

9 April 2024

Brent Alderton
Director of Land Transport
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Private Bag 6995
Marion Square
Wellington 6141
New Zealand

Dear Brent,

Director approval for speed changes – project required speed limit changes

New Zealand Transport Agency Waka Kotahi (NZTA) as Road Controlling Authority ('RCA') respectfully requests that the Director of Land Transport approves the setting of permanent and variable speed limits to operate the state highway network, in accordance with clause 2.6(2)(a) of the Land Transport Rule: Setting of Speed Limits 2022 (the Rule). NZTA outlines the projects and rationale under background below.

We include some proposals consulted on and submitted for certification under the Interim State Highway Speed Management Plan (ISHSMP), as well as a single proposal for an Intersection Speed Zone (ISZ) consulted on separately in late 2023.

Background

An alternative method of approval to set speed limits is necessary to align with project requirements and ensure appropriate speed limits are set on the state highway network. The projects and 'good reason' for progressing under the alternative method are as follows:

Infrastructure or design change that requires or justifies new speed limit		
Project Name	Description	Why imminently required and when?
Northern Corridor Improvements Project (SH18)	Newly constructed busway ramp and bridge associated with the Northern Corridor Improvements Project	Existing certified speed limit of 80km/h is too fast for geometry of the road, and temporary speed limit needs to be removed as works are complete Required ASAP
Waikato Expressway Project (SH26) –	Newly constructed sections of state highway, link road between Waikato Expressway and SH26	New road was designed and built to 60km/h & 80km/h however sections have defaulted to 100km/h in NSLR. Temporary speed limits need to be removed as works are complete Required ASAP

Bay of Plenty Cycleway Project (SH2)	The completed project requires the lower speed limit to complement the on-road cycleway project installed by Tauranga City Council	Existing speed limit of 90km/h is not safe and appropriate for on-carriageway cyclists and temporary speed limit needs to be removed as works are complete Required ASAP
Baypark to Bayfair Project (SH2, 29A)	Many newly constructed sections of road including flyovers, service roads, roundabouts	Current speed limits in NSLR no longer match the alignment of the new roads, and temporary speed limits need to be removed when construction is complete at the end of May Required ASAP
Dolomite Point Redevelopment Project (SH6)	This project requires a safer speed limit to support the new Experience Centre and shared pedestrian/cycle pathway	Existing speed limit of 60km/h is not safe and appropriate for pedestrians and cyclists and temporary speed limit needs to be removed when construction is complete at the end of May Required ASAP
NZUP SH1 Rolleston Transport Improvements Project	The intersection speed zone is required as an interim measure prior to a permanent roundabout being installed as part of this New Zealand Upgrade project	Emergent safety risk after temporary speed limit was removed at end of Christchurch Southern Motorway construction Required ASAP
Funding will be lost if implementation not commenced by 30 June		
Project Name	Description	Why imminently required and when?
Intersection Speed Zones (SH1, 33, 73)	These intersection speed zones are required as part of intersection upgrades and to address significant safety risks, and are required by June 2024	Treatment for high-risk intersections, where funding will be lost if implementation is delayed Required ASAP
Imminently required by receiving RCA for revocation		
Project Name	Description	Why imminently required and when?
Wellington Revocation Project (SH1)	This project requires speed limit changes to be implemented as part of revocation and handover to Kāpiti Coast District Council	Requested by receiving RCA Required ASAP
Edendale Realignment Project (SH1)	This proposal is required to implement the speed limit change as part of the revocation and project close out to Southland District Council	Requested by receiving RCA Required ASAP

Safety (NAKL)		
Project Name	Description	Why imminently required and when?
Northland and north Auckland Speed Review (SH10, 12)	<p>This is the balance of sections on SH10 and SH12 in the Northland and north Auckland Speed Review that were reconsulted in the ISHSMP</p> <p>SH10 Waipapa urban – extension to township to support development of a sports facility</p> <p>SH12 Whirinaki urban – reduction due to pedestrian activity on the state highway associated with kura and marae</p> <p>SH12 Ōmāpere south – tortuous section of state highway</p> <p>SH12 Ruawai north – reduction due to pedestrian activity on the state highway associated with school and supporting certified VSL for school (under NAKL)</p> <p>SH12 Hurndall Street East – reduction to allow for high volume of HCVs turning onto state highway</p>	<p>SH10 Waipapa urban – emergent safety risk with pedestrians walking to and from facility next to the state highway</p> <p>SH12 Whirinaki urban – emergent safety risk with pedestrians walking along state highway to and from marae and kura located on local roads</p> <p>SH12 Ōmāpere south – emergent safety risk as current speed limit of 100km/h is too fast for geometry of the road</p> <p>SH12 Ruawai north – emergent safety risk with pedestrians walking along state highway to and from school</p> <p>SH12 Hurndall Street East – ongoing safety risk with turning traffic (HCVs) to Fonterra plant</p> <p>To allow alignment of delivery with previously certified speed limits - ASAP</p>

Matters for Approval

NZTA wishes to complete the speed limit changes as set out in this letter under clause 2.6.

