
State Highway 58 safety improvements

New Zealand Transport Agency

September 2017

Public engagement report



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EXECUTIVE SUMMARY

Over the past 10 years there have been more than 200 crashes causing four deaths and 17 serious injuries on the section of State Highway 58 between State Highway 2 and the Pauatahanui roundabout. SH58 is a challenging road to drive. The road is narrow with tight, difficult curves, and many access points and intersections. The NZ Transport Agency has been investigating how to improve safety on SH58.

The project aims to:

- enhance safety of travel on the Wellington state highway network, and specifically SH58
- maintain or improve journey times and journey time reliability between SH2 in the Hutt Valley and Transmission Gully
- enhance resilience of the Wellington state highway network
- appropriately balance the needs of local and state highway traffic.

The Transport Agency is committed to improving safety on SH58. In 2014 we consulted with the community on a package of safety improvements. We received a lot of feedback on how we could improve our proposal. Since the 2014 engagement, we have addressed some safety concerns by straightening curves at Haywards Hill. We have also taken on-board public feedback and significantly expanded the scope of the project so that we will achieve greater safety outcomes than the original proposal.

The proposed package of safety improvements now includes:

- a median barrier to separate opposing traffic
- intersection improvements
- two new roundabouts at Moonshine Road and Murphys/Flightys intersections
- widening shoulders and bridges to improve safety for motorists and cyclists
- straightening curves
- roadside safety barriers
- reducing the speed limit to 80km/h.

The purpose of the July–August 2017 public engagement was to explain the expanded package of improvements and get feedback from those who travel along SH58.

The engagement included three community information days where the local residents were invited to meet with the project team to learn more about the project, ask questions and offer their thoughts and ideas for how it might be improved. Attendees were invited to complete a feedback form and place post-it notes on the diagrams showing the route and details on the proposed project. The project team also recorded notes of their conversations which are included in this report. Those unable to attend a community information day could submit an online feedback form or email the project team.

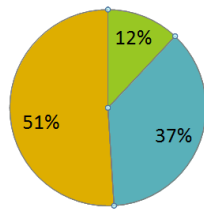
Sixty-eight people attended the open days and ninety feedback forms were submitted during the engagement period from 18 July to 21 August 2017. We also received feedback via emails to the project team.

Feedback form results

Following are some key findings from the feedback form.

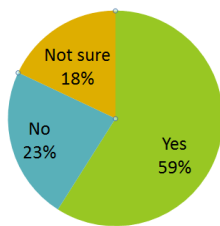
How much safer do you think SH58 will be if the proposed improvements are put in place?

■ No difference ■ Somewhat improved ■ Greatly improved



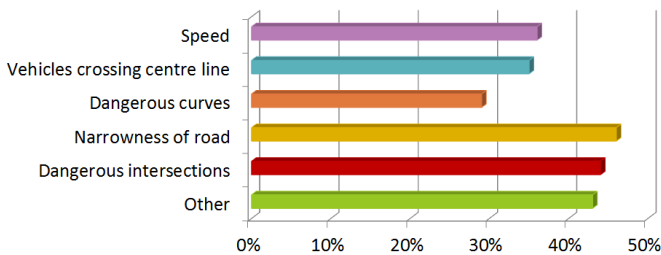
Over half of people think safety along SH58 will be greatly improved if the proposed improvements are put in place and only 12% think there would be no difference. Eighty-one people answered this question.

Do you support the proposed safety improvements?



Well over half of respondents support the proposed safety improvements and 22% do not support the improvements. Eighty-three people answered this question.

What are your safety concerns about the section of SH58 between SH2 and the Pauatahanui roundabout?



Respondents could choose as many concerns as they felt applied and include concerns that weren't listed under 'other'. Eighty-four people answered this question.

Narrowness of the road, dangerous intersections and speed were the concerns most frequently selected. Some 'other' concerns included safety issues at school bus stops, slow drivers and poor quality road surface.

Support for specific project elements

Reducing speed limit to 80km/h – Of all the safety improvements, the proposal to reduce the speed limit came up most frequently during the engagement. We collected input via the comments on feedback forms, emails and at the open days. Overall, more people support reducing the speed limit than oppose it. However, a significant number of people suggested that the other improvements will make lowering the speed limit unnecessary.

Median barrier – While there is good overall support for the median barrier, there were numerous suggestions for additional breaks in the barrier to provide access to more side roads and to accommodate access for pedestrians, cyclists and farming activities.

Roundabouts – There is also strong support for the two proposed roundabouts. Comments about the roundabouts focussed on safety concerns and design suggestions to ensure they function safely. There were also some concerns that roundabouts slow down traffic.

PUBLIC ENGAGEMENT PURPOSE

Objectives

The objectives of this public engagement were to:

- identify and engage with affected members of the community
- provide clear and concise information and communication
- create a platform for honest and open communication
- maximise participation in engagement and feedback
- encourage active participation and collaborative input design process
- ensure that feedback was adequately documented and fed back into the design process
- receive maximum buy-in from stakeholders and the wider community
- gain positive / balanced media coverage and
- meet our obligations under the Resource Management Act 1991, the Land Transport Act 2003 and Local Government Act 2003.

What we engaged on

This engagement focused on explaining the proposed package of safety improvement for SH58 and getting public input on our proposal. The proposed package of safety improvements now includes:

- a median barrier to separate opposing traffic
- intersection improvements
- two new roundabouts at Moonshine Road and Murphys/Flightys intersections
- widening shoulders and bridges to improve safety for motorists and cyclists
- straightening curves
- roadside safety barriers
- reducing the speed limit to 80km/h.

Past engagement

We have engaged with the public on two occasions for this project. In 2014 we engaged on a package of improvements that included:

- wire median barrier
- straightening curves
- reduced speed limit
- a new roundabout at Moonshine Road.

Since the 2014 engagement, we have addressed some safety concerns by straightening some curves at Haywards Hill. We have also taken that feedback on board and significantly expanded the scope of the project so that we will achieve greater safety outcomes than the original proposal.

The purpose of the July–August 2017 engagement was to inform the public about the expanded scope of work and to record their feedback.

Engagement principles

Public engagement requires a genuine commitment to communicate effectively with individuals and groups, and it is fundamental to the success of a project. When done well, it can improve both the quality of the project and the level of community buy-in to it.

This project has been based on the following engagement principles:

- a commitment to open and honest communications with stakeholders and the wider community
- engagement is a genuine dialogue about a proposal not yet finalised
- provide regular and relevant information on the project to inform affected parties and the wider community, and minimise the risk of misinformation
- allow sufficient time for engagement
- provide opportunities for feedback
- take into account the views received in the feedback
- work to resolve any issues raised by stakeholders or members of the wider public in a proactive, timely and appropriate manner and
- a flexible and adaptable engagement approach that meets changing needs.

RAISING AWARENESS

Channels used during engagement

To ensure broad community participation we used a range of channels to inform the public about the engagement and provide information on the proposed package of safety improvements.

Emails to key stakeholders

Prior to engagement opening, the Regional Transport Committee, mayors and CEs from Porirua, Hutt, Upper Hutt and Wellington were advised via email about the engagement and invited to participate.

Letters, phone calls and meetings with key property owners

Property owners who could be impacted by property acquisition or require modifications to their access were also informed about the project by letter and contacted by phone to discuss specific impacts of the project. We met with many property owners one-on-one to discuss property impacts and record their concerns. The project team will continue to engage with individual property owners as necessary through design and property acquisition.

Community information days

A series of three community information days, held between 26 and 29 July 2017 at the Pauatahanui School, provided an opportunity for the public to meet and talk with members of the project team. A total of 68 people attended the information days.

We promoted participation through a mail drop containing an invitation to the community information days and the project information sheet one week before engagement opened. All residences along SH58 and on the roads feeding onto SH58 received the mail drop. The information sheet and invitation are in Appendix A.

Website

On 18 July a media release and Facebook post announced the engagement. Increased web traffic coincided with the timing of the media release and Facebook posts. The full web analytics during the engagement are in Appendix G.

Media

On 18 July we issued a media release announcing the public engagement and community information day schedule. The media release also included information about the purpose of the engagement, how to register to attend, where to find engagement materials and feedback forms.

The public engagement was covered by *Stuff*. The media statement and media clip is in Appendix E.

