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# Speed limit changes surrounding the Waterview Tunnel

Consultation Summary – 29 March 2018

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NZ Transport Agency  
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## PURPOSE OF THIS REPORT

The purpose of this report is to summarise the feedback received during the recent consultation period for the proposed speed limit changes surrounding the Waterview Tunnel. Adjusting speed limits is something the NZ Transport Agency takes very seriously and in accordance with the *Land Transport Rule: Setting of Speed Limits 2017*, public and stakeholder feedback was sought on the proposed changes.

## PROJECT OVERVIEW

Since opening the Waterview Tunnel in July 2017, the NZ Transport Agency has been monitoring network operation and driver behaviour in and around the twin 2.4km tunnels, taking on board customer and stakeholder feedback.

Following a comprehensive safety and operational review of the area and consultation with key partners, public and stakeholder feedback was sought to increase the variable speed limit on sections of State Highways 16 and 20 as set out in Figure 1.



Figure 1. Proposed speed limit changes

The Waterview Tunnel and approaches will remain at a maximum of 80km/h for safety reasons associated with an enclosed tunnel environment.

## ENGAGEMENT OVERVIEW

Official consultation on the proposed speed limit changes was open for a period of four weeks from 7am, 28 February to 5pm, 28 March 2018.

The online survey was made available on the Transport Agency website and promoted in the NZ Herald, asking people for their feedback on the proposed changes.

The online survey asked if people 'agreed' or 'disagreed' with:

1. Changing the variable speed limit on SH20 between Dominion Road and Maioro Street from 30–80km/h to 30–100km/h in both directions.
2. Changing the variable speed limit on SH16 between Rosebank and St Lukes from 30–80km/h to 30–100km/h in both directions.
3. Changing the speed limit between on SH16 between St Lukes and the central motorway junction from a static 80km/h to a variable speed limit of 30–100km/h in both directions.

The survey also asked respondents to provide any other comments they may have about these proposed changes.

In addition, stakeholders were emailed letters and asked to provide feedback on the proposed changes. The stakeholders included:

1. Albert–Eden Local Board
2. Whau Local Board
3. Waitemata Local Board
4. Puketapapa Local Board
5. Auckland Transport – Walking, Cycling and Safety Team
6. National Road Carriers
7. Automobile Association
8. NZ Police
9. Road Transport Forum
10. NZ Transport Agency – Network Safety Team.

# SUMMARY AND ANALYSIS OF FEEDBACK

## Public feedback

A total of 3,216 responses were received to the online survey during the four-week period. Figures 2, 3 and 4 below set out the total number of responses to questions one, two and three at the close of the survey at 5pm, 28 March 2018.

