



WELLINGTON NETWORK SPEED CONSULTATION

Summary of the speed consultation

WAKA KOTAHI NZ TRANSPORT AGENCY

DECEMBER 2021

1. BACKGROUND

In June and July 2021, Waka Kotahi NZ Transport Agency and Porirua City Council consulted with the local community and road user groups on safe and appropriate speed limits for parts of State Highway 1 and State Highway 59 within the greater Wellington region, and local link roads connected to Transmission Gully.

On opening, the motorway through Transmission Gully will become State Highway 1 (SH1). On Tuesday 7 December 2021 the current section of SH1 between Linden and Mackays Crossing will be renumbered as State Highway 59 (SH59) until a final decision is made on the future of that road.

There are sections where Transmission Gully connects to the existing network, where the default 100km/h speed limit for motorways is not suitable. Waka Kotahi and Porirua City Council sought feedback on the proposed speed limits for those parts of SH1, the sections of SH59 that have been realigned or built as part of the motorway construction, motorway on and off-ramps, and the new Porirua link roads.

Waka Kotahi intends to implement a speed limit bylaw for the southbound section of the new Transmission Gully motorway, approaching the southbound merge at Linden, through to the existing SH1 motorway at Helston Road (just north of Johnsonville). This is proposed to be a variable speed limit (VSL) to safely manage southbound traffic where SH1 and SH59 merge, and to ensure safety and efficiency on the section of SH1 to the Helston Road overbridge. This would extend the existing VSL currently in place on SH1 from Helston Road to the Terrace Tunnel, all the way to the southern end of Transmission Gully.

A VSL allows the motorway operator to adjust the speed limit to manage incidents on the road or adverse weather conditions that may affect safety of road users. It can also be used to slow vehicles down if there is congestion ahead, or for temporary traffic control.

While electronic VSL signs would be progressively installed, Waka Kotahi expects to temporarily use static signs approaching the Linden merge point between SH1 and SH59 until it is comfortable with how the network surrounding Transmission Gully is working.

All other proposals are to ensure that vehicles are travelling at safe and appropriate speeds when using on and off-ramps connected to the motorway and other sections of state highway.

2. CONSULTATION PROCESS

Prior to undertaking the formal consultation process, we completed numerous steps, including a speed management technical assessment of the road.

Prior to formal consultation, Waka Kotahi engaged with Councils, the Automobile Association, Road Transport Forum, Road Transport Association and NZ Police. The proposals were supported by these groups.

On 28 June 2021, Waka Kotahi started formal consultation on proposed new speed limits for those parts of SH1 where a VSL is proposed, the sections of SH59 that have been realigned or built as part of the motorway construction, motorway on and off-ramps, and the new Porirua link roads. Consultation was open for four weeks and closed on 27 July 2021.

A media release was issued on 25 June 2021 and further details were shared with Councils, stakeholder and community groups to seek feedback.

The consultation was advertised on radio stations, newspaper and online throughout June and July.

People were able to submit their views through the electronic form; hard copy submission forms which were available from Porirua City Council, Wellington City Council offices and libraries; via email or by ringing 0800 44 44 49.

3. CONSULTATION QUESTION

The consultation phase is used to seek any additional information from stakeholders or the public that will help inform the decision about the proposed speed limit changes.

During formal consultation we proposed new speed limits and asked the public the following question “**Are there any other factors that we should consider when making our decision?**”

We consider all factors raised during formal consultation when making our decision on new permanent speed limits.

4. SUMMARY AND RESPONSE TO SUBMISSIONS

We appreciated the response from the community and thank all those who provided their feedback.

We received 34 completed submission forms or emailed submissions from private individuals, road user groups and community organisations.

The relevant factors that were expressed in the feedback from submitters are summarised in the table below.