Social media

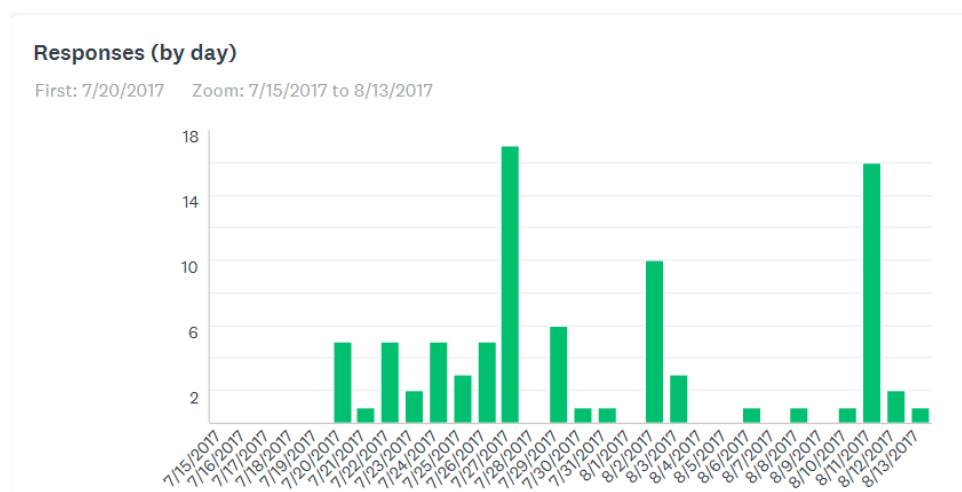
Until this public engagement, the project had not used social media as a channel to reach the public. During this engagement, we tested the use of paid social media promotion on Facebook and targeted users in the vicinity of SH58.

We implemented a schedule of four boosted postings over the course of the engagement on both Twitter and Facebook to promote the open days and encourage submissions and introduced a project hashtag: #SH58safety.

The following table summarises the reach of each Facebook post along with totals for the campaign.

Date	Number reached	Number reactions	Clicks
18 July	23,986	269	5,793
31 July	20,805	142	3,828
2 August	7,395	17	165
11 August	4,694	7	134
	56,880	455	9,920
			Campaign totals

In the bar graph below, spikes in submissions can be seen on 2 and 11 August. These spikes coincide with Facebook postings that provided a link to the submission form. The remaining submissions were received after public engagement was announced and during the open day schedule.



The full social media analytics for each post are in Appendix F.

Collateral

Engagement activities were supported by print and online collateral.

Information sheet and display boards

An invitation to the community information days and four page information sheet outlining the proposed improvements was produced and made available on the project webpage and at the information days.

The information sheet and invitation are in Appendix A.

Two display boards were used at the public information days to help the project team explain the project. These are included in Appendix B.

Maps and poster

Three long maps of the project were available at the Pauatahanui School community information days. Attendees were invited to place post-it note comments and suggestions directly onto the maps.

Attendees were also invited to place sticky dots on a poster to indicate how they felt about reducing the speed limit to 80km/h – The spectrum went from ‘love it’ to ‘hate it’.

Feedback form

The feedback form was provided in both printed and electronic form. Over the course of the engagement, we received 90 feedback forms. The form was available in hard copy at the community information days and online at the project website. The feedback form is in Appendix C.

Lessons learned

Several aspects of this engagement stood out as notable and should be considered when planning future engagement activities for this project.

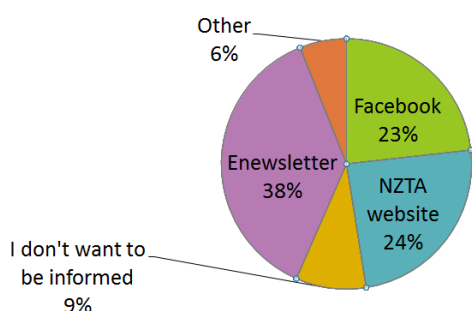
Venue – The Pauatahanui School was a suitable venue in terms of being near SH58, well-known to the community, offering adequate space and Wi-Fi. However, for some it was not accessible due to limited public transport options. If there are future engagement activities for this project, we may want to consider other venues, provide information on public transport options or offer people the opportunity to Skype with the project team if they are unable to attend an information day.

Eventbrite – Open day registration was set up on Eventbrite. This was a very efficient way to gauge the numbers expected attend and plan staffing accordingly. Since nearly every person who registered turned up, we could surmise that registration increases the likelihood of attendance.

Electronic newsletter

This project has not used an electronic newsletter in the past. The feedback form included a question about how people would prefer to be kept informed about the project. They were given the options of Facebook, NZTA website, enewsletter, I don't want to be informed and other. The pie chart below shows strong interest in an enewsletter, Facebook and the website. During the engagement period, 115 people subscribed to the newsletter.

How would you prefer to be kept informed of progress on this project?



Due to the strong interest in receiving information via these channels, the project will introduce an enewsletter and continue to use social media posts and the website to reach stakeholders.

SUMMARY OF FEEDBACK

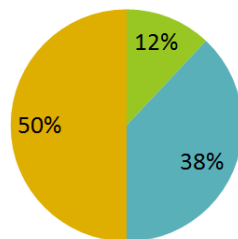
This section summarises the results of feedback obtained from feedback forms and the open days.

Feedback forms

The following provides a breakdown of responses to the key questions on the feedback form and a summary of the associated comments.

How much safer do you think SH58 will be if the proposed improvements are put in place?

■ No difference ■ Somewhat improved ■ Greatly improved



Seventy-nine people answered this question. Comments have been grouped according to the main topics that emerged:

Roundabouts and intersections

- Seven comments in support of roundabouts due to safety benefits.
- Four comments that improvements will make access to and from some side roads safer.
- Three comments opposed to roundabouts because they slow down traffic and people don't use them properly.
- The following issues were raised about roundabouts:
 - U-turns will be dangerous
 - question about how well it will work having two roundabouts so close together
 - concern about traffic not slowing down enough coming onto roundabout.
 - Roundabouts on state highways in recent years have often had serious flaws such as camber that promotes large vehicles tipping over, roundabouts with non-tangential exit paths (example SH2/SH58, southbound onramp), roundabouts with no visibility to oncoming traffic at all until affected vehicles are protruding into the path of other traffic on the roundabout (example SH2/SH58 southbound off-ramp, especially for traffic intending to turn onto SH58), roundabouts with only last-second visibility to oncoming traffic entering the roundabout (examples include Postgate Drive/SH58 for eastbound traffic from Postgate drive, Paremata roundabout exit from Paremata Railway Station).

Median barrier – There were five comments in support of the median barrier. Other comments include:

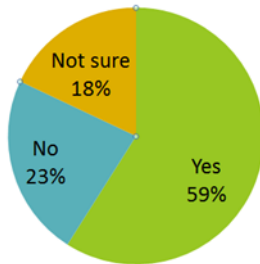
- The barriers will cause increased road closures in the event of landslips, scheduled road works, or other events. Recommend putting wire barriers where they will have the most benefit, while leaving sufficient stretches open that traffic managed single lane operation would still be viable.
- SH58 is used by oversized vehicles such as house moving trucks. A wire barrier may cause serious navigability problems.
- Both median barriers and speed reduction are not needed.

Poor drivers – Three comments indicated that drivers, rather than the road, are the safety problem.

Other comments

- Two comments indicated the road is too narrow for cyclists.
- Poor road surface contributes to accidents.
- Improved safety will depend on drivers and speed control.
- Oppose speed reduction.

Do you support the proposed safety improvements?



Eighty-one people answered this question. The comments made in response to this question have been grouped below according to topic.

Speed limit reduction

- Six comments opposed to speed reduction with two people mentioning that speed reduction is unnecessary if barrier is installed.
- Two comments in support of speed reduction.

Roundabouts and intersections

- Three comments opposed to roundabouts.
- Three comments opposed left in, left out at Belmont Road.
- One comment supported roundabouts.
- One comment expressed concern about the safety of downhill traffic entering the roundabout.

Safety

- Four comments support proposal due to improved safety.
- The road continues to get busier and drivers do not reduce speed for conditions.
- The road is not unsafe.

