

# SH94 HOMER TUNNEL TO MILFORD SPEED REVIEW

## Consultation submissions

#	SUBMITTER	LOCATION OF SPEED REVIEW	FORMAL SUBMISSION (Please note that in some submissions we have blanked out personal details that would identify the submitter)
1	Individual	SH94 Homer Tunnel to Milford Sound	Please ban private cars and camper van going into Milford sounds. As a bus driver and tourism business owner I feel this will save lives and lessen the impact of over-tourism on Milford and the road.
2	Individual	SH94 Homer Tunnel to Milford Sound	Sounds good.
3	Individual	SH94 Homer Tunnel to Milford Sound	Given the current average speed is below all the proposed changes, what is making changes going to do? It appears to be change for the sake of change (that can be shown to stakeholders outside the area, who don't understand the issues, that changes have been made. NB, change does not always mean safety improvements) rather than change for genuine safety improvements. In the above figures, nowhere does it say how many of the crashes where speed in those areas was a factor, let alone the major factor. I would suspect that is because speed was not a factor in any of them, let alone the major factor. I have been driving tour coaches on this road for almost 20 years and racked up somewhere around 2000 trips in this time. I take my own life and the lives of up to and over 50 people every trip, into my hands every day. A job I do not take lightly. In all this time, I have witnessed a massive amount of issues that cause problems, safety issues, and potential hazards on the road, I would rate speed very low on that list, perhaps barely making the top ten. The information above says stakeholders have been consulted. Only once do I know of drivers having been asked, and then it was only done through one company. As one of the most experienced drivers to have ever driven that road, no one has ever approached me, or any of my colleagues on an individual basis, yet we are the single best source of knowledge about that road. Until someone is willing to do things properly, talk to that appropriate people, and are willing to make the hard decisions that come from that, nothing will change. Every single decision in the history of man has had people who will disagree with it. That alone is not a reason not to make the decision. Until people with the ability to make these decisions, actually make them, people will continue to crash, and, unfortunately, die on this road. I

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			<p>am more than happy to discuss this further should anyone wish to contact on the included email address. Get in touch and we can sort phone numbers from there or meet in person. I am more than happy to share the emails I sent to s 9(2)(a) the main Milford Road Policeman, many years ago. Unfortunately, he was unable to make headway with any of the suggestions, but that is not a reason for me to not try again. I could go on for a long time here, with many ideas, but I think that is best left for further discussions.</p> <p>Regards s 9(2)(a)</p>
4	Individual	SH94 Homer Tunnel to Milford Sound	<p>As a Tour Driver I drive this road fairly regularly so know it quite well. There are many sections where it is inadvisable or even impossible to drive at the 100kph speed limit (90kph for heavy vehicles). That said the worst problem I have encountered is drivers, usually rental cars or camper vans, driving too slowly. This causes frustration in following motorists who then attempt to overtake in stupid locations thus causing accidents. If you really want to make the road safer you need a permit to drive there. Locals, workers in Milford and Tour Coach companies could get permits and tourists could use the numerous Coach companies that travel the road daily. In my opinion that, or some similar system is the only way you will reduce not only the number of accidents but also the much higher number of unreported? close calls? There is already a location perfect for enforcing permit only drivers where CVIU, DOC and immigration inspectors randomly check vehicles and visas.</p>
5	Individual	SH94 Homer Tunnel to Milford Sound	<p>I would change it to 60kph from the top of The Divide to Milford Sound. I do not really think this is going to make much of an impact on lowering the crash rate as it is the distraction of viewing the scenery while driving, I think is the biggest factor. I would be looking at a shuttle service from the Divide or Hollyford Road for all private cars. You could come up with a pass for vehicles allowed to drive to Milford Sound.</p>
6	Individual	SH94 Homer Tunnel to Milford Sound	<p>As a tour guide traveling this road a lot, I don't believe the speed restriction will be the answer. It's the way tourists are dangerously driving, overtaking and stopping which is the problem. In my view the road should be forbidden for rental cars including camper vans. These drivers would be able to appreciate the beauty around them a lot more if they would take a bus or shuttle. That way only experienced drivers, like locals and professionals would be using the road which would make it a lot safer. However, if this is not a consideration at all, for whatever reason, I am all for the speed limits as it may just be a good start. However I do believe most already travel at that speed already. Best regards s 9(2)(a)</p>