	Factors	Waka Kotahi comment
<p>Variable speed limit</p>	<ul style="list-style-type: none"> Support for the proposed speed limits Increase maximum speed of VSL to 110km/h There needs to be more enforcement of VSLs – too many drivers ignore the indicated limits Reduce speed when approaching merge point to 80km/h on both SH1 and SH59 	<ul style="list-style-type: none"> The maximum speed limit being considered in this consultation is 100km/h. A 110km/h speed limit for sections of the Wellington Northern corridor (Transmission Gully motorway, Mackays to Peka Peka Expressway, Peka Peka to Ōtaki Expressway) may be considered after the PP2Ō Expressway has opened to traffic. Waka Kotahi will conduct speed reviews as part of a wider safety audit on SH58 (between Paremata and Pāuatahanui) and SH59 after Transmission Gully. Doing this work after TG opens allows us to take new traffic volumes, different traffic patterns and behaviours, and any other safety concerns into account when considering safe and appropriate speed limits. Enforcement of speed limits is currently the responsibility of NZ Police. Waka Kotahi will be responsible for the operation of traffic safety cameras from 2023.
<p>Speed limits on SH1</p>	<ul style="list-style-type: none"> Support for the proposed speed limits Do not want to see limits higher than 100km/h Speed limit should be 100km/h at normal times Speed limit on SH1 should be 110km/h Speed limit on SH1 Transmission gully should be 120km/h to reduce enforcement requirements for Police 	<ul style="list-style-type: none"> Waka Kotahi will conduct speed reviews as part of a wider safety audit on SH58 (between Paremata and Pāuatahanui) and SH59 after Transmission Gully. Doing this work after TG opens allows us to take new traffic volumes, different traffic patterns and behaviours, and any other safety concerns into account when considering safe and appropriate speed limits. At the time of opening, the permanent speed limit on Transmission Gully will be 100km/h, which will match the current speed limit on Mackays to Peka Peka Expressway

Factors	Waka Kotahi comment
<ul style="list-style-type: none"> • Ensure advanced warning of changing speed limits or gradual reduction between limit to avoid sudden braking • Extend the 60km/h threshold further up the northbound on-ramp at Kenepuru to reduce the impact of traffic noise on nearby properties. • Reduce speed limits at Paekākāriki off-ramps to 60km/h • Reduce speed limit on north and southbound off ramps at Mackays Crossing to 30km/h • Reduce speed limits on Pāuatahanui off-ramps to 60km/h • Interchange off-ramps that have a roundabout should have a speed limit no higher than 60km/h 	<ul style="list-style-type: none"> • A 110km/h speed limit for sections of the Wellington Northern Corridor (Transmission Gully motorway, Mackays to Peka Peka Expressway, Peka Peka to Ōtaki Expressway) may be considered after the PP2Ō Expressway opens to traffic
<p>Speed limits on SH59</p> <ul style="list-style-type: none"> • Support for the proposed speed limits • Ensure safe speed limits where cyclists and pedestrians are likely to be present and where there is no access to protected cycle ways or bike lanes • If cyclists, pedestrians and equestrians are required to share space with traffic on SH59 speed limit should be 60km/h, particularly when considering future CVSC • Cycle/walkway should be provided north of Paekākāriki to link with other paths • Safety improvements are needed at SH59/Beach Road intersection • Speed limit between Paekākāriki and Pukerua Bay should be reduced to 60km/h • A VSL should be considered for SH59 south of the lights at Whitford Brown to Linden • Northbound SH59 on ramp should have the same speed limit as SH1 • A 60km/h speed limit should be introduced at the northern end of SH59, to improve safety for walkers, cyclists and horse-riders • A 30km/h speed limit should be introduced at the northern end of SH59, from the entrance to QE Park to Whareroa Road, to improve safety around rail lines • A 70km/h speed limit from Beach Road intersection to north end of residential area • Speed limit of 50km/h should be introduced between Pukerua Bay and Paekākāriki 	<ul style="list-style-type: none"> • Speed limits for the length of SH59 are not being considered in this consultation • Waka Kotahi will conduct speed reviews on SH58 (between Paremata and Pāuatahanui) and SH59 after Transmission Gully has opened, as part of a wider safety audit on both sections of road. Doing this work after TG opens allows Waka Kotahi to consider changes in traffic volumes, patterns and behaviours, and other safety concerns when proposing safe and appropriate speed limits • Further safety-related changes will be considered after Transmission Gully has opened to traffic and Waka Kotahi has been able to undertake a safety audit that also considers changes in traffic volumes behaviours and patterns • Waka Kotahi recognised that walking, cycling or horse-riding would be more challenging during and after the construction of Transmission Gully. Te Ara o Whareroa, connecting Paekākāriki with Raumati through Queen Elizabeth park, was built in 2016 to provide a safer and more pleasant route for people than the State Highway. With a sealed surface it is also suitable for pushchairs, wheelchairs and mobility scooters. The cycling time from Tilley Road in Paekākāriki to Poplar Avenue in Raumati is approximately 20 minutes • The shoulder on the northern end of SH59 will allow for walking, cycling and horse-riding along this section of road • Construction of the Commercial Vehicle Safety Centre is not able to start until the site is no longer required by the Transmission Gully project