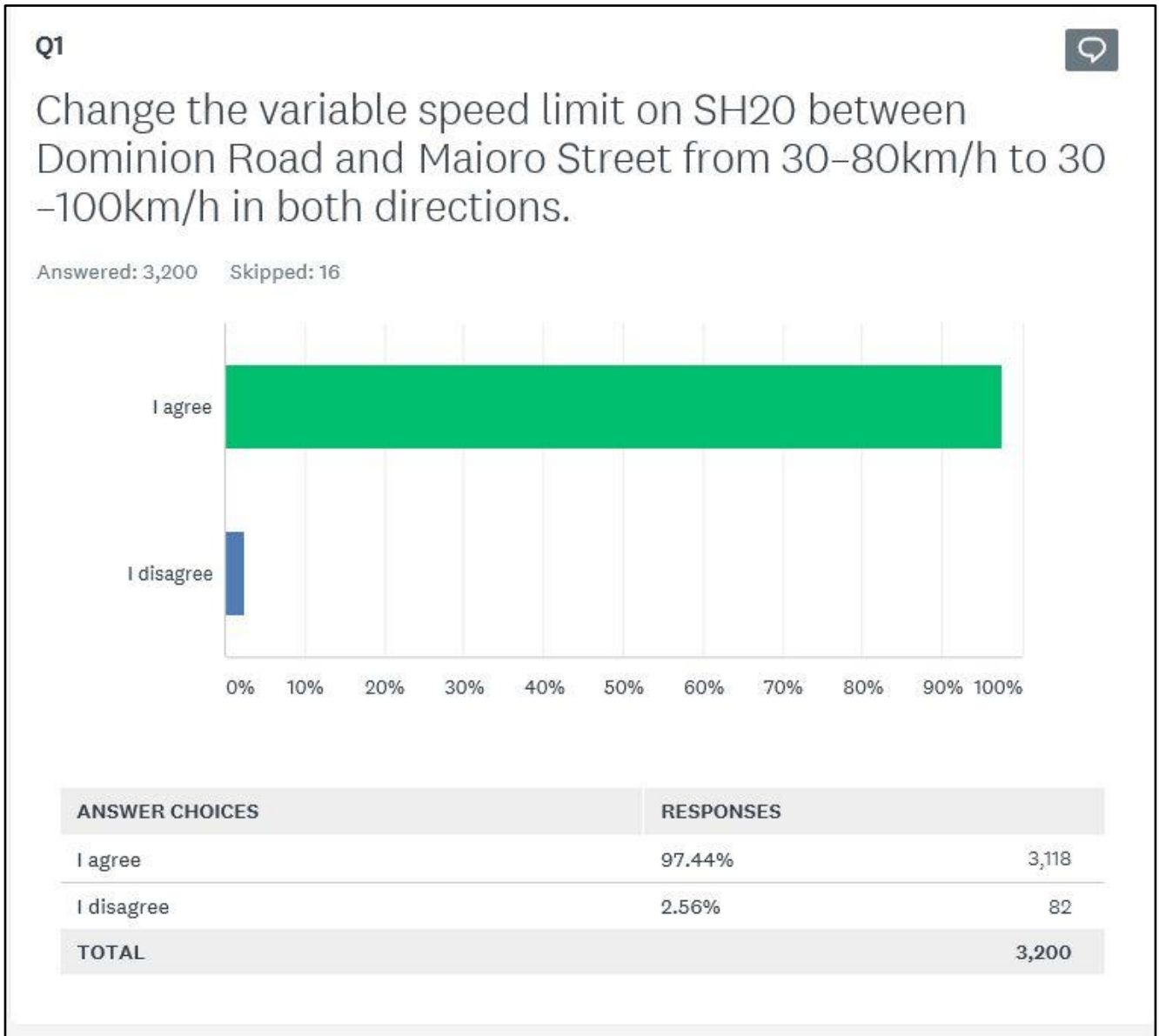


Figure 2: Response rate and answers for question one

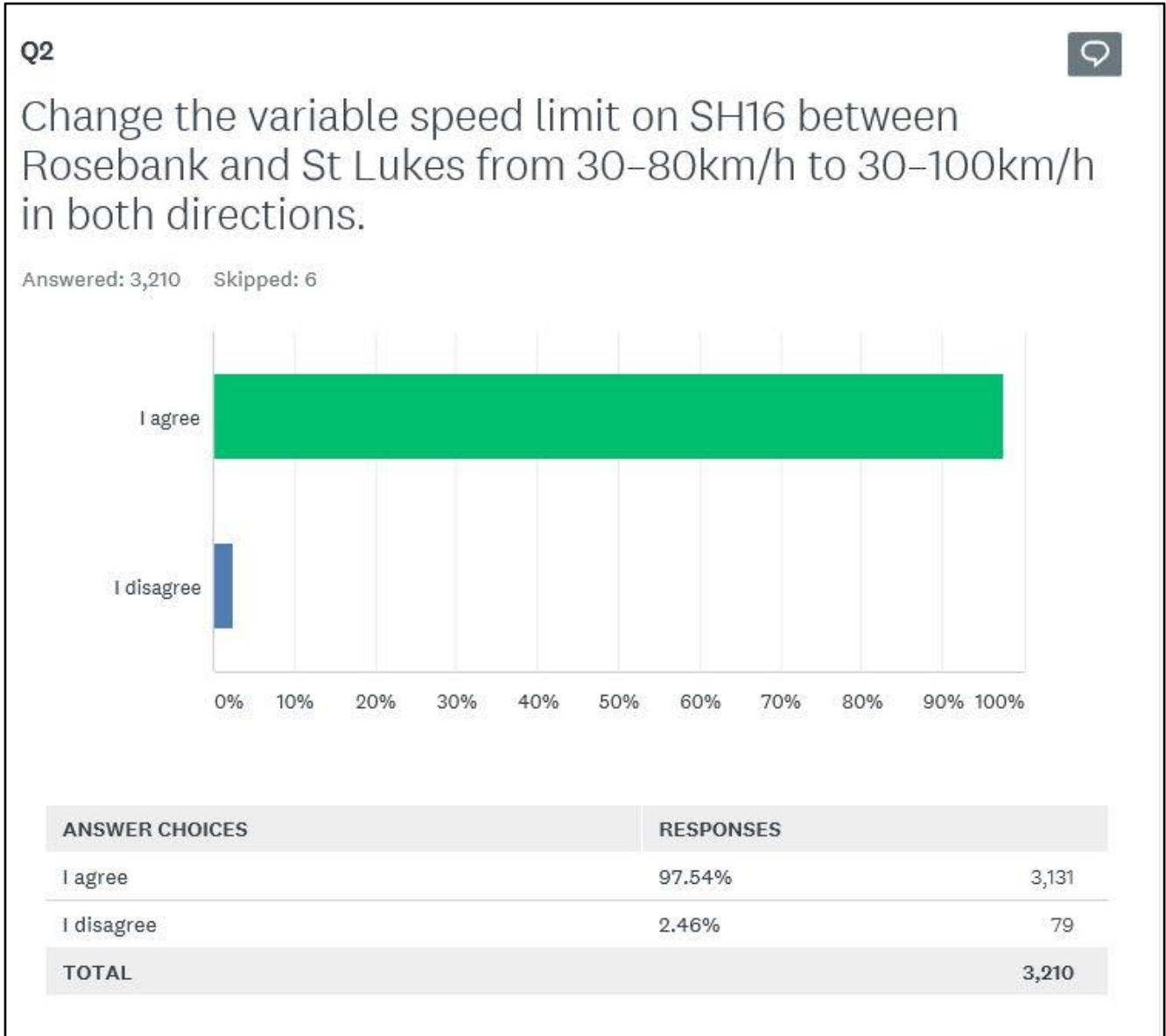


Figure 3: Response rate and answers for question two

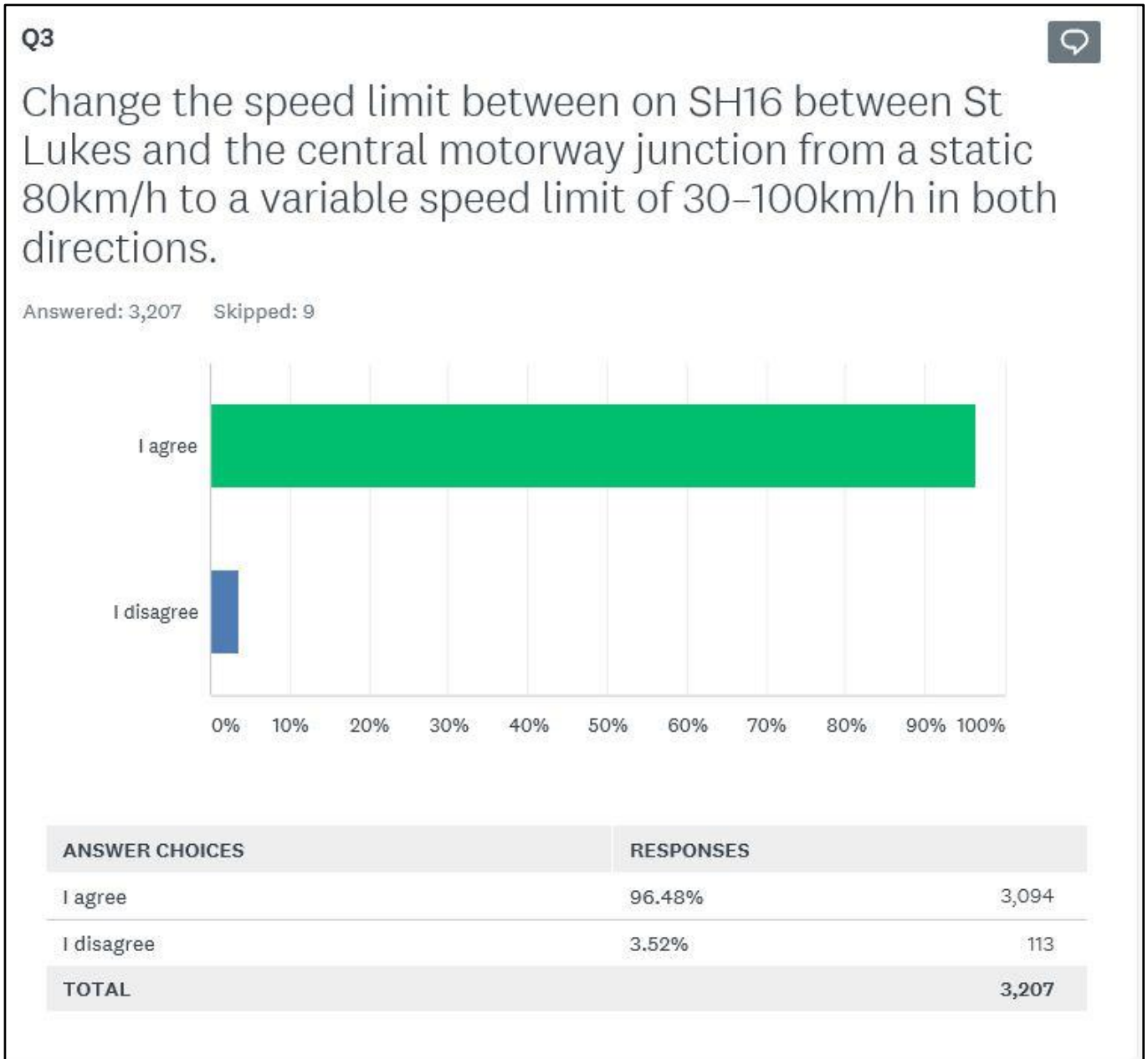


Figure 4: Response rate and answers for question three

In addition to the three “agree / disagree” questions above, the fourth and final question asked of respondents was if they had any other feedback. The feedback provided could largely be categorised in to 10 key theme areas, these are as follows:

1. About time/ get on with it/ long overdue/ thought it was already in place (767 comments)
2. Good decision as it is a good section of road/ It is a safe section of road and should be increased/ motorways should be 100km/h (690 comments)
3. Variable / changing the speed is a good idea as it allows for a better flow of traffic (232 comments)
4. Drivers ignore current 80km/h limit / more police enforcement needed to improve driver behaviour (137 comments)
5. Understand the need for the tunnel to stay at 80km/h (108 comments)
6. Make the tunnel variable up to 100km/h / make tunnel 100km/h too (81 comments)
7. Make the maximum speed limit higher 110km/h–120km/h (70 comments)
