

ŌTAKI TO LEVIN SPEED REVIEW CONSULTATION FEEDBACK

Name	Feedback
	<p>Emailed responses</p> <p>Why don't you just leave the speed limit at 100ks like it was always in the past, it is obvious you lot don't use this road otherwise you would leave the speed limit alone.</p>
Individual	<p>Just get on with building the new road and stop all this mucking around, typical Govt Dept, If people can't drive without hitting something or hurting themselves then they shouldn't be driving. You say wait till a passing lane before passing then you do away with all of them, where's the common sense in that, why not fill a few potholes and resurface some of the highway and get the traffic moving instead of trying to slow it down all the time.</p> <p>No. 6 on the Map</p>
	<p>The rail overpass and nearby bridge N over a small river all just N of Manukau has a speed limit of 100 but advisory signage of 75 That is a pretty tricky bridge at any time but especially at night / dusk/ wet wet wet and dark I strongly recommend a limit of 80 through the whole sequence</p>
	<p>The South exit verge (it couldn't be termed a lane) to Manukau N is in bad shape and doesn't allow a gradual slowing without impeding the following traffic flow</p>
Individual	<p>Likewise the N-bound exit lane to Manukau N is too short</p> <p>Hello Waka Kotahi,</p>
	<p>Your task now; build the road to budget and on time. The Otaki bypass (uncompleted) and Transmission Gully (finally completed) do not inspire confidence. Here's your chance to do something about it.</p>
Individual	<p>Regarding the existing Otaki to Ohau route (which my wife and I refer to as 'the killing fields), there's potentially more to be done.</p>

The newly posted 80 km/hr speed limit from Ohau to Manakau is a step in the right direction, a big tick to you.

But the signage appears piecemeal and temporary.

Is this to be made permanent? Then the posting should reflect that.

Should it be extended as far as Otaki? Why not?

Getting rid of the two overtaking lanes is a huge improvement and the remaining one at Forest Lakes should also be under scrutiny. Is it necessary? Driver behaviour is often at its very worst in these areas, and relative speeds can vary widely.

We complained recently of the poor state of the reflective strips on the centre line markers in this area. Nothing appears to have been done.

They work OK on high beam but don't generally fluoresce on low beam, particularly when heading north and turning right from SH1 into Muhanoa East road. As a result if there's approaching traffic it's hard to pick where the separators end.

I refer to your correspondence of 18 May 2022 to New Zealand Police Commissioner Andrew Coster in relation to the speed limit proposals proposed speed limit changes for the State Highway 1 between Ōtaki and Levin.

Your correspondence has been referred to me as the Director of the National Road Policing Centre and I have consulted the relevant Road Policing Manager for his operational knowledge of the stretches of road in question.

The Government's road safety strategy, Road to Zero, identifies that in the event of a crash, there are physical limits to the amount of force the human body can be subjected to and our chances of survival or avoiding serious injury decrease rapidly above critical impact speeds. For a pedestrian or cyclist hit by a car, it's around 30-40 km/h. In a side impact collision involving two cars, it's around 50 km/h. And in a head-on crash involving two cars, it's around 70-80 km/h.

One of New Zealand Police's goals is Safe Roads – preventing death and injury with our partners. Police supports the setting of speed limits in alignment with safe system principles and the need for our transport system to be forgiving in the event that a mistake is made, and a crash should occur.

NZ Police

With these principles in mind, Police fully supports the speed limits proposed to be enacted.

Dear Sir/Madam

Who are we?

This letter is on behalf of Kapiti Cycling Action (KCA), a branch of the national advocacy group the Cycling Action Network. We work to advance the conditions of the road network in the Kapiti and Horowhenua area in the interests of all cyclists. In recent years we persuaded the NZTA to amend their policy and provide an additional shared pathway beside the consented Peka Peka to Otaki Expressway. More recently we have lobbied for a similar facility beside the proposed Otaki to North Levin Expressway. Our interest in this problem is reflected by the absence of a CAN group in the Horowhenua, and our desire for a safe road cycle route between our two areas.

Section 1

Proposed to change the current mix of 70 and 50 to 60 km/hr on outskirts of urban area.

Disagree. We recommend 50 km/hr which is both simpler to understand and less confusing in an urban area. It is also “safe and appropriate” since this is the urban business part of the town with significant vehicle turning movements and parking.

Section 2

Proposed to reduce to 40 km/hr.

Agree. This is appropriate in the principal public area of the town. There has been a recent fatal accident between a pedestrian and an NZTA employee. There is also an argument to increase the length of this section to cover the entire retail area.

Section 3

Proposed to keep at 50 km/hr in the southern section of the township.

Agree. Note our comment that part of this section probably qualifies for a 40 km/hr limit.

Section 4

Proposed to keep at 80 km/hr.

Agree. This is appropriate for the southern approaches to the urban area and provides a transition between 100 and 50 speed limits.

Kapiti Cycling Action

Section 5

Proposed to reduce to 80 km/hr over the entire section.

Agree with proposal but disagree with absence of any speed treatment on three overbridges at Ohau and Manakau.

Our concern is the highly challenging rail overbridges at Ohau and Manakau and the adjacent river bridge. We made a written submission to the O2NL project team last year in response to the engagement project (Appendix 1). When the summary report was published in October 2021 we made a further request for consideration of our concerns about these two structures. NZTA has consistently argued that “the scope of the safety improvement project does not include the provision of additional space by way of clip-ons to these two bridges”. Instead you are proposing some low cost measures including warning signs.

We submit that warning signs on these bridges will not alone provide the necessary environment to allow cyclists to use these structures. Our experience on the SH1 Otaki Bridge over more than five years leads us to believe that the technology is ineffective, subject to vandalism, and very unlikely to produce a substantial speed reduction. Traffic on these bridges is currently travelling at 100 km/hr, this needs to be substantially reduced to allow cyclists to “take the lane” over a 200 m length. Cycle design documents suggest that taking the traffic lane can only be performed in a 50 km/hr environment. There needs to be a SUBSTANTIAL speed reduction at these three bridges in order for cyclists to be able to safely negotiate them. We suggest mandatory RG speed limit signs on the bridges of not more than 50 km/hr, to apply only when a cyclist is determined to be present. This would be much the same as a school zone limit that applies only when children are leaving or arriving at school.

It is important to highlight that the shared pathway delivered by O2NL will not address the safety concern of these structures which will still exist on the local road network and present a significant safety risk for cyclists after O2NL is completed. So a solution to the problem will save lives both now and in the future.

Section 6

Agree with keeping speed limit at 100 km/hr with improvements. This section has an adequate road shoulder for cycling.

1. Speed limits do not require lowering. I would suggest that 2 to 8 be changed to 100kmh, or at least 90 kmh if change is for change sake. (90 is truck speed)
2. Reinstall the passing lanes to make the roads safer.
3. Any reduction to the silly limits proposed, must wait till a bypass motorway is installed.
4. Lets keep traffic flowing.

Individual

Reasons

Trucks, motorhomes, caravans, trailers are all required to drive at 90kmh, and cause frustration for other drivers, who take risks to pass. There are other inconsiderate slow drivers, who also are a cause of frustration. If a driver cant drive safely at 100kmh then that licence should be revoked.

There will be more accidents, not less, if the drivers consider the limits too low.

The passing lanes removed from greater kuku area does not have merit. This area has many farmers slow tractors and trailer on the road. Passing lanes are essential to allow traffic to flow.

We need more passing lanes, NOT less. Reinstall these safety lanes.

Perhaps it is time that a roading engineer be appointed, with the criterea that they have a driving licence for over 10 years.

Hi - great - not sure why it all takes so long...

anyway one more thing you have missed. You need to consult with Woodhaven gardens as to some laybys where their large green tractors can pull off the road to let traffic pass, and also some laybys before where they turn across the traffic. I was nearly wiped out again last week where a Woodhaven tractor and trailer I was following just north of Tatum park made a dangerous maneuver using the new wider centre lines to stop on while turning across the traffic into one of their paddocks, the car in front of me passed on the left, and another one passed the tractor on the right in the stream of oncoming traffic.

This nonsense has to stop. They travel up and down there everyday which is fine, but they are large vehicals with limited visibility and need to have areas that are safe for them to pull into. How hard is that really?

Looking forward to on the ground action shortly.

Individual

Just flippin get on with it.

Hi

Thanks for the inclusion in the speed review.

Individual

I believe we should keep all the speed limits as they are. The 100km/h zones are well away from built up areas, and the roads are certainly a lot safer with the barriers, and complete removal of every passing lane possible (bar Te horo).

The only way we are actively going to make any lasting reduction to our road toll is to have a 10 year expiry on driver's licenses requiring a resit of the practical road test. It's not until we address the appalling driving habits (one hand driving, late or no indicating, general road rule knowledge, lack of defensive driving habits, distraction devices of radio/cellphone/maps/ makeup/hot and cold drinks/ cigarettes etc) that we will make a change.

I was driving last night along this stretch of road from Peka Peka to Te Horo, in a line of about 7 cars all stuck behind someone doing 10 km/h slower than the posted limit in parts. A classic case of someone not being comfortable driving on the SH1 at night. Driving slower certainly isn't safer because every single person overtook at the Te Horo passing lane, and I would guess that the overtaking speeds were not 101km/h.

Secondly: expressways work. Build more of those, then when open to and being used by the public, look at the "improvements" to the local roads.

Thanks again.
Thanks for the update.

To reduce fatalities and improve safety you will have to reduce the speeds going through Ohau and Manakau (at the intersection with Waikawa Beach Road). This is a very dangerous spot and reducing the speed to 70kph would save lives. I suggest you place speed cameras at these two locations.

Individual

Thanks
Hi.

I am recommending that you close the Honi Taipua underpass. For a small town Manakau has 2 other access routes by the Manakau hotel and the South Manakau road that are close by.

I have noticed dangerous manoeuvres of people leaving the underpass to go north, and from vehicles coming north on sh1 and turning across traffic into the underpass.

Individual

The danger level at this point will only increase until Otaki to Levin is built
Hi O2NL team

Individual

I support the speed limit changes, appropriate given the high traffic volumes, including many heavy vehicles along with roadside environment with multiple property entrances, narrow bridges on turns in this two lone highway.

I have a personal connection to this section of highway. I regularly (at least weekly) use the highway to visit family in Ohau. Sadly an employee in our company who reported to me passed away in a crash just south of Manakau in mid March.

Ideally this section of road should already be replaced by the expressway to ensure safety along with efficient traffic movement, given traffic volumes. I'm disappointed that is not now likely to open until 2029.

I'd like a response on further work to improve the safety of this section of highway. It is in a poor state of repair, in many places the pavement is failing due to the shear volume of traffic. This includes potholes in the driven lane north of Manakau, many sections with significant bitumen bleed through chip seal reducing skid resistance. Even in the recently sealed former passing lanes from Tatum Park north to Kuku. Many dips and poor patching including on the approaches to the Ohau River and Railway bridges - which is also curved. Many new centre lane dividers south of Kuku already missing. Turning right off SH1 into Bishops Rd risks a collision with Southbound traffic due to the lack of road markings, physical islands and bitumen bleed.

Safety is also how the road is engineered, not just the markings or speed limit. The best section of this part of highway is a short section just north of the Ohau River bridge which was recently finished in asphalt. Physical islands at places along a painted median are more traffic calming than plastic bollards, and don't invite some drivers to deliberately wipe them out.