	Factors	Waka Kotahi comment
Speed limits on local roads	<ul style="list-style-type: none"> • Support for the proposed speed limits • Ensure safer speed limits where cyclists and pedestrians are likely to be present and where there is no access to protected cycle ways or bike lanes • 60km/h is too high for the short length of road at Lanes Flat, especially if the surrounding roads are to remain at 50km/h 	<ul style="list-style-type: none"> • Speed limits for local roads outside of those specified are not being considered in this consultation
Safety for vulnerable users	<ul style="list-style-type: none"> • A 60km/h speed limit should be introduced at the northern end of SH59, to improve safety for walkers, cyclists and horse-riders • Ensure safe speed limits where cyclists and pedestrians are likely to be present and where there is no access to protected cycle ways or bike lanes • Cycle/walkway should be provided north of Paekākāriki to link with other paths • There should be consistent speed limits on off-ramps where other traffic mixes with motorists. Having higher speed limits in some locations (such as the difference between Waitangirua and SH58) will place other users in danger 	<ul style="list-style-type: none"> • Waka Kotahi will conduct speed reviews on SH58 (between Paremata and Pāuatahanui) and SH59 after Transmission Gully has opened, as part of a wider safety audit on both sections of road. Doing this work after TG opens allows Waka Kotahi to consider changes in traffic volumes, patterns and behaviours, and other safety concerns when proposing safe and appropriate speed limits • Further safety-related changes will be considered after Transmission Gully has opened to traffic and Waka Kotahi has been able to undertake a safety audit that also considers changes in traffic volumes behaviours and patterns • Waka Kotahi recognised that walking, cycling or horse-riding would be more challenging during and after the construction of Transmission Gully. Te Ara o Whareroa, connecting Paekākāriki with Raumati through Queen Elizabeth park, was built in 2016 to provide a safer and more pleasant route for people than the State Highway. With a sealed surface it is also suitable for pushchairs, wheelchairs and mobility scooters. The cycling time from Tilley Road in Paekākāriki to Poplar Avenue in Raumati is approximately 20 minutes • The shoulder on the northern end of SH59 will allow for walking, cycling and horse-riding along this section of road • Construction of the Commercial Vehicle Safety Centre is not able to start until the site is no longer required by the Transmission Gully project
Other comments	<ul style="list-style-type: none"> • Speed limit through Pāuatahanui and Paremata should be 30km/h • SH58 between Pāuatahanui and Paremata should revert to a local road and speed limit should be no more than 60km/h • Safety improvements should be made at the Beach Rd/SH59 intersection at Paekākāriki • A wider path for walking and cycling should be provided between Paekākāriki and Pukerua Bay • Reduce speed limit from Kenepuru Drive to Titahi Bay Rd roundabout 	<ul style="list-style-type: none"> • Speed limits for SH58 are not being considered in this consultation • Speed limits on local roads other than those specified are not being considered in this consultation • Waka Kotahi will conduct speed reviews on SH58 (between Paremata and Pāuatahanui) after Transmission Gully has opened, as part of a wider safety audit on both sections of road. Doing this work after TG opens allows Waka Kotahi to consider changes in traffic volumes, patterns and behaviours, and other safety concerns when proposing safe and appropriate speed limits.