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7	Individual	SH94 Homer Tunnel to Milford Sound	<p>As a tour guide traveling this road a lot, I don't believe the speed restriction will be the answer. It's the way tourists are dangerously driving, overtaking and stopping which is the problem. In my view the road should be forbidden for rental cars including camper vans. These drivers would be able to appreciate the beauty around them a lot more if they would take a bus or shuttle. That way only experienced drivers, like locals and professionals would be using the road which would make it a lot safer.</p>
8	Individual	SH94 Homer Tunnel to Milford Sound	<p>For purposes of my work as professional driver/operator I have travelled to and from Milford on many occasions. Considering the past conditions Milford Road is now very easy to negotiate even with a fully loaded transporter so don't blame the road. Imposing more speed restrictions will have no effect other than even more dangerous passing manoeuvres being taken by the few that have no regard for posted road speed anyway. Usually every trip in there I will witness more than one dangerous overtake or careless driving that has you cringing in fear for on coming drivers. I have confronted drivers at the Homer traffic lights and found them to be in complete denial of any doing anything wrong. When I point to my video recorder in my windscreen the attitude quickly changes to - I'm so sorry sir, I will not do that again. By and large the offending drivers do not care or understand they are risking life and limb and certainly will pay no heed to slower limits other than even more aggressive passing manoeuvres. Milford now has a massive congestion problem and a quick solution to both problems would be to return to days of old where no rentals were allowed in, and tourists had to bus in with professional drivers. Secondly a higher police presence is a great deterrent for the aggressive driver. Road conditions are not bad but do require a higher ability type driver concentrating on road conditions instead of admiring the amazing scenery. Have travelled in there with a friend of mine who is a professional driver, scared the hell out of me until I kicked him out of the driver's seat and said you look at the scenery and I'll look at the road.</p>

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9	Non-profit organisation	SH94 Homer Tunnel to Milford Sound	<p>1 Premise NZTA uses for deciding to do work on roads is flawed - traffic volumes.</p> <p>2 There is nothing wrong or in need of change with speed limit - what the problem is, is no passing lanes from Queenstown to Milford. The section of the road in question has spaces which would allow for safe passing lanes and safe flows. Stop tinkering and spend some real money.</p> <p>3 The speed is reduced every time you get a large block of traffic through the tunnel as the lead vehicle sets the speed.</p> <p>4 The speed is reduced every time you get a large block of traffic through the tunnel as the lead vehicle sets the speed.</p> <p>5 This is a complete copout! As you can see all of this from the exposing camera system you installed in the tunnel.</p> <p>6 Get up to date with seating program 4 put some proper Passing Lanes in.</p>
10	Individual	SH94 Homer Tunnel to Milford Sound	Please consider making it compulsory for this route to be driven only by professionals, no rental vehicle (car or camper). Traffic will be greatly reduced helping road safety and pollution in this pristine area. Each full coach takes 15-20 vehicles off the road. Park and ride from Te Anau. Most overseas drivers are not equipped to tackle this journey.
11	Individual	SH94 Homer Tunnel to Milford Sound	I often think there should be more yellow lines on our roads because people are told it's ok to pass on the white lines and a lot of the time white lines go around blind corners and over humps etc. Maybe something as simple as more yellow lines could help contribute to safer roads.
12	Individual	SH94 Homer Tunnel to Milford Sound	You're too timid, make it 80km from Lake Gunn! Your evidence already shows that it is not a fast enough road. I have driven this road many times in a commercial capacity, there is a lot to look at and in general terms I agree with what you are proposing.
13	Individual	SH94 Homer Tunnel to Milford Sound	We are also a local family who believe the Milford road is fine but the drivers in many cases are not. Those driving from and returning to Queenstown are in a hurry and that coupled with stunning scenery causes risk taking. On the other hand, some tourists are too careful, too slow and cause frustration resulting in overtaking in dangerous places. This happens on the road to Mossburn as well. Another factor on both roads are several campervans travelling together in convoy with no room for those wishing to overtake to pull in. Not a good scenario. Thanks for the opportunity to 'have a say'.



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14	Individual	SH94 Homer Tunnel to Milford Sound	Please consider restricting all vehicles on the road to permit holders e.g. Milford staff and commercial drivers.