NZTA considers that the requirements for clause 2.6 have been met. In particular:

- For clause 2.6(3)(a) NZTA took into account the guidance and information developed and maintained by NZTA Waka Kotahi (Agency) under clauses 3.14 and 3.15 including the MegaMaps tool and One Network Framework for development of the technical aspects.
- For clause 2.6(3)(b) NZTA assessed the speed limits of the adjoining roads and considered the impact of the speed change and received feedback from adjacent RCAs.
- For clause 2.6(4) NZTA considers that there is a good reason for the proposed speed limits to be set.
- For clause 2.6(6) NZTA undertook consultation that aligns with the requirements of clause 3.9. Notably:
 - The consultation period was at least four weeks:
 - 14 November 2022 - 12 December 2022, Interim State Highway Speed Management Plan
 - 13 November 2023 – 11 December 2023, SH1 Dunns Crossing ISZ
 - Consultation was undertaken with Māori from the commencement of the projects and with ongoing engagement up to the present.
- For clause 2.6 (7) NZTA considered consultation submissions received.

Attachment B is a copy of the approved and signed memorandum that records the process undertaken for these speed limit changes.

If NZTA receives your approval for setting the speed limit pursuant to clause 2.6, it will complete the speed change in accordance with that clause, by creating and submitting a land transport record of the speed change and publishing online the information required under clause 2.6(8).

We appreciate your consideration of these proposals. Please contact me if you wish to discuss any aspect of this letter or require any further information.

A handwritten signature in blue ink that reads "V L Browne". The signature is written in a cursive, flowing style.

Vanessa Browne

National Manager, Programme and Standards

Attachment B

Project required speed limit changes memo

To Vanessa Browne, National Manager Programme and Standards
Transport Services

Cc James Hughes; Kirstan O'Donoghue; John Baillie

From Stephanie Robinson

Date 9/04/2024

Subject Project required speed limit changes

Project required speed limit changes

1. Scope

New Zealand Transport Agency Waka Kotahi (NZTA) as Road Controlling Authority (RCA) respectfully requests that the Director of Land Transport (Director) approves the proposed speed limits required for projects listed below. This memo outlines the process that NZTA has undertaken to determine the proposed speed limits. It accompanies a letter to the Director requesting an alternative approach to setting these speed limits: *Director approval before next plan* (Cl.2.6, Speed Rule). The letter provides justification for progressing these proposals via the alternative method.

We include proposals consulted on and submitted for certification within the Interim State Highway Speed Management Plan (ISHSMP), as well as a single proposal for an Intersection Speed Zone (ISZ) consulted on separately in late 2023.

2. Technical Considerations

Each project team provided a recommended speed limit based on the safety intervention and their assessment of the safe and appropriate speed (SAAS). To complement these, we completed assessments to confirm the SAAS for each proposal. For these proposals we are looking to set the SAAS, however where we have not proposed the SAAS, we have explained the reason for the departure in the table below.

2.1 Departures from the NZTA confirmed assessment of SAAS limits

Clause 12.13(2) of the Rule requires a RCA to provide an explanation for any speed limit changes it proposes that do not align with the NZTA (as Regulator) confirmed assessment of the SAAS. The SAAS is a theoretical model drawn from MegaMaps that all RCAs use when assessing speeds on their network.

This explanation, and the assessment that sits behind it, must be undertaken with consideration given to the matters in clause 3.2(1), being:

- 1) *When preparing or providing information for any speed management plan, the Agency (as RCA), each territorial authority and each regional transport committee must have regard to—*
 - a. *the road safety aspects of the GPS on land transport and any Government road safety strategy; and*
 - b. *the desirability of taking a whole-of-network approach to changing speed limits, safety cameras, and safety infrastructure, including considering a range of speed management interventions; and*
 - c. *the guidance and information developed and maintained by the Agency under clauses 3.14 and 3.15, including guidance on the use of mean operating speed when setting speed limits.*

This obligation does not apply when:

- the proposed speed limit is 70 km/h and the SAAS is 80 km/h
- the proposed speed limit is 90 km/h and the SAAS is 100 km/h
- where the proposed speed limit is to a road outside a school and complies with Section 5.

We have assessed and proposed several speed limit changes that differ from the SAAS. These departures and the reasons for them are explained in the table below (Table 1).

Table 1: Rationale for the departure from the safe and appropriate speed

Reason Reference #	Reason	Why a departure from the SAAS is necessary
1	The One Network Framework (ONF) classification for the road has changed from what was considered to assess the SAAS	To reflect the actual environment of the road corridor. This can be because of urban growth, infrastructure changes, or a more in depth analysis of the ONF.
2	Proposed speed limit implemented as part of a phased approach to implementing the SAAS	We agree with the ONF classification and have also taken into account feedback from stakeholders and the community. We will continue to review the proposed speed limit with the intention of progressing to the SAAS.
3	Lower than SAAS project request for lower speed limits	A project has been designed for a lower speed and has supporting infrastructure being implemented that supports this, e.g., traffic calming, crossings, cycle paths etc.
4	Lower than SAAS, as requested by community	There is community desire for a lower speed limit than the SAAS to support urban activity, where we're not yet proposing to change the ONF.
5	Lower than SAAS required to manage safety risk	The project requires a lower variable speed to address the risk of turning traffic

In the speed limit tables under Technical Considerations, where a departure from the SAAS has occurred this is noted in the 'Safe and Appropriate Speed (SAAS) departure information' column using the following format:
"Departure from SAAS considered appropriate for Reason X, as outlined in Table 1 of this plan"

2.2 Proposed speed limit changes

The proposed speed limits are detailed in the following tables.

