

30 August 2024

Kāpiti Expressway 110km/h speed limit review

Consultation summary report



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Executive summary

A new 110 km/h speed limit will come into operation later this year on the Kāpiti Expressway, from north of the Poplar Avenue interchange at Raumati South, to south of the Ōtaki northern interchange. This section of highway currently has a speed limit of 100km/h.

The Kāpiti Expressway is an important road that's helped reduce congestion and improved travel time reliability for people and freight in the area. The section of Kāpiti Expressway where the 110 km/h speed limit will operate was designed and constructed to a high safety standard, which is why the increased speed limit can be considered.

To meet the requirements of the current Setting of Speed Limits Rule (2022), a stage of consultation was undertaken with partners, stakeholders and the community from Wellington to Manawatū. The consultation took place from 22 April to 20 May 2024.

3313 submissions were received from across the lower North Island. Forty-eight submissions were received from organisations.

The overwhelming majority of submissions (93%) supported the proposed speed limit increase, with 91% strongly supporting. Seven per cent did not support the proposed increase.

The main reason given for supporting the proposed increase was that the design and construction of this section of highway enabled the higher speed. The second most mentioned reason was the improvement in journey times, productivity and travel efficiencies that submitters believed the higher speed limit would bring.

Those not supporting the proposed speed limit increase cited safety and environmental concerns and also a belief that a minimal saving in journey times did not justify the proposed increase.

One common concern expressed by some supporting and non-supporting submitters was that some drivers would travel faster than the 110 km/h speed limit. There was a belief that greater effort would be needed to enforce the higher speed limit, as well as further training for poor drivers.

NZ Transport Agency Waka Kotahi (NZTA) will work with NZ Police on speed enforcement for this section of highway. Police will apply the same enforcement considerations to 110 km/h roads as any other part of the road network.

All the feedback received was reviewed alongside the technical assessments and informed the recommendation sent to the Director of Land Transport for approval. Now that the new speed limit has been certified by the Director of Land Transport, the community and stakeholders will be informed of the outcome and details published on the NZTA website, before implementing any new speed limits on this section of State Highway 1.

Context/background

Changing speed limits is a legal process that involves a number of steps. NZTA as a road controlling authority, is responsible for managing speed limits on New Zealand's state highways (the Director of Land Transport is responsible for certifying speed limits).

The legal process includes a formal consultation step. This is where we present our plans to manage speeds on our roads, including proposed speed limit changes on sections of state highway. During this consultation stage, we provide an opportunity to share feedback on our proposals. Consultation is open for at least four weeks.

This speed review was consulted under the Setting of Speed Limits 2022 Rule, and we have ensured that it is aligned with the draft Setting of Speed Limits 2024 Rule which the Ministry of Transport consulted on in June-July 2024.

The section of highway under review was the Kāpiti Expressway, from north of the Poplar Avenue interchange at Raumati South, to south of the Ōtaki northern interchange.

The Kāpiti Expressway is an important road that's helped reduce congestion and improved travel time reliability for people and freight in the area. The section of Kāpiti Expressway we consulted on was designed and constructed to a high safety standard, with safety features that significantly reduce the chance of death or serious injury in a crash – such as median-barriers, two lanes in each direction, and a mostly straight alignment. These high safety standards mean that the increased speed limit could be considered.

Engagement approach

The purpose of the consultation was to inform the community, partners, and stakeholders of the proposed speed limit increase on the expressway and to provide them with an opportunity to have their say, so that their views could be considered when making a decision on the proposed speed limit.

The specific consultation objectives were to:

1. Ensure people understood what was being proposed, had the opportunity to have their say and knew how their feedback would be used
2. Encourage a healthy number of submissions to provide a range of views and valuable input into decision making
3. Communicate the features of the new expressway that enable a 110km/h speed limit to be considered and to explain why some sections of regional highway were not included in the proposed speed limit increase.

Public consultation ran for four weeks. It was initially announced by the Minister on 9 April 2024. Public consultation opened on Monday 22 April and closed on Monday 20 May 2024.

Māori partnership

Following the Minister's announcement, our Director of Regional Relationships contacted our iwi partners in the region – Muaūpoko, Ngāti Raukawa ki te Tonga, Ngāti Toa Rangatira, Te Ātiawa ki Whakarongotai, Taranaki Whānui and Ngā Hapū o Ōtaki – to inform them of the upcoming public consultation. Iwi partners were given an opportunity to provide feedback on the speed limit review

We contacted iwi partners again during the last week of the consultation to remind them that there was still time to provide feedback.

