

	Submitter	SH8 Burkes Pass Submissions
1	Individual submitter	<p>This will confirm that I was employed in Fairlie to service the Mackenzie county area from 1959 to 1970. In the course of that duty I was through Burkes Pass at least 3 times a week during those years; and since that time have been returning frequently. I have always considered the Burkes Pass road bend the most potentially dangerous situation in the district and witnessed numerous close calls there both for vehicles and people. I can only applaud your intention to reduce the through traffic speed limit to 60Km/hr. I do believe however that there is every justification for reducing the speed limit to 50Km/hr. From my knowledge and memory of Sth Cant. that Burkes Pass situation will remain the most dangerous of all the 60Km/hr. stretches that you have designated in the wider area. With greater density of traffic and increasing local activity it is a situation that is only going to become worse. Please give this '50' opportunity every consideration. Commercial operators, (although they mightn't say so!), would likewise approve such a move.</p>
2	Individual submitter	<p>Submission on proposed speed reduction from 80 to 60 kph at Burkes Pass.</p> <p>My time and motion study for pedestrians crossing the road directly opposite the toilet at Burkes Pass.is attached.</p> <p>This study clearly shows that:</p> <ul style="list-style-type: none"> - A reasonably fit and alert person could probably cross the road safely with vehicles travelling at 60km/hr. This would require a speed limit of 50km/h because a significant number would travel at 60km/h. - An older person could NOT cross safely even if the actual vehicle speed is 50 km/h. A lower speed limit than 50km/h is required and/or an engineering solution would be needed to allow older people to cross in safety. <p>Based on this data I request that:</p> <ol style="list-style-type: none"> 1. The speed limit be reduced to 50 kph AND 2. Other engineering solutions be implemented to slow traffic. <p>This study has already been presented to NZTA in an informal submission last month but the issue discussed has NOT been addressed. I request that NZTA either acknowledge acceptance of the study or implement a similar study and then</p>

		<p>address the issues.</p> <p>Jim Harland, Director Regional Relationships South Island, has stated that " The roadside environment and approach into Burkes Pass does not currently support reducing the speed any lower (than 60kph) as there is insufficient development beside the highway" Statements like this are not based on hard data, are very subjective and hold little credibility.</p> <p>Mr Harland is missing the critical safety issue, It is not the the "development beside the highway" that is important but the number of visitors that cross the road and the chances of those people safely managing to cross.</p> <p>There are a large volume of visitors crossing the road. The door count on the toilet indicates that approximately 36,000 crossings are made annually. as almost all people using the toilet also visit Three Creeks complex across the road.</p>
3	The Burkes Pass Heritage Trust	<p>Dear NZTA,</p> <p>Please find attached the submission from The Burkes Pass Heritage Trust on the proposed speed review.</p> <p>The Heritage Trust was formed by the local community and registered as a charity in 2000. It owns the nationally significant historic Burkes Pass church, formed the Heritage walk through the township with permission from NZTA, has developed and maintained the native plant threshold areas and worked with the agents of NZTA for the past 16 years to enhance traffic and pedestrian safety.</p> <p>Yours sincerely,</p> <p>Chairperson The Burkes Pass Heritage Trust</p> <p>*****SUBMISSION*****</p> <p>SH8 Burkes Pass speed Review Consultation Submission – October 2019</p> <p>Organisation: Chair of The Burkes Pass Heritage Trust NZTA Proposal: to reduce the existing 80 km/h speed limit in Burkes Pass to 60km/h. Submission summary: A 50km/h limit is necessary for our specific high-risk environment - 36,000 pedestrian</p>