Table 2: Northland and north Auckland Speed Review Project proposed speeds

ISHSMP reference	SH	Element	Current Speed	Proposed Speed	Safe and Appropriate Speed (SAAS) departure information
10-1	10	Waipapa urban	100	60	SAAS is 80km/h <i>Departure from SAAS considered appropriate for Reason 4, as outlined in Table 1 of this plan</i>
12-1	12	Whirinaki urban	100	60	SAAS is 80km/h <i>Departure from SAAS considered appropriate for Reason 4, as outlined in Table 1 of this plan</i>
12-2	12	Ōmāpere south	60	50	SAAS is 80km/h <i>Departure from SAAS considered appropriate for Reason 4, as outlined in Table 1 of this plan</i>
12-4	12	Ruawai north 60	80	60	SAAS is 80km/h <i>Departure from SAAS considered appropriate for Reason 1, as outlined in Table 1 of this plan</i>
12-5	12	Hurdall Street East to Mountain Road	100	80	SAAS is 80km/h

Table 3: Northern Corridor Improvements Project proposed speed

ISHSMP reference	SH	Element	Current Speed	Proposed Speed	Safe and Appropriate Speed (SAAS) departure information
1-9	1	Albany Station bus ramp (from Elliot Rose Ave to past the two 90-degree curves)	80	50	No ONF classification or SAAS ONF assessed as transit corridors classification

Table 4: Waikato Expressway Project proposed speeds

ISHSMP reference	SH	Element	Current Speed	Proposed Speed	Safe and Appropriate Speed (SAAS) departure information
26-1	26	Ruakura Road (between roundabouts)	N/A	60	SAAS is 60km/h*
26-2	26	Ruakura Road (interchange to Poto Lane)	N/A	80	SAAS is 80km/h*

*In this case, the MegaMaps: Road to Zero edition 2 does not contain the details for the One Network Framework (ONF) nor the safe and appropriate speed (SAAS) for the new sections of road, so the ONF classification was determined from a desktop assessment using the Speed management guide: Road to Zero edition, and a determination of the SAAS was made.

Table 5: Bay of Plenty Cycleway Project proposed speed

ISHSMP reference	SH	Element	Current Speed	Proposed Speed	Safe and Appropriate Speed (SAAS) departure information
2-5	2	Te Puna to Bethlehem	90	50	SAAS is 60km/h Departure from SAAS considered appropriate for Reason 3, as outlined in Table 1 of this plan

Table 6: Baypark to Bayfair Project proposed speeds

ISHSMP reference	SH	Element	Current Speed	Proposed Speed	Safe and Appropriate Speed (SAAS) departure information
2	2-6	Hewletts Road to Bayfair flyover	70	60	SAAS is 50km/h Departure from SAAS considered appropriate for Reason 1, as outlined in Table 1 of this plan
2	2-7	Bayfair flyover to Hewletts Road	70	60	SAAS is 50km/h Departure from SAAS considered appropriate for Reason 1, as outlined in Table 1 of this plan
2	2-8	Bayfair roundabout southbound off-ramp	70	60	SAAS is 50km/h Departure from SAAS considered appropriate for Reason 1, as outlined in Table 1 of this plan
2	2-9	Bayfair roundabout northbound on-ramp	70	60	SAAS is 50km/h Departure from SAAS considered appropriate for Reason 1, as outlined in Table 1 of this plan
2	2-10	Bayfair flyover to SH29A Te Maunga interchange - north end of Bayfair flyover to SH29A Te Maunga southbound on-ramp	70	80	SAAS is 80km/h
2	2-11	SH29A Te Maunga interchange to Bayfair flyover - Te Maunga northbound off-	70	80	SAAS is 80km/h

ISHSMP reference	SH	Element	Current Speed	Proposed Speed	Safe and Appropriate Speed (SAAS) departure information
		ramp to northern end of Bayfair flyover			
2	2-12	Maunganui Road (southbound) - Bayfair roundabout to SH29A Te Maunga interchange	70	60	SAAS is 60km/h
2	2-13	Maunganui Road (northbound) - SH29A Te Maunga interchange to Bayfair roundabout	70	60	SAAS is 60km/h
2	2-14	Maunganui Road (southbound) - Bayfair roundabout to SH29A Te Maunga interchange	70	60	SAAS is 60km/h
2	2-15	SH29A Te Maunga interchange northbound off-ramp	70	60	SAAS is 60km/h
2	2-16	Truman Lane	70	50	SAAS is 40km/h <i>Departure from SAAS considered appropriate for Reason 2, as outlined in Table 1 of this plan</i>
29A	29a-4	From SH2 to SH29A - from SH2 Te Maunga interchange to west of the SH29A roundabout	70	60	SAAS is 60km/h
29A	29a-5	From SH29A to SH2 - west of the SH29A roundabout to the SH2 Te Maunga interchange	70	60	SAAS is 60km/h

Table 7: Wellington Revocation Project proposed speeds

ISHSMP reference	SH	Element	Current Speed	Proposed Speed	Safe and Appropriate Speed (SAAS) departure information
1-10	1	Waerenga Road to Riverbank Road	70	50	SAAS is 40km/h <i>Departure from SAAS considered appropriate for Reason 1, as outlined in Table 1 of this plan</i>
1-11	1	Riverbank Road to Ōtaki Gorge Road	100	50	SAAS is 80km/h <i>Departure from SAAS considered appropriate for Reason 3, as outlined in Table 1 of this plan</i>
1-12	1	Ōtaki Gorge Road to Te Horo	100	80	SAAS is 80km/h
1-13	1	Te Horo to Te Kowhai Road	100	80	SAAS is 80km/h