Transmission Gully

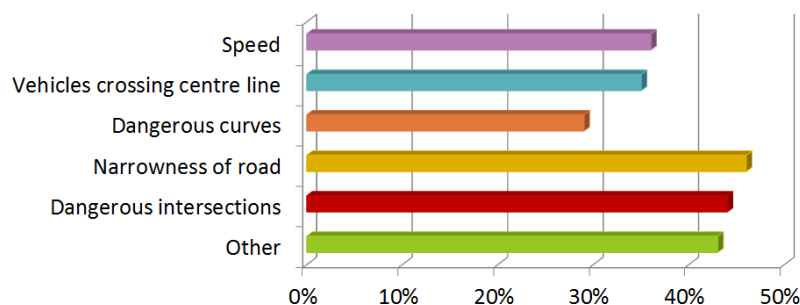
- Three comments noted that there will be increased traffic from Transmission Gully. One indicated the need for a stronger link to the Hutt Valley and another questioned how SH58 would handle the increased volumes.

Other comments/questions

- Will there be a lead-in lane on roads that are left turn only?
- Support passing lane reduction near Harris.
- Have you considered a slip to pull into Mulhern Road?
- Shortening the passing lane going past 537a b c may not be safer. At the moment, turning left towards the Hutt the passing lane provides a safe exit to increase speed to then merge. If as proposed a single lane, merging and then turning right into Harris Road could be a risky manoeuvre.
- Needs a bit of fine tuning.
- Need to know impact on our property.
- No information regarding shoulder enhancements for cyclists.

- If improvements are made including adequate shoulder for cyclists and central barrier then why is it necessary to decrease the speed limit to 50?¹

What are your safety concerns about the section of SH58 between SH2 and the Pauatahanui roundabout?



Safety concern	Total	Percentage
Speed	30	36%
Vehicles crossing centre line	29	35%
Dangerous curves	24	29%
Narrowness of road	39	46%
Dangerous intersections	37	44%
Other	36	43%

Eighty-four people responded to this question. The table above shows the total number of people selecting each safety concern as well as the percentage of people selecting each concern. Those selecting 'Other' included the following safety concerns:

- Six mentioned dangerous intersections.
- Four mentioned slow drivers.
- Four mentioned safety issues at school bus stops.
- Three mentioned poor quality road surface.
- Two mentioned poor lighting/visibility.
- Two mentioned lack of passing lanes.
- Two mentioned poor drivers.
- Two mentioned that shoulder is not adequate for cyclists.
- Two supported speed reduction.
- Two mentioned danger for joggers/walkers crossing SH58
- One opposed speed reduction.
- Night visibility of safety barriers.
- Visibility at the SH58/SH2 roundabout. The height of the barrier at the roundabout obstructs visibility of vehicles on the roundabout.
- A sudden corner at new SH58/SH2 intersection.
- A dip affects visibility of traffic.
- Time taken for road works.
- The particularly dangerous area to SH58 from Murphy Road. On exiting traffic to the left is obscured by the hill. The two narrow bridges near the golf course are very dangerous.
- Volume of traffic, angry drivers.
- People crossing the road at the golf course.
- Through traffic not taking notice of side road accesses & traffic.
- Related to 'dangerous intersections': drivers who wait in the centre of the road to enter a slip road, instead of on the left shoulder, as per the road code.

¹ This is the exact comment on the feedback form. Note that the proposed speed limit is 80km/h.

- Very tight turn onto Mt Cecil from North.

Is there anything else you'd like to tell us about the proposed package of safety improvements?

Below is a summary of the comments received in response to this question.

Speed– There were ten comments opposed to reducing the speed limit to 80km/h. Some comments about this include:

- New Zealand's speeds are the lowest in the developed world. The NZTA needs to shift priorities to actual dangers, and raise the limit.
- It's a main thoroughfare.
- Speed reduction will cause rush hour traffic to drop to 60km/h.
- Will cause more traffic and frustration and cause more accidents.
- Other improvements will improve safety.
- Extend and add passing lanes.
- 80km/h will be hard to enforce.
- People who already drive slowly will drive even slower.
- Use slip lanes instead of roundabouts.

Speed – There were nine comments supporting speed reduction. Some comments about this include:

- Need better enforcement of speed limits.
- Speed – do it now – reduce to 80km – this is the easiest and most cost effective, with immediate impact.

Median barrier

- Extend the median barrier full length of route.
- The median barrier will interfere significantly with farming activities.
- Make sure that the median barriers are well lit at night.
- There were five requests for additional breaks in median barrier at Mulhern, Hugh Duncan, Belmont road.
- Median breaks were requested for pedestrians at all left in, left out intersections.
- Create easy u-turn at Kaitawa Street.
- Better driver education about not crossing centre line is needed.
- Without the Flightys and Moonshine roundabouts, the wire safety barrier would be hugely problematic for access and would likely result in dangerous pedestrian practices with people being dropped off and attempting to walk across the road and barrier.

Other comments and suggestions

- Four comments support proposal.
- Three comments suggested widening bridge and addressing dangerous dip.
- Three comments about the need for a school bus/bus interchange included suggestions for an interchange at Lanes Flat and near the Transmission Gully interchange. There was also a question about where bus stops will be located.
- Three comments in support of four-laning SH58.
- Two comments opposed to roundabouts.
- Need a pedestrian crossing – or really good signage to let drivers know that there are kids/people/sometimes even horses crossing between Flighty/Murphy on foot.
- I would like more info on the bridge improvements and how that would affect the access to my premises.
- Support roundabouts.
- Support westward extension of eastbound passing lane and curve realignment.
- Oppose shortening eastbound passing lane at eastern end – propose extending eastern end of passing lane and providing right turn lane for Harris Road.
- Support road upgrades, will be much safer.
- Proposal does not address dangerous merging of traffic coming off SH58 and heading north to Upper Hutt.
- It doesn't matter what you do or how much you spend bad drivers will still crash.
- Cycling is too dangerous at present along State Highway 58. How do we resolve the challenges at roundabouts between cyclists and cars?
- Judgeford is getting worse so good to hear.
- The entrances into the golf course and kennels need to be improved.

- Improve the road foundation and SURFACE. Currently the surface is being given hell by the HPVs running from Belmont Quarry to Lanes Flat.
- Plusses and minuses of gum trees need to be considered before a decision is made on whether to remove them.
- Turning right on Harris Road is dangerous, propose shortening the eastbound passing lane
- Off-ramp needed for Belmont Road and better lines of sight when turning left
- Concern about being rear ended when turning left into Mulhern. Also concerned when exiting left.
- One comment about poor camber in existing shoulders, especially north/west bound from Lower Hutt uphill from substation, and south/east bound at top of hill near end of passing lane.
- There were two comments regarding the need to address drainage to prevent flooding.
- Do it once and do it right, efficient and effective long-term.
- Support turn-in bay at Harris Road intersection and suggestion for lighting and safe U-turning for residents living on the left from Moonshine. Ensure turn in bay is long enough for sitting traffic.
- Section between golf course and Flighty Road – is this going to be re-graded for site distance and will the bridge be widened?
- Want wider shoulder to turn left into property.
- Issues with large horse truck getting in and out: of traffic will need to wait while it goes around roundabout, very difficult to make narrow turn into Belmont, worry about traffic behind us when slowing to turn left into road as currently they cross centre line to avoid slowing down. Can we have a merge lane when we turn left out?
- Unsafe entering roundabouts at 80km/h.
- Flightys roundabout cuts properties in half.
- Need pull-off area to turn into and out of SH58. Boundary / land ownership looks incorrect. Has some truck movement.
- Create lay-by for car-poolers at Moonshine Road.
- Dangerous pinch points for cyclists need to be addressed with wider shoulders.
- The road is not dangerous.

Maps and post-it notes

Attendees at community information days were offered the opportunity to put post-it notes on three long maps of the SH58 route. The comments below include an indication of where the comments were placed on the map.

Transmission Gully – Bus interchange with shelters, car posting area, bus turning area, safe for children

Bradey Road

- separate cycle bridge
- Pauatahanui stream is cutting into road east of Bradey.

Belmont Road

- wider turning bay (like Bradey Road)
- coming out of Belmont – feeder road into traffic heading toward Bradey.

Murphy/Flightys Roads

- school bus does drop off on both sides of road
- need to make sure everyone is doing a safe speed
- floods at dip in Flightys Road – raise the dip
- will old bridge be removed? If not maintained it will collect debris and cause flooding.

