

# SH1 TAUPŌ AIRPORT TO TURANGI SPEED REVIEW

## Consultation submissions

#	Submitter	Location of speed review	Formal submission
1	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	<p>As moteliers and members of the public both my wife and I used to drive tours around our beautiful country and we continue travel our region and beyond. We are not totally against changing speeds along the route between Taupo and Turangi, but not the entire section. I would say the section around the lake where you have a number of slow speed corners.</p> <p>That would be best suited to a speed limit of around 80km/h but apart from that I would suggest improving the roads, and building a better road inland designed and worthy of a State Highway tag. The fact that huge 50+ton line units, b-trains, truck and trailers, touring coaches, intercity buses etc are forced to negotiate those slow speed corners which can only be described as dangerous is ridiculous. This is our main highway through the heart of the North Island and people wonder why there are so many accidents. I am normally not one to criticise the road, but in this case our SH1 along Lake Taupo is sub-standard to say the least.</p> <p>It would be great to see this section of road along with other problem areas around the country improved and made safer for the increased amount of traffic. We are a tourist country and need to put our best foot forward to that end.</p>

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2	Automobile Association (AA)	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	<p>The New Zealand Automobile Association (the AA) has over 1.7 million Members nationally, with more than 200,000 of these being specific individual members in the Whanganui, Manawatu, Waikato and Bay of Plenty areas that border this section of SH1. We appreciate the opportunity to comment on the 'SH1 Taupo Airport to Turangi speed consultation'.</p> <p>Summary</p> <p>The AA recognises that there are parts of the New Zealand highway network where lower speeds can improve safety or better match the roading environment. At the same time, our highway network is a key artery for the movement of people and goods so we would expect proposals for altering speed limits on New Zealand's main highway route to be underpinned by strong evidence and benefit-case analysis. Disappointingly, the AA does not believe that this consultation delivers that. While there are aspects that we support, there are other parts that we believe lack justification and are unlikely to deliver the intended results.</p> <p>The AA cannot support the current proposal because of the following key issues:</p> <ul style="list-style-type: none"> <li>• Little data on the expected benefits of the changes has been provided</li> <li>• Much of the proposal does not align with NZTA's own MegaMaps tool in terms of high-benefit priorities, Safe &amp; Appropriate Speed limit calculations, or engineering up roads</li> <li>• Some of the lower limits are unlikely to be complied with due to mis-matches between the look and feel of the roading environment and what is being proposed</li> </ul> <p>Our concerns are explained in more detail below:</p> <p>1. No evidence of expected safety benefits</p> <p>The proposal does not give any figures for what safety benefits the lower limits would be expected to deliver. A questionable total number of crashes for the previous decade is given (see point 5 below) and nine stretches of SH1 are proposed to have their speed limit reduced, but nowhere in the information we have seen does it say how many fatal or injury crashes this would be likely to prevent. We would expect this to be absolutely fundamental to NZTA's decision-making process. It would be staggering if changes were being proposed without any analysis of the safety impact, so we are mystified as to why this has not been publically stated. Those making the decision on whether to go ahead with what is proposed should be carefully considering what safety gain it will deliver to ensure it is worthwhile.</p> <p>2. Not aligning with the MegaMaps priorities</p> <p>Only four of the nine sections of the route are identified as priorities by the Speed Management Guide MegaMaps tool. These are from the airport to Waitahanui, at Motutere Bay and around Waitetoko. The Speed Management Guide approach was supposed to prioritise focus on roads with the greatest potential for safety gains but many of the changes proposed here are on segments that are not identified in the first or even second 10% of roads in the MegaMaps analysis.</p> <p>3. Proposed limits below Safe &amp; Appropriate Speeds</p> <p>Many of the changes being proposed here are lower than what the MegaMaps tool calculates as the Safe &amp; Appropriate Speed (SAAS). We have received no explanation from NZTA as to why this is the case.</p> <p>4. No engineering up</p> <p>One of the segments identified as a top priority by the MegaMaps tool is from the airport turnoff to Waitahanui. It is classified as a route that should be engineered up to improve safety yet this proposal does not reflect that and is opting to reduce the speed limit instead. This issue, combined with the two mentioned previously, all damage the credibility of the Speed Management Guide and do not portray a balanced approach.</p>

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			<p>5. Questionable crash data The consultation information states that there have been 293 crashes on this route from 2009-2018. The AA used the national Crash Analysis System (CAS) to verify this and was surprised to find that the bulk of this figure appears to be non-injury crashes. By our estimation, there have been 92 injury or fatal crashes on the parts of this route proposed for lower limits in that time period (8 fatal, 23 serious and 61 minor injury crashes – or just over 9 per year). This is a significantly different figure to what has been provided to the public. We strongly believe that the crash numbers used in consultations like this should give people clear and explicit facts so they have an accurate understanding of the issues. Not doing so undermines the integrity of an evidence-based approach.</p> <p>6. Mis-matches between proposed limits and roading environments The AA believes that a number of the proposed changes are unlikely to achieve good compliance due to the look and feel of the roads not matching the limits being considered. It is well recognised that drivers' speed choices are greatly shaped by features like how wide a road is, how straight or windy it is, and how open or compact the surrounding environment is. The AA can understand and support the proposed reductions from 70km/h to 60km/h for some of the small settlements along the route but in other places reducing relatively straight and unpopulated sections of SH1 to 80km/h is likely to see many users travel above that speed. We have included an appendix with some images from Google Maps of sections on the route where we question the credibility of the new proposed limit. According to the Setting of Speed Limits Rule 2017, operating speeds must not be more than 10% above the proposed speed. For some of the sections, the current mean speed is more than 10% above proposed changes, for example:</p> <ul style="list-style-type: none"> <li>• the Motutere section (#4 on the NZTA map), where the mean speed ranges from 75- 84km/h</li> <li>• the section between Waitetoko and Te Rangiita (#6 on the NZTA map), where the mean speed ranges are 60-64km/h and 80-84km/h</li> </ul> <p>If NZTA decides to reduce limits in line with the current proposal there will need to be engineering interventions to bring mean speeds down to within 10% of the proposed speed and ensure that those sections are credible at the proposed lower limit. The proposal provides no details on any engineering work planned to ensure the Setting of Speed Limits Rule 2017 is complied with. In the case of the four sections proposed for 80km/h, the current mean speeds range from 80-84km/h and 85-89km/h. These are 50th percentile speeds, meaning half the traffic will be travelling above these speeds. We suspect 85th percentile speeds are likely to be around 90km/h.</p> <p>7. Frustration and passing The AA urges NZTA to strongly consider the unintended consequences that some of these changes could have for driver's frustration levels and potentially increasing risky overtaking manoeuvres if the changes go ahead as planned. It is important to remember that speedometers overstate a vehicle's speed so a driver with the needle at 80km/h will be going slower than that (possibly between 72-77km/h true speed). On the long straight sections of highway that we have previously mentioned, having vehicles travelling at that speed will feel painfully slow to many drivers who will then likely seek opportunities to pass and travel at a pace that feels more appropriate to them. There is currently only one passing lane on this 43km stretch of SH1. Recommendations: The AA urges NZTA to revise the proposal from its current form. We can support the moves to reduce speed limits to 60km/h where the highway passes through the</p>

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			<p>settlements of Waitahanui, Motutere, Waitetoko, Tauranga-Taupo and Motuoapa and believe there should be consistent limits amongst these settlements.</p> <p>However, more consideration needs to be given to where the thresholds for those speed changes take place so that they match the environment and will make sense to drivers.</p> <p>We believe NZTA should focus on the lengths of the route identified in the top 10% for deaths and serious injury reductions and also be following the recommendation for engineering up south of the airport to make the road safer at the current speed limit.</p> <p>Speed limits being proposed should not be below what is shown in the MegaMaps tool without an explanation as to why this is appropriate and ensuring the limit will match the road environment and be credible to drivers needs to be given more emphasis.</p> <p>It is too late for this consultation but we also urge NZTA to provide better information on similar consultations in the future. Crash figures should specify numbers for fatal, serious and minor injury crashes solely in the sections being considered for changes (not the whole route) and also clearly state the predicted impact of the proposal on safety as well as travel times.</p>
3	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	<p>In response to the proposals I feel that we need a new highway which has been talked about for over 3 decades.</p> <p>With the increase in tourism numbers and large trucks the sharp corners are unsafe anyway while there are currently speed advisories on these sections for drivers.</p> <p>Currently there is a severe lack of pullover lanes for trucks and slow vehicles which cause the main frustration for drivers hence attempting risky passing manoeuvres.</p> <p>I think it is time for overseas drivers to be tested before they can venture on NZ roads in the future.</p> <p>The condition of SH 1 is a disgrace and I suspect heavy vehicles are to blame. It seems the contractors seal one piece then that needs fixing a year later. All the more case for a new road?</p> <p>We could take a leaf out of the old MOW book and do it once do it right.</p> <p>It is good to see Turangi getting a speed reduction finally there are so many near misses at the junction of SH 1/Te Arahori Street which we feel needs to be a round about.</p> <p>Better road policing at the stop signs is needed too in Turangi, they would have a field day of ticketing.</p>

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4	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	This is State highway 1 New Zealand's main arterial highway The 70 KPH limits should stay in Place and the new 80 KPH limits are acceptable as these areas vehicles are only doing less than 80kph. A lot of the proposed areas can stay at 100kph
5	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	only this area should be controlled by light signs when school entry times and leaving hours other times to stay at 70 Kph
6	Hatepe Residents Assoc	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	The main problem at Hatepe is vibration and noise that has increased considerably since the introduction of heavier trucks. Currently very few trucks observe their 90 km/h limit as they wind up to tackle the Hatepe Hill (northbound) or fail to slow down after descending the Hill (southbound) so we don't have an expectation that they will observe the proposed 80 km/h limit either. A 60 km/h zone at Hatepe would have more chance of reducing average speeds to 80 km/h. As a 60 km/h zone is planned from Te Heuheu Road to Waitapu Road why not start the zone a bit earlier to include Hatepe? In any case constant speed detection measures will be vital and the increasing numbers of permanent residents at Hatepe will be vigilant to ensure any new limit is observed.
7	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	Put signs up before Waitahanui, 200 meters out then people will slow down before they reach the village.
8	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	The road condition and reduced speed required between Taupo and Turangi due to the winding road causes frustration for drivers which in turn means many will take risks to pass and speed at the next available opportunity including through townships such as Motuoapa. 80 km from Motuoapa to Turangi with long straight sections of road will just mean more frustration and people will speed and pass anyway. The best solution is to bypass from Taupo Airport through to Rangipo, if not further (Waiouru). Short term solutions such as speed restrictions are only stopgaps although will make it safer for foot traffic and vehicle traffic coming out onto SH1 from the marina etc. Speed restrictions also need to be enforced as I have witnessed many occasions of vehicles exceeding the current speed limits.
9	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	More visible warning signs
10	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	The south side of the Hatepe hill should have double yellow lines on the south bound side. I am a frequent user of this route on SH1 and have seen 4 near crashes caused by motorists passing down the hill and suddenly being confronted by motorists in the passing lane coming north in the past month. It comes about by motorists misjudging the speed of the vehicle/s being passed and the distance to the first left hand bend in the road going down and south where uphill traffic can not be seen. This is not rocket science.

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11	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	Implications for engine braking restriction zones - particularly that on the south side of Waitahanui. which currently is at the bottom of the hill and leads to horrendous noise echoing all over the lakeside - audible from The Point in a south easterly wind.
12	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	Yes, stop spending money on motorways in Auckland and start fixing the roads around the country. SH1 south of Hamilton is not suitable for today's heavy trucks and vehicles.
13	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	Put in a simple traffic light outside the school with green and red so the kids can cross safely or put in a crossing so they can road patrol like every other school.
14	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	The potential for confusion of variable speed limits within a relatively short distance.
15	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	Maybe another option at some stage to move SH1 inland
16	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	NZTA you need to get together with Ngati Tuwharetoa and build a tolled super highway across the from the top of Hatepe to Turangi. Give people the option of taking the scenic route around the lake at lower speed limits or if your willing to pay a toll, like Tauranga Eastern Link take the super highway.
17	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	Have you consulted with tangata whenua? Have you spoken to the people who travel these roads everyday? Working Taupo from Turangi and vice versa? Why aren't you putting in an alternative route and what is stopping this process? I do know consultation has been had back in the 80s through my father Whois a landowner in some of the blocks that were to be affected.
18	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	Safety
19	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	I would not like the speed limit to drop around the lake.The speed limit is not the problem.It is inattentive drivers and the poor repairs and condition of the road that is playing a large part of the problem. I drove that road south bound and north bound twice a day for tweleve years and had no problem.
20	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	Instead of lowering the speed limit (which I am very strongly against!) try fixing the road properly driving that road everyday is not enjoyable ! Lowering the speed limit will just make the unpleasant trip even longer - you try doing it every day?
21	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	Once again, this is SH1. 40km/hr is going to create tail-backs for miles. Build an area for parents collecting students to safely park and ban pupils from crossing the highway.

