



# SH1 GLENAVY/ WAITAKI BRIDGE SPEED REVIEW

Summary of the speed review consultation

WAKA KOTAHI NZ TRANSPORT AGENCY

JULY 2020

## 1. BACKGROUND

Between 7 October and 4 November 2019, Waka Kotahi NZ Transport Agency formally consulted with stakeholders and the public on proposed speed limit changes on SH1 Glenavy/Waitaki Bridge.

The speed limits on the roads in this area have been the subject of ongoing historic community demand for reductions. It is a stopping location for tourists and has regular pedestrian activity.

We reviewed the current speed limits to make sure they are safe and appropriate for this road. 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.

Over the last ten years (2009-2018), there have been 26 crashes on the piece of road under review. This has resulted in one person being killed, three seriously injured, and another 16 receiving minor injuries.

## 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.

In August 2019, we undertook engagement with stakeholders, including the two District Councils in the region, the Police, the AA, the Road Transport Forum, and local businesses. Feedback from these groups indicated wide support for reduced speed limits in Glenavy.

On 7 October 2019, Waka Kotahi commenced formal public consultation on proposed new speed limits for SH1 Glenavy/Waitaki Bridge. Consultation was open for four weeks and closed on 4 November 2019.

Consultation materials provided evidence that supported the proposed safe and appropriate speed limits. This included current travel speeds and the characteristics of the road.

The consultation was advertised through social media, on the Transport Agency's website and in the Timaru Herald, the Timaru Courier and the Oamaru Mail. A media release was issued and resulted in some media coverage.

People were able to submit their views through the electronic form, hard copy submission form, via email or by ringing the Transport Agency's 0800 44 44 49.

## 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?**"

The factors that were taken into consideration when proposing the new speed limits are communicated in this document.

## 4. SUMMARY AND RESPONSE TO SUBMISSIONS

We received 140 submissions. We appreciated the response from the community and thank all those who provided their feedback.

The relevant factors that were expressed in the feedback from the public are summarised in the table below. The table outlines the section of the road, along with the main factors people raised in their submissions and our comments.

	Factors	Waka Kotahi comment
Current speed limit is too fast	<ul style="list-style-type: none"> <li>• 115 people told us they felt the current speed limits were too fast and they would support lower speed limits.</li> <li>• Reasons for supporting a lower speed limit include the number of heavy vehicles on this road, pedestrian safety, increasing traffic volumes, the narrowness of the road and driver behaviour.</li> <li>• It was noted that a lower speed limit would be good for the local school.</li> </ul>	<ul style="list-style-type: none"> <li>• These comments support the proposal to reduce the speed limits through Glenavy township and further south across the Waitaki Bridge.</li> <li>• While the school is located on a local road, reducing the speed of traffic on SH1 will help make crossing safer.</li> </ul>
Visibility	<ul style="list-style-type: none"> <li>• Visibility was a major concern for many submitters, and they often referred to heavy vehicles and traffic volumes as affecting this.</li> <li>• Specific areas where people felt visibility was an issue included the rest area near Waitaki Bridge, Riverside Village and Waitaki Bridge Park.</li> </ul>	<ul style="list-style-type: none"> <li>• Visibility can be improved by cutting back vegetation as part of maintenance on this road.</li> <li>• Yellow no-stopping lines have been installed around Riverside Village to improve visibility.</li> <li>• A lower speed limit will improve visibility for drivers exiting Waitaki Bridge Park by giving drivers more time to see approaching vehicles.</li> </ul>
Change to where the proposed speed limits begin and end	<ul style="list-style-type: none"> <li>• Many submitters believe that the length of the proposed 60km/h speed review corridor should be extended through the township to include areas north/south of the Waitaki Bridge due to poor visibility and rest areas. Some submitters believe the proposal should consider the Riverside Village.</li> </ul>	<ul style="list-style-type: none"> <li>• The current speed thresholds (location where the change in speed signs are installed, usually at either side of the township), provide a boundary for the rural/township areas. Moving these points further into more rural areas would unlikely be effective. Many rural areas do not provide the visual cues (i.e. footpaths, commercial buildings, parking, housing) that drivers associate with lower speed limits. For most drivers to comply with speed limits, the land use and surrounding environment where the speed changes must be an obvious point of difference, so they can understand why they need to change their speed.</li> <li>• The area where the 60km/h limit is proposed is a township with homes, businesses and intersections so drivers can see the need for this speed limit and are more likely to comply. While Riverside Village has a number of homes, they are not visible to drivers as they are behind trees and this section of road feels more rural. It is also more than 350m south of the existing town threshold. For these reasons, the 80km/h limit is appropriate because it recognises the rural roadside environment while still bringing safety benefits.</li> </ul>