5. DECISION

The table below shows the recommendations Waka Kotahi formally consulted on between 28 June 2021 and 27 July 2021.

Waka Kotahi NZ Transport Agency has considered all submissions received during consultation under clause 2.5 of the Land Transport Rule: Setting of Speed Limits 2017 on speed limit changes for State Highways 1 (Transmission Gully) and 59 in the Wellington region. (Changes to speed limits on those local roads included within the consultation will be considered separately by Porirua City Council.)

This insight provides us with valuable information about how communities use their roads, so we can ensure speeds are right for the road and safe for everyone.

Based on the information gathered through consultation and our technical review process, our decision is to proceed with the proposed speed limit changes.

The outcomes for the speed limit changes are in line with the speed limit changes proposed at consultation.

Stakeholders will be notified by letter and the public will be notified ahead of Transmission Gully opening, speed limit signs being installed and the new speed limits taking effect.

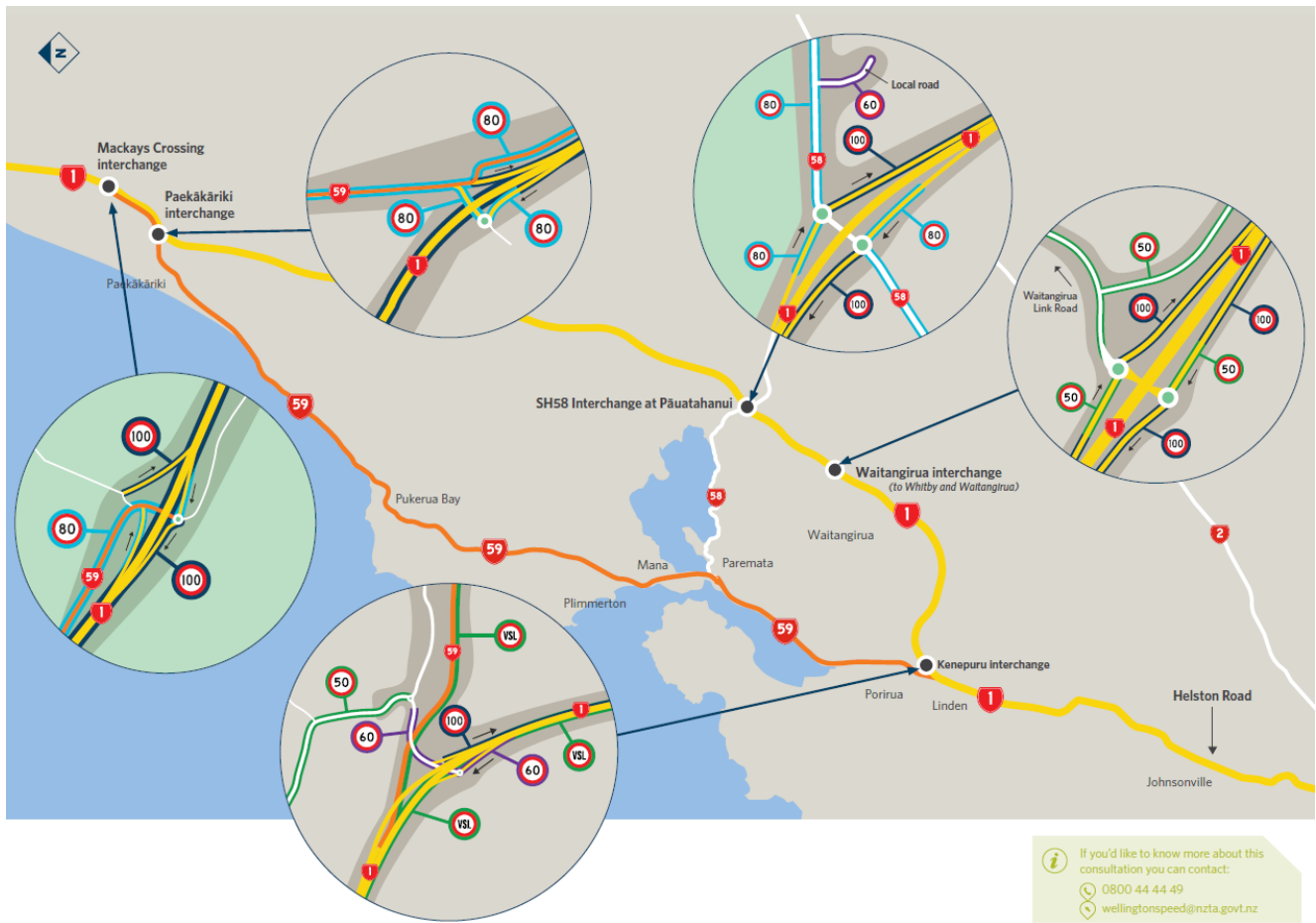
When the new speed limits take effect, the area will be monitored to ensure the new permanent speed limits and supporting treatments are working effectively and to determine if any further changes are required.