Between Flightys Road and Mulhern Road

- dangerous dip
- keep 100km/h speed limit
- note the dip, this is where the four lanes should be
- access in and out of kennels is treacherous.

Mulhern Road

- turn in and out at Mulhern golf course
- retain access to heavy vehicle entrance at golf course

- separate bridge.

Moonshine Road

- need to consider school buses transitioning/change over
- make sure U-turn traffic can turn safely
- why two lanes through roundabout?
- space for walkers, joggers and cyclists to Pauatahanui and Hutt.

Between Moonshine Road and Harris Road

- need room to slow and turn for residents
- slow climb uphill, trucks will hold up traffic
- 80km/h please!

Residential area near Harris Road

- better lines of sight.

Hugh Duncan Road

- hump on SH58 makes visibility looking west up SH58 very difficult when turning left out of Hugh Duncan
- would like to turn right out
- this configuration forces me to turn on the power company property to get to my home.

SH58/SH2 interchange – shoulder needs widening.

Speed reduction poster

Attendees were also invited to place sticky dots on a poster asking how they felt about reducing the speed limit to 80km/h – love it to hate it. Thirty-one dots were placed at the 'love it' end of the scale and 12 dots were placed at the 'hate it' end of the scale.

APPENDIX A: INFORMATION SHEET AND INVITATION



SH58 safety improvements



Proposed safety improvements for SH58

The NZ Transport Agency has been investigating how to improve safety on State Highway 58. Over the past 10 years there have been over 200 crashes causing four deaths and 17 serious injuries on the section of SH58 between State Highway 2 and the Pauatahanui roundabout. SH58 is a challenging road to drive. The road is narrow with tight, difficult curves, and many access points and intersections.

How we'll improve safety

In 2014 we consulted with the community on a package of safety improvements. We received a lot of feedback on how we could improve our proposal. We have taken that feedback on board and significantly expanded the scope of the project so that we will achieve greater safety outcomes.

The proposed package of safety improvements includes:

- separating opposing traffic using a median safety barrier
- improving intersections
- two new roundabouts at Moonshine Road and Murphys/Flightys intersections
- widening shoulders and bridges to improve safety for motorists and cyclists
- straightening curves
- installing roadside safety barriers.

We are also recommending that we consult on reducing the speed limit to 80km/h.



What about making SH58 a four-lane road?

We have received some feedback from stakeholders suggesting that four-laning SH58 would provide a better long-term solution that would improve safety and increase capacity. Capacity is generally only an issue on SH58 when an incident happens. The SH58 improvements will mean fewer crashes and crash-related delays and should meet expected traffic volumes.

Four-laning would also require considerable further investigation, be far more costly and delay improvements.

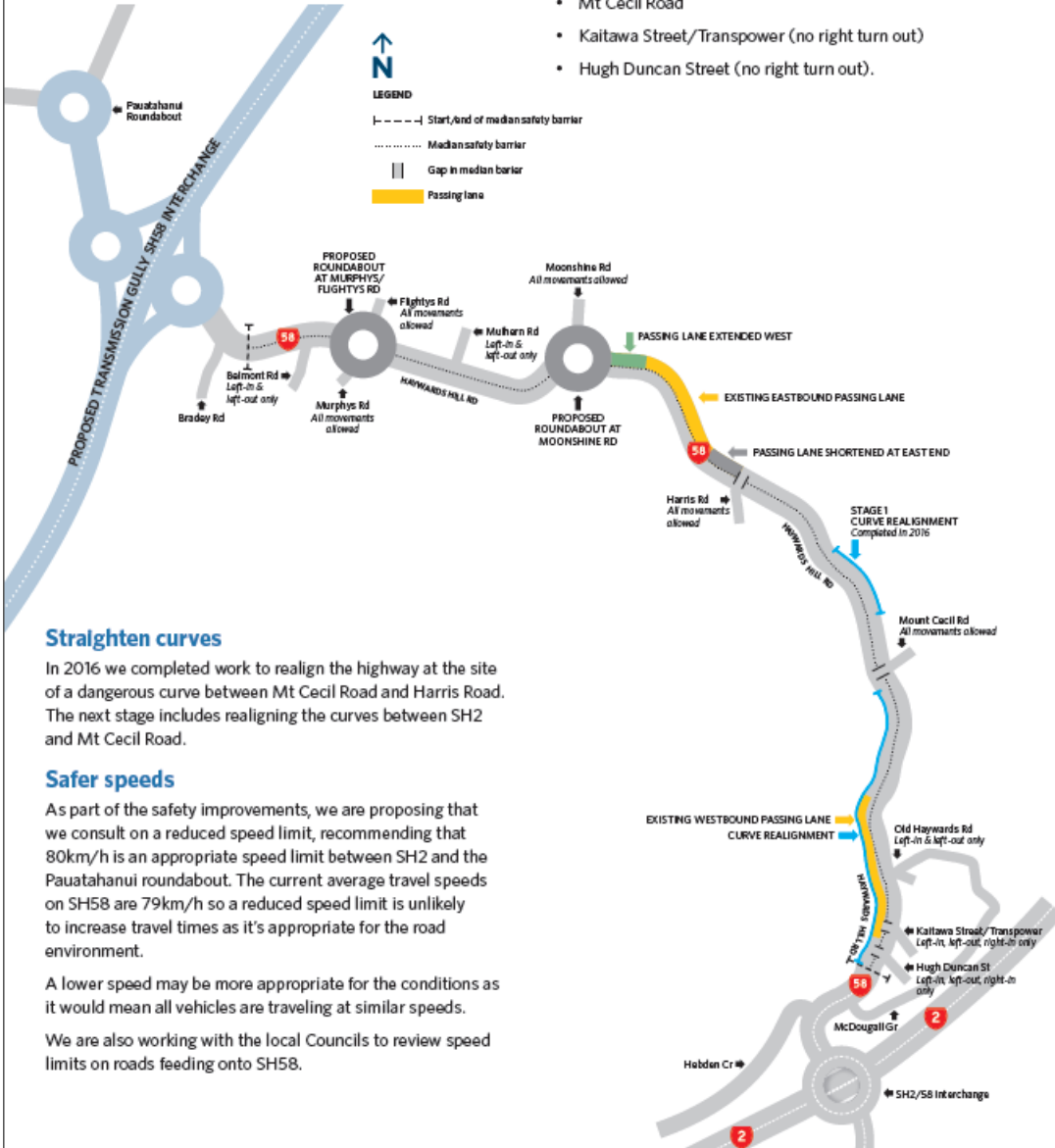
The SH58 safety package

Separate traffic

We propose to widen the highway, including four bridges, and install a median safety barrier between the opposing lanes of traffic from SH2 to Bradey Road. Median safety barriers are safest when they are continuous and not broken with gaps for multiple side access. We are only proposing gaps in the barrier at the roundabouts and locations where access demand is high and there are few safety risks.

We are proposing the only gaps in the safety barrier to be at the following locations:

- Flightys/Murphys roundabout
- Moonshine Road roundabout
- Harris Road
- Mt Cecil Road
- Kaitawa Street/Transpower (no right turn out)
- Hugh Duncan Street (no right turn out).



Straighten curves

In 2016 we completed work to realign the highway at the site of a dangerous curve between Mt Cecil Road and Harris Road. The next stage includes realigning the curves between SH2 and Mt Cecil Road.

Safer speeds

As part of the safety improvements, we are proposing that we consult on a reduced speed limit, recommending that 80km/h is an appropriate speed limit between SH2 and the Pauatahanui roundabout. The current average travel speeds on SH58 are 79km/h so a reduced speed limit is unlikely to increase travel times as it's appropriate for the road environment.

A lower speed may be more appropriate for the conditions as it would mean all vehicles are traveling at similar speeds.

We are also working with the local Councils to review speed limits on roads feeding onto SH58.

Impacts on travel time for local journeys

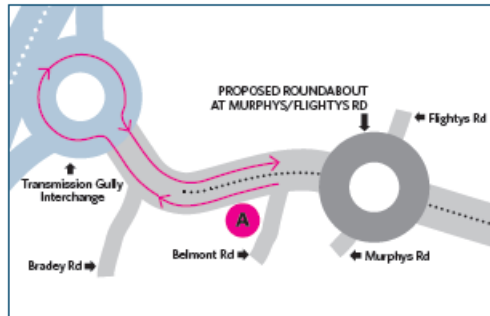
Installing a median safety barrier means that some right turns will be removed and some of the roads that connect to SH58 will become left-in/left-out only. While some locals will have very little change to their access, others will have a few minutes added to their journeys.