15	Individual	SH94 Homer Tunnel to Milford Sound	Concerning the proposed new speed limits on the Milford Highway. According to the article in the Southland Times, NZTA infers that the cause of the accidents is excessive speed. Do they have statistics to prove that? Or is it assumption? As a commercial driver who regularly drives this route, I don't believe speed is the problem and am in agreement with the local emergency services. Reducing speed limits will not have any effect on reducing the number of accidents. In fact, it might have the reverse affect. Have NZTA taken into account the increased parking charges at Milford. Has this reduced the amount of traffic on the road? Increased & improved signage would help travellers, be more aware of their progress. Therefore reducing the apparent need to rush to get to Milford. There is also talk of a park and drive south of Milford, this in turn would make altering the speed limits a complete waste of time and money. So in summary I do not believe reducing the speed limit will have any positive affect on reducing accidents on this piece of road. The road is not that difficult to drive compared to other highways within NZ, e.g. State highway 2 over the Rimutakas. A proper analysis of the cause of the accidents should be carried out, prior to jumping to false conclusions.
16	Individual	SH94 Homer Tunnel to Milford Sound	My husband and I live in Te Anau and we agree with <span style="color: red;">s 9(2)(a)</span> regarding the proposed speed restrictions on Milford Road. Reducing the speed limit will not reduce vehicle accidents on the road because poor driving or poor judgement are the reason for accidents, not speed. Reducing the speed limit will not stop people overtaking other vehicles on blind corners and double yellow lines. If anything, more accidents will occur because of the frustration at the lower speed limit. More signs with warnings and police presence will be more effective and perhaps the community in the tourist industry handing out road rules will be more effective. Please do not reduce the speed limit in areas of the Milford Road because it will only affect the locals and make a very long (all be it very scenic) drive even longer hence more chance of driver fatigue. I work in the tourist industry and see poor driving every day around Te Anau and none of it is to do with speed but rather poor driving?
17	Individual	SH94 Homer Tunnel to Milford Sound	Generally support the proposal but suggest that the 14km section from Western approach to the Homer Tunnel to Milford Sound. Should be also variable to suit changing conditions.

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18	Individual	SH94 Homer Tunnel to Milford Sound	Should not allow any rentals into Milford, bus only. Our scenery is so stunning that drivers are not concentrating on the road and possible hazards around them. Vehicle accidents are far too high on this stretch of road. Not to mention the cost to New Zealand. You need to go ahead with your proposal.
19	Individual	SH94 Homer Tunnel to Milford Sound	I agree with all the proposed changes to the speed limits but the changes do not extend far enough along SH94. The 80km limit should start from the Fiordland National Park boundary. s 9(2)(a) so I have experienced first hand of the conditions on this road, which was effectively my work place. Too many near misses, serious accidents and deaths have occurred all along SH 94 from Te Anau, not just the section in and around the Homer Tunnel and beyond to Milford Sound. Motorists speed, overtake on blind corners and do not drive to the conditions all along this road. Add to this, the overseas visitors who arrive in Queenstown after a flight of many hours, pick up their rented motor vehicle and speed to try to get to Milford Sound on the same day. When they realize this is not achievable, they park on the side of the road to sleep, often in very dangerous locations. Some of the DOC campgrounds and roadside viewpoints have entrances and exits with poor visibility and the approaches to these should have a reduced speed limit as well. If a reduced limit of 80km is not to be extended further than before the tunnel, then at least consider it from the section of road from the Divide car park to the tunnel. This section is very windy, narrows down to single lane in places and has some popular viewpoints. We have witnessed several serious crashes along this section. 100 km/h is far too fast for this road. Please consider the points I have raised. When you have witnessed one tourist bus overtaking another at 100km/h, you know it will only be a matter of time before the worst happens!
20	Individual	SH94 Homer Tunnel to Milford Sound	s 9(2)(a) I've attended multiple accident. I now drive the roads and see it from that perspective. More White painted arrows going into the corners and also St apex of corners as they drive through the corners foreigner drift across constantly daily I see it some 15-20 times when they don't have cars to follow And they still drift when they're following So I'm sure 9/10 head on crashes are because they drifted across. They're now driving at night and I see the same thing SH8 and 79 They are on the wrong side of the road coming towards me But pull left when the head lights of B train ahead. I slow right down and drive with park lights dimmed and not sure if they're going to go back into their lane 80 km in all windy areas with double yellow lines through the same area as a speed reduction like USA and Europe 30km/h areas, camera as well.

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21	Individual	SH94 Homer Tunnel to Milford Sound	Don't really see the point in the 80km/h from the tunnel down to Milford as it is impossible (apart from the straight east of the Tutoko Bridge) to do any more than 70-80km/hr anyway.... a better speed change would be dropping to 50km/hr at the electronic road information sign beside Bridge 160 and then down to 30km at the deep water entrance as it says above. Reason for the early drop to 50 is so that vehicles are not doing a high speed past the main entrance to the Milford Lodge.... not a great deal of visibility, especially if you are at open road speed.
