

MINO-908 Documentation of speed changes under action

5 December 2023

Provide maps for, and information around key aspects of community engagement for the speed changes under action for State Highway 25A and the Northland Auckland Speed Review.

NZ Transport Agency's response:

Context of speed management

- The Land Transport Rule: Setting of Speed Limits 2022, requires all Road Controlling Authorities (RCAs) to develop a three-year speed management implementation plan with a ten-year vision. The rule sets out the process for setting speeds and is supported further by more detailed guidance and targets around speeds in certain areas e.g., schools. This is a statutory process.
- NZTA must also have regard to the guidance and information currently provided via the Speed Management Guide and MegaMaps (which estimates the Safe and Appropriate Speed for any road in New Zealand).

State Highway 25A Kōpū to Hikuai Speed Review

- The proposed speed changes have been reviewed by the Speed Management Panel, which then provided advice to the Director of Land Transport, who is responsible for certifying speed management plans.
- Following certification these changes will be uploaded to the National Speed Limit Register, which makes the amended speed limit the legal limit at the approved date for implementation.
- **Context**
 - State Highway 25A is the main route across the Coromandel Peninsula – it provides vital access to healthcare, freight, tourism, education and businesses. This access is through dense bush, it is narrow and windy in parts, with steep drop offs and many roadside hazards.
 - Prior to the early 2023 weather events and the road collapsing, approximately 3,700 vehicles per day used the road, and of those, approximately 311 were heavy vehicles.
 - While SH25A has been closed, the impact to communities has been huge. NZTA is aware of the sacrifices that locals, businesses, and communities have had to make. Any closure of SH25A, weather or crash related, has widespread impacts.
 - SH25A is a state highway that sits within the top one percent of the most dangerous state highways in New Zealand. This means, it is among roads with the highest number of deaths and serious injuries per kilometre of road and is high risk for people using the road – because of the reduced width, its winding nature, and steep drop offs with unprotected roadside hazards.
 - In the ten-year period between 2013 and 2022, there were 6 people killed and 35 seriously injured on State Highway 25A. Most of the crashes were related to poor handling and speed.
- **SH 25A Corridor improvements**
 - SH25A Taparahi, between Kōpū and Hikuai, suffered significant damage with the road collapsing after the North Island's major storm events in January 2023. The road has been closed while a new 124m long, 3-span bridge, at a cost of \$43m, has been constructed to reconnect Coromandel communities.

- While SH25A has been closed, NZTA has taken advantage of the closure to both repair damage caused by last summer's storms and deliver an accelerated maintenance programme along the remainder of SH25A. The \$25-30m resiliency investment includes slip clearance and slope stabilisation, new culverts and side drains, bridge strengthening, new seal, road markings and signage. These works have improved resilience but have not removed the inherent risk in the road, therefore not mitigating the risk associated with speed previously identified.

- **Interim Speed Management Plan submissions**

- Between 14 November and 12 December 2022, NZTA formally consulted on the draft Interim Speed Management Plan, seeking feedback on any other factors we should be aware of when finalising the plan. This plan proposed 80km/h speed limit for SH25A between Kōpū and Hikuai (27.8km).
- Of the 297 submissions made in the Waikato region; for there were nine submissions on 25A:
 - One submission requested an 80km/h speed limit for the whole of SH25A, another supported the proposal but suggested making it seasonal as tourist and holiday traffic increases, that is, in summer only.
 - Seven submissions did not support the proposal but offered a range of other safety improvements they would like prioritised such as maintenance of the road surface and more passing lanes.
- Waikato Police has made multiple requests over the years for the speed limit to be reduced (to 80 km/h and 60 km/h where appropriate) as a result of the significant number of deaths and serious injuries in the district.

Northland Speed Reviews

- The speed changes have been reviewed by the Speed Management Panel, which then provided advice to the Director of Land Transport, who is responsible for certifying speed management plans.
- Following certification these changes will be uploaded to the National Speed Limit Register, which makes the amended speed limit the legal limit at the approved date for implementation.

- **Context**

- In mid-2021, NZTA engaged with iwi and hapū partners, community members, industry and other key stakeholders to help fully understand the safety issues and the community's views on road speeds on the 11 state highway corridors in Northland and north Auckland. Through this process we learned about the areas (such as outside schools and marae) and stretches of corridors where speed is a concern for communities, places where development has occurred and speed limits are no longer appropriate, and areas where road use patterns have changed (for example, where there are more logging trucks on the roads).
- In response to public feedback, in particular opposition to open road speed reductions, NZTA proceeded to consultation with a speed review that was primarily focussed on townships, kura/school variable speed limits (VSL) and on continued collaboration with iwi and hapū regarding marae safety treatments.