Factors	Waka Kotahi comment
<p>Heavy vehicles and traffic volumes</p>	<ul style="list-style-type: none"> <li>Submitters had concerns about heavy vehicles such as heavy haulage, campervans, trailers and farming equipment alongside a general increase in traffic volume. They believed the speed should be lowered so heavy vehicles can travel at a more appropriate and safer speeds.</li> <li>Lowering speed limits will help reduce heavy vehicle speeds, improve gaps and make it easier for pedestrians to cross SH1.</li> </ul>
<p>Public amenities and pedestrian safety</p>	<ul style="list-style-type: none"> <li>Submitters felt current speed limits put pedestrians and drivers at risk from vehicles entering or exiting the township and state highway at high speed.</li> <li>Public amenities such as local shops, rest areas, parks, Glenavy Hall and the Waitaki Bridge Park were noted as particularly dangerous spots.</li> <li>Lowering of the speed limits and vehicle speed will improve pedestrian safety and make it easier for vehicles turning onto SH1.</li> </ul>
<p>Further decreases to proposed speed limits</p>	<ul style="list-style-type: none"> <li>Submitters felt speed should be further decreased from the proposed limit and include Riverside village in the 60km/h speed limit.</li> <li>The Riverside Village is very much in a rural area and is located more than 350m south of the existing town threshold.</li> <li>Reducing to 80km/h matches the rural environment at this location. Reducing speed limits further would require infrastructure changes to provide a more urban environment.</li> </ul>
<p>Driver behaviour</p>	<ul style="list-style-type: none"> <li>Slow drivers are not significantly implicated as a cause in our crash statistics.</li> <li>Speed is one risk that good drivers can minimise. While poor driving behaviour has resulted in crashes, more crashes are a result of mistakes and even the most experienced 'perfect' driver among us drops the ball sometimes. These mistakes shouldn't result in loss of life or serious injury.</li> <li>Speed is the difference between a correctable mistake and a fatal error. Every extra km/h increases the likelihood of someone having a crash. Regardless of what causes a crash, speed always plays a part. Everyone makes mistakes, but simple mistakes should not cost lives.</li> <li>To make New Zealand's roads safer, we are working on a Safe System. The Safe System approach requires considering and strengthening all parts of system – roads and roadsides, speeds, vehicles and road use to ensure that no one is killed or seriously injured on our transport network. By taking a system approach, if one part fails, other parts will still protect the people involved. Designing to protect people from crash forces means creating forgiving roads and roadsides; speeds where collisions are survivable; safer vehicles that prevent errors and protect the people inside and ensuring that</li> <li>Some felt dangerous driving was a major issue on this road, particularly dangerous overtaking, tailgating, not obeying current limits or driving to the conditions.</li> <li>Some expressed concerns about slower drivers as a cause of dangerous overtaking.</li> </ul>

Factors	Waka Kotahi comment
<p>Enforcement and road infrastructure</p> <ul style="list-style-type: none"> <li>Some submitters believe better enforcement and traffic calming measures are needed to support slower speeds.</li> </ul>	<p>all people on the road have the skill, knowledge and focus required to travel safely.</p> <ul style="list-style-type: none"> <li>Speed limit signs are located where they are easily visible to approaching traffic. The entrances into Glenavy with its 60km/h speed limit will have extra paint markings to highlight the change in environment.</li> <li>There will be a repeater speed limit sign within the 80km/h section to remind drivers of this speed limit.</li> </ul>
<p>Road markings/ road condition and alignment</p> <ul style="list-style-type: none"> <li>Several submitters expressed concerns over the safety of the road due to its condition, road markings and design – namely dangerous and narrow bends/overtaking areas in certain areas and a lack of safe places to overtake.</li> <li>Submitters felt the passing lane over Waitaki Bridge encouraged dangerous overtaking due to driver frustration. Some submissions request that the road markings be removed over the bridge.</li> </ul>	<ul style="list-style-type: none"> <li>There is no funding within this project for additional lanes or passing lanes.</li> <li>The design of the Waitaki River Bridge does not provide for pedestrians. Pedestrians should not use this bridge.</li> <li>In general, no passing lines are installed where there are restrictions to visibility. The Waitaki River Bridge is 900m long and straight, with no visibility restrictions.</li> </ul>
<p>Intersections</p> <ul style="list-style-type: none"> <li>Some felt there was a need for some engineering improvements to the intersections South of the Waitaki River in the Fishing Village.</li> <li>Some felt the number of intersections on the railway side of SH1 should be reduced to one main intersection onto the State Highway. All these other local roads intersect with Parker St, so local traffic could utilise these back streets and have one main/safe intersection onto the SH.</li> </ul>	<ul style="list-style-type: none"> <li>Lower speed limits on this section of highway will increase the amount of time drivers have to see approaching traffic at intersections and help to prevent crashes.</li> <li>The shape of some of the intersections south of the river, particularly the McPherson Road intersection, mean it would be difficult to make engineering improvements that would make a significant improvement. Reducing the speed limit is the best opportunity to improve safety in this area.</li> <li>Removing intersections in Glenavy would need the support of the local council as these are local roads.</li> </ul>

## 5. DECISION

The table below shows the recommendations Waka Kotahi formally consulted on between 7 October and 4 November 2019.

