

| ISMP consultation feedback on SH2 sections 2.5-2.7 Kaitoke to Featherston | |
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| Full submission | Location 2.5 - safety issue with road |
| <p>I disagree with the proposal to reduce the speed limit on the Remutaka Hill Road from 100km an hour to 60km an hour. As you know, many millions of dollars have been spent shaving corners off the Remutaka Hill and widening the road, including new passing lanes, making the journey both safer and quicker. As a regular user of the road I know that very rarely would you actually hit 100km an hour, but by reducing the speed limit to 60km an hour it will become a crawl, not dissimilar to what it was before all the investment was made to make the journey safer and quicker. I could live with 80km an hour, but think 60km an hour is too great a reduction.</p> | |
| <p>SH2 Remutaka Hill, map reference 2-6 (page 46 of draft plan); the proposed speed limit 60 km/hr from Featherstone to Kaitoke is too slow and will worsen existing traffic issues, result in greater fuel consumption and vehicle emissions, worsen driver frustration and increase the revenue gathering already in place. 80km/hr should be the minimum. As with my other feedback below, Waka Kotahi only have one planning option - lowering speed limits. This runs counter to proper practice of improving roads and, even more importantly, driver behaviour and capability. SH2 Brown Owl urban page 46 map ref 2-8 will also worsen the already congested highway traffic at peak times. Again, replan the roads not automatically reduce speed limits. Waka Kotahi NZTA are a waste of tax payer dollars; not in one area are you measured on whether speed limit reductions make a measureable difference and your own stats are skewed without independent review. And where infrastructure is built, like Transmission Gully, it is flawed by, for instance, the poor surfacing due to your own flawed designs. And where are the measures, independently taken NOT your own stats or models, to identify the real change to fuel use and emissions? Poor poor poor planning and planners</p> | |
| <p>SH2 - Remutaki Hill - fully support a drop in speed limit. There are too many idiots driving too fast on this winding road. SH2 - north of Masterton - support a lowering of speed limit to 80 for the stretch to Opaki but not past there.</p> | |
| <p>The Remutaka Hill will not be made safer by lowering the speed limit to 60kmh, currently this is already the average speed for most people coming from Featherston to Upper Hutt. The majority of accidents come from inexperience, improperly maintained vehicles and trucks. This road is used by motorcycles and vintage cars as a drivers road, removing this by setting a strict 60kmph speed limit would impact the culture of every enthusiast that uses the road. There are parts of the road where speeds over 60kmph are safe and required to pass other cars/ trucks effectively, without a speed limit over 60kmh you wouldn't effectively be able to pass another car legally. I feel that given the average speed is in line with your proposed speed limit of 60kmh, and there is a need to set a speed that allows for safe passing in a timely manner (due to short passing lanes), a blanket speed of 80kmh would be safer, legal, enable timely travel for commuters and preserve the road for enthusiasts. I understand you want to make things safer but we also need to preserve this roads heritage as one of the greatest driving roads in NZ. Also, it's pretty clear that lowering speed limits is a cost savings measure as WK doesn't have the money to make the roads safer. That is a bandaid on a wound, accidents are caused by inexperience and poorly maintained cars. What we need is to do a buy back for older cars to allow owners to upgrade to newer cars (voluntarily) which have better crash protection structures and road keeping technology. I've been a government advisor for years and this would have to be one of the worst ideas I've come across, anyone with sense knows if you slow people's ability to get from point a - b it impacts spending which in turn impacts the economy. This will just make NZ poorer and annoy people. Invest in roads, driver training and push for a newer rolling stock using tools like a buy back. Please see the light WK, safety is important but this direction is all wrong.</p> | |
| <p>I would like to question the rationale behind making SH2 Remutaka Hill 60kph. While I would agree that for most of the time that speed is the road speed, especially as the bends not the posted speed dictate the road users speed, at passing lanes the speed needs to be increased to allow as many vehicles as possible to pass slow moving trucks. If this is not done, road users will get frustrated at driving at less than 30kph in queues of traffic and take risks to overtake trucks. We could end up with more accidents than we currently have. 80kph would appear to be more appropriate otherwise you are unlikely to get the public to buy into what NZTA are trying to achieve with Road to Zero.</p> | |
| <p>The proposed speed limit for the hill is far too low, sh2 60. Not that anyone's feelings or opinions matter but I believe the speed limit that will be imposed on the hill on sh2 is far too low at 60kph, an 70-80k limit is much better this not only being the general cursing speed of most groups over the hill trucks busses etc all manage to maintain that speed not the proposed 60, 60 seems like a limited placed for the uneducated incapable drivers that don't think of other vehicles and fail to pull over or even drive the hill safely, in fact the issue with the hill is not the speed at all its the driver ability, from commuting the hill daily I saw drivers would cut corners drive on wrong side of the road much more often at a lower speed (40-50) when stuck behind or being the one causing the slower traffic, I have hour and hours of dash video of these drivers not paying attention not only that but the road is not wide enough for larger vehicle trucks and even Utes struggle to pass each other oncoming, there's not enough passing lanes either side as well when vehicles get stuck behind one another the 1 person driving 60 know turns to traffic of 30 cars creating frustration and also shock loading the traffic into upper hutt resulting in backing everything up and not making wellington move you have to be absolutely oblivious to not see it, take one day to drive the hill and you would observation of it would be that of which, a majority of the drivers come off the motorway at upperhutt too to avoid the traffic to pull back on at moonshine only creating worse traffic. I believe the speed limit of 60 is too low and well below the average speed of that of someone that commutes the hill, incapable drivers maybe 60 is great for them but catering to both sides should make more sense, improved road quality constantly getting shut due to issues that are preventable, secondary options for traveling to the wairarapa the hill is the only way in and out of southern wairarapa there should be more options, increased passing lanes and a speed limit of 70-80 would keep wellington moving not lowering the little beyond that of the median would be .</p> | |

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| <p>SH2 Remutaka Hill, if you have to reduce the speed, 80kph should be the minimum. The road is better than it was in the 80s and 90s, cars are s safer. It's the drivers that need to calm down! All speed limits out of Wellington CBD should remain 50kph. Including the outer roads such as SH1 Vivian St, the Quays and Kent Terrace. Again it's either the drivers who speed who are the issue or pedestrians who choose not to cross where safe or cyclists who take chances. Red light cameras would be a better deterrent. Taxi lane jumping needs to also be addressed, so many near misses it is astounding there are not more accidents. Police need to actually address bad behaviour when they see it, I have witnessed a bus almost run a car off the road, police car right be hind it and they did nothing.</p> | |
| <p>Remutaka Hill SH2. Speed is not the issue on this road. I drive it twice a day and have done for a couple of years. The issue on this road is the lack of overtaking lanes, lack of safety mirros on blind corners and the amount of trucks using the road now. This road has not been upgraded to practically withstand the increase in population in the Waiarapa meaning more and more people use the road resulting in more and more need for passing lanes, slow lanes, pull off areas etc. 60km is not a safe speed, it will cause significant frustration to daily commuters who will make poor driving decisions out of frustration. I truly feel that the proposal to lower the speed limit is for no other reason then because Waka Kotahi are wanting quick easy solution and to make it look like your trying to do something. If you actually were serious about safety you would have been out there years ago making the road more fit for purpose and you would already know speed is not the issue. Those that want to drive the hill to fast at dangerous speeds will do so regardless of posted speed limits. A decrease in the speed limit will only effect the responsible road users who already driving the road appropriately. My suggestions: Signs advising drivers the length of each passing lane - often drivers that are inexperienced on this road leave it to late and try and overtake not knowing the lane is coming to an end, this happens weekly atleast. Sinage advising motorists to pull over and let traffic pass if they are holding it up. Mirrors on blind corners - this will particularly help truck and coach drivers safety navigate corners. Make the hill a non cycling zone - corners are blind and the road is narrow is exceptionally dangerous for cyclists to be riding this road yet they do and I've seen it nearly come to disaster many times. I am a keen cyclist so I say this from the point of view of both driver and cyclist. Ideally a tunnel would be built or atleast major earth work be undertaken to make the have more overtaking lanes, more slow lanes and more stopping bays. The population in waiarapa is going up and up and trucks are using the road more now then ever. Remutaka hill is part of a major arterial route for road users however the road has had no significant development. Double lanes up and now both sides or a tunnel - this is what would be planned if Waka Kitahi ans the government were serious about safety on this road.</p> | |
| <p>Hi, I've just been made aware of the ridiculous speed limit changes between Featherston and Silverstream on SH2 Wellington. I drive this State Highway, 5 days a week and the speed limit isn't the issue. It's the humans driving the motor vehicles. The consultants have maybe never even driven the road to have any real data for such extreme changes. Death and crash statistics need to be ZERO and I think more attention to driver training/education on how to be a good considerate driver verse the speed limit reductions. Areas need change yes, I suggest: A round about instead of lights at whakatiki and moonshine entry/exits. Lights are a damn nuisance on a State Highway! The speed limit of remutaka hill reduced to 80km/h. There are slow corners that need making more obvious to new/first time drivers and more stopping bays. Leave between Te Marua and Kaitoke at 100km/h, put yellow lines to prevent awkward passing manoeuvres. They're Currently back to front if you consider the safety aspects of clear view. I Hope this helps with your decision and you consider the view of an everyday kiwi bloke.</p> | |
| <p>I believe reducing the Rimutaka Hill (SH2) to 60km is too low and a more realistic speed would be 80km. I do though agree that 100km is not appropriate but the 80km will allow better and safer passing of slow vehicles where possible on the passing lane areas.</p> | |
| <p>I agree with the riverstone speed limit proposal, but it is going to be pointless for when the road is not busy, people will still go 100 when not busy. Better off putting a traffic light in like you did at whakatiki street. Remutaka hill, the speed limit is fine as it is only going to reduce slower drivers further which will most likely cause more accidents from impatient drivers. Many people already go a safe steady pace over the hill and the accidents on the hill are alot of the time caused by the slow drivers or conditions outside of our control. Keep the limit or drop to 80 at most. 60km is a joke and will cause many people to speed causing unsafe road conditions.</p> | |
| <p>Remutaka Hill should be 70 or 75 Not 60 as this will then almost double the amount of time you have to travel over the hill. As someone who suffers from car sickness I will never go to the wairarapa simply because I won't be able to stand the hill being so long. If people are driving that hill and crashing they are dangerously driving around the corners usually speeding and not paying proper attention to the roads. We need more campaigning for better testing of driver licensing not the speed limits as it is peoples dangerous driving that is causing the problems and accidents not the speed limit as you can still have crashes/accidents at those smaller speed limits.</p> | |
| <p>When the speed limits over the Remutakas and the speed limit at Kaitoke are reduced, there should also be attention given to the speed limit through Te Marua. It is currently 80km/h and vehicles, including heavy laden logging trucks come barreling around the corner by the golf club turn-off and down the straight, past the dairy at closer to 90km/h. There are houses down that piece of road with more currently added on the golf club side, and a T-junction with Plateau Road. There is a dairy on that corner and a primary school close by, with parents turning onto SH2 at that junction. Also a large development (400 homes) is planned down that road (at Gabbits Block), homeowners who will soon be coming onto SH2 at this point too. There is just too much traffic going too fast down that piece of SH2. Turning into the road from our properties is a nightmare. This has previously been brought up at a meeting attended by a representative of Waka Kotahi, but no attention seems to be given to the concerns of us living here.</p> | |

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| <p>The intersections on the Kaitoke portion of SH2 (Marchant Road, Gilbert Road, Waterworks Road) need to be made safer. In particular the Marchant Road intersection is dangerous, especially when trying to turn in from the southbound lane. There is no safe way to stop and cross the northbound lane. Myself and a number of other residents have had near misses at this intersection. When turning in from the northbound lane there is nowhere to pull off because of Paukuratahi Bridge, and other traffic sits too close when slowing down/turning and overtakes on a blind corner.</p> | |
| <p>Maybe lower the speed limit on sh2 near remutaka hill at least 60km/h from kaitoke bridge onwards or even from te marua</p> | |
| <p>Reducing speed to 60 on Remutaka Hill makes no sense. As someone who drives this hill on a regular basis, reducing the speed will only cause more accidents as people get frustrated. Creating slow lanes where possible for those who prefer to drive slower would be a greater benefit. If any speed reduction is made 80 would be more sensible</p> | |
| <p>In regards to the rimutaka hill. 1. Mirrors on the tight blind corners (As trucks/buses cross center line on tight turns) 2. Display the distance an over taking lane is at the START of the over taking lane (so people know how much time they have to over take from the get go) 3. Signage to remind slower drivers to pull over in the stopping bays as not to impede the the flow of traffic. 4. Continued work on barriers to prevent slips/rocks from landing on the road. All will do more to prevent accidents than lowering the speed limit. Also all currently speed zones should be kept the same. Reducing speeds will increase travel time traffics, costs of travel, costs to deliver goods etc. A better approach would be to fix the roads, reduce the pot holes, put up more barriers where required. I would also advocate that people should have to resit thier full practical test every 5 to 10 years. As it is dangerous drivers causing accidents on the road. Most of which are either new or on the other end of the spectrum and havent retrained or updated themselves with the new road code and may have deteriorating health conditions gone unchecked.</p> | |
| <p>Remtaka Hill 1. Mirrors on the tight blind corners (As trucks/buses cross center line on tight turns). 2. Display the distance an over taking lane is at the START of the over taking lane (So weekend warriors know how much time they have to over take from the get go) 3. Signage to remind slower drivers to pull over in the stopping bays as not to impede the the flow of traffic 4. Continued work on barriers to prevent slips/rocks from landing on the road. All will do more to prevent accidents than lowering the speed limit.</p> | |
| <p>Te Marua Upper Hutt why are you lowering the speed limit from 80 to 50km? Sign to bridge. New subdivisions of over 1,000 houses. Speedway too when it is on. Turn in out Plateau Road is very unsafe. This is a speed limit that should change.</p> | |
| <p>Te Marua - Upper Hutt (SH2) - please reduce the speed, we are residents on this road and struggle to get out the driveway with the speed of cars and the children need to cross the road to get to the bus.</p> | |
| <p>Lowering the speed limit on the Remutaka hill is an absolute shame. There are already enough logging trucks and slow drivers already that make it a pain to drive. Slowing down traffic even more would likely cause an influx of road rage. If you end up going through with this, at least change the passing lane speed to 100 or make the hill 70kph+. Also fix the corner on the Featherston side of the hill, before the first bridge going north, it's off camber, tight and the road is falling apart. It's dangerous.</p> | <p>Also fix the corner on the Featherston side of the hill, before the first bridge going north, it's off camber, tight and the road is falling apart. It's dangerous.</p> |
| <p>60km/h over the Remutaka Hill Rd is unrealistically conservative. Many motor vehicles can safely travel faster than th s and still travel safely. 80km/h would be a more realistic limit.</p> | |
| <p>Remutaka I agree with the speed change but 60? 70 to 80 seems more reasonable</p> | |
| <p>I travel between Carterton and Wellington CBD daily by car. I 100% disagree with lowering the speed limit to 60kmp/h, and believe NZTA should invest in signage for slow drivers to pull over when traffic is behind them, centre barriers so vehicles cannot cross into oncoming lanes and more frequent slow vehicle bays. Confident drivers who frequently travel the hill get extremely frustrated with slow drivers who refuse to let traffic pass - I feel this would be worsened with lowering the speed limit. I frequently have oncoming cars & trucks entering my lane, this is regardless of speed and I doubt lowering the speed limit would lower this risk. At the slowest, I believe the speed limit could be 80kmp/h.</p> | |
| <p>With development happening on both sides of SH2 and lots of young families around it would be great to lower the speed limit on SH2 around Plateau Rd and lower to 70 between Plateau Rd and Birchville (esp with the cycle lane being directly in SH2 near Birchville.</p> | |
| <p>I wholeheartedly support this entire Management Plan. I live adjacent to SH2 in the Hutt Valley, and I regularly drive over the hill to the Wairarapa. Dangerous driving along SH2 is now at epidemic levels; the speed limit must be reduced. This proposal for a 60kmp/h limit over the Rimutaka hill is an excellent idea. SH2 is a public and sometimes perilous road through the heart of ou communities - it is not a racetrack. On SH2, please extend the 80kmp/h section from Owen Street all the way to Melling. There is frequent drag racing from the Melling intersection toward Upper Hutt, with speeds exceeding 100kmp/h. Excessive speed makes this a dangerous area for pedestrians and dwellings on both sides of the road.</p> | |
| <p>100km/hr definitely to fast on Rimutaka Hill road but 60 km/hr is too low. 60-80km/hr would be a sensible and safe speed setting for this road.</p> | |