- **Consultation**

- Engagement efforts focused on local communities, businesses, schools, and iwi or hapū based along or using these roads. In all, 653 submissions were received from the public and a range of key stakeholders. Consultation occurred between 17 May and 14 June 2022. Key feedback themes:
 - Strong to good support for the proposed speed reviews on western corridors and those that pass through coastal areas - a high proportion of feedback came from people who live locally and regularly see conflicts between vehicles and people/children, and/or speeds related

incidents such as near-misses and crashes resulting in harm or even deaths, along these roads. These western corridors are:

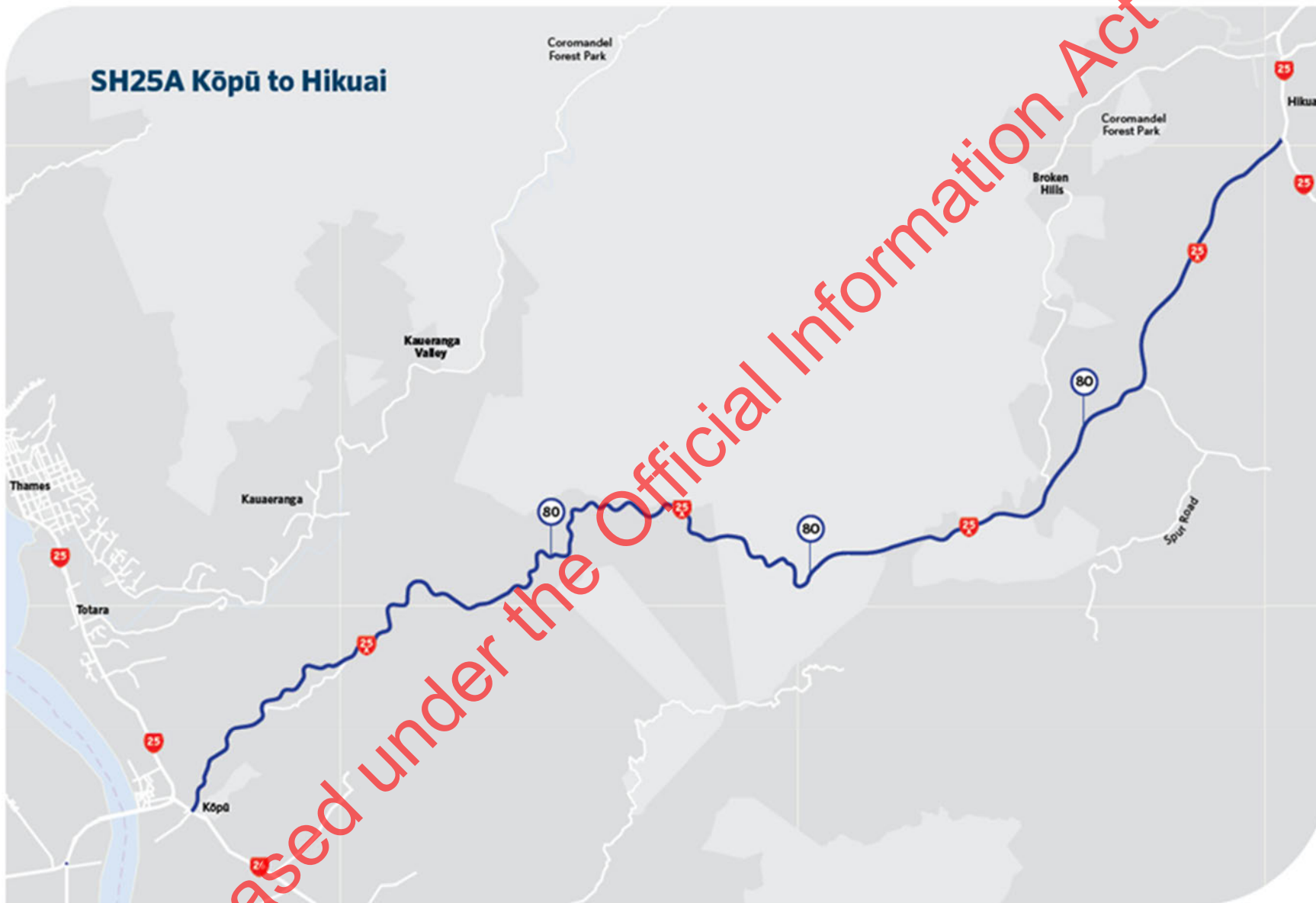
- SH12 Brynderwyn to Ōmāpere
- SH16 Wellsford to Waimauku
- SH15 from SH1 (north of Kaikohe to Otaika)
- SH12 Ōmāpere to Kaikohe
- SH11 Kawakawa to Paihia
- SH14 Dargaville to Whangārei
- SH10 Pakaraka to Taipā

