



# SH10 AWANUI TO KAINGAROA SPEED REVIEW

Summary of November 2020 consultation

WAKA KOTAHI NZ TRANSPORT AGENCY

1 OCTOBER 2021

# 1. BACKGROUND

Waka Kotahi NZ Transport Agency has reviewed speed limits on Northland's State Highway 10 between Awanui and Kaingaroa to make the road safer for all road users.

Even when speed doesn't cause a crash, it's what will most likely to determine whether anyone is killed, injured, or walks away unharmed from that crash.

Over the last the last ten years (2009-2018) there have been 92 crashes on this stretch of road resulting in three deaths and five people being seriously injured.

There are a number of communities along SH10 between Awanui and Kaingaroa, including the settlement of Kareponia which includes more than fifty households, a church and urupā (cemetery), a kōhanga reo and two marae.

We know that churches, kōhanga reo and marae are focal points of Māori communities. They are used for kura (school), hui (meetings), whakanui (celebrations), tangihanga (funerals), and other important events. On these occasions, pedestrian and vehicle movements increase significantly for the duration of each event. Road safety concerns also increase significantly during these events, particularly where a church, kōhanga reo or marae is near a high-speed state highway environment such as along State Highway 10.

## 2. CONSULTATION PROCESS

In July 2019, we engaged with the community and stakeholders to understand people's views and local knowledge on current and proposed speed limits along this corridor. Feedback from engagement helped us to decide if a speed limit change was the best thing to do to improve road safety, where new speed limits could begin or end, and if any other safety improvements might be needed.

The feedback we received indicated that people thought the road between Pukewhai Road (north east of Kaingaroa) and Taipa is safe at 100km/h and that lower speeds were justified between Awanui and Kaingaroa. Some feedback suggested the proposed 80km/h speed limit would not be low enough for Kareponia and Kaingaroa, and that 50km/h or 60km/h would be better in these villages.

We used this feedback alongside our technical assessment to help determine the proposed speed limits we would formally consult on. We proposed new speed limits for a shorter length of State Highway 10, between Awanui and Pukewhai Road.

We commenced formal consultation in October 2019 on proposed new speed limits for State Highway 10 between Awanui and Kaingaroa. After discussions with Mahimaru and Kareponia marae, in November 2020 we then proposed an alternative solution which featured variable speed limit signs outside marae. We proposed these to help slow traffic when vehicles are entering or exiting the marae, or when people are walking alongside the highway to the Komako urupā (cemetery). It was proposed that at all other times the speed limit past the marae would be 80km/h, a reduction from the current 100km/h limit. During the second round of formal consultation in November 2020, people could make a submission by using the electronic form, downloadable pre-paid form or email. We advertised our formal consultation via Northland News, Northland Age, Bay Chronicle, local radio stations, Waka Kotahi's website, and a media release.

## 3. CONSULTATION QUESTION

The purpose of the consultation phase was to seek additional information from stakeholders or the public that we are not already aware of, to help inform our decision about this proposed speed limit change.

During formal consultation we proposed a new speed limit and asked the public the following question **“Having read the information we have provided above, are there any other factors that we should consider when making our decision regarding the proposed speed limit changes on State Highway 10?”**

We consider all factors raised during formal consultation when making our decision on new permanent speed limits.

## 4. SUMMARY AND RESPONSE TO SUBMISSIONS

We received 82 submissions. We appreciate the responses from stakeholders and the community and thank all those who provided their feedback.

While a number of submissions did include factors that are taken into consideration when setting the new permanent speed limits, a proportion of the submissions expressed only a general opinion about speed reviews or raised matters that were outside the scope of this speed review. These included issues such as road surface condition, driver behaviour, education and enforcement, fencing, signage and lighting as well as requests for speed reviews in other areas.

The relevant factors that were expressed in the feedback from the public for consideration are summarised in the table below. The table outlines people’s concerns, along with the main factors or suggestions people raised in their submissions, and our responses.

Comment / issue / concern	Waka Kotahi Response
Lowering the speed limit will create driver frustration and encourage unsafe manoeuvres (like overtaking) making the road less safe. Passing lanes need to be installed as a minimum to avoid this.	<ul style="list-style-type: none"> <li>• Slow drivers are not significantly implicated as a cause in our crash statistics.</li> <li>• While poor driving behaviour has resulted in crashes, more crashes are a result of mistakes. These mistakes shouldn’t result in loss of life or serious injury.</li> <li>• No matter what causes a crash, speed is always a factor in the severity of the crash outcome.</li> <li>• There is currently no funding within this project for additional lanes.</li> </ul>
There should be fewer changes to the posted speed limits, the variation will cause confusion and compliance issues.	<ul style="list-style-type: none"> <li>• The speed limits need to be consistent with the roadside environment to ensure good compliance with the speed limits.</li> <li>• Under the safe system approach, we focus on reducing harm. While we acknowledge that a lack of compliance can often be one of the causes of a crash, a lower speed reduces the severity of the outcome. The lower speed limit will result in fewer people being killed or seriously injured.</li> </ul>
Lower speeds might result in more engine braking; no engine braking signage should be installed to avoid nuisance.	<ul style="list-style-type: none"> <li>• While this is not specifically part of the speed review process, we will continue to monitor vehicle speeds and noise levels in the area.</li> </ul>
If people are already traveling slower than the posted speed limit, then the changes are unnecessary.	<ul style="list-style-type: none"> <li>• These speed changes will bring immediate safety benefits.</li> <li>• Even when speed doesn’t cause the crash, it’s what will most likely determine whether anyone is killed, injured, or walks away unharmed from that crash.</li> </ul>

