS
Kimberly Road (33 mentions)	33
By Speldhurst Country Estate	20
Corner Kimberly Road and Arapaepae Road	4
Between Tararua Road and Roslyn Road	1
Between Meadowvale Drive and Roslyn Road / Garden of York	9
At the proposed roundabout at Queen Street	6
Between Queen Street and Garden of York	1
From SH1 To Garden of York	6
From Garden of York to Shannon	1
From SH1 to Roslyn Road	5
From SH1 to Heatherlea East Road/ Koputaroa / Te Ronhenga Road area	6
From SH1 to Shannon	3
On Laws Hill / Potts Hill	5

Nine people made general comments about speed limits of 80km/hr or less being more appropriate but did not specify a location. One person also felt that the speed limit needed lowering where you enter and exit Shannon.

Outside of scope of this project, several people also stated that wanted to see speed limits lowered on other roads:

- In Levin township (3 mentions)
- On side roads (2 mentions)

Survey Feedback

Below is a breakdown of responses received through the survey, with a project team response.

Question 4

Do the current speed limits feel safe or not, are there particular sections of the road or intersections you think are more dangerous than others? Is there anything you think we need to know while we look at the speed limits?

Community response / comment	Project team response
Definitely need 80k from SH1 to the right-angle bend - and a GOOD turning bay for Speldhurst (I've done 2 Staying Safe courses there + spent time observing the intersection. Also, either have a variable 70 on Queen St as at Himatangi or have a 70 or 80 for a safe distance through that intersection - that will save the $$ on a roundabout.	80km/h is the assessed safe and appropriate speed limit from SH1 to the existing 70km/h speed change at Shannon. Roundabouts such as the one planned for SH57 / Queen St reduce speeds and also make it easier for drivers to choose the right time to enter flowing traffic. 80km/h is considered to be a reasonable design speed for the roundabout.
While safety, and the ability to survive a crash or from a driving error are key reasons for lower the speed, we also need to move away from a "race track" mentality. Lowering speed limits to 80kph hardly increases travel time, but helps saves lives and delays the onset of queuing. If we can lower the rate of arrival at intersections, we can prevent queuing and the long delays created once traffic begins to stop on the road. I fully support lowering SH57 and SH1 to 80kph from Shannon to SH1 and on SH1 south of Levin at all times.	Waka Kotahi acknowledges your response and thanks you for your input.
Current speed limits ok, issue is impatience and unsafe passing. continuous reduction in speed limits increase nonpeak journey times putting pressure on drivers hours. Use of variable speed signs as per SH1 Himitangi good idea. Once expressway in place reduce speeds.	The plan is to review speeds in advance of the new highway project (Otaki to North of Levin (O2NL)) to ensure safety benefits are achieved now, rather than continuing with an unsafe section of State Highway. While driver behaviour does play a part, reducing the impact energy of a crash significantly increases the chance of survival for all parties involved. Potential travel time increases have been assessed and are not considered to be significant.
Keep the speed reduced heading north until vehicles pass the veggie garden shop! Make turning in and out of their safer also.	Waka Kotahi acknowledges your response and thanks you for your input. The section of state highway north of the veggie shop has been technically assessed with a safe and appropriate speed of 80km/h.
Current speeds are no longer suitable. Our property backs onto Arapaepae Road and in the time we have been here we have noticed the volume and speed of traffic has increased hugely. We think there should be a 70k speed limit from SH1 turnoff to north of Heatherlea East road. That would ensure Speldhurst, Tararua Rd intersection, Meadowvale St, Queen St intersection and Garden of York plus all side streets off Arapaepae Road in that vicinity would be safer to access.	80km/h is the assessed safe and appropriate speed limit from SH1 to the existing 70km/h speed change at Shannon.

