

**To** Kane Patena, Director of Land Transport

**CC:** Anna Cleary, Acting Senior Manager Regulatory Standards and Implementation

**From** Brian Nijman, Principal Technical Advisor, Regulatory Technical, Regulatory Standards and Implementation, on behalf of Waka Kotahi's Speed Management Assessment Panel

**Date** 14 December 2022

**Subject** **Land Transport Rule: Setting of Speed Limits 2022—Director approval sought for selected speed limits changes on Lower North Island State Highways**

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### **Purpose**

To recommend you, as Director of Land Transport, approve Waka Kotahi Transport Services (Road Controlling Authority – RCA – for State highways) setting various speed limits on State Highway 1 (Horowhenua) and State Highway 57 (Manawatu), in the Lower North Island.

Attachment 1 is a letter for your signature to Vanessa Browne, National Manager, Programme and Standards, in Transport Services (the RCA for the State highway network), approving the proposed speed limits, based on the assessment, below.

### **Background**

#### *Director power to consider Alternative Method proposal*

Clause 2.6 of the Land Transport Rule: Setting of Speed Limits 2022 (the Rule) [Attachment 2 refers] provides for the Director to give approval, under the Alternative Method, for an RCA to set a speed limit when a speed management plan is not applicable (including as a transitional provision, before an RCA's first speed management plan has been certified).

Clause 2.6(4) states: "(4) The Director must give their approval if they are satisfied that **good reason** exists for the proposed speed limit to be set before the next relevant plan is published (including before an interim plan has been published)".

Attachment 3 is the Terms of Reference for the Waka Kotahi Speed Management Assessment Panel (the Panel), which enables it to comment on whether a speed limit change proposal submitted for Director approval through a pathway other than a speed management plan, should be considered a plan for certification purposes.

#### *The proposals*

On 18 November 2022, Vanessa Browne wrote seeking your approval to set various speed limits on three Lower North Island State highways [as per Attachment 4], i.e.:

- State Highway 1: Ōtaki to Levin (Horowhenua)
- State Highway 57: South Levin to Shannon (Manawatu); and
- State Highway 2: Masterton to Featherston (Wairarapa).

All three proposals were consulted on under the Setting of Speed Limits Rule 2017 (the 2017 Rule), since consultation on them commenced before the Rule came into effect on 19 May 2022. The Alternative Method is applicable in such cases, acting as a transitional provision until the first speed management plan has been certified.

The three proposals are depicted as follows:

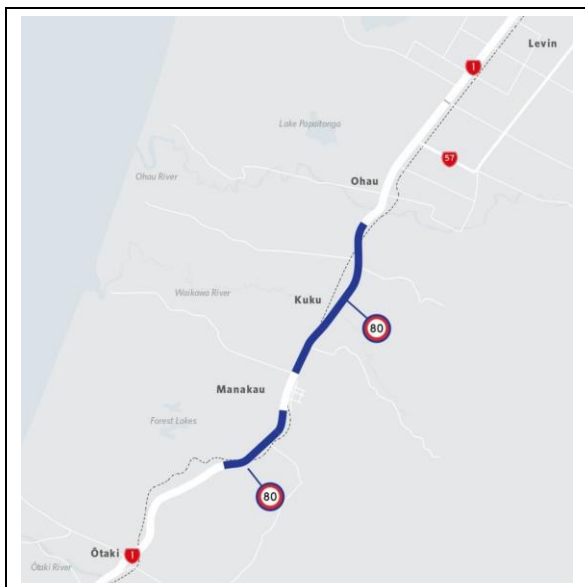


Figure 1: State Highway 1—proposed speed limits in Horowhenua

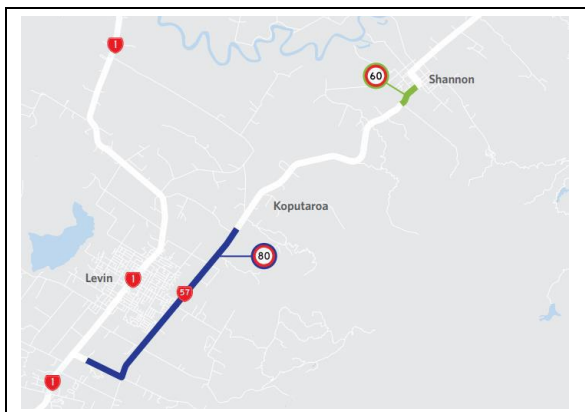


Figure 2: State Highway 57—proposed speed limits in Manawatu

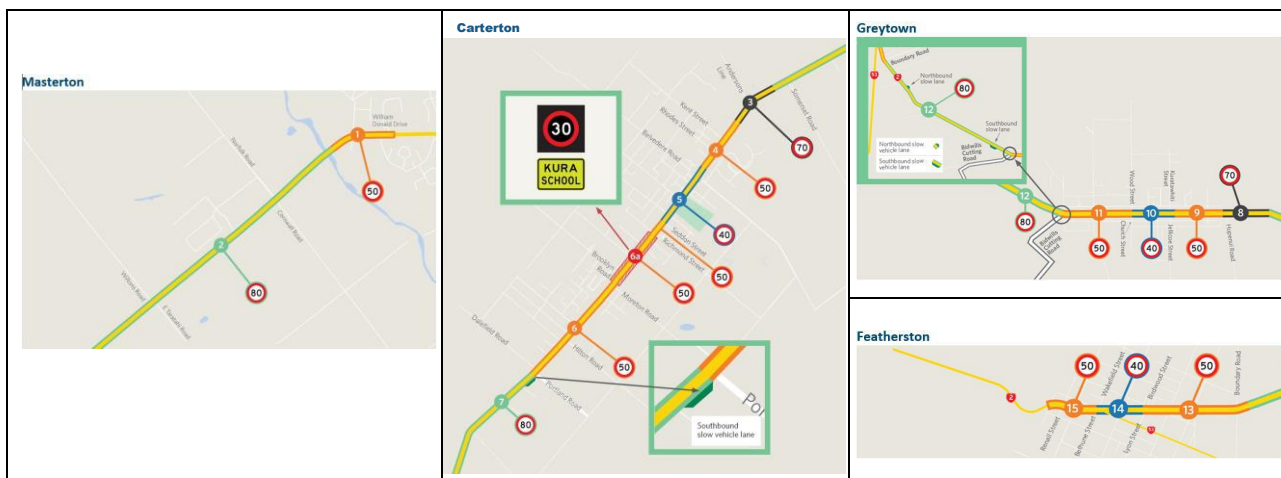


Figure 3: State Highway 2—proposed speed limits in Wairarapa

### **Advice on the State Highway 2 to be provided separately**

The proposals for State Highway 2 are more complex than those for State Highways 1 and 57. Also, the speed limits shown in Figure 3, as outlined in Vanessa Browne's correspondence, depict the current and proposed speed limits on the 35-kilometre stretch between Masterton and Featherston. Although this approach provides a holistic view, it required the separating out of the proposed speed limits for the purpose of Panel assessment. The proposed changes to speed limits are summarised thus:

- a 50 km/h permanent speed on the southern urban approach to Masterton (currently a 70 km/h permanent speed limit)
- 40 km/h permanent speed limits in the town centres of Carterton, Greytown and Featherston (50 km/h permanent speed limits currently apply and will remain either side of the new 40 km/h sections).
- a 30 km/h variable speed limit outside of kura / schools south of the town centre of Carterton and within the urban area (the existing 50 km/h permanent speed limit will apply outside times of operation).
- permanent 80 km/h permanent speed limits in the intervening rural sections of State highway between the townships (in place of existing 100 km/h speed limits); and
- extending the existing 50 km/h permanent speed limit north and south of the Featherston urban area (thereby subsuming the exiting 70 km/h permanent speed limits in the peri-urban areas).

The Panel agreed that before recommending the State Highway 2 proposals to the Director for approval, there would be merit in clarifying their understanding of them with Transport Services and hearing how they could be further developed in the ten-year State Highway Speed Management Plan scheduled to come into effect in August 2024.

The Panel will therefore provide a separate memorandum to you on the State Highway 2 proposals after discussions with Transport Services have been completed.

### **Assessment—State Highway 1 (Horowhenua)**

#### *Summary*

The proposal would reduce the permanent speed limit on State Highway 1 between Ōtaki and Levin from 100 km/h to 80 km/h, either side of Manakau township, for a total of seven kilometres from south of the Ōhau River to Forest Lakes Road. The result would be a continuous 80 km/h permanent speed limit from Levin to Ōtaki.

This speed limit proposal is of high priority given the existing Director's exemption for an 80 km/h temporary expires on 31 December 2022 (put in place after the quadruple fatality at Kuku in December 2021).

#### *Consultation*

##### Mixed community feeling about lowering speed limits

Consultation was carried out from 18 May – 15 June 2022, on a wider set of speed limits proposals covering State Highway 1 from Ōtaki to north of Levin (the Wellington Northern Corridor).

With respect to the two sections of road subject to this Alternative Method proposal, most submitters did not support the proposed reduction from 100 km/h to 80 km/h, instead citing risk factors other than speed such behaviours associated with driver frustration and traffic congestion. Investment in maintenance and infrastructure safety improvements and a new expressway was suggested as an alternative.

Notwithstanding, some of these submitters wanted speed reductions at the road and rail bridges at Manakau and Ōhau, citing specific safety concerns at these locations. This reflected a general preference for tailored responses rather than applying 'blanket' speed reductions.

Many submitters who supported the proposed speed reductions as outlined in this memorandum would also support lowering the permanent speed limit to 80 km/h as far south as the State Highway 1 intersection with Taylors Road, near Ōtaki. Others noted pedestrian traffic and dangerous intersections in Manukau Village and Ōhau warranted a further reduction in speed to 60 km/hr or 70 km/h through those sections.

#### Mana Whenua support lowering the speed limit and creating a safer road environment

<b>Marae</b>	<b>Feedback</b>	<b>Waka Kotahi Response</b>
Tukorehe marae (briefed 21 March 2022)	Drivers would travel at higher than the 80 km/h proposed and queried if the speed limit needed to be set to 70km/h to achieve an average of 80km/h	Vehicle operating speeds were largely within the 80 km/h speed limit  <b>The Panel notes:</b> <ul style="list-style-type: none"> <li>the most recent MegaMaps information shows an average speed of 87 km/h past the marae; and</li> <li>this stretch runs through Kuku, subject to a Director-approved 80 km/h temporary speed limit following a quadruple fatality in November 2021.</li> </ul>
Wehi Wehi marae (hui 17 May 2022)	Installation of a wide centreline in front of the marae, and a right-hand turning bay	Typically, right-turn bays in rural areas are not marked within hatch medians for private accesses unless the turning volumes are high.  The volume into Wehi Wehi marae typically is not high enough and when there is a large event, people are travelling slowly in the area.

#### Stakeholders support the proposals as outlined in this memorandum

<b>Stakeholder</b>	<b>Feedback</b>	<b>Waka Kotahi Response</b>
Horowhenua District Council	Sections of rural road, such as semi-residential Kuku, should be at a lower limit because the surrounding land use presents a higher risk, however, over the length of the entire corridor, the function of the road is sufficient to justify investment to enable the highest possible operating speed that can be provided safely  Waka Kotahi should plan to address all significant risks on this corridor rather than to focus solely on short-term, low-cost solutions  Council queried why this speed review was proposed under the 2017 Rule and not the Rule	Ongoing liaison was undertaken with Council that ultimately culminated in the speed review being focussed only on the rural section of State highway outlined in this memorandum  Any review of speeds will be undertaken pursuant to the Speed Management Plan process provided for under the Rule.
New Zealand Police	Fully supported the speed limits proposed	—

### Panel view

The Panel supports this proposal, as it is in line with the Waka Kotahi estimates of the safe and appropriate speed and would create a safer and more predictable road environment.

The Panel will recommend to Transport Services the balance of speed limit proposals consulted on be reviewed within the currency of the State Highway Speed Management Plan (scheduled to be published in August 2024) to achieve alignment with the Waka Kotahi estimates of the safe and appropriate speed.

### Assessment—State Highway 57 (Manawatu)

#### Summary

The proposal would result in:

- a 60 km/h permanent speed limit on the southern urban approach to Shannon township ( a 70 km/h permanent speed limit currently applies); and
- an 80 km/h permanent speed limit on the nine-kilometre rural stretch from the intersection with State Highway 1 (south of Levin) to Koputaroa (a 100 km/h permanent speed limit currently applies).

The associated Speed Limit Review was coordinated with the SH57 safety improvements project. The Review's proximity to the Wellington Northern Corridor project meant it was carried out in a complex environment including a range of complementary safety improvements.

#### Consultation

##### Mixed community feeling about lowering speed limits

Consultation was carried out from 30 August to 27 September 2021.

Overall, 50% submitted on particular traffic issues rather than the proposed speed limit reductions. Of the remaining, 11% supported the speed limit reductions, 9% were mixed and 30% opposed.

Reflecting submissions on the State Highway 1 proposal, submitters opposed cited concerns about slower traffic resulting in driver frustration and associated risk-taking behaviour.

Submitters with mixed support usually supported a speed reduction in some areas—such as where it was busy or more dangerous—but did not support all aspects of the proposal.

Removal of the passing lanes was a frequently mentioned area of concern for those of mixed support and those opposed.

##### Mana Whenua opposed the general speed reduction on State Highway 57, but were somewhat supportive of speed reduction within Shannon township

<b>Iwi</b>	<b>Feedback</b>	<b>Waka Kotahi Response</b>
Te Roopu Taiao O Ngati Whakatere Trust	Opposed a blanket reduction of speed limit on State Highway 57 since the highway 57 is our Iwi's main artery to commerce, work, education, leisure, recreational activities, and business sectors in Levin.  Some support for speed reduction within Shannon township	Broad corridor wide speed reductions were identified by Waka Kotahi nationally as having limited levels of public support  A review of all corridors to consider potential alternative approaches was undertaken.

Stakeholders supporting the proposals as outlined in this memorandum

Stakeholder	Feedback	Waka Kotahi Response
Horowhenua District Council	Opposes Waka Kotahi's proposal for a blanket reduction of SH57 speed limits between Levin and Shannon	Broad corridor wide speed reductions were identified by Waka Kotahi nationally as having limited levels of public support  A review of all corridors to consider potential alternative approaches was undertaken.
New Zealand Police	Fully supported the speed limits proposed	—

**Other stakeholders**

Stakeholder	Support	Mixed Support	Opposed
Cycling Action Network	√	—	—
AA Manawatu District	—	√	—
a Ara Aotearoa Transporting New Zealand	—	√	—
Horowhenua Grey Power	—	√	—
Road Safety NZ	—	—	√

*Panel view*

The Panel supports this proposal, as it is in line with the Waka Kotahi's published estimates of the safe and appropriate speed and would create a safer and more predictable road environment.