22	Individual	SH94 Homer Tunnel to Milford Sound	We live above to try new restrictions.
23	Individual	SH94 Homer Tunnel to Milford Sound	Introduce the European 'no overtaking' signs everywhere in NZ - red round sign with two cars, one with slash through it. Internationally recognised. I think the limit should remain at 30km/h from Turn 1 to the Chapel, then 50km/h past the chapel. 60km/h is too fast for that area in my opinion with people wandering around out of their vehicles at the lights (at their current low position) and for the safety of the Milford Road crew exiting their base. From the Chapel I think it should be 80km/h max to Cascade Creek. It's rare that you could even get to that speed on that section so any time loss would be negligible. Then 100km/h (90 for coaches) to TeAnau.
24	Individual	SH94 Homer Tunnel to Milford Sound	What you propose will not work? Either bus them in. I cannot understand why no by-passes are not in place. So simple. Forget about the bush and trees so cars can pass with lanes.
25	Individual	SH94 Homer Tunnel to Milford Sound	These new speed restrictions are a good idea, but they need to be policed. There needs to be a dedicated police car on the Milford road as there currently is not and the road working crew have to attend accidents and mishaps that police should be attending like they do in the rest of the country. The road, particularly from Lake Gunn through to Milford really needs to be properly policed as the driving is hair raising.

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26	Individual	SH94 Homer Tunnel to Milford Sound	<p>As a Te Anau local for 17 years at 80km plus. They don't seem to notice the speed restriction having absolute disregard for the speed limit signs of 50km per hour in the town. So reducing the speed limit is NOT going to make any difference on the Milford Road to reduce accidents and near misses. They even speed past the primary school which is in a 50km zone at least 80 plus despite the signage. I believe the signage needs to be bigger and louder!</p> <p>Check with the local police who are on that road every day. It's not speed, it's crap driving and passing on blind corners. My husband works in Milford at times and always sees some horrifically bad driving such as overtaking, driving on the wrong side of the road and stopping in the middle of the road. Not speed related. You get people from China and India that have never driven on the open road that come to NZ and hello ooh - the big wide open road.</p> <p>Please improve the signage and put more traffic police on the road. If you reduce the speed then you are going to frustrate those that live in the area and drive to the conditions for the sake of tourists that cannot comprehend a speed limit sign. Make the signs BIGGER years I see on a daily basis in the summer season visitors driving through the town</p>
27	Individual	SH94 Homer Tunnel to Milford Sound	<p>I am a coach driver who has driven this road with passengers since the early 1970s when it was a gravel road. Over the years I have seen a degenerative driving attitude of private vehicles and continue to do so. The speed limit should be 90 kph over the entire road, more so from Knobs Flat onwards. You cannot legislate against stupidity, and all coach drivers see that on a daily basis and see it numerous times on every trip. Mostly from rental cars and vans and with the limited cell phone coverage and limited traffic enforcement they get away with it. With 10 police officers on the road nothing much would change. People will not drive to the conditions and the speed limit is not a target. Put in more speed cameras as a deterrent and signage as well. Just put in more signage, but I would not like to see a plethora of signage along the road as that takes away the feeling and isolation of the area. I was once told there is not more signage needed, just attitude change.</p>



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28	Individual	SH94 Homer Tunnel to Milford Sound	I agree with changing the speed limits. I believe 80kmh between Deepwater Basin is an appropriate limit. From the last hairpin before the tunnel, all the way through the tunnel to the Roadworks Base entry/exit should remain at 30kmh. There are lots of people out of cars there (distracted by the scenery) and also the road surface in the tunnel itself is very rough and I think a max speed over 30kmh would make it a very bumpy journey, and might damage the road faster than normal. The speed limit should remain at 50kmh to just past the Road Works bade entry for the safety of the road crew. CHANGE I THINK SHOULD HAPPEN: From the Road Works bass to Cascade Creek should be reduced to 80kmh maximum. There are only a tiny handful of areas on that section where a speed over 80 can be reached, so any time loss would be negligible. It is a windy section so I think a lower speed limit would be more appropriate. From Cascade Creek 100km (existing) to Te Anau. Please note I drive a <span style="background-color: black; color: red;">s 9(2)</span> Tour Coach 4 days a week, there is lots of support among drivers for these changes, and I welcome more appropriate limits to reduce the risk of accidents, and if they do happen then there is less likelihood of serious injury or death due to the lower speed. It also means that coaches and cars will travel at the same speed for the most challenging parts of the road, meaning less dangerous overtaking moves.