Engagement with key stakeholders

Our formal consultation involved engaging with a range of key stakeholders. These included with:

- Council partners – Kāpiti Coast District Council, Horowhenua District Council, Greater Wellington Regional Council, Porirua City Council, Wellington City Council, Hutt City Council, Upper Hutt City Council, Palmerston North City Council, Manawatū District Council
- Emergency Service partners – NZ Police, Fire and Emergency NZ, Wellington Free Ambulance, St John Ambulance
- Transportation partners – Ia Ara Aotearoa/Transporting NZ, NZ Heavy Haulage Association
- Other stakeholders – AA, local business associations, cycle advocacy groups, advocacy/interest groups engaged during expressway construction.

Identified stakeholders were informed at the start of consultation via email from the Director of Regional Relationships and National Manager Programme and Standards. Key stakeholders received a follow up email during the last week of consultation.

Public engagement

While the expressway is in the Kāpiti Coast district, its position connecting the central North Island with Wellington means a large portion of those who use it are from outside the immediate region. For the formal consultation, along with advertising within Kāpiti, we also advertised both north (Horowhenua and Manawatū) and south (Wellington) of the expressway. Of the consultation submissions made via the online survey, 66 per cent came from those outside the Kāpiti Coast District.

Methods to inform the public about the consultation included:

- Brochures made available at council venues in Kāpiti, Horowhenua, Manawatū, and Porirua
- Content sent to council partners for sharing through their channels
- Print and radio advertising in Wellington, Kāpiti, Horowhenua, and Manawatū
- Project newsletters including the Mackays Crossing to Peka Peka revocation, and Ōtaki to north of Levin newsletters
- Social media posts on Facebook

Our social media activity was particularly effective in engaging the public. Over 300,000 people viewed our two Facebook posts and over 1200 visited the consultation website.

Consultation questions

Our consultation questions were framed with the opening statement:

When considering a speed change on our state highways, we take into account a range of factors before making a decision, including safety, efficiency, accessibility, noise and environmental factors, as well as the views of the community and stakeholders.

The first question, with response options given as a Likert scale, was:

What do you think about the proposed 110km/h speed limit on this section of State Highway 1?

The Likert scale response options were Strongly Oppose, Oppose, Neutral, Support, Strongly Support, Unsure.

The second, open-ended question was:

Why do you think that? Please tell us what is important to you.

Consultation overview



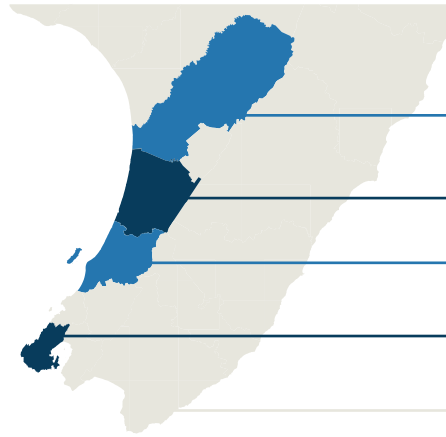
3313 total submissions



3265 individuals



48 businesses or organisations



14% Manawatū

8% Horowhenua

34% Kāpiti

35% Wellington

9% Other

93% support

91% strongly support

2% slightly support

7% oppose

6% strongly oppose

1% slightly oppose

Themes for those in support

Road is built to a high safety standard

Improved travel times and productivity

People are already travelling at 110 km/h

Aligns limit with comparable roads like

Waikato Expressway

Themes for those opposed

Cause more/worse crashes

Increase petrol use and emissions

Only minimal savings in journey time

110 km/h is not safe, 100 km/h is better

Sounds like

'The road was designed to handle those speeds. It's past time the speed was increased.'

'Kāpiti expressway will move people faster, efficiently and safe, thus people are more productive and use extra time for other stuff.'

'100 km/h is a perfectly good limit. Why increase it? The faster people drive the higher the risk of accidents.'

Shared minority concern that people will go faster than 110km/h. Need for effective enforcement.

What we heard

Over the four-week consultation period we received 3313 submissions. Most submissions (3287) were made via the consultation webpage, with the remainder via email or hardcopy submission form.

Almost all (99%) submitters were individuals, and the remainder were authorised representatives, submitting on behalf of organisations or groups.

Submissions were received, not just from the Kāpiti Coast district, but also from Wellington, Manawatū, Horowhenua and further afield.