Are there plans to improve the surface and road itself to cope with traffic over the next 7 years? This should be a very high priority. Rather than the disruption and short life of more chip seal with heavy traffic is a more substantive pavement remediation and stabilisation programme a priority?

Interested to hear from you on further road engineering plans to ensure safety on this section of SH1.

Regards

Hi Sir

Your survey sucks and I clicked expecting to be taken to some questions and instead automatically submitted something that suggests I approve. This is wrong and I don't approve and I suspect that your survey sample will be massively biased as you are only asking clearly for confirmation of change with no clear opportunity to object to the clear waste of money on bits of metal to change how people are killed on these roads and slow down journeys for normal law-abiding citizens.

Individual

You could have made no changes to the road and dropped the speed limit and the same result would happen with millions saved.

Fundamentally there are 3 really dangerous bits on this road and none of the changes made have improved this. The bypass will do this and the way the road works are done the road will be built by the time this is done. You are not going to change the 2 bridges and the suggested roundabout at Kimberly Road will make that intersection worse and more dangerous, you will kill via the law of unintended consequences

The changes that you have made to my driveway have made it more dangerous not safer for me to enter and exit my driveway
Kia ora Waka Kotahi

This submission concerns only

Section 6: from 150m north of Waikawa Beach Road to 180m south of the intersection with the railway underpass road linking to Honi Taipua Street

Currently this section of road is 80km/hr, as a family who live in Manakau that drives our daughter to and collects our daughter from Horowhenua College every day, which equates to 4 x trips between Manakau and Levin (i.e. there, back in the am, and there, back in the pm). And, as an electrical contractor who works from home, with businesses in Levin and Wellington, I drive this road in both directions every single day, I am concerned that the existing speed of 80km/hr is too fast.

Trying to get out of Manakau either from the underpass or from Mokena Kohere Street feels like a lottery most days, with very few opportunities to safely pull out and merge onto SH1. This is especially so from the hours of 6:30am to 10am and 2:30pm, to 6pm when traffic is at its busiest. I consider myself a very competent and confident driver, having driven well in excess of 1,000,000 kms over the last 38 years, I am someone who really enjoys driving and if I feel unsafe trying to cross onto and merge into SH1, I have to wonder how those who are less experienced and less confident feel.

Another worrying trend of recent years is the number of pedestrians (including those with prams, baby buggies etc) that cross SH1 to get to Manakau Market (which is a fruit and vege shop and more recently a Pizza, Takeaway, Café, Coffee, and food outlet), the Manakau Deer Story Café and Bar and also the Manakau Dairy.

In addition to these pedestrians, there is also many school kids who cross SH1 to get to the Dairy and to walk to and from Waikawa Beach Road.

Group response

I believe the speed in Section 6 should be dropped to 60km/hr, which is a much safer speed for everyone to negotiate.

I would like to point out that 80km/hr through Ohau might be OK, as they have an underpass that removes pedestrians from crossing SH1, they also have an alternative route on the East side to Levin. However, Manakau Village has neither of these and with our population expected to grow exponentially over the next 5-10 years, dropping the speed limit to 60km/hr through Manakau, will save lives.

Kia ora Waka Kotahi

This submission concerns only

Section 6: from 150m north of Waikawa Beach Road to 180m south of the intersection with the railway underpass road linking to Honi Taipua Street

Currently this section of road is 80km/hr, as a family who live in Takapu Road that drives our son to and from Horowhenua College every day, which with sports and other educational and social requirements equates to many trips per week on State Highway 1 between Manakau and Levin. My wife and I drive this road in both directions just about every single day, I am concerned that the existing speed limit of 80km/hr is too fast.

Trying to get onto state highway 1 from Waikawa Beach Road, feels like a lottery most days, with few opportunities to safely pull out and merge onto SH1. This is especially so from the hours of 6:30am to 10am and 2:30pm to 6pm when traffic is at its busiest. I am someone who really enjoys driving having spent many years as a sales engineer with the whole of the North Island as my sales territory, and if I feel unsafe trying to cross onto and merge into SH1, I have to wonder how those who are less experienced and less confident feel.

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Kia ora, we agree with the proposed changes especially by reducing the speed from 100 to 80km/h from Honi Taipua Street to Pukehou Bridge.

We live on South Manakau Road and have teenage kids who drive and are learning to drive. Pulling out onto SH1 at the current speed is dangerous-even for experienced drivers. Cars coming from the north round the corner past the Quarter Acre and when speeding are at our intersection quickly. We are also concerned that trucks going to the Waitohu Quarry sometimes overshoot their turn into South Manakau Road and drive across the other side of the road near the cemetery. This has happened many times in the 12 years we have lived here and we have contacted the trucking company a few times. Reducing the speed limit will ensure trucks are going slower making braking easier.

Group response

Please make this change. We're happy to be contacted if required.
To Whom it May Concern

We wish to comment on section 6 only.

We live in Manakau village and are experiencing difficulty exiting the village by vehicle, bike or on foot. The traffic is much heavier by the day, the current speed limit along this section of SH1 (80km) is not often adhered to and even when we wait patiently for a pause in the traffic, we often feel threatened as we move out. We drive a car with serious acceleration and have not yet caused an accident but it is easy to see that possibility with a less powerful car or in bad weather.

We are cognisant of the needs of through traffic but more so of the safety of anyone exiting the village and also Waikawa Beach Road which is even more life challenging! We have no centre merging lane at either of these intersections and no overpass or underpass for children from school.

Group response

This section of O2NL will be SH1 for at least another 10 years so we ask you to reduce the speed in section 6 to 60km to prevent further deaths and injury. 60 Km Please.

Group response

With regard to section 6, through Manakau.

Currently, anyone trying to access or leave Manakau township, Manakau School or Waikawa Beach road has to negotiate a busy SH1 with traffic frequently at or over the 80kph limit. There are no right turn bays at these junctions and the current 'hover' lanes are too narrow to provide any sense of safety.

These issues were raised numerous times at the public consultation meeting with NZTA at the Manakau School Hall. However, the recent safety improvements between Otaki and Levin have not addressed the danger at these junctions.

With O2NL completion some 8 to 10 years away this dangerous situation will only get worse as the populations of Manakau and Waikawa Beach increase and the SH1 traffic volume rises.

If it is not possible to improve the safety of these two junctions then please take this opportunity to reduce the speed limit through Manakau, i.e. Section 6. A more appropriate limit would be 60kph.

Hello NZTA

With current speed limits on this State Highway "temporarily" reduced to 80 kph I now have to drive this road in one gear lower than previously resulting in one additional litre of fuel being consumed for each daily round trip commute (100 kms) between Levin - Paraparaumu - Levin. Your previous newsletter advised that 20,000 vehicles travel this section of road daily - resulting in a lot of extra fuel being wasted plus additional carbon emissions.

Also, Routing the proposed new highway between Otaki and Waitarere turn-off in an extended arc along the base of the inland foothills rather than in a straight line, will make this road 12 kilometres longer each way. Once again an extra litre of fuel will be burned each way for 20,000 vehicles per day.

Individual Are the Einsteins within NZTA not answerable for the environmental impacts on air quality, CO2 and global warming from this unnecessary waste of fuel ??
Hi All

I am writing to add my thoughts to the consultation process being held around the speed review between Otaki and Levin.

Individual Whilst I appreciate that the proposition is to reduce the speeds and hence "perhaps" reduce the death toll and accidents that occur

between Otaki and Levin, I am not convinced that by dropping the speeds on that stretch of road will have any impact. As a resident of Ohau we regularly travel that stretch of road and agree that the speed limits should be managed at the sections that approach and cross all of the bridges. It is usually here on the bridges that we often find people crossing the centre lines as they suddenly find themselves travelling too quick to do this safely. The culprits today are cars as well as trucks so completely agree that the 80km limits be imposed at these points to ensure they can safely manoeuvre through these potential pain points. I don't see the point in keeping those 80Kmph restrictions "all the way" between Levin and Otaki on perfectly good roads that have no obstructions and good visibility.

The current speed restrictions of 80kmph on SH1 on what is currently between Levin and the Waikanae off ramp simply impede and frustrate competent drivers on their journey north or south. Today there are no passing lanes north or south for what is effectively 40kms and is such an obstacle on what is SH1 and not a country back road.

When the new Otaki by-pass is completed this will bring traffic north from Transmission gulley very quickly, and introduce what is effectively a choke point as it all slows to 80Kmph before Manakau until they are the other side of Levin. It will be superb when the Levin by-pass is completed but this is at least 10 years away!!!) Hence I am asking that the consultation process considers the above before making any permanent decisions on speed restrictions between the two points that could increase the accident rates by simply creating even more frustrated drivers travelling on what is meant to be New Zealand's premier road.

I would also suggest that if restrictions are put in place, that Waka Kotahi actually provide "safe hit posts" (I will assume these are the reflective centre markers currently being used) that can actually be seen at night in head lights. They are currently inadequate and difficult to see, and need to be highly visible both during the day and at night so drivers are made aware of them well before they actually get to them. An example today is the road heading south from Levin into Ohau where centre road reflectors (just past Buller road) are in place, but hardly visible at night. Hence you often see cars striking them or pulling hard to the left to avoid them. There must surely be better reflectors today that are hi-vis enough in headlights to improve the visibility at these points.

So in short my points to note are:

- Reduce the speeds to 80Kmph only at the bridges and their approach roads.
 - Put some additional thought into what happens on this road when the Otaki by pass opens.
 - Change the centre line reflectors on these roads to something that is fit for purpose both day and night
- SH1 Otaki to Levin Speed Review.

Individual

The fact that the proposed speed reviews for this section of SH1, and other sections of the state highway system, are being considered is

a direct consequence of years of under-investment in the construction and maintenance of our highway system. The SH1 motorway between Ngauranga and Mana was constructed in the late 1950's and early 1960's but then several decades lapsed before realistic commitments were made to extend the four lane road system further north. In the intervening period natural growth in population and the associated transport requirements, coupled with the failure to provide rail as an efficient and effective means of transporting freight, has led to a huge increase in traffic volumes, and in particular, heavy freight vehicles. Our older highways were simply not designed for this huge increase, either in terms of pavement design strength, alignment, or width of carriageway. Decades of failure to progressively improve the road structures and systems has exacerbated these problems to the extent that now Waka Kotahi apparently sees the 'easy fix' as simply reducing the allowable speeds on these roads.

The construction of the sections of expressway that will eventually extend as far as north of Levin is welcome but is decades overdue. External factors have adversely affected the construction of the Transmission Gully and PP20 sections but the reality is that all these should have been committed and constructed many years ago.

Couple that with the fact that on taking office in it's previous term the Labour government inexplicably put work on the O2NL section on hold for approximately 4 years, when it was already desperately required and overdue. Although the forecast completion date for O2NL is 2029 past performance indicates this is unlikely to be achieved and I will be surprised if it is actually commissioned within the next decade. For reasons such as these the public has lost a lot of confidence in both the government and in it's agent, Waka Kotahi.