29	Individual	SH94 Homer Tunnel to Milford Sound	A lower speed limit on some sections will help. But, more important, the road north of Te Anau should only be available for full NZ driver licence holders.
30	Individual	SH94 Homer Tunnel to Milford Sound	I am a tour guide, driving class 1/2 vehicles around the South Island. I would like to raise concerns I have about the conduct of larger vehicles (buses) when they travel on these roads. Many drivers are aggressive, intimidating, and do not drive conservatively or courteously. I have observed this over 5 years. My ongoing concern is that with lower speed limits, bus drivers will only feel more time pressure in their jobs and continue or even amplify these aggressive behaviours.
31	Individual	SH94 Homer Tunnel to Milford Sound	How about putting some passing lanes on the road, to enable vehicles to pass safely and not putting everyone at risk when trying to get to tours on time. This is really a no brainer.
32	Individual	SH94 Homer Tunnel to Milford Sound	I drive a 49 seater tour coach into Milford a lot I don?t think dropping the speed limit will lower the amount of accidents on this road tourist are two distracted at the sights along the way and then realising they are late for their cruise so they speed and pass on blind corners it?s just dangerous. Years ago there was talk about putting on a transport service into Milford why can?t there be something like this put in place then tourists can take in the views and get there safely and back out again/

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33	Individual	SH94 Homer Tunnel to Milford Sound	In my experience on this road, the most dangerous behaviour is dangerous over taking. I don't believe speed limits will change this behaviour. My suspicion is that tourists grossly underestimate the drive time from Queenstown and then find themselves needing to drive dangerously to meet their boat departure. The drive time to Milford should be posted on the roadside when leaving Queenstown, I suggest 4 hours is an appropriate travel time given the complexity of the road. This gives tourists time to travel at a safe speed, even as a local who knows the road very well I would not use the drive time recommendations from Google etc which are misleading (one supposes that without cell coverage they can't collect accurate travel time data from past trips and simply calculate and assumed time based on distance and speed limit). I don't believe that without heavy policing, speed limit reductions will do anything to reduce the harm on this road. Those who are driving recklessly are exceeding those limits today and not passing safely will continue to do so.
34	Individual	SH94 Homer Tunnel to Milford Sound	Some of the most dangerous driving acts that I have seen have been on this road. These drivers ignored speed limits and I am sure that lowering the limits would serve no useful purpose. Your data shows that most drivers are already below the posted limits. I see no useful benefit in lowering the limits further.
35	Individual	SH94 Homer Tunnel to Milford Sound	Don't do it.
36	Individual	SH94 Homer Tunnel to Milford Sound	These new speed limits are a good idea, but they need to be policed. There needs to be a dedicated police car on the Milford road - there currently is not.
37	Individual	SH94 Homer Tunnel to Milford Sound	NZTA Safer Speed Review SH94 Homer Tunnel to Milford Sound November 2019 Use of SH94: - Professional driver of medium group size day tours Te Anau - Milford Sound 2012 - current - Have driven this road hundreds of times, probably 500+ - Views are my own - Comments relate to this consultation, and also wider issues concerning the management of SH94 Milford Sound Highway between Te Anau and Milford Sound 1.0 This submission acknowledges the work of NZTA to address safety concerns on this road, and thanks NZTA for consulting with road users. 2.0 This submission acknowledges the excellent maintenance work of Downer staff on SH94, which I am personally very grateful for. 3.0 This submission is critical of aspects of the management of SH94, including the content of this consultation. 4.0 Proposal to reduce speed limits for 17km of SH94 from eastern Homer Tunnel Approach to Milford Sound. 4.1 This section of SH94 is described in the proposal as "often unforgiving alpine terrain, volatile weather, while the tight turning nature of the highway between the Homer Tunnel and Milford Sound, is demanding on drivers". This description is no less true of the section of SH94 between Plato Creek in the Eglinton Valley