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

The outcome of the speed review was in line with the proposed speed limit changes, and the permanent speed limits outlined below will come into effect on 18 September 2020.

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

When the new speed limits take effect, the area will be monitored to ensure the new permanent speed limits and supporting treatments are working effectively and to determine if any further changes are required.

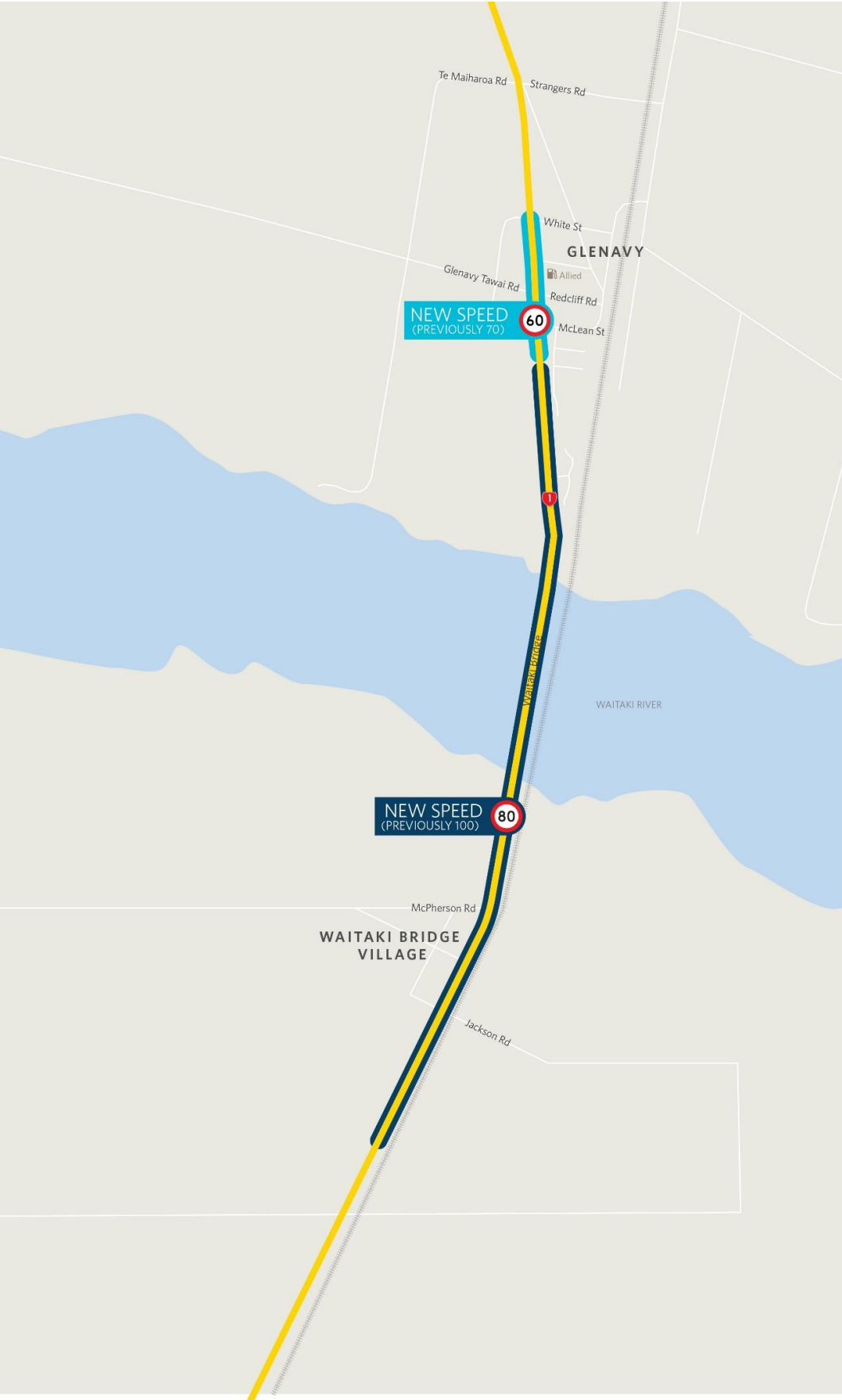
The following new speed limits will apply from Friday 18 September 2020:

SH1 Glenavy	New speed limits from 29 June 2020
From 110m north of White Street to 140m south of McLean Street	60km/h
From 140m south of McLean Street to 330m south of Jackson Road	80km/h

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# Map showing the permanent speed limits



## 6. SUBMISSIONS

You can view the submissions we received for this [speed review](#).