- Less than half of respondents support the proposed speed reviews on the remaining four SH1 corridors despite the focus on lowering speed limits around schools and townships. These four corridors are:
 - SH1 Pukenui to Kaitaia
 - SH1 Kawakawa to Whangārei
 - SH1 Whangārei to Te Hana
 - SH1 Te Hana to Warkworth
- There is strong community support for the reduced speed limit changes through part of the SH1 Pukenui to Kaitaia corridor, in particular the Wireless Road to Kaitaia township stretch. The local councillor has been a strong and vocal advocate, along with other community members, for lowering speed limits there.
- There is also a strong desire for additional sections, townships, villages, schools, or marae along State Highways 1, 10, 11, 12, 15 and 16 to be considered for urgent speed reviews.
- 14 percent of all submissions relayed concerns about the condition of the roads, particularly in Northland.
- **Engagement with marae** showed broad support for speed reviews, many requesting lower speed limits (particularly past schools, marae and other areas of high risk), or extending the length of the speed limit reductions.
- **School** consultation feedback, and feedback from recent engagement with schools where we are planning to deliver the first stage of speed limit changes (using VSLs) shows unanimous support for safe speed limits outside schools.
- **Council engagement and feedback:** Northland Transportation Alliance and Northland Regional Transport Committee— broadly supportive of proposed speed limit changes, additionally wants to see more regional consistency with local speed management plans.
- We have now taken consultation feedback in mid-2022 along with our direction to progress speed limit changes focussed around schools, marae and townships in early 2023, and are seeking to advance these targeted proposals.

- **Summary of changes**

- 16 townships located on the network subject to speed limit change proposals.
- 34 kura / schools with 28 associated VSL school zones
- 24 marae and six urupā
- There is also one 'open road' section of approximately 4kms that was included as it sits between speed changes in Awanui and Kaitaia and it did not make sense for the speed to go to 100km/h for such a short section.
- Detailed maps of each individual section showing where and what changes are happening are attached to this response as **Attachment 1**.

SH25A Kōpū to Hikuai



MINO-908 Attachment: Maps of the individual areas for the Northland Auckland speed review

1 SH1 Pukenui to Kaitaia

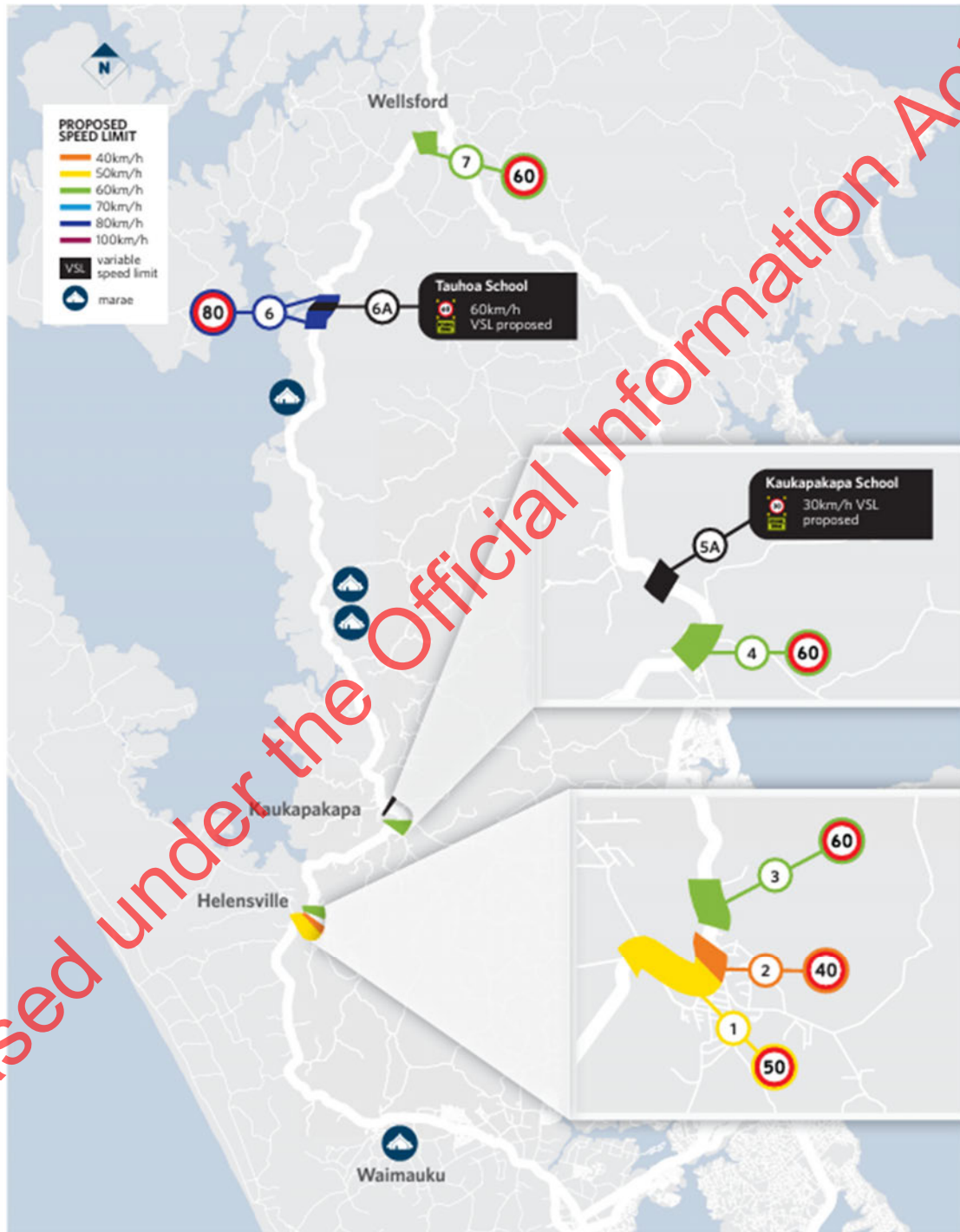
The changes proposed have been informed by a technical assessment and public engagement.



