



SH6 HOPE TO WAKEFIELD SPEED REVIEW

Summary of the speed review consultation

WAKA KOTAHI NZ TRANSPORT AGENCY

JUNE 2021

1. BACKGROUND

Between November and December 2020, Waka Kotahi NZ Transport Agency consulted with the local community and road user groups on safer speed limits for State Highway 6 (SH6) Hope to Wakefield, in the Tasman district.

Waka Kotahi has reviewed the speed limits on this route as it was one of the highest risk roads in the region.

Each day around 11,500 vehicles travel between Hope and Brightwater, and 8,500 travel between Brightwater and Wakefield. With further developments happening in the area, this traffic is expected to increase.

Between 2009 and 2018 there were a total of 98 crashes, including 17 serious crashes, on this section of SH6. Three people were killed, and 18 people were seriously injured in these crashes.

The current speed limits vary over the corridor, with a combination of 100km/h, 80km/h and 70km/h speeds. This road has many roadside hazards including multiple sideroads and driveways. The current speed limits make it difficult to access the highway.

We reviewed the speed limits to make sure they were safe 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.

2. CONSULTATION PROCESS

Before 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 for the current road characteristics and roadside environments along this corridor.

In December 2019, Waka Kotahi engaged with the community on their thoughts about the current speed limits along State Highway 6 between Hope to Wakefield. We had many useful conversations and received almost 700 pieces of feedback.

On 16 November 2020, Waka Kotahi started formal consultation on proposed new speed limits for SH6 Hope to Wakefield. Consultation was open for four weeks and closed on 18 December 2020.

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

The consultation was advertised on radio, letterbox drop, social media, on Waka Kotahi's website and in local publications. A media release was issued on 12 November 2020 notifying the public of the consultation opening.

People were able to make submissions through the online form, using the printed submission form or by phone.

3. CONSULTATION QUESTION

The consultation phase is used to seek any additional information from stakeholders or the public that will help inform the decision about the proposed speed limit changes.

During formal consultation we proposed new speed limits and asked the public the following question "**Are there any other factors that we should consider when making our decision?**"

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

The majority of submissions expressed safety concerns at the Ellis Street and River Terrace Road intersection. A proportion of the submissions expressed only a general opinion about speed reviews. These included issues about driver behaviour, traffic volumes and enforcement.

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.

Issues	Waka Kotahi Response
<p>Ellis Street and River Terrace Rd intersection</p> <ul style="list-style-type: none"> Many submitters felt the current speed limit too high and it is a dangerous intersection Children are often picked up and dropped off there. High traffic volumes turning right into Ellis Street to go to Brightwater School. 	<p>We will be leaving the speed limit at 80km/h as proposed during consultation. We will be carrying out some further investigations on this intersection and will include a more in-depth assessment of the speeds being driven through this intersection to determine if any future changes are needed, for example an Intersection Speed Zone.</p> <p>The further investigation includes the following steps:</p> <ul style="list-style-type: none"> Intersection tube count surveys at the SH6 / Ellis Street intersection The tube count surveys will capture entry and exit speeds at the intersection The first survey will take place in early April 2021, to understand the existing speed profile through this intersection. Additional surveys will be completed following the speed limit changes to understand whether future changes to speed around this intersection are required. The outcome of this survey will determine if or what any further steps will be.
<p>Lord Rutherford intersection</p> <ul style="list-style-type: none"> Further reduce speed More vehicles Vulnerable users 	<p>We have determined 80km/h is still the safe speed limit for this intersection due to the road's environment.</p> <p>This intersection is considered a rural road with residential development, and no accessways or driveways.</p>
<p>Spring Grove</p> <ul style="list-style-type: none"> Further reduce the speed limit More people living in the area and more elderly residents feeling unsafe walking near the road. 	<p>We have determined a lower speed limit than 80km/h would not match the road environment. The road is currently in a rural residential area with low pedestrian volumes and is not built up enough for a speed limit lower than 80km/h.</p>
<p>Parking causing visibility issues on corner of Main Road Hope and Ranzau Road East</p>	<p>There are yellow no parking lines on this corner and a car park bay which is off the road. These measures should allow acceptable visibility from the side road.</p> <p>Ranzau Road also has a stop sign due to visibility constraints when approaching the intersection limit line.</p>
<p>Lower speeds during peak hours only</p>	<p>Variable speeds for peak travel times are possible under the current Land Transport Rule: Setting of Speed Limits 2017. We have not proposed a variable peak hour speed limit due to the uncertainty this would create and potential increased risk to people walking and cycling, and other vulnerable users of the road. The higher risk is at the shoulder peaks (one hour either of the peak) when volumes are increasing but speeds are still higher than at the peak.</p>
<p>Additional passing lanes</p>	<p>There is no funding within this project for passing lanes or additional lanes. Making the speed limits safe for this road is something we can do now to improve safety for everyone using the road.</p>

Reducing the speed limit to 80 will make it safer for children.