8. Increasing the speed limit not a good idea/ dangerous/ current 80km/h is adequate (66 comments)
9. Comment unrelated to Waterview area (about another area of Auckland motorways/ infrastructure) (66 comments)
10. No comment (1,356 comments)

*“I drive these roads regularly and believe it is suitable for a variable speed limit up to 100km/h now that the majority of drivers are used to the changed layouts”.*

*“Please hurry. At the moment it's extremely dangerous driving on this stretch of SH16 as some people read '80' and travel at 70, while others travel at 100 - 110. Having such variable speeds at one time is too dangerous and you see a lot of near misses. Heading out west, the other challenge is that some people don't realise the limit is no 100 so they toodle along at 70 - 80 while other impatient drivers try to go around them”.*

*“The 80km/hr limit is ridiculously restrictive given the lovely wide new motorway.”*

*“The upgraded motorway is probably the best in the country! It deserves to have a speed limit of 100km. Why should it be any different from say, the southern motorway? It's just a newer, wider motorway”.*

In addition to the above, one respondent asked if the variable speed limit could be extended from Bond Street to the Newton Road off-ramp.



## Stakeholder feedback

Of the 10 stakeholders emailed, we received 7 responses in writing. Of those received 6 were supportive of the proposed changes and 1 had additional questions about the proposals.

## CONCLUSION

Based on the analysis of the consultation results, as outlined above, the clear majority of respondents agree with the proposed changes.

- 97.44% agree and 2.56% disagreed with the proposal to change the variable speed limit on SH20 between Dominion Road and Maioro Street from 30–80km/h to 30–100km/h in both directions.
- 97.54% agree and 2.46% disagreed with the proposal to change the variable speed limit on SH16 between Rosebank and St Lukes from 30–80km/h to 30–100km/h in both directions.
- 96.48% agree and 3.53% disagreed with the proposal to change the speed limit between on SH16 between St Lukes and the central motorway junction from a static 80km/h to a variable speed limit of 30–100km/h in both directions.

## NEXT STEPS

The NZ Transport Agency will now complete a full review of all the feedback and seek to complete the final stages necessary to adjust speed limits. More information on the next steps will be provided as soon as possible.