		<p>crossings per year with limited highway visibility and arterial, heavy traffic. Many pedestrians cannot complete crossing the road safely when the road appears clear just before a vehicle travelling at 60km/h becomes visible (Appendix 1- study of time and speed).</p> <p>Vehicles from the Tekapo direction make a sudden and unexpected downhill entrance to the pedestrian area at high speed, with few visual clues to warn them that the township is there. While the Trust welcomes the proposed reduction from 80 km/h to 60 km/h our evidence and observations show that this is not slow enough for our circumstances, and it is essential for earlier signage and effective measures from the NZTA Speed Management Guidelines 2016 Tool Box to support either 50 or 60km/h limits. This includes;</p> <ul style="list-style-type: none"> • speed limit ahead sign, • a graduated reduction from further out from the existing signs, • enhanced planted thresholds, • coloured road surface across the threshold, • permanent speed indicator detector, • highway and road based technology. <p>Exceptional High-Risk Factors in Burkes Pass Township</p> <ul style="list-style-type: none"> • Vehicles from the Tekapo direction make a downhill entrance at high speed and suddenly enter the pedestrian area with few visual clues that the township is there. • The highway has a marked curve in the centre of the town with limited visibility and significant camber that encourages speed. Easy access parking in the layby outside the toilet means that truck and trailer units and cars with boat trailers/campervans/caravans find it easier to stop here than at Tekapo and can completely obstruct the already limited view of pedestrians. • Significant pedestrian traffic across the highway; there is a layby on either side of the curve for drawing off from the highway and parking, together with attractions on both sides of the road. People walk between the Three Creeks shopping complex/coffee caravan/historic church on one side of the road across to the public toilet, Heritage Walk, and motels on the other side. The door counter on the new public toilet showed approximately 18,000 users in the year to September 2019, most visitors walk across the road twice (there and back to their vehicles parked on either side), so at least 36,000 crossings occur, an indicator of both foot traffic and vehicle movements from the laybys. This is a reasonably accurate estimate - a few users do not cross the road such as heavy truck drivers in transit, however not all visitors use the toilet and do not get included in the count. Visitor accommodation is on both sides of the highway. • Pedestrians cannot cross the road with any margin for safety given the speed and limited visibility of vehicles (see Appendix 1: Pedestrians crossing at Burkes Pass Township – An analysis of time and speed). At 60 km/h, a fit pedestrian is
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4	Individual submitter	<p>I would agree with the proposal that the Burkes Pass speed limit be reduced BUT I feel that it should be to 50km/h for the area proposed. My reason is that as a frequent traveller through Burkes Pass and as a user of the services in the township the speed of 60km/h does not bring into consideration the bend in the road upon which the township is located. The visibility from the toilet block on the corner in the township is limited and there is a distance of approximately 180m from there to the first sighting of a vehicle travelling from Lake Tekapo into the township. Simple mathematics converts 60km/hr to 16.6m/s meaning the vehicle would be in sight for 10.8 seconds from first sighting to physically being opposite the toilet block. If the speed limit were 50km/h or 13.88m/s the time would be extended to nearly 13seconds. This short period of time at 60km/h will continue to endanger pedestrians who are crossing the road. This happens frequently as the facilities receive significant use amounting to some 36 000 visits per year. Even if half were travellers to the south this would mean the same number of crossings of this short stretch of road (there and back). A time of 10.8 seconds is insufficient for many of our travellers especially the very young or old, infirm or recently arrived in the country - often off a long haul flight, It is a situation where serious accident is very likely to occur. I therefore submit that the speed limit through Burkes Pass township be reduced to 50km/h when the NZTA make their decision to improve the safety of all people using our roads.</p>
