

7 October 2021

Lachlan Forsyth

Waka Kotahi NZ Transport Agency

Sent via email: *WellingtonSpeed@nzta.govt.nz*

Variable speed limits on Porirua to Johnsonville Motorway

Dear Lachlan,

Thank you for seeking feedback on the Waka Kotahi NZ Transport Agency (Waka Kotahi) proposal to introduce variable speed limits on State Highway 1 between Mungavin Avenue Interchange and Linden merge with the southern end of Transmission Gully.

la Ara Aotearoa Transporting New Zealand (Transporting New Zealand) is made up of several regional trucking associations for which Transporting New Zealand provides unified national representation. It is the peak body and authoritative voice of New Zealand's road freight transport industry. Transporting New Zealand's members are predominately involved in the operation of commercial freight transport services both urban and inter-regional. The freight sector employs 32,868 people (2.0% of the workforce) and has a gross annual turnover in the order of \$6 billion. According to Ministry of Transport research (National Freight Demands Study 2018) road freight transport accounts for 93% of the total tonnage of inland freight moved in New Zealand.

Transporting New Zealand conditionally supports Waka Kotahi's proposal to implement variable speed limits. Our condition is that Waka Kotahi continues its plan to extend the merge areas southbound, so that the design aligns with good traffic engineering practice. In particular, good design and construction should ensure that road users have good sight distance and will naturally tend to adapt their speed and behaviour to allow for congestion or incidents ahead, as opposed to there being an over reliance on the setting of variable speed limits. Our reason for this condition is that we have anecdotal evidence that there is inconsistent application of the variable speed limits on the Wellington motorway between Ngauranga and the Terrace Tunnel. That is, the speed displayed is not always consistent with the respective traffic conditions. As a consequence, there is significant risk that road users don't perceive variable speed limits as credible, resulting in poor compliance which in turn, adversely impacts the effectiveness of speed limit signs as a meaningful risk control.

I would appreciate if by 15 November 2021 you could please provide me with an update on Waka Kotahi's plans to extend the merge and also give us an assurance that the sight distances and merge lane distances are appropriate for a 100 km/h design speed motorway in and around this junction.

If you have any questions on this, please feel free to contact me.

Yours sincerely

A handwritten signature in dark ink, appearing to read 'DKL', is positioned above the printed name and title.

Dom Kalasih
Manager Policy & Safety