	<ul style="list-style-type: none"> <li>• When speeds are safe for the road, simple mistakes are less likely to end in tragedy.</li> <li>• While we acknowledge that most drivers generally do the right thing by driving to the conditions, a minority will target the speed limit. By setting a speed limit that is safe for the surrounding environment, we can also keep these drivers safe.</li> </ul>
<p>Lower speeds are not appropriate for main highways which serve a key transport and commuting function and support the economic success of regions. Access to the highway should be restricted and service lanes and footpaths installed to keep vulnerable users off the highway.</p>	<ul style="list-style-type: none"> <li>• Our vision is an Aotearoa where no one is killed or seriously injured on our roads (Vision Zero).</li> <li>• If we are to achieve Vision Zero, we need to create a safe transport system; one that recognises humans make mistakes and is designed so that these mistakes do not need to cost us our lives.</li> <li>• We are still considering other safety improvements for this section of state highway</li> </ul>
<p>The speed limits are not consistent with other highways in the country.</p>	<ul style="list-style-type: none"> <li>• When setting a limit, Waka Kotahi or any other road controlling authority needs to consider a range of factors. These are described in the Setting of Speed Limits Rule 2017, and include what the road is like, how it is used, how safe it is and what the risks are. Other factors include the number of property accessways, the volume of traffic, and the severity of crashes that have occurred along this section of highway.</li> </ul> <p>In this case, the considerations made by Waka Kotahi are reflected by the new safer speeds within this specific area.</p>
<p>The review should apply to built-up areas (towns, schools, marae).</p>	<ul style="list-style-type: none"> <li>• We take into account the presence of towns, schools and marae along the routes we are reviewing as these have an impact on factors we consider such as traffic volumes, accessways and safety risks.</li> <li>• While it is important to keep our built-up areas safe, we can also do more to prevent deaths and serious injuries in our higher speed environments. Approximately two thirds of road deaths in New Zealand occur on the open road.</li> <li>• Many of our open roads were not designed for speeds of 100km/h.</li> </ul>
<p>At lower speeds, trucks will have trouble getting up enough speed to get up hills.</p>	<ul style="list-style-type: none"> <li>• While this is not specifically part of the speed review process, we will continue to monitor vehicle speeds in the area.</li> </ul>

## 5. DECISION

The submissions did not identify any issues that we had not already considered, and we have made our decision to proceed with the speed limit changes that we proposed during consultation.



However, the complexity of the variable speed limit solutions for those areas near the marae at Kareponia and Mahimaru means that they will be delivered at a later date.

The new speed limits will come into force on 22 October 2021 and are outlined in the table above. These changes are the result of calls from the community and iwi to investigate what could be done to make this part of State Highway 10 safer as well as part of our wider programme to ensure there are safe and appropriate speeds on all state highways in New Zealand.

<b>Confirmed speed limit changes for State Highway 10 Awanui to Kaingaroa</b>		
<b>Location</b>	<b>Current speed limit</b>	<b>New speed limit From 22/10/2021</b>
Existing 100km/h area from 455m southwest of Pukewhai Road to 610m northeast of Duncan Road.	100	80
Existing 100km/h area through Kaingaroa from 610m northeast of Duncan Road to 360m southwest of Duncan Road.	100	60
Existing 100km/h area from 360m southwest of Duncan Road to 1.480km southwest of Pairatahi Road.	100	80
Existing 100km/h area through Kareponia from 1.480km southwest of Pairatahi Road to 1.275km northeast of Godinovich Road.	100	60
Existing 100km/h area from 1.275km northeast of Godinovich Road to 430m west of Kumi Road.	100	80
Extending the existing 50km/h area by 190m east of Awanui, from 430m west of Kumi Road to SH10/SH1 intersection.	100	50

With any project like this, thorough research and technical advice must be undertaken and considered before changes are made, and this process can be lengthy.

While work was progressing on these speed changes, Waka Kotahi made several other safety improvements in this area including:

- School bus turning warning signage
- Electronic Speed warning signage
- Installation of billboards with targeted speed messages
- Installation of pedestrian warning signs

The permanent speed limit changes will initially be posted using temporary signs at the locations listed in the table above. They will be replaced once permanent signs are available, approximately three to five weeks later. There will also be further speed management interventions around marae and road widening work taking place at Kareponia, scheduled for 2022.

## 6. SUBMISSIONS

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