5	Individual submitter	<p>Dear Sir/Madam,</p> <p>I am a regular visitor to Burkes Pass. I frequently stop at the village and I acknowledge the NZTA's proposal to reduce the speed limit from 80km/hr to 60km/hr. The highway at Burkes Pass village curves around at a 58 degrees direction in azimuth. There are a number of attractions within the village, including St Patrick's Church, the Musterer Hut, the Mount Cook Road Board Office house, the public toilets, the Country Motel and the Three Creeks shopping complex, all on either side of the busy highway. I feel that the proposed 60km/hr is still too fast a traffic to be passing through the Burkes Pass village with pedestrians crossing from either sides of the highway. It would be much better at a lower urban speed limit of 50 km/hr for safer pedestrian crossings. Also for traffic going downhill past the Burkes Pass Cemetery toward the village at a gradient of 1 to 13.5 or a downward angle of 4 degrees, vehicles would have to slow down considerably entering the village and it would be better if the western speed limit signage of 50km/hr be relocated westward by at least 120 metres to the west for a smoother slow-down to 50km/hr from the open road speed of 100km/hr. I am happy with the present location of the eastern speed limit boundary of Burkes Pass village for 50km/hr.</p> <p>Yours faithfully,</p>

6	Individual submitter	<p>Dear NZTA,</p> <p>RE: The speed restrictions in Burkes Pass.</p> <p>We commend the proposed changes as being a step in the right direction, but contend that the step is not significant enough. When you drive into Fairlie, there is either a long area for slowing down to 50km or a graduated area for slowing from 100 to 80 to 60 to 50km/h. I would contend that the sight line in Burkes Pass township requires a two step slow down approach from 100 to 80 to 50 km/h in the township. The sightline is such that you don't have enough time to cross the road when vehicles are approaching at 80 or 60km/h because the vehicles are around the corner without you having seen them. Furthermore, coming from Tekapo traffic is travelling downhill - everyone knows that vehicles are not travelling at the speed they are supposed to be when they cross into the new speed zone. There is always a length of road that people slow down to the speed limit AFTER they pass the speed zone sign. It makes sense then to decelerate the traffic prior to getting to the point where they slow down to 50 or 60km/h by a two step process. I suggest that you have 80km/h signs 0.75 kilometers from where the current slow down zone is currently on either side of Burkes Pass township. There are subdivisions with potential for further building encapsulated by these distances, so it will provide a future proofing to your planning for some years to come. The road from Fairlie to Burkes Pass as you come onto that straight about 1km from the slow down zone is always used as a speed up area as people boot it to pass other vehicles, which is another reason to provide a slow down zone and try and contain this dangerous driving behaviour. I would further submit, that a change in road seal into these slow down zones will reinforce in driver's minds that they are entering a slow down zone.</p>
7	Individual submitter	I live in Tekapo, and this road is the principal between Tekapo to Timaru.
8	Individual submitter	(No Comment)
9	Individual submitter	Improve safer parking
10	Peppers Bluewater Resort	(No Comment)
11	Individual submitter	(No Comment)
12	Reflections Restaurant	(No Comment)

13	Individual submitter	More road marking to show pedestrians present
14	Individual submitter	(No Comment)
15	Individual submitter	(No Comment)
16	Individual submitter	The 80km/h (60km/h proposed)/ 100km/h sign at the west entrance to Burkes Pass needs to be moved further back towards Tekapo to give motorists warning they are entering a reduced speed zone.
17	Individual submitter	Speed reduction signs should be moved further out
18	Learn for Life	Burkes Pass is a small village with some commercial activities, an historic church, a statue, coffee van, furniture outlet, motels and a public toilet there is also an historic/heritage walkway which passes alongside the popular stopping area. Hence, because of the above activities and the number of pedestrians crossing from both sides of the road, as well as the layout of the area of road in question (a curve which limits visibility to no more than 25 metres in parts), I suggest and request that, in the interests of public safety, the speed limit be reduced to 60km/hr 260 m NE of Rollesby Valley Rd and then reduced to 50km/hr from Rollesby Valley Rd around the curve to the Church then 60km/hr to the Cemetery Gates (one end of the Heritage Walkway. This would mean that there would be a greater degree of safety for pedestrians and for vehicles turning into the car park in front of the shop.