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22	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	Totally opposed to speed limit reductions however variable speeds with electronics may have some merit when schools zones are operational for instance. The 30k speeds proposed for Auckland is simply ludicrous and moronic – the focus needs to be on educating drivers – a high percentage of people on the roads lack basic skills – stop penalising people who know how to drive – i.e. those who have attended defensive driving and advanced driving courses. The nearly 4,000 pursuits of unlicensed drivers need to be the target, not the majority of people who are generally law abiding. Speed is not the major cause of accidents but carelessness, cell phone use and general lack of ability and driving without due care and attention needs to be targeted.
23	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	Location 6, proposed 60km/hr speed, regardless of the speed on this section of road north of The Store, Te Rangiita, there is a long section of straight road that even at the current 70km/hr speed limit, traffic uses it as a passing lane at excesses of 100km/hr. There needs to be further measures taken to prevent this happening as I don't believe that any speed restriction will prevent this happening along this straight. Overall I have to disagree with the speed changes between Taupo Airport to Turangi as so long as the corners are taken carefully and at lower speeds, and people observe the speed limits at settlements, 100kms/hr is a reasonable speed to be travelling as it is a long distance between these two locations. I believe the issue is with a lot of drivers that disregard any speed limit and drive at dangerously high speeds, or not within their abilities.
24	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	I drove this road everyday for ten years and now every weekend. The average speed of a vehicle travelling between Taupo and Turangi is 68 to 69km per hour I believe there are two main causes of crashes on this stretch of road. 1.Slow drivers, mainly tourists in campervans, causing frustration of drivers following. 2.Bad driver behaviour by people who are not obeying road rules, or speed limits. There are also other factors that cause crashes on this stretch of road and lowering the speed limit is not going to solve the lack of concentration, driver fatigue, and distraction that many drivers display while driving this road. I believe lowering the speed limits will create more frustration, will over complicate an already complicated drive and cause greater congestion. I also believe this to be the worst section of State Highway One in the north island

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25	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	<p>Yes, there are many which I will expound on soon. First I wish to state I drive this route every day for work, five days a week to Taupo and back to Turangi for the past two and a half years so I believe I am in an excellent position to comment on the proposed changes. First factor is that SPEED is not the major concern for any of the sections of highway from Taupo to Turangi. I and other locals drive this route comfortably at the current speed limits without any issues at all. The real factors that need to be addressed are: lack of places to pass, this is huge problem because of the number of large trucks on the highway, and tourist camper vans both of which drive well under the speed limit now, slowing down traffic causing serious congestion and long delays i.e. it is not uncommon now for this trip to take 60 minutes or more with a string of 20 - 30 cars stuck in behind trucks and camper vans - the proposed changes effectively remove all but one section of 100 km/h highway that is currently OK to pass on; the real issue I see is not confident drivers, and tourist who are 'sight seeing along' this route not driving it i.e. they often travel at 60 - 70 km/h per hour now for the entire route - why slow them down further which causes serious frustration to others who get stuck behind them; the condition of the road itself which in many places is very poorly maintained and certainly not up to State Highway standard i.e. constant pot holes, uneven surfaces, patch upon patch upon patch, using slippery when wet signs as a permanent solution to unsafe slippery sections of the road instead of actually sealing and / or banking the roads, no slow vehicle bays which would be a big help and reduce the significant time delay travelling to work and home each day for us locals - currently the trip can be done comfortably at the current speed limits in 40 minutes; the increased costs we will all have to pay as a result of slowing traffic down; that the statistics are not actually that bad in terms of deaths, injuries etc. over the time frame mentioned given that SPEED cannot be named as the main contributory factor in those outcomes i.e. what about driver error or fatigue, frustration, road conditions, older vehicles - bear in mind that modern cars are far more safe and have higher safety rating overall mitigating speed as being the main culprit when it clearly is not; that there is no viable alternative route - this part of the highway should be a scenic route and a proper highway / motorway should be built; that the main advocates who sort this speed change are not the main people who will be adversely affected by changing the speed limits but the Turangi locals who work in Taupo and Taupo locals who work in Turangi and that the stated time difference you have claimed for the commute is pure fiction, that in lieu of a proper highway being built that work should be done on the existing highway to help SPEED UP traffic between Taupo and Turangi, not slow it down further so SPEND some money as fix the real problems instead.</p>
26	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	Do not reduce the speed limits. The condition of the road needs to be better at all times. All trucks should divert via western bays.
27	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	Definitely consider the safety of traffic on the road - however, going slower than 80 - 100 km doesn't necessarily ensure safety - those of us who know the road would find it very frustrating.
28	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	Speed is not the problem. Heavy trucks and vehicles limited to 90 kph, and tourist camper vans are. Also where are the passing lanes except the Hatepe hill? Widen the road through Mission Bay, north of Turangi and Halletts Bay so that there are passing lanes and opportunities. Slower speeds will increase motorist frustration and induce further crazy decision making with passing resulting in accidents. A major move needs to be undertaken through Govt. and local council to rebuild a new SH1 Waitahanui - Turangi. The road has been a disgrace since the 1950's.



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29	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	<p>In the mid 1960's I began a new job in Turangi as a technician for a scientist brought in from the United States. His reaction as we travelled between Taupo - Turangi was: (with American accent) "- this is your number one state highway?" At home he drove a big Ford or Chevrolet, while here he bought a mini to travel around.</p> <p>Much of the road is little changed now from those days, especially between Motutere and Hallets Bay. During the 1970's a new route was surveyed between Tauranga-Taupo and the Hallets Bay - Hatepe area. I was involved to some extent. in looking at possible effects on the tributaries and the fishery. The proposal was shelved abruptly, with little apparent fuss and I learned that it was because the landowners had requested exorbitant compensation for the land.</p> <p>I believe that there is a good case for the above route to be declared "in the National interest" and for the government to acquire it for this.</p> <p>Now I live at Motuoapa and travel regularly on the area under review. My view is that present speed restrictions are suitable when the traffic is light and that it is self-regulating when it is heavy and most drivers are happy to stay in their line.</p> <p>One fault I have observed on this road results from it's proximity to Lake Taupo and the access to lakeside beaches and parks, as well as the presence of visitors and tourists on it. Drivers often decide to leave the lineup to go to the lake across the oncoming line of traffic and they sit in the middle with their indicator going until a gap appears. Most places (all but one) have widened shoulders on the left but these drivers are ignorant of the rule. It needs to be emphasized, especially to tourist drivers.</p>
30	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	<p>Unless the speed limit is matched to the slowest recommended speed along the route, then there is no reason to reduce speed limits. The speed limit is the fastest anyone may travel in "good conditions". NZ needs to invest more energy and resources into education. Helping drivers to be more aware of their driving and driving abilities. Reducing the speed limit is lazy thinking. It is not speed that kills, it is our substandard driving behavior and unfamiliarization of our driving environment that causes crashes. There also needs to be more road Policing. Not speed cameras, but real Police. Again too much emphasis on speed and not enough on safe driving techniques and behaviour. le 100km/hr piece of road, car traveling at say, 60km/hr, driver looks away and is distracted and drives off the road. Or new 60km/hr piece of road and fails to slow enough for a 45Km corner and spins out - not speeding but misjudges approach to the corner. Therefore irrelevant if road was still 100km/hr or 60km/hr. We need to educate our drivers. Not add more rules.</p>
31	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	<p>No, fix the road instead so it is safer - it is far too narrow especially for the big trucks.</p>
32	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	<p>Leave the speeds as they are and educate the drivers to make better decisions. Lowering the speed can lower the attention level as one does not have to really concentrate as much on driving and can be more easily distracted.</p>
33	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	<p>1. Stop plaster (band-aid) fixes. 2. Traffic growth in the next 5 to 10 years. 3. What are causes of historical crashes. 4. Much disaster for trucks crashing into the lake - SOLUTION (only). 1. Talk and get into action for an alternative route through the forest (owned) by various iwis.</p>

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34	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	This road needs passing lanes at the southern end of it and somewhere in the middle. The road is constantly full of trucks and only has two passing lanes at the north end of the road this is creating queues of cars and leads to people taking risks. The condition of the road is poor and repairs aren't lasting long at all and are constant. Slowing the road down will mean people traveling from turangi or taupo will try even harder to pass any trucks and slower traffic wherever they get a chance before the windey section.
35	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	People who commute from Turangi to Taupo daily and use these roads safely. Adding time to their current commute and making jobs in Taupo less desirable. Maybe consider the parking issue around Bulli point instead of reducing the speed.
36	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	Just fix the roads, our roads, country wide, are the worst of any so called developed country, move transport and freight back to rail and fix the roads, stupid people you made it legal for trucks to carry more weight and now our roads are falling apart and people are dying as a result. This stretch of road is a mess, what good is lowering the speed limit, yesterday I was dangerously passed by 8 vehicles all doing well above the speed limit. What makes you think that these people will obey any speed limits.
37	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	The speed limits should not be changed at all (School Zoning exempt) The road is not the issues here, it is the other drivers. I drive this road regularly with no issue apart from impatient & incompetent drivers. Reducing the speed limits will just cause confusion & road rage. Don't penalize the regular road users for the mistakes of the authority.
38	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	Hi is this the place for me to voice my opinion about the speed review? There's nothing wrong with the speed limits through that whole section of road. Come on it's highway number 1. Spend money on decent material to fix the roads properly instead of how you can make more money off of people going about their own business.
39	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	No need to change speeds just fix pot holez
40	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	You say that "most people supported lowering speed limits along route, and at Motutere Campground - however, lowering speed limits permanently is not a good idea. Due to the high number of vehicles on that road any day, all day, it is unusual to be able too travel at existing speed limits. It is more usual to be travelling in a queue at 80/90kmh or less in in 100kmh areas. Lowering the speed limit would hinder, rather than help, traffic flow, frustrate drivers and cause some to take chances. Folk leaving Turangi very early each day for work up Taupo would definitely not appreciate being restricted to 80kmh. What a useless exercise lowering the speed limit around Bulli Point. That is quite laughable. In a queue behind a big truck that has trouble negotiating it anyway. Get real! In 9 years an average of 33 crashes per year. Considering the very heavy traffic, especially at holiday times, that shows that despite the state of the road, most travel safely. I travel Turangi/Taupo regularly, and consider the proposed changes to speed limits quite unnecessary. I submit that existing open road speed of 100kmh remain.

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41	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	as a truck driver i see on a regular basis that most of the problems are due to people currently going slow due to unfamiliarity or other reasons and causing people to overtake and take undue risk as a lack of passing lanes or slow passing spaces, i believe that it will cause increased dodgy passing rather than decreasing it, it can already be a very frustrating stretch of road due to tourists and the rubber necking. i feel that the speed limits are fine as they are but whats needed is more places to overtake
42	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	The speed of traffic is contained by the lowest common denominator.....slow drivers holding up traffic on open roads.....I consider that lowering the speed limit will only add further issues to this situation.
43	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	Speed is not the main issue, road condition is a major factor and idiot drivers. Address the problem don't put a band aid on it
44	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	70kph is fine
45	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	This is a section of State Highway 1 yet there has been limited substantial upgrades since the Earthquake Gully bypass now probably over 20 years ago. There has no notable upgrades to cope with the increase of traffic both local and tourist based in the interceding years. There is an especially notable lack of areas to pass slow vehicles particularly trucks, campervan and trailers. This reduction in speed limits will make the situation worse especially given that two of the better areas to pass have been earmarked to be reduced from 100 to 80 This so called solution is an abdication of actually doing anything meaningful. It is likely many accidents arise from impatience from being behind a slow moving vehicle for extended periods with no where to pass safely resulting in poor decision making. Changing the speed limits will not change this and there will likely be a high rate of non compliance as is occurring with most of the roads in the district which the Taupo District Council have reduced speed limits in the last year. In short not agreed.
46	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	Please do not make any changes to the speed limit all it has done is confuse people so that they are too busy concentrating on their speed instead of the road ahead. And the police will have a field day with ticketing normal innocent drivers.
47	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	The section from Turangi to Motuopa should remain as 100KPH and also the section from the bottom of Hatepe Hill through to Waitahanui. Having this at 80KPH will be unnecessary as the road is straight & wide for 100KPH
48	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	Please don't change the speed limits. It's already slow enough for those of us who travel the road a lot. Please consider an alternative route that is much safer.
49	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	Please keep some of the speed limits at 100kph, instead of the fastest being 80kph, as this is a popular commute for those living and working between Turangi and Taupo such as myself.

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50	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	The level of frustration along this area of road when vehicles and trucks have no chance to overtake a slow camper van sightseeing is dangerous. Your proposal to jiggle the limits all over the area will increase frustration to heightened levels. Increase driver education not frustration.
51	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	You say you are 'proposing safer speed limits'. All I see are 'lower' speed limits and there are no guarantees that the lower speeds will be 'safer'. There are no issues with all the current limits as the drivers take care on the road due to the condition of the road. If you want to use your time to more effect I suggest you concentrate on keeping the road surface better with less pot holes etc. Bad surfaces make for driver error and if NZTA do not know how to keep the road in good order why should we listen to your proposal for 'safer' speed limits. I say no to all changes. I know of drivers that will take no notice of any lower limits. So who will be controlling them????
52	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	What is wrong with the current 70 limit? The school only operates for a limited time in a 24/7 week and a 12 month year but you want everyone to creep a long the SH1 like a herd of sheep? God bless you cotton socks and go back to school yourselves. NZTA is on a high cloud of PC nonsense.
53	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	If this is State Highway 1 then travelling at the fastest speed is most desirable. Unless this is monitored people will try and travel at 100kph and get frustrated at those obeying the speed limit. This needs to be allowed for with suitable passing spots.
54	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	This is a bad move keep the present speeds and abandon proposed will create more accidents not less Better to fix the roads for safety don't try and take what you see as an easy way out with a stroke if the pen
55	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	Make physical safety improvements to make the road for use. Such as wire safety barriers in central medians, widen road where possible, include more safety barriers around sharp corners. Much of this road is long straight safe areas and it makes no sense to reduce the full length of the road to 80kmh. NZTA should be focused on keeping speed limits to reasonable levels to ensure the travel time is not excessive between Taupo and Turangi. Cycle lanes should be included where possible or funding towards an alternative cycle route.
56	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	STOP THIS NONSENSE
57	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	Why does the speed limit need to be lower? It's almost impossible to get a clear run through there without getting stuck behind someone driving 70% below the speed limit anyway. On those rare occasions when it is possible to get up to the speed limit, it's actually quite an enjoyable road. What it needs is more passing lanes, because even in a powerful car there are very few opportunities along that route to safely pass those that are holding everyone else up.