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SH16 Wellsford to Waimauku

The changes proposed have been informed by a technical assessment and public engagement.



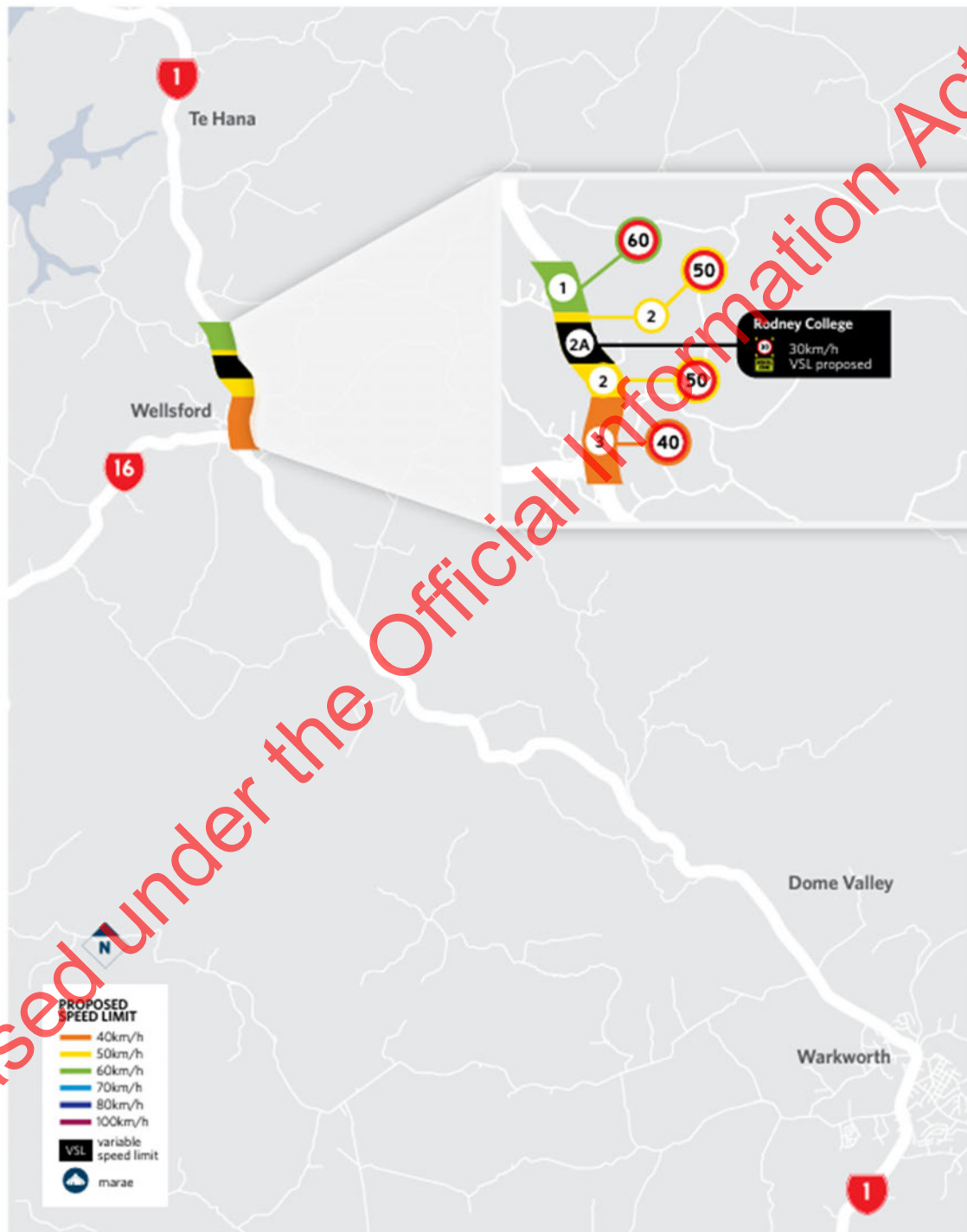
1 SH1 Whangārei to Te Hana

The changes proposed have been informed by a technical assessment and public engagement.