- Wellington (35% of all submissions)
- Kāpiti (34%)
- Manawatū (14%)
- Horowhenua (8%)
- Other (9%)

Submitters were asked their main reasons for using the Kāpiti Expressway, with Family, Work, Holiday and Shopping being the top 4 reasons given.

Level of support

There was very strong support for the proposed speed limit increase with 91% of submissions strongly in support and 93% overall support. 7% of submissions opposed the increase, most of which were strongly in opposition.

What do you think of the proposed 110km/h speed limit on this section of the state highway?

Answer	Percentage	Count
Strongly oppose	6%	194
Slightly oppose	1%	39
Neutral	0%	8
Slightly support	2%	56
Strongly support	92%	2,994
Unsure	0%	5

Base. All submissions

Summary of feedback from Treaty partners

No submissions were received from the six iwi partners that we engaged.

Summary of feedback from other partners and stakeholders

Detailed submissions were received from the following 8 organisations/groups:

New Zealand Automobile Association, (joint submission which includes three Association district councils: - Manawatu, Whanganui and Wellington)

Strongly support increase in speed.

Want the Kāpiti Expressway to be designated as a motorway, removing cyclists, pedestrians, and e-scooters. Their main safety concern is the potential presence of vulnerable road users. They believe there are existing alternatives for these road users.

Suggest the economic benefits of increased speed including faster freight and passenger travel, outweigh potential increases in fuel use and CO2 emissions. Observe that the environmental impacts may be lessened as more efficient vehicles and electric vehicles become more prevalent.

Our response

We acknowledge the existing non expressway network including the revoked state highway is high risk to cyclists because of intersections and driveways. By increasing the speed on the Kāpiti Expressway, we also acknowledge the risk to cyclists at ramps and interchanges. There are off-road facilities for the use of all cyclists along the Kāpiti Expressway from Poplar Ave Interchange to Ōtaki. There are not any plans to designate Kāpiti Expressway as a motorway, at this stage.

Note. The current 90km/h speed limit for heavy vehicles and towing vehicles will still apply on the Kāpiti Expressway, which means journey times for vehicles carrying freight will remain unchanged. The 90km/h speed limit for heavy vehicles is set under the Land Transport (Road User) Rule 2004 and was deemed the appropriate speed limit for heavy vehicles when considering both safety and efficiency.

Cycling Network Action

Strongly opposed to increase in speed.

Believe more speed leads to more risk and more harm, with road users have less time to react.

Proposed speed doesn't align with safe and appropriate speed limits of Road to Zero strategy.

Our response

A 110 km/h speed limit is safe and appropriate on sections of state highway that provide interregional connection and are designed to a high standard with adequate safety features. This includes:

- a straight or slightly curved road design for visibility
- at least two lanes in each direction for safe passing opportunities
- physical separation between opposing lanes to prevent head-on crash risk
- no driveways or intersections along the road.
- The road should also carry less than 25,000 vehicles per day on average in each direction.

An example of this is the Waikato Expressway, which has safely operated at a speed limit of 110km/h since 2022.

This section of the Kāpiti Expressway has been designed and constructed as one of New Zealand's safest state highways. Because this road has features that make it safer to travel at 110 km/h, the speed limit can be set higher than for other state highway sections.

Kapiti Cycling Club

Submission does not explicitly indicate support or opposition to the proposed speed limit increase but conveys that the proposed speed will dissuade road cyclists from using the Expressway.

Observe that while the shared user path between Ōtaki and Peka Peka is a wonderful addition to the trails network, it's not suitable for faster cyclists or road bikes due to it being unsealed.

If the speed limit between Peka Peka and Ōtaki is increased, they request:

- old SH1 Ōtaki to Waikanae have a reduced speed of 80km/h or less
- the shoulders on old SH1 between Makahuri and Ōtaki be widened, sealed, and marked to make it safer for cyclists

- shoulder maintenance on old SH1 be improved
- the shared path between Ōtaki and Peka Peka be sealed and marked with centre lines on all corners and bends.

Our response

The Kāpiti Expressway allows for cyclists. While cyclists are at an elevated risk at any highway speed, the shoulder is sealed and generally wider than 2.0 metres which will provide for cyclists. There are also parallel off-road shared pathways along this section of highway that can be used as an alternative travel route by cyclists.

The Peka Peka to Ōtaki corridor improvements project for the old SH1 is currently at the detailed design phase. We expect to finalise these designs, and begin installation work, in 2024.

Along with those corridor improvements, we're expecting to put in place new speed limits for the section of old SH1 in 2024.

Tim Costley, MP for Ōtaki (on behalf of community)

Submission indicates support for the proposed speed limit increase.