#	Submitter	Location of speed review	Formal submission
58	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	Pressure of heavy traffic during school hours and common sense in keeping in place acceptable safety practices but not at the expense of changing what works perfectly well at present for again another change which presents other risks
59	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	Changing these speed limits is just putting a band aid on an open and festering sore. It won't solve the problem. The road is not fit for SH1 purpose. It was never built to carry the volume of traffic or the weight of some vehicles that not travel it. As the main state highway 1 it is an embarrassment and an economic nightmare every time it is closed. It should be left as a lakeside scenic route and a new expressway built inland. This should be the priority, not mucking around with speed limits that will just cause more confusion and frustration.
60	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	Lowering speed limits will only add to driver frustration and produce more risky overtaking manoeuvres. The condition of the road needs to be improved, particularly the bridge at Tauranga-Taupo, and the twisty bits around Bulli Point. Trucks are unable to pass each other safely at these locations. Previous repairs to the road have been ineffective with a patchwork of surfaces and potholes.
61	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	<p>I wish to raise an objection to the proposed speed changes.</p> <p>By the very nature of the road, couple with the fact there are a lot of clueless and incompetent / ignorant road users the road speed is pretty much self limiting.</p> <p>I do not see the need to apply ridiculously low speeds that at other times would serve nothing but to hinder motorists / commuters going about their daily business in a safe and lawful fashion.</p> <p>The fact is there is NOTHING wrong with the road. I have driven it for 45 years, from the days when the old, windy 'earthquake gully' road was in place. What has changed is the volume of traffic, the number of large trucks on the road and the number of useless drivers.</p> <p>No road, anywhere causes accidents. People do. Concentrate on fixing the people issue and not making the rest of us far into line with the lowest common denominator.</p> <p>Oh - one thing you can do on road safety is tidy up your act regarding the puling repairs, especially between Rangipo and Taihape heading, and between Wairakei and Putauraru.</p> <p>What we are getting more and more often is cheap happy / scabby repairs on top of previous cheap scabby / shabby repairs because the roads are simply not built to take the tonnage of the large trucks pending the roads into submission at speeds generally around 100km reduce the truck tonnage and speed for the trucks and adopt proper, fit-for-purpose road repair specifications.</p> <p>Finally, who the hell is driving these changes? No doubt some green who drives an electric car or scooter, who hasn't got a practical brain cell in their heads.</p>
62	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	The fact that we're not all idiots and are perfectly capable of commuting between Turangi and Taupo at speeds in excess of 60km without harming ourselves or others. The speeds that have been proposed are massive overkill and will needlessly inconvenience the community.

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63	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	<p>I have used this road regularly for 4 years and have found the current speed limits to be satisfactory. It is the slow drivers, holiday makers and drivers who do not have confidence who contribute to problems on the roads. Likewise, lack of respect for other road users by slow vehicles not pulling over when able to do so also causes problems / contributes to frustration.</p> <p>Common sense prevails when road conditions are not good to adjust your speed and slow down. However, lowering the speed limits will cause further frustration for motorists as people who are slow drivers or lack confidence will further slow down if the limits are reduced. This in turn will cause traffic accidents. It is not the speed which causes accidents, it is driver carelessness / frustration / selfishness / road and weather conditions that do so.</p> <p>The fact that people can park on the side of a very unsafe corner at Bulli Point is also an accident waiting to happen therefore the NZTA should address this problem and put barriers up to stop people parking there. They park there to jump off the side of the cliff into the lake. In summer, this is a huge concern and I have been part of numerous near misses, and witnessed numerous near misses with people parking there and not having any respect for the busy road that SH1 is.</p>
64	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	<ol style="list-style-type: none"> <li>1. I was concerned following the preconsultation at what NZTA staff were saying. It seem consultation was to listen to those for speed reduction and those opposed were not tolerated.</li> <li>2. So called stakeholders, Councils etc were being given preference and their submissions weighted above others. The Taupo District Council is comprised mainly of members who rarely travel these roads and are Taupo-centric.</li> <li>3. Te Kura Waitahauni was said to be highly in favour of the speed reductions yet they see no need to place a fence at the boundary of their school property.</li> <li>4. I have travelled this section of SH1 numerous times over the last 39 years of living in Turangi. I have biked the route a number of times.</li> <li>5. NZTA Consultation. NZTA have no credibility on SH 1 consultation and so any consultation needs to be done independent of them. This is the 4th time I have consulted with NZTA official consultation processes on SH 1 Taupo – Turangi- Desert Road this highway beginning as far back as 2005. So far the last 3 have all been NZTA process exercises. From 1989-2011 I was in frequent consultation on SH 1 in my position with Taupo District Council. I had numerous contacts with NZTA. I made submissions of the 2006/2007 Draft State Highway</li> </ol> <p>5.1. Consultation #1-2005 I presented a submission at a hearing in Taupo – NZTA and the Waikato Regional Council Land Transport Committee. My wife and I had nearly been wiped out by a north bound truck exiting the the Tauranga-Taupo Bridge on its northern end. It was obvious NZTA had nothing in its long term plan, no investigation planning or upgrades, absolutely nothing for the next 10 years. This indicated nothing would be done on the road probably for the next 20 years. At that hearing we were advised that Taupo District Council had no concerns with any highway south of Taupo. TDC were to receive a swift rebuke at its next meeting relating to its dereliction of duty for the interests of the District and those living south of Taupo. The Turangi-Tongariro Community Board made submissions. The Committee ignored all suggested issues relating to the highway. – In hindsight exactly what we predicted has happened – major neglect by NZTA – lives lost.</p> <p>5.2. Consultation #2 Basically a process exercise by NZTA. NZTA was in Taupo and submissions identical to the 2005 ones were made. Significantly a submission by Wanganui AA prepared by consultants GHD showed 19 section of SH south of Taupo to the Desert Rd boundary were sub-standard – notably the lack</p>

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			<p>of overtaking areas south of Waitahanui. Again TDC was derelict of its attention to issues south of Taupo town boundary – it was “Taupo By-pass” focused and myopic to any other District highway issues. NZTA ignored all submissions.</p> <p>5.3 Consultation # 3 Only one submitter this time appeared at these hour long hearings in Taupo – It was again the Turangi-Tongariro Community Board, because again TDC was derelict its attention to issues south of Taupo town boundary. NZTA greeted us warmly like old friends who he saw very two years and we made his trip pleasant as he would have sat in an empty room otherwise. Same submission as previously. Same result. NZTA had performed its process with no intention treating the submissions seriously.</p> <p>6. Historic Outstanding Issues Raised by TTCB Here is a summary of the issues raised by TTCB and I have repeated submitted to TDC and WRC long Term Plan process on these (not their problem is what they say). This was called their Top 9: SH1 - Pedestrian Clip on SH1 Tongariro River Bridge; SH1 - Tauranga- Taupo bridge realignment; SH1 - Whisper seal through Turangi to reduce the high night traffic noise; SH1 – SH 1-Pihanga Rd intersection – provide free left turn for exiting Pihanga Rd; Turangi to the north; SH1 - Passing lanes every 15km from Taupo Sth to top Desert Road TDC boundary; SH1 - Desert Road realignment to reduce the high accident “three sister area; SH1 Stock Truck effluent disposal in Turangi area; SH41 increased road seal edge to promote bike safe areas; SH1 - Hallets Bay to Motutere realignment.</p> <p>Not one of these has been attempted by NZTA to date.</p> <p>7. Consultation # 4 – Speed Review – September 2019 Having ignored previous submissions NZTA now are in consultation on the outcome of ignoring SH1 issues south of Taupo for the past 20 years. This is a sticking-plaster approach does not address the causal issues. A. Substandard State Highway - The road has always had danger points - especially Tauranga-Taupo Bridge. It two trucks meet one must stop. Long trucks are frequently on the wrongs side of the white line accessing the bridge from the north.</p> <p>B. There are insufficient passing lanes. The few passing areas on the route are the section of road Waitahunui - Hatepe, the Hallet’s Bay straight south of Hatepe, Motutere- Mission Bay Stght– and sometimes the Waitetoko-Tauranga Taupo area, and the Waitotaka Stght nth of Turangi. If the speed is limited event these will be reduced. To overtake, one needs to know the road, and be ready to go never hesitate in the maneuver and gas it past the safe-dangerous dawdlers vehicle. You can tell where the safest places to overtake are by the NZ Police road cameras being there to try to catch the unsuspecting driver overspeeding to complete and overtake. It’s a good revenue collection exercise, but counter-productive to real road safety.</p> <p>C. The speed on the road is self limiting at present, even in Turangi. When traffic volumes are high – during the daylight hours the road speed slows – less than 70 kph average. At night, and during low vehicle usage times, the speed limits are all good and a safe timely travel can occur. Over the past 15 years travel time has increased Turangi – Taupo by at least 10-15 minutes due to the number of HV on the road.</p> <p>D. Low-speed drivers are a problem not high speed drivers – they seem to only find the accelerator up the Hatepe Hill overtaking lanes and then return to their poor driving again to keep the long lines behind them.</p> <p>E. The numbers of major crashes has reduced in the past 10 years – not increased.</p> <p>a. Several of these are lack of sleep related. [NZTA opposed trying to promote Turangi town as a place to “Have-a-rest. I well remember that process being frustrated. Even having NZTA minions recalculate the distance Auck-Wgtn then moving the existing half-way Auck-Wgt sign from Turangi northwards to the swamp area near Korehe Road].</p> <p>b. A number of others are alcohol related.</p>



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			<p>c. After that how many accidents have occurred on the last 10 years, and how many have the major cause as speed, and where did these occur?</p> <p>F. Inconsistent Standards: SH's south of the TDC boundary, the NZTA Wanganui region have made significant roading alignment improvements in its areas as you head Southwards from Turangi or even on the Raetahi -Whanganui roads. The Waikato Region of NZTA has been negligent in improving the SH network south of Taupo such that it is an obviously inconsistent standard for roads as you cross the mid-point Desert road boundary. This proposed speed reduction is a miss-fit against national standards for major State Highway roads in rural areas.</p> <p>G. NZTA have the feasibility studies and plans for the Tauranga Taupo Bridge Road realignment and the Hallet's Bay - Mission Bay realignments so get busy. DoC, Iwi land interests and TDC will be your main constraints.</p> <p>8. My Submission is that there is no need for the proposed speed reduction measures.</p> <p>8.1 The road is self limiting at the current posted speed liits- See C above . Since pre consultation in Sept I have travelled the road monitoring the average speed on my car data system. It confirms rarely do you average 80 kph on a week day, But when traffic is low, eg most nights, the current speed limits are safely traveled where the road allows and make for safe and efficient travel, without unnecessary dawdling on a near empty road, eg last Sunday night.</p> <p>8.2 The only thing this proposal will achieve is frustration of the majority of motorist. When traffic is low in volume one can safely travel at the current posted speeds</p> <p>8.3 NZTA has not released and technical data in the consultation to allow for proper consultation. Apart from the number of accidents 2008-2019, there has been no documented data released to support the claim that posted speed reductions, will reduce fatalities. How many of these were drunk drivers? - I can list several. How many fatigued drivers? How many were speed related? How many are cause unknown? Speed signs are not going to change that except make drivers more fatigued at unnecessarily low speed, and increase law breaking.</p> <p>8.4 The Heavy Transport trucking industry seems to have been ignored in consultation. Do the many truckies and operators outside the area know what is being proposed on this major transport route. Many of them I follow, quickly increase their speed above 90 kph as soon as the highway permits. I spoke to one about the proposal he would have had no idea. The consultation needs to be much more rigorous. In closing, I have never of some pretty stupid planning proposals for the TT area over the years and this one ranks up near the top. Please leave the speed limits as they are. NZTA needs to focus its efforts on bringing the highway to National Roding standards.</p>
65	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	I disagree with making any changes to speed limit from Taupo to Turangi except for waitahanui school. All limits should stay the same!



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66	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	<p>My family has a home at Oruatua within the area of SH1 being discussed. I have corresponded with a LTNZ staff member several years ago about lowering the speed limit through Oruatua/Tauranga Taupo due to it being a built up area on both sides of the SH1 but more so due to the requirement of vehicles to rapidly reduce speed from 70kph to 35kph in order to traverse the Tauranga Taupo River bridge.</p> <p>This bridge is narrow and has a swinging corner at the north end. Often seen, are trucks having to give way prior to entering the bridge when a car let alone another truck comes from the other direction. There have been numerous bridge strikes as a result of either excessive speed or two vehicles meeting on the bridge.</p> <p>I suggested at the time that the speed through this village be reduced to 50 kph as this would not only mean vehicles entering the bridge would do so at a lower speed without the need for harder braking prior but also mean a safer speed for residents who cross the road to the Tauranga Taupo Service Station. I also suggested a pedestrian crossing would be a worthy addition (See emails attached).</p> <p>I was directed to see the plan to improve the road safety by upgrading many of the dangerous spots through realignment and also the likely replacement of the Tauranga Taupo Bridge. (See the plans attached).</p> <p>I did make comment at the time that a reduced speed through the built up areas would be a good short term and inexpensive option prior to these road upgrades.</p> <p>I also explained that through my previous role as a Police Officer I had helped implement speed reductions in my local area and was aware of the legal requirements needed to gazette such changes.</p> <p>This Taupo to Turangi Safer Speeds Consultation is timely but I might suggest as mentioned prior a relatively inexpensive way to create safer roads rather than the 750 million dollar upgrade, especially in light of the huge task ahead to repair the roads such as the SH4 Parapara slip and other similar damaged areas around New Zealand.</p> <p>Last week I drove this section of road and made notes which I would like to submit. Firstly I would like to submit that there are too many speed changes in this proposal and the speeds do not seem to conform to many of the urban and reduced speed limits. I feel they should be set at 50 kph or 70kph rather than 60 and 80 to save confusion.</p> <p>Also in areas I have suggested to be reduced to 50kph are more built up settlements and the side roads in these settlements are set already at 50 kph. 50 seems a wise speed to implement and would reduce the need for extra differing speed signage and the confusion of two speeds within these villages.</p> <p>SH1 Airport Roundabout Taupo</p> <p>Starting at the Northern end it is amazing that coming into the roundabout at the Taupo Airport from the lake front, the speed limit goes from 80kph to 100 kph just metres before the roundabout. It is the same from the entering from the bypass or from the south the speed limit is 100kph but it is only 30kph into the Airport.</p> <p>I submit the speed limit to enter this roundabout be no more than 50 kph.</p> <p>I will discuss my submission by section as is set out in the Consultation form.</p> <p>Section 1, should be left at 100kph. My reasoning for this is that a speed limit is often set for travelling at a comfortable speed be it too fast or too slow. In this case the 80kph change suggested it is too slow to be comfortable on such a straight, well-formed piece of road and it would need constant Policing to keep traffic travelling at such a slow speed. Several more filter lanes should be put in place e.g. to allow turning traffic</p>