In the interim period while we wait for O2NL, and in conjunction with the recently launched "Road to Zero" campaign, Waka Kotahi has commenced installing multi million dollar safety measures on the highways north of Otaki, notably SH1 to Kimberley Road and then SH57 along Kimberley and Arapaepae Roads. These measures include kilometres of safety barriers, lane separations and centreline pole installation. They also include the removal of overtaking lanes plus, inevitably, reduced speed limits. While well intentioned some of these measures will potentially increase risk, rather than reduce it. In particular consider Arapaepae Road between Kimberley Road and Queen Street. Due to the proximity of the extensive (new) guardrail along the west side of the road adjacent to the marked northbound lane any traffic (from the south) wanting to access driveways on parts of the east side of the road will be unable to completely pull off the road to allow southbound traffic to clear. This potentially creates a dangerous situation that didn't previously exist.

The proposal to reduce speed limits to 80km/h on SH1 between Otaki and Levin will inevitably reduce this to a very low speed highway. In the absence of (safe) overtaking opportunities traffic speed will be governed by the slowest vehicles, inevitably leading to long strings of slow-moving vehicles. Even now, at times of heavier traffic flows, it can be very difficult to access SH1 from side roads, particularly if it is necessary to cross a lane of traffic to reach the far lane on SH1. At the Muhunua West Road intersection it is not uncommon for us to wait for the passing of strings of 20 or more northbound vehicles before we can safely access the northbound lane on SH1. Crossing to the southbound lane is even more problematic. This situation will only get worse when the proposed safety improvements are all in place, including the speed through all sections being reduced to 80km/h. I estimate that when the reduced speeds are imposed, and in the absence of (safe) overtaking opportunities, the average point to point speed between Otaki and Levin will reduce to well under 70km/h: a sad indictment for our main arterial highway. I also expect that whatever measures are put into effect at this stage will

become permanent after O2NL is commissioned and the existing highway effectively reverts to a county road. While slowing traffic down may go some way to improving safety outcomes it also comes with a commercial cost. Note the present resistance from commercial operators to the 80km/h reduced speed limit on SH5 from Napier to Taupo. Blanket speed restrictions are not always the best solution but Waka Kotahi seems to have a reluctance, or inability, to undertake road improvements that would otherwise negate the need for imposing reduced speed regimes. This applies similarly to the Otaki to Levin section of SH1 and it is frustrating to see that Waka Kotahi has taken the "easy way out" for the Otaki to Levin highway, despite the fact it will probably remain the main arterial route for at least another 10 years.

As a footnote I would make the comment, in relation to "Road to Zero", that I believe the money spent on the campaign would have been better spent on other aspects such as highway upgrades, driver education and up-skilling, and a range of other related aspects. "Road to Zero" may sound catchy but for a variety of reasons, including human nature and fallibility, poor decision making and (in many cases) inadequate driving skills the proposed outcome is unattainable and will remain a fanciful dream.

ATTENTION: SH1 Ōtaki to Levin Speed Review Consultation
Ōtaki to Levin Speed Review

The Horowhenua District Council (Council) thanks Waka Kotahi NZ Transport Agency (WKNZTA) for the opportunity to make a submission on the SH1 Ōtaki to Levin speed review. Council acknowledges the dedicated engagement session WKNZTA held with Council officers to provide information on this speed review.

Council is currently not able to support this proposal in its entirety based on the information provided at this time. Council seeks a number of points of clarification and has suggestions as to the extent of some of the proposed speed limit changes.

Council strongly supports the efforts WKNZTA has made and continues to make to reduce the number of death and serious injury crashes within our community and wider district.

Council is pleased to see WKNZTA's initiative in conducting this speed review and supports many of the proposed changes, as they are likely to provide significant safety benefits for our community.

Council would like to query why WKNZTA has elected to propose this speed review under the Land Transport Rule: Setting of Speed Limits 2017 which was revoked on 19 May 2022. Council would like to understand the reasoning for not conducting this speed review under the operative Land Transport Rule: Setting of Speed Limits 2022.

Horowhenua District
Council

Council would also like to understand whether WKNZTA has considered the safety benefits which have resulted from the recently

completed and planned safety improvements throughout this corridor. This corridor has a significant level of importance for the Horowhenua community for providing local connectivity. This is in addition to the critical regional and national connectivity which the corridor provides. Council does agree that there are sections of rural road that should be at a lower limit because the surrounding land use presents a higher risk, such as the semi-residential area in Kuku. However, over the length of the entire corridor, Council believes that the function of the road is sufficient to justify investment to enable the highest possible operating speed that can be provided safely.

Council would like to understand whether these infrastructure improvements have been designed to deliver a corridor which is appropriate for its level of importance. If WKNZTA are confident that this is the case, Council would like to understand why this speed review is proposing 80kph speed limits across most rural areas rather than 100kph where safety improvements have made the corridor sufficiently safe.

Council is concerned that WKNZTA are avoiding the treatment of safety issues through much needed infrastructure improvements in favour of reducing speed limits. Council believe there will still be an unacceptable number of deaths and serious injuries caused by this unsafe road after the implementation of this speed review and the currently planned Speed and Infrastructure Programme works, as both of these will fail to address the dangerous bridges north of Kuku and north of Manakau.

In order to deliver on the Road to Zero's commitment to take decisive action on road safety, Council believe WKZTA should plan to address all significant risks on this corridor rather than to focus solely on short term, low cost solutions.

Lastly, Council has specific concerns with the proposed urban speed limit boundaries within Levin. Section 1 is proposed to set a speed limit of 60kph, extending from 460m north of Roslyn Road to 80m north-east of Tyne Street. There is a large variation in form and function throughout this section of road, much of which would be inappropriate to set a speed limit of 60kph. 60kph appears to be an appropriate speed limit from 460m north of Roslyn Road to 320m north-east of Tyne Street. The current 50kph speed limit is more appropriate from 320m north-east of Tyne Street to 40m north of Exeter Street.

Section 2 is proposed to set a speed limit of 40kph from 80m north-east of Tyne Street to the Bath Street intersection. This is also a very variable section of road, much of which a 40kph speed limit is inappropriate for. Council supports WKNZTA's intention in providing a safer and more appropriate speed limit for the commercial centre of Levin, however Council believes this section can be refined to better reflect the function of the corridor.

Section 2 does not align with Council's Levin Town Centre Strategy, which aims to refocus the higher density commercial activities in Levin over a more centralised, walkable footprint, rather than an elongated commercial area stretched along Oxford Street. 40kph

appears to be a more appropriate speed limit if extending from Exeter Street to Durham Street.

Yours faithfully,
Bernie Wanden, JP Monique Davidson
District Mayor Chief Executive

Survey Monkey responses

The decision to leave the roads through Manakau and Ohau at 80km/h is one of the worst roading proposals I've ever seen. Since moving to Manakau village two years ago, there's been two serious crashes and one death along our own short stretch of SH1. It's by far the most dangerous road in the country. These stretches of SH1 have growing commerce and residential sections aligning them, as well as a school in each village, and railway crossings. Each week, along with my wife and children, we're forced to navigate the thin fringes of this road. Then sprint in front of trucks, always doing more than 80km/h, holding hands and dashing to the market just to get a Sunday morning coffee... Imagine for a moment a B-train barreling down upon you at 80-90km/h, while you hold the hand of your 6 year old and sprint in front of it across two lanes... just to buy a hot chocolate? For the villages of Manakau and Ohau to flourish, our stretches of SH1 MUST be set to 60km/h. This region is expected to grow at more than double the national growth rate until 2041. At that rate Ohau-Manakau will have almost 5,000 residents. Waka Kotahi must plan for this growth now, with this opportunity to review our road speeds. The road speed through Paekakariki is 70km/h, through Pukerua Bay it's just 50km/h. These are villages on SH1 that adjoin 100km/h limits. To propose our roads are set at 80km/h seems either arrogant, ignorant or just indifferent? We have the digital sign, we have the median barriers, we have 80km/h now already, and people are literally dying on this road. The only option you have left, surely, is to reduce the speed limit to 60km/h. On our short stretch of SH1 we have a major garden retailer, an extremely popular cafe and turn off to a popular design store and other retailers, a very busy fruit and vege market that now does evening meals, a pub and a dairy. Turning into the village we have a primary school and a hotel. There's also the intersection to Waikawa Beach. Traffic pulls in and out of these venues and crossings all day and evening. The carpark to the dairy is across the road on the South-bound lane. Parking on the dairy side, the North-bound lane, is beyond dangerous. The distance between children jumping out of cars to buy their school lunch and the road is less than two metres. In what world does Waka Kotahi live in that you would propose leaving this stretch of SH1 at 80km/h, and risk trucks and kids together? This is our one unique opportunity to set safer speed limits for Manakau and Ohau that keep traffic flowing, but enable our communities to grow, and commerce and jobs to flourish in the regions. The impact on travel time, especially for the freight industry, would be mere minutes extra over our short stretches of road. The impact on safety and saving lives... very clear. The feedback from the online consultation was also very clear. It was clearly called out that local people want the speed reduced under 80km/h. To not have listened to that feedback at all leaves me absolutely bewildered? Let me make this plain. An 80km/h speed limit through the villages will see no reduction in accidents along this stretch of SH1 at all. Whomever is involved in this decision, if you let this proposal stand, you MUST take responsibility for the next death on our roads. 15 deaths and 44 serious injuries in 5 years is an enormous

Individual

toll of misery and loss for so many families. And it could well be my children next, just trying to cross the road for a hot chocolate on a Sunday morning. Please, I implore you, rethink this decision and put safety and lives first.

Individual

I have submitted via email but I want to reiterate that absolutely there are other factors you need to consider. The NZTA has an obsession with, and places too much emphasis on, safety as the absolute number one priority, but has disregarded other equally important considerations such as traffic flow, efficiency, emissions, resilience, and driver preference and sentiment.

Kia ora team! I'm strongly in favour of the proposed speed reduction for section 1 - I live in Gordon Place and hopefully it will be it easier to get out onto the highway with slower traffic. The corner to the north is quite blind, you can't hesitate! 50kph would be even better! It should definitely stay 50kph at the Kawiu Rd intersection - is that goes up to 60kph it'll be harder to get out onto the highway there. I support all of the other proposed changes. Ngā mihi nui!

Individual

Individual

keep the 80k speed limit from ohau to otaki.It is so much safer driving and easier to know what speed you are supposed to be doing. Thank you for giving us the opportunity to share our thoughts on this speed review. Locations 6 & 7: We would like to see the proposed speed limit dropped to 70kph from 150m north of Waikawa Beach Rd to 380m west of Pukehou Overbridge. As well as five busy intersections there are at least six commercial businesses, a cemetery, market gardens and numerous residential properties which use SH1 for access. The intersection of SH1 and Mokena Kohere St is particularly busy at school drop-off and pick-up times. It can be difficult and time-consuming to negotiate this intersection at any time during the day, let alone with school traffic. The school roll has increased over time with a corresponding increase in traffic. If there is a large truck in the parking bay opposite the dairy it is impossible to check for south-bound traffic at the SH1 and Mokena Kohere St intersection. Also the large electronic traffic advisory boards which are sometimes placed in the shoulder of the south of this intersection completely block visibility to the south. This whole section of SH1 is a very busy and very dangerous piece of road with increasing traffic including large freight and logging trucks, agricultural and private vehicles. We believe that a 10kph reduction from 80kph to 70kph would make this stretch of highway much safer for everybody. Sections 1&2: We also wish to support the proposed changes to sections 1 & 2. Our daughter lives on Gordon Place, and it is very difficult to turn south from this road onto SH1 at the current 70kph speed limit, as visibility to the north is very limited. The high numbers of pedestrians crossing between controlled crossing locations and the increasing volume of traffic through Levin makes dropping the speed limit in Section 1 to 40kph a very sensible choice. Section 5: We support the permanent change from 100kph to 80kph in this section. It feels safer, and avoids the frustration of being stuck behind drivers doing 80kph when the speed limit was 100kph! Nga mihi

Group response

I am a motorist and a motorcyclist aged 69yrs. I have held a D/L since aged 15yrs and I know the area you are referring too. The general "state" of some of our main highway road surfaces is to say the least "very poor" On some surfaces, when wet, its like riding on glass. Whilst some of the changes you are planning will or may assist you will unfortunately never ever stop road fatalities, it a fact of life. We have many people dying every day in NZ from all sorts of health and related issues and that does not get the same exposure.