			<p>and Monkey Creek in the Hollyford Valley, yet this latter section of SH94 is not proposed for speed limits. This indicates that the proposal is a reaction to vehicle crash statistics (?), rather than the nature of the highway itself. It is arguable that the Plato Creek - Monkey Creek section is more hazardous, as there are more 'surprises' on that section: rapid transitions from flowing sections of road to tight radius bends e.g. two adjacent to Lake Gunn, very short sight lines in the context of distracting scenery between The Divide and Pop's Lookout, and a single lane section with rapidly approaching traffic (including coaches) between the Lower Hollyford Road and Falls Creek. The proposal to reduce speed limits set up an inconsistency on the highway that does not relate to the road itself. This may have an unintended consequence of encouraging drivers to increase their speed when returning from Milford Sound as soon as they reach 100km/h zones, thinking the road will be easier and safer, when in reality it is equivalent to or even more hazardous than the proposed restricted area.</p> <p>4.2 Following from the point made in 4.1, the question should be asked why vehicles are crashing on the section of SH94 proposed for speed reduction. I speculate that it is not the road itself that is the cause of more than preceding sections of SH94 (if this is the case). I suggest there are multiple causes:</p> <p>4.2.1 Excess speed from drivers who are concerned that they are under time pressure to make pre-booked boat cruises at Milford Sound.</p> <p>4.2.2 A lack of pull off bays and overtaking sites, prompting risk taking overtaking manoeuvres in the context of 4.2.1.</p> <p>4.2.3 Driver fatigue and attendant loss of concentration by drivers coming from Queenstown, and even Wanaka.</p> <p>4.2.4 Drivers speeding on the return from Milford Sound, because they have a long drive to e.g. Queenstown, with restaurant reservations etc.</p> <p>4.2.5 In the context of 4.2.1-4.2.4 inclusive above I am not confident that these drivers will respect speed limit signs. Again there could be an unintended consequence, namely the temptation to take greater risks to overtake in an 80km/h zone on the few areas of this highway section where there are longer sight lines - on the descent between Murrells Creek and the Cleddau River South Branch bridge, and on the straight south of the Tutoko River Bridge. I have also been overtaken by coaches on the short straight between the Tutoko River Bridge and Milford Sound Lodge.</p> <p>4.3 Rather than implementing speed restrictions in SH94 in an inconsistent manner, NZTA should widen the scope of its response to accidents to include alternative means of achieving road safety, such as:</p> <ul style="list-style-type: none"> <li>- More presence of NZ Police on patrol on SH94. NZ Police presence for road patrol is infrequent and rarely seen beyond the lower Eglinton Valley. NZ Police could make the greatest difference to safety by pulling over slow drivers, and apprehending speeding/unsafe drivers. In my view the greatest need for these patrols is between Plato Creek and Milford Sound, and Te Anau and Te Anau Downs</li> <li>- Consider adding "Time to Milford Sound" displays on existing electronic advisory signs (although this could have unintended consequences for drivers already late for pre booked cruises)</li> <li>- Adding a passing bay on left side of road between Homer Tunnel West Portal and Milford Sound, specifically on level straight northwest of Cleddau River bridge</li> <li>- Communicating in media with tourist operators that it is not the end of the world if a booked cruise is missed, there are alternatives such as later cruises, and that road safety comes first before speeding for a scheduled boat cruise</li> </ul> <p>4.4 The consultation document notes "Because drivers usually have</p>
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			<p>to wait before they drive through the tunnel, most leave their vehicles to admire the stunning alpine scenery, making distracted pedestrians near the road a real safety risk". This may be true, but generally traffic in the vicinity of the tunnel approaches is moving at less than full speed. The proposal sets up another inconsistency, this time with respect to pedestrian hazard, whereby different speed limits will apply to areas of the highway where there is equal if not more risk to pedestrian safety: consider the Eglinton Valley clearing north of Mackay Creek, Mirror Lakes, Knobs Flat, Christie Falls, Monkey Creek, Cascade Creek, The Divide, Lake Marian track on the Lower Hollyford Road. These areas are all subject to distracted pedestrians on the road, and often the traffic is moving at higher speed in these locations than it is on the Homer Tunnel approaches.</p> <p>4.5 I am dubious about the effectiveness of having multiple changes of speed limit. Drivers are already distracted enough by the scenery and the need to concentrate on the road itself. Constant changes of speed limit, with widely varying nominal limits, could lead to confusion or limit attention fatigue, i.e. too many changes of information "what speed limit zone am I in now, there have been so many changes", possibly leading drivers to be inattentive to limits. Currently it is reasonably clear, open road speed or slow.</p> <p>5.0 NZTA management of SH94 should be coordinated with the Milford Opportunities Project (and therefore with DOC) to achieve the MOP objective of making a visit to Milford Sound a world class experience. In my opinion aspects of the management of SH94 by NZTA (and others such as DOC) conflict with this objective. I have previously submitted to SDC earlier this month on this subject as part of their MOP public consultation. Everyone is aware that the increase in use of SH94 and Milford Sound by visitors has created adverse effects and stress on existing infrastructure. I have been saddened by a number of 'knee jerk' or ad hoc responses to these challenges. In my view these responses are counter to the idea of a 'world class experience' as proposed by MOP. The experience of SH94 is part of this. I note changes to SH94 that have generated adverse effects and denigrated the experience as follows:</p> <p>5.1 Rainforest clearance for vehicle parking at The Divide and Lake Marian track.