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			<p>to enter the 5 mile Bay and the speed left at 100.</p> <p>Section 2 I agree should be reduced in speed. I submit that a constant 50 kph through Waitahanui would be a good option combined with a fence on the road berm outside the Kura. I submit that it could remain at 70kph at the northern end of Waitahanui where there are dwellings only on one side of the road. I also would submit that the 70kph could remain at the southern end also but would require moving further back up the hill. This would allow vehicles to be slowing prior to entering the 50kph zone (and/or 40 variable speed zones). It would be a less expensive option to make it a fixed 50kph.</p> <p>Should it be deemed suitable to place a 40kph variable speed during peak school start up and release, I will certainly agree with this.</p> <p>Section 3 I agree with keeping the speed limit at 100 kph. It is interesting to note that many of the fatal crash sites marked with crosses are along this area. The road is in good condition and appears well engineered so perhaps speed on impact is the factor causing the fatalities, but the cause of the vehicle leaving the road may need further investigation.</p> <p>Section 4 I submit it remain at 100kph and not be reduced to 80. I drove this and much of it was comfortable at a higher speed and those areas of concern should be marked with better signage. There are two exceptions. One the Toki and Bulli Point corners through to just north of Motutere. This area was comfortable to drive at 70kph and I think it should be reduced to 70 over this area and the sharp corners marked at 25kph as they are at present.</p> <p>The second exception I submit that the Motutere settlement/ camping area be reduced to 50kph within the areas currently designated 70kphA well displayed pedestrian crossing would be a good addition here and would be workable if the set speed was 50kph. A 50kph Variable speed area could be put in place here during the holidays and the limit be left at 70 during less busy period but this may create some management issues as to whom and when it would be used.</p> <p>Section 5 I submit should remain at 100 from just south of Motutere through to Rawhira Road with any areas requiring a lower suggested speed marked.</p> <p>Section 6 I submit the speed limit be set in two parts. From Rawhira Rd through Waitetoko and Te Rangiita to about Mac Rd is left at 100kph. The area is built up only on one side of the Highway and has a good footpath between the road and homes.</p> <p>The speed should then be reduced to 50kph at Mac Rd and this speed to continue over the Tauranga Taupo Bridge to passed Oruatua Ave. Basically the area that is currently 70kph now. This area has houses mostly on both sides of the Highway, has the two Service Stations who are also a General Store/Takeaway business as well as the sharp corner and narrow bridge.</p> <p>The current 70kph is too fast and results in regular bridge strikes and near misses. Here again at 50kph a pedestrian crossing across the highway at the Tauranga Taupo Challenge Service Station would be useful as the area is built up on both sides of the road and a high use holiday destination.</p> <p>The Highway from Oruatua Ave to just north of Motuoapa should remain at 100kph as suggested.</p> <p>Section 7 I submit this area speed be set at 50kph. Motuoapa is a busy built up area on both sides of the road as well as the large township developing up on the hill; there are several businesses, the motor camp, motel and the Motuoapa Marina. Here also a pedestrian crossing would be viable for crossing the highway to and from the Marina, cafes and motor camp.</p> <p>Section 8 I submit should remain at 100kph with suggested lower speed limit signage on the corners such as those to the south of Frethey Rd. Of note here again is the number of fatalities marked by crosses on the</p>

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			<p>road side. Most of these are quite old which suggests the road may have been improved since these crashes.</p> <p>Section 9 I submit should be reduced to 70kph not 80 as suggested from Waitotaka Rd to 100 metres north of the Tongariro Bridge. It should be reduced to 50kph to make the corner on and off the northern end of the bridge more comfortable. The 50kph should continue through to where Tongariro St almost meets the Highway, due to the Highway passing through Turangi with its number of intersections, service station, motels, businesses and tourist attractions nearby. It should then return to 70kph through to just after Taupahi Rd (opposite the Turangi Marine) then become 100kph and on towards the Desert Rd.</p> <p>A variable speed zone at the Te Kura O Waitahanui</p> <p>A variable speed zone at the Te Kura O Waitahanui is a good idea to reduce vehicular speed at the school drop off and release times. A fixed 50kph zone would be a cheaper option with a fence erected on the grass berm out front perhaps 50-75 metres long. A pedestrian crossing with good signage and visibility would also be a good addition so long as the speed limit was reduced to 50kph or below.</p>
67	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	<p>Dear Sir/Madam, I was delighted to hear recently of the proposal to reduce traffic speeds between Rawhira Rd, Waitetoko and ?170m south of Oruatua Ave, Te Rangiita?. It is a fantastic idea. I have spent many family holidays at Waitetoko and now, with two small children of my own and having seen the number of families trying to cross at Rawhira Road I think it would be a great idea to consider extending the 60km/hr zone to at least ?300m north of Rawhira road?. I have seen several near misses for both pedestrians and drivers opposite Mission Bay crossing SH1 during the busy holiday period and I think it would be much safer to reduce the speed limit from the intersection next to the Waitetoko community and the Christian Camp. The Highway gets so busy especially around peak holiday times and I think those living in the area and the Christian Camp would greatly appreciate this change. Many thanks for your consideration</p>
68	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	<p>Dropping the speed limit to no lower than 90km/hr would be acceptable as you inevitably get stuck behind a truck doing that speed already. But 80km/hr is just going to annoy drivers and lead to bigger problems. This SH1, just fix it!</p>
69	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	<p>I travel the road daily, I recommend 90km/h open road the same as Trucks. improve road surface, less pot holes, especially the passing lane at Hatape Hill, very poor condition</p>
70	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	<p>As a resident of Waitetoko, I would like to share my full support for the proposed reduced traffic speeds between Rawhira Rd, Waitetoko and 170m south of Oruatua Ave, Te Rangiita. However, I would strongly suggest extending the 60km/hr zone to at least 300m north of Rawhira road. I suggest this for 2 reasons: Firstly, there are constantly children crossing State Hwy 1 at this intersection (from the Waitetoko community and the Christian Camp) to access the lake. Secondly, cars towing heavy boats must frequently slow and partially pull over/stop on State Hwy 1 opposite Rawhira Road when traveling north on State Hwy 1 as they attempt to turn right onto Rawhira road. This is extremely dangerous currently, but would be made infinitely safer if these vehicles had more time to decide when to best perform this maneuver, given traffic may be coming at them from 3 directions (north/south and from Rawhira road). Reducing the speed limit to 60km from at least 300m north of the Rawhira Rd intersection would give drivers more valuable time in</p>

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			order to make a safe decision. By extending this 60km/hr zone by at least 170m I feel we can help to avoid a catastrophe. Thank you very much for your consideration.
71	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	Change 1 between the airport and Waitahanui is not necessary. 100km is safe on this road except for the section where lots of campervans are turning just after the airport where the free camp ground is
72	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	Tourism / increase in new people to the road during peak seasons. Have you considered the weather changing speed limits like on the Kaimais? This I think is needed especially over Bulli Point. The rest of the road just needs to be maintained to the quality expected of a state highway! Add some more side barriers, and better sign posting of dangerous corners ahead.
73	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	The road condition needs to be improved to ensure a safer commute. Whilst some locations (through smaller settlements) could be reduced for pedestrian and community safety the main issue with safety is the condition of the road.
74	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	I have travelled SH1 road between Tauranga Taupo and Taupo on a daily basis and Tauranga Taupo to Turangi regularly, for the last 25 years. It is not the speed limits on the road that have concerned me but the fact that the road between Motutere and Te Heuheu Road is too narrow and with tight corners for trucks. Truck units have become bigger and trailers have longer wheel bases which means they cannot negotiate corners or narrow parts safely (staying on correct side of the road). Over the last few years, potholes have increased during the winter months to such a state that vehicles have to take evasive action or risk damaging their cars. This puts motorists at risk. The only proposed speed limits I agree with are: Waitahanui, Waitetoko to DOC fishing Access 60 km.
75	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	Speed is only part of the road safety problem. State Highway One between Turangi and Taupo needs realignment: Away from the lake and from the settlements along the lake. Most of the existing SH1 between Hatepe and Hautu should be for tourists and holiday-makers. If the road was built to the east, even if not an expressway, but with a median barrier and frequent passing lanes, the road would be a lot safer. Reducing the speed is only a band-aid action and will only frustrate drivers more. I would only agree to this speed reduction if a plan was acted on for a realignment to be completed within 10 years. There is no rail line in this area, so the road needs realigning for through-traffic and freight.
76	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	How and ability to Police the speed limits. Driver frustration with lower speeds between settlements, actually may cause more accidents. The lower the speed through settlements the better.
77	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	I wholeheartedly support reduction in speed to 80km/hr for the majority of that road. It is a recreational, lakeside highway. Reduction to 60km/hr through townships is a step in the right direction but insufficient where there are pedestrians crossing. The science is clear at 50km/hr; 60 km/hr will still kill people. It is laughable for huge trucks to be travelling at 60km/hr through the middle of a campground, across recreational bridges and past schools.

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			ENGINE BRAKING Restrictions need to be considered, particularly down the Waitahanui will from Hatepe. The noise is Horrendous.
78	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	No 4 is to drastic a drop . Change to 80 km only NOT 60 km . This stretch of road is naturally slower so don't impose a drastic lowering
79	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	Our property is situated on State Highway one at Motuoapa. Currently the speed limit past our property is 70kph. The digital signs measuring the speed limit of traffic passing through Motuoapa have been excellent however I do question how many people do travel under that limit once past the signs. Our family would definitely support a drop in speed limit in this area from 70 to 60 kph as there are many residential houses in this area of which are either occupied fulltime or are holiday homes, some of which are frequently rented out. Also as these properties have driveways that enter and exit stright onto State Highway One the risk of incidents occurring for cars entering or exiting their properties would be greatly reduced particularly when having to cross a lane of traffic to achieve this.I believe in the interest of public safety the speed limit should be reduced to at least 60kph. 50 kph in the future would be even better. thank you for the work you are doing with this review. It is appreciated.
80	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	We are a Waitetoko resident (on State Highway 1). We fully support the reduction in speed proposed. The only suggestion we have is to ensure the drop in speed from 80km to 60km 130 meters north of Rawhira Rd is sufficiently north to include the Picnic Area. Drivers often make unpredictable moves here as this is the first time they see the lake travelling north and we have observed many near misses. It will be far safer if this is clearly still part of the 60km zone.

#	Submitter	Location of speed review	Formal submission
81	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	<p>SH1 Taupo Airport to Turangi speed review What qualifications do I have to comment on this? • I'm a Registered Engineering Associate (Civil) with 57 years of experience in the design and construction of roads in New Zealand and Australia including 33 years working for one of the largest construction companies in Australasia as an Estimator and Estimating Manager. • In the last 54 years I have had a clean driving and accident free record in both New Zealand and Australia. • I live at Motuoapa and frequently drive this road and have observed the behaviour of the motorists (and cyclist) that use the road. I have also had views on where the safety on the road could be improved before this review was published. (Not only speed reductions but outdated and dangerous design of the road.) • While not a qualification, I have a keen interest in road safety and always intend to abide by the road rules and encourage those around me to do the same. Why am I commenting? • You asked for comments. • If I did not comment I would have lost my chance to (hopefully) make a difference to the safety on New Zealand's No 1 road. My comments on the proposed safer speeds on the route. • Zone 1 o The existing speed should not be changed except approaching the Airport Roundabout where 80kph would be a good option. 80kph would also fit well with the 80kph limit on the road north into Taupo. o This section is (for the most part) straight, wide and level. Let's not frustrate drivers by restricting speeds here. • Zone 2 o While I find this existing speed of 70kph reasonable (I use cruise control to maintain a speed less than the 70kph) I could see locals would like it reduced. o I agree that school speed limits should be introduced. You do need to check your table (in the on-line version) which says 40kph against your text in "What are variable school speed zones?" where it states that the active speed limit is 50kph. • Zone 3 o This proposed change is not necessary. The 100kph is safe. I would suggest that speed advisory signs of 85kph on the bend just south of Rereahu Ave would be warranted. o Most of this zone is straight and of an acceptable width. Again 80kph will only frustrate motorists and cause them to make bad choices – like risky overtaking manoeuvres. I can also see heavy vehicles "bullying" motorists who comply with the speed limit to try and get them to speed up. • Zone 4 o Most of this zone is a combination of tight bends joined by a moderately winding alignment and a populated camping area. o The road construction is of a very poor standard with: ? Sections where the carriageway is very narrow and on some parts there is no shoulder. Cyclists will be at very high risk of being involved in an accident should they choose to use this section. (I don't know what their alternative is, though.) o My observations of the traffic in this zone is that motorists generally adjust their speed to suit the conditions. However, some impatient drivers tend to "push" drivers in front of them. o Again, I think a speed reduction is warranted, but 60kph is too much. Perhaps 70kph would be a better option. o See further comments later on this zone. • Zone 5 o I totally disagree with this proposed reduction to 80kph. o This road is of a superior standard and you must allow motorists the opportunity to travel it at the current limit of 100kph. To do otherwise would be an unacceptable restriction. The motorists must have some relief from the proposed speed reductions where it is obvious that the road is of a standard that will allow the current 100kph. • Zone 6 o I agree that the current speed limit of 100kph from the start of this zone to the existing speed limit of 70kph should be reduced. But not to 60kph. o 80kph should be new speed. While there are residential properties on one side of the road there is very little pedestrian traffic and the school is no longer in use. o The remainder of this zone south should remain at 70kph. The nature of this section of the zone has natural traffic calming characteristics with the advisory speed signs and the Turanga-Taupo River Bridge. • Zones 6 to 7 o The current proposal has not reduced the speed limit over this section. o I agree with this but observe that this section is of a similar standard to Zone 5. This backs up my argument to keep Zone 5 at 100kph. • Zone 7 o I accept this proposal. o Observation of the speed radar detector device shows that motorists, for the most part, do reduce their speeds when they see that they are exceeding the</p>