Observes that it's a safe, world-class expressway designed to be safe at higher speeds.

The Government wants to see a transport system that boosts productivity and economic growth and allows New Zealanders to get to where they want to go quickly and safely.

Upper Hutt City Council

Strongly support proposed increase in speed limit.

Believe an integrated and coordinated approach which includes Transmission Gully needs to be advanced ASAP.

Indicate support for further measures that improve local and regional access to the Expressway; congestion; travel time reliability for people and freight; and road safety.

Our response

While Transmission Gully is operational, there are still remaining works that we need to complete before we begin a speed limit review.

NZ Police

Support proposed speed limit.

Noted similar roads in New Zealand with a 110km/h speed limit haven't observed any detrimental effects to the safety of road users due to higher speed limits.

NZ Police submitted additional considerations, including:

- continued access to barrier protection systems to provide a safe operating environment for Police undertaking speed enforcement duties.
- all traffic control devices installed on the road to indicate the speed limit, comply with all necessary rules/regulations including the Land Transport Rule (Traffic Control Devices) 2004.
- the same safety features are extended into the reduced speed zone for a distance to ensure a safer transition.
- Clear, evidence-based communication strategy that reinforces why a 110km/h speed limit is safe in certain road environments, including Kāpiti Expressway.

Our response

Safe operating environment

We acknowledge the importance of barrier protection systems to provide a safe operating environment for NZ Police undertaking speed enforcement duties.

Maintenance bays have been provided along the length of the corridor that will provide barrier protection to Police undertaking enforcement duties.

- There are 14 maintenance bays in the northbound direction and 10 in the southbound direction.

Appropriate management of infrastructure

Traffic control devices installed on the corridor will comply with all necessary rules and regulations, including the Land Transport Rule (Traffic Control Devices) 2004. This will be strictly monitored and enforced.

The same 3 barrier safety system extends into the reduced speed zones:

- Southbound, through the majority of the Raumati Straights section of the Kāpiti Expressway from the proposed 100 km/h speed threshold.
- Northbound, approximately 2km from the proposed 100 km/h speed threshold to Taylors Road maintenance access. Further extension of the three-barrier system from Taylors Road maintenance access will be incorporated as part of the Ōtaki to north of Levin project.

Communication activity

Communication activity will be developed and run ahead of the new speed limit being implemented. The activity will reinforce the design and construction features that make 110 km/h a safe and appropriate speed for this section of highway.

la Ara Aotearoa, Transporting New Zealand

Strongly support the increased speed limit.

Observe that the increased speed limit will not directly impact the heavy motor vehicles driven by most of their members, as well as making points about there being other safety, productivity and speed management consistency benefits.

Further points made about consulting on adjoining sections of the highway at the same time and their belief that consultation is not necessary where a corridor meets the appropriate design and construction standard.

Our response

The requirement to consult on speed limit changes of this nature is a requirement of the current Setting of Speed Limits Rule and will also be a requirement of the new Rule.

Horowhenua District Council

Council supports proposed increase in speed limit.

