

MIN-4356 - Update on C&E approach for approved speed limit changes in North Auckland/Northland

12 January 2024

We recently advised you that the Director of Land Transport approved the Northland-north Auckland speed limit changes on 11 December 2023. This note provides an overview of our communications and engagement approach for engaging with the community and stakeholders prior to implementing these speed limit changes.

NZ Transport Agency Waka Kotahi will be following government direction on speed management and changes to the Land Transport Rule: Setting of Speed Limits 2022. We have taken the government direction into consideration when implementing speed limit changes on the approved 11 road corridors.

Implementation dates

As part of the Northland and north Auckland Speed Review project, NZTA is implementing changes to speed limits on the following 11 corridors. We will use a phased approach throughout 2024 to implement speed limit changes on the following road corridors:

- SH1 Pukenui to Kaitaia
- SH15 from SH1 (north of Kaikohe) to Otaika
- SH14 Dargaville to Whangārei
- SH1 Kawakawa to Whangārei
- SH11 Kawakawa to Paihia
- SH1 Whangārei to Te Hana
- SH12 Ōmāpere to Kaikohe
- SH12 Brynderwyn to Ōmāpere
- SH16 Wellsford to Waimauku
- SH1 Te Hana to Warkworth
- SH10 Pakaraka to Taipa

The first corridor to be implemented is the SH1 Pukenui to Kaitaia road corridor, expected to be delivered in March 2024, with completion of the remaining corridors by the end of 2024.

The final 5 corridors have sections within them that NZTA re-consulted on to incorporate public feedback (included in the Interim State Highway Speed Management Plan) and we await final certification of these sections.

The 11 corridors were selected as priority sections of road for implementation following extensive feedback and strong safety concerns from the community and local stakeholders. Feedback from consultation during May – June 2022 highlighted strong support for speed limit changes:

- SH12 Brynderwyn to Ōmāpere – 92 percent support
- SH16 Wellsford to Waimauku – 89 percent support
- SH15 from SH1 (north of Kaikohe to Otaika) – 88 percent support
- SH12 Ōmāpere to Kaikohe – 78 percent support
- SH11 Kawakawa to Paihia – 70 percent support

- SH14 Dargaville to Whangārei – 67 percent support
- SH10 Pakaraka to Taipā – 61 percent support.

Engagement activity and timings

Stakeholder	What	Detail	Timing
Public/all stakeholders	Official online approval notification	Publish Director of Land Transport approval of Northland-north Auckland speed limit changes on NZTA website	20 February 2024
Local government stakeholders	Email letter to stakeholders	Send official letter to advise on approved Northland-north Auckland speed reviews and implementation to: <ul style="list-style-type: none"> - Regional Councils - Road Controlling Authorities - Regional Transport Committees 	20 February 2024
Treaty partners	Email to treaty partners	Send official email to iwi and hapū groups to advise on approved Northland-north Auckland speed reviews and implementation dates	20 February 2024
Wider public and stakeholders	Website update Media release Advertising	Updated NZTA website goes live with approved Northland-north Auckland speed reviews and implementation dates (where confirmed). Media release to inform of approved Northland-north Auckland speed reviews and advise of next steps for implementation. Print and radio ads, and flyers, to advise date new speed limit on SH1 Pukenui to Kaitaia will take effect.	20 February 2024
Key stakeholders	Email to key stakeholders	Send official email to advise on approved Northland-north Auckland speed reviews and implementation timeframes, including freight, industry, business groups, NZ Police and emergency services, AA, Ministry of Education, ACC.	20 February 2024
Submitters and subscribers	E-newsletter	E-news distribution to advise on approved Northland-north Auckland speed reviews and implementation.	20 February 2024
Implementation of first corridor - SH1 Pukenui to Kaitaia - March 2024			

Key risks and mitigations

Risk	Mitigation
Confusion with other speed reviews, including the Interim State Highway Speed Management Plan	At least one week between announcements for SH25A and Northland-north Auckland to allow separate media coverage of each. Prepare messages to explain the process, why there are 'out of cycle plans' progressing, and links to project webpages outlining the process and FAQs.
Lack of awareness that a consultation took place, potentially due to length of time since consultation	Prepare messages explaining the previous legal process for setting speed limits, ensure summaries of consultation feedback are available on the website.

Risk	Mitigation
Feedback from those who have requested other speed limit reductions that are not yet planned for implementation	Use key messages outlining the process and the Government's direction for speed management planning.
Specific to Northland-north Auckland – how to respond to other speed limit changes awaiting <u>additional</u> certification including: <ul style="list-style-type: none"> • SH12 Ōmāpere to Kaikohe • SH12 Brynderwyn to Ōmāpere • SH16 Wellsford to Waimauku • SH1 Te Hana to Warkworth • SH10 Pakaraka to Taipa 	Focus on implementation timeline for all 11 approved corridors, including those awaiting additional certification. Additional certification on the 5 corridors is expected soon so implementation is also expected this year (2024). Key messages to the public will include all 11 corridors.

External public facing key messages to inform our communications (may be subject to change as the implementation programme evolves)

- As part of the Northland and north Auckland Speed Review project, NZ Transport Agency Waka Kotahi (NZTA) is implementing changes to speed limits on the following 11 corridors:
 - SH1 Pukenui to Kaitaia
 - SH11 Kawakawa to Paihia
 - SH1 Kawakawa to Whangārei
 - SH1 Whangārei to Te Hana
 - SH14 Dargaville to Whangārei
 - SH15 from SH1 (north of Kaikohe) to Otaika
 - SH12 Ōmāpere to Kaikohe
 - SH12 Brynderwyn to Ōmāpere
 - SH16 Wellsford to Waimauku
 - SH1 Te Hana to Warkworth
 - SH10 Pakaraka to Taipa

These speed limit changes include 16 townships, 34 kura/schools and eight marae across Northland and north Auckland. Variable speed limits signs will be used within kura/school zones and electronic signs will be activated during peak school times.

- The government recently announced it will amend speed limit rules to ensure that when speed limits are set, economic impacts – including travel times – and the views of road users and local communities are taken into account, alongside safety.
- Speed limit changes on these 11 corridors align with the government's direction on future speed management and NZTA has taken this direction into consideration when implementing speed limit changes within these corridors.
- Decisions have been informed by detailed technical assessments and extensive engagement with the community, iwi/hapu partners, and stakeholders to help fully understand the safety issues and views on road speeds on these state highway corridors.

- The eleven corridors were selected as priority sections of road for implementation following extensive feedback and strong safety concerns from the community and local stakeholders.
- NZTA will use a phased approach to implement the approved speed limit changes, starting with the SH1 Pukenui to Kaitaia road corridor in March 2024, and intend to deliver the remaining corridors by the end of 2024.
 - SH1 Pukenui to Kaitaia
 - SH15 from SH1 (north of Kaikohe) to Otaika
 - SH14 Dargaville to Whangārei
 - SH1 Kawakawa to Whangārei
 - SH11 Kawakawa to Paihia
 - SH1 Whangārei to Te Hana
 - SH12 Ōmāpere to Kaikohe
 - SH12 Brynderwyn to Ōmāpere
 - SH16 Wellsford to Waimauku
 - SH1 Te Hana to Warkworth
 - SH10 Pakaraka to Taipa
- Implementation activity includes construction work to install poles, signage, and technology along the road corridor.

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