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			<p>limit. o I do think that the signs advising of a changed speed zone ahead should be positioned at a distance before the actual zone that allows the motorist to take their foot off the throttle at the warning sign and coast to the required speed on arriving at the changed speed zone sign. • Zone 8 o I agree with this speed reduction, but only as far as 100m south of the Waiotaka Stream Bridge. The remainder of this zone is straight and does not warrant a reduction to 80kph. o Motorists will know that this section is of a standard that would allow a 100kph speed limit. • Zone 9 o Agree that the speed limit should be reduced – but not to 60kph – 70 kph would be sufficient. The following are further comments on the safety of the road. • If the proposal is accepted and implemented in full. o I believe that there is a danger that some of the changes will frustrate motorists into making bad choices. o This “solution” is a bandaid to fix a problem road that requires much more attention and funds than is required by this cheap “fix”. In fact it does not fix the problem. o Parts of the road are fine while other parts are downright dangerous and no amount of speed reductions are going to change that. I can recall driving this road 50 years ago and nothing seems to have changed. ? Some sections have carriageway widths that look to me (without measuring them) to be less than the minimum requirements for good design. ? Some sections have little or no shoulder widths. God help the cyclists negotiating those section and competing for space with B-Double trucks – particularly around Bulli Point. ? It is not uncommon for trucks to have to stop on those 25kph bends at Bulli Point to let opposing traffic to pass before they can negotiate the bend themselves. Reducing the speed limit will not fix that. ? I know that the solution is not easy and it will not be cheap and it may be disruptive, but it must be done. • If my bandaid amendments are implemented. o I believe there will be less frustration by motorists and thereby a potential to have less harm due to that frustration. o However, it is still a patch up job. • Short of the ideal total/partial realignment, what else can be done? o Bulli Point section. ? 25kph bends • Painted centre line medians to encourage a wider track for vehicles travelling on the northbound lane. o I have often seen northbound light vehicles hugging the centreline when they should be hugging the outside of the bends. • Signage to warn motorists to be aware of cyclists on narrow (or non-existent) shoulders. o Turanga-Taupo River Bridge ? Re-align to allow safe negotiation. o 85kph bend just north of Waiotaka Stream Bridge ? The shoulders need to be widened and guard rails need to be move out to allow safe passage of cyclists who have to travel on the traffic lane. I was involved in a potential serious incident at this location when a truck travelling south moved into my northbound lane to avoid a cyclist travelling south in his lane leaving me with only the narrowest gap to pass between the truck and the guardrail. o Waimarino River Bridge ? This bridge needs to be widened for safe passage of cyclists and motorists. o The use of kerbs on the edge of traffic lanes in 100kph zones. ? This is not a good practice. Comments on the NZTA Consultation Paper • I disagree with the comments about “One of the best ways to make this road safe is to ensure speeds are safe”. o The BEST way to make this road safe is to first of all FIX the road. ? Fix the alignment ? Fix the carriageway widths ? Fix the shoulder construction and widths ? Make it safe for all users • Cars • Heavy Vehicles • Cyclists • Pedestrians ? Make it fit for purpose as New Zealand’s major arterial route ? Really the majority of it needs realignment. • I also challenge the statement that “The changes we’re proposing ..... will only add about two and a half minutes to travel times along the entire route”. My calculations indicate that it will add more than five minutes. (See attachment) • NZTA “printed” map shows the Motutere / Bulli Point Zone having an existing speed limit of 70km/h while it is actually 100km/h??? as shown on the Zone Location Chart. • While I agree that some of the proposals should have a positive effect on the safety of this section of road (I think some will have a negative effect) let’s not kid ourselves that it’s the best solution.</p>



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82	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	Locations 5 & 6 - recommendation: The proposed 60kph speed limit should begin at least 100m north of the rest area on the lake side of SH 1 (north of Rawhira Road). The turn off to the rest area is the site of many incidents, possibly because it is the first point, northbound, where the road meets the lake edge. Therefore many drivers seem to make very last minute braking decisions to enter the rest area and traffic entering SH1 at slow speeds causing many incidents. We support the reduction in the speed limit through the Waitetoko built up area as there are many vehicle and pedestrian movements through this area particularly to and from the Waitetoko settlement accessed from Rawhira Road and the Marae. The traffic is both vehicular and pedestrian: the vehicular traffic often towing boats and pedestrians often with children, animals and small boats. We also recommend a restriction on engine braking through this area given the number of residential properties in the area. The condition of SH1 from Rawhira Road to the Waitetoko Marae entrance is substandard and dangerous both to traffic and neighbouring properties. In particular, the vibration caused by heavy traffic on the rutted road is causing significant structural damage to adjacent properties. This road is in desperate need of upgrading. SH1 from location 3 to location 8 should be diverted through the forest to the east. The road and geography is simply unable to cope with the volume and size of the traffic now using SH1. The approaches to the bridge over the Tauranga Taupo River and at least one of the corners near Bulli Point cause major traffic hazards when two large vehicles meet - they simply cannot pass. There are regular slips on the bluffs near Bulli Point and flooding through the low lying land to the south of Motuoapa. A reduction in the speed limits will not address these issues but will add to the congestion and pollution currently experienced. Diesel and other pollutants (and roadside rubbish) from the road run off into the lake. This would be avoided if the road were diverted as the pumice soils would filter the run off into the lake. In our view, diversion of the road is essential to protect the safety of people, the environment and reduce travel time and emissions. We would be happy to be heard in support of this submission.
83	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	Where you have not made proposed changes to speed limits,(from airport to Turangi) I think it would be safer to reduce the limit from the existing 100kph to 90kph
84	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	Changes in speed limit on the open road can be confusing 100kmh? Or 80? Therefore I suggest that the maximum speed limit from south of the Hatepe Hill (Te Heuheu Road environs) to Turangi be 80kmh. Therefore do not have the short section at 100kmh between Oruatua and Motuoapa.
85	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	The reductions to the speed limit in Waitahanui, are overdue and warmly welcomed. It would be preferable to make it a permanent 50 km/hr zone (rather than 60 and a 40km zone outside the Kura), There are many houses that have children that need to walk there that are at the start of Waitahanui at the North end (not just by the Kura). There is also no footpath which makes it extremely dangerous. None of the traffic at present obeys the 70 km/hr sign, they simply continue on at 100km/hr. This makes it extremely dangerous for our children. We feel it most as we are in the group of houses just after the Waitahanui sign in the north. It would be helpful if you could install a speed camera please. The decision to reduce to 80kmhr approaching Waitahanui is also welcomed, but again we would like to see this lower. It is so dangerous to cross the road, even to adults, as the cars race along at 100km/hr despite the limit being 80km/hr. If you could do something to reduce the speed a lot, e.g. speed cameras, it would save a lot of near misses!



#	Submitter	Location of speed review	Formal submission
86	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura O Waitahanui?	Make the zone extend all the way to the north end of Waitahanui by the trout sign. Make it permanent.
87	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	Agree with all changes, apart from leaving 100km on the strip of road from Opuatua Ave to Rangimoana Ave - 80km is adequate. Too many speed changes will make drivers speed along that strip of road. Too many people don't drive to the recommended speeds on this road, and the conditions. They then speed past you on a straight piece of road.
88	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	Proposal number 1 seems not necessary given there is little housing on the highway. Agree that Proposals 5,6 and 7 are a good idea where residential houses are on the road side. Also it should be considered if proposal 7 is needed year round, given the holiday park is the main safety concern here.
89	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	Why would you consider reducing the speed limit fro. Motuoapa to Turangi by 20 km? Travel this route daily and find outside of the Motuoapa settlement 100km is achievable under most conditions. This stretch of rd is better than a lot of other sections of SH1. Leave it alone. As for your other proposals, happy to see reductions inside settlement boundaries. Particularly Motutere. Leave the current 100km as it is and encourage/ educate drivers to drive to the conditions.
90	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	I applaud your proposed changes but even go further with the speed reduction, to 50-55km/hr. Trucks thunder past at well over 70km/h now, knowing they are unlikely to be prosecuted. There is an increasing number of tourists (world famous trout fishing destination) and retirees like us, but also a large number of young predominates maori children, whose lives have been placed in danger with the current speeds. Consideration to "reducing speed signs" may need to be placed further up the Hatepe Hill as vehicles descend.
91	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	40KM outside the school makes this consistent with national urban standards. It is very important for our Maori childrem, in deed any New Zealand child.  Given the tourist numbers and increasing numbers of retirees and the noise and road damage generated by large trucks, strong consideration should be given to reducing the speed on the road through Waitahanui to 50km/h

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92	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	<p>My family has a home at Oruatua within the area of SH1 being discussed. I have corresponded with a LTNZ staff member several years ago about lowering the speed limit through Oruatua/Tauranga Taupo due to it being a built up area on both sides of the SH1 but more so due to the requirement of vehicles to rapidly reduce speed from 70kph to 35kph in order to traverse the Tauranga Taupo River bridge.</p> <p>This bridge is narrow and has a swinging corner at the north end. Often seen, are trucks having to give way prior to entering the bridge when a car let alone another truck comes from the other direction. There have been numerous bridge strikes as a result of either excessive speed or two vehicles meeting on the bridge.</p> <p>I suggested at the time that the speed through this village be reduced to 50 kph as this would not only mean vehicles entering the bridge would do so at a lower speed without the need for harder braking prior but also mean a safer speed for residents who cross the road to the Tauranga Taupo Service Station. I also suggested a pedestrian crossing would be a worthy addition (See emails attached).</p> <p>I was directed to see the plan to improve the road safety by upgrading many of the dangerous spots through realignment and also the likely replacement of the Tauranga Taupo Bridge. (See the plans attached).</p> <p>I did make comment at the time that a reduced speed through the built up areas would be a good short term and inexpensive option prior to these road upgrades.</p> <p>I also explained that through my previous role as a Police Officer I had helped implement speed reductions in my local area and was aware of the legal requirements needed to gazette such changes.</p> <p>This Taupo to Turangi Safer Speeds Consultation is timely but I might suggest as mentioned prior a relatively inexpensive way to create safer roads rather than the 750 million dollar upgrade, especially in light of the huge task ahead to repair the roads such as the SH4 Parapara slip and other similar damaged areas around New Zealand.</p> <p>Last week I drove this section of road and made notes which I would like to submit. Firstly I would like to submit that there are too many speed changes in this proposal and the speeds do not seem to conform to many of the urban and reduced speed limits. I feel they should be set at 50 kph or 70kph rather than 60 and 80 to save confusion.</p> <p>Also in areas I have suggested to be reduced to 50kph are more built up settlements and the side roads in these settlements are set already at 50 kph. 50 seems a wise speed to implement and would reduce the need for extra differing speed signage and the confusion of two speeds within these villages.</p> <p>SH1 Airport Roundabout Taupo</p> <p>Starting at the Northern end it is amazing that coming into the roundabout at the Taupo Airport from the lake front, the speed limit goes from 80kph to 100 kph just metres before the roundabout. It is the same from the entering from the bypass or from the south the speed limit is 100kph but it is only 30kph into the Airport.</p> <p>I submit the speed limit to enter this roundabout be no more than 50 kph.</p> <p>I will discuss my submission by section as is set out in the Consultation form.</p> <p>Section 1, should be left at 100kph. My reasoning for this is that a speed limit is often set for travelling at a comfortable speed be it too fast or too slow. In this case the 80kph change suggested it is too slow to be comfortable on such a straight, well-formed piece of road and it would need constant Policing to keep traffic travelling at such a slow speed. Several more filter lanes should be put in place e.g. to allow turning traffic</p>

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			<p>to enter the 5 mile Bay and the speed left at 100.</p> <p>Section 2 I agree should be reduced in speed. I submit that a constant 50 kph through Waitahanui would be a good option combined with a fence on the road berm outside the Kura. I submit that it could remain at 70kph at the northern end of Waitahanui where there are dwellings only on one side of the road. I also would submit that the 70kph could remain at the southern end also but would require moving further back up the hill. This would allow vehicles to be slowing prior to entering the 50kph zone (and/or 40 variable speed zones). It would be a less expensive option to make it a fixed 50kph.</p> <p>Should it be deemed suitable to place a 40kph variable speed during peak school start up and release, I will certainly agree with this.</p> <p>Section 3 I agree with keeping the speed limit at 100 kph. It is interesting to note that many of the fatal crash sites marked with crosses are along this area. The road is in good condition and appears well engineered so perhaps speed on impact is the factor causing the fatalities, but the cause of the vehicle leaving the road may need further investigation.</p> <p>Section 4 I submit it remain at 100kph and not be reduced to 80. I drove this and much of it was comfortable at a higher speed and those areas of concern should be marked with better signage. There are two exceptions. One the Toki and Bulli Point corners through to just north of Motutere. This area was comfortable to drive at 70kph and I think it should be reduced to 70 over this area and the sharp corners marked at 25kph as they are at present.</p> <p>The second exception I submit that the Motutere settlement/ camping area be reduced to 50kph within the areas currently designated 70kphA well displayed pedestrian crossing would be a good addition here and would be workable if the set speed was 50kph. A 50kph Variable speed area could be put in place here during the holidays and the limit be left at 70 during less busy period but this may create some management issues as to whom and when it would be used.</p> <p>Section 5 I submit should remain at 100 from just south of Motutere through to Rawhira Road with any areas requiring a lower suggested speed marked.</p> <p>Section 6 I submit the speed limit be set in two parts. From Rawhira Rd through Waitetoko and Te Rangiita to about Mac Rd is left at 100kph. The area is built up only on one side of the Highway and has a good footpath between the road and homes.</p> <p>The speed should then be reduced to 50kph at Mac Rd and this speed to continue over the Tauranga Taupo Bridge to passed Oruatua Ave. Basically the area that is currently 70kph now. This area has houses mostly on both sides of the Highway, has the two Service Stations who are also a General Store/Takeaway business as well as the sharp corner and narrow bridge.</p> <p>The current 70kph is too fast and results in regular bridge strikes and near misses. Here again at 50kph a pedestrian crossing across the highway at the Tauranga Taupo Challenge Service Station would be useful as the area is built up on both sides of the road and a high use holiday destination.</p> <p>The Highway from Oruatua Ave to just north of Motuoapa should remain at 100kph as suggested.</p> <p>Section 7 I submit this area speed be set at 50kph. Motuoapa is a busy built up area on both sides of the road as well as the large township developing up on the hill; there are several businesses, the motor camp, motel and the Motuoapa Marina. Here also a pedestrian crossing would be viable for crossing the highway to and from the Marina, cafes and motor camp.</p> <p>Section 8 I submit should remain at 100kph with suggested lower speed limit signage on the corners such as those to the south of Frethey Rd. Of note here again is the number of fatalities marked by crosses on the</p>