19	Individual submitter	Signs should moved further out - to give warning of village approaching.
20	Individual submitter	<p>I agree with the proposal to lower the speed limit in Burkes Pass, having given this more thought it should be lowered to 50km/hr. As mentioned in this pamphlet the curve in the road “reduces sight lines for both pedestrians and drivers”. There is no safe crossing for children or elderly or disabled. Many tourists stop here.</p> <p>In addition I would like to recommend the following:</p> <ol style="list-style-type: none"> 1. Approaching Burkes Pass (from direction of Tekapo), from the bend at Dog Kennel corner on our right, then TD.Burnett’s monument, we reach the top of the steep winding incline travelling down towards B/Pass cemetery on our right. This part should be double yellow lines and 50km/hr speed limit, before having to slow to 50km or 60km at the Burkes Pass village. 2. The other direction driving on SHwy 8 from Fairlie, through Kimbell village (which would be safer speed at 60km) in

		<p>peak holiday time. After crossing the 75km bridge near Cloudy Peaks, we are driving on a windy road with “blind” bends, until the last stretch before Burkes Pass village. From the bridge to the village ought to be lowered to 80km, and double yellow lines.</p> <p>3. The reasons I am recommending these additional modifications are because I’ve had a vehicle pull out to pass me at the top of the steep hill, it rushed down the road and past the cemetery at speed! It couldn’t have slowed sufficiently before the B/Pass village. One snowy winter we had to wait at the top of the hill while roadworks guys and police helped persons from an “out of control” vehicle near the bottom of the hill which had gone off the road. Road works were spreading sand/grit on the road for more grip. In my letter of 10/9/19 I mentioned our NZ roads designed in 1940/50’s era, these have not been widened enough for overtaking or 100km speeds, there is no room for separate cycle lanes. Open road speed s/be lowered to 90km, main high ways. Narrow winding secondary roads 80km, shingle/gravel roads 50 or 60 km. Lost savings reduced speed – less fuel – less accidents.</p>
21	Individual submitter	As there is no pedestrian crossing 4 people to use reducing the speed is necessary to cross the road relatively safely.
22	Individual submitter	<p>I fully support 60km/hr and to install measures to encourage people to slow. Plantings to narrow road signs to indicate motorist actual speed.</p> <p>Large 60km signs.</p> <p>I have noted fast speeds by motorists including passing in this area.</p>
23	Individual submitter	I living tekapo and I travel to Timaru a lot and we need safer roads.
24	Individual submitter	(No Comment)
25	Individual submitter	(No Comment)
26	Individual submitter	making drivers more aware of being in a town/settlement with or without changing the speed limit. if drivers are already speeding in an 80kph zone I believe they will continue to speed in a 60kph zone
27	Individual submitter	(No Comment)
28	Individual submitter	Noise from truck using auxiliary breaking to get to required speed. As their is a hill when going towards Timaru. i do not believe there is enough population to justify a reduced speed from 80. there is minimal business on the area suggested

		area the amount of business in this area has reduced in the last decade. if the limit is reduced it will open up criticism from other towns to request limit changes. i.e Pareora, St Andrews, Hinds, Glenavy, Rakaia, Arowhenua, Washdyke most places with any sort of residential areas present with higher reduced limits ie 70km/h already in place
29	Individual submitter	2 accidents in ten years (only one causing minor injury) indicates that there is not a safety issue or a problem. The approach heading north is downhill 100kph into a blind bend - traffic will back up and be travelling inordinately slowly at the transition point (60kph) which can only increase the likelihood of nose to tails - because the stopping distance will be decreased and the danger will be increased. The number of pedestrians who will be saved the inconvenience of having to be careful crossing a main highway will be minimal compared to the number of vehicles who will be inconvenienced and made less safe by the decreased speed in an 'open road' environment. Any benefit will not be less pedestrians hurt (because there are currently zero) and will not be less injury accidents (because there are an absolute minimum (1 in 10 years), the 'only' benefit will be the, no doubt steep, increase in fines. If there was a pedestrian problem, why not make decent allowance for parking, and put a pedestrian underpass? If that's not worthwhile, then neither is causing a speed bottleneck on a main highway to solve a non-existent problem.
30	Individual submitter	The current speed limit of 80kms is fine, what is required is passing lanes on State Highway 8! There is no opportunity to over take safely after Kimbell heading south and there is always campervan, towing vehicles, buses, trucks so only when vehicles slow down at Burke's Pass is that vehicles can overtake. There should also be passing lanes available between Lake Tekapo and Twizel it is unbelievable that a major tourist highway does not have passing lanes, slow vehicle bays! We do appreciate the safer area for parking and photo opportunities that have been recently provided.