Community response / comment	Project team response
I think it really should be lowered all along Levin up to Koputaroa road. Make it 80kms all along Kimberley road as well. It might take 5 mins longer for people to reach their destination but it will keep everyone safe in the future.	Waka Kotahi acknowledges your support for the review of speed limits.
I gather the speed limit will be reduced to at least 70kmh and will also include the section from Meadowvale Drive to the roundabout?	80km/h is the assessed safe and appropriate speed limit from SH1 to the existing 70km/h speed change at Shannon.
I live on SH57 (Linton) and often use this road. The current speed limit does not feel safe and should be 80 km/h. My teenage daughter needed to drive to Levin every day in the summer for work, as does another nearby teenager, the safety of this road is a major concern for me.	Waka Kotahi acknowledges your support for the review of speed limits.
I frequently use the turnoff from Levin north to go to the Garden of York. There is now a turn off lane, a very short one, but the speed needs to be reduced to at least 80kph. Trying to turn off with someone travelling at 100kph right behind you is a fraught procedure.	Waka Kotahi acknowledges your support for the review of speed limits.
We need more passing lanes. Traffic is held up by slow moving agricultural vehicles. Frustration will only build on SH1 north of Peka Peka after the new road opens.	There is no intent to develop passing lanes as part of this project. However, safety improvements planned in the area will see the road widened to accommodate stretches of side barrier and wide centrelines. This should improve space available to negotiate around slow-moving agricultural vehicles.
Current speed limits are fine. I see very few instances of excessive or unsafe speed along this stretch of road and I travel it twice per day.	The current speed limit has been technically assessed as too high and unsafe for the surrounding environment. 80km/h is the assessed safe and appropriate speed limit from SH1 to the existing 70km/h speed change at Shannon.
NO. too fast and dangerous for all who try and cross intersection at Queen St SH57. Trucks cars buses all try and exceed speed that is already too fast. Traffic turning left to Palmerston from queens don't indicate and try and speed up whilst taking the tuning lane. Scary	Waka Kotahi acknowledges your support for the review of speed limits.

Email feedback

Below is a breakdown of responses received through the community engagement with a project team response.

Community response / comment	Project team response
The following are safety issues on Kimberley Road, SH57: • Speed: A maximum of 70km/h • Speed camera and speed camera signs.	For the section of State Highway mentioned, 80km/h is the assessed safe and appropriate speed limit. At present, there are no plans to install a speed camera and associated signage. However, the speed environment will be monitored post-implementation and if required, further actions will be undertaken.
• Reduced speed SH57 Roslyn Rd to SH1 ..80?.. but 60 near the new retirement village Kimberley Road	For the section of State Highway mentioned, 80km/h is the assessed safe and appropriate speed limit.
• Lowering the speed limit is not supported – even the proposed roundabout can be made to safety exist within the 100kph environment, as provided by many other examples.	Providing a roundabout for a 100km/h environment would not match the assessed safe and appropriate speed environment of 80km/h. If the roundabout were designed for a 100km/h environment, the roundabout would need to be significantly larger in size. The result would be a roundabout that costs significantly more to construct due to additional land take and construction costs. Once the O2NL new highway is constructed, the form and function of SH57 is likely to change. It is not expected that 100km/h would be suitable once at this time. 80km/h is the assessed safe and appropriate speed limit from SH1 to the existing 70km/h speed change at Shannon.

APPENDIX III: PROMOTION AND ENGAGEMENT COLLATERAL

Promotional material

- Press ad
- Flyer
- Facebook event posts

Engagement collateral

- SH57 brochure
- Safety improvements brochure
- Social Pinpoint (https://nzta.mysocialpinpoint.com/sh57-safety-improvements#/)
- Posters
    - SH57 safety improvements
    - O2NL programme
    - Safe Network Programme

57 Safety improvement drop-in sessions

While work progresses to deliver the new Ōtaki to north of Levin highway within the next decade, we're also making improvements to the safety of State Highway 57.

In the last five years there were 11 crashes resulting in fatalities and serious injuries on SH57 between the SH1 intersection and Heatherlea East Road. To help prevent more crashes like these, we plan to install safety improvements on the road. We want to hear your feedback on plans for a new roundabout, side barriers and wider centrelines.

We'd also like to hear your thoughts on the current speed limits on SH57, between the SH1 intersection and Shannon. This feedback will help us determine if a speed limit change will improve safety.