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			<p>road side. Most of these are quite old which suggests the road may have been improved since these crashes.</p> <p>Section 9 I submit should be reduced to 70kph not 80 as suggested from Waitotaka Rd to 100 metres north of the Tongariro Bridge. It should be reduced to 50kph to make the corner on and off the northern end of the bridge more comfortable. The 50kph should continue through to where Tongariro St almost meets the Highway, due to the Highway passing through Turangi with its number of intersections, service station, motels, businesses and tourist attractions nearby. It should then return to 70kph through to just after Taupahi Rd (opposite the Turangi Marine) then become 100kph and on towards the Desert Rd.</p> <p>A variable speed zone at the Te Kura O Waitahanui</p> <p>A variable speed zone at the Te Kura O Waitahanui is a good idea to reduce vehicular speed at the school drop off and release times. A fixed 50kph zone would be a cheaper option with a fence erected on the grass berm out front perhaps 50-75 metres long. A pedestrian crossing with good signage and visibility would also be a good addition so long as the speed limit was reduced to 50kph or below.</p>
93	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	<p>Dear Sir/Madam, As a resident living very close to the intersection of Rawhira Rd and SH1 at Waitetoko I am very pleased to hear of your plans to reduce speeds in the area. I would like to suggest that you extend the proposed 60km/hr zone north of Rawhira Rd from 130m to approximately 400m for the following 4 reasons: 1) A lot of children cross SH1 at Rawhira Rd to catch the school bus or go to the lake-shore. Visibility from the inland road-side to the north is poor so extending the 60km/hr zone would give pedestrians more time to cross 2) Drivers towing boats north on SH1 who wish to turn across the road into Rawhira Rd often need to pull onto the verge opposite the intersection to let traffic through on SH1. These slow vehicles need more time to react safely to oncoming traffic. 3) Many tourists, often driving slow camper-vans, stop at the lake-side picnic area about 200m north of Rawhira Rd. This is just where the proposed 60km/hr restriction would end. The zone needs to be extended to give them more time to react to approaching traffic. 4) A lot of children from the Christian Camp up the hill cross SH1 from a track on the curve opposite the Mission Bay ski lane about 300m north of Rawhira Rd. This is beyond the end of the proposed 60km/hr zone. Extending the zone 100m north of the crossing would make this crossing much less hazardous. In summary I would like to propose that the 60km/hr zone north of Rawhira Rd be extended to approximately 400m north. Thankyou very much for the opportunity to express my opinion.</p>
94	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	<p>I agree fully on changing the speed limits in the small settles of motuoapa, oruatua, te rangiita, waitetoko and waitahanui to 60km. I disagree on changing the open road speed limit to 80km what a headache that would be especially for someone like myself commuting to taupo everyday.</p>
95	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura O Waitahanui?	<p>Just change the entire speed limit to 50km through the stretch of waitahanui</p>
96	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	<p>Im in agreement with all proposed speed limit changes from Taupo Airport Anzac Memorial Drive to Turangi. However, I wonder why the existing speed limit of 100 km/h from Oruatua Avenue to Motuoapa has not been changed to 80 km/h. My observation is that a vast number of drivers do not slow down from the current 100 km/h to the current 70 km/h when entering Motuoapa from the north and believe this will</p>

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			continue to take place if drivers have to slow down to 60 km/h from 100 km/h which means that there even be less likelihood given the process from 100 km/h to 60 km/h will even be lee observed.
97	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura O Waitahanui?	This means they are confronted with SH1 transport currently travelling at 100km/h, when crossing the road on their return from school to home. This is extremely dangerous and worrisome. I believe reducing the speed will improve the safety of our pedestrians and families and reduce the risk of a potential major accident. I have however, reservations that the 60km/h new proposed speed limit will be frustrating for drivers and wonder if the 70km/h would be more desirable for both drivers & by standers / pedestrians.
98	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	I totally agree with reducing the speed limits between Taupo airport and Turangi. I am a little concerned that a 60km restriction is too low (and will not be adhered to!) and think that the 70km speed limit is adequate but needs extending in several built up areas (of which you have identified in your proposal i.e. Waitetoko).
99	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	You should be considering the driving abilities of al people on the roads. Speed is by the main issue here, drivers making dumb choices and not having the skills are the issue. 80km/hr throughout would be better, and developing passing/merging lanes would be safer, rather than a whole load of different option that people won't notice. Consistency is a better approach.
100	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	This piece of road needs to be upgraded to enable safe, reliable travel through to Turangi. I travel this road daily for work and due to so many trucks on this route, it is often slow. More passing lanes in the interim while a new road is designed would assist with efficient travel and less frustrated drivers on this road. - Oppose the change to 80 kmph limit from Anzac Memorial Drive to Waitahanui (location 1). There are only three road intersections on this piece of road. Cannot understand what the justification is for lowering the speed limit on his straight and gentle corning piece of road. - Support the reduction of speed limit through Waitahanui (location 2). - Oppose the reduction of speed limit to 80 kmph from Rereahu Ave to Te Heuheu Road (Location 3). This piece of road offers one of the only part of this route (other than the passing lane) that enables safe passing of slow trucks and other traffic. If the speed limit is reduced to 80 kmph then traffic will not be able to over take those slow trucks and vehicles that go a maximum of 80 kmph and will increase frustration in drivers. - Support reduction of speed limit through Te Rangiiita and Motuoapa townships. - Oppose reduction in speed limit at Location 5. - Oppose reduction in speed limit at Location 8. This part of the route offers safe passing of slow traffic. If reduced to 80 kmph it will stop people being able to overtake those trucks or slow traffic that only go a maximum of 80kmph and will increase frustration for drivers. - Support the installation of flashing alert signs around Bulli Point and other tight corners. This would assist those who do not frequent this road to understand these corners are slow and caution is necessary. - Oppose reduction of speed through to Turangi (location 9). There is only one road intersection through this area.
101	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	No other factors. Provided the changes are evidence based and will make our roads, pedestrians safer then do it. Have you considered the area just off state highway 1 on state highway 47 in turangi. That could've reduced too as it is an urban area?

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102	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	This will bring this school in line with other speed zone limits around schools. It probably was an oversight initially that the Kura and Kohanga Reo weren't included and we support the proposals.
103	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	None that I can think of.
104	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura Oo Waitahanui	No. Safer school zones are needed! Maybe a sign to remind drivers that it's 20km when passing a school bus that's stopped!
105	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	No. This is not a big problem and I support this change.
106	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	No - this is required for the equity with city kids.  It must be policed, especially if the limit of 60km/hr remains as this will require drivers to halve their speed. As it is the 70km/hr is not adhered to.  What is required longer term is for SH1 to be moved to a 4 lane divided highway between Tauhara and hte Desert Road, taking the main highway east away from people & kids
107	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	This is an important move for the safety of the Waitahanui children and required for equality with city kids.
108	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	I support speed restrictions through settlements on this route. However, by far the more significant safety issue on this stretch (and beyond Turangi to the south) is that after the Haptepe Hill there is not another passing bay in either direction until well south of Turangi (beyond Rangipo). I suspect that is a distance somewhere between 40 and 50 kilometres (i.e. 30 minutes plus travel time). When traffic is slow and/or heavy, and overtaking limited to, at most, the very few stretches with relatively clear lines of sight, that is what causes driver frustration, significant bunching of vehicles (pulses of 40-50 vehicles are not uncommon) and dangerous overtaking.
109	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	No.

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110	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	No, the NZTA proposal is sound
111	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	I live at Motuoapa and travel frequently on this stretch of road. I am extremely concerned and often frightened by aggressive behaviour from truck drivers: always excessive speed, tail gating, crossing centre line on the dangerous corners, and forcing slower vehicles such as campervans off the road. Additional speed reductions, monitoring and enforcement of truck driving, and reducing the number of trucks that travel on this stretch of road needs to be considered.
112	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi, Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	Afternoon! I ride a 2003 BMW R1150RT with IABS! At 72 I am astounded at the state of this section of road! Not so easily noticed in the usual 4 wheel vehicles the road surface has sunken in many places and has hollows for the mostpart where tires have either rilled the road or formed a centre rise in the middle of each side. As a motorcyclist this is noticeable being a mound whenever one moves from left to right of centre of your side. Further there are so many patches where the tar has melted and in the heat of summer or wet weather makes for dangerous surfaces that can only be negotiated at a lower speed. My greatest concern is that this section of highway seriously needs a rebuild and while I agree with the reduction from 100 to 80kph the complete rebuild of this highway would be more beneficial. In my frank view from driving Auckland to Wellington Taupo to Napier to Masterton and also to Wanganui there is an obvious lack of road maintenance with potholes that remind me of my times in the Philippines! Greater finance needs to be put into the construction and maintenance of our national highways before we become a third world country road experience.
113	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	No
114	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	I am in agreement with the speed limit being varied outside Te Kura
115	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	I disagree with making any changes to speed limit from Taupo to Turangi except for waitahanui school. All limits should stay the same!
116	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	Good to lower around the school
117	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	Yea thats a good idea around schools

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118	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	no i support this
119	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	We fully support the proposed new speed limit in 2. above - through Waitahanui.
120	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	reduced speeds at school arrival & departure times
121	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	Definitely a good idea, just keep them the same everywhere else.
122	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	I support the proposed changes to the speed limits outlined in the above submission.  Regards,
123	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	This section of SH1 is quite appalling considering it is main trunk line from Auckland to Wellington. A bypass should be implemented with this route left for a scenic tour. Lowering speed limits should only be seen as an interim measure while the goal of more efficient safer but faster travel times should shape the roads of the future
124	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	I think all schools should have 40kph variable speed zones
125	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	I support permanently reducing the speed limit through the residential areas impacted, however NZTA along with local and central government must recognise that this route is also SH1 so you must also develop and announce a plan to create a new SH1 away from the lake that is better suited to coping with heavy vehicles and general state highway traffic. The current route around the lake could then become the alternate/scenic route. It is not a sustainable solution to have one without the other.
126	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	I support who heartedly reducing the speed outside Te Kura o Waitahanui, and the whole of Waitahanui, as a lot of the tamariki walk along that busy road to school every morning.



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127	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	Rumble strips before the speed change along with a visible speed radar would help here.
128	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	Support this proposal
129	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	Yes, this is a good idea for the kura.
130	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	Fully support the proposed changes.
131	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	Fully support the proposed changes
132	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	No, variable during school drop off/pick up hours is a good move.
133	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	I support all speed reductions in this zone. I worked in Turangi for 2 summers and that stretch of hwy is a congested, dangerous corridor. Speed kills, slow down!
134	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	I support the speed limit changes. NZ drivers drive like rally car drivers - especially round the tight bends such as Bulli Point. I have been driving this route (Motuoapa to Taupo and Turangi) for 13 years. I constantly have people on my tail particularly around bends. The other big factor to consider is to provide a better road. It is a disgraceful State Highway for a first world country. It is dangerous, narrow, and there are lots of bends and not enough safe passing lanes. I do not like risking our lives and the lives of our children travelling the 50kms one way to school and work in cars or on the school bus.
135	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	The variable school zone is a great idea.