**Conclusion**

In light of the information above, the Regulatory Technical team consider the 'good reason' condition under Clause 2.6 has as being met for the proposals relating to State Highway 1 (Horowhenua) and State Highway 57 (Manawatu). We therefore support both proposals as presented.

Brian Nijman  
Principal Advisor  
Regulatory Technical  
Regulatory Standards and Implementation

14/12/2022

## Endorsed



Anna Cleary

Acting Senior Manager Regulatory Standards and Implementation

14/12/2022

## Attachments

- Attachment 1 Proposed letter for signature to National Manager, Programme and Standards, Transport Services, approving the proposed speed limits under the Alternative Method
- Attachment 2 Land Transport Rule: Setting of Speed Limits 2022—Clause 2.6: *Alternative method for Agency (as RCA) or territorial authorities to set speed limits: Director approval before next plan* (extract)
- Attachment 3 Waka Kotahi Speed Management Assessment Panel—Terms of Reference
- Attachment 4 Letter of 18 November 2022 from National Manager, Programme Standards, seeking Director approval under the Alternative Method, provided for under Clause 2.6 of the Land Transport Rule: Setting of Speed Limits 2022
- Attachment 4A State Highway 1: Ōtaki to Levin—Speed Review Report
- Attachment 4B State Highway 57: South Levin to Shannon—Speed Review Report

## Recommendations

1. **Approve** Transport Services to set speed limits on State Highway 1 between Ōtaki and Levin (Horowhenua), consisting of two sections of 80 km/h permanent speed limit, either side of Manakau township, for a total of seven kilometres from south of the Ōhau River to north of Ōtaki. Yes No
2. **Approve** Transport Services to set speed limits on State Highway 57 from south of Levin to Shannon (Manawatu), consisting of:
  - a) a 60 km/h permanent speed limit on the southern urban approach to Shannon township (a 70 km/h permanent speed limit currently applies); and Yes No
  - b) an 80 km/h permanent speed limit on the nine-kilometre rural stretch from the intersection with State Highway 1 (south of Levin) to Koputaroa (a 100 km/h permanent speed limit currently applies). Yes No
3. **Note** you will receive a separate memorandum relating to the speed management proposals for State Highway 2 (Masterton to Featherston) once discussions between the Panel and Transport Services are completed. Yes No

Signed



**Kane Patena**

Director of Land Transport

14/ December /2022



## Attachment 1:

# Letter to National Manager, Programme and Standards, Transport Services, approving the proposed speed limits

Chews Lane Office



50 Victoria Street  
Private Bag 6995  
Wellington 6141

New Zealand  
[www.nzta.govt.nz](http://www.nzta.govt.nz)

14 December 2022

Vanessa Browne  
National Manager, Programme and Standards  
[Vanessa.Browne@nzta.govt.nz](mailto:Vanessa.Browne@nzta.govt.nz)  
Waka Kotahi

Dear Vanessa,

### **Land Transport Rule: Setting of Speed Limits 2022—Director approval to set speed limits on selected Lower North Island State highways**

Thank you for your letter dated 18 November 2022, requesting Director of Land Transport approval for Waka Kotahi's Transport Services (as road controlling authority for the State highways network) to set various speed limits on State highways in the Lower North Island, in accordance with the Alternative Method process provided for under Clause 2.6 of the Land Transport Rule: Setting of Speed Limits 2022.

I am satisfied, in line with Clause 2.6(4), good reason exists for the proposed speed limits on State Highway 1 (Horowhenua—Ōtaki to Levin) and State Highway 57 (Manawatu—south of Levin to Shannon) to be set before the next relevant plan is published, and note public consultation revealed support for the proposals. I therefore approve the proposed speed limits.

I will respond separately on the remaining Lower North Island proposal for speed limits on State Highway 2 (Wairarapa—Masterton to Featherston), after I receive separate advice on that proposal.

If you have any questions, please do not hesitate to get in contact with Anna Cleary (Acting Senior Manager Regulatory Standards and Implementation Te Rōpū Waeture - Regulatory Services Group) ([anna.cleary@nzta.govt.nz](mailto:anna.cleary@nzta.govt.nz)).

Your sincerely,

A handwritten signature in blue ink, appearing to read 'Kane Patena'.

Kane Patena Director of Land Transport

## Attachment 2:

### Land Transport Rule: Setting of Speed Limits 2022—Clause 2.6: *Alternative method to set speed limits: Director approval before next plan*

#### Rule extract from Section 2—Speed Limits

- 2.6 Alternative method for Agency (as RCA) or territorial authorities to set speed limits: Director approval before next plan**
- (1) If the circumstances described in clause 2.5(1) do not apply, the Agency (as RCA) or a territorial authority may set a speed limit (other than a temporary speed limit) for a road under its control only with the Director's approval and after following the process in subclauses (2) to (7).
- (2) The Agency (as RCA) or a territorial authority must—
- (a) seek the Director's approval to set the speed limit for the road; and
  - (b) provide details to the Director of the proposed speed limit, including the information that would need to be submitted to the Registrar under section 200L of the Act.
- (3) Before seeking the Director's approval under subclause (2), the Agency (as RCA) or a territorial authority must—
- (a) when proposing the speed limit, have regard to guidance and information developed and maintained by the Agency under clauses 3.14 and 3.15, including the guidance on the use of mean operating speed when setting speed limits; and
  - (b) when proposing a speed limit for a road that adjoins a road under the control of another road controlling authority (the **adjoining road**), have regard to the desirability of the road under its control and the adjoining road having the same speed limit, unless there is good reason for different speed limits on each of those roads.
- (4) The Director must give their approval if they are satisfied that good reason exists for the proposed speed limit to be set before the next relevant plan is published (including before an interim plan has been published).
- (5) If the Director gives their approval, the Agency (as RCA) or the territorial authority may proceed to set the proposed speed limit only if—
- (a) the Agency (as RCA) or the territorial authority consults on, or has recently consulted on, the proposed speed limit in accordance with clause 3.9; or
  - (b) the Agency (as RCA) or the territorial authority considers that the proposed speed limit is only a minor deviation from the speed limit for the road proposed in the relevant plan.
- (6) Clause 3.9 applies to any consultation under subclause (5)(a), with all necessary modifications.
- (7) Before setting the speed limit, the Agency (as RCA) or the territorial authority must consider any submissions received during any consultation under subclause (5)(a).
- (8) Once the Agency (as RCA) or the territorial authority has set the speed limit, it must publish on an Internet site, alongside the relevant plan or a hyperlink to the relevant plan (unless a plan has not yet been published)—
- (a) details of the speed limit; and
  - (b) whether or not the speed limit was consulted on under subclause (5)(a).

# Attachment 3: Speed Management Assessment Panel—Terms of Reference

## TERMS OF REFERENCE FOR SPEED MANAGEMENT PLAN ASSESSMENT PANEL REVISION 1.3 OCTOBER 2022

### Purpose

The assessment panel (the Panel) supports the Regulatory Technical team in providing a balance of advice to the Director of Land Transport regarding the certification of speed management plans submitted by Road Controlling Authorities (RCAs) and/or Regional Transport Committees (RTCs).

The panel ensures both regulatory processes are followed and principles from the Road to Zero strategy are incorporated in the advice.

### Frequency of Panel meetings

Panel meetings are coordinated by the Regulatory Technical team at an appropriate frequency, to assess speed management plans submitted for certification. The frequency of panel meetings in September and October 2022 is fortnightly.

### Speed Management Plans Assessed

It is anticipated that the panel will primarily assess interim and full speed management plans submitted by Road Controlling Authorities and Regional Transport Committees.

To support RCAs in developing their first speed management plans, the panel may agree to review early draft speed management plans and provided guidance, where this is requested by RCAs.

The panel may assess speed limit change requests submitted by RCAs in an alternative pathway to speed management plans, where this is requested by the Facilitator.

The panel may also assess the interim State Highway Speed Management Plan for 2021-2024, should the Speed Management Committee not be up and running at the time.

### Panel Details

The assessment panel is cross functional and is made up of the following members:

Role	Team represented	Number
Facilitator	Regulatory Technical team	1
Secretariat	Regulatory Technical team	1
Panel member	Speed and Urban Mobility	1
Panel member	Safe System Support	1
Panel member	Road Safety team (to address Māori contributions to speed management planning)	1

The facilitator is responsible for facilitating healthy discussion at panel meetings.

The minimum number of members for a panel meeting is two - the facilitator and one panel member.

Panel decisions may only be made by the facilitator and panel members.

## Panel Invitees

The facilitator may invite subject matter experts from across Waka Kotahi, as appropriate. In keeping with taking a no surprises approach and bringing together representatives to inform the assessment, examples include:

- Area programme managers or directors of regional relationships may be invited to provide deeper background information on submitted speed management plans or RCs/RCAs.
- Speed management programme members or senior regulatory technical team members may be invited to observe the assessment panel process.

While panel invitees may contribute to panel meetings, they do not participate in panel decisions.

## Panel Responsibilities

- Review panel documentation prior to the panel meeting.
- Assess interim and full speed management plans in a consistent manner, following a robust and transparent assessment process.
- Provide a technical assessment of speed management plan content regarding speed limits, road safety infrastructure and signage.
- Provide advice to the Director of Land Transport based on its' speed management plan assessment. This advice is provided (to the Director) in a coordinated and consistent way, with respect to Road Controlling Authorities and Regional Councils.
- The facilitator has overall responsibility for providing advice to the Director of Land Transport. Comments regarding plan content or presentation may also be provided as appropriate.
- The panel can comment on whether a speed limit change proposal submitted for Director approval through a pathway other than a speed management plan, should be considered a plan for certification purposes.
- Capturing issues with the current setting of speed limits rule 2022, or with information and guidance provided, to inform potential refinements in Agency speed management guidance and regulatory practice.

## Running of Panel Meetings

The Secretariat and the Facilitator are responsible for agreeing the panel meeting agenda

- Meeting agenda example:
  - General discussion on speed management plan content and presentation.
  - Comments from technical assessment (infrastructure, variable speed signs etc.).
  - Are any proposed speed limit changes different to Safe and Appropriate Speeds?
  - Panel advice to Director, regarding assessed plans.
  - Any other business eg discussion on speed management plans comments/feedback, Opportunities for improvement (to be signalled to other RCAs developing their plans) etc.

The Secretariat is responsible for distributing the meeting papers to attendees in advance. Where possible, papers should be distributed three days before the panel meeting.

Key points and recommendations from the panel discussion are recorded. Panel meeting records are maintained in InfoHub.

## Turnaround time for Speed Management Plan certification

- Waka Kotahi aims to assess and certify speed management plans within a 5-week (25 working day) timeframe. This timeframe starts when plans are received by Waka Kotahi and ends when RCAs or RTCs are notified of the publishing of their certified plan. It assumes sufficient time for the panel to meet and provide advice to the Director of Land Transport, the Director to assess the speed management plan & panel advice and for speed management plan certification and publishing.
- Speed management plans, submitted by RCAs should be acknowledged within 2 working days.

## Assessment of Speed Management Plan content

1. The Panel should be satisfied that the speed management plans:
  - Address the Rules' content and form requirements for plans
  - (Full speed management plans) set out the objectives, policies and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan.
  - Are consistent with the road safety aspects of the current Government Policy Statement on Land Transport and any current Government road safety strategy.
  - Take a whole-of-network approach by including consideration of a range of speed management interventions [e.g., changing speed limits, safety cameras and safety infrastructure].
  - Take heed of the desirability of a road under the control of one RCA and an adjoining road under the control of another RCA having the same speed limit, unless there is good reason for different speed limits.
  - Include an implementation programme for at least three financial years from the start of the SMP setting out the changes (if any) being proposed to speed limits (including, to the extent practicable, the information that would need to be submitted to the Registrar to set the proposed speed limit), safety cameras and safety infrastructure on the relevant roads and the timeframe within which each change is proposed to occur.
  - Consider any:
    - explanation required under the Setting of Speed Limits Rule 2022 for speed limits proposed of 70 km/h or 90 km/h which are higher than the Agency's estimate of safe and appropriate speed, and
    - plan content provided in relation to any designation of a category 2 school, must include an explanation for why, having regard to any guidance provided by the Agency about speed limits outside schools, the speed limit outside the category 2 school is safe and appropriate for the road.
    - discussion provided of other matters related to speed management on the relevant roads, including matters regarding safety infrastructure changes, temporary speed limits, and safety cameras.
  - For any changes being proposed to a speed limit that do not align with the Agency's confirmed assessment of what is the safe and appropriate speed limit for the road, an explanation for why the road controlling authority proposes a speed limit that differs from the Agency's confirmed assessment, and
  - Comment on any review relevant to the region that has been completed since the previous plan published.
2. The Panel should be satisfied with an RCAs' confirmation that it has undertaken appropriate consultation on their speed management plan, including Māori contribution to plan development.
  - a) Demonstrate and/or reference an understanding of Māori interests in speed management identifying which iwi (tribe), hāpu (subtribe), hāpori (community) and kura (schools) may be affected.
  - b) Overview of how Māori have been included and/or an outline of the reasons why they may not have been included.
  - c) Comment on any capacity challenges for including Māori contributions and how Māori may contribute in future.

3. Where potential refinements in Agency speed management guidance and regulatory practice are identified, these should be communicated to the relevant Waka Kotahi teams, by the Facilitator.
4. Where agreed with the panel, Area Programme Managers may informally share panel feedback regarding “good practice”, with other RCAs developing their speed management plans, to improve the consistency across speed management plans.

# Attachment 4:

## Speed limit proposals for selected Lower North Island State highways



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18 November 2022

Kane Patena  
Director of Land Transport  
[Kane.patena@nzta.govt.nz](mailto:Kane.patena@nzta.govt.nz)  
Private Bag 6995  
Marion Square  
Wellington 6141  
New Zealand

Dear Kane,

**Director approval for speed changes – Lower North Island:**

**SH1 Otaki to Levin & SH57 South of Levin to Shannon, Manawatu-Whanganui; SH2 Masterton to Featherston, Wellington**

Waka Kotahi as Road Controlling Authority ('RCA') respectfully requests that the Director of Land Transport approves the setting of various permanent speed limits and variable speed limits (VSL) for the three corridors, being:

- SH1 Otaki to Levin-a 7.0km section of rural SH1 south of the Ohau River
- SH57 South of Levin to Shannon- a 9.0km section of rural SH57 north of its intersection with SH1 and a short 0.6km urban section within Shannon
- SH2 Masterton to Featherston-a 35km section of SH2 encompassing the townships of Masterton, Carterton, Greytown and Featherston and the intervening lengths of rural SH2

Each of the three corridors are shown in individual maps in **Attachment A** to this letter, in accordance with Clause 2.6(2)(a) of the Land Transport Rule: Setting of Speed Limits 2022 (the Rule).

