

# Q1 Are there any other factors that we should consider when making our decision regarding the proposed speed limit changes on State Highway 1, State Highway 59 and local link roads?(See table above on proposed speed limits.)

Answered: 23 Skipped: 0

#	RESPONSES
1	<p>Pauatahanui off-ramp both sides: within 100m of the roundabout – I suggest 50km is my proposed speed. Approaching the roundabout from more than 100m out, I'm suggesting 80km is a speed that would be better driven at. The link roads: Are the correct speed at 50km approaching the roundabout. Paekakariki interchange: from 100m of the roundabout, I don't think 80km is the correct speed, I'm expecting 60km would be my preferred speed. MacKays Crossing interchange: is what I believe is right speed entering and exiting from the interchange. Kenepuru interchange: I believe the speeds and VSL is correct by me, when merging with SH1.</p>
2	<p>1. The format of map and enlargement diagrams is most confusing. Diagrams seem to have been rotated from main map, making it almost impossible to interpret the orientation. As a result I found it difficult to work out which roads had which speed limits at each junction. 2. My group represents all cyclists residing on the Kapiti Coast. We are most concerned about the proposal for the new SH59 between Paekak Township and Mackays Crossing. This will become the new local road north out of Paekak Township. 80 km/h is proposed. We note that there will be a heavy vehicle enforcement station located near Mackays Crossing on this road. Once major traffic has been removed this road will revert to the preferred route for cyclists, walkers, and equestrians visiting QE Park and Whareroa Farm Park. We understand that despite the new enforcement site, there will be no off road track created for vulnerable road users. Accordingly we submit that a speed limit of 60 km/h be imposed on SH59 at the northern end in the vicinity of the enforcement site and Mackays Crossing. 3. Previously the local Community Board has called for a reduced speed on the section of the present SH1 through the township. We consider that 80 km/h is inappropriate in the township, and recommend that the new speed limit should be 70 km/h through the Beach Road intersection up to the north end of the residential area.</p>
3	<p>Kenepuru interchange on and off ramps and roads around it As someone who lives in the V at the end of Ranui/Ranui Heights between the new Transmission gully and the current SH1 (soon to be SH59) can you please ensure the speed level is at a low enough level on the connecting roads and the early stages of the new SH1 so it avoids encouraging people to speed up and accelerate and place their engine under load, this is when the vehicle will generate the most noise vs being able to keep it at a reasonable consistent speed without the need for acceleration so the engine revs do not disrupt the sleep of the many residents and young families in this area. In particular think of how loud a truck or Harley Davidson is when accelerating. It would be an absolute nightmare to live with considering you have chopped down a huge chunk of the Ranui forest block that previously blocked sound that isn't being replanted (which is already a disappointment). You have proposed 60kmh per hour for the over bridge from kenepuru to transmission gully and the offramp heading south off transmission gully onto the link road/bridge, however the north bound onramp after the 60kmh zone you have as 100kmh, this is concerning as it will promote people to accelerate earlier than needed and create a significant amount of noise in an area that hasn't been replanted and appears to have had no efforts made to reduce noise right behind a group of residential properties (some within 100m's of this section). Can you please extend the 60kmh zone further up the on ramp to discourage excessive acceleration and noise or take efforts to reduce the amount of noise created by installing the concrete barriers along the road so people who live in the area can sleep at night. Its also worth noting that bridge from kenepuru to head north onto transmission gully appear to have had limited effort made to reduce noise and I can attest that from my property it is very easy to see the bridges and the existing crew vehicles driving across them and we are relatively concerned about the noise levels considering the issue has previously reared its head with the kapiti expressway and we don't want to have to go through a huge</p>

## Wellington network speed limit consultation

process of having testing etc. done to get you to do something about it when it should have perhaps been done in the first place. We want to be able to enjoy that right we have to peaceful enjoyment of our home. Its been enough of a headache (and lack of sleep) dealing with the existing night works with this drawn out construction process as it is (we were meant to get some peace over a year ago now). Please make sure appropriate steps are taken when setting the speeds and the area it covers so we and the many other families around can get sleep. If pictures are needed as evidence of the bridge being clearly visible from my property to help you understand I am happy to provide them and same again if you have questions about the area I am referring to please get back to me as I appear to be unable to select or indicate them in this submission, it would help if the online form would let you select the areas you wish to comment on, or number them so we can refer to each piece of road by the number so there is no confusion or miss understanding.