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136	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	This piece of road needs to be upgraded to enable safe, reliable travel through to Turangi. I travel this road daily for work and due to so many trucks on this route, it is often slow. More passing lanes in the interim while a new road is designed would assist with efficient travel and less frustrated drivers on this road. - Oppose the change to 80 kmph limit from Anzac Memorial Drive to Waitahanui (location 1). There are only three road intersections on this piece of road. Cannot understand what the justification is for lowering the speed limit on his straight and gentle curving piece of road. - Support the reduction of speed limit through Waitahanui (location 2). - Oppose the reduction of speed limit to 80 kmph from Rereahu Ave to Te Heuheu Road (Location 3). This piece of road offers one of the only part of this route (other than the passing lane) that enables safe passing of slow trucks and other traffic. If the speed limit is reduced to 80 kmph then traffic will not be able to over take those slow trucks and vehicles that go a maximum of 80 kmph and will increase frustration in drivers. - Support reduction of speed limit through Te Rangitika and Motuoapa townships. - Oppose reduction in speed limit at Location 5. - Oppose reduction in speed limit at Location 8. This part of the route offers safe passing of slow traffic. If reduced to 80 kmph it will stop people being able to overtake those trucks or slow traffic that only go a maximum of 80kmph and will increase frustration for drivers. - Support the installation of flashing alert signs around Bulli Point and other tight corners. This would assist those who do not frequent this road to understand these corners are slow and caution is necessary. - Oppose reduction of speed through to Turangi (location 9). There is only one road intersection through this area.
137	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	I agree with the proposed changes
138	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	No
139	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	No this is a good idea.
140	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	Proposed new speed limit gets my support. Areas that are currently 100km are not safe and a number of cars and truck trailers want to pass and often ride on the bumper to wait for the opportunity to pass when there is nowhere to pass safely. Vehicles give no consideration or allowance for anybody joining SH1 from numerous trout fishing and beach areas. eg Waimarino river mouth access track. Waitotaka fishing track and Stump Bay for example.
141	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	I have travelled SH1 road between Tauranga Taupo and Taupo on a daily basis and Tauranga Taupo to Turangi regularly, for the last 25 years. It is not the speed limits on the road that have concerned me but the fact that the road between Motutere and Te Heuheu Road is too narrow and with tight corners for trucks. Truck units have become bigger and trailers have longer wheel bases which means they cannot negotiate corners or narrow parts safely (staying on correct side of the road). Over the last few years, potholes have increased during the winter months to such a state that vehicles have to take evasive action

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			or risk damaging their cars. This puts motorists at risk. The only proposed speed limits I agree with are: Waitahanui, Waitetoko to DOC fishing Access 60 km.
142	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	Out of all of these ridiculous proposals. This one is actually appropriate.
143	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	You do need a school zone outside Te Kura o Waitahanui, the locals there have been trying to make this a safety zone since the young boy was killed - what has taken you so long?
144	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	In the past I have used this section of road whilst training for Taupo Round the Lake Cycle challenge. I find the route quite challenging. The main problem is lorry drivers who are reluctant to slow down especially on the many bends (even with 25kmh speed warning). By all means reduce the speed but ensure that the police patrol the road more often.
145	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	I look forward to seeing some urgent action being taken!
146	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	I am 11 years old and i think it is a great idea for the traffic on Waiketolo / Te Rangita / Oruatua roads to be made to slow down. I walk & bike along the footpath on SH1 to the dairy to get lollies to my friends houses and walk my dog. The cars and trucks go very fast. Every day my sister and I catch the school but on SH1 and get dropped off on the opposite side of the road to our house. We have to walk across the road very carefully. Please reduce the speed between Waitetoko and Oruatua to make me and my family safer. I agree totally with the speed changes between Taupo airport and Turangi.  PS: I'm at school, so mum had to this on my behalf.
147	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	I think Motuoapa would be much safer if no-passing signs were installed as well as double yellow lines - we see lots of dangerous passing from our front window, people pass at high speed over the intersections. I would like to see the new speed signs moved further north and south as trucks and cars don't slow till inside the current signs. This is proven - just go and watch the speed indicators. A speed camera would be great. Hopefully one day.
148	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	I agree with the proposal for Waitahanui.

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149	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	Good idea
150	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	We strongly support the proposal to reduce the speed limit to 60kmh through Waitahanui. With traffic volumes such as they are and with cars turning off the road into driveways and side streets in the area, current speed limits at 70kmh are too high. We commend your initiative to reduce the limit.
151	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	We strongly support the proposal to reduce the speed limit to 60kmh through Waitahanui. With traffic volumes such as they are and with cars turning off the road into driveways and side streets in the area, current speed limits at 70kmh are too high. We commend your initiative to reduce the limit.
152	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	I am happy with School zones being reduced speed area's.
153	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	We fully support the proposed new speed limit in 2. above - through Waitahanui.
154	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	I totally agree with all the proposed changes. I have felt for a long time that the speed limits are too high for these areas. I sincerely hope that this comes to fruition.
155	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	No, I am happy with the proposed new speed limits as a part time resident of Te Rangiiita area will feel safer and more confident entering and exiting the highway.
156	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	No, I think this is a good idea particularly as speeds can be high coming off the plateau heading North.
157	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	I am in favour of the road speed to be reduced. I believe this is imperative for the safety and health of our communities and those who holiday and share our facilities. From Waitetoke to Oruatua we have many facilities such as a church, a marae, lake access and reserves, diary's, petrol stations and several camping facilities (including a school camping facility). Our community uses a footpath beside SH1 where parts of the footpath do not have curbing determining a boundary between pedestrians and transport (that currently travel at 100km/h). I also have 2 children who catch the bus from SH1 each day and get dropped off on the other side of the road

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158	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	Totally agree with this proposal for Te Kura O Waitahanui and support making this area safer, particularly during school times.
159	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	<p>The road which is SH1 is not fit for purpose as there has been minimal if any maintenance over many years, not least in the current governments term when maintenance has been an appalling failure to repair portions of the road to a standard that you could hardly call specific to the contract let to repair. The standard does not meet any health and safety standard and NZTA surely can't agree that the repair and maintenance that has been done over recent years and even more so during the current governments reign is acceptable. Speed limiting is only one way of slowing traffic down so it is able to navigate a portion of SH1 which as I stated prior is not fit for purpose and doesn't meet Health and Safety requirements. Slowing traffic will allow vehicles to at least be able to safely navigate this shockingly disgracefully maintained piece of SH1 but it doesn't fix the issues which lie with NZTA and the government agencies that we as drivers should be provided with a road that is our main arterial route that is safe and fit for purpose. I agree that reduced speeds are the only way to safely minister this SH1 but it is a disgrace that it is the only option we have. That NZTA accepts that the standard of repairs and maintenance on this section of road between Taupo and the top of the desert is acceptable defies logic and one wonders how your able to sleep at night and accept that you are provisioning the requirements of your job description as people loose their lives not due to lack of driving ability but simply that you believe that the condition of this road SH1 is of acceptable standard for vehicular traffic. That the repairs are to provision of contract is hard to swallow. Simply if the road was maintained in a fit and proper manner and within the provisions of the Health and Safety of its users we wouldn't be in the situation that we are now. I feel we need if this is the only option to reduce speed, but it's hard to believe that this is the only option available. NZTA you need to provide a road that is safe for vehicles, if the road was maintained and repaired to a satisfactory standard we wouldn't be in this position. I understand that the new proposed road has been signed off but shelved. If this is the case you have a responsibility to provide a road that is safe and that will not push drivers to make Tragic mistakes because you haven't done your job properly. Slower speeds are going to have the reverse affect with frustrated drivers pushed to making silly errors and greater injury and loss of lives. I then agree that we need reduced speed limits.</p>
160	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	<p>Yes, I completely agree with the proposed speed limit changes for SH1 from Taupo Airport to Turangi. This road is narrow, winding, steep, high, and very exposed in places. It is driven by tourists who are, like me, are probably impressed by the scenery--which can be distracting.</p> <p>There are many communities with homes, schools, shops, marae, churches, and tourist accomodation along the road. There is nowhere safe for children, people walking with pets and kids, or visitors to walk. I have seen families with young children walking along the highway past speeding traffic to access beaches. I shudder when I see folks on bicycles on this road. Traffic includes lorries and tourist vehicles such as buses which speed because of their strict schedules.</p> <p>I consider it a very dangerous stretch of road. I drive it carefully, but following vehicles tailgate me even though I'm driving a reasonable speed. I've seen drivers take the narrow, winding curves at speeds well over the recommended limits. I avoid this drive!</p>

#	Submitter	Location of speed review	Formal submission
			So yes, please act on the proposed changes, and then visit the roads connecting Kinloch, where I live, to Taupo, and do the same!
161	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	The speed between Waitetoko picnic area and Oruatua is far too high and dangerous. I am in favour of reducing the speed and believe this reduce the risk for our community, people on the road and improve the safety of everyone.
162	Lakes DHB	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	Tourists in campervans already travel this route at ridiculously slow speeds and are far more dangerous than those doing designated speeds. If the condition of the roads was improved to have a smooth tar seal rather than the grit currently used , the road noise near residential area would significantly reduce and cause less of an issue. The rough surface makes cars seem to be travelling a lot faster due to the noise. There are few accidents along this stretch , those that do are under the influence and changing speed limits would make no difference. The campervans will now travel slower , doing the usual photo opportunity. Acknowledge that some parole travel up and down daily for work. Decreasing the speed will make this drive increasingly tedious . A slower speed limit coming into Turangi would be advantageous and maybe a police presence which was the norm up until about two years ago. Now it's rare unless they travelling somewhere.
163	Lakes DHB	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	No
164	Mangamutu Lodge Limited	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	<p>This submission is made on behalf of 15 dwellings covered by Mangamutu Lodge Limited 889 SH1, Waitahanui. This property has eight approved crossings to SH1 –seven for the dwellings fronting SH1 and one servicing the eight dwellings on the private road at the rear of the property Some years ago our Company made a submission to the coroner dealing with the death of Manu Wall a 10 year old pedestrian, run down adjacent to the Waitahanui bridge. Various changes were made at that time .The speed limit was reduced from 100 to 70 through the settlement and an electronic speed measurement device installed. This has not changed driver behaviour much and motorists continue to drive at excessive speed much of the time. We would suggest the following changes :</p> <ol style="list-style-type: none"> <li>1. Approaching from the north, The speed limit should be reduced to 50km/hr from the start of the Waitahanui village and that this should commence 300 metres north of the present 70 sign.</li> </ol> <p>Comment; We feel that coming from the proposed 80 km/h to 50 and then at specified times 40 outside of the kura would be more familiar for drivers to expect rather than 80 then 60 then a drop to 40. A number of our dwellings are immediately adjacent to the current 70 sign on SH1 and little or no benefit would accrue for them by changing from 70 to 60</p> <ol style="list-style-type: none"> <li>2. The electronic speed measuring sign should be re-positioned at the northern end of the of our proposed 50 km/h area giving drivers fair warning of the speed restriction. The sign should be monitored to ensure it is working. The current sign seems to be out of action much of the time. It is noted that automated speed signs at Motuopa are positioned near the speed restriction zone signs. Factors which have</li> </ol>

#	Submitter	Location of speed review	Formal submission
			influenced our thinking in suggesting the 50 km/h limit are that there is considerable pedestrian traffic crossing SH1 to gain access to the lake for swimming in the summer throughout the whole settlement. There is also much activity adjacent to the cemetery during funerals and also at other times.
165	Mission Point Campers Association	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	<p>1. The Mission Point Campers' Association has 34 members, and as such is a major stakeholder in this area. We have long been concerned at the speed limit outside the Camp. It isn't just our members who are at risk. The area, although private, is open to the general public and is very heavily used during peak holiday periods. Our access driveway is a very busy piece of road, leading to t public ramp and picnic area.</p> <p>2. The area immediately at the entrance to the Camp and the associated public launching ramp, is especially dangerous in our view. Traffic turning into the camp, close to the bend in SH1 to the north, is especially fraught. NZTA has provided a narrow layby, but many people still stop, dangerously, in the middle of the highway before turning in. The entrance is also close to the intersection of SH1 and Rawhira Rd leading up the Waitetoko Hill, a difficult oblique turn which in itself can be dangerous, situated as it is right on the bend of SH1. The horrific accident in January this year, which I talked to you about earlier this year, was the straw that broke the camel's back. A ute towing a large boat came down Rawhira Rd and turned into the Point's driveway, colliding with a following camper van, tipping it on its side and sending it sliding down SH1 for about 50 metres. The driver of the van noticed the ute pulling to the left into the layby and thought he was pulling over to let traffic pass, so he passed the ute. Instead the ute was simply pulling left to get a better swing into the driveway. Luckily nobody was injured. We closed SH1 for about 15 minutes while we removed the camper van and associated debris. A further complication was that Police didn't arrive until about one and a half hours after being called, and it took an hour for the fire service and ambulance to arrive. There have also been numerous heart stopping near misses.</p> <p>3. Traffic turning into and out of the Waitetoko Marae, just south of our camp, can also complicate matters. This whole stretch of road at Waitetoko, down to Oruatua/Tauranga-Taupo, is very busy with normal SH1 traffic, plus the numerous side roads and driveways off it to residential and holiday homes.</p> <p>4. It won't surprise you therefore, that the MPCA is strongly in favour of the proposal to limit the speed on this stretch of highway. We strongly agree with the geographic boundaries of the proposed speed limit.</p> <p>5. We are not so united on what the speed limit should be. Some members support the proposed 60km limit from the off-road layby north of Rawhira Rd. Equally, other members feel this is very slow on the long stretch from the Waitetoko Marae to Te Rangi-ita, and will encourage people to break the new limit. So, 60 will become 70; others will argue that a 70km limit will in reality be 80km.</p> <p>In short, the MPCA welcomes the speed review on this stretch of road and hopes the new limit, whatever that may be, can be put in place before the summer vacation.</p>
166	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	I fully agree and support the new speed limit. My husband was killed on SH1 on the 11.4.19, 3.55pm. My petition is for an 80km/h speed limit for all trucks on NZ roads!!! Bring our loved ones home again!!!
167	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	I fully support your decision!!!

#	Submitter	Location of speed review	Formal submission
168	Motuoapa Residents Association inc/ self	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	I believe that reduced speed limits through the settlements and the variable speed zone at Te Kura o Waitahanui are reasonable. I do not support wholesale lowering of the open road speed limit. REASON the open road speed limit is self regulated by traffic flows and density. EXPLAIN when traffic is light, it is quite safe to travel up to the open road speed, when traffic is heavy, that in itself slows the speeds. Introducing low speed limits to the open road will only create speed traps for revenue collection.
169	Motuoapa Residents Association inc/ self	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	I believe that reduced speed limits through the settlements and the variable speed zone at Te Kura o Waitahanui are reasonable. I do not support wholesale lowering of the open road speed limit. REASON the open road speed limit is self regulated by traffic flows and density. EXPLAIN when traffic is light, it is quite safe to travel up to the open road speed, when traffic is heavy, that in itself slows the speeds. Introducing low speed limits to the open road will only create speed traps for revenue collection.
170	Motutere Bay TOP 10 Holiday Park	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	All recommendation look sound.
171	Motutere Bay TOP 10 Holiday Park	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	No I think this is a great idea.
172	Ngati Tutetawha Marae	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	Our preference for speed limit through Waitahanui village is 50km starting at Mangakoura Stream to Rotongaio Road
173	NZ Police	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	New Zealand Police strongly supports safe driving speeds and this includes the setting of safe and appropriate speed limits. The NZ Transport Agency's proposed changes to speed limits on State Highway 1: Taupo Airport to Turangi is better aligned with safe and appropriate driving speeds on these sections of roads. There is good evidence that this will improve the safety of all road users on these road sections. Police supports the NZTA in improving road safety through appropriate speed management and continues to work alongside NZTA and other road safety partners to prevent trauma on our roads.
174	Individual	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	Speed limit is already 70 that is a reasonable speed.
175	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	Yes, consider the length of time it gets to Taupo. 100kmph is a reasonable speed to be driving at, why all of a sudden does nzta want to propose a reduction in speed? Is it because more heavy vehicles are driving the roads therefore costing you more in maintaining the roads. What ever the reason maybe, I seriously have an issue with the reduction in speed. Please consider those that travel from Turangi to Taupo and the impacts this will create, as the number of traffic has definitely increased in the 5 years i have been travelling to Taupo.