Table 8: Dolomite Point Redevelopment Project proposed speed

ISHSMP reference	SH	Element	Current Speed	Proposed Speed	Safe and Appropriate Speed (SAAS) departure information
6-1	6	Punakaiki township	60	40	SAAS is 60km/h Departure from SAAS considered appropriate for Reason 1, as outlined in Table 1 of this plan

Table 9: Project Intersection Speed Zones

ISHSMP reference	SH	Element	Current Speed	Proposed Speed	Safe and Appropriate Speed (SAAS) departure information
33-1	33	Maniatutu Road ISZ (Bay of Plenty)	100	100 / 60 V	SAAS is 80km/h Departure from SAAS considered appropriate for Reason 5, as outlined in Table 1 of this plan
73-2	73	Bealey Road / Station Road ISZ (Canterbury)	100	100 / 60 V	SAAS is 80km/h Departure from SAAS considered appropriate for Reason 5, as outlined in Table 1 of this plan
73-3	73	Waddington Road ISZ (Canterbury)	100	100 / 60 V	SAAS is 80km/h Departure from SAAS considered appropriate for Reason 5, as outlined in Table 1 of this plan
1-1	1	Hillgrove Road (Moeraki) ISZ (Otago)	100	100 / 60 V	SAAS is 80km/h Departure from SAAS considered appropriate for Reason 5, as outlined in Table 1 of this plan

Table 10: Edendale Project proposed speed

ISHSMP reference	SH	Element	Current Speed	Proposed Speed	Safe and Appropriate Speed (SAAS) departure information
1-1	1	Edendale - Old SH1 Alignment	100	80	SAAS is 80km/h

Table 11: NZUP SH1 Rolleston Transport Improvements Project Intersection Speed Zone (separately consulted)

SH	Element	Current Speed	Proposed Speed	Safe and Appropriate Speed (SAAS) departure information
1	Dunns Crossing ISZ	100	100 / 60 V	SAAS is 80km/h Departure from SAAS considered appropriate for Reason 5, as outlined in Table 1 of this plan

The ISZ is located where Dunns Crossing Road and Walkers Road intersects with SH1, at the edge of Rolleston township southwest of Christchurch.

3. Māori Partnership

Partnering with Māori requires a long-term view and commitment to building trusted relationships with iwi, hapū, rūnanga and hāpori Māori. We acknowledge that building and developing relationships takes time and commit to:

- working to the pace of those we meet
- ensuring we listen and understand their needs first.
- investigating how we could support these needs.

- continue exploring how we can be a more responsive partner that enables Māori aspirations.

Specific information on Māori engagement and partnership is detailed below.

Northland and north Auckland Speed Review Project

Consultation was undertaken with Māori from the commencement of the project and through the entirety of the speed review. Feedback from mana whenua partners (iwi, hapū, marae and rūnanga) along the corridors was gathered and documented during a series of hui organised by Waka Kotahi. Much of the feedback put forward reiterated or expanded on feedback that had been shared at the earlier engagement phase undertaken through 2021.

Northern Corridor Improvements Project

Engagement with iwi started from its inception through the I&R phases and then through its implementation through the regular scheduling of the IIG (the Integrated Iwi Group) that included representatives of the various Auckland iwi. The minutes attached note the Project Manager updating iwi in terms of progress in regard to the setting of speed limits. General project information had been shared with iwi on an ongoing basis over the last several years. At the IIG meeting on 26th August 2022 the matter of setting of speed limits on the various parts of the NCI project was initially raised with iwi. It was explained to the iwi representatives at this time that Waka Kotahi was obliged to undertake a formal consultation phase as part of setting speed limits under the new Rule that iwi could also respond to, as well as through the IIG. The IIG was supportive of the proposed speeds, there were no formal submissions by iwi to the ISHSMP in regard to the subject sections and that through the IIG, and the project manager has continued to keep the IIG informed (per the attachment).

Waikato Expressway Project

Extensive and ongoing engagement was done with Waikato-Tainui as the Waikato Expressway was developed. There were no conversations or feedback specifically regarding the speeds for the Ruakura Road proposals.

Waikato-Tainui commented on the partnership with NZTA Waka Kotahi: “Likewise, the Waikato Expressway has been a journey with taniwha at every turn: leaders from iwi, hapuu and marae, from Rangiriri through to Cambridge, have worked alongside Waka Kotahi NZ Transport Agency and contractors, providing conditional support and cultural input.” “As Waikato-Tainui looks to the future and fulfilling our potential, we need to grow and maintain partnerships with our key stakeholders, including Waka Kotahi NZ Transport Agency. An example of this is our work together to see a major expressway interchange at Hamilton which is central to the success of the Tainui’s Ruakura SuperHub.

SH2 Te Puna to Bethlehem

In October 2019 consultation took place with local community, mana whenua, businesses, and stakeholders on proposed safe and appropriate speeds for the stretch of State Highway 2 (SH2) from Katikati to Bethlehem, in the Bay of Plenty.

Mana whenua included representatives from Ngāi Te Rangi, Ngāi Tamawhariua, Te Whanau a Tauwhao, Pirirakau, Ngāti Ranginui and Ngāti Te Wai

The speed review included the section between Te Puna and Bethlehem. New speed limits were implemented in December 2020 however the Te Puna to Bethlehem section wasn’t as the proposed Council-led cycleway hadn’t started construction and there was no change to the form or function of the state highway.