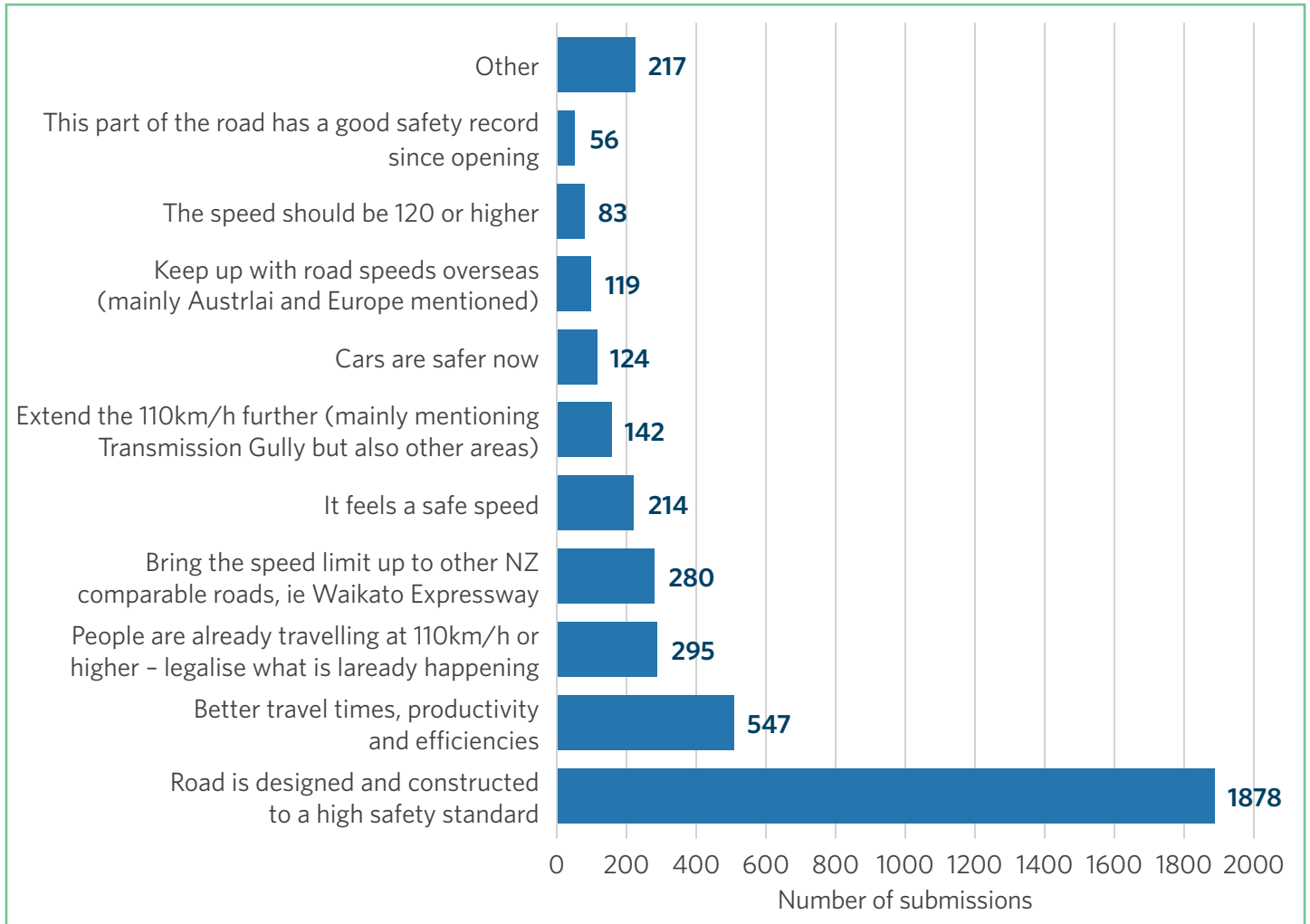
Believe it's clear this approach will bring economic benefits to Horowhenua community and wider region.



Main themes of feedback received online

1. Feedback themes from the 93% of submissions supportive of the proposed speed limit increase

Submitters who supported the proposed speed limit increase, often indicated more than one reason for their support. Below are the key themes to their feedback:



Base. Total submissions supporting the proposed speed limit increase.

Over half of people supporting the proposed speed limit increase referred to the road being **'designed and constructed to a high safety standard.'**

Examples of what we heard:

'The road was designed to handle those speeds. It's past time the speed was increased.'



'Kapiti expressway will move people faster, efficiently and safe, thus people are more productive and use extra time for other stuff.'



'Road has been built to a higher standard than other roads with 100km/h limit. There are wire rope medians so zero chance of head on crashes. A lot of people already do 110km/h plus now so makes sense to raise the limit to 110km/h like other expressways around the country'



Better travel times, productivity or efficiencies

Our response

The speed limit increase aligns with the Government's commitment to getting people where they need to go, safely and efficiently.

The impact on single journey times will be relatively small, with no impact on those heavy and towing vehicles, for whom the current 90 km/h speed limit will remain unchanged.

For some road users, particularly more frequent users, the impact of the reduced journey times may be greater, particularly when viewed cumulatively.

People are already travelling at 110 km/h or higher

Our response

Speed enforcement interventions will continue for people who travel over the designated speed limit.

Police will apply the same enforcement considerations to 110 km/h roads as any other part of the road network. This includes deploying to locations where the road safety risk is greatest.

Officers will continue to use discretion in applying enforcement interventions according to the circumstances, with a focus on ensuring people drive in a safe manner and at a safe speed.

Drivers should continue to drive to the conditions, free from impairment and distraction, and make sure everyone in the vehicle is properly restrained. By doing this, you will dramatically reduce the chances of causing harm to yourself and others on the road.

Extend the 110 km/h further

Our response

As indicated in our consultation information, it is our current expectation that a 110 km/h speed limit may be able to be proposed for other sections of highway near the Kāpiti Expressway.