We know that any change of access can be inconvenient. We hope that you'll agree that a few minutes extra driving, riding or cycling is worth it to reduce the number of deaths and injuries that occur on SH58.

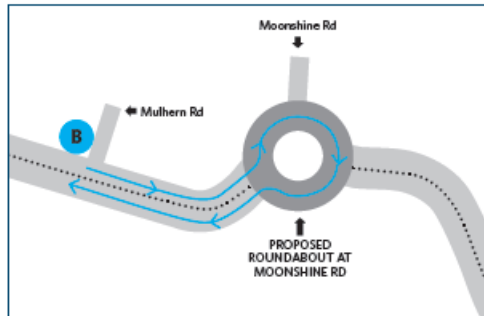
Some examples of the changes for local journeys and the approximate additional drive times are below.

Expected safety outcomes

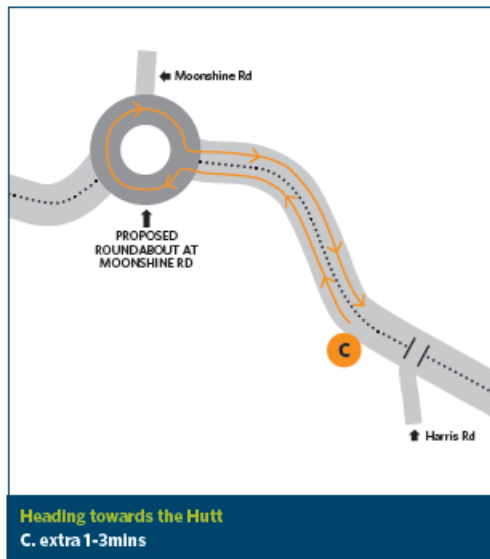
Once these improvements are in place we expect there to be 16-21 fewer deaths and serious injuries over 10 years. We also expect significantly fewer crash-related closures.



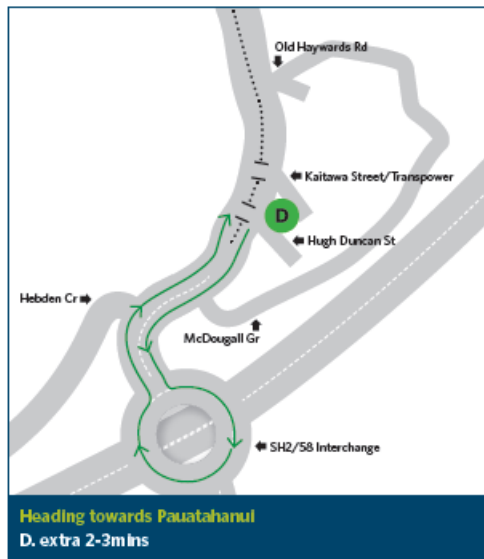
Heading towards the Hutt
A. extra 2-4mins



Heading towards Pauatahanui
B. extra 2-3mins



Heading towards the Hutt
C. extra 1-3mins



Heading towards Pauatahanui
D. extra 2-3mins

How the improvements will look



Example of SH58 **before** improvements



Example of SH58 **after** improvements

Timeline

STAGE	INDICATIVE DATE
Initial investigations	2014
First engagement on proposals	Late 2014
Incorporate feedback, realign curve between Mt Cecil Road and Harris Road, confirm plan	2014-2017
Engage on expanded scope	Mid-2017
Detailed design, lodge consent applications	2017
Construction (subject to funding approval)	2018 onwards

Have your say

Use our online feedback form to let us know what you think about the proposed safety improvements. You can find the form at www.nzta.govt.nz/sh58-improvements/feedback. You can provide feedback from 17 July to 21 August 2017.

What's next

We will consider your feedback, prepare the detailed design and submit our consent applications. We're going to work closely with property owners where property needs to be acquired and with those requiring modifications to their access. We aim to begin construction in late 2018.

Contact us



sh58safety@nzta.govt.nz



www.nzta.govt.nz/sh58-improvements



facebook.com/TransportAgency#sh58safety



twitter.com/nzta_news



youtube.com/user/NZTransportAgency

Write to us: State Highway 58 Project Team, PO Box 5084, Thorndon, Wellington 6145



YOU'RE INVITED!

COMMUNITY INFORMATION DAYS ON PROPOSED STATE HIGHWAY 58 SAFETY IMPROVEMENTS

The NZ Transport Agency proposes a package of safety improvements along SH58. You are invited to attend a community information day to learn more about what this means for your journeys along SH58.



AN INVITATION FROM THE NZ TRANSPORT AGENCY

HAVE YOUR SAY

Come along and talk with our project team about the proposed safety improvements for SH58. Enclosed is an information sheet explaining the project, the timeline and how the changes will affect your trips along SH58.

If you are unable to attend but have questions about the project or would like to fill out an online feedback form, please visit our website at www.nzta.govt.nz/sh58-improvements/ or email the project team at: SH58safety@nzta.govt.nz



EVENT DETAILS

WHERE / Pauatahanui School

WHEN / Wednesday, 26 July, 6.30pm-8.30pm
Thursday, 27 July, 6.30pm-8.30pm
Saturday, 29 July, 2.00pm-4.00pm

RSVP / Space is limited. Register to attend at: www.nzta.govt.nz/sh58-improvements/ or email us with your preferred date at SH58safety@nzta.govt.nz

APPENDIX B: OPEN DAY DISPLAY BOARDS

58 Safety improvements

JULY 2017 1


ACHIEVING SAFER JOURNEYS ON SH58


The NZ Transport Agency has been investigating how to improve safety on State Highway 58. Over the past 10 years there have been over 200 crashes causing four deaths and 17 serious injuries on the section of SH58 between State Highway 2 and the Pauatahanui roundabout. SH58 is a challenging road to drive. The road is narrow with tight, difficult curves, and many access points and intersections.

In 2014 we consulted with the community on a package of safety improvements. We received a lot of feedback on how we could improve our proposal. We have taken that feedback on board and significantly expanded the scope of the project so that we will achieve greater safety outcomes.

TIMELINE

STAGE	INDICATIVE DATE
Initial investigations	2014
First engagement on proposals	Late 2014
Incorporate feedback, realign curve between Mt Cecil Road and Harris Road, confirm plan	2014-2017
Engage on expanded scope	Mid-2017
Detailed design, lodge consent applications	2017
Construction (subject to funding approval)	2018 onwards





58 Safety improvements

JULY 2017 2

THE SH58 SAFETY PACKAGE

SEPARATE TRAFFIC

We propose to widen the highway, including four bridges, and install a median safety barrier between the opposing lanes of traffic from SH2 to Bradley Road. Median safety barriers are safest when they are continuous and not broken with gaps for multiple side access. We are only proposing gaps in the barrier at the roundabouts and locations where access demand is high and there are few safety risks.

We are proposing the only gaps in the safety barrier to be at the following locations:

- Flightys/Murphys roundabout
- Moonshine Road roundabout
- Harris Road
- Mt Cecil Road
- Kaitawa Street/Transpower (no right turn out)
- Hugh Duncan Street (no right turn out).

SAFER SPEEDS

As part of the safety improvements, we are proposing that we consult on a reduced speed limit, recommending that 80km/h is an appropriate speed limit between SH2 and the Pauatahanui roundabout. The current average travel speeds on SH58 are 79km/h so a reduced speed limit is unlikely to increase travel times as it's appropriate for the road environment.

A lower speed may be more appropriate for the conditions as it would mean all vehicles are traveling at similar speeds.

We are also working with the local Councils to review speed limits on roads feeding onto SH58.

IMPACTS ON TRAVEL TIME FOR LOCAL JOURNEYS

Installing a median safety barrier means that some right turns will be removed and some of the roads that connect to SH58 will become left-in/left-out only. While some locals will have very little change to their access, others will have a few minutes added to their journeys.

We know that any change of access can be inconvenient. We hope that you'll agree that a few minutes extra driving, riding or cycling is worth it to reduce the number of deaths and injuries that occur on SH58. Some examples of the changes for local journeys and the approximate additional drive times are below.