Come and see us at one of five drop-in sessions:

Tuesday 21 July, 10.30am-12pm
at Speldhurst Country Estate west wing, 100 Speldhurst Parade, Kimberley Rd, Levin

Tuesday 21 July, 2.30-4pm at Koputaroa Hall, 399 Koputaroa Rd, Koputaroa

Wednesday 22 July, 2-3.30pm at Shannon Memorial Hall, 8 Grey St, Shannon

Wednesday 22 July, 5-6.30pm
at Te Takeretanga o Kura-hau-pō, 10 Bath St, Levin

Saturday 25 July, 12pm-2pm
at Te Takeretanga o Kura-hau-pō, 10 Bath St, Levin

You can also have your say online, until 10 August 2020. Find out more at **www.nzta.govt.nz/o2nl-SH57-safety-improvements**

WAKA KOTAHI NZ TRANSPORT AGENCY

New Zealand Government

State Highway 57 safety improvements

While work progresses to deliver the new Ōtaki to north of Levin highway within the next decade, we're also making improvements to the safety of State Highway 57. Locals know their roads, so we want to hear what you think.

HAVE YOUR SAY

Your input can help fine tune proposed safety improvements and provide valuable feedback on current speed limits.

Come along to one of our drop-in sessions or have your say online **before 10 August 2020**.

DROP-IN SESSIONS

Tuesday 21 July, 10.30am-12pm
Speldhurst Country Estate
100 Speldhurst Parade
off Kimberley Rd Levin

Tuesday 21 July, 2.30-4pm
Koputaroa Hall
399 Koputaroa Rd, Koputaroa

Wednesday 22 July, 2-3.30pm
Shannon Memorial Hall
8 Grey St, Shannon

Wednesday 22 July, 5-6.30pm
Te Takeretanga o Kura-hau-pō
10 Bath St, Levin

Saturday 25 July, 12pm-2pm
Te Takeretanga o Kura-hau-pō
10 Bath St, Levin

FIND OUT MORE

Find out more at
www.nzta.govt.nz/o2nl-sh57-safety-improvements
Email at **O2NL@nzta.govt.nz**
Phone **0508 625 4636**

WAKA KOTAHI
NZ TRANSPORT AGENCY

New Zealand Government

O2NL SH57 Facebook events – Facebook previews

JUL
21

SH57 safety improvements drop-in session

Public · Hosted by NZ Transport Agency - Central North Island

Tuesday, 21 July 2020 from 10:30-12:00
Next Week

Edit

Speldhurst Country Estate west wing, 100 Speldhurst Parade, Kimberly Rd, Levin.

Edit

No tickets

Add tickets

Description

Edit

We are seeking feedback on plans to build a new roundabout at the SH57/Queen St intersection to slow approaching traffic and make it easier for you to choose the right time to enter the intersection, and to install stretches of side barriers and wider painted centrelines on SH57.

We'd also like to hear your thoughts on the current speed limits on SH57, between the SH1 intersection and Shannon.

Your input can help fine tune proposed safety improvements and provide valuable feedback on current speed limits.

Keen to provide feedback, but can't make it to one of our drop-in sessions? You can find out more and share your thoughts at www.nzta.govt.nz/o2nl-sh57-safety-improvements

See the events section on our Facebook page for details of other dates and locations.

JUL
21

SH57 safety improvements drop-in session

Public · Hosted by NZ Transport Agency - Central North Island

Tuesday, 21 July 2020 from 14:30-16:00
Next Week

Edit

Koputaroa Hall, 399 Koputaroa Rd, Koputaroa.

Edit

No tickets

Add tickets

Description

Edit

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JUL
22

SH57 safety improvements drop-in session

Public · Hosted by NZ Transport Agency - Central North Island

Wednesday, 22 July 2020 from 14:00-15:30
Next Week
Edit

Shannon Memorial Hall, 8 Grey St, Shannon.
Edit

No tickets
Add tickets

Description
Edit

We are seeking feedback on plans to build a new roundabout at the SH57/Queen St intersection to slow approaching traffic and make it easier for you to choose the right time to enter the intersection, and to install stretches of side barriers and wider painted centrelines on SH57.