**Background**

Waka Kotahi undertook the speed reviews for the three corridors (SH1 Otaki to Levin, SH57 South of Levin to Shannon, and SH2 Masterton to Featherston) in accordance with the Land Transport Rule: Setting of Speed Limits 2017 ('2017 Rule'). The changes include

- **SH1 Otaki to Levin**
  - Two sections of permanent 80km/h speed limits on rural SH1 from to create a consistent 80km/h speed limit from the township of Ohau just north of Ohau River, southward past the township of Manakau and terminating to the set of Pukehau overbridge where SH1 crosses the main trunk railway
- **SH57 South of Levin to Shannon**
  - Permanent 60km/h within the southern urban approach to Shannon township
  - Permanent 80km/h speed limit from the intersection of SH2/SH1 east of Levin north to Koputaroa
- **SH2 Masterton to Featherston**
  - Permanent speed limits of 50km/h urban approach to Masterton
  - 40km/h permanent speed limits in the town centres of Carterton, Greytown and Featherston
  - A Kura School VSL of 30km/h to serve schools in the urban area of Carterton
  - Permanent 80km/h speed limits in the intervening rural sections of state highway between the townships.

File Ref

Waka Kotahi understands that during the interim period of the Rule speed limits can be set in accordance with the clause 2.6 process for changes in advance of a new plan (by way of Schedule 3, clause 12.8) or in accordance with a modified 2017 rule process under Schedule 3, clause 12.9.

#### **Matters for Approval**

Waka Kotahi wishes to complete the speed limit changes for these three lower North Island corridors under the clause 2.6 process rather than Schedule 3, clause 12.9. The clause 2.6 process is more efficient than the Schedule 3, clause 12.9 process, as clause 12.9 requires the creation of a gazetted bylaw in addition to a land transport record. The timeframes involved in gazetting a bylaw will further delay implementing safe speed limits on this corridor.

These reviews completed pre-implementation, consultation, and internal approval stages on the proposed new speed limits prior to the Land Transport Rule: Setting of Speed Limits 2022 commencing. However, Waka Kotahi has not yet made a bylaw or a land transport record to legalise the approved speed limit changes. In theory, these could be included in a future speed management plan, however, the timeframes involved would also delay implementing safe speed limits on these corridors.

Waka Kotahi considers that the requirements for clause 2.6 have also been met. In particular:

- For clause 2.6(3)(a) Waka Kotahi took into account the guidance and information developed and maintained by Waka Kotahi (Agency) under clauses 3.14 and 3.15 by using Megamaps (Version 2) for development of the technical aspects.
- For clause 2.6(3)(b) Waka Kotahi assessed the speed limits of the adjoining roads and considered the impact of the speed change and received feedback from adjacent RCAs.
- For clause 2.6(4) Waka Kotahi considers that there is a good reason for the proposed speed limits to be set before the next plan is published as the reviews had all been predominantly carried out under the 2017 rule and the timeframes involved in following an interim speed management plan would delay implementing safe speed limits on these lower North Island corridors. In particular, the SH1 Otaki to Levin speed review includes an 80km/h permanent speed limit that will be implemented prior to the expiry of the current temporary speed restriction that was put in place in response to a fatality on this section of state highway.
- For clause 2.6(6) Waka Kotahi undertook consultation that generally aligns with the requirements of clause 3.9. The extent and nature of the consultation undertaken is detailed in the Speed Review Reports (**Attachment B**). Notably:
  - The consultation period was at least four weeks for each of the three speed reviews
  - Consultation was undertaken with Māori for each of the three speed reviews, although it is understood no Maori Land. Land subject to any Maori claims settlement Act; or any Maori historical, cultural, or spiritual interests were directly affected. Notwithstanding the following matters are particularly noted:
    - SH1 Otaki to Levin
      - Consultation was focussed on Tukorehe and Wehi Wehi marae and their respective committees as both Marae access SH1 on part of the corridor for which speed reduction (80km/h) is proposed. These Marae continue to be engaged with on an ongoing basis with regard to the wider Wellington Northern Corridor projects
    - SH57 South of Levin to Shannon
      - Consultation was undertaken with Te Roopu Taiao o Ngati Whakatere Trust, the resource management arm of Ngati Whakatere hapu. A significant section



of the corridor was removed from the speed review and will be addressed within the SMP, due to feedback received from Horowhenua District Council and Te Roopu Taiao o Ngati Whakatere

- SH2 Masterton to Featherston
  - Consultation was undertaken with the Mandated Iwi Authority-Rangitane o Wairarapa, which generally supported the proposed speed changes
  - The consultation was undertaken in accord with Waka Kotahi (RCA) best practice for each review and is deemed to be a reasonably practicable approach under the requirements of the 2017 Rule at the time of consultation.
  - For clause 2.6 (7) Waka Kotahi considered consultation submissions received.

**Attachment B** to this letter is a copy of the approved and signed Speed Review Reports for each of the three corridors and the associated supporting documents which record the process undertaken for these speed limit changes.

If Waka Kotahi receives your approval for setting the speed limits pursuant to Clause 2.6, it will complete the speed change in accordance with that Clause, including by creating and submitting land transport records of the speed changes and publishing online the information required under clause 2.6(8).

Waka Kotahi appreciates your consideration in relation to the SH1 Otaki to Levin, SH57 South of Levin to Shannon, and SH2 Masterton to Featherston speed limit approvals. Please contact me if you wish to discuss any aspect of this letter or require any further information.



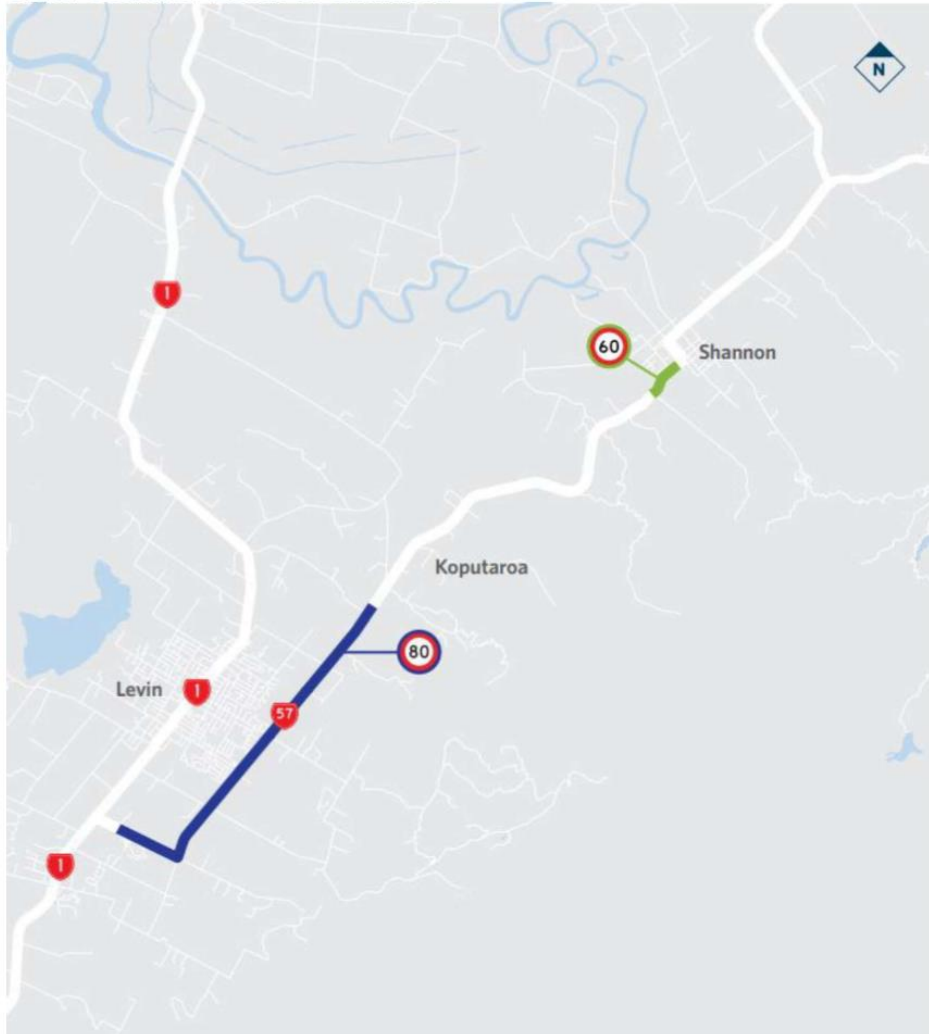
**Vanessa Browne**  
National Manager, Programme and Standards

## Attachment A

### SH1 Otaki to Levin

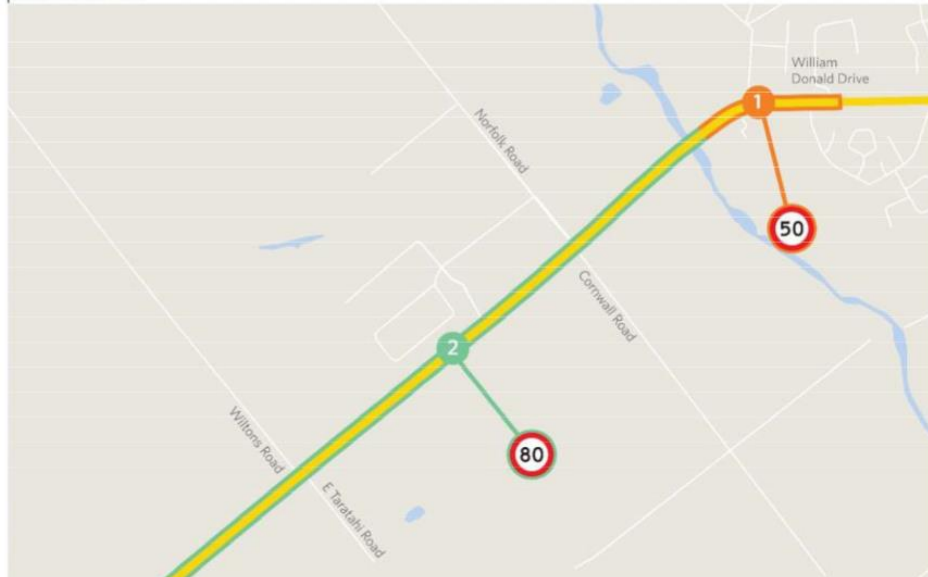


### SH57 South of Levin to Shannon

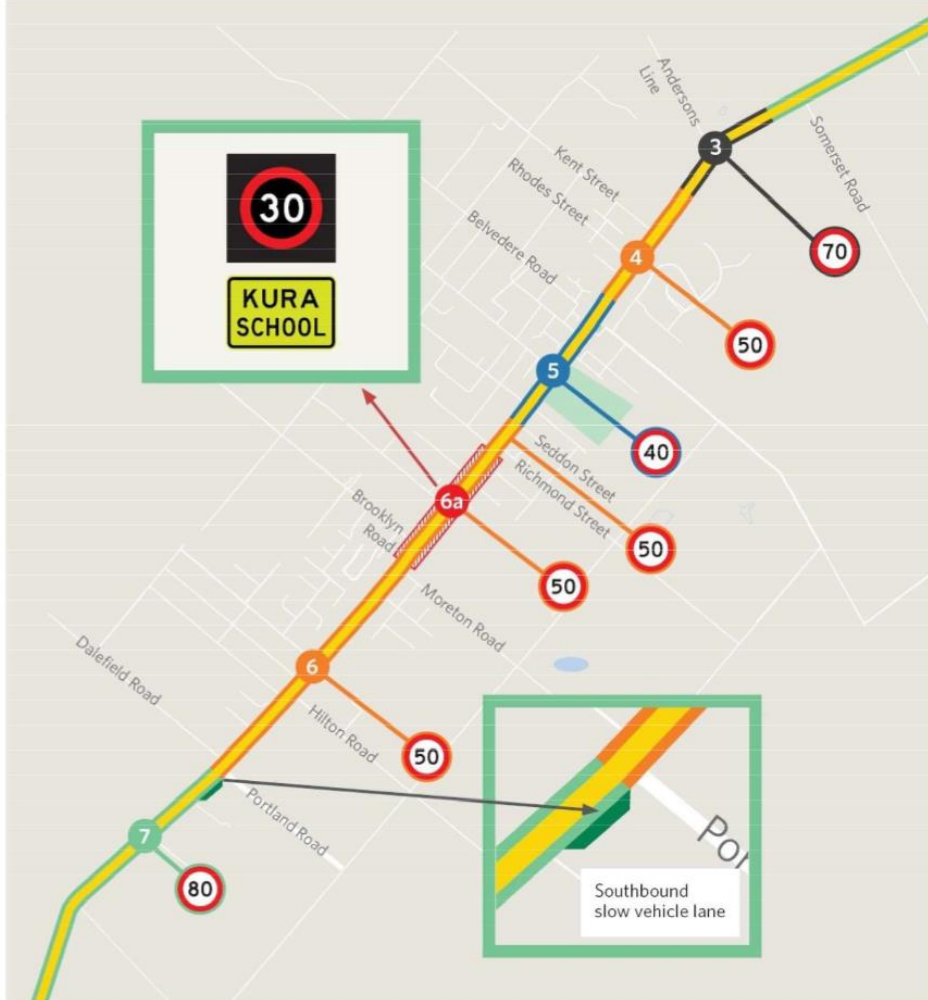


## SH2 Masterton to Featherston

### Masterton



Carterton



## Greytown



## Featherston



## Attachment B

Link to Speed Review Reports saved in Infohub

- SH1 Otaki to Levin-[here](#)
- SH57 South of Levin to Shannon-[here](#)
- SH2 Masterton to Featherston-[here](#)

**Attachment 4A:  
State Highway 1: Ōtaki to Levin—Speed Review Report**



*Speed Management Programme 2018-2021*

*SH1 Ōtaki to Levin  
Manawatu/Whanganui Region  
(Site ID 3.4.001)*

November, 2022



**SPEED LIMIT REVIEW**

New Zealand Government



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## DOCUMENT INFORMATION

### Distribution List

Name	Role
Andrew Burdett	Speed Management Programme Lead
David Van Staden	Programme Director – Safe Network Programme
Graham O’Connell	Manager - Systems Performance
Chloe Groser	Practice Manager – Communications and engagement, lower North Island and South Island

### Related Documents

The following documents should be read in conjunction with this report:

Title	Location
Technical Assessment	<a href="https://www.nzta.govt.nz/assets/Uploads/SMP_SH1_Foxton_to_Ōtaki_Technical_Assessment_July_2021_Rev0.pdf">SMP SH1 Foxton to Ōtaki Technical Assessment July 2021 Rev0.pdf (nzta.govt.nz)</a>
Internal Review Form/Pre- and Post-engagement Viability	<a href="https://www.nzta.govt.nz/assets/Uploads/Document_Overview_SH1_Foxton_to_Ōtaki_Pre-engagement_Viability_and_Infrastructure_Assessment_Minutes.docx">Document Overview: SH1 Foxton to Ōtaki Pre-engagement Viability and Infrastructure Assessment Minutes.docx (nzta.govt.nz)</a>
Engagement Summary Report	<a href="https://www.nzta.govt.nz/assets/Uploads/SH1_Ōtaki_to_Levin_safety_improvements_and_speed_July-August_2021_engagement_report.pdf">SH1 Ōtaki to Levin safety improvements and speed July- August 2021 engagement report</a>
Consultation Summary Report	<a href="https://infohub.nzta.govt.nz/otcs/cs.dll?func=ll&amp;objaction=overview&amp;objid=53936263">https://infohub.nzta.govt.nz/otcs/cs.dll?func=ll&amp;objaction=overview&amp;objid=53936263</a>

#### Document Approved for Issue


Name	Position	Date	Signature
Andrew Burdett	Speed Management Programme Lead, Transport Services - Infrastructure Delivery	1/11/2022	

#### Outcome Endorsement

Name	Position	Date	Signature
Kirstan O'Donoghue	Principal Traffic & Safety Engineer, Transport Services – Programme and Standards	15/11/2022	
James Hughes	Lead Advisor Safety, Transport Services – Programme and Standards	15/11/2022	

## DECISION

This decision is made by the National Manager Programme and Standards, Transport Services, Office of the GM TS in accord with authority residing in Waka Kotahi. The amendments to the New Zealand Transport Agency (Speed Limits on State Highways) Bylaw 2010/10 are as set out in the bylaw attached to this report at **Annexure One**.