Heading towards the Hutt
A, extra 2-4mins



Heading towards Pauatahanui
B, extra 2-3mins



Heading towards the Hutt
C, extra 1-3mins



Heading towards Pauatahanui
D, extra 2-3mins

SAFER INTERSECTIONS

We propose to limit access at some intersections to left-in, left-out only, and build roundabouts at Moonshine Road and the Flightys/Murphys intersections.

STRAIGHTEN CURVES

In 2016 we completed work to realign the highway at the site of a dangerous curve between Mt Cecil Road and Harris Road. The next stage includes realigning the curves between SH2 and Mt Cecil Road.

EXPECTED SAFETY OUTCOMES

Once these improvements are in place we expect there to be 16-21 fewer deaths and serious injuries over 10 years. We also expect significantly fewer crash-related closures.

APPENDIX C: FEEDBACK FORM

1. What is your interest in the SH58 corridor?

- I live on or near SH58
- I work on or near SH58
- I regularly travel along the SH58 corridor
- I am interested in the project

2. What are your safety concerns about the section of SH58 between SH2 and the Pauatahanui roundabout? (Tick all that apply.)

- Speed
- Dangerous intersections
- Narrowness of road
- Dangerous curves
- Vehicles crossing centre line
- Other (please specify)

3. How much safer do you think SH58 will be if the proposed improvements are put in place?

- No difference
- Somewhat improved
- Greatly improved

Please explain why (optional)

4. Do you support the proposed safety improvements?

- Yes
- No
- I'm not sure, I need more information

Please explain why (optional)

5. Is there anything else you'd like to tell about us the proposed package of safety improvements?

6. Are you giving feedback on behalf of a group or organisation?

- Yes – I am the official spokesperson for the organisation
- No – these are my personal views

If yes: Type of group or organisation:

7. How would you prefer to be kept informed of progress on this project? (Select one)

- Facebook
- NZTA website
- Enewsletter
- I don't want to be informed
- Other (please specify)

Subscribe to updates

If you would like to receive updates then [subscribe to our enewsletter](#).

APPENDIX D: FEEDBACK FROM GROUPS AND ORGANISATIONS

Hutt Mayor Wayne Guppy



OFFICE OF THE MAYOR
CITY OF UPPER HUTT

sh58safety@nzta.govt.nz
State Highway 58 Project Team
P.O Box 5084
Thorndon
Wellington 6145

21 August 2017

To whom it may concern

The Upper Hutt City Council has reviewed the consultation document released by the New Zealand Transport Agency relating to “*Proposed Safety Improvements for State Highway 58*” and makes the following submission:

1. The safety improvements appear to be based upon the 2010 strategy prepared for SH58. There are a number of assumptions that underpin the strategy, which we believe in the light of current knowledge, warrant a review of that document. These include:
 - a. The strategy envisaged that an additional connection between SH1 and SH2 closer to Wellington and coupled with an east/west cross valley link would be in place to support the traffic demand driven by the completion of Transmission Gully. With Transmission Gully due of completion in 2020 neither of these routes providing additional capacity will be in place. It is unclear that either of these will happen in the medium to longer term.
 - b. As a consequence of a. above the logical outcome will be that the traffic demand on SH58, already forecast to increase with Transmission Gully, will increase even further. This suggests that SH58 needs to operate efficiently and safely, neither at the expense of the other.
 - c. The population and growth forecasts, which underpin the traffic forecasts, used in the 2010 strategy are lower than current actual; and forecast growth. The impact of these changes needs to be assessed to ensure that future works (including safety improvements) on SH58 ensure it is fit for purpose.
 - d. Recent events have demonstrated the lack of resilience within the transport network to disruption. A network that is porous provides a more resilient outcomes and SH58 adds to that outcome. Indeed recent work on transport resilience (programme business case) has elevated the natural hazard resilience benefits for both SH58 and an east Hutt local road connect to Seaview as of “extreme” importance. Resilience doesn’t feature as a major consideration

Civic Administration Building
838-842 Fergusson Drive
Upper Hutt

Private Bag 907, Upper Hutt
Telephone (04) 527 2110
Fax (04) 527 2128

within the 2010 strategy or the safety improvement programme which again raises a concern about whether or not SH58 will be fit for purpose.

2. It is our view that the strategic context has changed and in order to deliver an integrated resilient transport network and land use outcome that meets the current and foreseeable needs of the region the actions envisaged in the strategy need to be revisited. This in turn may have an impact upon the proposed safety improvement programme.
3. Nevertheless we are generally supportive of the need to improve safety along SH58 both prior to, and after, the opening of Transmission Gully. However we also want to ensure that any improvements are designed/implemented taking into account travel efficiency and local resident access requirements.
4. It is noted that NZTA is not supportive of four- laning SH58 on the basis that capacity is perceived to be not an issue unless there is an incident. It is also noted that NZTA have concerns that four-laning would be costly and time consuming to implement.

Nevertheless we would like further clarification on the basis of this “capacity” decision with reference to the points we have raised under 1 above.

5. NZTA’s preference to lower the operating speed limit from 100km/hr to 80km/hr is noted. It is also acknowledged that formal consultation is required on such a proposal before a decision can be made and as such we look forward to discussing this with NZTA further in the near future. However at this time we are concerned that lowering the speed limit on SH58 may have a detrimental impact on its overall efficiency.
6. It is also noted that one of the key outcomes of installing a wire rope barrier is to reduce the crashes that are the result of vehicles crossing the centre line – that is vehicles making right hand exit manoeuvres from properties which directly access SH58. Whilst supportive of this outcome it is noted that the impact on travel time for local residents can be significant (for example journey times for those existing Belmont Road could take up to 4 minutes longer than at present). Therefore it would be desirable to see NZTA working closely with local residents on the detailed design of safety improvements in order to minimise any travel time impacts.

Yours sincerely



Wayne Guppy
MAYOR

Living Streets Aotearoa



Submission to the New Zealand Transport Agency on proposed safety improvements for SH58

Contact person: **Mike Mellor**
Email: wellington@livingstreets.org.nz
Phone: [REDACTED]
Date: **21 August 2017**

Thank you for the opportunity to submit on this important topic.

We have the following comments, and if there is an opportunity we would like to be heard in support of our submission.

Our Submission

SH58 is an east-west link in the network of regionally significant walking routes, with an increasing population along the route but currently no walking infrastructure, so we support the creation of a walkable and crossable road.

This walkability needs to continue westwards on SH58 around the Pauatahanui Inlet, which ought to be a good waterside walking route but is currently hazardous because of the lack of safe walking facilities – points 2 and 3 below are particularly lacking.

We submit that the following need to be included in the SH58 project:

1. An 80km/h speed limit throughout;
2. A walkable shoulder at least 1.5m wide on both sides throughout, with drivers discouraged from cutting corners and straying off the carriageway by good road design and by the shoulder being clearly delineated by means such as rumble strips;
3. Where there are safety barriers at the roadside, a walkable path behind the barriers;
4. To allow pedestrians to cross the road safely, breaks in the median barrier at places where people may want to cross, including adjacent to all intersections with roads, tracks and paths, and to all current and potential bus stops.

About Living Streets

Living Streets Aotearoa is New Zealand's national walking and pedestrian organisation, providing a positive voice for people on foot and working to promote walking friendly planning and development around the country. Our vision is "More people choosing to walk more often and enjoying public places".

The objectives of Living Streets Aotearoa are:

- to promote walking as a healthy, environmentally-friendly and universal means of transport and recreation
- to promote the social and economic benefits of pedestrian-friendly communities
- to work for improved access and conditions for walkers, pedestrians and runners including walking surfaces, traffic flows, speed and safety
- to advocate for greater representation of pedestrian concerns in national, regional and urban land use and transport planning.

For more information, please see www.livingstreets.org.nz.

NZ Police

From: DE WIT, Simon
Sent: Sunday, 20 August 2017 1:24 p.m.
To: Chris Nally
Subject: RE: Planned works on SH58

Good afternoon Chris,

I have spoken with some more local senior traffic staff about the proposal to reduce the speed to 80kmpr and include barriers etc.

They are all in agreeance that environment changes are needed as it is a particularly challenging location to police.