The change to a lower speed limit will ensure this section of the road is safer for all road users.

Options to reduce feeder roads

Within this review, we are not looking to close off any side roads or limit access.

The lower speed limit will improve safety and make it easier for people entering and exiting the side roads.

Any proposal to reduce speed limits is driven by the need to improve safety and reduce harm for everyone on our roads. It will help ensure that in coming years we do not have thousands of people dealing with a road tragedy, which could have been prevented or the harm minimised had people been driving at a slower speed.

Driver behaviour

- Not speed causing the issue
- More driver education needed

Safe speed limits help to minimise the severity of crashes when they occur. Lower speeds give people a second chance to either avoid a crash or at least walk away from one if it happens.

This is part of the Safe System approach where our roads need to be more forgiving. Everyone makes mistakes, but these mistakes shouldn't cost lives.

Waka Kotahi continues to see the importance in educating drivers that is why we undertake a large national education programme alongside making speed limits on our roads safer.

Consistent speed limits

The speed limit changes proposed are the same number of speed limits that are currently in place, with the same change points. We have just proposed to lower some of them.

We will make the Wakefield entry speed limit more obvious with lane markings and wider shoulders.

Road conditions and standards

We have passed this information onto our maintenance team.

We are planning to re-seal approximately 2km of SH6 (spread over a number of isolated locations) over the next two construction seasons through our maintenance programme.

Reduced speed limit could be enforced where school children cross the **main road, adjacent to Arrow Street** (only in school finish and start hours.)

Crossing facilities were not part of the speed review, however Waka Kotahi is currently working with the school and the community on the Wakefield pedestrian crossing refuge and solutions to make this a safer crossing for the community and school children.

New subdivision and increased traffic

We have reviewed the speed limit we have proposed at consultation which is 60km/h.

We have determined that 60km/h will still be the safe speed limit to help people enter and exit roadsides.

Cyclist safety

- Increased signage
- Encourage cyclists to use cycleway
- Add a cycleway to the state highway.

Most of Main Road has good shoulders for those cyclists whose journeys are not suited to using the Great Taste Trail, which is an existing off-road cycling route.

Further cycling lanes, cycle signs or marking was not in scope of this speed review.

Increased enforcement

We are working with NZ Police around enforcement issues and will pass this information on to them.

Under New Zealand's Road to Zero Strategy 2020-2030, we will be adopting a new approach to safety cameras to reduce excessive speeds on our highest risk roads.

More on this programme of work will be advised in the coming year.

5. DECISION

The table below shows the recommendations Waka Kotahi formally consulted on between 16 November and 18 December 2020.

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 30 July 2021.

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 30 July 2021.

Location	Current speed limit (km/h)	New permanent speed limit (km/h) from 30 July 2021
Hope Township. Existing 70km/h area, from approximately 320m south west of Norman Andrews Place to approximately 800m south west of Ranzau Road East.	70	60
Hope to Brightwater. Existing 100km/h area, from approximately 800m south west of Ranzau Road East to approximately 300m south west of Clover Road West.	100	80
Brightwater Township. Existing 80km/h area, from approximately 300m south west of Clover Road West to approximately 380m west of Ellis Street.	80	NO CHANGE
Brightwater to Wakefield North. Existing 100km/h area, from approximately 380m west of Ellis Street to approximately 440m north east of Bird Lane.	100	80
Wakefield North. Existing 70km/h area, from approximately 440m north east of Bird Lane to approximately 310m north east of Franklyn Close.	70	60

Map showing the permanent speed limits



6. SUBMISSIONS

You can view the submissions we received for this speed review on our website at www.nzta.govt.nz/projects/sh6-hope-to-wakefield/