NZ TRANSPORT AGENCY
WAKA KOTAHI

Targeted speed limit review – SH58 Pāuatahanui Inlet

NZ Transport Agency Waka Kotahi speed limit review

Your response and privacy:

The information you have provided in this form will be made publicly available (with the exception of any personal information that could be used to identify an individual person such as names, contact details and physical addresses) and will be used by NZ Transport Agency Waka Kotahi (we/us) to gain feedback, write our consultation report, and to meet the consultation requirements for a speed limit change as set out in the Land Transport Rule: Setting of Speed Limits 2024.

Any personal information you provide might legally need to be disclosed to third parties if subject to a request under the Official Information Act 1982 (or as otherwise required by law). If your feedback is commercially sensitive or you do not want it disclosed, please let us know. Under the Privacy Act 2020 you have the right to know what personal information we hold about you. You can read more about how we handle your information on our website or contact us at info@nzta.govt.nz

If you would like to request official information from us, please don't include that in this online submission. Instead, so we can respond to it in a timely manner, please email your request to the project team speedmanagement@nzta.govt.nz.

Note on use of AI in analysing feedback

To help us analyse the feedback we receive through this consultation, we may use artificial intelligence (AI) tools. These tools can assist us in identifying common themes and summarising responses more efficiently. Any use of AI will follow our privacy and data protection standards, and your feedback will always be reviewed by our team to ensure fair and accurate reporting.

Please tell us some information about you:

Your name Required

Porirua Harbour Trust (Michael Player Chair) and Guardians of Pāuatahanui Inlet (Lindsay Gow Chair)

Your email Required

phacctsec@gmail.com

Your address

PO Box 2375, Wellington Mail Centre

Where do you live? Required

- (●) Whitby, Paremata or Pāuatahanui
- ( ) Elsewhere in Porirua
- ( ) Hutt Valley
- ( ) Kāpiti Coast District
- ( ) Wellington
- ( ) Other (please specify)

How did you hear about this speed review?

- [ ] Online ad
- [x] Social Media
- [ ] Word of mouth
- [ ] News story
- [ ] Other (please specify)

What's the name of the iwi, rūnanga, hapū, stakeholder organisation, council you represent? Required

Te Awarua-o-Porirua Harbour and Catchments Community Trust & Guardians of Pāuatahanui Inlet

What do you think of the proposed lower speed limit? (Lowering from 80km/h to 60km/h) Select one of the following options: Required

- (●) I can see benefits
- ( ) I have concerns

Why do you think this? Please share any factors about this speed limit proposal you think are important for NZTA to consider

NZTA considers a range of perspectives, and views may differ depending on how people use the road.

The Harbour Trust and Guardians of Pāuatahanui Inlet are strongly supportive of this long overdue proposed reduction of the speed limit on SH 58 around the Inlet from 80km/hr to 60 km/hr. In fact, a reduction to 50km/hr - at least from Postgate Drive to James Cook Drive intersections - would be even better. This is a dangerous and narrow road with few useable shoulder areas. It is hazardous for cyclists, walkers and runners to navigate safely. In a number of areas an 80 km/hr sign is followed within a short distance by 35km/hr or 25 km/hr warnings for the tight corners. The result is vehicles brake heavily, take corners at higher speeds than are safe, shed tyre and rubber material onto the road, and in some cases end up in accidents or in the harbour.
Vehicles ending up in the harbour are a source of pollution. Even when they are retrieved quickly hydrocarbon leakage is likely and the retrieval process likely damages already fragile sea-grass meadows and some areas of endangered sea rush. With the highway being right on the inlet's edge heavy metal and rubber contamination is constantly washing off the road into the waters of the harbour. A reduction in speed will result in less severe braking and swerving around the tight corners of the road, causing an incrementally positive reduction in pollution of this regionally and nationally important estuary and nature reserve.