In relation to the speed limit reduction there is great support for this from Road Policing staff as a whole.

Regards



Simon de Wit

Acting Senior Sergeant

Wellington Road Policing

Wellington Police, 32 Glover Street, Wellington 6035, New Zealand



NZ Police on [Facebook](#)



Follow [@NZPolice](#)



NZ Police on [YouTube](#)

Businesses and community groups

NZ Mowing Ltd

Q1

What is your interest in the SH58 corridor?

- I work on or near SH58

Q2

What are your safety concerns about the section of SH58 between SH2 and the Pauatahanui roundabout? (Tick all that apply.)

- Speed

Q3

How much safer do you think SH58 will be if the proposed improvements are put in place?

- Greatly improved

Q4

Do you support the proposed safety improvements?

- Yes

Q5

Is there anything else you'd like to tell about us the proposed package of safety improvements?

- Hi there, I am the occupier of a commercial/retail sales building Located at 275B Paremata Haywards Road, I would like more info on the bridge improvements and how that would affect the access to my premises? I support the new road upgrades and think it will be much safer

Q6

Are you giving feedback on behalf of a group or organisation?

- Yes – I am the official spokesperson for the organisation

If yes: Type of group or organisation::

- Nz Mowing Ltd

Q7

How would you prefer to be kept informed of progress on this project? (Select one)

- Other (please specify): email at: grant@nzmowing.co.nz

Mt Cecil Road Residents and McCready Civil

Q1

What is your interest in the SH58 corridor?

- I live on or near SH58

Q2

What are your safety concerns about the section of SH58 between SH2 and the Pauatahanui roundabout? (Tick all that apply.)

- Speed
- Dangerous intersections
- Vehicles crossing centre line
- Other (please specify): Very tight turn onto Mt Cecil from North

Q3

How much safer do you think SH58 will be if the proposed improvements are put in place?

- Greatly improved

Q4

Do you support the proposed safety improvements?

- Yes

Q5

Is there anything else you'd like to tell about us the proposed package of safety improvements?

- Agree with proposed improvements – good to see Mt Cecil has "all movements allowed" as it would have affected our business enormously. A "left –in left-out" would have been impracticable for trucks and trailers.
- We would like it noted that we do have truck and trailers coming in and out of Mt Cecil. The current access in from the North is difficult because there is nowhere to pull over and very tight turn onto Mt Cecil.
- Also I believe forestry on Mt Cecil is due for harvesting so this will also affect traffic on Mt Cecil.
- We would appreciate discussing the Mt Cecil access with your Project Manager.

Q6

Are you giving feedback on behalf of a group or organisation?

- Yes – I am the official spokesperson for the organisation
- If yes: Type of group or organisation: Mt Cecil Road Residents and McCready Civil

Q7

How would you prefer to be kept informed of progress on this project? (Select one): Enewsletter

Families and locals of Belmont Rd

Q1

- What is your interest in the SH58 corridor?
- I live on or near SH58

Q2

What are your safety concerns about the section of SH58 between SH2 and the Pauatahanui roundabout? (Tick all that apply.)

- Narrowness of road

Q3

How much safer do you think SH58 will be if the proposed improvements are put in place?

- Somewhat improved
- Please explain why (optional) some aspects have been covered and improved but many parts to the plan only cause hassle and inconvenience for all road users.

Q4

Do you support the proposed safety improvements?

- I'm not sure, I need more information
- Please explain why (optional) Blocking off the left/right turn option at the end of Belmont Road causes hassle, fuel wastage and creates a huge space issue for the trucks we operate.

Q5

Is there anything else you'd like to tell about us the proposed package of safety improvements?

Why can the roads such as Belmont and Mulhern not have breaks in the barrier? Similar to the proposal at Harris Road. That way locals have options and are happy with the changes being made.

Q6

Are you giving feedback on behalf of a group or organisation?

- Yes – I am the official spokesperson for the organisation
- If yes: Type of group or organisation: Families and locals of Belmont Rd – Ike Baker

Q7

How would you prefer to be kept informed of progress on this project? (Select one)

- Facebook

Car poolers

Q1

What is your interest in the SH58 corridor?

- I regularly travel along the SH58 corridor

Q2

What are your safety concerns about the section of SH58 between SH2 and the Pauatahanui roundabout? (Tick all that apply.)

- Dangerous curves
- Other (please specify): No passing lanes

Q3

How much safer do you think SH58 will be if the proposed improvements are put in place?

- No difference

Q4

Do you support the proposed safety improvements?

- No

Please explain why (optional)

- Too many roundabouts.

Q5

Is there anything else you'd like to tell about us the proposed package of safety improvements?

- The speed should stay at 100kmh. The road needs to be designed with this in mind. Not slowing things down and building more roundabouts. Better intersections should be built at problematic turnoffs, especially at golf course. There needs to be turn off/waiting lanes.

Q6

Are you giving feedback on behalf of a group or organisation?

- Yes – I am the official spokesperson for the organisation

If yes: Type of group or organisation: Car poolers

Q7

How would you prefer to be kept informed of progress on this project? (Select one): NZTA website

APPENDIX E: MEDIA STATEMENT AND CLIP

Package of safety improvements proposed for SH58, Haywards

18 Jul 2017 04:01 pm | NZ Transport Agency

From now until 21 August, the NZ Transport Agency will engage with the community who use State Highway 58 on a proposed package of safety improvements.

The Transport Agency proposes to:

- separate opposing traffic using a median safety barrier
- improve intersections
- install two new roundabouts at Moonshine Road and Murphys/Flightys intersections
- widen shoulders and bridges to improve safety for motorists and cyclists
- straighten curves
- Install roadside safety barriers.

The Transport Agency is also recommending that we consult on a proposal to reduce the speed limit to 80km/h.

When the median safety barrier is put in place some right turns will be removed and some of the roads that connect to SH58 will become left in/left out only. Some people will have little change to their access, while others may need to travel a few minutes longer to reach their destination.

“We know that any change of access can be inconvenient, but convenience must be weighed against the need to reduce the number of deaths and injuries that occur on State Highway 58,” says Senior Manager Project Delivery Chris Hunt.

The Transport Agency is committed to addressing the poor safety record on SH58. Over the past 10 years there have been over 200 crashes causing four deaths and 17 serious injuries on the section of SH58 between State Highway 2 and the Pauatahanui roundabout. SH58 is a challenging road to drive. The road is narrow with tight, difficult curves, and many access points and intersections.

In 2014 we consulted with the community on a package of safety improvements. We received a lot of feedback on how we could improve our proposal.

“Since the 2014 engagement, we have addressed some safety concerns by realigning curves at Haywards Hill. We have also taken on board the feedback and expanded the proposed scope of improvements in order to achieve greater safety outcomes than the original proposal,” says Mr Hunt.

The Transport Agency started conversations with the community earlier this month. The online engagement process will stay open until 21 August. Community information days will be held at the Pauatahanui School 26, 27 and 29 July 2017. To register and find out more details about the proposals, see the SH58 safety improvements page: www.nzta.govt.nz/sh58-improvements

Speed limit and median barrier among proposals to improve safety on SH58

Last updated 17:56, July 18 2017



LIFE FLIGHT TRUST/SUPPLIED

The Westpac rescue helicopter on State Highway 58 in December last year after five people were hurt in a three-vehicle crash.

A lower speed limit, two new roundabouts and a median barrier are among several proposed safety improvements aimed at reducing the number of deaths along State Highway 58, north of Wellington.

Over the past 10 years, there have been more than 200 crashes, causing four deaths and 17 serious injuries, on the section of the highway between the Hutt Valley and the Pauatahanui roundabout.

The NZ Transport Agency wants public feedback, closing on August 21, on a proposed package of improvements that include reducing the speed limit to 80kmh, installing roundabouts at the Moonshine Rd and Murphys Rd/Flightys Rd intersections, and widening shoulders and bridges to improve safety for motorists and cyclists.



STUFF

The new junction of SH58 and SH2 at the bottom of Haywards Hill.

It is also proposing to separate opposing traffic using a median safety barrier, which could increase travel times for some residents whose local roads join the highway.

READ MORE:

- * [Fatal Haywards Hill crash blamed on several factors](#)
- * [Fatal crash on Wellington's Haywards Hill](#)
- * [Neck injury following car crash on Haywards Hill in Lower Hutt](#)
- * [Construction to begin on new \\$43m Haywards Interchange in Hutt Valley](#)

NZTA senior manager of project delivery Chris Hunt said the agency was committed to addressing the poor safety record on SH58.