#	Submitter	Location of speed review	Formal submission
176	Road Transport Forum NZ	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	<p>The Road Transport Forum (RTF) is the national body representing the road freight transport industry. RTF members include Road Transport Associations NZ, National Road Carriers, and NZ Trucking Association. The affiliated representation of the RTF is about 3,000 individual road transport companies which in turn, operate 16-18,000 trucks involved in road freight transport, as well as companies that provide services allied to road freight transport.</p> <p>The road freight transport industry employs 26,600 people (3.0% of the workforce), has a gross annual turnover of \$6 billion, and transports about 75% of New Zealand's land-based freight measured on a tonne/kilometre basis.</p> <p>On this speed review we submit that:</p> <ol style="list-style-type: none"> <li>1. There is a clear Government objective to reduce speeds across large tranches of roads and highways in New Zealand. The road freight industry recognises that some sections of highway may require speed reductions to improve safety, however we believe the initial position taken by NZTA should be to invest in better design of our roads and an improvement of quality, driver experience and road speed conditions. Reducing speed is a crude way of dealing with a complex issue. It won't have the desired impact.</li> <li>2. Below are the crash statistic comparisons for the Kapiti Expressway, north of Wellington. The first example presents the data for crashes on the new road, the second on the old highway that is still in use, and the third on the old highway when it was SH1. This demonstrates better design and engineering of roads leads to fewer accidents, injuries and deaths. It's worth noting that the speed limit on the former SH1 both today, and in 2015 and 2016, was between 60km-80km per hour and the new expressway is 100km per hour from start to finish. Lower speeds don't equal lower accidents. Better quality roads do.</li> </ol> <p>Kapiti expressway (Mackays to Peka Peka), March 2017 - February 2019  0 fatal crashes - 1 serious injury crash and 8 minor injury crashes  Old State Highway 1 route, March 2017 - February 2019  0 fatal crashes - 3 serious injury crashes and 12 minor injury crashes  Old State Highway 1 route, 2015 and 2016  1 fatal crash - 7 serious injury crashes -26 minor injury crashes</p> <ol style="list-style-type: none"> <li>3. We note that only four of the nine sections of this route are identified as priorities by the Speed Management Guide ("Mega Maps"). As this was supposed to identify and prioritise roads with the greatest potential for safety gains. What therefore, is the justification for targeting this route – especially as no stretch is identified in either the first or second 10% of roads in the Mega Map analysis?</li> <li>4. In addition to the above, many of the proposed speed limits fall at levels lower than calculated in the Mega Maps. Why is this so?</li> <li>5. It would be good for NZTA to explain the discrepancy between their cited 293 crashes on the route between 2009-2018, while the national Crash Analysis System (CAS) suggests the bulk the figure quoted was non-injury crashes. The information we have seen suggests that two-thirds of crashes were without injury. Has there been a mistake in the way the figures have been presented to the public?</li> <li>6. On a practical level for drivers, the road speed environments don't match the limits being proposed in</li> </ol>

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			<p>these areas. This will make it harder to get driver compliance if the look and the feel of the environment suggests a higher speed is safe.</p> <p>7. RTF supports the reduction of the speed limits to 60km through the settlements of Waitahanui, Motutere, Waitetoko, Tauranga-Taupo and Motuoapa. We believe the envelope on either side of these settlements should be reduced however, so more sense is made to drivers in line with our point above.</p> <p>Summary  RTF is concerned that adopting the speed limit reductions proposed on this important state highway route will not contribute to a safer road environment. We feel such a decision will unnecessarily slow down freight and therefore, reduce economic productivity for our sector and add costs for New Zealanders.  RTF believes NZTA should not be defaulting to speed reductions before considering upgrading roads and better maintenance. We are of the view that reducing speed will increase driver frustration on this route, which will lead to riskier driver behaviour and therefore, not reduce the number of accidents and injuries.  Our considered view is that NZTA should revise its proposal and use the basis of its own Mega Map data for new recommendations. This is the approach that should be adopted for all future consultations on speed limits around the country.</p>
177	Road Transport Forum NZ	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui Speed limit proposals 1-9 on SH1 between Taupo and Turangi	<p>The Road Transport Forum (RTF) is the national body representing the road freight transport industry. RTF members include Road Transport Associations NZ, National Road Carriers, and NZ Trucking Association. The affiliated representation of the RTF is about 3,000 individual road transport companies which in turn, operate 16-18,000 trucks involved in road freight transport, as well as companies that provide services allied to road freight transport.</p> <p>The road freight transport industry employs 26,600 people (3.0% of the workforce), has a gross annual turnover of \$6 billion, and transports about 75% of New Zealand's land-based freight measured on a tonne/kilometre basis.</p> <p>On this speed review we submit that:</p> <ol style="list-style-type: none"> <li>1. There is a clear Government objective to reduce speeds across large tranches of roads and highways in New Zealand. The road freight industry recognises that some sections of highway may require speed reductions to improve safety, however we believe the initial position taken by NZTA should be to invest in better design of our roads and an improvement of quality, driver experience and road speed conditions. Reducing speed is a crude way of dealing with a complex issue. It won't have the desired impact.</li> <li>2. Below are the crash statistic comparisons for the Kapiti Expressway, north of Wellington. The first example presents the data for crashes on the new road, the second on the old highway that is still in use, and the third on the old highway when it was SH1. This demonstrates better design and engineering of roads leads to fewer accidents, injuries and deaths. It's worth noting that the speed limit on the former SH1 both today, and in 2015 and 2016, was between 60km-80km per hour and the new expressway is 100km per hour from start to finish. Lower speeds don't equal lower accidents. Better quality roads do.</li> </ol> <p>Kapiti expressway (Mackays to Peka Peka), March 2017 - February 2019  0 fatal crashes - 1 serious injury crash and 8 minor injury crashes  Old State Highway 1 route, March 2017 - February 2019</p>

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			<p>0 fatal crashes - 3 serious injury crashes and 12 minor injury crashes            Old State Highway 1 route, 2015 and 2016            1 fatal crash - 7 serious injury crashes -26 minor injury crashes</p> <p>3. We note that only four of the nine sections of this route are identified as priorities by the Speed Management Guide (“Mega Maps”). As this was supposed to identify and prioritise roads with the greatest potential for safety gains. What therefore, is the justification for targeting this route – especially as no stretch is identified in either the first or second 10% of roads in the Mega Map analysis?</p> <p>4. In addition to the above, many of the proposed speed limits fall at levels lower than calculated in the Mega Maps. Why is this so?</p> <p>5. It would be good for NZTA to explain the discrepancy between their cited 293 crashes on the route between 2009-2018, while the national Crash Analysis System (CAS) suggests the bulk the figure quoted was non-injury crashes. The information we have seen suggests that two-thirds of crashes were without injury. Has there been a mistake in the way the figures have been presented to the public?</p> <p>6. On a practical level for drivers, the road speed environments don’t match the limits being proposed in these areas. This will make it harder to get driver compliance if the look and the feel of the environment suggests a higher speed is safe.</p> <p>7. RTF supports the reduction of the speed limits to 60km through the settlements of Waitahanui, Motutere, Waitetoko, Tauranga-Taupo and Motuoapa. We believe the envelope on either side of these settlements should be reduced however, so more sense is made to drivers in line with our point above.</p> <p>Summary</p> <p>RTF is concerned that adopting the speed limit reductions proposed on this important state highway route will not contribute to a safer road environment. We feel such a decision will unnecessarily slow down freight and therefore, reduce economic productivity for our sector and add costs for New Zealanders.</p> <p>RTF believes NZTA should not be defaulting to speed reductions before considering upgrading roads and better maintenance. We are of the view that reducing speed will increase driver frustration on this route, which will lead to riskier driver behaviour and therefore, not reduce the number of accidents and injuries. Our considered view is that NZTA should revise its proposal and use the basis of its own Mega Map data for new recommendations. This is the approach that should be adopted for all future consultations on speed limits around the country.</p>

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178	Taupo Business Chamber	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	The Taupo Business Chamber has undertaken consultation with our members with the majority of respondents against the changes to the speed limits. Some feedback from our member consultation is below. Lowering the speed limit doesn't change driver behaviour, in fact some will get more frustrated and take extra risks. Agree with reductions around Bulli point area but leave open road elsewhere. This is State Highway1, not a local road. People generally drive to the conditions due to the tightness in part of the road. Lowering speed limits only compounds a problem as there are always those who drive below the legal limit as a matter of practice. Insufficient passing lanes is more an issue and reducing speed on existing ones is nonsense. The proposal has too many different speed variants - this is likely to cause confusion and frustration with drivers. 100 to 80 to 60, back to 100, then to 60 etc etc - its' a recipe for disaster... I certainly endorse slower speeds where necessary but don't like to think it is just a cheaper option to actually fixing the road. It is a must for Taupo going forward. Limited and focused restriction around natural low-speed areas is sensible but otherwise, leave it alone. This is our main State Highway. Overall, 36% of respondents thought that lowering the speed limit would adversely affect their business, with 45% of respondents using the road at least once per week.
179	Taupo Business Chamber	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	We accept that the Te Kura O Waitahanui school zone should have variable speed and did not seeking feedback on this in the interests of child safety.
180	Taupo Chamber of Commerce	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	My organisation uses this road at least once a week. I disagree with all the changes (Te Kura exempt). Slowing the limit will serve only to make our journey more arduous. Speed limit changes will only slow down some people & dangerous drivers wont even care!  DO NOT REDUCE THE LIMITS FOR THE MINORITY OF TERRIBLE DRIVERS!
181	Taupo Chamber of Commerce	Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	Happy with this

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182	Taupo District Council	Speed limit proposals 1-9 on SH1 between Taupo and Turangi Speed limit proposal to introduce a variable school speed zone outside Te Kura o Waitahanui	<p>Taupo District Council would like to thank the New Zealand Transport Agency (NZTA) for the information we have received to date on the speed limit proposals from SH1 Taupo Airport to Motuoapa and taking on the recommendation of extending the proposed speed limit changes as far south as Turangi as per our letter dated 16 September 2019. Please note due to timing issues this is a staff submission as the first Council meeting is scheduled for after submission closes.</p> <p>On review of the speed limit sections and based on the extension to Turangi, while in support of the speed limit reductions we do have some concern of the number of changes which will occur in the section of SH1 between Hatepe and Turangi. We would like to see some consideration of the streamlining the change to just 80 and 60 through the lakeside settlements, that is to reduce the 100km section to 80km for consistency. This section will be the first place to overtake since the Hatepe passing lane and may see some dangerous passing manoeuvres from frustrated drivers. This is also a scenic section of SH, where you have tourist traffic taking in the lake views, therefore a 80km/hr section may be more appropriate. We are in full support of the reduction in speeds through the lakeside settlements particularly the lower speed limit and variable 40km school speed zone proposed through Waitahanui as speed limit reduction requests have been requested by the Waitahunui community for some time.</p> <p>With these proposed changes Taupo District Council are reviewing the local roads which intersect with SH1 and changes will be proposed during the next bylaw process. As we have been unable to consult the changes on our local roads, we would be unable to change the speed limits on our local roads at the same time. However, in discussions with the Safe Network team it was recommended the option of gated D-restriction signs be installed on the local roads in the interim.</p> <p>We would like to ensure some consideration is given to traffic calming measures considered through the lakeside settlements in order to make the speed limits self-explaining and self-enforcing. We understand monitoring of the changes and education will be undertaken before and after the implementation of these changes and we see this information would be useful in supporting our case for changing speed limits on our local roads.</p> <p>Thank you again for the opportunity to work with NZTA and provide comment on these speed limit changes proposed for SH1.</p>
183	Individual	Speed limit proposals 1-9 on SH1 between Taupo and Turangi	<p>Personally I drive to these proposed speeds on this road now and I travel it at least once a week and feel much safer at 80kph than 100 kph . ( I drive always at or around this speed where ever I travel in new Zealand except when travelling on my motorcycle).</p> <p>There are other bonuses including far better fuel economy , better tyre wear , less wear and tear and a far more enjoyable travelling experience overall. I pull over and let those who come up behind me pass but often this is unnecessary as I am behind a truck or campervan and they are doing this speed. I stay left at this speed in all passing lanes where possible.</p> <p>This is a tricky piece of road without a doubt .</p> <p>There is one good reason , however , to not do this. This is OPEN road and the OPEN road speed limit in New Zealand is 100 KPH as a rule. Taking this , what is seen as a right, away from the average driving New Zealander is like taking a semi-automatic gun away from a NRA member in the USA. Quite simply the Outrage that this is causing is simply not acceptable . This is not your mandate .</p> <p>Simply look at the news around the world and see how outrage (and the side affects of it) is affecting so many countries at this moment.</p> <p>I ask you to , while I agree with the sentiment of improved safety, drop this proposal immediately . It quite</p>

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			<p>simply is not worth the outrage to the masses. I accept all your claims that it is safer and MAY prevent loss of life and also trucks rolling off the road into the lake and collisions , it is also far better for the environment all around and reduces green house gasses etc, but again I do not believe that the anger this is causing is worth it. The general public seem uninterested in these gains at what I see as a small sacrifice in no more than a few minutes but that is people for you.</p>