Te Aranui o Te Rangihaeata – Transmission Gully is built to the same high safety and operational standards, and early indications are that the crash numbers reflect the same improvement in safety. While Transmission Gully is operational, there are still some remaining works that need to be completed before we begin a speed limit review.

The 3.2 km Raumati Straights section of the Kāpiti Expressway doesn't yet meet the side barrier and shoulder width, and pavement requirements. Planning

work is underway to scope and design the necessary improvements.

The 1.6 km northern end of Kāpiti Expressway between the Ōtaki northern interchange and Taylors would require improved roadside protection, widening the road to a dual lane carriageway, and widening of the left-hand shoulder to meet the standard for 110 km/h.

The planned Ōtaki to North of Levin Road of National Significance will extend the expressway further north and will be built to the same high safety and operational standards to allow a 110 km/h speed limit. You can follow progress of this project here - **Ōtaki to north of Levin (O2NL)** (nzta.govt.nz/projects/wellington-northern-corridor/otaki-to-north-of-levin)

Cars are safer now

Our response

We've heard that some people feel that the 110 km/h speed limit is appropriate based on the belief that the safety standard of vehicles has increased in recent years.

NZTA are working to support an overall safe system approach which includes not just safer vehicles, but safer drivers and safer roads, to ensure everyone can get where they need to go safely and efficiently.

More information about vehicle safety can be found at nzta.govt.nz/safety/vehicle-safety

Keep up with road speeds overseas

Our response

Our approach to setting speed limits is governed by the current Setting of Speed Limits Rule. This takes into consideration factors such as road classification, traffic volumes, road geometry and safety assessments.

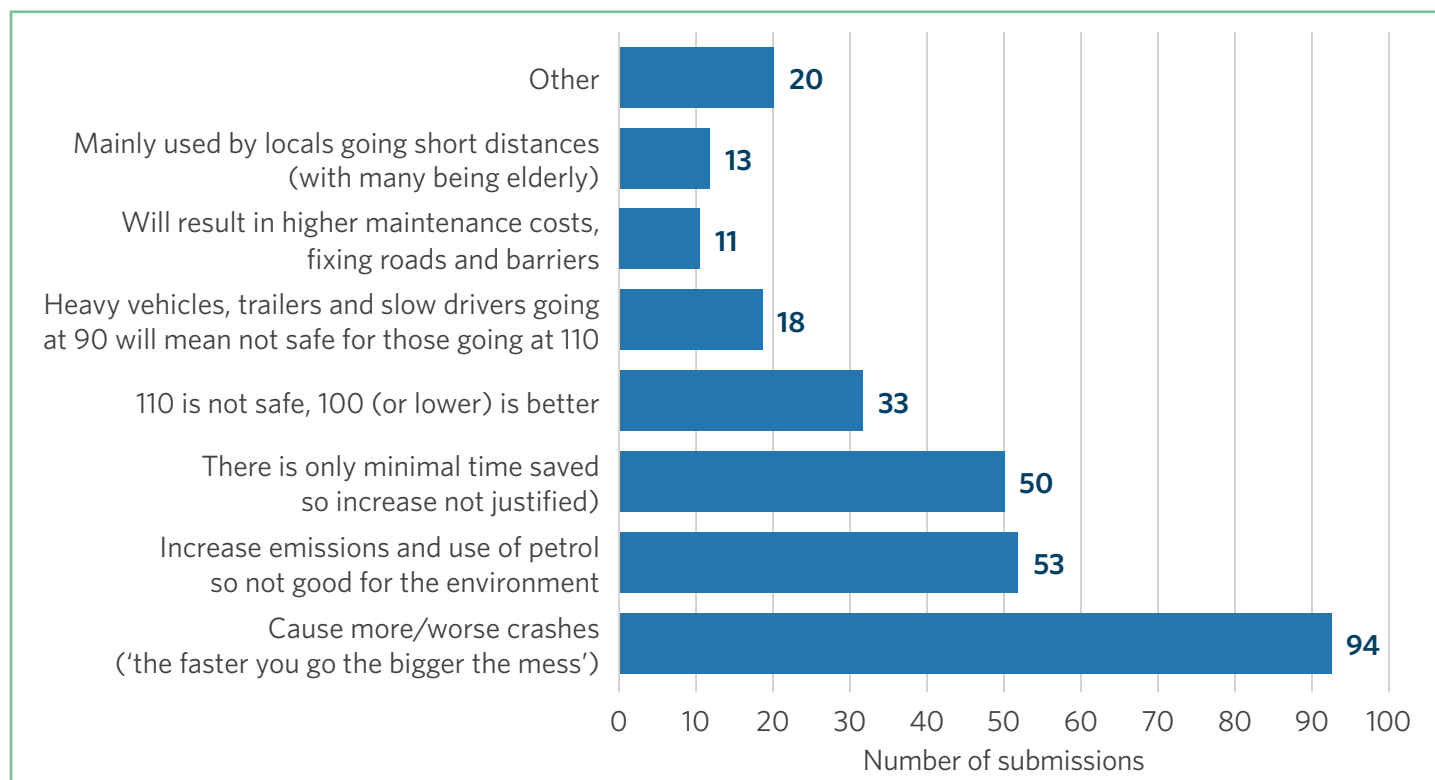
While NZTA continues to keep across speed management practices in other countries, our approach is not developed in response to speed limits in operation overseas. Different countries operate in different environments where factors such as road construction may vary.