At this time an implementation date has not been set but these limits will be in place on formal opening of State Highway 1 Transmission Gully and State Highway 59. There will be at least 10 working days between this notification and implementation as set out in the Setting of Speed Limit Rule 2017.

Location	Existing speed limit	New speed limits
SH1 Southbound – from 100m north of Kenepuru off-ramp TG to SH1 Helston Road overbridge	n/a and 100km/h	30 / 40 / 50 / 60 / 70 / 80 or 100 km/h VSL
SH1 Mackays northbound off ramp; from 100m south of intersection of State Highway 59 to the end of the off ramp.	n/a	80km/h
SH1 Mackays southbound off ramp: from 100m north of the Whareroa Road / Emerald Glen Road roundabout to the end of the off-ramp.	n/a	80km/h
SH1 Paekakariki southbound off-ramp and underpass road; from 100m north of Paekakariki roundabout to the intersection with SH59	n/a	80km/h
SH1 Pauatahanui southbound off-ramp; from 100m north of SH58 roundabout to the end of the off-ramp.	n/a	80km/h

SH1 Pauatahanui northbound off-ramp; from 100m south of SH58 roundabout to the end of the off-ramp	n/a	80km/h
SH1 Waitangirua southbound off-ramp; from 100m north of Waitangirua Link Road roundabout to the end of the off-ramp	n/a	50km/h
SH1 Waitangirua northbound off-ramp; from 100m south of Waitangirua Link Road roundabout to the end of the roundabout	n/a	80km/h
SH1 Kenepuru southbound off-ramp; from 100m north of the Kenepuru Link Road roundabout to 100m from the end of the off-ramp at the Kenepuru Drive roundabout	n/a	30 / 40 / 50 / 60 / 70 / 80 or 100 km/h VSL
SH1 Kenepuru southbound off-ramp; from 100m from the Kenepuru Drive roundabout to the end of the off-ramp.	n/a	60km/h
SH59 Mackays Crossing roundabout to 450m north of Beach Road.	n/a and 80km/h	80km/h
SH59 Mungavin Southbound main alignment to the Linden merge with Transmission Gully SH1	100km/h	30 / 40 / 50 / 60 / 70 / 80 or 100km/h VSL

Map showing the permanent speed limits



6. SUBMISSIONS

You can view the public submissions we received for this speed review [here](#).