</p> <p>5.2 Cut stone retaining wall and galvanized steel balustrade at Christie Falls - what was a natural site is now dominated by human hardware. This could have been designed so much better to achieve safety objectives without compromising the natural values of the site, as has occurred in this location.</p> <p>5.3 Visual pollution of enormous "NO DRONES" signage in the Eglinton Valley. These are absurd, and I request that they be removed. Tiny shin high signage at the pull off areas would be sufficient. Aircraft rarely operate at low altitude in this vicinity (unlike Milford Sound). People visit Fiordland National Park for a sense of freedom in nature. These signs create an overpowering regulatory atmosphere that is counter to this. Instead of remarking "wow what a magnificent view" clients now remark just as frequently "why can't you fly drones here?" The regulation for no drone flying is not the problem, it is the overbearing, over the top means of communicating it that is.</p> <p>5.4 Closure of Homer Tunnel East Portal and Cleddau Valley South Branch Loop 2 car parks. I acknowledge the surveyed high rockfall risk near these parking areas. However, I question if this is an at all times risk or only prevalent in wet or very cold weather? Have rockfalls been observed in these sites in benign weather conditions? If not, there may be an argument for active management of</p>
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			<p>these two locations, i.e. closed when known to be more risky (rain?) and open at other times. I also ask whether NZTA safety decision making is ad hoc or based on real probability. I would argue that there is a far higher risk of any driver sliding off SH94 in icy winter conditions than being struck by rockfall near the Homer Tunnel, yet the road remains open in icy conditions. This is another inconsistency at play. Similarly, is the risk of rockfall strike any greater than the risk of being struck by a slip on the highway anywhere between Plato Creek and Milford Sound in heavy rain? Or a tree falls or tree avalanche? There would be no warning of a slip if on the road, whereas a pedestrian at least has a limited amount of time to react to the visual and audible aspects of rockfall.</p> <p>5.5 I strongly object to the installation of warning signs in Mandarin on SH94 by NZTA. Mandarin is not an official language of New Zealand. Visitors to New Zealand come here to experience New Zealand for its uniqueness. Being reminded of the global nature of tourism is inappropriate in this location. It detracts from the world class experience objective. If Mandarin signs here, why not everywhere in New Zealand there is a hazard? Does this mean that the only English second language visitors to New Zealand who merit a safety warning are Mandarin readers? What about Thai, Hindu, Russian, Portuguese? Yet more inconsistency, and I argue, absurdity. I request that these Mandarin language signs be removed immediately. Universal visual graphic design using pictograms would communicate the same warning without being discriminatory.</p> <p>5.6 While it is inarguable that NZTA has good intentions, some of the safety hardware installed on SH94 appears to be counter intuitive. It also functions as yet another intervention into the natural landscape that conflicts with the world class experience because it places a visual barrier between people and what they are coming here to enjoy: nature in its natural state. As an example, I note the recent installation of longitudinal steel barriers alongside SH94 in the vicinity of Walker Creek. Any vehicles leaving the road edge here have plenty of open space to dissipate energy in a rollover event. I am concerned that a vehicle striking these barriers at speed on an acute angle will cross the highway into oncoming high-speed traffic, either from a rebound off the barrier or disabled steering from hitting the barrier. To me this location does not merit a barrier. I would argue that most of the rest of the highway is far more dangerous because vehicles leaving the road are more likely to suffer a sudden impact from hitting a tree or culvert. Another example of inconsistency at the cost of users' enjoyment of the park.</p> <p>5.7 Many experienced users of SH94 have the view that the road is not dangerous in itself. The primary danger is low skill, inattentive, fatigued and risk-taking drivers. More can be done to upskill local drivers. For example, on Friday 29 November I followed a modern Way Travel branded short wheelbase coach from the Ewe Burn to Henry Creek on SH94. I have encountered Way Travel buses on SH94 for years. On this occasion the driver of the Way Travel coach was travelling at 70-80km/h, where 90km/h for commercial vehicles is the norm and easily maintained. Further, this driver braked on almost every bend on the road, which is simply not required. Then they pulled over with only one flash of the indicator at late notice at Henry Creek. From what I observed, this driver was not skilled to drive a coach on any road in New Zealand, let alone SH94. This is an indictment of the standard of the New Zealand Driver Licensing programme.</p> <p>5.8 Homer Tunnel. One of the peak memorable experiences of</p>