The speed should be 120km/h or higher

Under the current Setting of Speed Limits Rule (2022), there is no provision for a speed limit of 120km/h or higher. The draft Setting of Speed Limits Rule (2024) currently out for consultation is seeking feedback on the possibility of 120 km/h on roads that have been built for it.

2. Feedback themes from the 7% of submissions opposing the proposed speed limit increase

Submitters who opposed the proposed speed limit increase, often indicated more than one reason for their opposition. Below are the key themes to their feedback:



Base. Total submissions opposing the proposed speed limit increase.

Examples of what we heard:

'100 km/h is a perfectly good limit. Why increase it? The faster people drive the higher the risk of accidents.'



'We need to de-carbonise, so we should be encouraging slower speeds to reduce emissions, increase efficiency, and encourage use of alternative lower emissions options.'



'The speed increase will make a negligible difference to travel times. But when accidents happen, the consequences will be far greater. And accidents do happen, regardless of the speed.'



The increased speed limit will cause more/more serious crashes/110km/h is not safe, 100km/h or lower is better

Our response

A 110 km/h speed limit is safe and appropriate on sections of state highway that provide interregional connection and are designed to a high standard with adequate safety features. This includes a straight or slightly curved road design for visibility, at least two lanes in each direction for safe passing opportunities, physical separation between opposing lanes to prevent head-on crash risk, and no driveways or intersections along the road. The road should also carry less than 25,000 vehicles per day on average in each direction.

An example of this is the Waikato Expressway, which has safely operated at a speed limit of 110km/h since 2022.

This section of the Kāpiti Expressway has been designed and constructed as one of New Zealand's safest state highways. Because this road has features that make it safe to travel at 110 km/h, the speed limit can be set higher than for other state highway sections.

The increased speed limit will increase emissions and use of fuel

Our response

Calculating vehicle emissions is complicated as there are multiple factors that need to be considered, in addition to speed.

There are over 4 million vehicles on Aotearoa roads, with over half of these classified as light passenger vehicles. Fuel consumption for light passenger vehicles will vary depending on the speed travelled as well as factors such as vehicle size, shape (related to air resistance), fuel type, age and how a person drives (e.g. sudden braking or accelerating). During congested conditions fuel efficiency is typically reduced resulting in higher vehicle emissions.

NZTA, use the Vehicles Emissions Prediction Model (VEPM) to estimate fleet average emissions from vehicles in the fleet, based on their average speed and typical road, traffic and operating conditions, such as weather.

VEPM predicts that the lowest emissions for the light vehicle fleet occur at average speeds between 70-75km/h. Speeds outside of this range, both lower and higher, are estimated to create higher emissions on average but other factors must be taken into consideration when considering speed management

such as people's safety, roading infrastructure, traffic volume and operating conditions.

There are only minimal reductions in journey times, so the speed limit increase is not justified.

Our response

While the reduction in journey times may be viewed by some as small, for other road users the reductions are seen as more significant, particularly for frequent users who may consider the cumulative impact of the reduced journey times.

Heavy vehicles, trailers and slower drivers travelling at 90km/h, will mean it is not safe for other vehicles travelling at 110 km/h

Our response

The current 90km/h speed limit for heavy vehicles and towing vehicles will also apply on 110 km/h roads. This section of the Kāpiti Expressway has at least two lanes in each direction, so other road users should be able to pass slower-moving vehicles safely and easily.

The 90 km/h speed limit for heavy vehicles is set under the Land Transport (Road User) Rule 2004. 90 km/h was deemed the appropriate speed limit for heavy vehicles when considering both safety and efficiency.