In May 2022 mana whenua were reengaged and hui held at Wairoa Marae, with Ngāti Kahu representatives from Ngāi Te Rangi, as the local council was progressing the cycleway. The hui was about the cycleway as it would run directly outside the entrance to the marae and included conversations about the speed limit – ensuring safety for all road users. Waka Kotahi worked alongside the council during this process.

SH2 Baypark to Bayfair

Parts of the Baypark to Bayfair project were in the speed review engagement for the SH29/SH29A speed limit review which took place in late 2021. As part of this engagement, the team engaged the Baypark to Bayfair project team as they have an established Tangata Advisory Group. This group was engaged and presented to in September 2021, outlining the proposed speed limits for the BayLink project upon opening.

Wellington Revocation Project

The Mackays Crossing to Peka Peka Revocation project team approached Te Atiawa ki te Whakarongotai about whether they'd like to have a meeting/provide any feedback and had some brief discussions about the sort of feedback they were seeking. At the time it was included as an agenda item for the board to discuss, but despite following up they did not hear anything further. The project believes it was likely decided at their board meeting it was not a priority for them, and their situation mirrors many other iwi in that they have limited resources so taking the time to comment on specific speed reviews may have been a stretch. The State Highway Speed Management Project notes no feedback was provided by iwi or hapū on these proposals through our ISHSMP consultation.

SH6 Dolomite Point Redevelopment Project

NZTA have supported the Department of Conservation (DOC) who have led and partnered with iwi on the redevelopment. The speed limit is seen as essential to ensure the experience is safe. No specific feedback was provided by iwi or hapū on this proposal through our ISHSMP consultation.

Intersection Speed Zones

No specific feedback was received by iwi or hapū on these proposals through our ISHSMP consultation.

Edendale Project

No specific feedback was received by iwi or hapū on this proposal through our ISHSMP consultation.

SH1 Dunns Crossing ISZ Project

As an interim solution, the focus on Māori partnership has been at the broader level with engagement throughout the Christchurch Southern Motorway project historically and with the current focus being on the future long-term solutions pursuant to the Canterbury NZUP package. It is at this strategic level where NZTA has been working in partnership with Te Taumutu and Te Ngāi Tūāhuriri Rūnanga. This partnership prioritises opportunities to weave mana whenua values and cultural themes – such as concepts of travel and place – into infrastructure.

An opportunity to provide consultation feedback for the ISZ was offered via email as well as through the general consultation requirements addressed in the following section.

4. Consultation and Feedback

For proposals included as part of the ISHSMP, formal consultation was undertaken over a four-week period between 14th November and 12th December 2022. The consultation was advertised on NZTA website and submissions were received via the online survey, email, and hard-copy forms. Consultation material included information on the project webpage, e-newsletter, and email to stakeholders.

For the SH1 Dunns Crossing ISZ project, consultation feedback on the proposal to install an ISZ was collected between 13th November and 11th December 11, 2023. As well as providing a webpage on its site, NZTA also distributed 5500 flyers (freepost return) to the local community; provided hardcopies at Selwyn District Council offices, the local library, and the prison; a newspaper article in the Selwyn Times; Facebook posts both on the NZTA site and on local community pages (with overall membership exceeding 12,000); and, phone calls and emails (including survey links) to the local school and kindergarten for distribution on their channels. Contact and briefings were also provided to the Regional Transport Committee and thirty key local stakeholders (Police, St John, AA, etc.)

4.1. Proposal feedback themes and NZTA response

Table 12 below sets out the themes and responses of the specific proposals we are progressing as part of this alternative method for approval.

Table 12: Feedback themes and NZTA response

Proposal-SH number and location	Feedback from consultation	NZTA response
<p>SH10 Waipapa urban - South of Kerikeri River to Pataka Lane</p>	<p>Support safer speeds due to specific safety concerns with a blind spot and recent fatality in this area.</p> <p>Extend location of the lower speed limits to make it safer to turn and cross the road.</p> <p>Lower speed limits will make it safer for locals to enter/exit their driveways in this area.</p> <p>Lower speed limits are needed as this area is used an alternative route and, at times, becomes much busier.</p> <p>Safety concerns with a conflict between people crossing and cars turning at the BP, shops and new sports ground.</p> <p>AA Northland District supports lowering speed limit but to 70km/h to match Pataka Lane.</p> <p>Northland Transportation Alliance supports the change to 60km/h for consistency with proposed change to 60km/h on Waipapa Road (to reinforce driver expectation in this area).</p> <p>Too few passing lanes as part of speed/traffic management.</p> <p>Some people noted concerns about the poor road condition (which should be addressed as well as or instead of lowering speeds).</p>	<p>Safety concerns support the proposal. We confirmed this sentiment through subsequent investigations with key stakeholder representative groups.</p> <p>The themes raised reinforced the need for the change due to the safety concerns around turning and crossing the road, and the road becoming busier.</p> <p>We have shared the feedback on maintenance issues with our local team.</p>
<p>SH12 Whirinaki urban - Koutu Loop Road to Jackson Road</p>	<p>Support for a lower speed limit through this section from AA Northland District, however they request 70km/h instead of 60km/h citing little development in the area and plenty of existing road safety infrastructure in place.</p>	<p>Feedback themes indicated overall support for the proposal.</p> <p>While we acknowledge some of the feedback requested a 70km/h limit, we also know from earlier engagement on the Northland/north Auckland speed reviews during 2022 that there is community support for a 60km/h speed limit at this location.</p> <p>We will monitor safety on the road and work with our road safety partners to address any compliance issues.</p> <p>We have shared the feedback on maintenance issues with our local team. We will continue to work with NZTA maintenance teams to coordinate works where possible.</p>