31	Individual submitter	Hi from the information I have read the mean speed is about 90km for cars that drive through Burke's Pass township at present? Is this correct. Will drivers take notice of a lower speed limit? The MDC put a toilet stop in without consulting the NZTA and built this stop in a dangerous place? Is there a subdivision planed for the township if this is so the NZTA should be making the MDC put turning bays in as this is a State Highway that is now the main route between Christchurch and Queenstown I believe that there were more people stopping there when the old shop was there before the hotel burnt down. If the speed is lowered on this stretch of road how does this compare with Hinds as this town has a bend and there has been the odd fatality St Andrews is also very similar as there is a diner on the inside of the bend and there have also been fatalities on this bend as well at present these towns are 70km the NZTA have to have better guidelines when it comes to small towns on state highways if the locals are concerned about people getting hurt while crossing the road put a set of pedestrian lights in like they use in South Australia. So to finish off I believe that drivers will not take notice of the lower speed limit the town does not have the number of driveways on to the highway as there are a number of driveways

		on the Fairlie side of the township outside the present 80km speed limit. The number of reported near misses and incidents don't stack up? I would love to get some feedback so you can email or phone.
32	Automobile Association (AA)	We are concerned that the Mackenzie District Council has made decisions that affect this area without consultation with NZTA ie the Public Toilets and the new sub-division when this affects the State Highway traffic. NZTA should be consulted before decisions like this are made that affect the State Highway network and the movement of traffic. The speed limit should not be set based on local resident wants, but as per the Speed Management Guide and should be evidence-based on facts and a consistent approach. Mega Maps does not support a speed reduction but in fact suggests 100km/h as a safe and appropriate speed, based on accident data and the current mean operating speed. We do not support a speed limit reduction, but feel that other options should be considered first - ie engineering up the road. As the current operating speed is more than 10% above the proposed limit, what interventions have been considered to make the road 'self-explaining' at 60km/h to meet the requirement of the Setting of Speed Limits Rule? eg road marking, speed threshold treatments, delineation narrowing lanes etc. We also feel that further work will need to be done should the speed limit decrease for fully laden trucks trying to pull out of Burkes Pass township up the hill. By slowing to 60km/h they will struggle to come up to speed to climb out of the township which will frustrate car drivers and has to potential for unsafe overtaking manoeuvres to take place. To avoid this, a slow vehicle lane or passing lane may be required to keep the traffic moving safely. Reducing the speed limit for Burke's Pass township is also not consistent with the speed limit for other local rural towns which are currently in most cases 70km/h and have more traffic movements, a higher density population and also more services, ie St Andrews, Hinds and Orari and in some cases also have a higher accident rate. We would also be interested to know how many pedestrian movements occur and if other options have been considered for pedestrian crossings ie an overbridge over the highway or a controlled pedestrian crossing like Australia often has for high speed road pedestrian crossing points. To conclude, the present speed limit is not currently being adhered to, so why would a lower limit work?
33	Individual submitter	I have concerns on the brake wear of 55 ton trucks have to reduce down to 60kmh, also to a lesser extent cars and van brake wear. Then there will be jacobs braking noises keeping all of the residents awake all through the night. The large trucks want to keep the forward momentum high to climb Burkes pass, 60kmh will make for a long low gear climb all the way to the top and make car drivers fuming when are stuck behind a slow prime mover. Regardless of your lead in blurb i am a regular user of this road. i once in a blue moon see pedestrians crossing the road, your statement is utterly erroneous i feel and is less than honest. As for the curve restricting views,if one is so put off by this then park on the straight section further down the road.