4	Speed limit for entire section of SH58 between Pauatahanui and Paremata should be set at no more than 60 km/hr. This section of SH58 should be reclassified as a local road with control handed back to Porirua City Council. Off ramp speed limits at Pauatahanui should be no more than 60 km/hr which is more suitable for the roundabout intersections. The local road speed limit through Pauatahanui village is incorrectly labelled as 60 km/hr on the consultation map - the limit is currently 50 km/hr and the road has a number of speed humps. The local road speed limit through Pauatahanui village should be set at 30 km/hr. Adjoining road speed limits set by NZTA should be compatible with a lowered speed limit of 30 km/hr through the village. None of the interchange off ramps that have a roundabout intersection should have an 80 km/hr speed limit - the speed limit of these off ramps should be no more than 60 km/hr.
5	no
6	It is timely to consider the use of the proposed SH59 for other groups of society now that cars, trucks etc will be using SH1. Firstly a speed limit of 50k is recommended for built up areas such as Pukerua bay and Paekakariki. Also an upgrade is needed to enable the link between the 2 villages to be a widened cycle/walkway thus linking users from Paekakariki to the existing cycleway at Pukerua Bay. As part of this upgrade it is essential that there are lights at the Beach Rd/Sh59 interchange with a pedestrian crossing to the proposed carpark at the old garage site. Also considered essential for safety etc is a walkway/cycleway linking Paekakariki Village to the north providing a safe access for residents in the houses on the seaside of SH59 and proposed users of the new track linking Battle Hill reserve to SH59
7	Reduction of speed going into the merge at the new Kenepuru interchange, say starting 1km out from the merge speed reduction to 80km/h from both SH1 and SH59
8	I agree with all the proposed speed limits listed on the table above.
9	Looks all pretty much OK to me
10	SH1 must be 100k at all normal times. EG weather, incident etc Most of the TG highway should be 110k as designed
11	I would like to see the speed limit lowered to 60kmph on the section of SH59 between Pukerua bay and Paekakariki. The existing walking path beside the road is frightening with traffic at 80km.
12	PLEASE where open road/100kph limit reduces give advanced warning/gradual reduction to avoid sudden braking. We have driven extensively and sometimes the limit may reduce from 100kph to 70kph or 80kph which can be achieved safely by just less acceleration and sometimes a sign may indicate lower limit in 300metres. But a sudden reduction in speed limit from 100kph to 50kph means heavy/possibly unsafe braking.
13	Allow 100km/h speed limits on the new Transmission Gully motorway
14	No real objection to the proposals. However, the consultation document would have been a lot clearer if the enlarged diagrams of the interchanges had been properly aligned with the smaller scale map. For example, the Kenepuru interchange detailed diagram immediately above this form shows SH59 going vertically up the page (which is usually North on most maps), whereas on the map itself SH59 clearly goes in westerly direction. SH1 is therefore also clearly mis-aligned on the detailed diagram.
15	Yes - do not change current limits - but consider putting speed limits up to reduce congestion and the boredom that leads to accidents when driving at low speed in an unescapable procession. Your new roads are well designed (no deaths on roads of national significance I

## Wellington network speed limit consultation

believe) and our cars have more safer features than ever - but you guys only ever want to lower speeds...its safetyism

16	all good
17	Is the expense of installing variable speed limit's worth the benefit? What has been NZTA's experience with VSL on the existing SH1 in Wellington. Sometimes the traffic is crawling along and the VSL says 60, but it wouldn't make any difference if the limit was 80 or 100.
18	The biggest factor at the moment will be people getting used to the new layout, but that is also going to be challenged by the very poor and variable condition of the road seal. It is horrible at the linden junction. A person trying to ensure they get into the right lane and go the way they want to, is then impaired by the road surface fighting them for concentration.
19	I like what I see and agree with the proposed speed limits. Do not want to see limits raised higher than 100 kph anywhere.
20	Speed limit on transmission gully and Kapai expressway and eventually otaki to Peka peka should be 110km once all up and running. Rest of proposals am fine with
21	1. Consistent speed limits at roundabouts where other traffic mixes with motorists. 50 km is proposed at Waitangarua, but not at Pauatahanui. This will place cyclists in danger when attempting to mix with traffic at 80 km. 2. I fully expected a reduction in the present 80 km limit on Centennial Highway when it is demoted to a local state highway. This is the ONLY route for cyclists between Pukerua Bay and Paekakariki, and the current seaside shoulder is unsatisfactory with sea damage and detritus. It isa very hard route for cyclists mixing with 80 km traffic. Surely with a downgrading to a local route this section could receive a 60 km speed limit.
22	In general, CAN supports these proposals. Set speed limits at 50kmh on any road where people on bikes do not have access to protected cycle ways or bike lanes. e.g SH59. Lowering operating speeds and speed limits will: - improve safety for all road users (not just cyclists) - encourage more people to cycle, reducing car use - make these roads quieter and more pleasant - have little or no effect on vehicle journey times
23	A new speed limit of 110 on Transmission Gully (new SH1), along with review of Expressway speed limit now Gully is finished. Otherwise agree with all proposed.