Name	Position	Date	Signature
Vanessa Browne	National Manager Programme and Standards, Transport Services, Office of the GM TS	18/11/2022	

#### Abbreviations used in this Speed Review Report

Abbreviation	Term
DSI	Deaths & Serious Injuries
IRR	Infrastructure Risk Rating
ISZ	Intersection Speed Zone
MegaMaps	Waka Kotahi's Safer Journeys Risk Assessment Tool (geospatial)
PS	Programmes and Standards-Transport Services
RCA	Road Controlling Authority
SaAS	Safe and Appropriate Speed
SMG	NZ Speed Management Guide First Edition, November 2016, Waka Kotahi
SMG RtZ	Speed Management Guide Road to Zero Edition (2022)
SMP	Speed Management Programme
Speed Rule 2017	Land Transport Rule Setting of Speed Limits 2017
Speed Rule 2022	Land transport rule Setting of speed Limits 2022
SRR	Speed Review Report
VSL	Variable Speed Limit (i.e., School Zone VSL)
Waka Kotahi	Waka Kotahi NZ Transport Agency
RSE	Road Safety Engineer
NSLR	National Speed Limit Register
RtZ	Road to Zero
RtZ ESC	Road to Zero Executive Leadership Team Sub Committee

#### Legislation referenced in Speed Review Report

Abbreviation	Term
Speed Rule 2017	Land Transport Rule Setting of Speed Limits 2017 Rule 54001/2017
Speed Rule 2022	Land Transport Rule Setting of Speed Limits 2022
LTMA	Land Transport Management Act 2003
GRPA	Government Rounding Powers Act 1989
LTA	Land Transport Act 1998
GPS	Government Policy Statement on land transport 2021

# EXECUTIVE SUMMARY

## Key points/risks

### Background

This speed review commenced as part of the Speed Management Programme endorsed by the Waka Kotahi Board in March 2019 and includes sections that were identified as being part of the top 10% of DSI saving network sections.

### Location description

The speed review is comprised of two sections totalling approximately 7km in length located south of Levin at Ōhau, extending from the Ōhau river southward through rural land past the township of Manakau and terminating to the west of the Pukehou overbridge (North Island Main Trunk railway "NIMT").

Located between Ōtaki and Levin, this speed review is encompassed within the area of the O2L project - the northernmost of the Wellington Northern Corridor projects

### Safety context

A fatal accident at Kuku led to a temporary speed limit being set by the Director of Land Transport (Exemption Notice-[link](#)). The temporary speed limit has a 12-month life span which expires in December 2022. Kuku is situated in segment 5 where a permanent SaAS of 80km/h will be implemented as part of this speed review.

In the ten years between 2012 and 2021, 15 people were killed and 44 people were serious injured on this corridor.

### Infrastructure context

In January 2020, the Government announced that through the NZ Upgrade Programme, it planned to fund the new 24-kilometre highway and shared walking and cycling path from Taylors Road, Ōtaki to just north of Levin. This new highway is proposed to be four lanes and will be built to the east of the existing State Highway 1 (SH1) alignment., (with the consenting package lodged first week of November 2022)

Investigations will look at opportunities to prioritise freight, public transport and vehicles carrying multiple people. The project includes a separated shared path for walking and cycling running the entire length of the new highway. It will link into shared path facilities built as part of the Mackays to Peka Peka Expressway and Peka Peka to Ōtaki Expressway (Wellington Northern Corridor projects), helping extend the region's shared path network.

### Existing speed limits and safe and appropriate speeds

The existing speed limit of 100km/h for segment 5 and 7 is not considered to be the safe and appropriate speed. The SaAS for segment 6 which falls in between segments 5 and 7, is an existing 80km/h and the SaAS for segments 5 and 7 have also been assessed at 80km/h. The speed review will result in an extended consistent 80km/h rural section of State Highway.

### Engagement and consultation

Waka Kotahi engaged on a broader proposal in July/August 2021.

From 18 May 2022 to 15 June 2022, Waka Kotahi undertook a formal four-week consultation with Iwi, stakeholders and the public.

The feedback from community consultation covered three main areas:

- Do not reduce speeds - feedback shows that the community does not want speed limits reduced between Ōtaki and Levin. The comments received indicated that a reduction in speed would lead to driver frustration and increase the already heavily congested roads, with submitters suggesting that investment in maintenance and infrastructure safety improvements and a new expressway, is required instead.
- Reduce speed limits further in built-up areas - some feedback suggested that speeds through built-up areas such as Manukau Village and Ōhau should be reduced further to 60km/hr. There were also concerns raised for the safety of pedestrians, particularly school children.
- Reduce multiple speed limits - feedback received shows that some people consider that the five different speed limits proposed between Ōtaki and Levin will cause driver confusion. Most comments supported consistent speed limits and suggested that the speed through sections 1-3 should be 50kmh, and sections 4-8 should all be 80kmh.

## Outcome

On 5 August 2022 the RtZ ESC endorsed the implementation of 80km/h speed limits for this speed review in accord with the framework that had been developed for this purpose.

Acknowledging the broader context of the NZ Upgrade Programme project, SH1 Ōtaki to Levin and the need for ongoing transparency in the working relationship between Waka Kotahi and HDC the RtZ decision was presented to the Horowhenua District Council (HDC).

HDC advised its support for the 80km/h sections south of Ōhau River, and noting Kuku is located within segment 5 and is the subject of a temporary speed limit which expires on 31 December 2022, this provided further support to proceed on the rural sections of the speed review to provide a consistent SaAS south of Ōhau River and address the expiration of the temporary speed limit currently in force

HDC advised that it did not support the proposed speed limits changes for segments 1 and 2. In the context of project and achieving a more informed outcome within the urban area, Waka Kotahi determined to include these segments in the 2024-2027 Speed Management Plan to enable further investigation and assessment.

Waka Kotahi as road controlling authority for the State highway network, and for [SH1 Ōtaki to Levin in the Manawatu/Whanganui Region](#) as detailed in this report determines that the safe and appropriate speed for [SH1 Ōtaki to Levin](#) is as indicated in the table and locality map provided below:

### Summary table – speed review recommendation for approval (simple)

Section Number	SH1 Ōtaki to Levin	Corridor Length (km)	Existing Speed Limit	New Speed Limit
5	From 150m south of Muhunua East Road (existing threshold) to 150m north of Waikawa Beach Road (existing threshold)	5.2	100	80
7	From 180m south of the intersection with the railway underpass road linking to Honi Taipua Street (existing threshold) to 380m west of Pukehou Overbridge	1.69	100	80

#### NOTES:

Locations are approximate. Recommendation Table contains detailed information including location co-ordinates and RS/RP descriptions and the land transport record information required to be provided to the Registrar to populate the NSLR

Locality maps – SH1 Ōtaki to Levin



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## PURPOSE

As the Road Controlling Authority for the State Highway system, Waka Kotahi is undertaking speed and infrastructure interventions on the State Highway that will contribute to reducing deaths and serious injuries. Speed Reviews are being undertaken as part of the Road to Zero Infrastructure and Speed Management Strategic Programme which informs the New Zealand Road Safety Strategy 2020-30, Road to Zero – this strategy aims to achieve a 40% reduction in deaths and serious injuries on New Zealand's roads by 2030.

This document sets out the process undertaken to establish the safe and appropriate speeds for this part of the State Highway network. This review was initially undertaken in accordance with the requirements of the Speed Rule 2017 however in the interim and following consultation, Speed Rule 2022 come into force on 19 May 2022 and it is under this Rule that the review is completed. The review was undertaken in accord with the methodology set out in the Waka Kotahi Speed Management Guide 2015 (SMG) and generally accords with the matters as more recently set out in the SMG RtZ.

For [SH1 Ōtaki to Levin in the Manawatu/Whanganui Region](#), Waka Kotahi has undertaken a speed review identifying speed limits that are considered safe and appropriate. Subject to confirmation of the decision of Waka Kotahi in this regard, new speed limits shall be made.

This report provides a record of the decision-making process undertaken for the subject Speed Review.

## BACKGROUND

Waka Kotahi is the Road Controlling Authority for New Zealand's State Highway Network, and pursuant to its functions, identified [SH1 Ōtaki to Levin in the Manawatu/Whanganui Region](#) for possible speed review pursuant to the Speed and Infrastructure Programme (SIP).

This corridor included sections that were identified as being a part of the top 10% of DSI saving network sections.

The extent of this corridor has undergone several changes morphing from initially being considered as two corridors, being Ōtaki to Levin (urban), and Levin (urban) to a single corridor as SH1 Foxton to Levin.

Ultimately it was determined to proceed with the corridors separately and this means that the various documents completed as part of the speed review process and the locations identified within these, do not always directly align. This report focuses on the two segments where it is planned to implement the SaAS. These segments are referred to as segments 5 & 7.

Further, in November 2021 there was a fatal accident in Kuku (located within segment 5) which resulted in a temporary speed limit of 80km/h being implemented over this part of the corridor. This temporary speed limit is due to expire on 31 December 2022.

Notably, Kuku is located within segment 5 where a permanent speed limit of 80km/h is proposed to be implemented pursuant to this speed review.

**Table One - Background**

Element	Information
Corridor Title	SH1 Ōtaki to Levin (as finally confirmed)
Location description –	<p>The corridor commences at the township of Ōhau located just north of the Ōhau River and continues southward through a rural landscape passing by the township of Manakau and terminating south of the Pukehou overbridge where SH1 crosses the NIMT railway.</p> <p>Segment 5 - From 150m south of Muhunua East Road to 150m north of Waikawa Beach Road</p> <p>Segment 7 - From 180m south of the intersection with the railway underpass road linking to Honi Taipua Street (the existing threshold) to 380m west of Pukehou Overbridge</p>
District	The territorial authorities are Horowhenua District Council and Horizons Regional Council
Segment lengths	<p>5 – 5.2km</p> <p>7 – 1.69km</p>
Speed Information	<p>Speed information (as it relates to each section of the identified corridor) is included at Table Two-Technical Assessment in the Corridor Assessment Section</p> <p>Speed information includes:</p> <ul style="list-style-type: none"> <li>• Current speed</li> <li>• Average speed (operating Speed)</li> <li>• Safe and appropriate speed</li> </ul>
Other factors considered in setting this speed limit	<p>Horowhenua District Council did not support implementation of the assessed SaAS for segments 1 and 2 and requested further consultation on the matter.</p> <p>It is planned to include segments 1 and 2 in the 24-27 SMP for further consultation, and this will be confirmed at that time.</p>

	<p>This project falls within the extent of SH1 which the O2L (Ōtaki to Levin) project covers. O2L is the northernmost project that comprises the Wellington Northern Corridor Improvements of which the Peka Peka to Ōtaki Expressway, directly to the south of O2L is currently under construction.</p>
<b>Crash history</b>	<p>In the ten years between 2012 and 2021, 15 people were killed and 44 people were serious injured on this corridor.</p>

## CORRIDOR ASSESSMENT

### Technical Assessment

Waka Kotahi provided its corridor assessment consultant with the Mega Maps (Safer Journeys Risk Assessment Tool) information for the [SH1 Ōtaki to Levin](#) corridor.

The corridor assessment was based on the information contained in Mega Maps II.

As stated earlier in the report, the extent of this corridor was subject to changes. The focus of this review was the SH1 Ōtaki to North of Levin corridor (and ultimately, as described in this report, the [SH1 Ōtaki to Levin](#) corridor).

To reiterate, this results in some background documents and referenced locations not directly aligning.

The following extract from the Technical Assessment are the segments that relate to the SH1 Ōtaki to Levin corridor as ultimately consulted on.

**Table Two-Technical Assessment**

Segment number	SH1 Ōtaki to Levin	Existing Speed Limit (km/h)	MegaMaps Speed Limit (km/h)	Recommended SaAS (km/h)
7	Levin urban, south of town centre	50	50	50
8	South of Levin urban fringe to Bishops Road (includes Ōhau township)	80	80	80
9	Bishops Road to North Manakau Road	100	80	80
10	Manakau township 9North Manakau Road to Honi Taipua Street)	80	80	80
11	Honi Taipua Street to Taylors Road	100	80	80
12	Taylors Road to north of Waitohu Valley Road, Ōtaki	100	60	80

*For further details, please refer to the Technical Assessment. The link to this document is saved at the front of this report.*

## ENGAGEMENT

Waka Kotahi engaged July/August 2021. The key stakeholder groups identified for engagement included iwi, Horowhenua District Council (HDC); Kapiti Coast District Council (KCDC); NZ Fire and Emergency; NZ Police; St John Ambulance; NZ Heavy Haulage Association; Road Transport Association; Automobile Association; Federated Farmers; Fonterra; Mainfreight and Uzabus. Engagement was also targeted at specific locations along SH1 to gain community participation in Ōtaki, Manakau, Ōhau and Levin. Focus was given to specific neighbours affected by the median barriers and turnarounds at Forest Lakes, Ōtaki and Manakau.

Advertisements for the community information sessions and Social Pinpoint were posted on Waka Kotahi, HDC and KCDC Facebook pages and Waka Kotahi's website; adverts in the Horowhenua Chronicle and Kapiti News; radio ads aired for Manakau, Ōtaki, Ōhau and Levin events.