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| <p>2.5 - 2.6 - 2.7 Speeds proposed seem excessively slow - most vehicles travelling this route would be struggling to attain the 100kph that is the posted limit at present. By restricting the speed to 60kph as the posted limit it means that in some places trucks and lower powered vehicles will have to change to even lower gears to maintain momentum when travelling UP the hill on either the Wairarapa or Hutt Valley sides. Speeds when travelling DOWN the hill are presently set at 100kph and I believe would be safely reduced to 80kph limit without any inconvenience to those travelling the route every day. I would be extremely surprised if anyone is capable of averaging 100kph over the hill either going north and going south. My own average I've calculated is 67kph going down on the Hutt Valley side - going up on the Hutt Valley side it is 72kph. On the Wairarapa side going up is 56kph and going down on the Wairarapa side it is 67kph.</p> | |
| <p>1-1, 1-2, 2-1, 2-2: Not sure I understand what this is getting at: - Northbound to SH1, the lower limit of 50 for the first part of the hill from Jarden Mile towards the Newlands exit makes some sense, but jars too heavily with the speed limit of 80 on Hutt Road as you approach. Suggest 60 km/h. - Southbound from SH1 this is completely pointless; the traffic can flow freely assuming the lights are green, and there are two wide lanes - Northbound to SH2, reducing the limit to 50 on the on-ramp seems very dangerous! That traffic merges with SH2 traffic that's doing 100km/h. The existing limit of 80 for the ramp is fine. - Southbound from SH2, there is a very sharp corner and a set of traffic lights. You can't do more than 30 anyway. The correct fix for any possible risk of collision at this junction is to not have slip lanes for cars, i.e. cars moving from SH1 to SH2 and from SH2 to Hutt Road (southbound) should be controlled by lights which are synchronized appropriately with those at the Jarden Mile junction, if not part of it. I drive this road regularly and never like having to turn from SH2 to Hutt Road; the angle is awkward and you have to keep up speed as if you stop you risk needing to accelerate quickly to 80 if the lights behind you have just turned green. It would be far better for that turn to be included in the traffic light control and/or to have a full-length slip lane. 2-10: Again, the correct fix is surely to remove the two sets of traffic lights and have an elevated junction with on/off-ramps, though that is obviously a large undertaking. In the meantime I think the two sets of lights can be better synchronized, e.g. so that traffic coming from the north always passes both sets of lights or neither. I am not sure if a speed limit change makes sense here. If it's just because there are traffic lights, then I would point to the much more dangerous traffic lights at the Melling Link / SH2 and Whitford Brown Avenue / SH59 intersections and ask why this one; if it's to help local traffic turning out of side roads not controlled by lights, then I guess it does a little, but again better on-ramps would be a preferred solution. [continues next row...]</p> | |
| <p>[...continued from previous row:] 2-8 / 2-9: Not sure if one of these covers a junction I find to be particularly dangerous. It's the one where you suddenly have to keep left to stay on SH2 northbound. The speed limit should definitely be reduced either side of that junction. 2-6: Strongly agree with this change, the Remutaka Hill is a very dangerous road 1-3: Transmission Gully, the Mackays to Peka Peka Expressway, PP20 and O2NL should all have a speed limit of 110km/h (cf. Hamilton Expressway). They are modern, wide, two-laned roads with plenty of safety features, no difficult sections, no junctions that interfere with the highway, and excellent visibility. These kinds of roads have been driven in France at 130km/h for the last 50+ years and France has a road toll only two-thirds of ours; they are also comparable to England's smaller motorways where the speed limit is 113km/h though traffic is much heavier. The focus on speed is too myopic. The fact that the safety page on Waka Kotahi's main site lists speed before alcohol and drugs, which are far more dangerous and contribute to the road toll the most per their own stats, shows just how obsessive this has become. (Consider an ideal straight road, no junctions, no traffic, dry road in daylight; any competent driver could do 140km/h without danger. But try doing even 100km/h safely when impaired by alcohol or drugs.) Additionally, we need a LOT more driver education, and more enforcement of issues such as keeping left, maintaining a safe following distance, and using headlights in wet conditions / at night. Driver education will take a long time to pay off but will, in the long term, prove far more effective at reducing accident rates than these endless speed limit reductions. As a side note, it's noted in the ISHMP that supposedly, lower speeds leads to reduced emissions. I am sceptical about this; I moved from an area where I did primarily 50km/h rural/urban driving to one where I drive the 100km/h SH2 more than anything else, and my fuel economy has improved by about 10-15%. It will become less of a relevant factor anyway as the uptake of EVs continues to increase.</p> | |
| <p>Rimutaka Hill Road to 60km, along with the linking SH2 roads to 80km are ridiculous. The stretch of road only ever moves as fast as the slowest user (which is usually a truck travelling much slower). By implementing blanket speed reductions, it will only piss off people who choose to travel outside peak times to avoid sitting behind trucks, who can comfortably move faster than that.</p> <p>Having spent time on the road, it is clear that frustrated drivers (often crossing the centre line), and high sided vehicles in high winds, cause more safety concerns than speed does. I can only imagine the level of abuse the Police are going to field from drivers, when they actually have to enforce this.</p> <p>On the wider SH2 changes, it does not make sense to reduce the speed limit on SH2 anywhere between Featherston and Masterton to 80km, given the long, flat straight roads with excellent visibility. Given traffic regularly moves at 110km on this stretch, there is an argument that the road could have proper median barriers added and the speed limit increased.</p> | |
| <p>State Highway 2 Remutaka Hill In your draft plan you propose to reduce the speed limit from 100 to 60. Maybe a reduction to 80 would be more appropriate. I have driven this road for 50 years and never had an accident. You need to target motorcyclists who ride at breakneck speeds, hug the centre line and do stupid overtaking. Don't see why you are hellbent on once again making a rule for the minority which affects the majority and continuing on with your pie in the sky road to zero deaths, this will never happen as I said previously, you cannot legislate against stupidity</p> | |



| Full submission | Location 2.5 - safety issue with road |
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| <p>State highway 2. Featherston to Masterton. I live in Featherston and work in Masterton. I do not want the speed limit changed to 80km/hr. I feel that the road is safe to be travelling at 100km/hr. If there were more passing lanes this would increase safety. s 9(2)(a) if the speed limit is 80km/hr. s 9(2)(a) s 9(2)(a) Will the laws be changed that we can travel under green lights faster than 80km/hr? Have you thought about this?</p> <p>The Wairarapa is large rural area I don't feel that changing the speed limit will help. I think it will cause more road rage. I think more passing lanes and lowering speed limits in newly built up areas is ok. But do not change it to 80km/hr all the way. That's just infuriating.</p> | |
| <p>100 kph speed is fine for state highway 2 from featherston to masterton. Problem is rude and impatient drivers not the road. Only physical changes needed are on the corner as you enter Greytown from the south and norfolk road further north. Both corners have a lot of near misses because drivers refuse to give way</p> | |
| <p>60ks is way too slow, be much happier with 80's its a motorway (Upper Hutt) not a residential street. And whilst we are talking about residential streets why is the top of Fergusson Drive 70k's? Its too fast, theres lots of homes and side streets which people have to speed out of just to get into traffic. Theres also a garage, pub, and liquor store that people have to exit into traffic thats speeding past at 70ks! Stock trucks and forestry trucks are also going 70ks which is a recipe for disaster.</p> | |
| <p>Finding this on-line form is not that easy... it's almost as if you don't want feedback on the proposed speed changes. I actually think this is just a bit of lip service to the public and decisions on changing these speeds has pretty much already been made.... and we are already travelling down the 'Road to zero (km/hr)'. Whilst I accept that there is in some instances there are good reasons for lowering the speed limits in localised areas wholesale and dramatic speed changes are in my view heavy handed and over the top. More effort should be spent on driver training and improving the quality of our roads rather than simply reducing speed limits to address the issue. Temporary speed reductions have a habit of coming the permanent speed. I particularly object to the proposal to reduce the section of SH2 over the Remutaka hill (reference 2-6) from 100km/hr to 60km/r. This section of road has patches where you do need to travel slowly but also has areas where higher speed s can be done safely. Trucks travel very slowly up this road and by reducing the speed limit to 60km/hr will limit ones ability to pass at the very limited and short passing lanes on this section of road. It will effectively become a procession of vehicles stuck behind trucks travelling at 30 -40km//hr for the entire section of road. This will increase driver frustration significantly potentially leading to a far greater number of risky/dangerous passing manoeuvres. Could I suggest that 70km/hr is perhaps a more appropriate speed for this road. I also objec to the proposed location where this speed limit will take effect. There are reasonably straight sections of road leading up to the Remutaka hill which have been included in this section where this reduced speed is proposed. I would suggest that the speed reduction only occurs where the road becomes windy ie at the base of the hill on the north and south sides. There is a south bound passing lane at the base of the hill on the north side. I suggest that the speed reduction doesn't start until after this passing lane. What is the extent of the proposed speed restriction identified as 2-5 on the plan? It appears to start and stop at Renall Street ie no distance at all. Renall Street in Featherson is about where the 50km zone starts anyway and I don't think that it is in a 100km/hr zone. There is a 70km/hr section of road leading into Featherston.</p> | |
| <p>Please allow for Inclusion of protected bike lanes on SH2 from Managroa Hill Road to Twin Lakes Road with a speed reduction of 50km/hr from Mangaroa Hill Road to Akatarawa as proposed then no more than 70km/hr from Akatarawa Road to Twin Lakes. This stretch of road is very dangerous for cyclists in particular.</p> | |
| <p>Please do not lower the speed limit from Featherston to Masterton SH2 except town precincts then it should be 100 slow to 70 and 50 through towns. The Remutaka Hill Road should be lowered to 80 not 60 as the many logging trucks that are using the road will hold up other traffic.</p> | |
| <p>The 60 km speed reduction on Remutaka Hill should be applied to a slightly shorter section. The approaches on both sides need not be reduced to 60. On these relatively straight section, drivers will not be willing to adhere to a 60 kmh limit - 80 would be better accepted. Also speed reduction around Moonshine Hill road to 60 seems excessive. 70 or 80 would get better compliance.</p> | |

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| Full submission | Location 2.5 - safety issue with road |
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| <p>The speed limit on SH2 should not be decreased due to the bad condition of the roads, the roads need to be improved. The idea to put traffic lights in at the Riverstone intersection will only cause more frustration like the SH2 Whakatiki St lights, which have caused traffic to backup something terrible. The logical solution based on safety and the amount of traffic is to build over or under bridges.</p> <p>The reduction in speed through this area and over the Remutakas will only cause more frustration resulting in more road rage and illegal activity. The issue with the Remutaka Hill is the large trucks that are too big for the road, not even being able to take the corners in their lanes. The Remutaka Hill has had a history of truck accidents, some due to high winds, other due to the size of the trucks. Other than the suicides, the accidents on the hill are caused by bad drivers and the condition of their vehicles. As a regular driver over the hill I do not see issues with cars travelling legally up to 100km in places, keeping traffic from backing up and preventing frustration, the issues are always large trucks and vehicles in bad condition. The proposed speed limits of 80, or 60 kph which has been mentioned since, will be a major step backwards connecting the Wairarapa, Upper Hutt and Wellington regions.</p> | <p>The speed limit on SH2 should not be decreased due to the bad condition of the roads, the roads need to be improved. The idea to put traffic lights in at the Riverstone intersection will only cause more frustration like the SH2 Whakatiki St lights, which have caused traffic to backup something terrible. The logical solution based on safety and the amount of traffic is to build over or under bridges. The reduction in speed through this area and over the Remutakas will only cause more frustration resulting in more road rage and illegal activity. The issue with the Remutaka Hill is the large trucks that are too big for the road, not even being able to take the corners in their lanes. The Remutaka Hill has had a history of truck accidents, some due to high winds, other due to the size of the trucks. Other than the suicides, the accidents on the hill are caused by bad drivers and the condition of their vehicles. As a regular driver over the hill I do not see issues with cars travelling legally up to 100km in places, keeping traffic from backing up and preventing frustration, the issues are always large trucks and vehicles in bad condition. The proposed speed limits of 80, or 60 kph which has been mentioned since, will be a major step backwards connecting the Wairarapa, Upper Hutt and Wellington regions.</p> |
| <p>I am concerned that the proposal for 60kmph on SH2 Remutaka Hill Rd (map ref 2-6) will lead to significant backlogs, frustration, and likely aggression. I would wager a large numbers of vehicles crossing every day are speedlimited by E-Road systems or similar (take a survey of the number of work utes/vans on the hill at any particular time), which therefore won't be able to overtake vehicles travelling at, say, 50kmph given the short passing lanes on the hill. People who do not drive the hill regularly already travel well under the posted speed limit.</p> <p>Any change to reduce the speed limit must be accompanied by an improvement in the number and quality of passing lanes, and regular signage making clear that slow vehicles must let others pass.</p> <p>A limit of 80kmph would very likely avoid the worst of these issues.</p> | |
| <p>SH2 2-6 Remutaka Hill</p> <p>A speed limit reduction to 60 km/h over the hill is ridiculous and goes way too far. 80 km/h is much more appropriate. There are sections that cannot be driven much faster than 60 km/h but there are also many other sections that can be driven with 80 km/h safely, especially passing lanes. There are always people who stay well below the speed limit just to speed up in passing lanes. Other road user will be forced to brake the speed limit just to be able to overtake these. People will also no longer let other traffic pass because they think their speed is close to the speed limit thus fine for everyone. This will the cause more anger and road rage and dangerous passing manoeuvres.</p> <p>Motorcyclist are once more completely ignored. It can be very windy at Remutaka Hill. A number of corners are very dangerous in high winds, especially the ones that have been straightened a few years ago at the top on the Upper Hutt side where the wind is deflected from the banks. A motorcycle is very unstable at 60 km/h compared to 80 km/h. Having to go around these corners at 60 km/h at high winds is extremely dangerous. This will most likely result in more fatalities caused by WK/NZTA.</p> <p>Everything below 80 km/h will just cause more harm than good.</p> | |
| <p>SH2 951</p> <p>There are 2 circumstances when exiting and entering s 9(2)(a) from or onto SH2 has become increasingly dangerous whether by car or cycle. We use both.</p> <p>Turning right to go to Wellington is quite frightening because while the road may be clear of oncoming traffic to your left (Featherston traffic), in the few seconds it takes to cross the road as fast as you can (in the car), oncoming cars come up right behind you, too close for comfort because they are travelling at 100km and have to slow down.</p> <p>The other scenario is coming from Featherston and having to make a right turn into s 9(2)(a), over the double yellow line. In the car, there is no option but to pull into the double yellow line and to cross when traffic from Wellington leaves a gap. The increasing amount of traffic makes this more difficult. On our bikes we have to ride over the road as walking over takes much longer and we could be caught out by traffic from Featherston travelling at 100km. So walking, which would be safer, is not an option.</p> <p>I note in your plan the proposal is for reduction to 80km. While this would certainly be an improvement we think 70km would be better.</p> | <p>SH2 951. There are 2 circumstances when exiting and entering s 9(2)(a) from or onto SH2 has become increasingly dangerous whether by car or cycle. We use both. Turning right to go to Wellington is quite frightening because while the road may be clear of oncoming traffic to your left (Featherston traffic), in the few seconds it takes to cross the road as fast as you can (in the car), oncoming cars come up right behind you, too close for comfort because they are travelling at 100km and have to slow down. The other scenario is coming from Featherston and having to make a right turn into our driveway, over the double yellow line. In the car, there is no option but to pull into the double yellow line and to cross when traffic from Wellington leaves a gap. The increasing amount of traffic makes this more difficult. On our bikes we have to ride over the road as walking over takes much longer and we could be caught out by traffic from Featherston travelling at 100km. So walking, which would be safer, is not an option. I note in your plan the proposal is for reduction to 80km. While this would certainly be an improvement we think 70km would be better.</p> |
| <p>Sh2 from featherston North. Dropping the limits to 80 kph makes no sense the road, if maintained, is fine mostly straight. I travel to Wellington daily and the issues are poor driving at any speed. Fix the licence system and enforce the rules don't add 40 minutes extra travel time to the daily commute. Speeders will not charge. There is way to much focus on speed. I would really like to see detailed data on crashes provided not just marketing spin.</p> | <p>Sh2 from featherston North. Dropping the limits to 80 kph makes no sense the road, if maintained, is fine mostly straight. I travel to Wellington daily and the issues are poor driving at any speed. Fix the licence system and enforce the rules don't add 40 minutes extra travel time to the daily commute. Speeders will not charge. There is way to much focus on speed. I would really like to see detailed data on crashes provided not just marketing spin.</p> |

| Full submission | Location 2.5 - safety issue with road |
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| <p>SH2 North of Masterton instead of reducing the whole area to Paierau Road I can see that a reduced speed of 80km/hr would be beneficial but change to 100 after the Loopline Road. But as there is no speed reduction recommended for the bypass road on Paierau Road I would recommend that this road should have some widening to allow safer pull up areas for turning off traffic into gates etc.</p> <p>SH2 Remutaka Hill Road a speed restriction of 60km for the whole hill is very realistic and I support this.</p> <p>Reducing the speed on some minor roads near Carterton and other towns to 60km is very sensible such as Rutland Road by Carterton but only very close to the towns.</p> <p>SH2 From Masterton to Featherston should only be reduced to 80Km/hr once a suitable alternate route is built. In this day and age it is ridiculous for a State Highway to have 9 speed reducing bumps and speeds of 30km per hour. Instead of spending millions on building roundabouts and raised crossings. There is so much traffic that has no intention of stopping anywhere in these small towns but making the roads dangerous around local schools and shops.</p> <p>The Wairarapa needs a bypass road from Featherston to beyond Masterton for through traffic going North to Hawke's Bay, Castlepoint and Riverdale. The argument that the small towns will suffer is rubbish as is apparent on the Gold Coast (Paraparaumu etc.) These towns are relieved that speeding traffic and heavy traffic is removed from their towns. It took seventy odd years after first mooted this bypass road on the Gold Coast please lets have learnt from this and get a new road in the Wairarapa within ten years and stop wasting money on making unsupported changes.</p> <p>The other area of concern is the state of SH2 with trucks that are far too heavy ruining the surface. The roads were never built for trucks of that calibre these should be banned from all unsuitable roads unless the companies that use these trucks pay for these roads to be upgraded. At present travelling North of Masterton you are driving from one patch to another after pothole and pothole gets filled in. Ordinary diesel vehicles paying road user charges for good roads are punished to pay for these overweight trucks.</p> <p>Just one other matter I would like to know are all road user charges going directly to Waka Kotahi to maintain and improve our roads?</p> | |
| <p>SH2 were it passes through Masterton from Cornwall St to the roundabout just past Rugby Street - see Michael St which is right in the middle of the 'danger zone'. For pedestrians to cross from say Michel St to Kuripuni village/ Pak n Save side is a game of "who dares wins" - please put in a couple of speed bumps and take the speed from 50kph to 20 or 30 kph. As well as being a wide piece of road there are multiple points of entry and egress (more than show on Google e.g the 2 for Pak n Save. Mobil station, LiquorInd). 2nd document - the first one wouldn't let me add more after the Kuripuni village SH2 bit. Masterton to Featherston and Featherston to base of the Rumatakis.</p> <p>New roundabouts for between Masterton and Carterton are great as are median strips. However, aside from the roundabouts 100 kpm should be the speed for the road except when entering the towns (80kpm) and within the towns (50kpm) - speed humps are great in the shopping areas - slows it down, same for the little roundabout – a possible for the SH2 Kuripuni piece of road as per first submission?)</p> <p>Keep the original passing lanes between Carterton and Masterton and add some passing lanes for the Carterton to Greytown and Greytown to Featherston. Don't reduce any speed limits north of Masterton i.e., to Eketahuna/ Pahiatua (unless get more built-up areas) but do add some passing lanes. (I drive these routes regularly for work and virtually every trip see at least once incident of dangerous overtaking caused by frustrated people stuck behind slow to very slow (can be 50-60 kpm – sometimes worse); other drivers. Reducing speed limits increases travel time => tireder drivers who 1. are more likely to fall asleep 2. even if still awake concentration is reduced 3. Propensity to take risks e.g., overtaking on tight margins increases. These increase in harms from these factors should be included in the data that informs these decisions.</p> <p><i>[Continues next row...]</i></p> | |
| <p><i>[...continued from previous row:]</i></p> <p>(NB: I am advised by the transport industry (and this applies to other sectors) that lengthened journeys will incur extra costs, which are on charged to clients with the result that everyone, will ultimately pay them either through taxes or as a consumer.)</p> <p>Rumatakis – once in the winding hill part, is 60-70kpm is the speed you travel at anyway so can see the sense in formally reducing it however is a concern re overtaking as first there are the drivers (like my Uncle) who deduct 10 km from the speed limit – so he and his comrades will be driving at 50 km) and if the speed limit prevents overtaking in the passing lanes then the whole journey will be at the speed of the slowest vehicle (disregarding trucks who pull over when they can); this could be 20 kpm – this is not reasonable and will increase the 3 negative affects mentioned earlier.</p> <p><i>[Continues next row...]</i></p> | |