34	Individual submitter	<p>I travel frequently through Burkes Pass, at different times of the day and night throughout the year. I don't have any issues with the current speed limit of 80km/h through Burkes Pass, travelling either way. My satisfaction with the current speed limit is for several reasons: heading toward Lake Tekapo the business on the left has ample parking for clients; the businesses on the right have a small medium strip to pull into; the elevated pull towards the Cemetery and the straight line of sight to the corner, gives a car driver enough distance to pass heavy trucks and towing vehicles; the distance from the 100km/h sign gives heavy vehicles enough distance that they're not still in a low pulling gear when driving past the Cemetery, leaving the Cemetery still as a place of reflection and respect for those visiting past family and friends.</p> <p>Travelling Lake Tekapo to Fairlie, there does need to be an easier pull over area beyond the toilet car park. The parking available is suitable to cars, however towing vehicles are disadvantaged due to the lack of space once other vehicles are parked there and it's unclear if the grassed area is private or public land, although easy to park on, with an enjoyable walk running along side it. The road has sufficient shoulder on both sides. When the Burkes Pass Hotel (which I was a visitor of) was open Burkes Pass was a place to stop at, then the Hotel was no longer in business and vehicles drove through there, now Burkes Pass is again a place to stop at, as it was then, it should be now, people need to take some responsibility for their own safety, pulling over, crossing road, show self management, I don't see this as a speed issue.</p> <p>What do I think the issues are if the speed limit is lowered to 60km/h? Neither side of the Burkes Pass township is conducive for passing once in the 100km/h limit. Lowering the speed in the township opens up discussion for the 100km/h limit either side. Travelling Burkes Pass to Fairlie, vehicles have a short distance to pass slower vehicles, then the road has limited and risky passing areas until coming into Kimbell, no slow vehicle passing lanes and very little shoulder. Travelling Burkes Pass to Lake Tekapo the elevated pull out of Burkes Pass, up past the Cemetery, this is hard work for heavy trucks and towing vehicles. You're proposing they drop 30km/h to drive through Burkes Pass. There's very little passing areas available until after the Haldon Station corner. Towing vehicles, especially trucks won't be into a higher gear until they're on the down hill, well past the Cemetery. I call at the Cemetery to pay my respects to past loved ones, I don't want to be there hearing trucks crawl up the slopes. The Cemetery has well established trees around it which help buffer the road noise, but will one day need replacing due to age and increased road noise. Has there been consideration for passing lanes, slow lanes, apart from the top of Mt Michael these don't exist in the Mackenzie Country, they're more a priority than the speed limit in Burkes Pass and if these lanes were put in past the Cemetery, where would the Cemetery parking go?</p>
35	Individual submitter	<p>The high volume of pedestrians crossing the road at the toilets right on the bend means that the speed limit should be changed to 50 km/h. The distance of less than 200 m to this crossing spot is too short for vehicles to slow down so signs should be erected at a sufficient distance further up the hill to allow them to reduce speed. Other means need to be incorporated as well such as paint on the road and visual cues such as plantings and repeat signs erected so that vehicles realize something is ahead and pedestrians may cross into their path. At present and with just one speed sign at the</p>

		<p>Tekapo end motorists barely slow down. They need to be made aware in a more obvious manner to the system at present. Just a 60 km/h sign change will not be sufficient. As is stated: Your speed dictates what happens if you hit another vehicle or person and whether you have time to react and avoid a collision. For example, if someone steps out in front of you and you take one second to react: Driving at 50km/h, you need at least 27m to stop. Driving at 60km/h, you need at least 36m to stop. The probability that the pedestrian will die or be seriously injured increases rapidly with relatively small increases in speed. The risk of a pedestrian being killed or seriously injured if struck by a car roughly doubles between an impact speed of 30km/h and 40km/h and doubles again between 40km/h and 50km/h. You need to actually make a difference by cutting the speed to 50 km/h and making it a lot more obvious that pedestrians may be crossing the road to the toilets at the bend and make it achievable for the vehicles to slow down by giving them enough distance and visual cues. Just looking at the number of houses in the township is not looking at the actual reality of the number of people crossing to use the toilets and visit the shop and coffee caravan.</p>
36	Individual submitter	<p>We have witnessed numerous almost accidents in the township and think the 60k should extend to where the 80k sign is now</p>