Letters were sent to nearby landowners, with neighbourhood chats offered to speak directly with the project team to ask questions and provide feedback.

Of the 198 people who commented on speed, 16 people specifically discussed Ōhau, 13 discussed Kuku and 24 discussed Manakau.

Of the responses that expressed a speed limit preference, most people were in favour of lowering the speed limit for portions of SH1 to 80km/h, especially over the existing narrow bridges. About 13.6% (27 out of 198 responses) were in favour of leaving the speed limit at 100km/h.

More than 20 comments related to the narrow and curved bridges and reducing the speeds over the Manakau bridge and two bridges past Kuku. Lack of lighting and the need for improved signage on the bridges were also consistent comments.

Several comments focused on lowering the speed limit to 50 or 60 km/h through the township of Manakau. Much discussion also centred around the Muhunoa West/East intersection reducing the speed and/or adding a designated turning lane across the roadway.

It should be noted that all engagement for this speed review must be considered within the context of the significant improvements that have been completed, are under construction and are being planned as part of the component projects of the Wellington Northern Corridor.

*For details, please refer to the Engagement Summary.*

## Speed Review as informed by Technical Review and Engagement

Following engagement with the public and key stakeholders, a post-engagement viability meeting was undertaken on 24 November 2021.

The segments in the table below relate to the SH1 Ōtaki to Levin corridor as eventually consulted on.

**Table Three-Speed Review Recommendation for Consultation**

Segment number	SH1 Ōtaki to Levin	Existing Speed Limit (km/h)	MegaMaps Speed Limit (km/h)	Recommended SaAS (km/h)
4	Levin urban south of town centre	50	50	50
5	220m south of Cambridge St south to Boulton Road	80	50	60
6	Boulton Road to SH57	80	80	80
7	SH57 to Bishops Road	80	80	80
8	Bishops Road to North Manakau Road	100	80	80
8A	Tukorehi Marae	100	80	60 VSL

<b>8B</b>	Wehi Marae	100	80	60 VSL
<b>9</b>	North Manakau Road to South of Honi Taipua St	80	80	80
<b>10</b>	South of Honi Taipua St to Atkins Road	100	80	80
<b>11</b>	Atkins Road to Taylors Road	100	80	80
<b>12</b>	Taylors Road to North of Waitohu Valley Road	100	80	80

Note: As a result of initiatives undertaken in Northland that included the consideration of speed reduction solutions to improve Marae and Kura safety, consideration was given to the inclusion of marae for specific consideration on this corridor (see Lines 8A & 8B). During the period prior to consultation being commenced in mid-2022, it was decided not to take these matters to consultation with the corridor as Waka Kotahi sought to separately work with Maori to develop potential safety solutions at Marae. If and when a satisfactory approach is developed then consideration of Marae specific safety measures can be considered for inclusion in future SMPs.

## CONSULTATION

Segments 1-3, as indicated at Table Three, above, were ultimately removed from this speed review with the decision to split the corridor into two. These were included in to the SH1 Foxton to Levin corridor which will be included in the 24-27 SMP.

Segments 6 and 7 were subsequently amalgamated for consultation purposes and are now shown as new segment 4 below.

Sections 8A and 8B addressed marae signage which is not being progressed as part of this corridor review, and so these 2 segments were removed.

The new Section 8-Pukehou Overbridge to Taylors Road intersection was included for public consultation as remaining at 100km/h. This was based on the installation of median barriers and designated turnaround areas that would integrate with the completion of the Peka Peka to Ōtaki section of expressway to the south (PP20). The barrier and associated works have been tendered for construction with works expected to begin in 2023 (this section of works is shown on the Locational Map at Page 22, following (referenced as Segment 8).

The location descriptions and some of the start and end points were also amended to provide the most coherent proposal for consultation.

The following are the recommendations Waka Kotahi consulted on:

#	Location	Current speed limit	Proposed new speed limit
1	From 460m north of Roslyn Road to 80m north-east of Tyne Street	70/50	60
2	From 80m north-east of Tyne Street to Bath Street intersection	50	40
3	From Bath Street intersection to 220m south of Cambridge Street South	50	No change
4	From 220m south of Cambridge Street South to 150m south of Muhunua East Road	80	No change
5	From 150m south of Muhunua East Road to 150m north of Waikawa Beach Road	100	80
6	From 150m north of Waikawa Beach road to 180m south of the intersection with the railway underpass road linking to Honi Taipua Street	80	No change
7	From 180m south of the intersection with the railway underpass road linking to Honi Taipua Street to 380m west of Pukehou Overbridge	100	80
8	From 380m west of Pukehou Overbridge to Taylors Road intersection	100	No change

### Consultation timeline

On 18 May 2022 Waka Kotahi started formal consultation on proposed new speed limits for SH1 Ōtaki to Levin. Consultation was open for four weeks and closed on 15 June 2022.

The consultation was advertised on radio stations and through social media. A media release was issued on 18<sup>th</sup> May 2022 and resulted in online and print media coverage. To reiterate, this is a location and community that

is very aware of State Highway activities due to the ongoing engagement related to Wellington Northern Corridor projects and significant extent of works that have been happening over many years.

People were able to submit their views through the electronic form, hard copy submission forms, via email or by phone.

## Mana Whenua

Marae	Comments
<p><b>Tukorehe marae</b></p> <ul style="list-style-type: none"> <li>Briefed on 21 March 2022.</li> <li>The key issue was being comfortable with 80km/h outside marae. There was a concern that drivers would travel at higher than the signposted 80km/h. Queried if the speed limit needed to be set to 70km/h to achieve an average of 80km/h.</li> </ul>	<ul style="list-style-type: none"> <li>Information was provided that showed speeds in the 80km/h area were largely within this limit</li> </ul>
<p><b>Wehi Wehi marae</b></p> <ul style="list-style-type: none"> <li>Due to illness and the postponement of several hui, this marae was briefed on 17 May 2022</li> <li>Key issue was a request to have a wide centreline in front of the marae, and a right-hand turn bay.</li> </ul>	<ul style="list-style-type: none"> <li>Advice provided was that typically right turn bays in rural areas are not marked within hatch medians for private accesses unless the turning volumes are high. The volume into Wehi Wehi marae typically is not high enough and when there is a large event, people are travelling slowly in the area</li> </ul>

## Stakeholder Relationships

Party Engaged	Comments
<p><b>Police – District Road Policing Manager</b></p> <p>fully supports the speed limits proposed to be enacted</p>	
<p><b>Horowhenua District Council (HDC)</b></p> <ul style="list-style-type: none"> <li>Council is currently not able to support this proposal in its entirety based on the information provided at this time.</li> <li>Sections of rural road, such as semi-residential Kuku, should be at a lower limit because the surrounding land use presents a higher risk, however, over the length of the entire corridor, the function of the road is sufficient to justify investment to enable the highest possible operating speed that can be provided safely.</li> <li>Council believe WKNZTA should plan to address all significant risks on this corridor rather than to focus solely on short term, low cost solutions.</li> <li>Queried why this speed review was proposed under the Land Transport Rule: Setting of Speed Limits 2017 which was revoked on 19 May 2022, and not conducted under the operative Land Transport Rule: Setting of Speed Limits 2022.</li> </ul>	<ul style="list-style-type: none"> <li>Ongoing liaison was undertaken with HDC that ultimately culminated in the speed review being focussed only on the rural section of state highway south of Ōhau River being subject to a speed limit reduction.</li> <li>This area extended from the northern terminus of the PPTO project and the associated implementation of median barriers west of Pukehou Overbridge</li> <li>The result is a consistent 80km/h speed limit from that point north, encompassing Manakau Township and the section through Kuku that is the subject of a special temporary speed reduction.</li> <li>North of this any review of speeds will be undertaken pursuant to the Speed Management Plan process provided for under the Speed Rule 2022</li> </ul>



155 submissions were received.

The high-level feedback from community consultation was:

- Do not reduce speeds - Feedback shows that the community does not want speed limits reduced between Ōtaki and Levin. The comments received indicated that a reduction in speed would lead to driver frustration and increase the already heavily congested roads, with submitters suggesting that investment in maintenance and infrastructure safety improvements and a new expressway, is required instead.
- Driver behaviour - The most frequently mentioned topic of feedback cited driver behaviour as the big safety issue. Concerns were raised about dangerous driving by others using the road, specifically dangerous overtaking, people not observing the current speed limit and not driving to the conditions. Other comments received also raised concern about slower drivers causing other drivers to become frustrated and more likely to take risks to overtake them. It was suggested a better investment would be driver education and speed cameras.
- Road condition and maintenance - Feedback shows that the community is concerned about the condition of the road, citing potholes and poor repairs as safety issues. The comments received indicated that resealing is required on a more regular basis to address the general wear and tear on the road.
- Existing road design and layout - Many people expressed specific frustration at the lack of passing lanes between Ōtaki and Levin and the removal of passing lanes at Kuku. There were comments made about there being a lack of safe passing opportunities, particularly in areas where slow moving agricultural vehicles travel frequently, which contributes to driver frustration and presents a safety risk.
- Other submitters expressed concern at the design of the road, particularly the narrowness of the river and rail bridges at Manakau and Ōhau, and the need for turning and slip lanes at the Waikawa Beach Road intersection and the Kawiu Road intersection. There is support for infrastructure improvements and speed reductions in these areas.
- Reduce speed limits further in built-up areas - Some feedback suggested that speeds through built-up areas such as Manukau Village and Ōhau should be reduced further to 60km/hr. There were also concerns raised in regard to the safety of pedestrians, particularly school children.
- Reduce Multiple speed limits - Feedback received shows that some people consider that the five different speed limits proposed between Ōtaki and Levin will cause driver confusion. Most comments supported consistent speed limits and suggested that the speed through sections 1-3 should be 50km/h, and sections 4-8 should all be 80km/h.

#### **Sections 1-3**

- Most feedback received did not support the proposed changes for sections 1 and 2. The majority of submitters opposed to the changes did not want to see any speed changes along the whole corridor, while those who commented specifically on sections 1-3 suggested that a consistent 50 km/h from 460m north of Roslyn Road to 220m South of Cambridge Street would be more appropriate to avoid driver confusion.
- There was some feedback from the local community that indicated that 60km/h in section 1 is still too high for a residential area, and they would support a 30 or 40km/h speed limit, while others cited the need to reduce the speed to 40 or 50km/h due to safety concerns at the Kawiu Road intersection.

#### **Waka Kotahi comment**

Given the extent of feedback received over this section, the potential changes still being developed as part of the implementation of Wellington Northern Corridor, this part of the corridor was removed to enable further consultation with Council and the public and to utilise the Speed Management Plan process provided for by the making of the Speed Rule 2022 earlier this year.

#### **Sections 4-8**

- Most feedback indicated that the community did not support the proposed speed change from 100km/hr to 80km/hr for sections 5 and 7 because they did not want to see any speed reductions at all, citing several reasons for this including increased driver frustration and congestion. Some people who do not want speed reductions along the corridor cited the road and rail bridges at Manakau and Ōhau as specific safety concerns and were in favour of reduced speeds at those locations.
- Many submitters who support the proposed speed reductions at sections 5 and 7 were also supportive of reducing the speed in section 8 to enable a consistent 80km/hr from 220m South of Cambridge Street to the Taylors Road intersection. There was other feedback indicating that pedestrian traffic and dangerous intersections in Manukau Village and Ōhau warranted a further reduction in speed to 60km/hr or 70km/h through those sections.

**Waka Kotahi comment**

Although public feedback was not in favour of what were perceived as “blanket speed reductions”, sections 5 & 6 were included for further consideration by Waka Kotahi as part of a general review of broader speed reduction and the consideration of alternative options that better reflected the levels of support received from public feedback.

Ultimately, Waka Kotahi confirmed the speed reductions for Sections 5 & 7, particularly as an 80km/h speed limit was considered to be the SaAS over an area which had experienced high risk and had been subject of significant DSI.

Further, the overall corridor will likely require revisiting when the Ōtaki to North Levin section of the Wellington Northern Corridor (statutory approvals for which were lodged in the first week of November 2022) is ultimately implemented

*For details, please refer to the Consultation Summary.*

## POST CONSULTATION REVIEW AND THE CHANGE TO THE STATUTORY ENVIRONMENT

In the interim and subsequent to consultation being completed, the Minister of Transport, Hon. Michael Wood, made the Land Transport Rule: Setting of Speed Limits 2022 which was signed on 13th day of April 2022, coming into force on 19th May 2022.

At the same time, by Order in Council, Her Excellency the Governor General in Council made on the advice and with the consent of the Executive Council on 19th day of April 2022, the Land Transport (Register of Land Transport Records – Speed Limits) Regulations 2022, also coming into force on 19th May 2022.

This Rule and these Regulations set up a requirement to register speed limits in the National Speed Limit Register and remove the requirement to gazette an amendment to the Speed Bylaw.

The information required to be provided to the National Speed Limit Register is included at Table Four of this Speed Review Report.

Clause 12 of the Speed Rule 2022 defines an “interim period” which commences when the land transport records of the RCA have effect (inclusion in the NSLR) and continues until a Speed Management Plan which includes the roads under the control of the RCA is published.

Clause 12.8 further provides methods by which speed limits may be set during the interim period. Waka Kotahi has undertaken this speed review in accordance with Clause 12.8 and Clause 2.6 of the Speed Rule 2022. The approval of the Director (Waka Kotahi, Regulator) will be sought in accordance with Clause 2.6(2) of the Speed Rule 2022.

This report includes the details of the proposed speed limit to be provided to the Director as required by Clause 2.6(2)(b). These details include the location of the proposed speed limit and the speed limit itself expressed in kilometres per hour.

Waka Kotahi (RCA) has had regard to guidance and information developed and maintained by Waka Kotahi (Regulator) in determining its proposed SaAS for the corridor subject of this review.

Waka Kotahi (RCA) has undertaken comprehensive engagement and consultation in determining the SaAS. This report includes a description of the engagement and consultation undertaken in the prior sections. The consultation was undertaken in accord with Waka Kotahi best practice and in accord with the requirements of the Speed Rule 2017.

Notwithstanding that the consultation was undertaken pursuant to the Speed Rule 2017, it is considered that subject to necessary modification (as provided for by Clause 2.6(6), the consultation generally accorded with the requirements of Clause 3.9. In particular, the review was published on the Waka Kotahi website and consultation extended over a period of 4 weeks, although the consultation efforts extended well beyond this as documented in the relevant section of this report.