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| <p><i>[...continued from previous row:]</i> Speed limits once off the winding hill part on the Hutt side should stay as they are but expand the road that has dual carriageways and median strips.</p> <p>Lobby govt to make driving with lights on at all times, compulsory. Back when I had to do with roading and safety etc, am sure we had statistics that showed a significant reduction in crashes/ morbidity and mortality (also pedestrians' accidents (and would likely apply to cyclists as well)), simply by making driving with headlights on during the day compulsory. Seems an easy win as while it requires a law change it does not require any expenditure on the part of motorists as should all have lights anyway.</p> <p>NB – the other thing I note from my driving is the very large number of people who drive without their lights on when is it well past dusk – not infrequently see 2 or 3 of these in a 100km trip. Guaranteed accident if someone coming the other direction is executing an overtaking manoeuvre and hasn't seen the on-coming vehicle because they have their lights off.</p> <p>Thanks for the opportunity to comment</p> | |
| <p>State Highway 2 intersection with Marchant Road Safe turning for exiting school buses as current traffic speed on SH2 100km/h with line of site to east bound corner limited</p> | |
| <p>State highway 2. Sections from Upper Hutt to Masterton. I believe the changes are over the top and massively confusing switching between speed zones How many speed zones will one travelling Upper Hutt to Masterton now have to undertake? What is the expenditure of these changes vs better roading more safety initiatives? As someone who takes this route on a regular basis i am concerned these changes create un necessary confusion that will lead to more road rage and incidents. I would like to see a more practical solution which would be to implement changes to worst areas first and then decide if others need to drop. Switching between 50-70-80-60-80-100 km/h several times within 40 minutes of state highway road doesn't make any logic. Would also like to add the 60 km/h for Remutaka is a 40% decrease in speed. 40%! 60 km/h limit would make it virtually impossible for any cars to legally overtake trucks/camper vans or cars towing large trailers. This would add huge pressure to the drivers of these vehicles and more aggressive situations on the passing lanes.</p> | |
| <p>The proposed speed reduction to 60kph on 2-6 Remutaka Hill is too low and will not be observed This section of SH 2 should not be 100kph but a reduction to 80kph would see much better compliance This road should have a drive to condition signage such as the derestricted sign we used to use Conclusion oppose the reduction to 60kph on the Remutaka Hill SH@</p> | |
| <p>1.0 Support 60Km/hr Speed Limit at the Marchant Road-SH2 Intersection at Kaitoke, Upper Hutt. Lifestyle Developments Wellington Limited owns land at Marchant Road, Kaitoke, Upper Hutt, and has an interest in the safety of the Marchant Road - SH2 intersection. Lifestyle Developments Wellington Limited SUPPORTS the proposed lowering of the speed limit to 60km/hr at and within the vicinity of the Marchant Road - SH2 intersection at Kaitoke, Upper Hutt for the following reasons:- 1. Lowering the State Highway speed limit to 60km/hr in the vicinity of the Marchant Road intersection and the Pakuratahi River bridge will provide improved safety outcomes at the intersection. 2.Lowering the speed limit to 60km/hr on the State Highway in the vicinity of the Marchant Road intersection and Pakuratahi River bridge will address existing design deficiencies of the Marchant Road intersection as identified by Waka Kotahi's own data; 3. Lowering the speed limit to 60km/hr will enable intersection design improvements within the State Highway corridor which should be funded in the immediate term by Waka Kotahi; and 4.The improved safety outcomes at the Marchant Road - State Highway 2 intersection from the lowered speed limit will enable land owners to undertake activities on their land provided for by the District Plan. 2.0 Requested Outcomes Lifestyle Developments Wellington Limited requests the following outcomes of the Interim Speed Management Plan for SH2 - Wellington Region:- 1. In the immediate term lower the speed limit to 60km/hr on the state highway in the vicinity of the Marchant Road - SH2 intersection and Pakuratahi River bridge at Kaitoke; and 2.In the immediate term provide funding for, and implement, traffic design and intersection operational improvements at the Marchant Road-SH2 intersection. Thank you for the opportunity to provide feedback on the Agency's Interim Speed Management Plan.</p> | |
| <p>Kia Ora. I live in Wellington and travel frequently to Greytown. I support all the proposals to reduce speed limits between these two places (and others which I do not travel so often on, as well). The current speed limit of 100kph over the Remutaka Hill Road is a nonsense and I am continually pulling over to let impatient drivers pass. Impatience is a big problem with the NZ driver mindset and I have several times been overtaken on yellow lines on the hill road!! Policing the new limits will be necessary but I am all in favour!!</p> | |

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| <p>Submission from AA Wellington District Interim State Highway Speed Management Plan for Wellington Region</p> <p>The NZ Automobile Association (NZAA) appreciates the opportunity to comment on Waka Kotahi's Interim State Highway Speed Management Plan. The NZAA has over 1.8 million members nationwide, of whom over 200,000 live in the Wellington region. The NZAA Wellington District represents the interests of motorists in Greater Wellington from Otaki to Wellington and Wellington to Upper Hutt.</p> <p>Overview</p> <p>Improving road safety is a key focus of the AA and we recognise speed management as an important road safety tool along with road maintenance and upgrades. In recent years the issue of speed management has been a major focus of the AA's policy and advocacy work and we have undertaken multiple surveys of Member views related to speed reductions, as well as looking at research from New Zealand and overseas and engaging with central and local Government over a number of proposals. The AA's high-level position on speed management is that: <input type="checkbox"/> Speed limits should be fair, consistent, predictable, credible and based on evidence that they are both safe and appropriate; <input type="checkbox"/> Speed limits will be most effective when they make sense to most people and will get good compliance without the need for heavy enforcement. <input type="checkbox"/> Speed limit changes are not the only means of improving road safety and should therefore be considered alongside other possible interventions, such as road safety upgrades, maintenance and campaigns to improve driver awareness and behaviour <input type="checkbox"/> People and communities who are affected by speed limit changes should be given ample opportunity to have a say on proposed changes to speed limits, and their views should be taken into account by the decision makers</p> <p><i>[continues next row...]</i></p> | |
| <p><i>[Submission from AA Wellington District Interim State Highway Speed Management Plan for Wellington Region continued...]</i></p> <p>Submission</p> <p>The AA Wellington District supports much of the proposed changes in the Interim State Highway Speed Management Plan for Greater Wellington. Our view on some of the specific changes are detailed below:</p> <p>Changes around schools - The AA supports improving the safety of environments where many people are going to be on or around a state highway. We agree with the proposed use of variable speed limits, as the lower speeds will only be suited during periods of high demand by pedestrians and cyclists which will be limited to specific times of the day. We are also of the view that variable speed limits should, wherever possible, be accompanied by flashing electronic signs particularly in rural settings, where travel speeds are likely to be higher – as such signage will help to ensure motorists are aware of the reduced speed limits and therefore assist with reducing vehicle speeds. So AA Wellington District can provide in principle support for all of the changes proposed in terms of variable speed limits around schools. It is not possible to go beyond in principle support however as the plan contains no specific details about where the variable limits would be installed, when exactly they would operate and who would have control around when they are used. The AA's understanding is that Waka Kotahi is still working with individual school and marae to develop a plan for each particular environment and the AA sees sense in the approach of tailoring changes to fit with different circumstances. But, in terms of an effective public consultation, these details need to be known before it is possible for other parties to give informed views on them. Where and when any variable limits operate around schools or marae will be critical to their credibility with road users and this will greatly influence compliance with them. The AA urges Waka Kotahi to give careful consideration to whether the locations and timing of variable limits will make sense to the majority of road users as they progress these plans. If limits are installed or used in ways that drivers cannot see any need for them compliance is likely to become poor, which will undermine the intended safety impact.</p> <p>The AA also believes that Waka Kotahi needs to remain the organisation that controls when variable speed limits operate. We recognise that there will be events or occasions outside the regular start and end of the school day when it would make sense to operate them but believe these situations should not be frequent and require making a request to Waka Kotahi so it can be checked and approved or adjusted. Ensuring that variable speed limits are only used on days and at times when they are warranted will maintain their credibility with the public.</p> <p><i>[continues next row...]</i></p> | |
| <p><i>[Submission from AA Wellington District Interim State Highway Speed Management Plan for Wellington Region continued...]</i></p> <p>Proposed changes to short stretches of highway</p> <p>The AA Wellington District supports most of the proposed changes for shorter stretches of highway in Wellington but does have some concerns about the following locations:</p> <p>SH2 Owen Street to Grounell Crescent - AA Wellington District supports the lower speed limit of 80km/h on both directions of SH2 but consider the 80km/h speed limit should extend further south as far as the Melling Intersection. The reasons for this were explained in our submission to Waka Kotahi on 1 November 2021 (enclosed). The key reasons for extending this limit are: <input type="checkbox"/> Pedestrians and Cyclists cross SH2 at Grounell Crescent. There have been multiple instances of red-light running and crashes at this intersection and we consider a lower speed limit will reduce the risk to vulnerable road users <input type="checkbox"/> The northbound lanes just north of Melling Intersection have no shoulder, are narrow and there is no room for a truck to pass a cyclist. <input type="checkbox"/> This section of SH2 is heavily trafficked and speeds are often 80km/h or lower at peak periods.</p> <p><i>[continues next row...]</i></p> | |

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| <p><i>[Submission from AA Wellington District Interim State Highway Speed Management Plan for Wellington Region continued...]</i></p> <p>Proposed changes to longer lengths of highway SH2 Remutaka Hill</p> <p>AA Wellington District has given careful consideration to the proposed speed changes on the Remutaka Hill Road. While the route lies within the boundaries of the AA Wairarapa District Council it is obviously of considerable interest to Wellington Members. After consultation with our colleagues in the Wairarapa and in the interests of road safety, the Wellington District Council is prepared to support a speed limit of 80kph.</p> <p>Conclusions</p> <p>AA Wellington District welcomes the opportunity for input on the Interim State Highway Speed Management Plan and supports much of what has been proposed in our area.</p> <p>Our survey work over many years has shown similar results to Waka Kotahi's own public surveys, which is that speed reductions can be a polarising issue with some people strongly in favour, some strongly opposed and the majority open to some reductions if they can see a good need for them and they feel they make sense.</p> <p>The AA believes that the best overall outcome in this area would be changes that will deliver safety benefits while also making sense to most road users, having support from the majority of the public and ensuring communities feel they are being listened to by authorities.</p> <p>As Waka Kotahi considers these changes, we would also encourage those making the decisions in different areas to drive on the roads themselves at the proposed speed limits. They can judge for themselves how appropriate those limits will feel to most drivers in good and free-flowing conditions as this will be crucial to compliance without unpopular heavy enforcement. Our final point is on implementation of any reductions and doing more to make sure road users are aware of any changes to speed limits. Studies by the AA Research Foundation have shown that drivers can take in just 30% of road signs and it can be a genuine occurrence for someone to have been unaware they were travelling above the limit. Our research showed that using alternative road markings was more effective at having drivers stick to lower speed limits and Waka Kotahi should be looking at measures like this beyond simply changing the signs on the side of a highway if they are making significant changes to speed limits.</p> <p>The AA Wellington District will be pleased to provide any further comment as appropriate. Please contact s 9(2)(a) on the below email.</p> | <p style="text-align: center; color: red; font-size: 2em; opacity: 0.3; transform: rotate(-45deg);">RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982</p> |
| <p>UPPER HUTT CITY COUNCIL'S SUBMISSION ON THE INTERIM SPEED MANAGEMENT PLAN FOR STATE HIGHWAY 2</p> <p>Dear Waka Kotahi,</p> <p>On behalf of Upper Hutt City Council, please see our feedback regarding the proposed Interim Speed Management Plan and SH2 Ngauranga to Featherston safety improvements programme:</p> <p>Executive Summary</p> <ol style="list-style-type: none"> 1. Upper Hutt City Council [Council] broadly supports the intention of the proposed speed reductions of the Interim Speed Management Plan [ISMP] as an interim measure, until such time as SH2 is sufficiently upgraded to meet both the current and future demands of the transport network. 2. Council is concerned that the ISMP is not considering the impacts on the local road network, the risk of changed behaviours having unintended consequences, and the lack of addressing the serious risks posed to pedestrians and cyclists in using SH2. 3. Council supports 4-laning SH2, with a grade separated interchange at Silverstream SH2/Fergusson Drive constructed to align with the development of the replacement Silverstream Bridge. 4. Council supports the introduction of traffic lights at Moonshine Hill Road as a necessary and life-saving measure until such time as a better intersection design as part of 4-laning SH2 'River Road' can be developed. 5. Council reluctantly acknowledges the need for an interim speed reduction of 100 km/h to 80 km/h between Te Marua and Kaitoke, until such time as the road is sufficiently upgraded to 4-lanes at a future date, recognising that this section of SH2 has not been appropriately invested in to cater to 100 km/h. 6. Council requests the inclusion of an interim speed reduction from 80 km/h to 60 km/h along Main Road North (SH2), from Beechwood Lane to the existing Te Marua 80km speed change, until such time as the road is sufficiently upgraded. 7. Council requests that Waka Kotahi improves the Marchant Road intersection as well as providing advance warning signs, to both cater for future growth and address the safety concerns of the current suboptimal intersection. <p><i>[continues next row...]</i></p> | <p style="text-align: center; color: red; font-size: 2em; opacity: 0.3; transform: rotate(-45deg);">RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982</p> |

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| <p><i>[UPPER HUTT CITY COUNCIL'S SUBMISSION ON THE INTERIM SPEED MANAGEMENT PLAN FOR STATE HIGHWAY 2 continued...]</i></p> <p>8. Council supports the reduction of speeds at Brown Owl from 70 km/h to 50 km/h as part of the ISMP, accompanied by improvements to the Akatārawa Road intersection to cater for future growth.</p> <p>9. Council has concerns over the speed reductions of 100 km/h to 60 km/h in the northbound approach to Moonshine Hill Road, and instead suggests 80 km/h is more appropriate.</p> <p>10. Council supports the reduction of the speed limit over Remutaka Hill Road from 100 km/hr, but not to 60 km/h, which Council considers an unacceptable speed limit for this section of road. Council instead suggests the lowest acceptable speed limit should be 80 km/h and accompanied by continued safety improvement interventions.</p> <p>11. Council would like to work further with Waka Kotahi to find long lasting solutions that will provide for a safe, accessible, efficient, sustainable, and resilient transport network in and through Upper Hutt, solutions that encourage multi-modal shift and are viewed in an integrated manner rather than in isolation.</p> <p>Waka Kotahi Proposal</p> <p>The proposed Interim Speed Management Plan (ISMP) suggests four speed changes for State Highway 2 (SH2) within Upper Hutt. These are:</p> <ol style="list-style-type: none"> 1. Moonshine Hill Road intersection (Northbound only 100 km/h – 60km/h) 2. Brown Owl (70 km/h – 50 km/h) 3. Te Marua to Kaitoke (100 km/h – 80 km/h) 4. Remutaka Hill (100 km/h – 60 km/h) <p>The ISMP is also accompanied by proposed safety measures on SH2:</p> <ol style="list-style-type: none"> 1. New traffic signals at Moonshine Hill Road 2. New side and median barriers on SH2 from Whakatiki Street – Fergusson Drive (North) 3. Improved safety barriers over the Remutaka Hill Road <p><i>[continues next row...]</i></p> | |
| <p><i>[UPPER HUTT CITY COUNCIL'S SUBMISSION ON THE INTERIM SPEED MANAGEMENT PLAN FOR STATE HIGHWAY 2 continued...]</i></p> <p>Who we are</p> <p>Upper Hutt City Council [Council] is responsible for the largest geographical district in the Greater Wellington region. This district includes substantial rural, residential, and commercial-industrial areas, providing homes, jobs, and recreation for many residents and visitors to the region. The current population of Upper Hutt is over 47,000, with a forecast projected growth of 24,286 people by 2051, requiring an additional 10,458 new dwellings. With successive Governments' moves to consolidate and centralise services over the years, Upper Hutt has become increasingly dependent on SH2 as a link to essential services. These include hospitals and maternity services, police services, courthouse, and even for such simple activities as driver testing and licensing. Even a fundamental service such as ambulances often need to come from Lower Hutt. These services are not practical (or even in some cases legal) to access remotely, nor in many cases are they services that are practical to access via walking or cycling. Passenger transport is also not an option for many of these services, particularly in the case of the police and health which need rapid responses.</p> <p>What we say – General Overview of SH2</p> <p>State Highway 2 is first and foremost an intercity transport corridor. As well as connecting the Wellington Region with the Wairarapa and Hawkes Bay/Gisborne regions, it is also a critical link between the cities within the Wellington Region allowing them to share goods, services, employees, and other resources. For both Upper Hutt and Lower Hutt, SH2 together with SH58 provide the critical link to SH1 and access to the rest of New Zealand.</p> <p><i>[continues next row...]</i></p> | |

