

Interim State Highway Speed Management Submissions relating to SH1 Ara Tūhono – Pūhoi to Warkworth

Submitter	Are there any other factors we should consider when making decisions on the speed limit changes proposed?
Individual	1-2, 1-3, 1-4. Works are currently underway by Waka Kotahi to make safety improvements to these strengths of road. The safety work is important. The reduced speed limits implies that the safety improvements themselves are not satisfactory, which does a disservice to staff who designed the safety improvements. The reduced speed limits will not change the risk given the speed limits currently being put in place.
Individual	The proposed on ramp speeds e.g. 1-7 and 1-10 have the ramp speed lower than the carriageway speed for the road traffic is joining. This means that joining traffic can only legally join at a speed less than the traffic already on the road, which is inherently dangerous. One of the main purposes of a on-ramp is to allow the joining traffic to safely reach the speed of the other traffic and the proposed speed limits would seem to preclude this.
Individual	Speed limit north from exit 394 on and off ramps onto SH1 and including 1-8 SH1 Pūhoi to Warkworth mainline should be 110kph speed zone, the road is of excellent condition, with flowing bends and as these parts of roading have a long distances with only one on / off ramp for traffic to enter and exit this stretch of motorway. this is on par with the Waikato Expressway, so speed limits should match the Waikato Expressway. please see reason and use common sense with this. looking forward to going north and south on this road safely and in a timely manner. thank you
Individual	Why is the new Puhoi to Warkworth motorway proposed to have its speed limit set at 100kph, a reduction from the 110kph it was designed and built for? I clearly remember it being publicised that the new road would have the higher speed limit as it was being built to the standards required for it. I've commuted on the roads in this area for decades and they are the most dangerous I've ever seen them. I attribute most of the near misses I see on a daily basis to the lowering of speed limits and removal of most of the passing lanes between Puhoi and Warkworth causing frustration and bad decisions. Now a billion dollar motorway that was only projected to cut journey times by 7 minutes will be lucky to match the journey times of the old road 10 years ago.
Organisation	SH 1-3 to 1-8. These proposals relate to the opening of the new motorway. Given that 110 kph is considered to be a safe and appropriate speed on the Waikato expressway, we suggest that for consistency, consideration should be given to setting the speed limit on the Puhoi to Warkworth motorway at 110 kph. Further, the speed limit on the motorway south of Puhoi should also be reviewed to determine if 110 is an acceptable design speed. We would SUPPORT a lower speed limit through the Johnston Hill tunnels, as with the Waterview tunnel. Other than this qualification, we would SUPPORT the rest of the proposals as being both safe and appropriate.
Organisation	State Highway 1 Puhoi to Warkworth. When it opens, the Puhoi to Warkworth extension of Auckland's Northern Motorway will be one of New Zealand's safest roads. At face value, it appears to us that it will be even safer than the Waikato and Tauranga Eastern Link expressways for which Waka Kotahi has assigned 110 km/h speed limits. This is because, unlike expressways, motorways do not provide access to properties and pedestrians and cyclists are not able to use motorways. Moreover, unlike the motorways in the urban part of Auckland there are very few on and off ramps on the new road. A similar case can be made for the Northern Gateway section of State Highway 1 between Orewa and Puhoi. We would SUPPORT a lower speed limit through the Johnston Hill tunnels, as with the Waterview tunnel. The AA's Auckland District therefore recommends Waka Kotahi consider making both of these sections of State Highway 1 110km/h, and if not, provide a clear explanation for why they require a safe and appropriate speed limit that is less than the 110km/h expressways.

NOTE: Additional feedback for the wider Auckland region was received through the Interim State Highway Speed Management Plan (ISHSMP) consultation. Waka Kotahi NZ Transport Agency will provide a full list of submissions once the speed limit decisions for the ISHSMP have been approved.