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JUL
22

SH57 safety improvements drop-in session

Public · Hosted by NZ Transport Agency - Central North Island

Wednesday, 22 July 2020 from 17:00-18:30
Next Week
Edit

Te Takeretanga o Kura-hau-pō, 10 Bath St, Levin.
Edit

No tickets
Add tickets

Description
Edit

We are seeking feedback on plans to build a new roundabout at the SH57/Queen St intersection to slow approaching traffic and make it easier for you to choose the right time to enter the intersection, and to install stretches of side barriers and wider painted centrelines on SH57.

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See the events section on our Facebook page for details of other dates and locations.

JUL
25

Te Takeretanga o Kura-hau-pō, 10 Bath St, Levin.

Public · Hosted by NZ Transport Agency - Central North Island

Saturday, 25 July 2020 from 12:00-14:00
Next Week
Edit

Te Takeretanga o Kura-hau-pō, 10 Bath St, Levin.
Edit

No tickets
Add tickets

Description
Edit

We are seeking feedback on plans to build a new roundabout at the SH57/Queen St intersection to slow approaching traffic and make it easier for you to choose the right time to enter the intersection, and to install stretches of side barriers and wider painted centrelines on SH57.

We'd also like to hear your thoughts on the current speed limits on SH57, between the SH1 intersection and Shannon.

Your input can help fine tune proposed safety improvements and provide valuable feedback on current speed limits.

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State Highway 57 safety improvements

While work progresses to deliver the new Ōtaki to north of Levin highway within the next decade, we're also making improvements to the safety of State Highway 57. Locals know their roads, so we want to hear what you think.

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FIND OUT MORE

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Email at **O2NL@nzta.govt.nz**

Phone **0508 625 4636**

WAKA KOTAHI
NZ TRANSPORT AGENCY

New Zealand Government

WHAT'S HAPPENING

We're improving safety on SH57 as part of the Ōtaki to north of Levin programme, which also includes the development of a new 24-kilometre four-lane highway.

SH57 will continue to be an important local road in the future so safety improvements will be implemented ahead of the new highway as part of the Safe Network Programme.

We will be reviewing the current speed limits on SH57 to make sure they are safe and appropriate.

On SH1, safety improvements are also being investigated, and we will be reviewing speed limits on SH1 in the area. We'll be updating you on proposals from Ōtaki to Levin later on this year.

PROPOSED SAFETY IMPROVEMENTS

In the last five years, there have been 11 crashes on SH57 between the SH1 intersection and Heatherlea East Road, resulting in fatalities and serious injuries.

Along SH57 from SH1 to Heatherlea East Road we'll be installing stretches of side barriers and painted wide centrelines. The existing road seal will be widened to accommodate the safety infrastructure and to improve the overall integrity of the road.

In addition, we'll be building a roundabout at the intersection of SH57 and Queen Street.

NEXT STEPS

Community input will help finetune the safety improvement designs. Construction is expected to begin this summer and take approximately 18-24 months to complete.

NEW ROUNDABOUT

We are planning a roundabout at the SH57/Queen St intersection. In the last five years, there have been three serious crashes at this intersection.

Roundabouts reduce speeds, making it easier for you to choose the right time to enter flowing traffic. Lower speeds significantly drop the chances of a serious head on or side impact crash, meaning the chances of being killed or seriously injured is reduced by up to 65%.

SIDE BARRIER

Side barriers are designed to stop cars from going further off the road and hitting something harder, like a power pole, or ending up in a ditch.

We are considering stretches of side barriers on SH57 from SH1 to Heatherlea E Road. Side barriers can reduce the number of people killed or seriously injured in crashes by up to 30%.

PAINTED WIDE CENTRELINE

Widening the centrelines means creating more space between cars travelling in opposite directions. More space between lanes can reduce serious crashes by up to 20% because people have more time to correct a momentary lapse of concentration.

LEVIN
Heatherlea East Road
Roslyn Road
Waihou Road
Queen street
Tararua Road
Kimberley Road
1
57

Please refer to **www.nzta.govt.nz/o2nl-sh57-safety-improvements** for a detailed map of proposed changes

Images shown are not to scale

SAFE SPEEDS

Alongside the other safety improvements we are reviewing the current speed limits on SH57 between SH1 and Shannon to make sure they are safe and appropriate for this road. Regardless of the cause of a crash, speed is most likely to determine whether anyone is killed, injured or walks away unharmed.