1 SH1 Te Hana to Warkworth

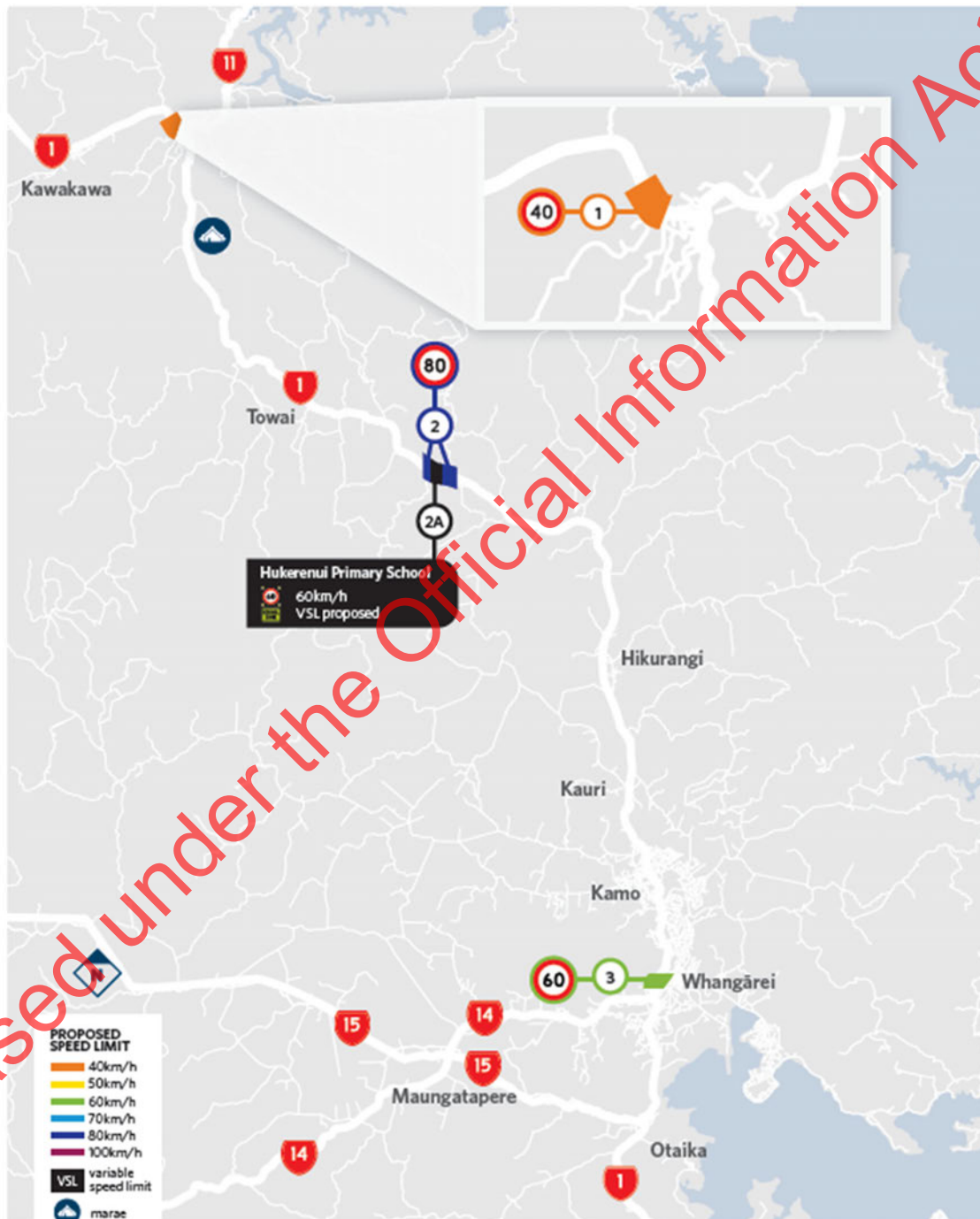
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SH1 Kawakawa to Whangārei