Individual

Vehicles are not being driven "on tracks" and driver error will always occur. As for reducing the speed limit from 100kph down to 80kph,

I feel that you will then have the "frustrated idiot rider or driver" whom continues to pass when they should not. In summary I am left with an uneasy feeling about the state of some of our roads. You are in the very difficult position.

Individual

1. I think speed limits for locations 1, 2, 3, 4, 7 & 8 should remain unchanged. I agree location 5 should change to 80km & location 6 should remain unchanged. 2. I think the northbound passing lane on Forest Hill should remain to enable safe traffic flow. 3. Your description of where the various proposed speed start are difficult to follow because like many drivers I don't necessarily know the names of all the side roads referred to. I suggest your next consultation document shows thumbnail photographs of where the proposed speed boundaries start & stop.

Group response

Hi, We live in Ohau and we need to cross the intersection every day. Getting across the intersection is very difficult and can be very dangerous. We are suggesting a round-about within the intersection as this would make crossing a lot safer as it will slow the north and south bound traffic and make drivers pay attention. We are also in agreement with the speed reduction to 80km from Muhunua/Ohau to Waikawa Beach road. Many thanks!.

Individual

While O2NL is some way off the fatality rate along this section is unacceptable. These changes are sensible and pragmatic. I expect that the changes will also incorporate suitable signage. Where is NZTA on point to point speed cameras? Is this not a section of road that could also benefit from the technology which is used elsewhere? Static point cameras are very limited in their impact.

Group response

I think it is confusing for drivers to have multiple speed limits on a relatively short section of road especially if the speed limits are not ones that are used that often such as 40 and 60. Better to stick with the 3 familiar speed limits 50, 80 & 100

Individual

There are a number of rural roads intersecting with SH1 between Otaki and Levin in the present 100 and 80kph zones. As a regular user of this road it is evident that many "locals" have forgotten that they are entering SH1. Examples of poor decision making can be seen almost daily when transiting this road. I fully support your proposed speed changes and would suggest further that where possible/sensible to do so that intersecting roads with the highway are changed from Give Way to Stop intersections as an added safety measure.

Individual

The fact this will leave you travelling 16km south bound between Foxton and Peka Peka with NO safe passing lanes, MINIMAL opportunity to safely pass tractors which are regularly through Levin and surrounds creating more driver frustrating and ultimately more crashes. The new highway is YEARS away and by reducing speeds on SH1 you are making it awful for people who live in the area and travel south daily for work!!!

Individual

The whole tone of these proposed changes ignores the downside of lower speed limits. The lost time and productivity of every single road user. Speed limits in New Zealand are already generally low, especially in contrast to other countries ... changes like those proposed will simply exacerbate the situation

Individual

No more speed reduction between Otaki and Levin as the hugely increased traffic flow, when the express way opens will make congestion worse.

Individual

Why 40 km through town 50 should stay, most days vehicles only doing 40 anyway, the problem is the parking allowed in the town, that should be looked at.

Individual Driver incompetence, speed is not the major factor its the driver, 3 deaths were because the driver fell asleep. No passing lane from Foxton bridge to Otaki is unacceptable !!

Individual What is a bottle neck now at peak traffic will become a gridlock. Traffic speed regulates itself, about time you people released this. Leave the speed limits as is, median barriers cause lee confident drivers to slow to a crawl adding to frustration levels and therefore possible negative outcomes later down the road. Bring in a three tier drivers license 1. Drivers who are really only fit to drive in a small town urban environment 2. Drivers who are are fir to drive in large urban environments and the 50kph-80kpm areas outside the urban centre 3. Everyone else with strict open road practical test. Alternate traffic flow, heavy vehicles for 6.00pm - 6.00am and limited to certain routes which will need to be well maintained. Alter ferry timetables to suite For pete's sake start to think outside the box. 😊

Individual The passing lane in Location 7. No one will travel at 80 passing cars. There may also be significant congestion if vehicles are merging and then travelling slower after coming off a very easy to drive 100km/h expressway (which should also be 110km/h from Otaki to Kenepuru). The road in Location 5 is also wide enough for safe travel at 100km/h.

Individual I would like you to reconsider the speed limits from north of Tyne Street. I live on this part of the Highway -SH1 so speak from lived experience. The current transition from 50 to 70 does not work just north of Kawiu Road. Trucks often use this as an engine braking zone when changing gears. It is also confusing having a speed transition on this sweeping corner. I would like to see the speed limit set at 50 km from 80 m north of Tyne Street to 460m north of Roslyn Road. The speed limit should only transition from 40 to 50 and not 40 to 60. I believe 60 km is an unsafe speed for the number of driveways entering and exiting properties on this stretch of SH1. The speed could be reviewed when this corridor is revoked. I am happy to provide a verbal submission.

Individual "1 From 460m north of Roslyn Rd ... north east of Tyne St. " Current limit of 70 to just before ramp down to Kawiu Rd - this should be 60, and then 50 to Tyne St. Reason - very difficult for traffic turning south out of Kawiu Rd; and for traffic turning west from SH1 into Kawiu Rd - presently no turning bay.

Individual No problems with suggested speed limits, but in my opinion better lighting is absolutely critical. I frequently travel from Ohau to Wellington, and early morning is a nightmare.

Individual i don't believe the speed limit needs to be lowered on state highway one , between Levin and Waikanae, it should be 100 unless go through the townships. It is the persons driving who is at fault. The lower the speed limit the worse the traffic gets building up and people get impatient. it is an embarrassment to all New Zealanders that this is a state highway and you have to drive 50 or 80 in some areas.

Individual Not that views which do not align with your clear decision to reduce speeds regardless, but consider the purpose of a highway. It is intended to provide expeditious travel. This is not a complicated stretch of road. The road users, and given the crash points (probably) the locals, lack basic decision-making skills or driving skills. Of course the locals say it's too fast. They live adjacent to the main highway north of Wellington. Some have built businesses next to 100kmph traffic and in doing so create the risk in the first place. In lowering speed limits you only encourage residential building along that stretch of road. Each tiny village will grow to be the next Otaki choke-point. These speed reduction considerations would only be sound if this stretch of road was no longer the main highway. Build the

expressway then treat the existing road like a backcountry street. This section of road is part of my commute. Old drivers who use it are doing 55kmph where there used to be passing lanes. It is the main highway. In removing the safe places to pass you force drivers to either do 55kmph behind Nama and Granddad or overtake illegally. Your decisions have created risk. A driver should be able to rely on an assumption of a much higher average speed when determining time to travel from A to B. Get out of your wellington office and talk to commuters who use highways. The locals shouldn't get to dictate it, they are least affected by slower speeds as they're only travelling short distances. The harder task is clearly a complete change to our licensing system which challenges and tests drivers' decision-making. If you insist, as you do, on proceeding, why not a variable speed? It works well for SH1 into Wellington. Adjust the speed to suit the traffic volume or time. Sometimes 100kmph is fine. Peak commute hours should enable 100kmph. As an aside, the Kuku surface is not an improvement. Spewing stone chip out onto the road reduces traction. It is still loose chip. The rail overpass bridge is not a difficult stretch of road. Class 5 vehicles (that's a class 4 truck and trailer) make it at 90kmph. Again it is the elderly drivers and suburban drivers who struggle. Their incompetence shouldn't dictate what speed everyone else can take that simple corner at.

Individual

No, I agree with 80km. I drive to work in Paraparaumu every week day and think these speeds are more appropriate.

Individual

From Tatum Park over the bridge and through Manakau should be 60 mph maximum then 80 mph until after South Manakau Rd. when it can be 100 mph until Taylors Rd. when it reduces to 80 mph until the existing 50 mph at Ōtaki.

Individual

The road north of the PP20 express way should only be 80 KPH to signify the change from expressway to open road, and the lower grade of road from the expressway. Drivers will notice the road change and be able to adjust to a lower speed. This will make turns safer for Forest Lakes Road and private driveways, and more consistent with the rest of the journey from Otaki to Levin. Lower speeds will also help prevent any queuing that may occur with south bound traffic exiting at Otaki.

Individual

Human nature. Impatience.

Individual

I often travel between Wellington and Palmerston North on this dangerous stretch of road. I've witnessed a fatal accident in the past and so fully support these safety improvements. Thank you for your work.

Individual

Funny how it's usually the out of towners and government (ehara I nga tangata ahi ka) who want the speeds to change, who benefits from this? The residents? The police? Yet again the government? Slower speed limits doesn't stop idiot drivers. Kuare koutou o Waka kotahi

Individual

The poor standard of new Zealand drivers. Our cars are safer than ever. Yet we still make poor decisions. Don't blame the road. Blame the standard of driving

Individual

Driver education and training will go a long way, rather than reducing the speed limit. Keep location 2 at 50KM as this will confuse people too much. Making the lanes separated in section 5 will be better than reducing the speed.

Individual

Thanks for the update. To reduce fatalities and improve safety you will have to reduce the speeds going through Ohau and Manakau (at the intersection with Waikawa Beach Road). This is a very dangerous spot and reducing the speed to 70kph would save lives. I suggest you place speed cameras at these two locations. Thanks

Individual
Individual

The current speed limits are fine, and do not need to be dropped. The condition of the road surface from Otaki to Levin is a disgrace. Poor quality maintenance and surface, many slick sections. Fix the roads please! Still slumps in the road at the kuku bridges. Traffic congestion is so heavy through town, it is not necessary to invoke a 40km ph limit, average speed is less than 50km due to this! The issue isn't the speed limit or the roads. Lowering the speed limit is not resolving the issue. There needs to be more driver education and better policing on the stretch of road between Levin and Manakau that's already noted as a high crash area so a police presence in this area will make a difference. The fact there are no passing lanes between Levin to Pekapeka Expressway is causing an issue for drivers as people that drive well below the speed limit is causing following drivers to be frustrated and impatient. Getting the O2NL built faster will also help with congestion at Otaki and help traffic flow better. Transmission gully has already made a huge difference to the bottle neck at MacKays crossing and surrounding areas. Don't lower the speed limit!

Individual

The present speed limit of 100kph past the Forest Lakes Road Intersection is too fast . To safely exit Forest Lakes Road to the south there is no safety margin with heavy traffic coming down the Hill from the North as there is only a few hundred metres not obstructed by the crest of the hill . Please make the proposed 80kph change at the Pukehou over bridge come further south to include Forest Lakes Road . Also please make a turn in bay so we can safely exit to the south . Also another turn in bay for Levin traffic to turn into Forest Lakes Road . The edge of road is too narrow when large trucks are heading south ! Its one very dangerous intersection . There is frequently broken glass and plastic debris from collisions on this intersection Also removing the passing lane will help stop traffic racing each other up the hill , making exiting and entering Forest Lakes Road even more dangerous when turning across traffic lanes .