Māori were not consulted under a separate process as this was not required pursuant to the Speed Rule 2017. Notwithstanding, it is noted that the proposal did not affect Māori land or land subject to claims or with known historical, cultural, or spiritual interest (Clause 3.9(6) of the Speed Rule 2022). It is further noted that consultation was undertaken with Tukorehe (located on SH1 at Kuku, south of the Ōtaki River) and Wehi Wehi Marae (located on SH1 north of Manakau township). There was general support for improved safety and lower speeds and Waka Kotahi representatives engaged with marae members on a range of broader issues relating to speed, safety and access which went beyond the ambit of the speed review. Notwithstanding, the speed review included proposed reduction in speed limits past both marae to 80km/h.

So, to confirm, as documented in this report, it is considered that Waka Kotahi (RCA) has consulted in general accordance with Clause 3.9 of the Speed Rule 2022.

Pursuant to Clause 2.6(4) the Director must provide his approval if he is satisfied that good reason exists for the proposed speed limit to be set before the next relevant plan is published. This will be addressed by way of a letter (which will be appended to this report, with any response)

## Addressing the Council response/RtZ ESC Review

Waka Kotahi received significant levels of feedback to speed reviews undertaken toward the end of 2021 indicating a lack of public support for rural speed reductions. To address this a framework was developed and was endorsed by the Waka Kotahi Board and speed reviews currently being undertaken were assessed against the framework.

The purpose of the framework was where changes from 100km/h to 80km/h are proposed, Waka Kotahi (RCA) carried out a further assessment to consider if an interim 90km/h speed limit might be appropriate.

The framework takes into consideration the general level of support for the recommended SaAS, whether current average operating speeds are lower than the posted speed, whether the current road alignment encourages/allows for speeds higher than the recommended SaAS, whether transformational infrastructure is being installed in the next 5 years, whether the collective risk is low or low/medium and whether any other infrastructure is planned that could allow for an interim 90km/h.

The framework was applied to the SH2 Masterton to Featherston speed review corridor and it was determined that 80km/h was the SaAS for the three rural sections of state highway between Masterton and Carterton, Carterton and Greytown, and Greytown and Featherston.

90km/h speed limits were not considered appropriate in the environment due to high traffic volumes, the continued head on risk without median wire barrier, and presence of road side hazards.

However, given the size and complexity of the proximate SH1 Ōtaki to Levin project, and the strong desire to work transparently with Horowhenua District Council (HDC), it was decided at a regional level that the decision made by the RtZ ESC should be presented to the HDC for its consideration.

The speed review would, by reducing speeds at south of Ōhau and past the Manakau township, provide a consistent 80km/h from the southern approach to Levin to west of the Pukehou overbridge and at a further meeting held 17 August 2022, HDC advised Waka Kotahi that it supported the speed limit changes proposed for segments 5 and 7 but was unable to support the speed limits changes proposed for segments 1 and 2.

Given the particular urgency of completing this speed review to address the replacement of the temporary speed reduction at Kuku that runs out this year and given that the [SH1 Ōtaki to Levin](#) speed review encompassing the rural speed reductions (Segments 5 & 7) enabled that, it was decided to separately address the urban parts of Levin pursuant to the SMP process that would enable further consultation and limit the current speed review to the rural section of state highway south of Ōhau through to the terminus of the PP20 project.

Waka Kotahi continues to liaise closely with Council, partners and stakeholders as part of the overall engagement being undertaken under the umbrella of the Wellington Northern Corridor projects.

For the purposes of clarity regarding the Segments 5 & 7 which are being proceeded with pursuant to this review, the following diagram indicates all the Segments as numbered which were initially consulted on

**Locality map – SH1 Ōtaki to Levin-Segment numbering as initially consulted**



## RECOMMENDATION

Based on the Speed Review as developed through the process canvassed in this report and subjected to (and refined by) consultation, the following conclusions were reached with regard to the Speed Review of [SH1 Ōtaki to Levin in the Manawatu/Whanganui Region](#).

**Note:** Segments 1 & 2 (urban Levin) are to be included in the SMP for further consultation.

**Table Four-Speed Review Recommendation for Approval (detailed)**

#	Ōtaki to Levin	Start Point (NZTM2000)	End Point (NZTM2000)	Length (km)	Existing speed limit	New speed limit
5	From 150m south of Muhunoa East Road (existing speed change location) to 150m north of Waikawa Beach Road (existing speed change location)	1790113, 5496136 RS/RP: 001/985-2.03	1787434, 5491198 RS/RP: 001/985-7.92	5.2	100	80
7	From 180m south of the intersection with the railway underpass road linking to Honi Taipua Street (existing speed change location) to 380m west of Pukehou Overbridge (proposed northern terminus to barrier implementation)	1786962, 5490009 RS/RP: 001/985-9.21	1785440, 5488459 RS/RP: 001/995-0.43	1.69	100	80

Notes: The NZTM2000 geocoordinate provides the accurate location of speed change points (at the road centreline) and defines the location for legal purposes. The coordinate locations are based on Waka Kotahi Maphub – Speed Limits on NZ Road Network layer

Similarly, the approximation provided by the written description enables the public and others unfamiliar with or not able to access Waka Kotahi tools to approximately determine the location of speed change points, particularly in combination with the provided maps.

Information is intended to address the requirements of the Land Transport (Register of Land Transport Records – Speed Limits) Regulations 2022 such that the information provided meets requirements of a Land Transport Record to be provided to the Registrar and be input into the National Speed Limits Register.

## **ANNEXURE 1: LETTER TO DIRECTOR (& RESPONSE)**

**Attachment 4B:  
State Highway 57: Ōtaki to Levin—Speed Review Report**



*Speed Management Programme 2018-2021*

*SH 57 South of Levin to Shannon  
Manawatu-Whanganui Region  
(Site ID 2.3.001b)*

November 2022



**SPEED LIMIT REVIEW**

New Zealand Government



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## DOCUMENT INFORMATION

### Distribution List


Name	Role
Andrew Burdett	Speed Management Programme Lead
David Van Staden	Programme Director – Safe Network Programme
Graham O'Connell	Manager - Systems Performance
Janette Williams	Practice Manager, Central Region, Engagement and Partnerships

### Related Documents

The following documents should be read in conjunction with this report:

Title	Location
Technical Assessment	<a href="https://infohub.nzta.govt.nz/otcs/cs.dll/link/46673724">https://infohub.nzta.govt.nz/otcs/cs.dll/link/46673724</a>
Internal Review	<a href="https://infohub.nzta.govt.nz/otcs/cs.dll/link/48305713">https://infohub.nzta.govt.nz/otcs/cs.dll/link/48305713</a>
Engagement Summary Report	<a href="https://infohub.nzta.govt.nz/otcs/cs.dll/Overview/48782069">https://infohub.nzta.govt.nz/otcs/cs.dll/Overview/48782069</a>
Consultation Summary Report	<a href="https://infohub.nzta.govt.nz/otcs/cs.dll?func=ll&amp;objaction=overview&amp;objid=51021258">https://infohub.nzta.govt.nz/otcs/cs.dll?func=ll&amp;objaction=overview&amp;objid=51021258</a>

#### Document Approved for Issue


Name	Position	Date	Signature
Andrew Burdett	Speed Management Programme Lead, Transport Services - Infrastructure Delivery	1/11/2022	

#### Outcome Endorsement

Name	Position	Date	Signature
Kirstan O'Donoghue	Principal Traffic & Safety Engineer, Transport Services – Programme and Standards	15/11/2022	
James Hughes	Lead Advisor Safety, Transport Services – Programme and Standards	15/11/2022	

## DECISION

This decision is made by the National Manager Programme and Standards, Transport Services, Office of the GM TS in accord with authority residing in Waka Kotahi.

Name	Position	Date	Signature
Vanessa Browne	National Manager Programme and Standards, Transport Services, Office of the GM TS	18/11/2022	

#### Abbreviations used in this Speed Review Report

Abbreviation	Term
DSI	Deaths & Serious Injuries
IRR	Infrastructure Risk Rating
ISZ	Intersection Speed Zone
NSLR	National Speed Limits Register
PS	Programmes and Standards-Transport Services
RCA	Road Controlling Authority
RS/RP	Route Station/Route Position
RSE	Road Safety Engineer
RtZ	Road to Zero
RtZ ESC	Road to Zero Executive Leadership Team Sub Committee
SaAS	Safe and Appropriate Speed
SMG	NZ Speed Management Guide First Edition, November 2016, Waka Kotahi
SMG RtZ	Speed Management Guide Road to Zero Edition (2022)
SMP	Speed Management Programme
Speed Rule 2017	Land Transport Rule Setting of Speed Limits 2017
Speed Rule 2022	Land Transport Rule Setting of Speed Limits 2022
SRR	Speed Review Report
VSL	Variable Speed Limit (i.e., School Zone VSL)
Waka Kotahi	Waka Kotahi NZ Transport Agency

#### Legislation referenced ins Speed Review Report

Abbreviation	Term
Speed Rule 2017	Land Transport Rule Setting of Speed Limits 2017 Rule 54001/2017
Speed rule 2022	Land Transport Rule: Setting of Speed Limits 2022
LTMA	Land Transport Management Act
GRPA	Government Roothing Powers Act 1989
LTA	Land Transport Act
GPS	Government Policy Statement on Land Transport 2021

## EXECUTIVE SUMMARY

### Key points/risks

#### Background

This speed review commenced as part of the Speed Management Programme endorsed by the Waka Kotahi Board in March 2019 and includes sections that were identified as being part of the top 10% of DSI saving network sections.

State Highway 57 (SH57) between Shannon and State Highway 1 (SH1) (Kimberley Road intersection, south of Levin) was subject to a recent speed review. The full speed review continues to Ashhurst; however, this part of the corridor is being progressed separately.

#### Location description

The SH57 South of Levin to Shannon corridor is a two-lane undivided road and as the land use changes from rural to residential particularly on the outskirts of Levin, there is increasing residential development. It also has significant vehicle volumes and road-side hazards. The corridor extends from 300m east of SH1 intersection on Kimberley Road to the township of Shannon, south of Vance Street.

#### Safety context

Between 2010 and 2019 there were 189 crashes on this section of highway. 30 people were seriously injured, and 7 people were killed.

Each day, between 5,000 (southern section – Kimberley Road) and 9,300 (middle section – near Tavistock Road) vehicles travel along SH57. With further development planned, such as Gladstone Green, traffic volumes on this road are expected to increase.

#### Infrastructure context

The roundabout at the intersection of Queen Street/SH57 was recently completed. So too were the edge barriers and wide centrelines planned for Kimberley Road and Arapaepae Road as far as the new roundabout. Edge barriers and wide centrelines will also be installed along Arapaepae Road north of the roundabout with construction planned for completion in 2023.

#### Existing speed limits and safe and appropriate speed

The existing speed limit is not the safe and appropriate speed (SaAS) limit for the SH57 corridor between Shannon and SH1 (Kimberley Road intersection south of Levin). 80km/h was proposed along the southern section of this corridor due to the density of development being lower, but also because of significant head on and run off road hazards still being present and the lack of a median barrier to reduce risk of head on crashes.

The reduction in speed from 70km/h to 60km/h within the southern part of Shannon township reflects a SaAS for the residential/peri-urban nature of the road environment.

#### Consultation and engagement

In October 2019, feedback was sought from the community on safety improvements and current speeds to ensure there are no fatal flaws or elements of the design the project team did not consider when creating the plans. Feedback was very much in support of speed limit reductions (87%).

The formal consultation period ran from 30 August to 27 September 2021 with 327 submissions received. Of these submissions, 146 were a pro-forma submission via the postal form from the Speldhurst Residents' Association Committee. These submissions were in support of a lower speed limit, with a preference for 70km/h on Kimberley Road.

Cycling Action Network supported speed limit reductions.

Non-supporting key stakeholders included Horowhenua District Council, Road Safety NZ, and Te Roopu Taiao o Ngāti Whakare Trust.

As a consequence of the lack of support from key stakeholders (including Iwi partners) and in the context of significant lack of community and stakeholder support to speed reductions implemented nationally over the summer of

2021-2022, Waka Kotahi determined to pause further corridor length speed reductions and review the appropriateness of its approach

So, delays to the implementation of this speed review can be attributed to the recognition at a national level of a potential lack of public support for perceived blanket speed reductions (and the particular concerns regarding this speed review raised by HDC and Te Roopu Taiao o Ngati Whakatere Trust, regarding blanket rural speed reductions) and Waka Kotahi's decision to delay implementation of any speed review until it had given due consideration to alternative approaches. This was particularly relevant to SH57 given the extent of the corridor and in the context of the particular concerns raised by HDC.

Further, the co-ordination of the speed review with the SH57 safety improvements project and its proximity to the Otaki to North of Levin project (Wellington Northern Corridor) meant the speed review was being undertaken in a complex environment where a range of safety improvements were being undertaken which were complementary to the speed review process.

So, throughout the period since consultation was formally closed, there has been broad coordinated ongoing consultation undertaken by Waka Kotahi, that included the SH57 speed review. Updates as to progress have been made available to the project on an approximately bi-monthly basis and a more intensive level of interaction has been undertaken with Council stakeholders and Iwi partners.

### Outcome

Waka Kotahi received significant levels of feedback to speed reviews undertaken toward the end of 2021 indicating a lack of public support for rural speed reductions. To address this a framework was developed and was endorsed by the Waka Kotahi Board and speed reviews currently being undertaken were assessed against the framework.

The purpose of the framework was where changes from 100km/h to 80km/h are proposed, Waka Kotahi (RCA) carried out a further assessment to consider if an interim 90km/h speed limit might be appropriate.

The framework takes into consideration the general level of support for the recommended SaAS, whether current average operating speeds are lower than the posted speed, whether the current road alignment encourages/allows for speeds higher than the recommended SaAS, whether transformational infrastructure is being installed in the next 5 years, whether the collective risk is low or low/medium and whether any other infrastructure is planned that could allow for an interim 90km/h.

90km/h speed limits were not considered appropriate in the environment due to high traffic volumes, the continued head on risk without median wire barrier, and presence of road side hazards.

Given the size and complexity of the nearby NZ Upgrade Programme project SH1 Otaki to Levin and the need to work effectively with the Horowhenua District Council (HDC), the RtZ recommendation was presented to the HDC. The Council supported a speed reduction of 100km/h to 80km/h for the southern segment of the corridor from SH1/SH57 intersection as originally proposed to a new northern threshold just north of Heatherlea East Road. The HDC requested that there be further consultation on the proposed 90km/h segment and the 70km/h to 60km/h segment. The 90km/h segment has been included for consideration within the Interim Speed Management Plan and will be consulted on as part of the associated approval process in November/December 2022.

The reduction to 60km/h for the southern approach to Shannon is considered to be the SaAS for this roading environment and the current and increasing level of urbanisation in this area. A 60km/h speed limit is consistent with other similar locations.

The two sections of State Highway subject of this report will be implemented as soon as practicable.