37	Individual submitter	<p>road conditions in winter and other adverse occasions , speed limits need to be 50k.p. I support the burkes pass heritage trust submissions.</p>
38	Individual submitter	<p>After drivers come through the winding corners they come to the straight road nearing Paddy's Market stream bridge where they speed up and try passing. We have seen many near misses and crazy speeds. Restricting the speed limit from 100km to 60km only in the small range indicated is not going to affect overall speed that much entering the town. I strongly encourage you to start from 80 km from Paddy's Market bridge reducing to 60 (ideally would prefer 60 km all the way through as most people do not reduce to the speed limit unless there is an obvious speed camera). From the other side of Burke's Pass, I would encourage you to start from 80 km from the cemetery to reduce the speed well before the downhill corner going past the church.</p>
39	Individual submitter	<p>Travelling from Tekapo to Fairlie heading into Burkes Pass is a straight road and down hill just before a dangerous bend, so there is a concern that vehicles travelling at 60 km per hour could still be speeding as they enter the village [as has been noticed with the current speed limit] and we would like to see the speed reduced to 50km per hour. This would make it safer for pedestrians crossing over the road from the motels/toilet facility to visit the historic church and Three Creeks shop.</p>

40	Individual submitter	<p>Yes SH8 between Fairlie and Tekapo has many risks. Many drivers do not slow down for winter driving conditions (ice or grit) or heavy rainfall. Most drivers do not slow down to the advisory speed limits This is of great importance at the foot of Burkes Pass where the advisory 75 Kph limit is for the windy section. Unfortunately many overseas tourists do slow down to 75 kph especially in camper vans, (if they do not they may cross the center line.) Many who have slowed down to 75 kph will remain at about that speed until they exit Burkes Pass township and get a 100 sign. This alone can lead to frustrated car drivers who wish to cruise at or about 110 kph. If they manage to overtake before the township they might not be inclined to adhere to the township speed restriction The lack of passing lanes or slow vehicle bays can cause very long convoys of traffic. When the summit of Burks Pass is reached car drivers begin overtaking at very high speeds. This continues all the way to Tekapo (and on to Omarama). Added risks are the large number of vehicles towing. Tradies with building supplies and holiday makers with caravans and boats. The lack of cell phone reception creates problems for some who are unaccustomed to no cell reception. In the event of wishing to call 555 they have to wait for reception at Dog kennel corner or in the other direction near Stonleigh Road. In the event of a crash the lack of cell phone reception should be considered an important factor when considering reducing the risk of crashes in Burkes Pass. I suggest the speed limit from Fairlie to Kimbell 90. Kimbell 60 Kimbell to Burkes pass Township 80 (remove the speed advisory of 75 and accept that if 80 is too fast in a camper van they should slow down) Burkes pass township 60 Town ship to summit 70 summit to Tekapo 90 The speed drivers go in Burkes pass can be often have more to do with road conditions and traffic all the way from Fairlie and Tekapo and not just in the pass Having a 90 limit in the Makenzie should be considered, if only because at an injury crash the nearest land ambulance may be coming from Timaru and weather may prevent a helicopter attending. Winter driving in the Mackenzie should be 90 kph maximum blanket limit. (Road surface with water, grit or ice and snow means 100 kph (110) should not be the legal maximum limit.) Other risk factors Camper vans driving at 40 kph in convoy (no passing lanes or slow bay lanes) Camper vans driving at 110 kph (the legal limit 100 plus 10 percent) Many rental camper vans being driven by very inexperienced fatigued drivers whose practice run has been on SH 1 from Christchurch airport. All camper vans should have a maximum of 90 kph not just the heavy ones. Burkes Pass township speed limit cannot be reviewed in isolation.</p>
41	Individual submitter	<p>I agree with and support the reduction of the speed limit in Burkes Pass to 60km/h. In addition, I would ask NZTA consider placing either 80km signs prior to the 60km area, or placing signs that say 60km speed zone ahead, so that people have time to slow down.</p>
42	Individual submitter	<p>adding curve warning signs and rumble strips on both lanes of the road leading up to the curve to help people slow down.</p>
43	Individual submitter	<p>During winter it gets super icy and 60ks is a much better speed to go through the little town.</p>

44	Individual submitter	We wish to agree to the reduction of speed through Burkes Pass township from 80kph to 60kph but with the permanent addition of an electronic sign displaying your speed. We understand a sign like this is only placed for 2 weeks of the year. We live in Tekapo where such a sign is permanently in place and believe it helps motorists, especially tourists to adhere to the limit. The worst offenders appear to be kiwis!
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