Individual

Waka Kotahi needs to consider its own advice when setting urban speed limits. A road safety quiz recently featured on Stuff for Road Safety Week taught us all that speeds higher than 30kmh significantly increase the risk of death in a collision. For central Levin to be a safe area for all road users, surely a 30kmh urban limit would be better than 40kmh. With cities like Auckland and Wellington already heading this direction, it seems like it will not be long before the de facto speed limit in city and town centres in NZ will be 30kmh so why not do this right the first time.

Individual

I do not agree with making one section of SH1 a 40km zone (tyne st to Bath st), this is too confusing for vehicles especially on a state highway. There should be other traffic calming measures put in place instead like speed indicator devices etc Going down to 40 then back up to 50 is just going to confuse and upset drivers, with little safety benefit

Individual

Yes. What you propose looks good. My firm recommendation is to continue the 80 km/hr speed limit to Otaki. It's a short section of road between the rail bridge and Otaki. Makes sense to keep the speed limit consistent. Time issues aren't much of an issue - it's a short section of road. You haven't raised the passing lane on the north bound section past Forest Lakes Rd. Why? Is it not open to question, or review? I've been in this area 3 years now, and I've witnessed many examples of poor judgement and overly aggressive driving because of this facility. It now appears 100 km/hr traffic is to be funneled at the end of this passing lane straight into an 80 km/hr zone. That's nuts. Get rid of it, like you have done with those further north. 80 km/hr past South Manakau Road is overdue. Should have been done earlier, since the Kuku Bend tragedy. Have there been two deaths in this area since? I think so. You missed a logical opportunity here,

Individual

Waka Kotahi. Zero road deaths in the future? Needs more than clever slogans Final suggestion; give us a decent sized box to enter text in, next time. What clever person set out to hobble us?

Individual

Too many different speed limits are distracting for drivers. Just make the road from Otaki to Levin 80k throughout and keep 50k limit through Levin

I have commuted on SH1 between Paekakariki and Levin for 15 years, I do not believe there is a speed problem between Otaki and Levin, How many hours a month do police spend on enforcement on identified sections? I would suggest not many because average speeds a less than 80 kms, What are the actual tested speeds ? What we need is a road built immediately fit for purpose, The road is simply too busy for the type of traffic on it including tractors, please do not torment commuters because a lack of political will, Please immediately start construction of the new motorway, how many more people are going to die ? Kind Regards

Individual

Some stupid passing between Manakau and Levin happens becoz you are doing 80km then come run a bend to a tractor towing a trailer doing 35km and there's been nowhere to pass since before Otaki. Very annoying for those who work in Wellington and are getting close to home. And it is worse now its dark. Am ok about the tractors, but surely they don't need to be towing trailer of veggies - should put on truck at the paddock. And then there's the mud! Is it possible to restrict the times the tractors towing trailers of vegetables are allowed on the state highway? Failing that widen the shoulders or improve the line-of-sight on the bends.

Individual

The ability to pass slow agricultural vehicles or give them more room that use these roads all the time. The ability for breakdown services to safely assist broken down vehicles roadside. Large signs that tell slower motorist to pull over and let people pass.

Individual

In Location 1, you propose increasing the speed to 60 kph on SH1 through the intersection with Kawiu Rd. This is a particularly difficult intersection for people travelling south to turn right into Kawiu Rd and will be made significantly more dangerous with the higher 60 kph speed. I think the 40 kph - 60 kph transition should be at the current 50 kph - 70 kph transition. Otherwise, I think the proposed speed reductions will be good, and probably long overdue.

Individual

The lower the speed the better given the stats & condition of the road - install cameras or have the road patrolled to penalize those who speed.

Individual

No2 I disagree. 40kmph is too slow at night. During the day natural congestion slows the traffic. Nos 5 & 7 should remain at 100kmph. Enforce with speed cameras the limit 100kmph

Individual

These are my Opinions and Observations. While any deaths are tragic for all concerned, one wonders if Waka Kotahi (WK) is only looking for a very cheap answer to a complicated question. And of course WK is committed to consultation before going ahead with what it has already decided to do....but we know that. However I digress... I drive Levin to Paraparaumu and return, Monday to Friday each week, I drive a van that gives me an excellent view of what other drivers are doing, or not doing as the case may be. I also know, well my backside and spine to be specific, the sad condition of the road. Let us state some actual real world facts, WK do you understand the concept of FACTS?? you know, observable....repeatable etc?? possibly not, anyhow on with the show. Speed in and of itself does not cause accidents. Otherwise people in jet aircraft would die! When the few 100kph zones were active between Otaki & Levin my average speed was 61.5 kph. Now with the many 80kph zones in place my average speed is, wait for it..... 61.5 kph. Why is

Individual

that, you wont ask yourself, well because the road is in a complete shambles and is essentially a loose collection of potholes arranged in close formation. Inattention causes accidents. Your own stats? confirm that two thirds of accidents involve neither speed or alcohol, indeed most accidents in NZ involve only a single vehicle. Each day I see idiots let loose on the road, though as they paid for a licence plus GST, I guess we cant stop them. Texting is rife, and we would not want the Police enforcing any of these laws now would we, imagine the overtime bill, my observation (and as they say, your mileage may vary) is that generally women are the worst texting offenders, by about twenty to one (20 to 1). Easily driving down the road for 50-100m at a time staring down in their laps with no idea of where they or their car is going. Now to balance this (I would not want to be seen as discriminating against women) the men seem to use the steering wheel as a place to balance their pies, drinks etc and my favourite to date, a bowl of cereal (I guess he was late for work). A pet dog, though to be fair I think my cat weighs more than the Pomeranian concerned, sitting on your lap with its paws on the steering wheel, is probably not a great idea. Just saying. Poor road condition. As stated above, this road is best described as "essentially a loose collection of potholes arranged in close formation" This in and of itself keeps speeds down, which some (WK?) might described as a safety feature. It seems a long time since any parts of this national disgrace received a lick of paint on the road markings, nearly invisible when travelling North in the mornings. The different surfaces of the various potholes lead to some wonderfull bounces and lurches as vehicles careen from side to side while the drivers of dubious ability try to hold their vehicles on something like the correct course. So, Waka Kotahi, In my humble opinion, your simplistic plan to spend a few million on a few signs wont work. Yes you will get to feel wonderfull having saved the poor citizens from speeding to their deaths, except its irrelevant as we continue down the same road at the same actual speed, but on average 20kph under the good limit instead of 40kph under the bad limit. Perhaps it would be better to get someone out of their comfy wellington office to check out the reality of the situation. Now that you have 80? PR staff up from 30? Perhaps those 50 extra wages would have been better spent on actual roads and actual driver education? Just saying. SO to sum it up, poor DRIVERS and a shocking ROAD are the problem. Fix that and you will have achieved something, new road signs will achieve nothing. The huge variation in traffic from cluster processions to empty roads which requires driving to the conditions rather than a proscribed speed

Individual

First of all you are not making it clear whether the proposed 40k/m in central Levin would be different to the rest of the town.

Individual

Constantly changing speed limits wjthin an area are just a trap to generate revenue. I am against any changes to present limits.

The speed limits are not the problem . Driver / Pedestrian / Bicycle education in schools on how to use or cross roads should be reintroduced. This organisation/ Government is taking the easy way out of a major problem of unfit roading coupled with the lack of education to solve this problem . You are not going to make any friends by just choosing to slow everyone down to the point that frustration sets in and stupid risks will be taken . How about spending this money on actual Road Police like we used to have .

Individual

I'm writing this as someone who lives right next to the motorway, in Kuku. Aside from the awful noise of the traffic (which I can't wait to lose once the motorway finally moves away from our front gate!) the greatest concern I have is for people I love visiting me. It is a death trap getting in and out of our driveway for a combination of reasons. The speed and volume of traffic is scary. The changes that have been made to just slightly widen the middle barrier in front of our house, whilst necessary, now make it even more dangerous to pull off

Individual

to the side of the road to wait for a gap to pull into the driveway. When cars are traveling at speed behind us as we begin to slow, indicate and manoeuvre our vehicle as close to the side of the road as possible, it is always in the back of our mind that one of them is not going to slow in time. I have lost track of the number of fatalities along our dangerous stretch of road now, but each time there is a new one, that's the only time I can try and trim the trees back in front of our house to make it slightly safer for us in being able to see down the motorway to watch for a clearing to pull out. The Council, Waka Kotahi and even private contractors have all told us it is too dangerous (and therefore not their job) for this to happen any other way. Hence the ironic gratitude I now have for those times when fatalities stop all traffic in front of our house. Madness. In a nutshell, I fully support a reduction in speed limit through Kuku. I fully support the speed reductions in question and would implore you to go even further. Additionally, lowering speed limits also helps to lower emissions.

Individual

Keep it 80k all the way from Otaki to Levin as it's too fast at 100. People go over the 100 Limit and it causes accidents and stupid decision making. The tractors driving on this stretch cause stupid decision making too and are an accident waiting to happen as people get impatient and try and overtake them, even with barriers close. Tractors need their own pathway/side of Rd, as it's a disaster waiting to happen and have seen close calls many times. Please make Ohau, Kuku and Manakau all at 80k, I cant cant the ammount of crashes in that area. It can be prevented by lowering speed. Safer turn in bays and wait bays are also crucial for safety.

Individual

The law allows people to drive without lights when it's raining or low visibility. A real danger of head on collisions as one car will be invisiable to the other that might be overtaking in a safe place. My cars lights are left in automatic mode and so come on in poor visibility or if raining, and yet I see many, many cars with no lights. Change to laws so if raining headlight MUST be on. People frequently cut corners, don't indicate all adds to danger of accidents. Speed is not always the problem, peoples bad driving habits frequently are. We keep blaming the roads and not the drivers or driving habits

Individual

My belief is that sections 1,2,3 will cause driver issues with speeds going down from 100, down to 60, then 40 and then back up to 50 again in relative short distance. Suggest look at consistent 50 all through. Otherwise all the proposed speeds south of Levin to Manakau and into Otaki are eminently sensible given bridges and road junctions that meet SH1 on these sections. The temporary use of 80kph on this section is much safer.

Individual

Individual

No

The current speed limits are fine how they are, the roads are easily capable of supporting these speeds. The problems are related to drivers exceeding these limits, plus drivers being distracted by phones etc. It has been my experience that if drivers feel that they can safely go faster than the posted limit they get frustrated and make risky overtaking decisions. By making the limit lower, on capable roads, you increase this aspect of risk. More speed equals more damage is acknowledged so increase median protection to separate opposing traffic and leave the limits alone.

Individual

Ensure cyclists are relatively safe. Consider adding speed cameras and/or "Your Speed" warning signs. Please implement the speed limits as proposed. Going faster is worse for the environment anyway, and people should calm down and leave earlier, or catch the Capital Connection, rather than rush.

Individual

Individual Yes

Individual Urgency of the proposed 80km limits in item 5 - don't wait for the consultation process - just do it. Item 7 - I wonder if this is necessary, and if it is, does it extend too far South - at the least a low priority.

Individual Yes. Bring the build of the Otaki Levin highway forward immediately. People will still overtake on this stretch of road as its not desgned for the volume of traffic.