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			<p>using SH94 has been desecrated by the application of white paint on the tunnel walls. This was completely unnecessary and looks awful. It feels like the action of someone who felt like they needed to be seen to be doing something, rather than a response to a hazard. I request that this paint is blasted off so that the natural rock finish of the tunnel is restored. Visitors used to remark on the cave like experience of the tunnel. Now some of them are almost frightened by it because the internal appearance is so messy and haphazard. It is an embarrassing and hideous mix of ugly paint, sprayed concrete, in situ concrete, snaking wires and cables, bumps and potholes. It could be superb if the services infrastructure was integrated, linear and the natural rock finish restored to be free of paint. A creative lighting designer could be commissioned to achieve the dual purpose of artificial lighting to show off the natural rock and providing illumination for driver visibility. Look what has been achieved with the Auckland Harbour Bridge by good display lighting design.</p> <p>6.0 Integrated Management Decision Making. I believe SH94 is being managed in a haphazard ad hoc manner, and not to a world class standard. The visitor experience is compromised by ad hoc and visually polluting infrastructure, noise from land and air transport operators, overcrowding, and intrusive commercial messaging. I believe a management group is necessary that oversees all regulatory agencies, including NZTA, so that the values of visiting Fiordland National Park by SH94 are repaired rather than continually denigrated, which is what I have observed in the last eight short years. I have amplified on this in my submission to SDC for the Milford Opportunities Project. With respect to NZTA's part in this, I would like to see all theorized hazards subjected to an objective probability assessment before any further infrastructure is added to the highway. Solutions should be innovative and best practice and address the cause before the effect. There must be oversight from a landscape architect with senior experience in landscape impact assessment so that the natural values of the SH94 experience are not eroded further by infrastructure design that does not meet the world class threshold. There is a strong argument for limiting vehicle numbers (note vehicles not people) so that Milford Sound especially does not expand further as a parking destination as opposed to a natural destination. This may require alternative forms of transport. There are many possibilities in this area, which hopefully the MOP will explore.</p> <p>7.0 I would like to be included in further correspondence concerning this consultation by email, thank you. Thank you for the opportunity to provide input.</p>
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#	SUBMITTER	LOCATION OF SPEED REVIEW	FORMAL SUBMISSION (Please note that in some submissions we have blanked out personal details that would identify the submitter)
38	Individual	SH94 Homer Tunnel to Milford Sound	Yes. No campervans of large size. Restrict drivers from countries without a NZ equivalent style graduated licence system who will struggle with the conditions of this road.
39	Individual	SH94 Homer Tunnel to Milford Sound	The only change I would support is the 30kph limit around Milford Sound Village itself. Having been driving the Milford Road now for 30 years, the nature of the road itself regulates peoples speed. The only sections on the 17k's from the Tunnel to Milford you could get close to 100kph are the chain bay straight and the straight as you approach the Tutoko bridge (tunnel side). I see no advantage in any of the proposals other than the one around the village.
40	Individual	SH94 Homer Tunnel to Milford Sound	I support the proposed changes. It seems like a good balance. Although tourist drivers can be slow and erratic, I find it is rare that they are driving much too fast. Most of the scary speeds and crazy over-takes I see are from Kiwis in utes. This is often due to frustration at slow drivers, but I think the road danger is a locals' problem more than a tourist problem. The proposed changes will work for everyone. I would also support a lower speed limit on some other parts of SH94, especially the upper Hollyford.
41	Business	SH94 Homer Tunnel to Milford Sound	<p>1. I will support the first two proposals. It is good idea to reduce in these sections and the proposed new speeds are appropriate but,</p> <p>2. I will oppose to the change of the speed to 30km/h between Milford Sound and the junction of SH94 and Deep Water Basin (freshwater Basin) road.</p> <p>Because a lot of business in Milford Sound use this section very often so 30km/h is way too slow and frustrating. 60km is more suited for this section.</p>