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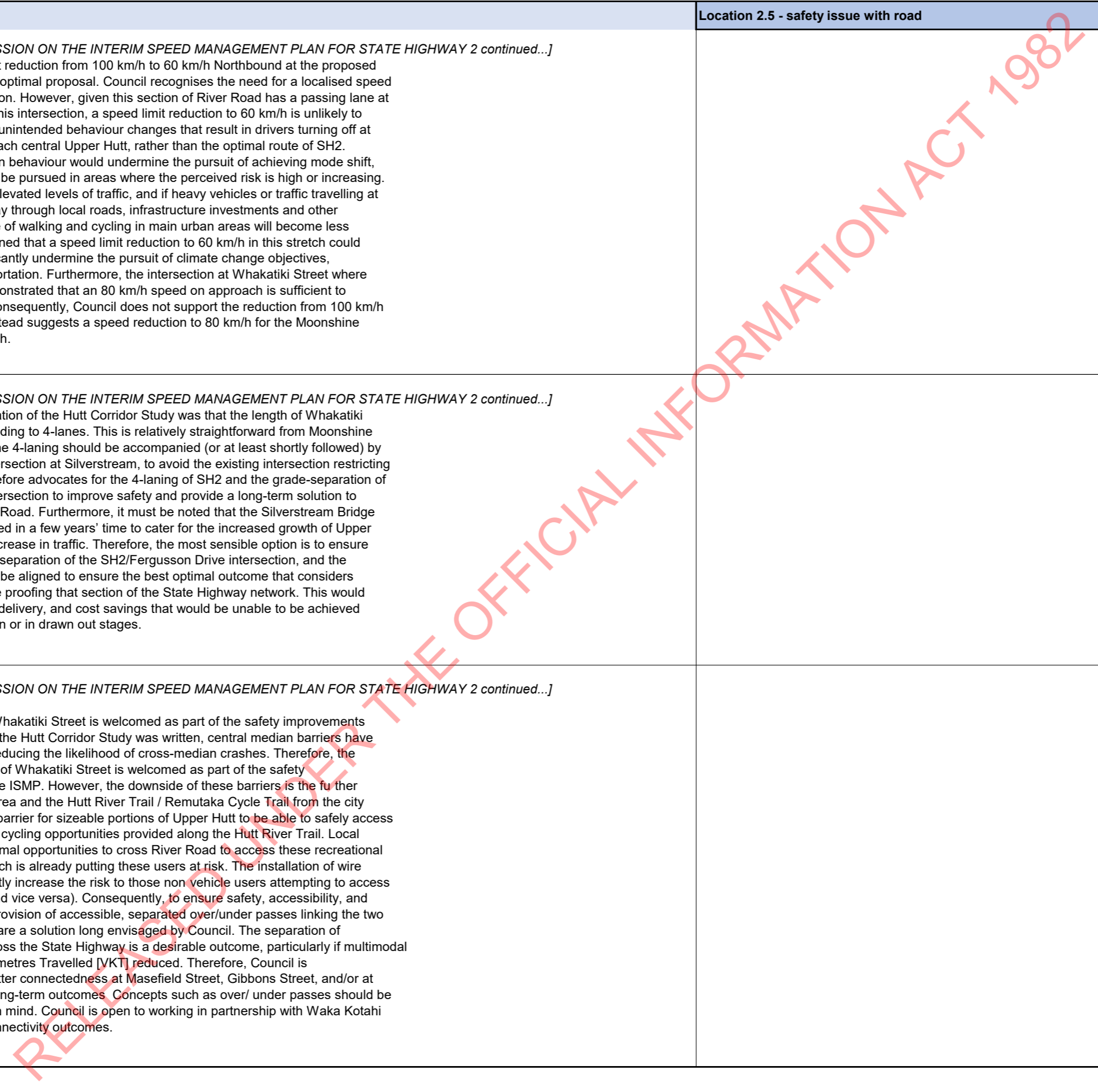
| Full submission | Location 2.5 - safety issue with road |
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| <p><i>[UPPER HUTT CITY COUNCIL'S SUBMISSION ON THE INTERIM SPEED MANAGEMENT PLAN FOR STATE HIGHWAY 2 continued...]</i></p> <p>SH2 is therefore critical to the continued wellbeing of Upper Hutt and its community. Upper Hutt and Lower Hutt have a population base exceeding 160,000. With the Wairarapa included, this represents a population exceeding 210,000 along its route. This is of comparable size to Wellington City, and more than half the population of Christchurch, New Zealand's second largest city. By comparison, the population of Porirua, Kapiti and Horowhenua is 154,000, and this has been supported by significant capital upgrades to SH1. Council has a long involvement with SH2. In the 1980's the Council paid to construct River Road as a vehicle bypass to remove traffic from local streets, and then handed it over to the National Roads Board as a State Highway to replace Fergusson Drive (one of many examples of Council trying to address national underfunding on this route). This resulted in an immediate and continued drop in crashes in the Upper Hutt area, and more particularly in a significant drop in pedestrian and cycle crashes (approximately 50% each year since it opened). As a result of increased demand on the highway in recent years and the resulting inability of the highway network to cope with the current level of demand, Council has noticed a significant increase of traffic on local roads. The annual growth rate for traffic on some local roads parallel to the state highway is increasing by 4-5% per year, more than twice the rate of the adjacent highway. Examples are also being observed of 'rat running' occurring at known congestion points on SH2, such as along McLeod Street to avoid the Gibbons Street – Whakatiki Street southbound queues. Both are a particular concern to Council as they are driving heavy traffic into areas where it will be interacting with local traffic including pedestrians and cyclists. This significantly undermines the pursuit of achieving mode shift, as active transportation is far less likely to be pursued in areas where the perceived risk is high or increasing. If heavy vehicles or traffic travelling at speed are attempting to bypass the State Highway through local roads, infrastructure investments and other promotional activities to encourage uptake of walking and cycling in main urban areas will become substantially less effective. This significantly undermines the pursuit of climate change objectives, sustainability objectives and active transportation. Furthermore, the resulting increase in traffic on local roads is also affecting the efficiency and reliability of buses on key commuter routes, making them a less desirable option.</p> <p><i>[continues next row...]</i></p> | |
| <p><i>[UPPER HUTT CITY COUNCIL'S SUBMISSION ON THE INTERIM SPEED MANAGEMENT PLAN FOR STATE HIGHWAY 2 continued...]</i></p> <p>Council is therefore disappointed that the latest proposals by Waka Kotahi represent a continued pattern of neglect and underinvestment in this essential transport corridor serving a large population. Council is both surprised and disappointed that the proposal does not include any significant planned capital spend or any other indication that Waka Kotahi is planning to address current deficiencies or expected future demand on this key link. Whilst significant projects have recently been enacted for SH1 and SH58, conversely, we have not seen any significant spend proposed for some years to improve the safety, traffic-flow, or levels of service for SH2.</p> <p><i>[continues next row...]</i></p> | |

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| Full submission | Location 2.5 - safety issue with road |
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| <p><i>[UPPER HUTT CITY COUNCIL'S SUBMISSION ON THE INTERIM SPEED MANAGEMENT PLAN FOR STATE HIGHWAY 2 continued...]</i></p> <p>Council feels strongly that there is a need to explore other, better ways to deliver roading improvements on the Featherston to Ngauranga route. Issues around accessibility, congestion, resilience, and the inability to traverse key sections of SH2 in a timely manner are all issues of growing concern and frustration to commuter and business users alike.</p> <p>What we say – ISMP Proposal Specific</p> <p>Council recognises the need for safety improvements along SH2, with particular concern over the section that runs from Silverstream through to Brown Owl [River Road]. Council therefore recognises that the lower speeds proposed will likely result in fewer deaths and serious injuries [DSI] within the sections where the speeds are being reduced. However, Council has concerns over the implications and unintended consequences of some of the proposed changes, as well as the level of change and how long the intended changes will remain in effect. Council is concerned that the ISMP lacks consideration of the issues of both current and future road capacity, as well as the increased risks that an increasingly congested SH2 will negatively impact the local road network within Upper Hutt.</p> <p>Important context for Upper Hutt City Council submission on the ISMP for SH2, is work already undertaken by NZTA with regards to the state highway network and the Hutt Corridor.</p> <p>In 2010, NZTA developed a long-term strategic plan to address significant congestion and safety issues along the SH2 - Hutt Corridor (Upper Hutt to Ngauranga) for the 20-year period from 2009 – 2029. This plan was called the State Highway 2 Hutt Corridor (Upper Hutt to Ngauranga) Strategic Study [Hutt Corridor Study]. It was identified in the Hutt Corridor Study (2010), that sections of the state highway were already operating at or over capacity in several locations, resulting in regular congestion, with an expectation that traffic volumes and congestion would increase over the term covered by the 20-year strategic outlook period.</p> <p>A key assumption included in the Hutt Corridor Study was that the Grenada - Gracefield link road (better known as Petone-Grenada and the Cross Valley Link) would be online within a 10-year period, alleviating some of the existing pressure on the network. To date, these link roads have not eventuated, and congestion didn't decline as forecast.</p> <p><i>[continues next row...]</i></p> | |
| <p><i>[UPPER HUTT CITY COUNCIL'S SUBMISSION ON THE INTERIM SPEED MANAGEMENT PLAN FOR STATE HIGHWAY 2 continued...]</i></p> <p>Under the enabling legislation of the time that NZTA carried out this work, primary functions for NZTA included 'Promoting an affordable, integrated, safe, responsive and sustainable land transport system', with Priority 2 specifically to 'Improve road safety'. It is within this context that the Hutt Corridor Study strategic review was undertaken. (The functions providing for a safe land transport system are synonymous with the drivers behind the 'Road to Zero' and Interim Speed Management Plan objectives.) The findings of the Hutt Corridor Strategic Plan concluded that there were significant issues with the existing state highway and identified a need to upgrade sections of the road to meet (the then) current and future needs of road users. Consequently, consideration should be given to revisit the findings of the Hutt Corridor Study to allow for better strategic planning along SH2 that can both address the current issues and provide an optimal long-term outcome.</p> <p>Silverstream to Whakatiki Street</p> <p>The section of SH2 River Road from Whakatiki Street to Silverstream was identified as being at or near capacity in 2010, noting significant crashes that had occurred along this section. Since the Hutt Corridor Study was written, central median barriers have been installed reducing the likelihood of cross-median crashes. Therefore, the extension of central median barriers north of Whakatiki Street is welcomed as part of the safety improvements planned that accompany the ISMP.</p> <p>Intersection safety improvements since the 2010 Hutt Corridor Study, such as the closing of the right hand turn into Moonshine Road and traffic lights at the Whakatiki Street intersection, have likely resulted in DSI, reductions at these intersections. However, to date, safety improvements at the Moonshine Hill Road intersection (the primary entrance into Riverstone Terraces) have been insufficient to create any significant improvements in DSI at this intersection. Consequently, the installation of traffic lights at the Moonshine Hill Road intersection is welcomed as a temporary safety improvement to this intersection until such time as SH2 River Road is suitably and appropriately upgraded.</p> <p><i>[continues next row...]</i></p> | |

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| Full submission | Location 2.5 - safety issue with road |
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| <p><i>[UPPER HUTT CITY COUNCIL'S SUBMISSION ON THE INTERIM SPEED MANAGEMENT PLAN FOR STATE HIGHWAY 2 continued...]</i></p> <p>However, the current proposed speed limit reduction from 100 km/h to 60 km/h Northbound at the proposed Moonshine Hill Road intersection is a sub-optimal proposal. Council recognises the need for a localised speed reduction in the approach to this intersection. However, given this section of River Road has a passing lane at 100 km/h in the Northbound approach to this intersection, a speed limit reduction to 60 km/h is unlikely to be observed by drivers, and may result in unintended behaviour changes that result in drivers turning off at Silverstream to use Fergusson Drive to reach central Upper Hutt, rather than the optimal route of SH2. Council is concerned that such a change in behaviour would undermine the pursuit of achieving mode shift, as active transportation is far less likely to be pursued in areas where the perceived risk is high or increasing. Fergusson Drive is already experiencing elevated levels of traffic, and if heavy vehicles or traffic travelling at speed attempt to bypass the State Highway through local roads, infrastructure investments and other promotional activities to encourage uptake of walking and cycling in main urban areas will become less effective. Consequently, Council is concerned that a speed limit reduction to 60 km/h in this stretch could encourage behaviour changes that significantly undermine the pursuit of climate change objectives, sustainability objectives and active transportation. Furthermore, the intersection at Whakatiki Street where traffic lights have been installed have demonstrated that an 80 km/h speed on approach is sufficient to achieve intended safety improvements. Consequently, Council does not support the reduction from 100 km/h to 60 km/h for this section of SH2, and instead suggests a speed reduction to 80 km/h for the Moonshine Hill Road intersection northbound approach.</p> <p><i>[continues next row...]</i></p> | |
| <p><i>[UPPER HUTT CITY COUNCIL'S SUBMISSION ON THE INTERIM SPEED MANAGEMENT PLAN FOR STATE HIGHWAY 2 continued...]</i></p> <p>It must therefore be noted that the expectation of the Hutt Corridor Study was that the length of Whakatiki Street to Silverstream would require upgrading to 4-lanes. This is relatively straightforward from Moonshine Hill Road south, although it is noted that the 4-laning should be accompanied (or at least shortly followed) by grade-separating the Fergusson Drive intersection at Silverstream, to avoid the existing intersection restricting the upgraded route capacity. Council therefore advocates for the 4-laning of SH2 and the grade-separation of the Silverstream SH2/Fergusson Drive intersection to improve safety and provide a long-term solution to addressing the current issues along River Road. Furthermore, it must be noted that the Silverstream Bridge must be replaced and significantly upgraded in a few years' time to cater for the increased growth of Upper Hutt and the subsequent consequential increase in traffic. Therefore, the most sensible option is to ensure that the 4-laning of River Road, the grade-separation of the SH2/Fergusson Drive intersection, and the construction of a new Silverstream Bridge be aligned to ensure the best optimal outcome that considers safety, resilience, sustainability, and future proofing that section of the State Highway network. This would provide efficiencies in consenting, project delivery, and cost savings that would be unable to be achieved should the projects be delivered in isolation or in drawn out stages.</p> <p><i>[continues next row...]</i></p> | |
| <p><i>[UPPER HUTT CITY COUNCIL'S SUBMISSION ON THE INTERIM SPEED MANAGEMENT PLAN FOR STATE HIGHWAY 2 continued...]</i></p> <p>Whakatiki Street to Brown Owl</p> <p>The extension of safety barriers north of Whakatiki Street is welcomed as part of the safety improvements planned that accompany the ISMP. Since the Hutt Corridor Study was written, central median barriers have been installed south of Whakatiki Street reducing the likelihood of cross-median crashes. Therefore, the extension of central median barriers north of Whakatiki Street is welcomed as part of the safety improvements planned that accompany the ISMP. However, the downside of these barriers is the further separation of the recreational Hutt River area and the Hutt River Trail / Remutaka Cycle Trail from the city area. Currently, SH2 acts as a significant barrier for sizeable portions of Upper Hutt to be able to safely access the Hutt River recreational areas and safe cycling opportunities provided along the Hutt River Trail. Local pedestrians and cyclists have the sub-optimal opportunities to cross River Road to access these recreational areas. This is an undesirable situation which is already putting these users at risk. The installation of wire barriers along this section could significantly increase the risk to those non vehicle users attempting to access the recreational area from the city side (and vice versa). Consequently, to ensure safety, accessibility, and encouragement of multi-modal shift, the provision of accessible, separated over/under passes linking the two sides of the State Highway in this section are a solution long envisaged by Council. The separation of pedestrians and cyclists from having to cross the State Highway is a desirable outcome, particularly if multimodal shift is to be encouraged and Vehicle Kilometres Travelled [VKT] reduced. Therefore, Council is supportive of exploring the provision of better connectedness at Masefield Street, Gibbons Street, and/or at the Totara Park intersections as optimal long-term outcomes. Concepts such as over/ under passes should be designed with the future 4-laning of SH2 in mind. Council is open to working in partnership with Waka Kotahi to explore solutions that provide better connectivity outcomes.</p> <p><i>[continues next row...]</i></p> | |



| Full submission | Location 2.5 - safety issue with road |
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| <p><i>[UPPER HUTT CITY COUNCIL'S SUBMISSION ON THE INTERIM SPEED MANAGEMENT PLAN FOR STATE HIGHWAY 2 continued...]</i></p> <p>The Hutt Corridor Study highlighted that sections between Totara Park Road and Gibbons Street and between Gibbons Street and Whakatiki Street were identified as having moderately low crash rates but both reaching capacity in the weekday commuter peak periods within 10 years. It was concluded in the study that these sub-sections would require upgrading to 4-lanes within the timeframe of the Study. It should be noted that the 10-year period expired in 2019, and therefore investigation work into upgrading of this subsection needs to be actioned with some urgency. The congestion southbound from Gibbons Street to Whakatiki Street is one section where congestion and queues building up from the Whakatiki Street traffic lights has resulted in driver behaviour change, specifically that of 'rat-running'. Heavy traffic and traffic moving at speed is being observed along McCleod Street, as drivers are attempting to find perceived short cuts to avoid the SH2 traffic build-up. This type of rat-running potentially significantly increases risks to users of the local roads, particularly pedestrians and cyclists, undermining investment in mode-shift and carbon reduction initiatives.</p> <p><i>[continues next row...]</i></p> | |
| <p><i>[UPPER HUTT CITY COUNCIL'S SUBMISSION ON THE INTERIM SPEED MANAGEMENT PLAN FOR STATE HIGHWAY 2 continued...]</i></p> <p>North of Moonshine Hill Road, it is more complicated to upgrade the route to 4-lanes. The existing Moonshine Bridge and the approach embankments coupled with the natural topography at this location place a significant restriction on the Hutt River floodway, and Greater Wellington Regional Council (GWRC) Flood Protection staff had previously indicated a strong preference for this bridge (and approaches) to be replaced with a bridge that does not restrict the floodway. Consequently, given the safety issues and flood protection issues involved with the current curved design Moonshine Bridge, a new bridge needs to be considered as part of the wider 'Road to Zero' SH2 improvements.</p> <p>Brown Owl</p> <p>The proposed speed limit reduction from 70 km/h to 50 km/h along Fergusson Drive through Brown Owl is welcomed through this section of SH2. The area has residential properties on both sides of the state highway, with bus stops servicing both sides of the corridor. Reduction of the speed along this section of SH2 would likely result in safety improvements to the maintenance of berms as well as benefits to all road corridor users.</p> <p><i>[continues next row...]</i></p> | |
| <p><i>[UPPER HUTT CITY COUNCIL'S SUBMISSION ON THE INTERIM SPEED MANAGEMENT PLAN FOR STATE HIGHWAY 2 continued .]</i></p> <p>However, there are some risks and unintended consequences that must be highlighted:</p> <ol style="list-style-type: none"> 1. Traffic that would currently use SH2 may attempt to bypass the Brown Owl section of SH2 by rat-running perceived short-cuts through Timberlea and Maoribank, increasing the level of risk to other road users on these local roads. Given traffic calming measures are already in place through Timberlea, there is an expectation from the local community that traffic through this area is unlikely to be travelling at speed. The risk of rat-running through these areas would therefore pose a particularly high increase in risk to children currently using these quieter local roads. 2. Pedestrians, cyclists, and other non-vehicle road users who currently do not attempt to cross SH2 through Brown Owl may attempt to cross SH2 more frequently at lower speed thresholds, potentially increasing the likelihood of a serious accident. Priority should be given to provision of safe crossing opportunities, preferably separating the needs of cyclists, pedestrians, and mobility impaired users to having to cross the State Highway. Likewise, there is opportunity for Waka Kotahi to formally construct separated cycling infrastructure in this area to further improve the safety for encouraging mode-shift. 3. There has been no provision made for any improvements at the Akatārawa Road intersection with SH2. This is an increasingly congested intersection, with expectations that it will worsen with increased growth in the area. This intersection will be subject to increasing traffic demand into the future, with a key strategic growth area having been identified at the end of Gillespies Road off Akatārawa Road. Waka Kotahi should be reconsidering treatments at this intersection to ensure that it is fit for purpose to meet current and future needs. <p><i>[continues next row...]</i></p> | |