There will be higher maintenance costs

Our response

It is not expected that an increase in the speed limit to 110km/h would result in a significant increase in highway maintenance costs along this section of the Expressway. This has proven to be the case on the section of the Waikato Expressway, where a 110 km/h speed limit has been in operation since 2022.

NZTA have liaised and planned with the relevant teams to allow for any increase in maintenance costs.

This section of expressway is mainly used by locals travelling short distances (with many being elderly)

Our response

Our analysis shows that a wide range of people are using this section of highway including locals, commuters, businesses and visitors. The needs of all road users were considered when proposing the increased speed limit.

3. Themes common to both submissions supporting or opposing the proposed speed increase

A small proportion (5%) of comments received in the submissions were common to both those supporting or not supporting the speed limit proposal. The key themes to these comments are as follows:

- Concern that people will just go faster, ie above 110 km/h (103 comments)
- The increased speed would need to be enforced, by police or with speed cameras (44)
- Too many poor drivers on the road, need more training (38)
- Off/on ramps too short, will create merging difficulties, congestion and safety issues (37)
- More signage and education needed about merging safely/using two lanes (20)
- Will create more traffic noise (8)
- Concern for cyclist safety on the expressway (8)

Concern that drivers will just go faster (i.e. above 110 km/h) / Speed limit needs to be policed/enforced, or have speed cameras

Our response

Speed enforcement interventions will continue for people who travel over the designated speed limit.

NZTA will be working with NZ Police on speed enforcement for this section of highway.

Police will apply the same enforcement considerations to 110 km/h roads as any other part of the road network. This includes deploying to locations where the road safety risk is greatest.

Officers will continue to use discretion in applying enforcement interventions according to the circumstances, with a focus on ensuring people drive in a safe manner and at a safe speed.

Drivers should continue to drive to the conditions, free from impairment and distraction, and make sure everyone in the vehicle is properly restrained. By doing this, you will dramatically reduce the chances of causing harm to yourself and others on the road.

Too many poor drivers on the road, they need more training

Our response

Driver behaviour remains a key focus. We undertake marketing and education initiatives to help build awareness of how to make good driving choices. Find more information on driver education on our website: nzta.govt.nz/safety/building-your-driving-skills

On/off ramps are too short, will create merging, congestion and safety issues

Our response

All ramps have been assessed as part of the proposed speed change and are not expected to operate less efficiently due to the proposed speed changes. As with any changes made on our state highways, we continue to monitor the impact and may decide to make further required changes if necessary.

More signage and education is needed regarding merging safely and using 2 lanes

Our response

We're currently reviewing and updating the road signage associated with the speed change to ensure clear messaging.

This includes repeater signs on the main corridor within the proposed 110 km/h section as well as advanced warning signage prior to the speed threshold change at both ends. Additional 100 km/h signs will be installed beyond the thresholds to reinforce lower speed limits.

Communication activity will be developed and run ahead of the new speed limit being implemented. This will include information regarding driving safely on the expressway.

Will create more traffic noise

Our response

The change in operational noise due to the speed proposal is expected to be minimal, with an approximately one decibel (dB) increase in noise levels.

We will monitor traffic noise levels, should the proposed speed limit increase be implemented. This ongoing evaluation will allow us to make any necessary adjustments to our noise mitigation strategies, if necessary.

Concern for cyclists' safety

Our response

The Kāpiti Expressway allows for cyclists. While cyclists are at an elevated risk at any highway speed, the shoulder is sealed and generally wider than 2.0 metres which will provide for cyclists. There are also parallel off-road shared pathways that can be used as an alternative travel route by cyclists.

How we used feedback to finalise our proposals

All of the submissions were reviewed, and the detailed feedback categorised into themes.

A team of Road Safety engineers, members of the speed management team, and communication and engagement leads convened to review and fully understand the themes. The consultation feedback and themes, together with the completed technical assessments, has been used to inform the final speed limit recommendation that went to the Director of Land Transport for approval.

Feedback within the scope of the consultation that impacts on the work of our partners will be passed on and discussed with them. For example, the feedback received on speed limit enforcement will be discussed directly with NZ Police and help inform our approach going forward.

Feedback that didn't directly sit within the scope of the consultation (e.g. feedback relating to ongoing road maintenance) has also been captured and been passed on the appropriate team.

Next steps

Now that the new speed limit has been certified by the Director of Land Transport, we'll inform the community and stakeholders of the outcome and publish details on our website before implementing the new speed limit.