As a rural residential road with several high-risk intersections it is important the speed limits on SH57 reflect the risk on the road.

Engagement with the community helps us get feedback and local knowledge on how you use the road and your concerns. This feedback helps us determine if a speed limit change is the best thing to do to improve road safety, where any proposed new speed limits would begin or end, and if any other safety improvements are needed.

Between 2015 and 2019 there were **19 crashes** on this stretch of road. **Six people were killed** and **21 people were seriously injured**.

SPEED REVIEW PROCESS

We'll use the feedback we get during engagement to help recommend what speed limits are best for these roads and then we will formally consult with you. The stages of the speed review process are:

SPEED REVIEW STARTS	A 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	Feedback is considered and 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.

20-221

FLEXIBLE ROAD SAFETY BARRIERS

When fitted along the side and centre of the road, flexible road safety barriers reduce the number of people killed or seriously injured in crashes by 75%.

If you hit a flexible barrier, the steel cables flex, slowing down your vehicle and keeping it upright. The barrier absorbs the impact so you and the people with you don't.

SIDE AND MEDIAN BARRIERS

Median barriers prevent head-on crashes, which is how most people are killed or seriously injured on our roads. They can reduce deaths and serious injuries by up to 65%.

Side barriers stop your vehicle before you hit something harder – like a tree, power pole or oncoming vehicle. They can reduce the number of people killed or seriously injured by up to 30%.

SAFER SPEEDS

Setting speed limits that are safe and appropriate to the level of risk on the road means we can prevent people from dying or being seriously injured on our roads.

A small change in speed can make a big difference.

INTERSECTION RAISED SAFETY PLATFORMS

Raised safety platforms are similar to speed humps – encouraging motorists to slow down when approaching an intersection and providing a safer, slow-speed crossing space for pedestrians.

International experience shows that raised safety platforms can reduce death and serious injuries by up to 40%.

WAKA KOTAHI NZ TRANSPORT AGENCY / ROAD TO ZERO

20-167
NZBN: 9429041910085

MAKING NEW ZEALAND'S ROADS SAFER

We're improving road safety through various safety solutions. These improvements can prevent crashes happening, or if a crash does occur, they can stop people from being killed or seriously injured.

WAKA KOTAHI NZ TRANSPORT AGENCY / ROAD TO ZERO

New Zealand Government

Job:988454 NZTA_Safety Solution Brochure

RUMBLE STRIPS

Rumble strips could be the difference between straying off the road or staying on it. The raised markings make a rumbling sound when you drive over them. This gives you a wake-up call if you stray across the line.

SIGNS AND ROAD MARKINGS

Signs and road markings warn people of risks further down the road like intersections, stop signs or tight corners.

The right signs in the right place make a big difference in preventing crashes. Signs that warn drivers about an upcoming corner can reduce crashes by up to 57%.

IMPROVED INTERSECTIONS

Turning lanes, better warning signs and intersection speed zones are some of the solutions we can use to make intersections safer.

We can also cut back trees so it's easier to see other vehicles and improve the road surface, so drivers are able to stop quicker.

WIDE CENTRELINES

Widening the centreline means more space between you and oncoming vehicles. It is a simple and effective way to steer drivers away from each other - giving you time to react and helping prevent crashes if someone makes a mistake.

More space between lanes can reduce serious crashes by up to 20%.

RURAL ROUNDABOUTS

Intersections can be dangerous places, with 17% of deaths and serious injuries occurring at rural intersections.

Roundabouts can reduce the number of people killed or seriously injured by up to 65%, because they slow people down and significantly reduce the chance of head on and side crashes.

URBAN TRAFFIC SIGNAL INTERSECTIONS

Urban intersections can be very busy places, with lots of people driving, walking and riding through them.

Changes to the phasing and timings of traffic signals can help people move more safely through intersections and reduce the number of people killed or seriously injured by up to 25%.