STUFF

Golfers at the Judgeford club crossing SH58 between holes, back in 2006. NZTA is now proposing a median barrier along the road.

"We know that any change of access can be inconvenient, but convenience must be weighed against the need to reduce the number of deaths and injuries that occur on SH58."

When the median safety barrier is in place, some right turns will be removed and some of the roads that connect to SH58 will become left turns only.

Some people would have little change to their access, Hunt said, while others might need to travel a few minutes longer to reach their destinations.

In 2014, NZTA consulted with the community on a package of safety improvements, and received feedback on how it could improve the proposal.

"Since the 2014 engagement, we have addressed some safety concerns by realigning curves at Haywards Hill.

"We have also taken on board the feedback and expanded the proposed scope of improvements in order to achieve greater safety outcomes than the original proposal," Hunt said.

* *Community information days will be held at Pauatahanui School on July 26, 27 and 29. To register and find out more details about the proposals, see www.nzta.govt.nz/sh58-improvements.*

APPENDIX F: SOCIAL MEDIA ANALYTICS

NZ Transport Agency - Wellington
Published by Hootsuite [?] · July 18 at 4:43pm · Like Page

Package of safety improvements announced for SH58. Learn more about our proposals at the link below. #sh58safety
<http://ow.ly/17Lu30dHPB8>

Get More Likes, Comments and Shares
Boost this post for \$30 to reach up to 9,800 people.

23,986 people reached Boost Post

76 50 Comments 36 Shares

Like Comment Share

23,986 People Reached

269 Reactions, Comments & Shares

115 Like	74 On Post	41 On Shares
1 Haha	1 On Post	0 On Shares
1 Sad	1 On Post	0 On Shares
2 Angry	0 On Post	2 On Shares
113 Comments	72 On Post	41 On Shares
37 Shares	36 On Post	1 On Shares

5,793 Post Clicks

3,091 Photo Views	368 Link Clicks	2,334 Other Clicks
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NEGATIVE FEEDBACK

10 Hide Post	6 Hide All Posts
0 Report as Spam	0 Unlike Page

Insights activity is reported in the Pacific time zone. Ads activity reported in the time zone of your ad account.

NZ Transport Agency - Wellington
Published by Hootsuite [?] - July 31 at 4:00pm

Separated traffic, safer speeds and fewer curves are the key to a safer SH58. #sh58safety

EXPECTED SAFETY OUTCOMES
Once these improvements are in place we expect there to be 16-21 fewer deaths and serious injuries over 10 years. We also expect significantly fewer crash-related closures.

20,805 people reached

56 Reactions, Comments & Shares

28 Comments 3 Shares

20,805 People Reached

142 Reactions, Comments & Shares

56 Like	45 On Post	11 On Shares
3 Haha	3 On Post	0 On Shares
8 Angry	8 On Post	0 On Shares
65 Comments	42 On Post	23 On Shares
10 Shares	3 On Post	7 On Shares

3,828 Post Clicks

2,522 Photo Views	5 Link Clicks	1,301 Other Clicks
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NEGATIVE FEEDBACK

4 Hide Post	1 Hide All Posts
0 Report as Spam	0 Unlike Page

Insights activity is reported in the Pacific time zone. Ads activity is reported in the time zone of your ad account.

NZ Transport Agency - Wellington
Published by Hootsuite [?] - August 2 at 12:00pm

Thanks to everyone who turned up at the SH58 community information days. Complete an online feedback form here: <https://goo.gl/cxv7y1> #sh58safety

7,395 people reached

17 Likes, Comments & Shares

Doug Braddock, Holly Mainland and 11 others

2 Shares

7,395 People Reached

17 Likes, Comments & Shares

14 Likes	13 On Post	1 On Shares
0 Comments	0 On Post	0 On Shares
3 Shares	2 On Post	1 On Shares

165 Post Clicks

89 Photo Views	45 Link Clicks	31 Other Clicks
----------------	----------------	-----------------

NEGATIVE FEEDBACK

6 Hide Post	0 Hide All Posts
0 Report as Spam	0 Unlike Page


Insights activity is reported in the Pacific time zone. Ads activity is reported in the time zone of your ad account.

NZ Transport Agency - Wellington

Published by Hootsuite [?] · August 11 at 4:00pm · 🌐

👍 Like Page

Engagement on the SH58 Safety improvements ends on 21 August. It's not too late to have your say. Complete an online feedback form here: <http://ow.ly/44un30e1SwB> #SH58safety



Example of SH58 **after** improvements

✔ **Get More Likes, Comments and Shares**
Boost this post for \$30 to reach up to 9,800 people.

4,694 people reached

Boost Post

👍 Thomas Kara, Dianne Haswell and Anita Edwards

🗨️

👍 Like

💬 Comment

➦ Share

4,694 People Reached

7 Likes, Comments & Shares

4 Likes	3 On Post	1 On Shares
2 Comments	0 On Post	2 On Shares
1 Shares	0 On Post	1 On Shares

134 Post Clicks

62 Photo Views	36 Link Clicks	36 Other Clicks ⓘ
--------------------------	--------------------------	-----------------------------

NEGATIVE FEEDBACK

4 Hide Post	0 Hide All Posts
0 Report as Spam	0 Unlike Page

Reported stats may be delayed from what appears on posts

APPENDIX G: WEBSITE ANALYTICS

Project: SH58 safety improvements

Jul 17, 2017 - Aug 21, 2017

All Users
100.00% Sessions

Page views

2,448
% of Total: 0.02% (10,467,638)

Unique page views

1,738
% of Total: 0.02% (8,217,537)

Average time on page

00:01:46
Avg for View: 00:01:57 (-9.06%)

Bounce rate

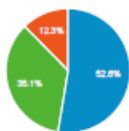
50.04%
Avg for View: 35.59% (40.60%)

Location

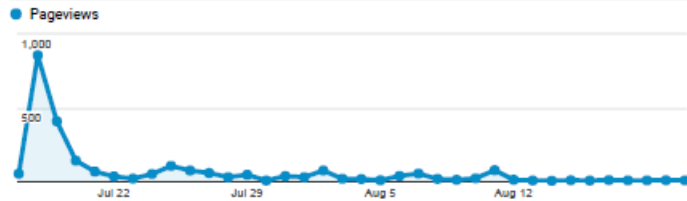
City	Pageviews
Wellington	1,213
Auckland	338
Porirua	254
Lower Hutt	122
Upper Hutt	85
Christchurch	66
Gisborne	56
Destin	38
Paraparaumu	38
(not set)	19

Device used

desktop mobile tablet



Page views



Bounce rate

Page	Pageviews
/projects/sh58-improvements/	2,141
/projects/sh58-improvements/publications/	139
/projects/sh58-improvements/media/	101
/projects/sh58-improvements/faq/	64
/projects/sh58-improvements/feedback/	2
/projects/sh58-improvements/have-your-say/	1

Downloads

Event Label	Total Events
http://www.nzta.govt.nz/assets/projects/sh58-improvements/SH58-safety-improvements-July-2017.pdf	75
http://www.nzta.govt.nz/assets/projects/sh58-improvements/SH58-Info-Boards-July-2017.pdf	56
http://www.nzta.govt.nz/assets/projects/sh58-improvements/img/SH58-safety-improvements-area-map.pdf	28
http://www.nzta.govt.nz/assets/projects/sh58-improvements/SH58-value-engineering-report.pdf	28
http://www.nzta.govt.nz/assets/projects/sh58-improvements/docs/sh58-proposals-to-improve-safety.pdf	19
http://www.nzta.govt.nz/assets/projects/sh58-improvements/docs/sh58-brochure.pdf	9
http://www.nzta.govt.nz/assets/projects/sh58-improvements/docs/sh58-safety-record.pdf	9
http://www.nzta.govt.nz/assets/projects/sh58-improvements/SH58-addendum-report.pdf	9
http://www.nzta.govt.nz/assets/projects/sh58-improvements/sh58-scheme-assessment-report.pdf	9
https://www.nzta.govt.nz/assets/projects/sh58-improvements/img/SH58-safety-improvements-area-map.pdf	9