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| Full submission | Location 2.5 - safety issue with road |
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| <p><i>[UPPER HUTT CITY COUNCIL'S SUBMISSION ON THE INTERIM SPEED MANAGEMENT PLAN FOR STATE HIGHWAY 2 continued...]</i> Brown Owl to Kaitoke Council reluctantly acknowledges the need for an interim speed reduction of 100 km/h to 80 km/h between Te Marua and Kaitoke, until such time as the road is sufficiently upgraded to 4-lanes at a future date, recognising that this section of SH2 has not been appropriately invested in to cater to 100 km/h. Council requests that Waka Kotahi consider lowering the existing speed limit of SH2 both directions for the section from Beechwood Lane northwards through to the existing 80 km/h speed reduction in Te Marua. Currently, the speed limit is 80 km/h on the stretch from Brown Owl through to Te Marua. However, there is a section of where there the Remutaka Cycle Trail shares road corridor with SH2, and where foot traffic either shares the road corridor on pavements or crosses the road corridor between the Golf Club/Speedway side and the Plateau Road/Te Marua shops side which has public transport provisions. Furthermore, this area already has existing residential development fronting SH2, with more properties soon to be developed adjacent to this section of State Highway. With the Plateau School on the Plateau Road side of the State Highway, there will be a likely increase in non-vehicle users attempting to walk adjacent to or cross SH2 in this locality. Consequently, Council would support inclusion into the ISMP of a lowered speed limit through this short section from the current 80 km/h to 60 km/h, for the length of the existing Te Marua 80 km/h speed change to the Main Road North turnoff into Beechwood Lane. <i>[continues next row...]</i></p> | |
| <p><i>[UPPER HUTT CITY COUNCIL'S SUBMISSION ON THE INTERIM SPEED MANAGEMENT PLAN FOR STATE HIGHWAY 2 continued...]</i> Council still has concerns over the current design of the Marchant Road intersection for providing safe access to and from SH2. Council requests that Waka Kotahi does not push the responsibility for upgrading this intersection on to hypothetical future developers, given that the intersection is already dangerous for current users. Turning into Marchant Road when approaching from the Remutaka Hill in the southbound lane is of serious concern, as the approach is on a corner of sub-optimal visibility, with limited opportunities for vehicles heading south to pass before the road is narrowed at the crossing of the Pākuratahi River. Consequently, reduction of speed from 100 km/h to 80 km/h is unlikely to result in any serious safety improvement at this intersection, given the poor design of the existing intersection. Council therefore requests that Waka Kotahi upgrade the Marchant Road intersection to sufficiently cater for increased future growth as well as to improve the safety of the current suboptimal intersection. Remutaka Hill Road Council recognises that the current speed of 100 km/h is not suitable for the Remutaka Hill Road. However, a speed reduction to 60 km/h is not supported by Council. Improvements to Remutaka Hill Road over the last 20 years have resulted in a significantly safer road, and more barriers to reduce cross-median crashes or the likelihood of vehicles falling down the slopes is supported by Council. However, 60 km/h is an unrealistic expectation on drivers to observe when the road has low levels of traffic. Furthermore, the passing lanes which are provided to allow for the safe passing of slow vehicles would be rendered insufficient at a 60 km/h speed limit. The result would be that compliance with a 60 km/h limit would likely be difficult to achieve, and frustrations of motorists using the road at the lower speed could result in more incidents of reckless driving. Consequently, an 80 km/h speed limit would be the lowest appropriate speed limit for this road that would be supported by Council. <i>[continues next row...]</i></p> | |
| <p><i>[UPPER HUTT CITY COUNCIL'S SUBMISSION ON THE INTERIM SPEED MANAGEMENT PLAN FOR STATE HIGHWAY 2 continued...]</i> Concerns over impact on the local road network Council has general concerns over the impact of the proposed ISMP on the local road network. Currently, Fergusson Drive is experiencing volumes of traffic that have far exceeded the design of the road, resulting in accentuated degradation of the road and the need for an increased level of maintenance. There are also increasingly less opportunities for the reallocation of space to address multi modal demands within this corridor. Council therefore has concerns over the sufficiency of the local road network to cope with increased traffic, particularly as driver behaviour adapts to the changed journey times, speeds, and congestion along SH2. Rat-running is already occurring through McLeod Street, where traffic that should be using River Road is attempting to take perceived short-cuts through the local road network. Two specific concerns regarding the proposed ISMP are: 1. The reduction to 60kmh for northbound traffic at Moonshine Hill Road may result in more traffic opting to drive north along Fergusson Drive instead of via SH2 to reach their desired destination. <i>[continues next row...]</i></p> | |

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| Full submission | Location 2.5 - safety issue with road |
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| <p><i>[UPPER HUTT CITY COUNCIL'S SUBMISSION ON THE INTERIM SPEED MANAGEMENT PLAN FOR STATE HIGHWAY 2 continued...]</i></p> <p>2. The drop in speed to 50kmh through Brown Owl may result in traffic bypassing SH2 and using local roads in Timberlea and Maoribank, effectively rat-running through residential areas and potentially increasing the risk to these neighbourhoods, particularly where children are using roads that they are used to having lower traffic volumes. The section of road along Moeraki Road and Norana Road has been identified as currently having medium high personal risk. Consequently, Council asks that changes to SH2 be holistically viewed in conjunction with the wider transport network, and not in isolation.</p> <p>Mode-shift, safety, and accessibility</p> <p>There is a need for separation of pedestrians and cyclist from having to interact with the state highway. Even at the proposed reduced speeds, the risk to pedestrians and cyclists is still very high. Reducing speed limits in general may result in the unintended consequence that non-vehicle users may perceive a lower risk and attempt to cross SH2 given the traffic will likely be travelling at lower speeds. Council therefore requests working in partnership with Waka Kotahi to address these issues, and that Waka Kotahi provides safe, longterm accessible solutions to reduce this risk.</p> <p><i>[continues next row...]</i></p> | |
| <p><i>[UPPER HUTT CITY COUNCIL'S SUBMISSION ON THE INTERIM SPEED MANAGEMENT PLAN FOR STATE HIGHWAY 2 continued...]</i></p> <p>Closing statement</p> <p>In conclusion, Upper Hutt City Council strongly supports the concept of improvements to SH2. However, we do not see a simple 'reduction in speed limits' as a solution that meets the future needs of this road and all its users. There needs to be a comprehensive review of the solutions necessary to solve the underlying issues and to ensure that this highway is fit for purpose in the future. Therefore, we do not accept the current proposal as a viable remedy or long-term solution to address the underlying problems associated with SH2 and would ask Waka Kotahi to present a more integrated set of solutions to address the underlying problems.</p> <p><i>[continues next row...]</i></p> | |
| <p><i>[UPPER HUTT CITY COUNCIL'S SUBMISSION ON THE INTERIM SPEED MANAGEMENT PLAN FOR STATE HIGHWAY 2 continued.]</i></p> <p>Council broadly supports the intention of the proposed speed reductions of the ISMP as an interim measure until such time as SH2 is sufficiently upgraded to meet both the current and future demands of the road. Council supports the introduction of traffic lights at Moonshine Hill Road as a necessary and life saving measure until such time as a better intersection can be designed as part of 4-laning River Road. Council reluctantly acknowledges the need for an interim speed reduction of 100 km/h to 80 km/h between Te Marua and Kaitoke, until such time as the road is sufficiently upgraded to 4-lanes at a future date, recognising that this section of SH2 has not been appropriately invested in to cater to 100 km/h. Council requests that Waka Kotahi improves the Marchant Road intersection and provides advance warning signs of the intersection. Council requests inclusion of a speed reduction from 80 km/h to 60 km/h along Main Road North from Beechwood Lane to the existing Te Marua 80km speed change, until such time as the road is sufficiently upgraded. Council supports the reduction of speeds at Brown Owl from 70 km/h to 50 km/h as part of the ISMP, accompanied by improvements to the Akatārawa Road intersection to cater for future growth. Council has concerns over the speed reductions of 100 km/h to 60 km/h in the northbound approach to Moonshine Hill Road, and instead suggests 80 km/h is more appropriate. Council does not support the reduction of the speed limit over Remutaka Hill Road to 60 km/h, and instead suggests the lowest acceptable speed limit should be 80 km/h accompanied by continued safety improvements.</p> <p><i>[continues next row...]</i></p> | |
| <p><i>[UPPER HUTT CITY COUNCIL'S SUBMISSION ON THE INTERIM SPEED MANAGEMENT PLAN FOR STATE HIGHWAY 2 continued...]</i></p> <p>Council has serious concerns that the ISMP is not considering the impacts on the local road network, the risks of changed behaviours having unintended consequences, and the lack of addressing the serious risks to pedestrians and cyclists in their interaction with SH2. Consequently, Council would like to work further with Waka Kotahi to find long lasting solutions that will provide for a safe, accessible, efficient, sustainable, and resilient transport network in and through Upper Hutt, that encourages multi-modal shift and is viewed in an integrated manner rather than in isolation.</p> <p>It is the view of Upper Hutt City Council that the proposed Interim Speed Management Plan does not sufficiently address the longstanding issues associated with decades of underinvestment into State Highway Two, and that planning should commence immediately for permanent solutions to address the continued underinvestment and negligence that has led to the current situation.</p> | |

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| ISMP consultation feedback on SH2 sections 2.5-2.7 Kaitoke to Featherston | Location 2.3-2.5 |
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| <p>Full submission</p> <p>Rimutaka Hill Road to 60km, along with the linking SH2 roads to 80km are ridiculous. The stretch of road only ever moves as fast as the slowest user (which is usually a truck travelling much slower). By implementing blanket speed reductions, it will only piss off people who choose to travel outside peak times to avoid sitting behind trucks, who can comfortably move faster than that.</p> <p>Having spent time on the road, it is clear that frustrated drivers (often crossing the centre line), and high sided vehicles in high winds, cause more safety concerns than speed does. I can only imagine the level of abuse the Police are going to field from drivers, when they actually have to enforce this.</p> <p>On the wider SH2 changes, it does not make sense to reduce the speed limit on SH2 anywhere between Featherston and Masterton to 80km, given the long, flat straight roads with excellent visibility. Given traffic regularly moves at 110km on this stretch, there is an argument that the road could have proper median barriers added and the speed limit increased.</p> | <p>On the wider SH2 changes, it does not make sense to reduce the speed limit on SH2 anywhere between Featherston and Masterton to 80km given the long, flat straight roads with excellent visibility. Given traffic regularly moves at 110km on this stretch, there is an argument that the road could have proper median barriers added and the speed limit increased.</p> |
| <p>State highway 2. Featherston to Masterton. I live in Featherston and work in Masterton. I do not want the speed limit changed to 80km/hr. I feel that the road is safe to be travelling at 100km/hr. If there were more passing lanes this would increase safety. s 9(2)(a) if the speed limit is 80km/hr. s 9(2)(a) s 9(2)(a). Will the laws be changed that we can travel under green lights faster than 80km/hr? Have you thought about this?</p> <p>The Wairarapa is large rural area I don't feel that changing the speed limit will help. I think it will cause more road rage. I think more passing lanes and lowering speed limits in newly built up areas is ok. But do not change it to 80km/hr all the way. That's just infuriating.</p> | <p>State highway 2. Featherston to Masterton. I live in Featherston and work in Masterton. I do not want the speed limit changed to 80km/hr. I feel that the road is safe to be travelling at 100km/hr. If there were more passing lanes this would increase safety. s 9(2)(a) if the speed limit is 80km/hr. s 9(2)(a) s 9(2)(a). Will the laws be changed that we can travel under green lights faster than 80km/hr? Have you thought about this?</p> |
| <p>100 kph speed is fine for state highway 2 from featherston to masterton. Problem is rude and impatient drivers not the road. Only physical changes needed are on the corner as you enter Greytown from the south and norfolk road further north. Both corners have a lot of near misses because drivers refuse to give way</p> | <p>100 kph speed is fine for state highway 2 from featherston to masterton. Problem is rude and impatient drivers not the road. Only physical changes needed are on the corner as you enter Greytown from the south and norfolk road further north. Both corners have a lot of near misses because drivers refuse to give way</p> |

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| ISMP consultation feedback on SH2 sections 2.5-2.7 Kaitoke to Featherston | | |
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| Full submission | Location 2.6 - factors in support | Location 2.6 - consider 70 or 80km/h instead of 60km/h |
| <p>I disagree with the proposal to reduce the speed limit on the Remutaka Hill Road from 100km an hour to 60km an hour. As you know, many millions of dollars have been spent shaving corners off the Remutaka Hill and widening the road, including new passing lanes, making the journey both safer and quicker. As a regular user of the road I know that very rarely would you actually hit 100km an hour, but by reducing the speed limit to 60km an hour it will become a crawl, not dissimilar to what it was before all the investment was made to make the journey safer and quicker. I could live with 80km an hour, but think 60km an hour is too great a reduction.</p> | | <p>I disagree with the proposal to reduce the speed limit on the Remutaka Hill Road from 100km an hour to 60km an hour. As you know, many millions of dollars have been spent shaving corners off the Remutaka Hill and widening the road, including new passing lanes, making the journey both safer and quicker. As a regular user of the road I know that very rarely would you actually hit 100km an hour, but by reducing the speed limit to 60km an hour it will become a crawl, not dissimilar to what it was before all the investment was made to make the journey safer and quicker. I could live with 80km an hour, but think 60km an hour is too great a reduction.</p> |
| <p>SH2 Remutaka Hill, map reference 2-6 (page 46 of draft plan); the proposed speed limit 60 km/hr from Featherstone to Kaitoke is too slow and will worsen existing traffic issues, result in greater fuel consumption and vehicle emissions, worsen driver frustration and increase the revenue gathering already in place. 80km/hr should be the minimum. As with my other feedback below, Waka Kotahi only have one planning option - lowering speed limits. This runs counter to proper practice of improving roads and, even more importantly, driver behaviour and capability. SH2 Brown Owl urban page 46 map ref 2-8 will also worsen the already congested highway traffic at peak times. Again, replan the roads not automatically reduce speed limits. Waka Kotahi NZTA are a waste of tax payer dollars; not in one area are you measured on whether speed limit reductions make a measureable difference and your own stats are skewed without independent review. And where infrastructure is built, like Transmission Gully, it is flawed by, for instance, the poor surfacing due to your own flawed designs. And where are the measures, independently taken NOT your own stats or models, to identify the real change to fuel use and emissions? Poor poor poor planning and planners</p> | | <p>SH2 Remutaka Hill, map reference 2-6 (page 46 of draft plan); the proposed speed limit 60 km/hr from Featherstone to Kaitoke is too slow and will worsen existing traffic issues, result in greater fuel consumption and vehicle emissions, worsen driver frustration and increase the revenue gathering already in place. 80km/hr should be the minimum.</p> |
| <p>The Remutaka Hill will not be made safer by lowering the speed limit to 60kmh, currently this is already the average speed for most people coming from Featherston to Upper Hutt. The majority of accidents come from inexperience, improperly maintained vehicles and trucks. This road is used by motorcycles and vintage cars as a drivers road, removing this by setting a strict 60kmph speed limit would impact the culture of every enthusiast that uses the road. There are parts of the road where speeds over 60kmph are safe and required to pass other cars/ trucks effectively, without a speed limit over 60kmh you wouldn't effectively be able to pass another car legally. I feel that given the average speed is in line with your proposed speed limit of 60kmh, and there is a need to set a speed that allows for safe passing in a timely manner (due to short passing lanes), a blanket speed of 80kmh would be safer, legal, enable timely travel for commuters and preserve the road for enthusiasts. I understand you want to make things safer but we also need to preserve this roads heritage as one of the greatest driving roads in NZ. Also, it's pretty clear that lowering speed limits is a cost savings measure as WK doesn't have the money to make the roads safer. That is a bandaid on a wound, accidents are caused by inexperience and poorly maintained cars. What we need is to do a buy back for older cars to allow owners to upgrade to newer cars (voluntarily) which have better crash protection structures and road keeping technology. I've been a government advisor for years and this would have to be one of the worst ideas I've come across, anyone with sense knows if you slow people's ability to get from point a - b it impacts spending which in turn impacts the economy. This will just make NZ poorer and annoy people. Invest in roads, driver training and push for a newer rolling stock using tools like a buy back. Please see the light WK, safety is important but this direction is all wrong.</p> | | <p>There are parts of the road where speeds over 60kmph are safe and required to pass other cars/ trucks effectively, without a speed limit over 60kmh you wouldn't effectively be able to pass another car legally. I feel that given the average speed is in line with your proposed speed limit of 60kmh, and there is a need to set a speed that allows for safe passing in a timely manner (due to short passing lanes), a blanket speed of 80kmh would be safer, legal, enable timely travel for commuters and preserve the road for enthusiasts.</p> |
| <p>I would like to question the rational behind making SH2 Remutaka Hill 60kph. While I would agree that for most of the time that speed is the road speed, especially as the bends not the posted speed dictate the road users speed, at passing lanes the speed needs to be increased to allow as many vehicles as possible to pass slow moving trucks. If this is not done, road users will get frustrated at driving at less than 30kph in queues of traffic and take risks to overtake trucks. We could end up with more accidents than we currently have. 80kph would appear to be more appropriate otherwise you are unlikely to get the public to buy into what NZTA are trying to achieve with Road to Zero</p> | | <p>I would like to question the rational behind making SH2 Remutaka Hill 60kph. While I would agree that for most of the time that speed is the road speed, especially as the bends not the posted speed dictate the road users speed, at passing lanes the speed needs to be increased to allow as many vehicles as possible to pass slow moving trucks. If this is not done, road users will get frustrated at driving at less than 30kph in queues of traffic and take risks to overtake trucks. We could end up with more accidents than we currently have. 80kph would appear to be more appropriate otherwise you are unlikely to get the public to buy into what NZTA are trying to achieve with Road to Zero.</p> |