These proven safety interventions are being made as part of Waka Kotahi NZ Transport Agency's Safe Network Programme. For more information visit: **www.nzta.govt.nz/safe-network-programme**

Job:988454 NZTA_Safety Solution Brochure

WAKA KOTAHI
NZ TRANSPORT AGENCY

Closed for Comment

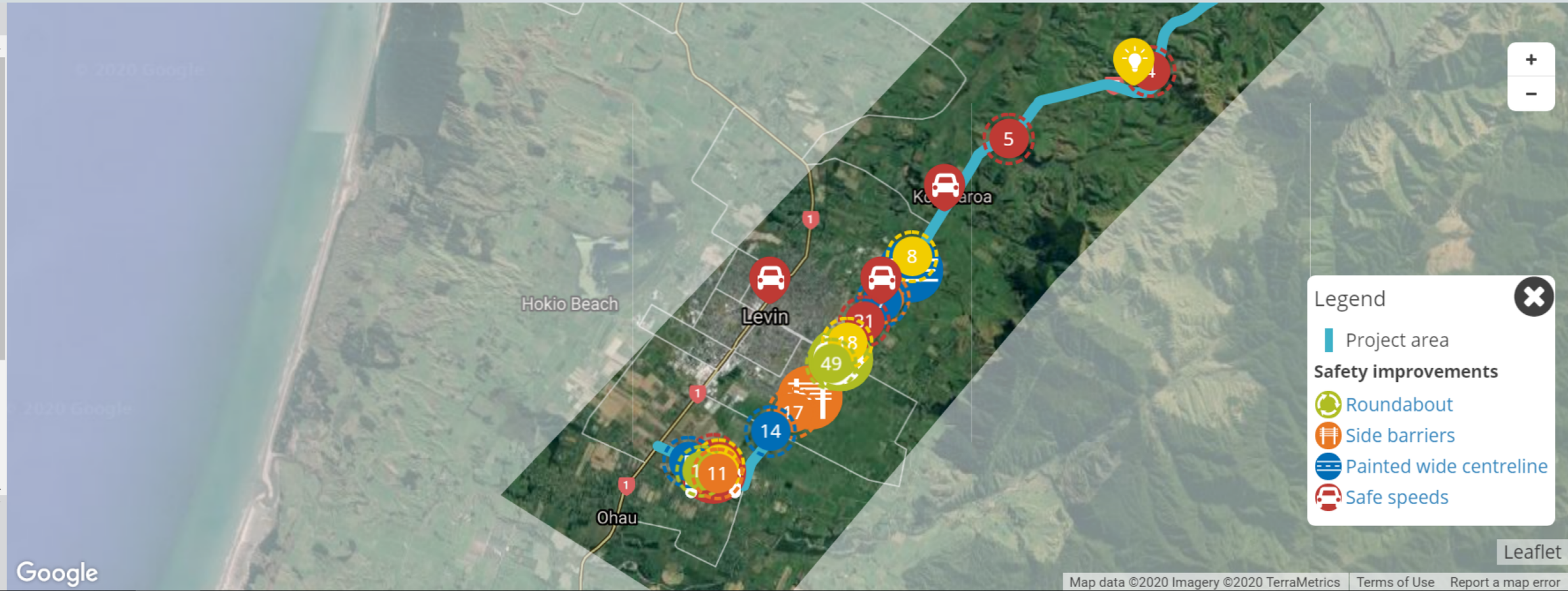
ABOUT

ROUNDABOUT

SIDE BARRIERS

PAINTED WIDE CENTRELINE

socialpinpoint



We are planning to improve safety on SH57

We plan to build **a roundabout at the SH57/Queen Street** intersection to reduce speeds and make it easier for you to choose the right time to enter flowing traffic.

We also plan to install stretches of **side barriers** and **wide centrelines** on SH57 between the SH1 intersection and Heatherlea East Road. Painted wide centrelines provide more space between you and oncoming vehicles, while side barriers protect from roadside hazards like power poles and drainage ditches.

There have been **19 serious crashes** on SH57 between the SH1 intersection and Shannon in the last five years, resulting in **six deaths** and **21 serious injuries**

We are reviewing the current speed limits on SH57 between SH1 and Shannon to make sure they are safe and appropriate for the road. Engagement with the community helps us get **feedback** and local knowledge which helps us determine what proposed speed limit changes will be formally consulted on – or whether the review will progress to consultation at all.