Proposal-SH number and location	Feedback from consultation	NZTA response
SH12 Ōmāpere south - Pioneer Road to Newton Road	Support for this proposal from AA Northland District but wants other safety improvements to be made as well, including a W-beam on the outside bend of the Newton Road junction, and improved visibility/a central turning bay for traffic turning from SH12 into Station Signal Road.	Positive sentiment was indicated for reduced speeds and additional infrastructure improvements. Safety infrastructure projects for this NLTP (2021-2024) are currently set. We will consider new infrastructure projects for future NLTP cycles and share information on any confirmed projects in our following speed management plans.
SH12 Ruawai north 60 - Ruawai School Road to Lowther Place	Support from three of four submissions to lower the speed limit to 60km/h as proposed; however, all three ask to consider lowering it further due to the proximity to Ruawai College, Ruawai Primary School, and Ruawai Kindergarten. One submission does not support the proposed change; believes compliance will be low as 60km/h not self-explaining; prefer safety improvements instead, namely a protected shared path and W-beam barriers for children walking/cycling to/from school.	This proposal has received divided community sentiment. To address the feedback about a lower speed limit to make it safer around Ruawai College, Ruawai Primary School, and Ruawai Kindergarten, the speed limits for these schools have already been certified in an alternative speed review process. We will let the community and partners know further details once confirmed. Safety improvements, including infrastructure, are important in the safe system to manage speeds. Projects for this NLTP period (2021-2024) are set. We will consider new infrastructure projects in future NLTP cycles.
SH12 Hurndall Street East to Mountain Road	Three out of five submissions support a reduced speed limit but prefer it is lowered further to 70km/h (in line with Hurndall Street East) and then 50km/h past the residential area to the west due to residents' safety concerns about accessing driveways and children walking to/from school. Fonterra supports the proposed 80km/h speed limit but want it extended 200m to the east of Mountain Road so trucks/traffic can turn safely into and out of their Maungaturoto factory. One submission supports lowering the speed limit but want it lowered further to 70km/h and extended east past the Fonterra factory.	There was a range of feedback that included strong support for a reduced speed limit. The extended location of the speed limit (200m east of Mountain Road intersection) is already included in the proposal. We will monitor the safety of this section and if further measures are required, will consider them in future speed management plans.
SH1 Albany Station bus ramp (from Elliot Rose Ave to past the two 90-degree curves)	No submissions.	This is a 'hair-pin' bend that only buses use, and forms part of the Northern Busway.
SH26 Ruakura Road (between roundabouts)	No submissions.	This section forms part of the Waikato Expressway project at the Ruakura interchange.
SH26 Ruakura Road (interchange to Poto Lane)	No submissions.	As above, this proposal is also part of the Ruakura interchange on the Waikato Expressway.

Proposal-SH number and location	Feedback from consultation	NZTA response
SH2 Te Puna to Bethlehem	<p>Western Bay of Plenty District Council supports this proposed change from 90km/h to 80km/h to make the transportation network safer for people and freight.</p> <p>Another submission believes the current 90km/h speed limit area is unsafe as vehicles and cross a narrow bridge, pass shopping centres, busy side roads and highway construction entry/exit sites, and traffic often backs up in rush hour queues.</p>	<p>The submissions reinforced the speed limit proposal, noting a number of safety concerns.</p> <p>Further to conversations with the local council and additional insights from our local team, we note a desire for a further reduction to 50km/h from the Wairoa Bridge to the existing 50km/h at Bethlehem.</p> <p>Considering this along with our safety assessment, which takes the road use and environment into account, we have decided it is appropriate to extend the length of speed limit change by 300m to the Bethlehem township.</p> <p>We have assessed the road between Wairoa Bridge and the township at a safe and appropriate speed of 50km/h.</p>
SH2 Hewletts Road to Bayfair flyover	No submissions.	There is no feedback to consider in addition to our technical safety analysis. The consulted speed limit change will progress.
SH2 Bayfair flyover to Hewletts Road	No submissions.	<p>The speed limit proposal will go ahead based on the factors we take into consideration when we do our safety analysis. There were no submissions for this section.</p> <p>This is part of the Baypark to Bayfair project.</p>
SH2 Bayfair roundabout southbound off-ramp	One submission was not supportive of the proposed speed limit change to 60km/h, believes it is too high given the volume of vehicles and people walking/cycling through this area; suggests a reduction from 70km/h to 50km/h be considered instead for safety reasons.	<p>The speed proposal has been considered with the limited feedback, which was supportive of lowering the speed.</p> <p>This proposal is part of a bigger capital works project, and the speed is one part of it. There are pedestrian facilities, and pedestrian and cycleway networks being provided as part of the Baypark to Bayfair project.</p>
SH2 Bayfair roundabout northbound on-ramp		<p>NZTA will monitor safety after implementation of the reduced speed limit and can consider further reduction requests in future speed management plans.</p>
SH2 Bayfair flyover to SH29A Te Maunga interchange - north end of Bayfair flyover to SH29A Te Maunga southbound on-ramp	One submission (AA Bay of Plenty District) supports the proposed speed limit increases for both ramps; sees increases on these roads as safe and appropriate due to the quality of the road and upgrades.	<p>Sentiment varies across the two submissions on this speed limit proposal for a ramp.</p> <p>This proposal is part of a capital works project where there are pedestrian facilities, and pedestrian and cycleway networks being provided as part of the Baypark to Bayfair project.</p>