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| Full submission | Location 2.6 - factors in support | Location 2.6 - consider 70 or 80km/h instead of 60km/h |
|---|-----------------------------------|--|
| <p>The proposed speed limit for the hill is far to low, sh2 60. Not that anyone's feelings or opinions matter but I believe the speed limit that will be imposed on the hill on sh2 is far to low at 60kph, an 70-80k limit is much better this not only being the general cursing speed of most groups over the hill trucks busses etc all manage to maintain that speed not the proposed 60, 60 seems like a limited placed for the uneducated incapable drivers that don't think of other vehicles and fail to pull over or even drive the hill safely, in fact the issue with the hill is not the speed at all its the driver ability, from commuting the hill daily I saw drivers would cut corners drive on wrong side of the road much more often at a lower speed (40-50) when stuck behind or being the one causing the slower traffic, I have hour and hours of dash video of these drivers not paying attention not only that but the road is not wide enough for larger vehicle trucks and even Utes struggle to pass each other oncoming, there's not enough passing lanes either side as well when vehicles get stuck behind one another the 1 person driving 60 know turns to traffic of 30 cars creating fustration and also shock loading the traffic into upper hutt resulting in backing eveything up and not making wellington move you have to be absolutely oblivious to not see it, take one day to drive the hill and you would observation of it would be that of which, a majority of the drivers come off the motorway at upperhutt too to avoid the traffic to pull back on at moonshine only creating worse traffic. I believe the spewed limit of 60 is to low and we'll below the average speed of that of someone that commutes the hill, incapable drivers maybe 60 is great for them but catering to both sides should make more sense, improved road quality constantly getting shut due to issues tho preventable, secondary options for travling to the wairarapa the hill is the only way in and out of southern wairarapa there should be more options, increased passing lanes and a speed limit of 70-80 would keep wellington moving not lowering the little beyond that of the median would be .</p> | | <p>The proposed speed limit for the hill is far to low, sh2 60. Not that anyone's feelings or opinions matter but I believe the speed limit that will be imposed on the hill on sh2 is far to low at 60kph, an 70-80k limit is much better this not only being the general cursing speed of most groups over the hill trucks busses etc all manage to maintain that speed not the proposed 60, 60 seems like a limited placed for the uneducated incapable drivers that don't think of other vehicles and fail to pull over or even drive the hill safely, in fact the issue with the hill is not the speed at all its the driver ability, from commuting the hill daily I saw drivers would cut corners drive on wrong side of the road much more often at a lower speed (40-50) when stuck behind or being the one causing the slower traffic, I have hour and hours of dash video of these drivers not paying attention not only that but the road is not wide enough for larger vehicle trucks and even Utes struggle to pass each other oncoming, [continues next row...]</p> |
| | | <p>[continued from previous row...] there's not enough passing lanes either side as well when vehicles get stuck behind one another the 1 person driving 60 know turns to traffic of 30 cars creating fustration and also shock loading the traffic into upper hutt resulting in backing eveything up and not making wellington move you have to be absolutely oblivious to not see it, take one day to drive the hill and you would observation of it would be that of which, a majority of the drivers come off the motorway at upperhutt too to avoid the traffic to pull back on at moonshine only creating worse traffic. I believe the spewed limit of 60 is to low and we'll below the average speed of that of someone that commutes the hill, incapable drivers maybe 60 is great for them but catering to both sides should make more sense, improved road quality constantly getting shut due to issues tho preventable, secondary options for travling to the wairarapa the hill is the only way in and out of southern wairarapa there should be more options, increased passing lanes and a speed limit of 70-80 would keep wellington moving not lowering the little beyond that of the median would be .</p> |
| <p>SH2 Remutaka Hill, if you have to reduce the speed, 80kph should be the minimum. The road is better than it was in the 80s and 90s, cars are s safer. It's the drivers that need to calm down! All speed limits out of Wellington CBD should remain 50kph. Including the outer roads such as SH1 Vivian St, the Quays and Kent Terrace. Again it's either the drivers who speed who are the issue or pedestrians who choose not to cross where safe or cyclists who take chances. Red light cameras would be a better deterrent. Taxi lane jumping needs to also be addressed, so many near misses it is astounding there are not more accidents. Police need to actually address bad behaviour when they see it, I have witnessed a bus almost run a car off the road, police car right be hind it and they did nothing.</p> | | <p>SH2 Remutaka Hill, if you have to reduce the speed, 80kph should be the minimum. The road is better than it was in the 80s and 90s, cars are s safer. It's the drivers that need to calm down!</p> |
| <p>Hi, I've just been made aware of the ridiculous speed limit changes between Featherston and Silverstream on SH2 Wellington. I drive this State Highway, 5 days a week and the speed limit isn't the issue. It's the humans driving the motor vehicles. The consultants have maybe never even driven the road to have any real data for such extreme changes. Death and crash statistics need to be ZERO and I think more attention to driver training/education on how to be a good considerate driver verse the speed limit reductions. Areas need change yes, I suggest: A round about instead of lights at whakatiki and moonshine entry/exits. Lights are a damn nuisance on a State Highway! The speed limit of remutaka hill reduced to 80km/h. There are slow corners that need making more obvious to new/first time drivers and more stopping bays. Leave between Te Marua and Kaitoke at 100km/h, put yellow lines to prevent awkward passing manoeuvres. They're Currently back to front if you consider the safety aspects of clear view. I Hope this helps with your decision and you consider the view of an everyday kiwi bloke.</p> | | <p>The speed limit of remutaka hill reduced to 80km/h. There are slow corners that need making more obvious to new/first time drivers and more stopping bays.</p> |

| Full submission | Location 2.6 - factors in support | Location 2.6 - consider 70 or 80km/h instead of 60km/h |
|---|--|--|
| <p>I believe reducing the Rimutaka Hill (SH2) to 60km is too low and a more realistic speed would be 80km. I do though agree that 100km is not appropriate but the 80km will allow better and safer passing of slow vehicles where possible on the passing lane areas.</p> | | <p>I believe reducing the Rimutaka Hill (SH2) to 60km is too low and a more realistic speed would be 80km. I do though agree that 100km is not appropriate but the 80km will allow better and safer passing of slow vehicles where possible on the passing lane areas.</p> |
| <p>I agree with the riverstone speed limit proposal, but it is going to be pointless for when the road is not busy, people will still go 100 when not busy. Better off putting a traffic light in like you did at whakatiki street.</p> <p>Remutaka hill, the speed limit is fine as it is only going to reduce slower drivers further which will most likely cause more accidents from impatient drivers. Many people already go a safe steady pace over the hill and the accidents on the hill are alot of the time caused by the slow drivers or conditions outside of our control. Keep the limit or drop to 80 at most. 60km is a joke and will cause many people to speed causing unsafe road conditions.</p> | | <p>Remutaka hill, the speed limit is fine as it is only going to reduce slower drivers further which will most likely cause more accidents from impatient drivers. Many people already go a safe steady pace over the hill and the accidents on the hill are alot of the time caused by the slow drivers or conditions outside of our control. Keep the limit or drop to 80 at most. 60km is a joke and will cause many people to speed causing unsafe road conditions.</p> |
| <p>Remutaka Hill should be 70 or 75 Not 60 as this will then almost double the amount of time you have to travel over the hill. As someone who suffers from car sickness I will never go to the wairarapa simply because I won't be able to stand the hill being so long. If people are driving that hill and crashing they are dangerously driving around the corners usually speeding and not paying proper attention to the roads. We need more campaigning for better testing of driver licensing not the speed limits as it is peoples dangerous driving that is causing the problems and accidents not the speed limit as you can still have crashes/accidents at those smaller speed limits.</p> | | <p>Remutaka Hill should be 70 or 75 Not 60 as this will then almost double the amount of time you have to travel over the hill. As someone who suffers from car sickness I will never go to the wairarapa simply because I won't be able to stand the hill being so long.</p> |
| <p>Reducing speed to 60 on Remutaka Hill makes no sense. As someone who drives this hill on a regular basis, reducing the speed will only cause more accidents as people get frustrated. Creating slow lanes where possible for those who prefer to drive slower would be a greater benefit. If any speed reduction is made 80 would be more sensible</p> | | <p>If any speed reduction is made 80 would be more sensible</p> |
| <p>60km/h over the Remutaka Hill Rd is unrealistically conservative. Many motor vehicles can safely travel faster than this and still travel safely. 80km/h would be a more realistic limit.</p> | | <p>60km/h over the Remutaka Hill Rd is unrealistically conservative. Many motor vehicles can safely travel faster than this and still travel safely. 80km/h would be a more realistic limit.</p> |
| <p>Remutaka I agree with the speed change but 60? 70 to 80 seems more reasonable</p> | | <p>Remutaka I agree with the speed change but 60? 70 to 80 seems more reasonable</p> |
| <p>I travel between Carterton and Wellington CBD daily by car.</p> <p>I 100% disagree with lowering the speed limit to 60kmp/h, and believe NZTA should invest in signage for slow drivers to pull over when traffic is behind them, centre barriers so vehicles cannot cross into oncoming lanes and more frequent slow vehicle bays. Confident drivers who frequently travel the hill get extremely frustrated with slow drivers who refuse to let traffic pass - I feel this would be worsened with lowering the speed limit.</p> <p>I frequently have oncoming cars & trucks entering my lane, this is regardless of speed and I doubt lowering the speed limit would lower this risk.</p> <p>At the slowest, I believe the speed limit could be 80kmp/h.</p> | | <p>I travel between Carterton and Wellington CBD daily by car.</p> <p>I 100% disagree with lowering the speed limit to 60kmp/h, and believe NZTA should invest in signage for slow drivers to pull over when traffic is behind them, centre barriers so vehicles cannot cross into oncoming lanes and more frequent slow vehicle bays.</p> <p>Confident drivers who frequently travel the hill get extremely frustrated with slow drivers who refuse to let traffic pass - I feel this would be worsened with lowering the speed limit.</p> <p>I frequently have oncoming cars & trucks entering my lane, this is regardless of speed and I doubt lowering the speed limit would lower this risk.</p> <p>At the slowest, I believe the speed limit could be 80kmp/h.</p> |
| <p>I wholeheartedly support this entire Managment Plan. I live s 9(2)(a), and I regularly drive over the hill to the Wairarapa. Dangerous driving along SH2 is now at epidemic levels; the speed limit must be reduced. This proposal for a 60kmp/h limit over the Rimutaka hill is an excellent idea. SH2 is a public and sometimes perilous road through the heart of our communities - it is not a racetrack. On SH2, please extend the 80kmp/h section from Owen Street all the way to Melling. There is frequent drag racing from the Melling intersection toward Upper Hutt, with speeds exceeding 100kmp/h. Excessive speed makes this a dangerous area for pedestrians and dwellings on both sides of the road.</p> | <p>I wholeheartedly support this entire Managment Plan. I live s 9(2)(a), and I regularly drive over the hill to the Wairarapa. Dangerous driving along SH2 is now at epidemic levels; the speed limit must be reduced. This proposal for a 60kmp/h limit over the Rimutaka hill is an excellent idea. SH2 is a public and sometimes perilous road through the heart of our communities - it is not a racetrack.</p> | |
| <p>100km/hr definitely to fast on Rimutaka Hill road but 60 km/hr is too low. 60-80km/hr would be a sensible and safe speed setting for this road.</p> | | <p>100km/hr definitely to fast on Rimutaka Hill road but 60 km/hr is too low. 60-80km/hr would be a sensible and safe speed setting for this road.</p> |

| Full submission | Location 2.6 - factors in support | Location 2.6 - consider 70 or 80km/h instead of 60km/h |
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| <p>2.5 - 2.6 - 2.7 Speeds proposed seem excessively slow - most vehicles travelling this route would be struggling to attain the 100kph that is the posted limit at present. By restricting the speed to 60kph as the posted limit it means that in some places trucks and lower powered vehicles will have to change to even lower gears to maintain momentum when travelling UP the hill on either the Wairarapa or Hutt Valley sides. Speeds when travelling DOWN the hill are presently set at 100kph and I believe would be safely reduced to 80kph limit without any inconvenience to those travelling the route every day. I would be extremely surprised if anyone is capable of averaging 100kph over the hill either going north and going south. My own average I've calculated is 67kph going down on the Hutt Valley side - going up on the Hutt Valley side it is 72kph. On the Wairarapa side going up is 56kph and going down on the Wairarapa side it is 67kph.</p> | | <p>2.5 - 2.6 - 2.7 Speeds proposed seem excessively slow - most vehicles travelling this route would be struggling to attain the 100kph that is the posted limit at present. By restricting the speed to 60kph as the posted limit it means that in some places trucks and lower powered vehicles will have to change to even lower gears to maintain momentum when travelling UP the hill on either the Wairarapa or Hutt Valley sides. Speeds when travelling DOWN the hill are presently set at 100kph and I believe would be safely reduced to 80kph limit without any inconvenience to those travelling the route every day. I would be extremely surprised if anyone is capable of averaging 100kph over the hill either going north and going south. My own average I've calculated is 67kph going down on the Hutt Valley side - going up on the Hutt Valley side it is 72kph. On the Wairarapa side going up is 56kph and going down on the Wairarapa side it is 67kph.</p> |
| <p>1-1, 1-2, 2-1, 2-2: Not sure I understand what this is getting at: - Northbound to SH1, the lower limit of 50 for the first part of the hill from Jarden Mile towards the Newlands exit makes some sense, but jars too heavily with the speed limit of 80 on Hutt Road as you approach. Suggest 60 km/h. - Southbound from SH1 this is completely pointless; the traffic can flow freely assuming the lights are green, and there are two wide lanes - Northbound to SH2, reducing the limit to 50 on the on-ramp seems very dangerous! That traffic merges with SH2 traffic that's doing 100km/h. The existing limit of 80 for the ramp is fine. - Southbound from SH2, there is a very sharp corner and a set of traffic lights. You can't do more than 30 anyway. The correct fix for any possible risk of collision at this junction is to not have slip lanes for cars, i.e. cars moving from SH1 to SH2 and from SH2 to Hutt Road (southbound) should be controlled by lights which are synchronized appropriately with those at the Jarden Mile junction, if not part of it. I drive this road regularly and never like having to turn from SH2 to Hutt Road; the angle is awkward and you have to keep up speed as if you stop you risk needing to accelerate quickly to 80 if the lights behind you have just turned green. It would be far better for that turn to be included in the traffic light control and/or to have a full-length slip lane. 2-10: Again, the correct fix is surely to remove the two sets of traffic lights and have an elevated junction with on-/off-ramps, though that is obviously a large undertaking. In the meantime I think the two sets of lights can be better synchronized, e.g. so that traffic coming from the north always passes both sets of lights or neither. I am not sure if a speed limit change makes sense here. If it's just because there are traffic lights, then I would point to the much more dangerous traffic lights at the Melling Link / SH2 and Whitford Brown Avenue / SH59 intersections and ask why this one; if it's to help local traffic turning out of side roads not controlled by lights, then I guess it does a little, but again better on-ramps would be a preferred solution. [continues next row...]</p> | <p>2-6: Strongly agree with this change, the Remutaka Hill is a very dangerous road</p> | |
| <p>[continued below...] 2-8 / 2-9: Not sure if one of these covers a junction I find to be particularly dangerous. It's the one where you suddenly have to keep left to stay on SH2 northbound. The speed limit should definitely be reduced either side of that junction. 2-6: Strongly agree with this change, the Remutaka Hill is a very dangerous road 1-3: Transmission Gully, the Mackays to Peka Peka Expressway, PP2O and O2NL should all have a speed limit of 110km/h (cf. Hamilton Expressway). They are modern, wide, two-laned roads with plenty of safety features, no difficult sections, no junctions that interfere with the highway, and excellent visibility. These kinds of roads have been driven in France at 130km/h for the last 50+ years and France has a road toll only two-thirds of ours; they are also comparable to England's smaller motorways where the speed limit is 113km/h though traffic is much heavier. The focus on speed is too myopic. The fact that the safety page on Waka Kotahi's main site lists speed before alcohol and drugs, which are far more dangerous and contribute to the road toll the most per their own stats, shows just how obsessive this has become. (Consider an ideal straight road, no junctions no traffic, dry road in daylight; any competent driver could do 140km/h without danger. But try doing even 100km/h safely when impaired by alcohol or drugs.) Additionally, we need a LOT more driver education, and more enforcement of issues such as keeping left, maintaining a safe following distance, and using headlights in wet conditions / at night. Driver education will take a long time to pay off but will, in the long term, prove far more effective at reducing accident rates than these endless speed limit reductions. As a side note, it's noted in the ISHMP that supposedly, lower speeds leads to reduced emissions. I am sceptical about this; I moved from an area where I did primarily 50km/h rural/urban driving to one where I drive the 100km/h SH2 more than anything else, and my fuel economy has improved by about 10-15%. It will become less of a relevant factor anyway as the uptake of EVs continues to increase.</p> | | |