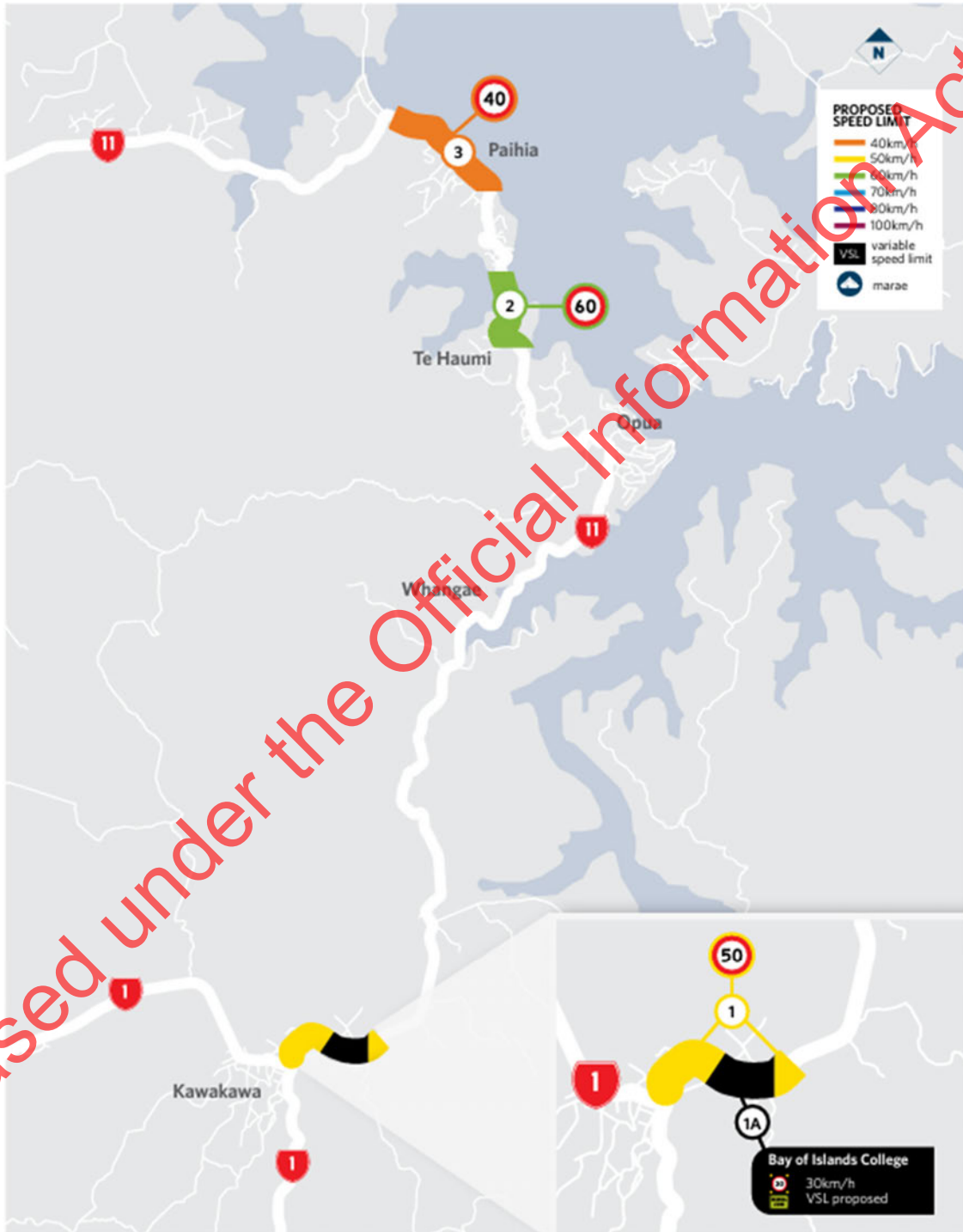
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SH11 Kawakawa to Paihia

The changes proposed have been informed by a technical assessment and public engagement.