Proposal-SH number and location	Feedback from consultation	NZTA response
SH2 SH29A Te Maunga interchange to Bayfair flyover - Te Maunga northbound off-ramp to northern end of Bayfair flyover	One submission does not support the proposed ramp speed increases; believes 70km/h is more appropriate given people connect to Bayfair mall on foot/bike through these areas.	
SH2 Maunganui Road (southbound) - Bayfair roundabout to SH29A Te Maunga interchange	One submission not supportive of the proposed speed limit change to 60km/h, believes it is too high given the volume of vehicles and people walking/cycling through this area to/from Bayfair; suggests reducing speed limit more from 70km/h to 50km/h to increase safety.	The key themes show overall support. This proposal is part of the Baypark to Bayfair project, which includes pedestrian and cycleway networks.
SH2 Maunganui Road (northbound) - SH29A Te Maunga interchange to Bayfair roundabout		
SH29A Te Maunga interchange southbound on-ramp	No submissions.	We didn't receive any submissions for these speed limit changes. Using a combination of our technical analysis and information from the project team, we will proceed with the consulted speed limit changes. These sections form part of the Baypark to Bayfair project.
SH2 SH29A Te Maunga interchange northbound off-ramp		
SH2 Truman Lane		
SH29A From SH2 to SH29A - from SH2 Te Maunga interchange to west of the SH29A roundabout	No submissions	With no submissions this proposal will proceed based on our technical analysis and our conversations with partners and stakeholders. This section forms part of the Baypark to Bayfair project.
SH29A From SH29A to SH2 - west of the SH29A roundabout to the SH2 Te Maunga interchange	No submissions	There is no feedback to consider in addition to our technical safety analysis. The consulted speed limit change will progress. This section forms part of the Baypark to Bayfair project.
SH1 Waerenga Road to Riverbank Road	No submissions.	Based on the safety analysis, we will proceed with the consulted speed limit change.
SH1 Riverbank Road to Otaki Gorge Road	No submissions.	No submissions provided specific factors on this proposal. Further to local investigation, we have decided to change the speed limit to 50km/h to align with the future state of the road once revocations are complete.
SH1 Ōtaki Gorge Road to Te Horo	No submissions.	Based on the safety analysis, we will proceed with the consulted speed limit change.

Proposal-SH number and location	Feedback from consultation	NZTA response
SH1 Te Horo to Te Kowhai Road	<p>Three submissions support the proposal but think it would be safer to reduce the speed limit further to 60 or 50km/h instead of the proposed 80km/h, citing:</p> <ul style="list-style-type: none"> - many communities and shops in the area and residential driveways; difficult to enter/exit these and intersections safely - traffic and hazards to pedestrians/cyclists may increase with the Expressway extension - a cycleway/pedestrian crossing or an underpass in this location. 	<p>Safety concerns around traffic, getting in and out of driveways, and hazards to people walking and cycling show support to progress with reducing the speed limit.</p> <p>Our assessment shows the safe and appropriate speed is 80km/h. We expect traffic volumes to continue reducing due to the expressway.</p> <p>We will monitor safety on the road and continue conversations with our Treaty partners and affected communities. We can consider further speed limit reductions in future speed management plans.</p>
SH6 Punakaiki township	<p>Two submissions (Department of Conservation, West Coast Regional Council) support the proposed permanent speed limit change, referring to recent safety planning and assessment work from Department of Conservation that justifies this reduced speed, and noted that lowering the speed limit complements the Dolomite Point Redevelopment Project (DPRP) in Punakaiki.</p>	<p>We acknowledge these two submissions, which outlined support for the proposal.</p> <p>We will continue to work with our partners as we implement this change to improve safety in the area.</p>
SH33 Maniatutu Road ISZ	<p>One submission supports the proposed ISZ, requests signage on SH30 to show motorists if vehicles are turning right/left into and out of Maniatutu Road.</p>	<p>The limited feedback indicated support for the proposal.</p> <p>Following certification and prior to implementation, we will confirm locations for signage. We will consider the factors raised during the design stage.</p>
SH73 Bealey Road / Station Road ISZ	No submissions.	There is no feedback to consider in addition to our safety analysis.
SH73 Waddington Road ISZ		
SH1 Hillgrove Road (Moeraki) ISZ	<p>One submission does not support the proposal, saying the proposed change is inconsistent with the intersection further north; suggests retaining current speed limit, installing better signage, or (only if necessary) consider a 100/80km/h ISZ instead of the proposed 100/60km/h ISZ.</p>	<p>This submission expressed negative sentiment towards the proposal. It has been considered alongside technical safety information.</p> <p>The decision to proceed with this proposal is a reflection of the safety factors at this location, which outweigh other aspects such as the consistency of speed limits in the wider area.</p>
SH1 Edendale - Old SH1 Alignment	No submissions.	<p>We did not receive submissions for this proposed speed limit change. Based on the safety analysis, we will proceed with the consulted proposal.</p>

Proposal-SH number and location	Feedback from consultation	NZTA response
SH1 Dunns Crossing ISZ	There was general recognition of the growing population and increased traffic and pressure on the intersection. There was strong support for safety improvements. Many respondents mentioned they felt unsafe using the intersection currently, and some people avoid it due to this perception. This response was reiterated by residents at the nearby Burnham Military Camp and from staff at Rolleston Prison with the removal of the temporary 70km/h (due to the completion of the Christchurch South Motorway project) being noted as contributing to the sense of risk.	Feedback themes indicate overall support for the proposal.