Individual The changes north of Levin are going to be confusing, you will go from 50 to 40 to 60 and then to 80 if heading North and same impact if heading South. The changes south of Levin will have minimal impact as there is so much traffic on that road that most vehicles are already only doing 80km/h. These are just attempts to further slow down the traffic rather than improve the roads in a timely manner. I travel the stretch of road impacted at least twice a week and with the high traffic volumes it is slow enough already.

Individual Time travel vs driver frustration, better licensing system to train drivers how to drive. The road has alot if crashes yes, however it's in proportion to how many vehicles use the road. No change to speed limits through town would be ideal.

Individual 5. Start the 80 km zone at the N end of the rail underpass / bridge. Otherwise traffic travelling South come off that bridge faster than is safe given the intersection with a road from a quarry on the left (frequently has slow moving truck/ trailer units trying to cross SH1). I have written about this before. ALSO consider the concrete plant just N of that same underpass / bridge with heavily laden trucks trying to cross and merge

Individual Yes, the fact this is ridiculous. You get people now who drive 20-30kms UNDER the speed limit, lowering these limits will mean they will be driving even slower again. People get impatient and over take when it is dangerous due to frustration of slow drivers, this causes accidents. It was NOT the roads fault a van load of people over took on double yellow lines, on a corner and were killed. Lowering speed limits will not teach people to drive better. The random little pogo sticks inthe middle look ridiculous and I am not too sure what they are meant to do, or how they are meant to save a life. Maybe people need to re sit their license every 10 years. Sitting it once when you are 18 and it lasting till you are about 80 is ludicrous. If people can not cope driving the speed limit, they should not be on the road. What's the point of being 80 kms 80% of the way from Levin to Otaki then randomly chuck it up to 100km. Then you have other parts of the country where the speed limit is 110km. The speeds need to be consistent so people know what they are meant to be doing and where.

Individual Please make it and 80km speed limit for section 5 (south of Ohau), which you currently propose to remain at 100 km. Although this part of the road is a relatively straight and wide section, as a frequent user of this road, I've observed that where that are a mix of 80 and 100 km zones, the 100km zones tend to encourage some drivers, frustrated by the 80 zone, to try to pass whoever is in front of them, irrespective of whether they are doing the 100 km speed limit. The time saving for having this short stretch at 100km mixes the messages re speed behaviour. I can't tell from the plan whether you are dropping the speed to 80 in the section that includes the Forest Lakes intersection, but I truly hope you are. This is a hideous spot for right hand turns. Two weeks ago, the ute travelling north ahead of me avoided by a heart beat a side on collision with a car turning right out of Forest Lake road. The ute driver pulled over shortly afterwards, probably to recompose themself, give thanks to whatever deity they believed in, and carefully consider what to do with the

bonus of and injury free rest of their life. In fact, please, please, just make it a straight 80 km between Levin and Otaki until the expressway opens. The minutes saved in journeys from the remaining 100km zones proposed just aren't worth it. Please do not think of reduced speed limits as a solution to the problem in isolation. In the last 5 years I've driven that road 5+ days a week. It's always been defacto 90km/hr as heavy traffic prevents drivers going any faster. Just the other day I was unable to get over 70 due to a slow car I was behind from Potts road to Otaki. This is a common occurrence. Thus I don't think reducing speed limits will help much as we are seldom driving the speed limit as it is. One of the major problems in my opinion is a lack of overtaking facilities. There is now no overtaking facility from dicton to Otaki headed south, only one from shanon to Otaki and only one more if you're heading north. I am a patient driver and familiar with these roads, but my out of town friends find this EXTREMELY frustrating and often road rage inducing. This leads to dangerous driving. For those of us familiar with the roads, we allow for this, for those from Wellington/headed to Wellington they may not allow for it. To make matters worse we often have farm vehicles on the roads doing 30 with limited safe opportunities to overtake. More frustration and impatience results. I do agree that the kuku overtaking lane was dangerous, because it was too short so everyone tried to squeeze past in a hurry. A long overtaking strip from kuku to half down the straight just north of Tatum park would give a nice long safe double lane section. This could be achieved with little widening of the road just around the kuku corner. If done in conjunction with a smoothing of the corner to be less sharp this too would help. I do agree that the 80km zone from Manakau should be extended to include the manakau bridge north of waikawa beach road. This is taken too fast by many people. In general I think reducing speed limits will just add to frustration for drivers, which will be worse if they do get stuck behind someone doing 60/70 in 80k zone. We need not just a reduction of speed but facility to overtake. To be honest we also just need a better road. This is a plaster over a major wound. SH1 Otaki to Levin is just an inadequate road for the main road to the capital city. Many people treat it like a state highway when it is in fact a small rural road. We need to make it a state highway. Please focus all resources on speeding up the bypass, or invest in widening and making safer this stretch of road including adding more long safe overtaking lanes

Individual

I travel this road frequently, at least 5 transits in each direction weekly and I run a business. Transport is citing a position that all we have to do is slow down everyone and install medial barriers to acheive a reduced fatality rate. Nothing is further from the truth. With respect, the road is so busy that its rare in my experience for speeds to attain 100K now and that is the fatality rate which exists. Two vehicles in a head on crash at 80Km/hr is still a closing speed of 160KM per hour. If you assume emergency braking takes 20K off that speed, its still 120Km per hour. This is likely to cause a fatality in head on collisions, no matter what the police or statisticians wish to portray from data analysis. The road is overloaded and the old rail bridge crossings were built at a time when vehicles were physically much smaller and yes, travelled much slower. But did the fatality rate then provide data that it was lower. NO it did not! Sadly, it was worse. The problem is that road infrastructure needs updating and the political fact is that we have a government that has just ignored this need. The equation for momentum is $M1V1=M2V2$. V (speed) is in m/sec, Mass is in newtons or Kg. As mass is the dominant value, the messing about with speed at the margins is going to achieve nothing of material value to the $M1V1$ quantum that is the momentum available as two vehicles close to each other, if you are trying to suggest that these new limits will change the fatality rate. I note that

Individual

this consultation is predicated by the words, "people feel". "Feel" is opinion, but I am truly concerned that opinion is being fed by statistics that ignore the facts of collision energy. Since the 1960s, when dual carriageways were introduced, then 3 lane carriageways, with separation between traffic flows, its THIS which have resulted in the fatality rates falling (by a factor of 100). The road backs up for miles Southbound already and those who peddle the view that speed reduction will change this are ignoring all the data in the world that tells us all that this proposal will do nothing. Maybe if we go back to the middle ages and horses and carts, you will lower the fatality rate, but by then you will have no economy and NZ will be a low value, low income, location. Please just compare road fatality stats between the UK and here and shy away from this pointless exercise. Yes, speed reductions work in built up areas, where the density of people living increases, but those statistics that are changed by these measures are pedestrian fatalities. We will need road improvements no matter what and as the electric age appears, the environmental damage arguments that Labour and the Greens use also evaporate. Like it or not, people will vote with their vehicle purchases and for Levin and Otaki its CRUCIAL that time time of transit to Wellington is reduced, to allow all businesses in this area to be able to supply services into Wellington (as we do), where the price for the services is improved and the general financial turnover is greater. This proposal just hamstring the Otaki and Levin economies more. The answer is a new improved road that this lot (Govt) just ignore as the way forward. Its the lack of Governmental foresight and delivery that is driving these speed reduction options and they should be taken off the table and replaced with something that will make a practical difference. With a 2 lane carriageway from Otaki to Wellington finally appearing on the horizon, the next change will be an increase in the speed limit on that road. SO, a reduction Otaki to Levin, will inadvertently influence residents and businesses to move south. When 80% (or more) of the Levin Population working for WINS, how would these proposals improve the unemployment rate of Levin? Short answer is that it will not. The crashes will not change in terms of outcome. Please look at the statistics properly, including the fact that the road fatality rate in New Zealand has increased year on year for the past 6 years and painting the road and lowering speed limits and adding barriers at the side (razor wire for the motor cyclist) has not resulted in any improvement in these statistics. Where proper roads have been constructed, the road fatality rate has dramatically improved. Thank you for taking account or this submission.

The proposal to maintain the status quo speed of 80km/ h at the Waikawa Beach Road intersection wiith SH1 is a poor one. The traffic volumes are increasing and there is a lot of big trucks and tractors currently trying to use this intersection on both roads. The local school bus too. This a tragedy in the making which I have informed NZTA previously. There needs to be speed limit reduction to, at least 70 kph, and the addition of a feed in lane for Waikawa traffic heading to Otaki. This needs to be fixed to avoid further fatalities. Thanks.

Individual

I look forward to hearing back.

Roads should be 4 lanes as other countries are always up to date with there road workings, give more funds to make the roads better , dont be stupid and reduce speed limits

Individual

Colour of the median barriers being installed. When the ones north of Kuku Beach Road were installed, it was very hard to see them when heading north around 4-5pm in the summer.

Individual

Individual

The fact it is a State Highway with large numbers of out of area drivers. There are too many alterations in speed at the north end and reducing a State Highway to 40 is not justified - this is not even done in Wellington Vivian Street where it is much worse. Should be change from 80 to 50 for item 1 and no change for 2. This means only two speeds so out of towners not confused
Too many speed changes make driving even more dangerous with extra signage everywhere. Speed down speed up = all extra signage to look for. GPS updates cannot keep up and do not. Street lighting ie markings to be seen at night showing median place and actual street direction is extremely poor on SH1. Especially from Otaki to Manakau. Far better changes have been overlooked like prohibiting vegetable harvesting trucks on the roads between certain hours as their speed of around 20km is dangerous to drivers unaware of the area and the common occurrence of these harvesting vehicles. The fiasco that occurred in the Manakau/Ohau areas with all those dangerous sideways garden areas on SH1. Most of which were then removed but there is still the island in the centre of SH1 at Waikawa Beach making south bound traffic that want to turn into Waikawa Beach Road wait far too long to move into the right turning lane and get out of the way of through traffic, causing less congestion and risk of being hit from behind. The small thinking minded people that decided some time ago to put angle parking in main shopping area of SH1 WITHOUT allowing any room to reverse safely. And it would not be a silly idea to start prohibiting people walking across SH1 in this area, making them used lights at either end. Was that called jay walking ? Focus on better drivers i.e. provide free or cheap safe driving courses for learners and all those involved in dangerous driving practices, not necessarily causing accidents YET Maybe those talking roadside signs that tell us if we are speeding or about accidents or road closures up ahead - could they be better used to also tell drivers that they are driving dangerously ie no lights on when they should be on etc. The fact that NZ road law does not make it illegal to stop in the middle of SH1 when waiting to turn. Most of us already know to pull off to the left and wait until both directions are clear before crossing the highway to turn off. Why is that not the law!!!! And that would have definitely saved the last fatality we had in Manakau. Publish the actual cause of the fatalities and serious accidents and put in place mandatory safe driving lessons before the poor drivers drive ever again.

Individual

Quite simply, if you had delivered on the peka peka to otaki expressway, and the Otaki to north levin highway, these proposed restrictions would not be on the table, let alone required. The kapiti expressway was ridiculously delayed (and don't even mention TG) and the ball has been dropped on the completion of the actual solution to the horrific problem - people are dying because the roads themselves are total crap. There is a complete lack of accountability or follow through to get it done. The traffic congestion on these roads is so bad most of the time, even reaching the proposed speed limit is impossible, let alone the traffic moving smoothly at the current limit. This department needs a complete overhaul at senior management level. We need leaders that will deliver on the values of Waka Kotahi and prioritises the lives of the people of Aotearoa as the most important thing about your service to this country. Not being frugal on resources and spending every month of the year with no regard for the impact on peoples safety and then chucking an end of fiscal year turd out so you can secure your budget allocation for next year. This applies to all government agencies in our current climate, how any of the ELT/SLT/Ministers sleep at night or can look themselves in the mirror is beyond comprehension.