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| <p>State Highway 2 Remutaka Hill In your draft plan you propose to reduce the speed limit from 100 to 60. Maybe a reduction to 80 would be more appropriate. I have driven this road for 50 years and never had an accident. You need to target motorcyclists who ride at breakneck speeds, hug the centre line and do stupid overtaking. Don't see why you are hellbent on once again making a rule for the minority which affects the majority and continuing on with your pie in the sky road to zero deaths, this will never happen as I said previously, you cannot legislate against stupidity</p> | | <p>State Highway 2 Remutaka Hill In your draft plan you propose to reduce the speed limit from 100 to 60. Maybe a reduction to 80 would be more appropriate.</p> |
| <p>60ks is way too slow, be much happier with 80's its a motorway (Upper Hutt) not a residential street. And whilst we are talking about residential streets why is the top of Fergusson Drive 70k's? Its too fast, theres lots of homes and side streets which people have to speed out of just to get into traffic. Theres also a garage, pub, and liquor store that people have to exit into traffic thats speeding past at 70ks! Stock trucks and forestry trucks are also going 70ks which is a recipe for disaster.</p> | | <p>60ks is way too slow, be much happier with 80's its a motorway (Upper Hutt) not a residential street.</p> |
| <p>Finding this on-line form is not that easy... it's almost as if you don't want feedback on the proposed speed changes. I actually think this is just a bit of lip service to the public and decisions on changing these speeds has pretty much already been made.... and we are already travelling down the 'Road to zero (km/hr)'. Whilst I accept that there is in some instances there are good reasons for lowering the speed limits in localised areas wholesale and dramatic speed changes are in my view heavy handed and over the top. More effort should be spent on driver training and improving the quality of our roads rather than simply reducing speed limits to address the issue. Temporary speed reductions have a habit of coming the permanent speed. I particularly object to the proposal to reduce the section of SH2 over the Remutaka hill (reference 2-6) from 100km/hr to 60km/r. This section of road has patches where you do need to travel slowly but also has areas where higher speed s can be done safely. Trucks travel very slowly up this road and by reducing the speed limit to 60km/hr will limit ones ability to pass at the very limited and short passing lanes on this section of road. It will effectively become a procession of vehicles stuck behind trucks travelling at 30 -40km//hr for the entire section of road. This will increase driver frustration significantly potentially leading to a far greater number of risky/dangerous passing manoeuvres. Could I suggest that 70km/hr is perhaps a more appropriate speed for this road. I also object to the proposed location where this speed limit will take effect. There are reasonably straight sections of road leading up to the Remutaka hill which have been included in this section where this reduced speed is proposed. I would suggest that the speed reduction only occurs where the road becomes windy, ie at the base of the hill on the north and south sides. There is a south bound passing lane at the base of the hill on the north side. I suggest that the speed reduction doesn't start until after this passing lane. What is the extent of the proposed speed restriction identified as 2-5 on the plan? It appears to start and stop at Renall Street.. ie no distance at all. Renall Street in Featherston is about where the 50km zone starts anyway and I don't think that it is in a 100km/hr zone. There is a 70km/hr section of road leading into Featherston.</p> | | <p>This section of road has patches where you do need to travel slowly but also has areas where higher speed s can be done safely. Trucks travel very slowly up this road and by reducing the speed limit to 60km/hr will limit ones ability to pass at the very limited and short passing lanes on this section of road. It will effectively become a procession of vehicles stuck behind trucks travelling at 30 -40km//hr for the entire section of road. This will increase driver frustration significantly potentially leading to a far greater number of risky/dangerous passing manoeuvres. Could I suggest that 70km/hr is perhaps a more appropriate speed for this road. I also object to the proposed location where this speed limit will take effect. There are reasonably straight sections of road leading up to the Remutaka hill which have been included in this section where this reduced speed is proposed. I would suggest that the speed reduction only occurs where the road becomes windy, ie at the base of the hill on the north and south sides. There is a south bound passing lane at the base of the hill on the north side. I suggest that the speed reduction doesn't start until after this passing lane.</p> |
| <p>Please do not lower the speed limit from Featherston to Masterton SH2 except town precincts then it should be 100 slow to 70 and 50 through towns. The Remutaka Hill Road should be lowered to 80 not 60 as the many logging trucks that are using the road will hold up other traffic.</p> | | <p>The Remutaka Hill Road should be lowered to 80 not 60 as the many logging trucks that are using the road will hold up other traffic.</p> |
| <p>The 60 km speed reduction on Remutaka Hill should be applied to a slightly shorter section. The approaches on both sides need not be reduced to 60. On these relatively straight section, drivers will not be willing to adhere to a 60 kmh limit. 80 would be better accepted. Also speed reduction around Moonshine Hill road to 60 seems excessive. 70 or 80 would get better compliance.</p> | | <p>The 60 km speed reduction on Remutaka Hill should be applied to a slightly shorter section. The approaches on both sides need not be reduced to 60. On these relatively straight section, drivers will not be willing to adhere to a 60 kmh limit. 80 would be better accepted.</p> |

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|---|---|--|
| <p>I am concerned that the proposal for 60kmph on SH2 Remutaka Hill Rd (map ref 2-6) will lead to significant backlogs, frustration, and likely aggression. I would wager a large numbers of vehicles crossing every day are speedlimited by E-Road systems or similar (take a survey of the number of work utes/vans on the hill at any particular time), which therefore won't be able to overtake vehicles travelling at, say, 50kmph given the short passing lanes on the hill. People who do not drive the hill regularly already travel well under the posted speed limit.</p> <p>Any change to reduce the speed limit must be accompanied by an improvement in the number and quality of passing lanes, and regular signage making clear that slow vehicles must let others pass.</p> <p>A limit of 80kmph would very likely avoid the worst of these issues.</p> | | <p>I am concerned that the proposal for 60kmph on SH2 Remutaka Hill Rd (map ref 2-6) will lead to significant backlogs, frustration, and likely aggression. I would wager a large numbers of vehicles crossing every day are speedlimited by E-Road systems or similar (take a survey of the number of work utes/vans on the hill at any particular time), which therefore won't be able to overtake vehicles travelling at, say, 50kmph given the short passing lanes on the hill. People who do not drive the hill regularly already travel well under the posted speed limit.</p> <p>Any change to reduce the speed limit must be accompanied by an improvement in the number and quality of passing lanes, and regular signage making clear that slow vehicles must let others pass.</p> <p>A limit of 80kmph would very likely avoid the worst of these issues.</p> |
| <p>SH2 2-6 Remutaka Hill</p> <p>A speed limit reduction to 60 km/h over the hill is ridiculous and goes way too far. 80 km/h is much more appropriate. There are sections that cannot be driven much faster than 60 km/h but there are also many other sections that can be driven with 80 km/h safely, especially passing lanes. There are always people who stay well below the speed limit just to speed up in passing lanes. Other road user will be forced to brake the speed limit just to be able to overtake these.</p> <p>People will also no longer let other traffic pass because they think their speed is close to the speed limit thus fine for everyone. This will the cause more anger and road rage and dangerous passing manoeuvres.</p> <p>Motorcyclist are once more completely ignored. It can be very windy at Remutaka Hill. A number of corners are very dangerous in high winds, especially the ones that have been straightened a few years ago at the top on the Upper Hutt side where the wind is deflected from the banks. A motorcycle is very unstable at 60 km/h compared to 80 km/h. Having to go around these corners at 60 km/h at high winds is extremely dangerous. This will most likely result in more fatalities caused by WK/NZTA.</p> <p>Everything below 80 km/h will just cause more harm than good.</p> | | <p>SH2 2-6 Remutaka Hill</p> <p>A speed limit reduction to 60 km/h over the hill is ridiculous and goes way too far. 80 km/h is much more appropriate. There are sections that cannot be driven much faster than 60 km/h but there are also many other sections that can be driven with 80 km/h safely, especially passing lanes. There are always people who stay well below the speed limit just to speed up in passing lanes. Other road user will be forced to brake the speed limit just to be able to overtake these.</p> <p>People will also no longer let other traffic pass because they think their speed is close to the speed limit thus fine for everyone. This will the cause more anger and road rage and dangerous passing manoeuvres.</p> <p>Motorcyclist are once more completely ignored. It can be very windy at Remutaka Hill. A number of corners are very dangerous in high winds, especially the ones that have been straightened a few years ago at the top on the Upper Hutt side where the wind is deflected from the banks. A motorcycle is very unstable at 60 km/h compared to 80 km/h. Having to go around these corners at 60 km/h at high winds is extremely dangerous. This will most likely result in more fatalities caused by WK/NZTA.</p> <p>Everything below 80 km/h will just cause more harm than good.</p> |
| <p>SH2 were it passes through Masterton from Cornwall St to the roundabout just past Rugby Street - see Michael St which is right in the middle of the 'danger zone'. For pedestrians to cross from say Michel St to Kuripuni village/ Pak n Save side is a game of "who dares wins" - please put in a couple of speed bumps and take the speed from 50kph to 20 or 30 kph. As well as being a wide piece of road there are multiple points of entry and agres (more than show on Google e.g the 2 for Pak n Save. Mobil station, LiquorInd). 2nd document - the first one wouldn't let me add more after the Kuiripuni village SH2 bit. Masterton to Featherston and Featherston to base of the Rumatakis.</p> <p>New roundabouts for between Masterton and Carterton are great as are median strips. However, aside from the roundabouts 100 kpm should be the speed for the road except when entering the towns (80kpm) and within the towns (50kpm) - speed humps are great in the shopping areas - slows it down, same for the little roundabout - a possible for the SH2 Kuripuni piece of road as per first submission?)</p> <p>Keep the original passing lanes between Carterton and Masterton and add some passing lanes for the Carterton to Greytown and Greytown to Featherston. Don't reduce any speed limits north of Masterton i e., to Eketahuna/ Pahiatua (unless get more built-up areas) but do add some passing lanes. (I drive these routes regularly for work and virtually every trip see at least once incident of dangerous overtaking caused by frustrated people stuck behind slow to very slow (can be 50-60 kpm - sometimes worse); other drivers. Reducing speed limits increases travel time => tireder drivers who 1. are more likely to fall asleep 2. even if still awake concentration is reduced 3. Propensity to take risks e.g., overtaking on tight margins increases. These increase in harms from these factors should be included in the data that informs these decisions.</p> <p>[continues next row...]</p> | <p>Rumatakis - once in the winding hill part, is 60-70kpm is the speed you travel at anyway so can see the sense in formally reducing it however is a concern re overtaking as first there are the drivers (like my Uncle) who deduct 10 km from the speed limit - so he and his comrades will be driving at 50 km) and if the speed limit prevents overtaking in the passing lanes then the whole journey will be at the speed of the slowest vehicle (disregarding trucks who pull over when they can); this could be 20 kpm - this is not reasonable and will increase the 3 negative affects mentioned earlier.</p> <p>Speed limits once off the winding hill part on the Hutt side should stay as they are but expand the road that has dual carriageways and median strips.</p> | |

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| Full submission | Location 2.6 - factors in support | Location 2.6 - consider 70 or 80km/h instead of 60km/h |
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| <p><i>[continued below...]</i> (NB: I am advised by the transport industry (and this applies to other sectors) that lengthened journeys will incur extra costs, which are on charged to clients with the result that everyone, will ultimately pay them either through taxes or as a consumer.) Rumatakis – once in the winding hill part, is 60-70kpm is the speed you travel at anyway so can see the sense in formally reducing it however is a concern re overtaking as first there are the drivers (like my Uncle) who deduct 10 km from the speed limit – so he and his comrades will be driving at 50 km) and if the speed limit prevents overtaking in the passing lanes then the whole journey will be at the speed of the slowest vehicle (disregarding trucks who pull over when they can); this could be 20 kpm – this is not reasonable and will increase the 3 negative affects mentioned earlier. Speed limits once off the winding hill part on the Hutt side should stay as they are but expand the road that has dual carriageways and median strips. Lobby govt to make driving with lights on at all times, compulsory. Back when I had to do with roading and safety etc, am sure we had statistics that showed a significant reduction in crashes/ morbidity and mortality (also pedestrians' accidents (and would likely apply to cyclists as well)), simply by making driving with headlights on during the day compulsory. Seems an easy win as while it requires a law change it does not require any expenditure on the part of motorists as should all have lights anyway. NB – the other thing I note from my driving is the very large number of people who drive without their lights on when is it well past dusk – not infrequently see 2 or 3 of these in a 100km trip. Guaranteed accident if someone coming the other direction is executing an overtaking manoeuvre and hasn't seen the on-coming vehicle because they have their lights off. Thanks for the opportunity to comment</p> | | |
| <p>State highway 2. Sections from Upper Hutt to Masterton. I believe the changes are over the top and massively confusing switching between speed zones How many speed zones will one travelling Upper Hutt to Masterton now have to undertake? What is the expenditure of these changes vs better roading more safety initiatives? As someone who takes this route on a regular basis i am concerned these changes create un necessary confusion that will lead to more road rage and incidents. I would like to see a more practical solution which would be to implement changes to worst areas first and then decide if others need to drop. Switching between 50-70-80-60-80-100 km/h several times within 40 minutes of state highway road doesn't make any logic. Would also like to add the 60 km/h for Remutaka is a 40% decrease in speed. 40%! 60 km/h limit would make it virtually impossible for any cars to legally overtake trucks/camper vans or cars towing large trailers. This would add huge pressure to the drivers of these vehicles and more aggressive situations on the passing lanes.</p> | <p>Would also like to add the 60 km/h for Remutaka is a 40% decrease in speed. 40%! 60 km/h limit would make it virtually impossible for any cars to legally overtake trucks/camper vans or cars towing large trailers. This would add huge pressure to the drivers of these vehicles and more aggressive situations on the passing lanes.</p> | |
| <p>The proposed speed reduction to 60kph on 2-6 Remutaka Hill is too low and will not be observed This section of SH 2 should not be 100kph but a reduction to 80kph would see much better compliance This road should have a drive to condition signage such as the derestricted sign we used to use Conclusion oppose the reduction to 60kph on the Remutaka Hill SH@</p> | <p>The proposed speed reduction to 60kph on 2-6 Remutaka Hill is too low and will not be observed This section of SH 2 should not be 100kph but a reduction to 80kph would see much better compliance This road should have a drive to condition signage such as the derestricted sign we used to use Conclusion oppose the reduction to 60kph on the Remutaka Hill SH@</p> | |

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| Full submission | Location 2.6 - factors in support | Location 2.6 - consider 70 or 80km/h instead of 60km/h |
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| <p>Submission from AA Wellington District Interim State Highway Speed Management Plan for Wellington Region The NZ Automobile Association (NZAA) appreciates the opportunity to comment on Waka Kotahi's Interim State Highway Speed Management Plan. The NZAA has over 1.8 million members nationwide, of whom over 200,000 live in the Wellington region. The NZAA Wellington District represents the interests of motorists in Greater Wellington from Otaki to Wellington and Wellington to Upper Hutt.</p> <p>Overview Improving road safety is a key focus of the AA and we recognise speed management as an important road safety tool along with road maintenance and upgrades. In recent years the issue of speed management has been a major focus of the AA's policy and advocacy work and we have undertaken multiple surveys of Member views related to speed reductions, as well as looking at research from New Zealand and overseas and engaging with central and local Government over a number of proposals. The AA's high-level position on speed management is that: <input type="checkbox"/> Speed limits should be fair, consistent, predictable, credible and based on evidence that they are both safe and appropriate; <input type="checkbox"/> Speed limits will be most effective when they make sense to most people and will get good compliance without the need for heavy enforcement. <input type="checkbox"/> Speed limit changes are not the only means of improving road safety and should therefore be considered alongside other possible interventions, such as road safety upgrades, maintenance and campaigns to improve driver awareness and behaviour <input type="checkbox"/> People and communities who are affected by speed limit changes should be given ample opportunity to have a say on proposed changes to speed limits, and their views should be taken into account by the decision makers</p> <p>Submission The AA Wellington District supports much of the proposed changes in the Interim State Highway Speed Management Plan for Greater Wellington. <i>[see "All full submissions & Loc 2.5" pages for full submission]</i></p> | <p>I support all the proposals to reduce speed limits between these two places (and others which I do not travel so often on, as well). The current speed limit of 100kph over the Remutaka Hill Road is a nonsense and I am continually pulling over to let impatient drivers pass. Impatience is a big problem with the NZ driver mindset and I have several times been overtaken on yellow lines on the hill road!!</p> | <p>AA Wellington District has given careful consideration to the proposed speed changes on the Remutaka Hill Road. While the route lies within the boundaries of the AA Wairarapa District Council it is obviously of considerable interest to Wellington Members. After consultation with our colleagues in the Wairarapa and in the interests of road safety, the Wellington District Council is prepared to support a speed limit of 80kph.</p> |
| <p>UPPER HUTT CITY COUNCIL'S SUBMISSION ON THE INTERIM SPEED MANAGEMENT PLAN FOR STATE HIGHWAY 2 Dear Waka Kotahi, On behalf of Upper Hutt City Council, please see our feedback regarding the proposed Interim Speed Management Plan and SH2 Ngauranga to Featherston safety improvements programme: Executive Summary</p> <ol style="list-style-type: none"> 1. Upper Hutt City Council [Council] broadly supports the intention of the proposed speed reductions of the Interim Speed Management Plan [ISMP] as an interim measure, until such time as SH2 is sufficiently upgraded to meet both the current and future demands of the transport network. 2. Council is concerned that the ISMP is not considering the impacts on the local road network, the risk of changed behaviours having unintended consequences, and the lack of addressing the serious risks posed to pedestrians and cyclists in using SH2. 3. Council supports 4-laning SH2, with a grade separated interchange at Silverstream SH2/Fergusson Drive constructed to align with the development of the replacement Silverstream Bridge. 4. Council supports the introduction of traffic lights at Moonshine Hill Road as a necessary and life-saving measure until such time as a better intersection design as part of 4-laning SH2 'River Road' can be developed. 5. Council reluctantly acknowledges the need for an interim speed reduction of 100 km/h to 80 km/h between Te Marua and Kaitoke, until such time as the road is sufficiently upgraded to 4-lanes at a future date, recognising that this section of SH2 has not been appropriately invested in to cater to 100 km/h. 6. Council requests the inclusion of an interim speed reduction from 80 km/h to 60 km/h along Main Road North (SH2), from Beechwood Lane to the existing Te Marua 80km speed change, until such time as the road is sufficiently upgraded. 7. Council requests that Waka Kotahi improves the Marchant Road intersection as well as providing advance warning signs, to both cater for future growth and address the safety concerns of the current suboptimal intersection. 8. Council supports the reduction of speeds at Brown Owl from 70 km/h to 50 km/h as part of the ISMP, accompanied by improvements to the Akatārawa Road intersection to cater for future growth. 9. Council has concerns over the speed reductions of 100 km/h to 60 km/h in the northbound approach to Moonshine Hill Road, and instead suggests 80 km/h is more appropriate. <p>[...] <i>[see "All full submissions & Loc 2.5" pages for full submission]</i></p> | <p></p> | <p>Council supports the reduction of the speed limit over Remutaka Hill Road from 100 km/hr, but not to 60 km/h, which Council considers an unacceptable speed limit for this section of road. Council instead suggests the lowest acceptable speed limit should be 80 km/h and accompanied by continued safety improvement interventions.</p> |