Waka Kotahi as road controlling authority for the State highway network, and for [SH57 South of Levin to Shannon in the Manawatu-Whanganui Region](#) as detailed in this report determines that the safe and appropriate speed for [SH57 South of Levin to Shannon](#) is as indicated on the Locality Map, following, and more particularly as identified in the table below:

Given the length of time that has passed since the inception of this speed review and the wide range of matters that had to be considered and reviewed and that resulted in the delays, including

- Complexity and complementarity between various physical improvements and interventions
- Review of the implementation of speed review corridors in the context of lack of public support levels nationally,

- The ongoing liaison with stakeholders and partners resulting in a reduced extent of the corridor being subject to speed limit change
- The associated decision to delay and include other parts of the corridor into the interim Speed Management Plan and Speed Management Plan processes

The decision and future opportunities for speed reduction will be communicated to stakeholders, partners and the public and recipients of the updates relating to this part of the network (SH57 Safety Improvements webpage and media release programme).

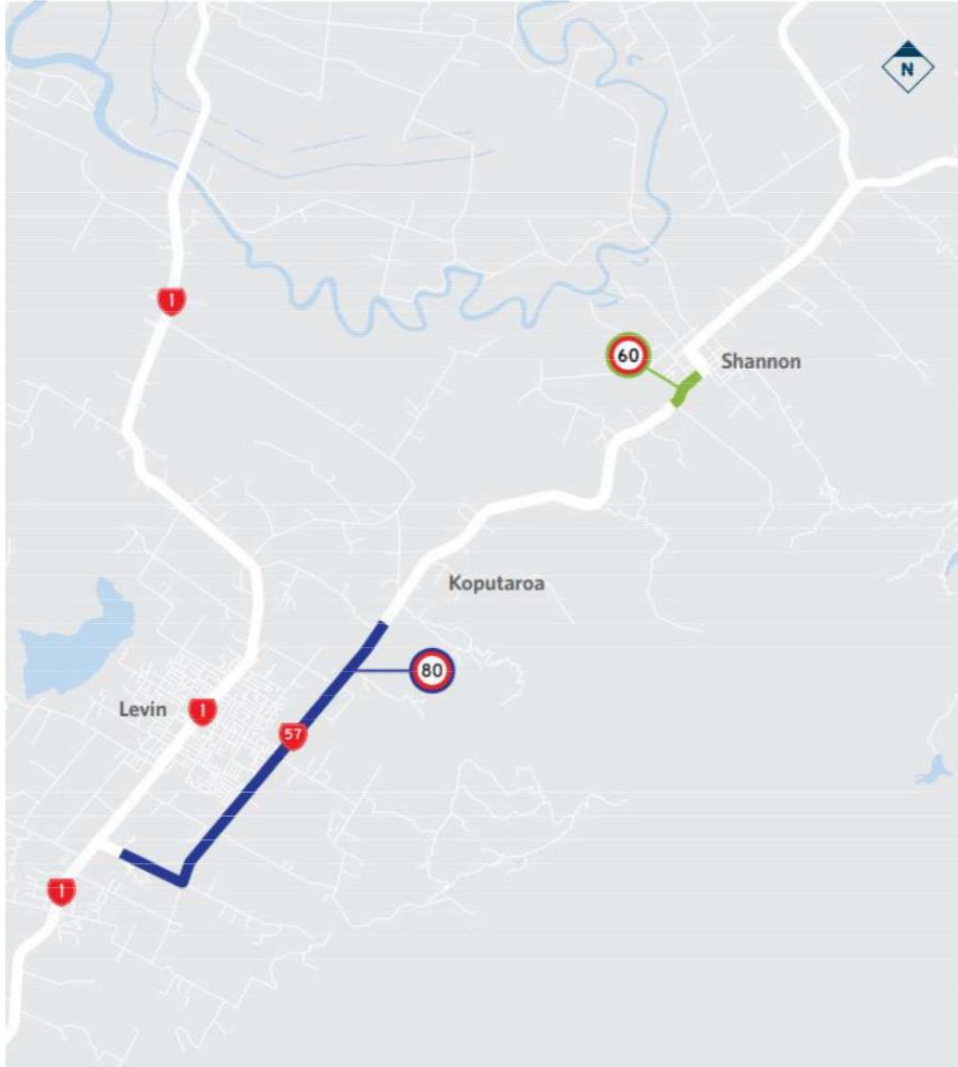
**Summary Table – Speed Review Recommendation for Approval (Simple)**

	SH57 South of Levin to Shannon	Corridor Length (km)	Existing Speed Limit	New Speed Limit
1	300m east of SH1 intersection on Kimberley Road (existing threshold) to 70m north of Heatherlea East Road	9.12	100	80
2	360m south of Graham Street (existing threshold) to 20m south of Vance Street (existing threshold)	0.57	70	60

**NOTES:**

Locations are approximate. Recommendation Table contains detailed information including location co-ordinates and RS/RP descriptions and the land transport record information required to be provided to the Registrar to populate the NSLR

Locality map of SH57 south of Levin to Shannon speed limit change





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## PURPOSE

As the Road Controlling Authority for the State Highway system, Waka Kotahi is undertaking speed and infrastructure interventions on the State Highway that will contribute to reducing deaths and serious injuries. Speed Reviews are being undertaken as part of the Road to Zero Infrastructure and Speed Management Strategic Programme which informs the New Zealand Road Safety Strategy 2020-30, Road to Zero – this strategy aims to achieve a 40% reduction in deaths and serious injuries on New Zealand's roads by 2030.

This document sets out the process undertaken to establish the safe and appropriate speeds for this part of the State Highway network. This review was initially undertaken in accordance with the requirements of the Speed Rule 2017 however in the interim and following consultation, Speed Rule 2022 come into force on 19 May 2022 and it is under this Rule that the review is completed. The review was undertaken in accord with the methodology set out in the Waka Kotahi Speed Management Guide 2015 (SMG) and generally accords with the matters as more recently set out in the SMG RtZ.

For [SH57 South of Levin to Shannon](#), Waka Kotahi has undertaken a speed review identifying speed limits that are considered safe and appropriate. Subject to confirmation of the decision of Waka Kotahi in this regard, new speed limits shall be made.

This report provides a record of the decision-making process undertaken for the subject Speed Review

## BACKGROUND

Waka Kotahi is the Road Controlling Authority for New Zealand's State Highway Network, and pursuant to its functions, identified [SH57 South of Levin to Shannon in the Manawatu/Whanganui Region](#) for possible speed review pursuant to the Speed and Infrastructure Programme (SIP)

This corridor included sections that were identified as being a part of the top 10% of DSI saving network sections.

Both the SH57 South of Levin to Shannon speed review and infrastructure improvements proposed for the southern part of SH57 are considered to be complementary to and to support improvements currently being made to the SH1 Otaki to Levin corridor.

**Table One - Background**

Element	Info
<b>Corridor title</b>	SH57 South of Levin to Shannon (current) SH57 Levin to Ashhurst (as initially identified)
<b>Location description</b>	The corridor that is under review extends from 300m east of SH1 intersection on Kimberley Road to the township of Shannon, south of Vance Street*  *As initially defined
<b>District</b>	Horowhenua District Council Horizons Regional Council
<b>Road length</b>	>60.0km (initially), 9.69km (current)
<b>Speed Information</b>	Speed information (as it relates to each section of the identified corridor) is included at Table Two-Technical Assessment in the Corridor Assessment Section  Speed information includes: <ul style="list-style-type: none"> <li>• Current speed</li> <li>• Average speed (operating Speed)</li> <li>• Safe and appropriate speed</li> </ul>
<b>Other factors considered in setting this speed limit</b>	The section of SH57 from SH1 intersection to the Arapaepae South Road/Kimberly Road intersection includes Speldhurst Country Estate (retirement village), which has resulted in a high number of vulnerable mature drivers turning on/off the road in this area.  Further, the section of SH57 from Arapaepae South Road to Queen Street East is planned for a major (over 900 lots) residential plan change. To support this, a roundabout has been constructed at the intersection of Queen Street East with SH57 changing the environment in this area.
<b>Crash history</b>	Between 2010 and 2019 there were 189 crashes on this section of highway. <b>30</b> people were seriously injured, and <b>7</b> people were fatally injured.

## CORRIDOR ASSESSMENT

### Technical Assessment

Waka Kotahi provided its corridor assessment consultant with the Mega Maps (Safer Journeys Risk Assessment Tool) information for the [SH57 South of Levin to Shannon](#) corridor.

The corridor assessment was based on the information contained in Mega Maps II.

*For details, please refer to the Technical Assessment / Internal Review.*

**Table Two-Technical Assessment**

SH57 South of Levin to Shannon	Existing Speed Limit (km/h)	MegaMaps II Speed Limit (km/h)	Operating Speeds (Source: MM II) (km/h)	Recommended SaAS (km/h)
300m east of SH1 intersection on Kimberley Road to 280m north of Heatherlea East Road	100	80	82	80
280m north of Heatherlea East Road to 300m north of Pretoria Road outside Shannon	100	80	92	80
300m north of Pretoria Road outside Shannon to Shannon Town, south of Vance Street	70	60	67	60

### Viability Assessment

This corridor was originally considered as part of the wider Otaki to north of Levin (O2NL) speed review which as well as encompassing all of SH57 also incorporated parts of SH1.

However, due to the size and complexity of the O2NL speed review, and with physical infrastructure works being proposed along SH57, it was decided to separate the review into two corridors to be progressed independently.

The decision was made by the Programme Director for the Speed and Infrastructure Programme, due to the uncertainties around the infrastructure works being proposed within the wider O2NL corridor.

Upon SH57 and SH1 being separated, the SH57 speed review initially included all of SH57 from the SH1 intersection (in the south) to Ashhurst (in the north). However, on reviewing the matter further and considering feedback within the organisation with particular reference to physical infrastructure works being proposed on the southern part of SH57, the speed review was further refined and it was determined to accelerate the speed review between Shannon and SH1 to best enable alignment with infrastructure improvements. The remainder of SH57 from north of Shannon to Ashhurst was to be proceeded with as a separate speed review, in due course.

Table Two-Technical Assessment above indicates the extent and sections of the refined speed review focussing on SH57 between Shannon and the SH1/SH57 intersection.

## ENGAGEMENT

In October 2019 feedback on speeds was initially sought. Waka Kotahi also advised that to improve safety in the short term, ahead of longer-term solutions, wide centrelines, and side barrier protection between SH1 and Heatherlea East Road were being considered for implementation.

The target groups for engagement included Horowhenua District Council; NZ Fire and Emergency; NZ Police; St John Ambulance; NZ Heavy Haulage Association; Automobile Association and Federated Farmers. Tararua Growers Association, Brassica Crop Advisory Group, and the Road Transport Association were also provided with the opportunity for engagement.

Engagement was also targeted at specific locations along SH57 to gain community participation in Levin, Koputaroa and Shannon.

Focus was given to the Speldhurst Country Estate on Kimberley Road, as historical feedback had made Waka Kotahi aware that many of the 300+ residents were concerned about the roads and speed they drive every day.

Several landowners that live along SH57 and were potentially impacted by the safety works were given particular focus.

A large amount of feedback was received including 812 visits made to the online portal, of which 257 were unique users. 87 pinpoint comments, 241 post-it notes loaded, 19 survey responses, and 10 people via email. Thirty nine percent(128) of the 328 social pinpoint comments related to safe speeds – 128 related to Kimberley Road and 14 related to Arapaepae Road.

*For details, please refer to the Engagement Summary.*

### Speed Review as informed by Technical Review and Engagement

Technical review confirmed the viability of the speed review as proposed and the post-engagement viability meeting both confirmed this and noted that there were no matters of contentiousness identified

A minor risk was noted regarding Section 2 and the likely unpopularity with the community for a speed of less than 100km/h. However, it was noted and agreed that crashes occurring at a lower speed result in lower severity outcomes and that therefore an 80km/h speed limit through section two was in better alignment with the safe systems approach.

It was additionally noted that feedback from the Speldhurst Country Estate (retirement village) was made to lower the speed limit on SH57 to 60km/h outside of their accessway (Kimberley Road). Whilst a 60km/h speed limit was considered by the project team, any new speed limits must accord with the surrounding environment and match drivers' expectations of a 60km/h speed zone. Therefore, the project team decided that a 60km/h speed limit would not be appropriate at this location, and 80km/h would be appropriate.

Members of the Safety Improvements team were present to discuss how speed and infrastructure might be implemented in a complementary manner and noted that safety improvements are proposed from the SH1 intersection to Heatherlea East Road, and include:

- Queen Street / SH57 roundabout
- Edge barrier
- Wide centrelines

However, it was considered that even with the treatments outlined above the corridor was still not suitable for a 100km/h speed limit due to the lack of median barrier and a traffic volume in excess of 6,000 vehicles per day (IRR Manual 2016).

A final matter that was raised was addressing the presence of passing lanes and it was confirmed that further analysis was required to determine the future status of passing lanes along this route.

An additional meeting was undertaken to address the matter of passing lanes on 6 July 2021. However, as addressed later in this report, these passing lanes ultimately fell outside the final extent of the speed review. Notwithstanding a general explanation of this meeting is included at Appendix One to this Speed Review.

Table Three, below, sets out the Speed Review and its sections as was proposed to proceed to consultation

**Table Three-Speed Review Recommendation for Consultation**

#	SH57 South of Levin to Shannon	Start Coordinates (NZTM2000)	End Coordinates (NZTM2000)	Length (km)	Existing Speed Limit	New Speed Limit
1	300m east of SH1 intersection on Kimberley Road to 280m north of Heatherlea East Road	1791246,5497795	1797443,5502692	9.05	100	80
2	280m north of Heatherlea East Road to 300m north of Pretoria Road outside Shannon	1797443,5502692	1803981,5507771	9.21	100	80
3	300m north of Pretoria Road outside Shannon to Shannon Town, south of Vance Street	1803981,5507771	1804376,5508172	0.57	70	60

## CONSULTATION

The following are the recommendations Waka Kotahi consulted on:

#	Recommendations	Existing speed limit	Proposed speed limit
1	SH57: 310m east of SH1 intersection to 360m south of Graham Street, Shannon	100	80
2	SH57: from 360m south of Graham Street, Shannon to 20m south of Vance Street	70	60

There are two points to note:

- Segments 1 and 2 as set out in the Technical Assessment were amalgamated for consultation purposes.
- The change location reference locations between Segments 2 & 3 were changed from Pretoria Street to Graham Street.

### Consultation timeline

The formal consultation period ran from 30 August to 27 September 2021 and 327 submissions were received: 111 by online submission form, 44 submissions and 146 pro-forma submissions by freepost and 31 submissions by email. The 146 pro-forma submissions were from the Speldhurst Residents' Association Committee. These submissions were in support of a lower speed limit, with a preference for 70km/h on Kimberley Road.

Some submitters used multiple submission methods and their feedback was amalgamated to ensure accurate counts.