Local knowledge of road use and **feedback** will help us fine tune the design of the safety improvements.

WAKA KOTAHI NZ TRANSPORT AGENCY / New Zealand Upgrade Programme / Ōtaki to north of Levin

New Zealand Government

Ōtaki to north of Levin programme

The Ōtaki to north of Levin programme is working to make travel safer and more resilient for the area's growing population.

A new 24-kilometre four-lane highway will be built to the east of the existing SH1 within the next decade. Construction of the highway is part of the government's NZ Upgrade Programme, with funding of $817 million.

Investigations will look at opportunities to prioritise freight, public transport and vehicles carrying multiple people.

As the programme is working to enhance transport options in the area, the plans include a separated shared path for walking and cycling along the entire length of the new highway. It will link into shared path facilities built as part of the Mackays to Peka Peka Expressway and Peka Peka to Ōtaki Expressway, helping to extend the region's cycleway.

Investigation and design work has been progressing over recent months. In August, we will be in touch with property owners potentially affected by the project, to provide an update and an opportunity to meet. Following that, we'll be talking to the community about the new highway.

Ahead of the new highway, the short-term focus of the programme is to improve safety on the existing roads.

TIMELINE OF THE NEW HIGHWAY

- **MID 2017** — Community engagement to shape longlist of corridor options.
- **JAN-MAR 2018** — Community engagement on shortlisted corridor options.
- **DEC 2018** — Preferred corridor announced.
- **OCT 2019** — Further investigations and design begin.
- **JAN 2020** — $817 million funding announced for new highway.
- **MID 2021** — Design contract tendered.
- **2022** — Consent lodged.
- **2024** — Construction contract tendered and awarded.
- **2025** — Construction starts.
- **2029** — Construction complete.

57 SH57 SAFETY IMPROVEMENTS

We are currently inviting feedback on proposed safety improvements on SH57.

With the completion of the new highway not planned until 2029, it is important we make this road safer in the meantime.

We are also reviewing the speed limits on SH57 between SH1 and Shannon to make sure they are safe and appropriate for the road.

1 SAFETY IMPROVEMENTS ON SH1

Safety improvements will also be implemented, and speeds considered on SH1 in the area.

The first phase of these investigations, from Ōtaki to Levin, includes stretches of median barrier. These more complex designs are being developed and we'll be back to talk to the community about the proposals later on this year.

WAKA KOTAHI NZ TRANSPORT AGENCY / New Zealand Upgrade Programme / Ōtaki to north of Levin

New Zealand Government

WIDENING THE CENTRELINE

Simple things save lives

More space between lanes can reduce serious crashes by up to

20%*

A wide centreline means more space between you and oncoming vehicles. It's about making sure simple mistakes don't cost lives.

*High-Risk Rural Roads Guide, published September 2011, NZ Transport Agency. First Edition.

WAKA KOTAHI NZ TRANSPORT AGENCY / ROAD TO ZERO

nzta.govt.nz/safety

New Zealand Government

SIDE AND MEDIAN BARRIERS

There are worse things to hit than a safety barrier

When safety barriers are fitted along the side and centre of the road, they can reduce the number of people killed or seriously injured in crashes by

75%*

Safety barriers are life savers. They stop you before you hit something harder – like a tree, power pole or oncoming vehicle.

*: NZTA (2019). Standard Safety Intervention Toolkit. 1. 15. NZBN: 9429041910085.

WAKA KOTAHI NZ TRANSPORT AGENCY / ROAD TO ZERO

nzta.govt.nz/safety

New Zealand Government

Near miss or tragedy - the difference is speed

Speed also reduces the time you have to react to a mistake, yours or someone else's

We want everyone who uses our roads to get home safely.

To prevent people from being killed or seriously injured on our roads, we can set speed limits that are safe and appropriate to the level of risk on the road.

A small change in speed can make a big difference.

This is part of the government's Safe Network Programme to make our highest risk roads safer.

WAKA KOTAHI NZ TRANSPORT AGENCY / ROAD TO ZERO

nzta.govt.nz/safety

New Zealand Government