12 SH12 Brynderwyn to Ōmāpere

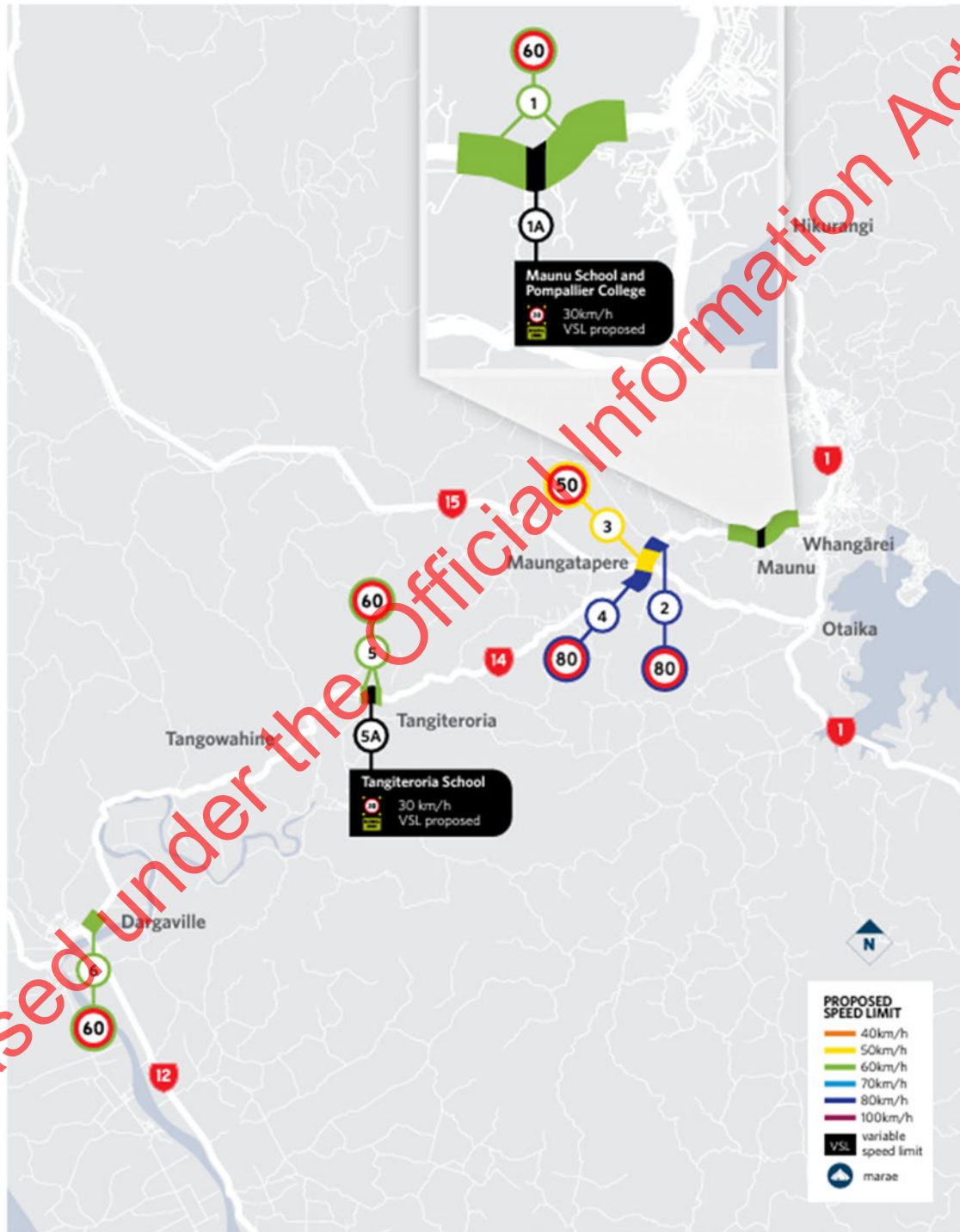
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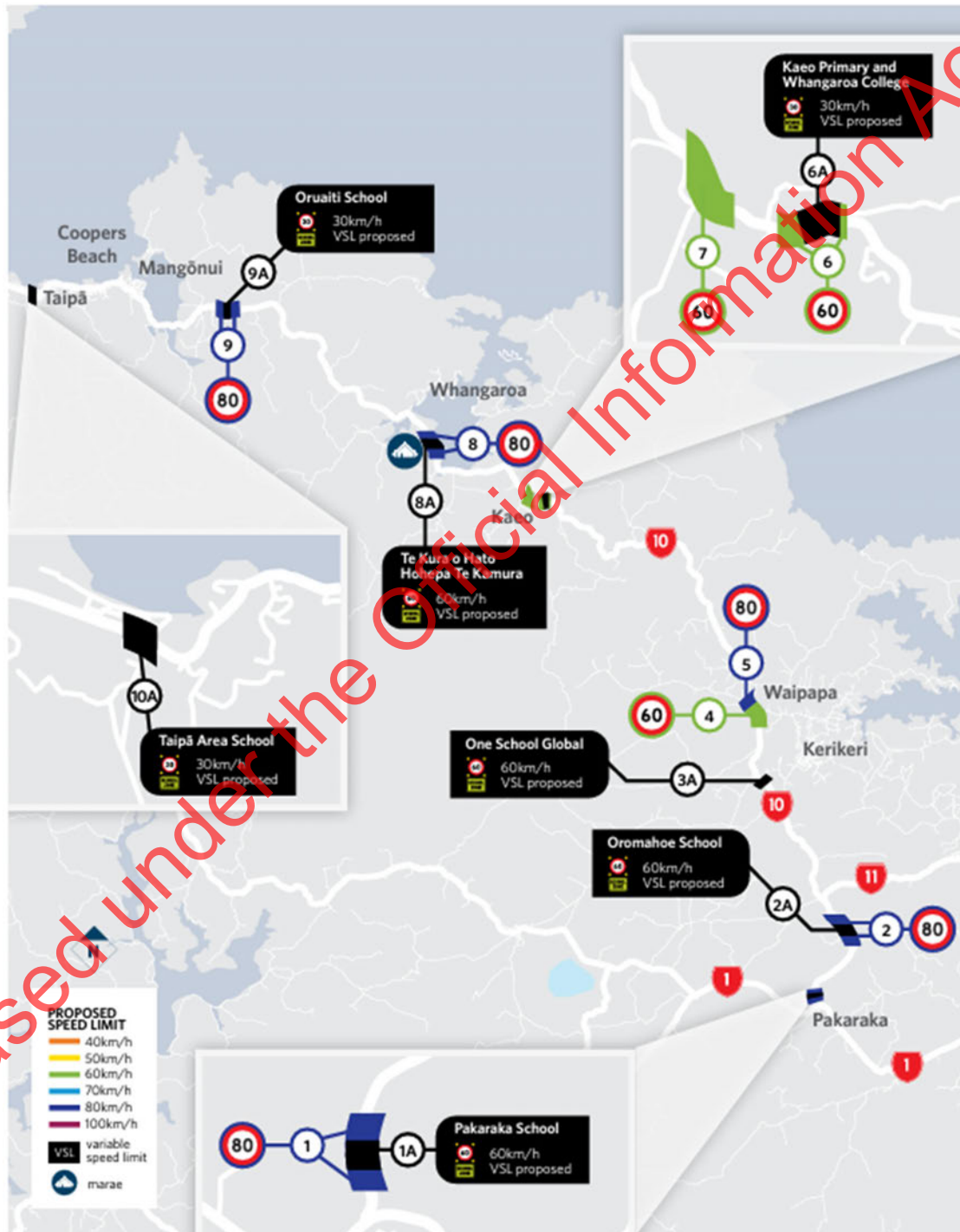
SH14 Dargaville to Whangārei

The changes proposed have been informed by a technical assessment and public engagement.