### Sentiment and themes

Overall, the sentiment of 50% of those submitting was considered unknown as their comments were about particular traffic issues rather than the proposed speed limit reductions. 30% did not support speed limit reductions, 11% supported and 9% were mixed.

Cycling Action Network supported speed limit reductions. Non-supporting key stakeholders included Horowhenua District Council, Road Safety NZ, and Te Roopu Taiao o Ngāti Whakātere Trust. Key stakeholders with mixed levels of support included Horowhenua Grey Power, AA Manawatu District, and Ia Ara Aotearoa Transporting New Zealand.

Key themes to emerge – or most mentioned topics were:

- The main reason stated for not supporting a speed change was that the traffic would slow and frustrate drivers leading to risk-taking behaviour (56 comments).
- Those who did support the proposal cited safety as the reason (11 comments).
- Support from the pro-forma submitters was unknown as the submission was focused round Kimberley Road (146 comments).
- Those who had mixed levels of support, usually expressed support for a speed reduction in some areas, where it was busy or more dangerous, but did not support all aspects of the proposal.
- Removal of the passing lanes was a frequently mentioned area of concern for mixed and non-supporters (28 comments).

The critical stakeholder and partner responses for this review were considered to be those of Mana Whenua and Horowhenua District Council

## Mana Whenua

Iwi body	Comments
<p><b>Te Roopu Taiao O Ngati Whakatere Trust</b></p> <p>Opposes Waka Kotahi's proposal for a blanket reduction of SH57 speed limits between Levin and Shannon. We believe this decision will affect our people as the SH57 Levin to Shannon is our main artery to commerce, work, education, leisure, recreational activities, and business sectors in Levin.</p> <p>Some support for speed reduction within Shannon township</p>	<ul style="list-style-type: none"> <li>Broad corridor wide speed reductions were identified by Waka Kotahi nationally as having limited levels of public support</li> <li>A review of all corridors to consider potential alternative approaches was undertaken</li> <li>The Waka Kotahi response is addressed more fully in the following section</li> </ul>

## Stakeholder Relationships

Party Engaged	Comments
<p><b>Horowhenua District Council</b></p> <p>Opposes Waka Kotahi's proposal for a blanket reduction of SH57 speed limits between Levin and Shannon.</p>	<ul style="list-style-type: none"> <li>Broad corridor wide speed reductions were identified by Waka Kotahi nationally as having limited levels of public support</li> <li>A review of all corridors to consider potential alternative approaches was undertaken</li> <li>The Waka Kotahi response is addressed more fully in the following section</li> </ul>

*For details, please refer to the Consultation Summary.*



## POST CONSULTATION REVIEW AND THE CHANGE TO THE STATUTORY ENVIRONMENT

In the interim and subsequent to consultation being completed, the Minister of Transport, Hon. Michael Wood, made the Land Transport Rule: Setting of Speed Limits 2022 which was signed on 13th day of April 2022, coming into force on 19th May 2022.

At the same time, by Order in Council, Her Excellency the Governor General in Council made on the advice and with the consent of the Executive Council on 19th day of April 2022, the Land Transport (Register of Land Transport Records – Speed Limits) Regulations 2022, also coming into force on 19th May 2022.

This Rule and these Regulations set up a requirement to register speed limits in the National Speed Limit Register and remove the requirement to gazette an amendment to the Speed Bylaw.

The information required to be provided to the National Speed Limit Register is included at Table Four of this Speed Review Report.

Clause 12 of the Speed Rule 2022 defines an “interim period” which commences when the land transport records of the RCA have effect (inclusion in the NSLR) and continues until a Speed Management Plan which includes the roads under the control of the RCA is published.

Clause 12.8 further provides methods by which speed limits may be set during the interim period. Waka Kotahi has undertaken this speed review in accordance with Clause 12.8 and Clause 2.6 of the Speed Rule 2022. The approval of the Director (Waka Kotahi, Regulator) will be sought in accordance with Clause 2.6(2) of the Speed Rule 2022.

This report includes the details of the proposed speed limit to be provided to the Director as required by Clause 2.6(2)(b). These details include the location of the proposed speed limit and the speed limit itself expressed in kilometres per hour.

Waka Kotahi (RCA) has had regard to guidance and information developed and maintained by Waka Kotahi (Regulator) in determining its proposed SaAS for the corridor subject of this review.

Waka Kotahi (RCA) has undertaken comprehensive engagement and consultation in determining the SaAS. This report includes a description of the engagement and consultation undertaken in the prior sections. The consultation was undertaken in accord with Waka Kotahi best practice and in accord with the requirements of the Speed Rule 2017.

Notwithstanding that the consultation was undertaken pursuant to the Speed Rule 2017, it is considered that subject to necessary modification (as provided for by Clause 2.6(6)), the consultation generally accorded with the requirements of Clause 3.9. In particular, the review was published on the Waka Kotahi website and consultation extended over a period of 4 weeks, although the consultation efforts extended well beyond this as documented in the relevant section of this report.

Māori were not consulted under a separate process as this was not required pursuant to the Speed Rule 2017. Notwithstanding, it is noted that the proposal did not affect Māori land or land subject to claims or with known historical, cultural, or spiritual interest (Clause 3.9(6) of the Speed Rule 2022) and it is further noted that Te Roopu Taiao o Ngāti Whakare Trust, the Iwi body who claims mana whenua over the location of the speed review were consulted as a particular stakeholder.

So, to confirm, as documented in this report, it is considered that Waka Kotahi (RCA) has consulted in general accordance with Clause 3.9 of the Speed Rule 2022.

Pursuant to Clause 2.6(4) the Director must provide his approval if he is satisfied that good reason exists for the proposed speed limit to be set before the next relevant plan is published. This will be addressed by way of a letter (which will be appended to this report, with any response)

### Addressing the Council response/RtZ ESC Review

Waka Kotahi received significant levels of feedback to speed reviews undertaken toward the end of 2021 indicating a lack of public support for rural speed reductions. To address this a framework was developed and

was endorsed by the Waka Kotahi Board and speed reviews currently being undertaken were assessed against the framework.

The purpose of the framework was where changes from 100km/h to 80km/h are proposed, Waka Kotahi (RCA) carried out a further assessment to consider if an interim 90km/h speed limit might be appropriate.

The framework takes into consideration the general level of support for the recommended SaAS, whether current average operating speeds are lower than the posted speed, whether the current road alignment encourages/allows for speeds higher than the recommended SaAS, whether transformational infrastructure is being installed in the next 5 years, whether the collective risk is low or low/medium and whether any other infrastructure is planned that could allow for an interim 90km/h.

The framework was applied to the SH57 South of Levin to Shannon speed review corridor and it was considered that 90km/h speed limits were not considered appropriate in the environment due to high traffic volumes, the continued head on risk without median wire barrier, and presence of road side hazards.

Given the size and complexity of the nearby NZ Upgrade project, SH1 Otaki to Levin, and the strong desire to improve cooperation and support with the Horowhenua District Council (HDC), it was decided at a regional level that the decision made by the RtZ ESC should be presented to the HDC for its consideration. The Council agreed with a speed reduction of 100km/h to 80km/h for the southern segment of the corridor from SH1/SH57 intersection as originally proposed to a new northern threshold just north of Heatherlea East Road.

HDC have requested that there be further consultation on the proposed 90km/h segment (which also reflects Iwi concerns) and this was agreed to and has been included in the Interim Speed Management Plan and will be consulted on as part of the ISMP approval process when that commences later this year. HDC also sought further consultation on the 70km/h to 60km/h segment at the southern part of Shannon township. It was considered that this was a situation where it was obvious (in terms of the current characteristics of the road, the level of traffic and the current and increasing level of urban and zoned development) that the SaAS was 60km/h and that there was no reasonable basis to delay implementing a safe speed on this part of the corridor. Therefore, this reduction was retained within the speed review.

Strong support from the Council and Iwi and strengthening the cooperative relationship is considered important, particularly given the size and complexity of the nearby SH1 Otaki to Levin project and this is considered a reasonable basis to revisit the higher speed section.

The full extent of the speed review that is therefore being proposed to be implemented is the 80km/h segment from SH1/SH57 intersection to north of Heatherlea East Road and the 60km/h segment in the southern part of Shannon. Given the long development period and the overall public and organisational agreement on these sections it is proposed to be implemented as soon as is practicable.

## RECOMMENDATION

Based on the Speed Review as developed through the process canvassed in this report and subjected to (and refined by) consultation, the following conclusions were reached for the Speed Review of [SH57 South of Levin to Shannon, Manawatu to Whanganui region](#).

While undertaking this speed review, the Minister of Transport, Hon. Michael Wood, made the Land Transport Rule: Setting of Speed Limits 2022 which was signed on 13 April 2022, coming into force on 19 May 2022.

At the same time, by Order in Council, Her Excellency the Governor General in Council made on the advice and with the consent of the Executive Council on 19 April 2022, the Land Transport (Register of Land Transport Records – Speed Limits) Regulations 2022, also coming into force on 19 May 2022.

This Rule and these Regulations set up a requirement to register speed limits in the National Speed Limit Register and remove the requirement to gazette an amendment to the Speed Bylaw.

The information required to be provided to the National Speed Limit Register is included at Table Four of this Speed Review Report.

**Table Four-Speed Review Recommendation for Approval (detailed)**

SH57 South of Levin to Shannon	Start Coordinates (NZTM2000) (RS/RP)	End Coordinates (NZTM2000) (RS/RP)	Length (km)	Existing Speed Limit	Proposed Speed
300m east of SH1 intersection on Kimberley Road (existing speed change point) to 70m north of Heatherlea East Road (new speed change location)	1791388, 5497728 057-0/0.3	1797317, 5502503 057-0/9.13.	8.846	100	80
360m south of Graham Street outside Shannon (existing speed change point) to Shannon Town, 20m south of Vance Street (existing speed change point)	1803981,5507771 057-0/18.56	1804376,5508172 057-0/19.13	0.57	70	60

Note: The NZTM2000 geocoordinate provides the accurate location of speed change points (at the road centreline) and defines the location for legal purposes. The coordinate locations are based on Waka Kotahi Maphub – Speed Limits on NZ Road Network layer

Similarly, the approximation provided by the written description enables the public and others unfamiliar with or not able to access Waka Kotahi tools to approximately determine the location of speed change points, particularly in combination with the provided maps.

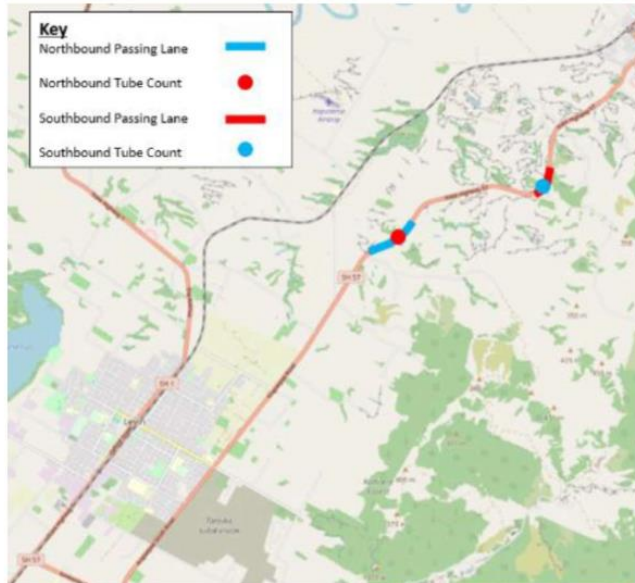
Information is intended to address the requirements of the Land Transport (Register of Land Transport Records – Speed Limits) Regulations 2022 such that the information provided meets requirements of a Land Transport Record to be provided to the Registrar and be input into the National Speed Limits Register.

## ANNEXURE 1: PASSING LANE DISCUSSION

The location of the passing lanes that were considered are as follows:

- Northbound – 000/11.132 to 000/12.163
- Southbound – 000/15.209 to 000/15.916

The physical location of the passing lanes and tube count sites are shown below:



Speed tube counts were undertaken at 000/15.418 and 000/11.926 during April 2021. Data was collected for two weeks.

The collected data was analysed by Regional Safety Engineer who concluded that both the northbound and southbound passing lanes would be transitioned into slow vehicle lanes with wide centrelines. The reasons included:

- Operating speeds for both heavy and light vehicles is high in the southbound passing lane. Changing the speed limits alone is unlikely to achieve operating speeds within 10% of the newly proposed speed limit
- Transitioning the southbound passing lane to a slow vehicle lane may help to moderate speeds in the right hand (overtaking) lane
- The northbound passing lane is already operating close to how a slow vehicle lane would be expected to operate – slower heavy vehicles tending to use the left-hand lane and operating at speeds slower than the existing speed limit
- Whilst speed moderation will be less effective for the northbound passing lane when compared to the southbound passing lane, providing a slow vehicle lane, and lowering speed limits together is likely to be more successful in achieving overall speed limit compliance

The team did consider the impact that providing slow vehicle lanes might have on platooning traffic. However, due to the current daily vehicle numbers (circa 9,000) on this road, it is not considered to be a significant concern. As a result, the detailed design will accommodate slow vehicle lanes at the two locations outlined above.

Three months following speed change implementation, post-implementation surveys will be conducted so that the new slow vehicle lane speed profiles can be compared to the old passing lane speed profiles. If further changes are required, this will be considered following the post-implementation surveys.

#### Feasibility Assessment

In addition, based on the findings of the feasibility assessment, the location of the section 2 change point has been altered slightly. The original proposed position was 0000/9.281, however, this has been moved to 0000/9.350 to improve sight distances of speed change points to at least 120m. A meeting was held between the RSE, representatives of P&S and the panellist (WSP), who all agreed with relocating the sign in line with the recommendation made in the feasibility assessment (0000/9.350).

## **Conclusion**

Although it falls beyond the extents of the speed review as finally formulated a significant investigation was undertaken with regard to the identified passing lanes which was ancillary to the speed review as originally formulated.

Therefore, in terms of informing any further and future speed reviews that might be undertaken as part of the interim Speed Management Plan or any Speed Management Plan, it is considered prudent to confirm the results of the investigation and decision made in this regard

The southbound passing lane will become a slow vehicle lane. This decision will not form part of the consultation on the proposed 90km/h speed limit.

The northbound passing lane will remain as is and should the 90km/h be implemented following consultation, it will be monitored to see if it operates safely at such new speed limit, that is drivers are not regularly exceeding 90km/h when passing other vehicles. Depending upon the results of any monitoring and review, Waka Kotahi will at that time make a determination as to the ongoing function of this passing lane.

These are operational matters that fall within the functional remit of Waka Kotahi to manage the State highway system including its planning, funding, design, supervision, construction, maintenance, and operation).

## **ANNEXURE 2: LETTER TO DIRECTOR (& RESPONSE)**