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| ISMP consultation feedback on SH2 sections 2.5-2.7 Kaitoke to Featherston | | | |
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| Full submission | Location 2.6-2.9 more signage and barriers needed | Location 2.6-2.9 - mirrors to aid visibility on blind corners | Location 2.6-2.9 - unsafe for cyclists |
| <p>Remutaka Hill SH2. Speed is not the issue on this road. I drive it twice a day and have done for a couple of years. The issue on this road is the lack of overtaking lanes, lack of safety mirrors on blind corners and the amount of trucks using the road now. This road has not been upgraded to practically withstand the increase in population in the Wairapa meaning more and more people use the road resulting in more and more need for passing lanes, slow lanes, pull off areas etc. 60km is not a safe speed, it will cause significant frustration to daily commuters who will make poor driving decisions out of frustration. I truly feel that the proposal to lower the speed limit is for no other reason then because Waka Kotahi are wanting quick easy solution and to make it look like your trying to do something. If you actually were serious about safety you would have been out there years ago making the road more fit for purpose and you would already know speed is not the issue. Those that want to drive the hill to fast at dangerous speeds will do so regardless of posted speed limits. A decrease in the speed limit will only effect the responsible road users who already driving the road appropriately. My suggestions: Signs advising drivers the length of each passing lane - often drivers that are inexperienced on this road leave it to late and try and overtake not knowing the lane is coming to an end, this happens weekly atleast. Sinage advising motorists to pull over and let traffic pass if they are holding it up. Mirrors on blind corners - this will particularly help truck and coach drivers safety navigate corners. Make the hill a non cycling zone - corners are blind and the road is narrow is exceptionally dangerous for cyclists to be riding this road yet they do and I've seen it nearly come to disaster many times. § 9(2)(a) . Ideally a tunnel would be built or atleast major earth work be undertaken to make the have more overtaking lanes, more slow lanes and more stopping bays. The population in waiarapa is going up and up and trucks are using the road more now then ever. Remutaka hill is part of a major arterial route for road users however the road has had no significant development. Double lanes up and now both sides or a tunnel - this is what would be planned if Waka Kitahi ans the government were serious about safety on this road.</p> | | <p>Mirrors on blind corners - this will particularly help truck and coach drivers safety navigate corners.</p> | <p>Make the hill a non cycling zone - corners are blind and the road is narrow is exceptionally dangerous for cyclists to be riding this road yet they do and I've seen it nearly come to disaster many times. § 9(2)(a) .</p> |
| <p>In regards to the rimutaka hill. 1. Mirrors on the tight blind corners (As trucks/buses cross center line on tight turns) 2. Display the distance an over taking lane is at the START of the over taking lane (so people know how much time they have to over take from the get go) 3. Signage to remind slower drivers to pull over in the stopping bays as not to impede the the flow of traffic. 4. Continued work on barriers to prevent slips/rocks from landing on the road. All will do more to prevent accidents than lowering the speed limit. Also all currently speed zones should be kept the same. Reducing speeds will increase travel time traffics, costs of travel, costs to deliver goods etc. A better approach would be to fix the roads, reduce the pot holes, put up more barriers where required. I would also advocate that people should have to resit thier full practical test every 5 to 10 years. As it is dangerous drivers causing accidents on the road. Most of which are either new or on the other end of the spectrum and havent retrained or updated themselves with the new road code and may have deteriorating health conditions gone unchecked.</p> | | <p>In regards to the rimutaka hill. 1. Mirrors on the tight blind corners (As trucks/buses cross center line on tight turns) 4. Continued work on barriers to prevent slips/rocks from landing on the road. All will do more to prevent accidents than lowering the speed limit. Also all currently speed zones should be kept the same. Reducing speeds will increase travel time traffics, costs of travel, costs to deliver goods etc. A better approach would be to fix the roads, reduce the pot holes, put up more barriers where required. I would also advocate that people should have to resit thier full practical test every 5 to 10 years. As it is dangerous drivers causing accidents on the road. Most of which are either new or on the other end of the spectrum and havent retrained or updated themselves with the new road code and may have deteriorating health conditions gone unchecked.</p> | |
| <p>Remtaka Hill 1. Mirrors on the tight blind corners (As trucks/buses cross center line on tight turns). 2. Display the distance an over taking lane is at the START of the over taking lane (So weekend warriors know how much time they have to over take from the get go) 3. Signage to remind slower drivers to pull over in the stopping bays as not to impede the the flow of traffic 4. Continued work on barriers to prevent slips/rocks from landing on the road. All will do more to prevent accidents than lowering the speed limit.</p> | <p>2. Display the distance an over taking lane is at the START of the over taking lane (So weekend warriors know how much time they have to over take from the get go) 3. Signage to remind slower drivers to pull over in the stopping bays as not to impede the the flow of traffic 4. Continued work on barriers to prevent slips/rocks from landing on the road.</p> | <p>Remtaka Hill 1. Mirrors on the tight blind corners (As trucks/buses cross center line on tight turns).</p> | |

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| Full submission | Location 2.6-2.9 more signage and barriers needed | Location 2.6-2.9 - mirrors to aid visibility on blind corners | Location 2.6-2.9 - unsafe for cyclists |
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| <p>Please allow for Inclusion of protected bike lanes on SH2 from Managroa Hill Road to Twin Lakes Road with a speed reduction of 50km/hr from Mangaroo Hill Road to Akatarawa as proposed then no more than 70km/hr from Akatarawa Road to Twin Lakes. This stretch of road is very dangerous for cyclists in particular.</p> | | | <p>Please allow for Inclusion of protected bike lanes on SH2 from Managroa Hill Road to Twin Lakes Road with a speed reduction of 50km/hr from Mangaroo Hill Road to Akatarawa as proposed then no more than 70km/hr from Akatarawa Road to Twin Lakes. This stretch of road is very dangerous for cyclists in particular.</p> |
| <p>State Highway 2 intersection with Marchant Road Safe turning for exiting school buses as current traffic speed on SH2 100km/h with line of site to east bound corner limited</p> | | <p>State Highway 2 intersection with Marchant Road Safe turning for exiting school buses as current traffic speed on SH2 100km/h with line of site to east bound corner limited</p> | |

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| ISMP consultation feedback on SH2 sections 2.5-2.7 Kaitoke to Featherston | | | |
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| Full submission | Location 2.7 - factors in support | Location 2.7 - reduce further to 50 or 60km/h | Location 2.7 - improve safety of Marchant Road intersection design |
| <p>When the speed limits over the Remutakas and the speed limit at Kaitoke are reduced, there should also be attention given to the speed limit through Te Marua. It is currently 80km/h and vehicles, including heavy laden logging trucks come barreling around the corner by the golf club turn-off and down the straight, past the dairy at closer to 90km/h. There are houses down that piece of road, with more currently added on the golf club side, and a T-junction with Plateau Road. There is a dairy on that corner and a primary school close by, with parents turning onto SH2 at that junction. Also a large development (400 homes) is planned down that road (at Gabbits Block), homeowners who will soon be coming onto SH2 at this point too. There is just too much traffic going too fast down that piece of SH2. Turning into the road from s 9(2)(a) is a nightmare. This has previously been brought up at a meeting attended by a representative of Waka Kotahi, but no attention seems to be given to the concerns of us living here.</p> | <p>SH2, Te Marua - When the speed limits over the Remutakas and the speed limit at Kaitoke are reduced, there should also be attention given to the speed limit through Te Marua. It is currently 80km/h and vehicles, including heavy laden logging trucks come barreling around the corner by the golf club turn-off and down the straight, past the dairy at closer to 90km/h. There are houses down that piece of road, with more currently added on the golf club side, and a T-junction with Plateau Road. There is a dairy on that corner and a primary school close by, with parents turning onto SH2 at that junction. Also a large development (400 homes) is planned down that road (at Gabbits Block), homeowners who will soon be coming onto SH2 at this point too. There is just too much traffic going too fast down that piece of SH2. Turning into the road from s 9(2)(a) is a nightmare. This has previously been brought up at a meeting attended by a representative of Waka Kotahi, but no attention seems to be given to the concerns of us living here.</p> | | |
| <p>The intersections on the Kaitoke portion of SH2 (Marchant Road, Gilbert Road, Waterworks Road) need to be made safer. In particular the Marchant Road intersection is dangerous, especially when trying to turn in from the southbound lane. There is no safe way to stop and cross the northbound lane. s 9(2)(a) have had near misses at this intersection. When turning in from the northbound lane there is nowhere to pull off because of Paukuratahi Bridge, and other traffic sits too close when slowing down/turning and overtakes on a blind corner.</p> | <p>SH2 - The intersections on the Kaitoke portion of SH2 (Marchant Road, Gilbert Road, Waterworks Road) need to be made safer. In particular the Marchant Road intersection is dangerous, especially when trying to turn in from the southbound lane. There is no safe way to stop and cross the northbound lane. s 9(2)(a) have had near misses at this intersection. When turning in from the northbound lane there is nowhere to pull off because of Paukuratahi Bridge, and other traffic sits too close when slowing down/turning and overtakes on a blind corner.</p> | | |
| <p>Maybe lower the speed limit on sh2 near remutaka hill at least 60km/h from kaitoke bridge onwards or even from te marua</p> | | <p>Maybe lower the speed limit on sh2 near remutaka hill at least 60km/h from kaitoke bridge onwards or even from te marua</p> | |
| <p>Te Marua Upper Hutt why are you lowering the speed limit from 80 to 50km? Sign to bridge. New subdivisions of over 1,000 houses. Speedway too when it is on. Turn in out Plateau Road is very unsafe. This is a speed limit that should change.</p> | | <p>Te Marua Upper Hutt why are you lowering the speed limit from 80 to 50km? Sign to bridge. New subdivisions of over 1,000 houses. Speedway too when it is on. Turn in out Plateau Road is very unsafe. This is a speed limit that should change.</p> | |
| <p>Te Marua - Upper Hutt (SH2) - please reduce the speed, s 9(2)(a) on this road and struggle to get out the driveway with the speed of cars and the children need to cross the road to get to the bus.</p> | <p>Te Marua - Upper Hutt (SH2) - please reduce the speed, s 9(2)(a) on this road and struggle to get out the driveway with the speed of cars and the children need to cross the road to get to the bus.</p> | | |
| <p>With development happening on both sides of SH2 and lots of young families around it would be great to lower the speed limit on SH2 around Plateau Rd and lower to 70 between Plateau Rd and Birchville (esp with the cycle lane being directly in SH2 near Birchville).</p> | <p>With development happening on both sides of SH2 and lots of young families around it would be great to lower the speed limit on SH2 around Plateau Rd and lower to 70 between Plateau Rd and Birchville (esp with the cycle lane being directly in SH2 near Birchville).</p> | | |

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| Full submission | Location 2.7 - factors in support | Location 2.7 - reduce further to 50 or 60km/h | Location 2.7 - improve safety of Marchant Road intersect on design |
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| <p>1.0 Support 60Km/hr Speed Limit at the Marchant Road-SH2 Intersection at Kaitoke, Upper Hutt. Lifestyle Developments Wellington Limited owns land at Marchant Road, Kaitoke, Upper Hutt, and has an interest in the safety of the Marchant Road - SH2 intersection. Lifestyle Developments Wellington Limited SUPPORTS the proposed lowering of the speed limit to 60km/hr at and within the vicinity of the Marchant Road - SH2 intersection at Kaitoke, Upper Hutt for the following reasons:- 1. Lowering the State Highway speed limit to 60km/hr in the vicinity of the Marchant Road intersection and the Pakuratahi River bridge will provide improved safety outcomes at the intersection. 2.Lowering the speed limit to 60km/hr on the State Highway in the vicinity of the Marchant Road intersection and Pakuratahi River bridge will address existing design deficiencies of the Marchant Road intersection as identified by Waka Kotahi's own data; 3. Lowering the speed limit to 60km/hr will enable intersection design improvements within the State Highway corridor which should be funded in the immediate term by Waka Kotahi; and 4.The improved safety outcomes at the Marchant Road - State Highway 2 intersection from the lowered speed limit will enable land owners to undertake activities on their land provided for by the District Plan. 2.0 Requested Outcomes Lifestyle Developments Wellington Limited requests the following outcomes of the Interim Speed Management Plan for SH2 - Wellington Region:-</p> <p>1. In the immediate term lower the speed limit to 60km/hr on the state highway in the vicinity of the Marchant Road - SH2 intersection and Pakuratahi River bridge at Kaitoke; and 2.In the immediate term provide funding for, and implement, traffic design and intersection operational improvements at the Marchant Road-SH2 intersection. Thank you for the opportunity to provide feedback on the Agency's Interim Speed Management Plan.</p> | <p>1.0 Support 60Km/hr Speed Limit at the Marchant Road-SH2 Intersection at Kaitoke, Upper Hutt. Lifestyle Developments Wellington Limited owns land at Marchant Road, Kaitoke, Upper Hutt, and has an interest in the safety of the Marchant Road - SH2 intersection. Lifestyle Developments Wellington Limited SUPPORTS the proposed lowering of the speed limit to 60km/hr at and within the vicinity of the Marchant Road - SH2 intersection at Kaitoke, Upper Hutt for the following reasons:- 1. Lowerin Lowering the speed limit to 60km/hr on the State Highway in the vicinity of the Marchant Road intersection and Pakuratahi River bridge will address existing design deficiencies of the Marchant Road intersection as identified by Waka Kotahi's own data; 3. Lowering the speed limit to 60km/hr will enable intersection desig improvements within the State Highway corridor which should be funded in the immediate term by Waka Kotahi; and 4.The improved safety outcomes at the Marchant Road - State Highway 2 intersection from the lowered speed limit will enable land owners to undertake activities on their land provided for by the District Plan.</p> <p>[continues next row...]</p> | | |
| | <p>[continued below...]</p> <p>2.0 Requested Outcomes Lifestyle Developments Wellington Limited requests the following outcomes of the Interim Speed Management Plan for SH2 - Wellington Region:- 1. In the immediate term lower the speed limit to 60km/hr on the state highway n the vicinity of the Marchant Road - SH2 intersection and Pakuratahi River bridge at Kaitoke; and 2. In the immediate term provide funding for, and implement traffic design and intersection operational improvements at the Marchant Road-SH2 intersection. g the State Highway speed limit to 60km/hr in the vicinity of the Marchant Road intersection and the Pakuratahi R ver bridge will provide improved safety outcomes at the intersection. 2. In the immediate term provide funding for, and implement, traffic design and intersection operational improvements at the Marchant Road-SH2 intersection. Thank you for the opportunity to provide feedback on the Agency's Interim Speed Management Plan.</p> | | |
| <p>Kia Ora. I live in Wellington and travel frequently to Greytown. I support all the proposals to reduce speed limits between these two places (and others which I do not travel so often on, as well). The current speed limit of 100kph over the Remutaka Hill Road is a nonsense and I am continually pulling over to let impatient drivers pass. Impatience is a big problem with the NZ driver mindset and I have several times been overtaken on yellow lines on the hill road!! Policing the new limits will be necessary but I am all in favour!!</p> | <p>I support all the proposals to reduce speed limits between these two places (and others which I do not travel so often on, as well). The current speed limit of 100kph over the Remutaka Hill Road is a nonsense and I am continually pulling over to let impatient drivers pass. Impatience is a big problem with the NZ driver mindset and I have several times been overtaken on yellow lines on the hill road!!</p> | | |

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| Full submission | Location 2.7 - factors in support | Location 2.7 - reduce further to 50 or 60km/h | Location 2.7 - improve safety of Marchant Road intersect on design |
|--|--|---|--|
| <p>UPPER HUTT CITY COUNCIL'S SUBMISSION ON THE INTERIM SPEED MANAGEMENT PLAN FOR STATE HIGHWAY 2</p> <p>Dear Waka Kotahi,</p> <p>On behalf of Upper Hutt City Council, please see our feedback regarding the proposed Interim Speed Management Plan and SH2 Ngauranga to Featherston safety improvements programme: Executive Summary</p> <ol style="list-style-type: none"> 1. Upper Hutt City Council [Council] broadly supports the intention of the proposed speed reductions of the Interim Speed Management Plan [ISMP] as an interim measure, until such time as SH2 is sufficiently upgraded to meet both the current and future demands of the transport network. 2. Council is concerned that the ISMP is not considering the impacts on the local road network, the risk of changed behaviours having unintended consequences, and the lack of addressing the serious risks posed to pedestrians and cyclists in using SH2. 3. Council supports 4-laning SH2, with a grade separated interchange at Silverstream SH2/Fergusson Drive constructed to align with the development of the replacement Silverstream Bridge. 4. Council supports the introduction of traffic lights at Moonshine Hill Road as a necessary and life-saving measure until such time as a better intersection design as part of 4-laning SH2 'River Road' can be developed. 5. Council reluctantly acknowledges the need for an interim speed reduction of 100 km/h to 80 km/h between Te Marua and Kaitoke, until such time as the road is sufficiently upgraded to 4-lanes at a future date, recognising that this section of SH2 has not been appropriately invested in to cater to 100 km/h. 6. Council requests the inclusion of an interim speed reduction from 80 km/h to 60 km/h along Main Road North (SH2), from Beechwood Lane to the existing Te Marua 80km speed change, until such time as the road is sufficiently upgraded. 7. Council requests that Waka Kotahi improves the Marchant Road intersection as well as providing advance warning signs, to both cater for future growth and address the safety concerns of the current suboptimal intersection. <p>[...]</p> <p>[see "All full submissions & Loc 2.5" pages for full submission]</p> | <p>Council reluctantly acknowledges the need for an interim speed reduction of 100 km/h to 80 km/h between Te Marua and Kaitoke, until such time as the road is sufficiently upgraded to 4-lanes at a future date, recognising that this section of SH2 has not been appropriately invested in to cater to 100 km/h.</p> | | <p>Council requests that Waka Kotahi improves the Marchant Road intersection as well as providing advance warning signs, to both cater for future growth and address the safety concerns of the current suboptimal intersection.</p> |

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