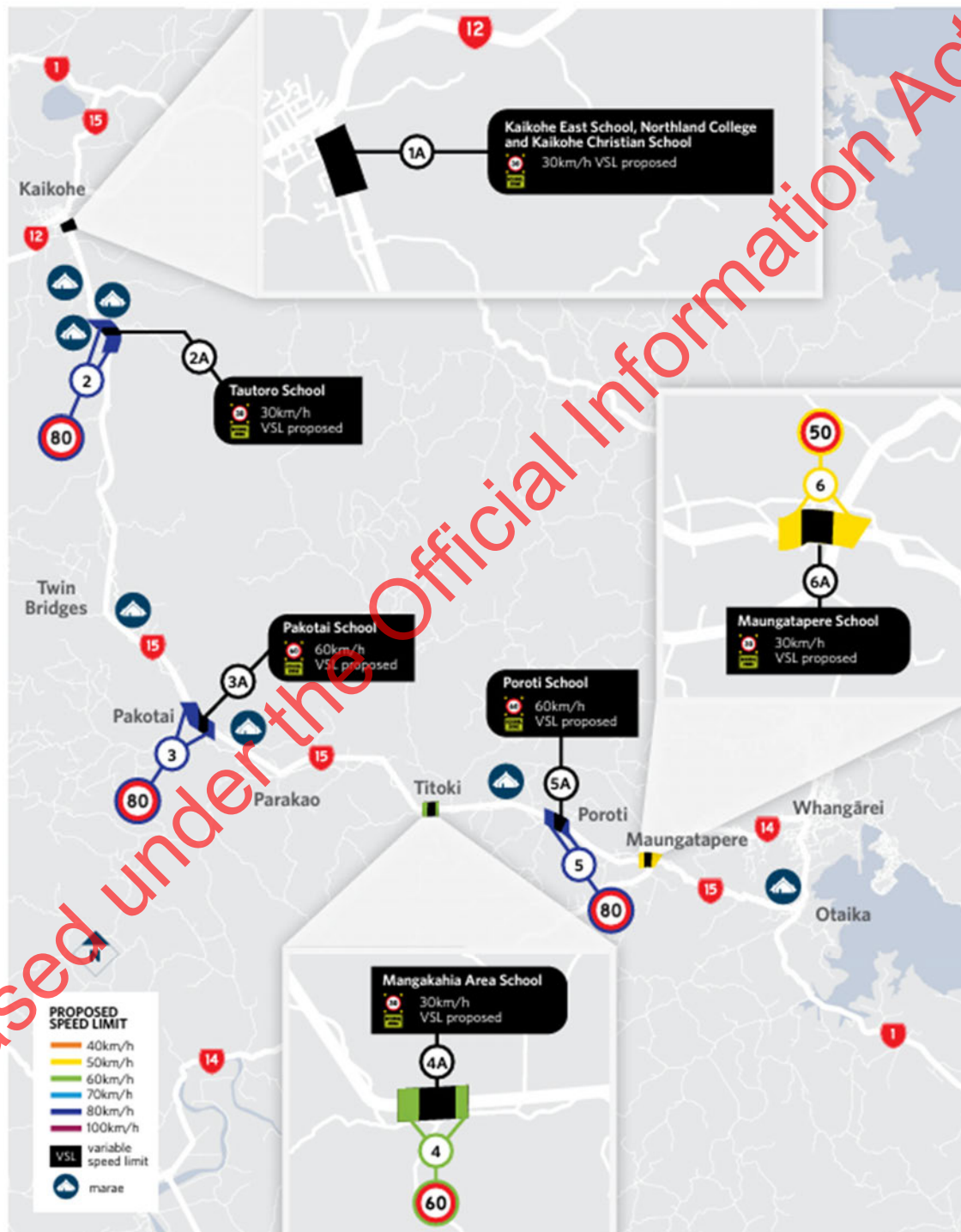
10 SH10 Pakaraka to Taipā

The changes proposed have been informed by a technical assessment and public engagement.



15 SH15 from SH1 (north of Kaikohe) to Otaika

The changes proposed have been informed by a technical assessment and public engagement.



12 SH12 Ōmāpere to Kaikohe

The changes proposed have been informed by a technical assessment and public engagement.