Individual

Individual

The lower the limit more people will speed its drivers error not the road

Individual Being a single lane road with a large number of commuters everyday, this is only going to cause more congestion and more than likely more frustrated drivers.

Individual The fact that the road is perfectly good for the speed it's at and reducing the speed limit will just be for revenue collection. You need to either get the PP20 road and O2L road open as soon as possible or keep the current speed limits. The crashes on these roads are not caused by speed, they're caused by the reduction of passing lanes, poor visibility from intersections, and also the absolutely horrid road surfaces on some parts of the stretch from Otaki to Levin. Not everything can be blamed on the road user, some of it must be blamed on the road builders and maintainers, which is NZTA. And frankly the NZTA will never have the ability to swallow it's undeserved pride and admit their shocking road management and maintenance is a leading cause of accidents, especially from O2L. Lowering the speed limits will undoubtedly lead to more cops being posted along there for revenue collection and this whole plan will be just as expected: a p*** poor attempt at hiding a revenue collection stream. NZTA you are an embarrassment and you can't continue to blame everything on the road user.

Individual People will get frustrated with a lower speed and want to overtake those going 80. It will lead to people trying to overtake where it isn't so safe. Before even thinking of lowering the speed limit, over taking lanes, slow bays should be added first. Upgrade the road not just lower speed limits to create more revenue for yourselves with speeding tickets

Individual I am thinking it is the right thing to do as we wait for O2NL to be completed. Please give thought to improvements to cycling this would give the community and the somewhat soft-transitioning to a less traffic based system once the highway is completed.

Individual Lowering the speeds to lessen the damage an accident causes is like giving someone a gun, not teaching how to use it safely, but then giving them smaller bullets so if they shoot someone, they don't injure that person as badly. Why don't we spend resources on teaching people how to drive safely and responsible and try to prevent crashes all together instead of blaming everything on speed.

Individual The frustration that slower speeds cause, which cause drivers to make silly decisions. More passing lanes, which will allow faster drivers to SAFELY overtake and better policing of drivers who don't use passing lanes safely, eg. Speeding up on the passing lane only to slow down once off the passing lane, would allow for more free flowing traffic. Road improvements MUST be made with priority given to the Otaki - Levin expressway

Individual This is a State highway and a major road out of Wellington north. It is ridiculous to have all of these reduced speed limits when the focus should be on drivers abilities as the local community is ageing and some accidents are caused by just plain old bad driving, not speed

Individual Slowing the traffic is only going to enrage drivers that already have to drive slowly through this area. It's not the speed that's the issue, it's the lack of safe passing lanes, left hand medians for the woodhaven tractors to drive on only that slow down traffic even further and make people feel the need to over take in dangerous areas because it may be the only chance due to the over populated roads and lack of passing opportunities.

Individual The safety of the drivers the fact of bottlenecks areas will be even worse if speed limits drop and the reality is the more delays that are unnecessary the more impatient and reckless drivers become

Individual Individual I support all the proposals except that location 8 (380m west of Pukehou Overbridge to Taylors Rd intersection) should be reduced to 80

Individual Not making these ridiculous changes that will achieve nothing other than making people even angrier. You need to widen the bridge going between manakau and ohau and fix the potholes, leave the speed the same.

Individual I travel that piece of road daily and and feel very safe driving at 100kms. They only part that can't be driven at that speed is the Manakau bridge where you naturally slow down anyway. While it has been temp lowered I have seen lots of frustrated drivers passing dangerously. With the removal of the passing lanes, you potentially stuck behind slow traffic for a long time

Individual Installing passing lanes. It's always congested, slow , time consuming. Decreasing seed limits only slows the traffic flow. Removing passing lanes causes some drivers to make dangerous Manoeuvres. It's a shocking piece of road between Levin and otaki. The new expressway is a decade away. So in the mean time intelligent thinking is required. Not just a quick "decrease limit" fix. Easy to slap up a new speed sign. New ideas are needed. I don't even know why your consulting new limits , there's constant road works going on , it's already slow. Please please improve the roads. Slowing the limits doesn't improve the roads. It's state highway 1 , less than an hour to the capital of the country. The road needs to me world class. It's currently treated like a "back road".

Individual I think you will find if you have done your home work #5 is ALREADY POSTED at 80km, it is having the ability to allow for agricultural vehicle the room to pull off to the side of the road to allow for traffic to pass safely, wire barriers ARE NOT going to allow for this to happen. I see it every day. And to allow 100km to the Taylors road intersection when the O2P express way is in construction approx. 1/4 of that distance proposed is already 50km

Individual Too many speed limit changes will cause confusion. Reduce 100kmh limits to 80kmh and retain 50km in townships

Individual I have been driving this road since i got my license 25+ years ago. Stop wasting people's time & energy on speed limits. It is the appalling state of the road & the number of vehicles using it that is the problem. Just get started on the Otaki to Levin expressway. We need this now. We need this started now. Not in 2025. The longer you leave the road as it is, the more people will die in crashes. The existing road is so appalling that I refuse to drive it at night. This limits things I can do in the evenings, like traveling on it.

Individual Since the removal of passing lanes and reduction of speeds from Levin to Otaki sections 3-8 I have witnessed more frustrated drivers making bad choices due to slower vehicles not moving to the side to allow other motorists pass who are atleast wanting to travel the speed limit on many cases I have witnessed light passenger vehicles travelling 20kmph less than the posted speed throughout this his section not even letting one car past, there is no valid reason to have dropped the speed from 100 it's just a poor excuse in my opinion, widening the road is the best interim option and police the vehicles holding up traffic

Individual The speed limit changes are good but it remains difficult to get out of Waikawa Beach Road. There should be a proper 'slip lane' for those trying to turn right to go south and the road markings for those turning left to go north should be changed so drivers trying to turn right can't block the view of those trying to turn left (and vice versa).

Individual Section 5: The railway overbridge. Apparently it is not feasible to improve the bridge itself. There is high risk to cyclists and any daring pedestrians on this tight and curved bridge, and no alternative route. Therefore, some ability to trigger lights or warning signals for non-motorised traffic is necessary. Alternatively, the speed limit needs to be lower than 80 or (-(- the bridge made alternating one way.

Individual
Individual

The flat area from Tatum Park northwards. You have those eyes in the wide strip in the middle of the road. I was following a slow car doing about 60 to 70 km/hr and an impatient someone passed two of us in that area. There should be those poles there as well ?? The other thing about round a bouts. They need to be bigger on main highways. Not like the small ones in Levin. I am sure impatient cars can not see your indicator when using them to exit

Yes there is nothing wrong with the roads, leave the bloody speed limits as they are.

Individual

Yes reducing the speed to 80km is in my opinion a bit silly for the main road freight route from the south island to Auckland. The b trains will continue to do 90km so why isn't the new speed not set at that. The removal of the passing lanes has already made the road more dangerous as there are among us that seem to leave for work late every day and pass were ever they choose .Going south from Levin there is no legal passing now until the expressway. This is a sad state of affairs.

Individual

The area marked '1' on the map isn't accurate - "460m north of Roslyn Road" is about a centimetre further north than the map shows. It may seem like a small issue - but for those of us who live on that stretch of road, the noise of engine brakes is a significant issue, and it would be good to know where that 100/60 change will be. Other than that, I think the changes are good and necessary. The roads are not fit for the volume of traffic on this stretch of State Highway. The tractors on State Highway 1 between Manakau and Levin slow traffic down, so the average speed is much lower than the 100km/hr limit most of the time. (Enforcing the law around unregistered tractors travelling long distances on SH1 would also improve safety and reduce driver frustration.)

Individual

From 80 down to 100ph in locations 4, 5, and 7 an excellent move. 60kph in location 1 also good but why only 40 in location 2? Am I missing something? 2nd question, what are turnaround facilities pleas?

Individual

If you want to reduce deaths on the roads, fix the roads instead of focusing on speed as the only answer and bring back some of the passing lanes you guys have shut down. The biggest issues with that stretch of road are the constant changes of the speed limit, roads that aren't up to scratch and next to no passing lanes that were there years ago. Reducing speed is going to do absolutely nothing to reduce deaths on this stretch of road - but I guarantee even with all the submissions you will get, you'll still go with the above proposal regardless

Individual

Changing the limits won't stop people speeding or going slower than the posted limits or making dumb decisions. I drive these routes every day (not in peak times which is likely trafficto be going slower than the posted limits) It's rare I actually find people doing the limits with some doing 50-60 (seem to be confused by the changing limits or spooked) in the 80 zones and 100+ in the 80's. I suggest you put a rocket up your back sides and get the by pass going asap. That road is going to be a nightmare regardless of screwing with the limits yet again (including flooding)

Individual

Too many different speed limits through Levin is confusing for drivers, makes drivers focus on their speedometer rather than situational awareness. 80km/h is unreasonably slow for SH1 in zones 5 and 7. Completed safety improvements are enough until future expressway is built. Either passing lanes removed or speed limit lowered, not both, as increased driver frustration will create more problems.

Individual

I think the proposed speed limit changes are bad. They will not have any impact during the day as the road is already too congested, and during quiet periods when there's nobody on the road, the proposed speed limit changes will cause drivers to become frustrated and dangerous.

Individual

The speed limit is not the problem between Ōhau and Manakau. It is the road design and blind corners mixed with the volumes of traffic. Of course speed lowering may change the fatalities in accidents, however these accidents will still occur on this stretch of road, as the road is NOT designed for the volumes of traffic that it is currently supporting. Bringing forward/speeding up construction on new roading designed to hold these traffic volumes is where the money should be spent. I would rather Muhunua East Road speed limit changed to reflect school children trying to access Ōhau school by foot or bike on this narrow stretch of road. 80 is very fast on a road with a bus route.

Individual

You say 15 people have died on this stretch of road yet you give no causes as to why they died. Were they all caused by people doing 100kph? How many died because of slow drivers doing 60-80kph and causing issues with traffic flow? Passing lanes were put in to ease this situation and gave drivers the opportunity to pass slow drivers in a safe manner. You are now taking all the passing lanes out which is a huge safety issue as drivers try to overtake slow vehicles in a more dangerous manner. Put in more passing lanes and read the police crash investigation reports as to the causes of crashes. Lowering speed limits and taking out passing lanes has the potential to cause more crashes on these roads. I drive this road every weekday and you need to spend your time ensuring the white lines on the side of the road can be seen. In the dark it is difficult to see them and they are an important safety factor with cars coming towards you with their lights on full. The white line can guide you to stay on your side of the road. The best thing you can do is get on with the new expressway and make it an urgent priority. 2030 as an end date is ridiculous given the amount of traffic that will be on the road at that time. Given the experience of TG, it is more likely to be 3035 before it is completed. This road will save more lives than anything you can do to the existing road.

