



SUBMISSION

Submission: Kapiti Expressway - Speed limit review

To: NZ Transport Agency Waka Kotahi

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Ia Ara Aotearoa Transporting New Zealand (Transporting New Zealand) submission to NZ Transport Agency Waka Kotahi (NZTA) on the Kapiti Expressway Speed limit review

Background

1. Transporting New Zealand appreciates the opportunity to provide feedback to NZTA on its review of the speed limit on the Kapiti Expressway.
2. Transporting New Zealand has consistently advocated that roads be constructed to a good design standard as that approach is a major contributing factor to moving people and freight efficiently and safely. We understand that not only has there been no fatal crashes on the Kapiti Expressway but there has also been a reduction in death and serious injury crashes for road users travelling between Otaki and Linden.
3. Transporting New Zealand has advocated that resilience of the state highway network be improved and there is no doubt the construction of a highway parallel to the previous route has achieved increased resilience and greater certainty on travel times.
4. Transporting New Zealand understands the Kapiti Expressway is also benefiting local communities by reducing a large amount of traffic that had previously been passing through these communities thereby reducing congestion, noise and harmful emissions and making those communities more pleasant environments to live in.
5. Transporting New Zealand understand the section of the expressway between the Kenepuru Interchange and Paekakariki has also been built to a design speed 110km/h and we anticipate that limit being increased soon.

The speed limit review

6. Transporting New Zealand members predominantly operate heavy motor vehicles with a speed limit of 90 km/h therefore the proposed speed limit increase will not impact directly on those vehicles.
7. Transporting New Zealand strongly supports the proposal to increase the speed limit to 110 km/h because:
 - a. It will enable vehicles to pass heavy vehicles more quickly. While a vehicle is alongside a truck the lateral separation is relatively small and it is more difficult for the truck driver to see than when it is front of the vehicle. Therefore enabling vehicles to pass trucks more quickly has a number of safety benefits.
 - b. We believe an important factor influencing the speed drivers elect to travel at is the operating environment. These elements include, but are not limited to: the lane width, the shoulder width, the curvature, the numbers of lanes and the number of vehicles operating around them. The relatively high design standard of the Expressway compared to the vast majority of the state highway network means it is conducive to higher speed. Therefore there is risk that drivers inadvertently travel at a speed above the normal 100km/h limit.
 - c. On an individual vehicle basis the reduction in travel time between travelling at 110 km/h and 100 km/h is relatively small. However given the high traffic volumes

the savings accumulated over time are not insignificant and therefore this contributes positively to the government goal of improved productivity.

- d. The increase in speed will improve consistency of speed management over the network. Roads of similar design and construction, such as the Cambridge Expressway, already have a 110 km/h speed limit.

Other

8. Transporting New Zealand notes that NZTA is not consulting on some sections of this corridor, namely Te Aranui o Te Rangihaeata – Transmission Gully, the 3.2km section of Raumati Straights and the 1.6 km northern end of Kāpiti Expressway between the Ōtaki northern interchange and Taylors Road
9. Transporting New Zealand is disappointed those sections have been excluded from this consultation. We accept while those sections do not currently meet the design guidelines, a faster and more cost-effective approach to ensuring the appropriate speed limit would have been to consult on those sections now subject to the condition that once the roads had been upgraded to the appropriate standard then the speed limits would automatically increase.
10. Transporting New Zealand appreciates NZTA is undertaking this consultation as it is obligated to by the current Land Transport Rule: Setting of Speed Limits. However, road design and the respective safe operating speeds are fundamentally engineering design and construction issues. Transporting New Zealand believes where the corridor meets the appropriate design and construction standard the respective speed limit should automatically apply and consultation is not necessary. This approach would reduce the risk of inconsistency in the setting of speed limits and we ask it be considered during the review of the rule that we understand to be currently underway.

About Ia Ara Aotearoa Transporting New Zealand

Ia Ara Aotearoa Transporting New Zealand is a national membership association representing the road freight transport industry. Our members operate urban, rural and inter-regional commercial freight transport services throughout the country.

As the peak body and authoritative voice of the road freight sector, Transporting New Zealand's purpose is creating the environment where trucking operators can drive successful, safe, sustainable businesses. Our strategic priorities are:

- Providing one industry voice for advocacy
- Promoting the road freight transport industry
- Attracting talent and promoting workforce development
- Supporting our members and customers
- Sustainability, safety and responsible emissions reduction

New Zealand's road freight transport industry employs 33,000 people (1.2% of the total workforce), and has a gross annual turnover in the order of \$6 billion. This is part of a wider transport sector that employs 108,000 people and contributes 4.8 percent of New Zealand's GDP. Road freight transport accounts for 93% of the total tonnage of freight moved in New Zealand (MoT National Freight Demands Study 2018).

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