Cycling Action Network

Cycling Action Network strongly supports the proposed changes. Everyone in our community deserves safe roads. That's why we welcome plans to make SH1 safer. With more than 300 traffic deaths each year, we urgently need to cut risk. There's no excuse for doing nothing. Higher speeds result in more crashes and more severe injuries. The faster a driver travels on a road, the more likely the driver is to crash. As speed increases, the stopping distance increases. Speeding is just as dangerous as drink driving. Research from Australia shows the speeding driver and the drunk driver have similar risks of crashing. We do not accept drunk drivers on our roads. We must not accept speeding drivers on our roads. Fewer New Zealanders would be killed and injured if we slowed down. It is estimated that if we reduced average speed on New Zealand's roads by just 1 km/h the crash rate would be reduced by 3%. We can't beat the laws of physics. Stopping distance follows the laws of physics and is not related to driver skill. The faster a driver travels the longer it takes to stop. For the case for change, please refer to Mechanics and politics of changing a speed limit <https://viastrada.nz/pub/2019/mechanics-politics-speed> Waka Kotahi's own research showed that most New Zealanders agree that our roads would be safer if we all drove a little slower, and they understand lower speed limits reduce road trauma (see NZTA research report 563: Safer speeds: public acceptance and compliance, December 2014) About Cycling Action Network CAN is New Zealand's

national network of cycling advocates. We work with government, local authorities, businesses and the community on behalf of cyclists, for a better cycling environment.

Individual

Section 1 is residential and 60km/h is too high. Cars coming in and out of properties. People on foot and bike. Section 2 needs to be extended south to Hokio Beach Rd. There are a lot of shops down the stretch and people cross the rd on foot. There is very little allowance for safe crossing and 50km/h is too high. Many children cross this stretch of rd twice a day too and from school. Section 1 and 2 are mixed use areas and speed of 50km/h is too high, someone hit by a vehicle at this speed is likely to die. In the context of the changes, it doesn't make a lot of sense to keep section 8 at 100km/h, consistency of speed limits over a stretch of rd helps with compliance. For that reason I would suggest section 8 is also 80km/h and the passing lane closed.

Individual

The issue is generally people exceeding the speed limit which is set to 80kmh now south of Levin. When traffic is heavy 40kmh is not obtainable and when traffic is light the 40kmh section is redundant. Better phasing of the lights for SH1 would create less frustration and could reduce traffic backing up

Individual

There needs to be consistency of the speed limit. Switching to 80km for all of it seems wise. Even as a local, you sometimes forget if its an up or a 100km. Ohau, Kuku and Manakau all being 80km will also stop drivers getting overexcited at doing 100km and trying to pass/get frustrated.

NZTA should take into consideration that SH1 is the main route between Wellington and Auckland and it should be upgraded immediately to ensure traffic can flow safely at 100 km/h the whole way. No section of the country's main highway should be lower 100 km/h outside of urban areas. It seems NZTA is trying to drag NZ back into the 1980s by dropping long sections of our State Highways to 80 km/h. I regularly travel the stretch of road in question in the early morning (before 5.30 am) and my observations are that 100 km/h is perfectly safe in light traffic conditions. I do not want the speed limit dropped to 80 km/h from 100 km/h in zones 5 and 7 on the map. Traffic moves slower than 100 km/h as it is and NZTA has already removed all of the passing lanes so nobody can get past the slow traffic. If you really have to muck around with speed limits you should consider variable speed zones where 100 km/h is the standard speed but it can be dropped to 80 km/h at peak times (and is 100 km/h between 7 pm and 7 am as a rule). The current 70 km/h/ 50 km/h is appropriate for zone 1 so this shouldn't change. Zone 2 should remain at 50 km/h because at busy times the speed is self-regulated by the traffic (rarely gets above 40 km/h through the centre of Levin) and in light traffic conditions (e.g. 7 pm to 7 am) 50 km/h is a perfectly safe speed. dropping the speed in the centre of town will just encourage people to race through the back streets to avoid the lights and the 40 km/h zone.

Individual

Individual

can you improve the road surface to last? can you ensure the use of smooth surface barriers if installed? speed is more often noit the cause - poor driving skills and the lack of training are the leading factors to poor decision making when driving

Individual

Far slower commute times, higher risk of crash due to impatience of drivers - while that may not sound like a proper reason not to change it, its very realistic that people will drive more dangerously and make worse decisions in regards to gap selection and tailgating due to frustration, its human nature.

Individual It is not the road that is a problem it is the drivers, so by dropping the speed limit you are making the highways more dangerous because of impatient drivers, which causes people to overtake, causing head on accidents. Come on listen to people like me that drive from Shannon to Te Horo 5 days a week,

Individual A turning bay going into Wehi Wehi Marae or widening the road for cars to safely pull over and wait to cross over the road. The reduction to 80km may help with turning into the marae, but unfortunately people still drive faster than the speed limit. Median barriers will deter emergency vehicles from being able to get through from Otaki to Levin, vice versa. Especially with limited resources in the first place, they have to drive between both of them. It is especially hard with the 'temporary' cones that are placed there at the moment. The cones aren't easily visible at night. Though the safety improvements are needed, more thought is needed in regards to better access for emergency vehicles. Another point will also be the amount of tractors that go from Otaki to Levin. Taking in to account their speed in comparison to the average joe, median barriers may make things worse.

Individual Fix the roads - not the speed limit.

Individual The real problem on that stretch of road is people going slow and frustrated drivers causing crashes by trying to overtake dangerously. It's not the speed limit that is the problem, it's the lack of driver education. I can drive that road comfortably at 100km no sweat. If I could say from personal experience what is causing the crashes and the frustrated drivers — it's the lack of passing lanes / opportunities to pass slow drivers and trucks. Leave the speed limit as it is or increase it. I am strongly against the decreasing of the speed limits in the areas mentioned.

Individual How about you guys get on with your main role that is to sort out roads in NZ the best way to do this is to build new and safer roads this ridiculous business of dumbing down the speed on roads this will only lead to more frustrated drivers causing more accidents. As always you have probably already made up your mind on this and this whole process as per normal is just window dressing

Individual The distinct lack of maintenance to this section of roading is a significant factor, below average repairs are not acceptable. A reduction of 10km/h through central Levin is not going to increase safety in an area already heavily congested with traffic lights, not will it encourage compliance. What data is used to form the decision to drop a speed limit?. There's too much emphasis on reducing speeds instead of driver education.

Individual I disagree with the proposed changes to speeds at locations 1, 2, 5 and 7. Location 1 should have Roslyn Rd as the 50km/h limit and north of this to be 70km/h for 200m and 100km/h limit beyond that. Location 2 to remain at 50km/h, at busy times traffic volumes and the lights sequencing reduces operating speeds. Outside of this the road is safe for existing limits. Locations 5 and 7 speed limits to remain as is and median barriers with passing places to be installed instead.

Individual Speed limits should not decrease at all! I

Individual Removing tractors from roads at peak hours and holiday periods, and as a person that drives kuku to Levin and Otaki multiple times a day for over a decade I can tell u it is the amount of vehicles on the road that causes accidents especially since Kimberly road closed. Also the road surface in kuku is terrible and the stones left on the end of kuku east road is dangerous, the cars skid on take off and it has taken

Individual	out motorcycles. I like the new wide centre lines instead of the poles, the poles make things actually quite dangerous. I see no need for change in speed to 40 from Tyne st to bath st, it just makes it messy
Individual	It's an absolute joke that you are going to blame speed limits sit in a truck for a day and see that doesn't matter the speed limit there are still idiots out there that'll pass you when you're doing the speed limit and it's just ridiculous so yea there's no need to change the limits it's bullsh*t and won't change anything idiots will be idiots period
Individual	Don't drop the speed limits. It's poor. You need to consider driver training being at the forefront of your changes. Why are you penalizing everyone for the few that are completely ignorant? Your road to zero is rubbish, you're decreasing speed on roads that are not a problem, taking away passing lanes making people more frustrated and bringing im road rage more than ever....this is when people take stupid risks and kill other people. It seems to me that you're taking the wrong approach to your plan but. I commute every day and see some stupid stuff, not speed related. As a resident of Levin I travel this highway frequently. I find it annoying there are no passing lanes (except northbound at Forest Lake). If you get behind a truck or farmers tractor this is most frustrating. The alternating speed limits proposed will not work as many drivers sit at one speed and appear oblivious to speed signage. I therefore suggest a limit of 80kph between Otaki and Levin lowering to 30-50kph at Otaki, Levin and Manakau and the installation of median barriers over the entire length, with two passing lanes in each direction.
Returned brochure responses	
Individual	No need for any 40k areas.
Individual	The slower the speed limit the less likely the traffic will follow. Stop the 40k, 50k, 60k drivers who hold up traffic, banking it up. Fix the sub-standard roads. The contractors have to repeatedly fix them up, sometimes within 2 weeks. This is rates/taxpayers money.
Individual	Most of the accidents are driver error not the road speed.
Individual	Not that I can think of. I am happy with the proposals.
Group response	Stock trucks (including truck and trailer) turning into Bill Hunts beef farm just prior to Taylors Road and into Lawlors Road 800m north of Taylors Road. Speed limit in this section should be 80 kmph.
Individual	Agreed with all the proposals. Right turn slip lane needed out of Waikawa Beach Road (i.e. Turning south). Currently most people use the central hatched area as a slip lane. Others wait for clear 2-way traffic flow which can be a long delay.
Group response	We don't agree with the proposed changes and want the speed limits to stay the same.
Group response	We agree with all the proposed changes.
Individual	The proposal does not reveal any improvement of areas to SH1 for those who live or have reason to be east of the highway. At times it is extremely hard to turn right from Mahuroa East for Levin. Both volume of traffic and speed limit this. A roundabout would help. Keep in mind the number of parents collecting children from school and the increase in the area of housing.
Group response	Getting out onto SH1 from Muhunoa East & West Roads is getting progressively more difficult with the increase in traffic on SH1. I would like to see the speed limit at this junction lowered to 50 kph for safety and access reasons. Thanks.

Individual Is it possible to put "feed in" lanes where Waikawa Beach Rd meets SH1? There is definitely space to do so. So many times the traffic would flow better if people were able to turn into SH1 if there were these lanes. When cars are lined up to get onto SH1 the cars inch forward to try and see oncoming traffic and then block the view of those turning the other way. (Drawing supplied).

Group response We agree with your proposals 1 through 7. Proposal 8 - The speed limit on leaving Levin should be 80 all the way through to Otaki. There is no conceivable benefit to leaving it at 100kph for the few kilometres to go into a 50 kph area (south). Going north the passing lane should be removed. We would strongly urge that consideration be given to the use of fixed speed cameras at relevant points along this whole stretch of road as a deterrent.

Individual I agree with the proposed speed limits and closure of overtaking lanes.

Individual I agree on the proposed speed limit changes. However if these are finalised it is imperative to accommodate room for agricultural equipment. In the season there are a lot of overdimensional tractor movements along with the regular market garden tractor and trailer combos etc. If the speed is 80kph the existing centreline safety hazard marker poles need removing so the traffic can safely flow past the slower machinery plus room for emergency vehicles too. Perhaps a wider 'hatchet' line in the middle. I've seen too many risks taken to pass heavy machinery and maybe there needs a more designated lane would help (ie slow vehicle passing lane)

Individual Agree with changes proposed except the Manakau North Rail overbridge is dangerous. Too narrow for modern trucks. Would be safer at 60km/h. Only bit fit for 100 is the Forest Lake turnoff/passing lane area. Please do not take away the only passing lane left!