5. Requirements of the Speed Rule

The Land Transport Rule: Setting of Speed Limits 2022 sets the process for making new and altering existing speed limits. The Rule has provision for 'out of cycle' certification by using Clause 2.6 '*Alternative method for Agency (as RCA) or territorial authorities to set speed limits: Director approval before next plan*'.

For these project required speed changes:

- Transport Services provides details of the proposed speed limits and seeks the Director's approval to set these.
- It can be confirmed that regard was taken of the guidance and information developed and maintained by the Agency and that discussions with adjoining RCA have taken place with regards to aligned speed limits.
- Consultations were undertaken over a four-week period and that clause 3.9 was applied. All submissions to the consultations were considered.

6. Transport Services Recommendation


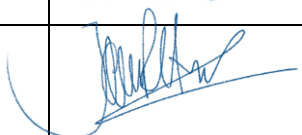
Transport Services recommend that the Director of Land Transport approves the project required speed changes as listed below.

State Hwy	Corridor Name	Description	Start (NZTM)	End (NZTM)	Length (km)	Speed Limit (km/h)
10	Waipapa urban	South of Kerikeri River to Pataka Lane	1683798, 6102109	1683770, 6102857	0.8	60
12	Whirinaki urban	Koutu Loop Road to Jackson Road	1641720, 6075147	1641729, 6074217	1.1	60
12	Ōmāpere south	Pioneer Road to Newton Road	1634883, 6067331	1635153, 6066496	1.5	50
12	Ruawai north 60	Ruawai School Road to Lowther Place	1690673, 6002058	1691580, 6001268	1.4	60
12	Hurndall Street East to Mountain Road	-	1723257, 6003546	1724010, 6003825	0.8	80
1	Albany Station bus ramp	From Albany bus station to the hairpin bends	1753008, 5934580	1753084, 5934728	0.3	50
26	Ruakura Road (between roundabouts)	Ruakura Road (between roundabouts) Waikato Expressway	1805410, 5816204	1805737, 5816417	0.3	60
26	Ruakura Road	Interchange to Poto Lane	1805737, 5816417	1806475, 5816441	0.8	80
2	Te Puna to Bethlehem	Existing 50km/h threshold to east of Wairoa bridge	1873014, 5823197	1873265, 5823346	0.3	50
2	Hewletts Road to Bayfair flyover	South end of Hewletts Road flyover to new Bayfair flyover	1883381, 5826011	1884094, 5825353	1.0	60
2	Bayfair flyover to Hewletts Road	Bayfair flyover to south end of Hewletts Road flyover	1883391, 5825993	1884096, 5825341	1.0	60
2	Bayfair roundabout southbound off-ramp	Southbound off-ramp to new Bayfair roundabout	1883950, 5825506	1884221, 5825227	0.5	60
2	Bayfair roundabout northbound on-ramp	Northbound on-ramp from new Bayfair roundabout	1884141, 5825216	1883954, 5825495	1.0	60
2	Bayfair flyover to SH29A Te Maunga interchange	North end of Bayfair flyover to SH29A Te Maunga southbound on-ramp	1884094, 5825353	1884552, 5824447		80

State Hwy	Corridor Name	Description	Start (NZTM)	End (NZTM)	Length (km)	Speed Limit (km/h)
2	SH29A Te Maunga interchange to Bayfair flyover	Te Maunga northbound off-ramp to northern end of Bayfair flyover	1884096, 5825341	1884673, 5824353		80
2	Maunganui Road (southbound)	Bayfair roundabout to SH29A Te Maunga interchange	1884218, 5825170	1884479, 5824529	0.7	60
2	Maunganui Road (northbound)	SH29A Te Maunga interchange to Bayfair roundabout	1884448, 5824488	1884180, 5825164	0.7	60
2	SH29A Southbound on-ramp	-	1884499, 5824511	1884611, 5824426		60
2	SH29A Northbound off-ramp	-	1884618, 5824375	1884465, 5824470		60
2	Truman Lane	Extension of Truman Lane to connect to new SH29A roundabout	1884123, 5824375	1884429, 5824353	0.2	50
29A	From SH2 to SH29A	from SH2 Te Maunga interchange to west of the SH29A roundabout	1884483, 5824518	1883912, 5824295	0.6	60
29A	From SH29A to SH2	west of the SH29A roundabout to the SH2 Te Maunga interchange	1883954, 5824323	1883954, 5824323	0.6	60
1	Waerenga Road to Riverbank Road	-	1781620, 5485127	1781061, 5484578	1.0	50
1	Riverbank Road to Ōtaki Gorge Road	-	1781061, 5484578	1780884, 548409	0.4	50
1	Ōtaki Gorge Road to Te Horo	-	1780884, 548409	1779246, 5481504	3.1	80
1	Te Horo to Te Kowhai	-	1778707, 5480690	1776240, 5477439	4.8	80
6	Punakaiki township	North of the Pancake Rocks Blowhole area to south of the stopping area	1462027, 5336334	1461973, 5335803	0.6	40
33	Maniatutu Road ISZ	On SH33, approaching intersection with Maniatutu Road	1895364, 5787710	1895740, 5788253	0.7	100/60 (variable)
73	Bealey / Station Road ISZ	On SH73, approaching intersection with Bealey Road and Station Road	1541039, 5180029	1540754, 5180123	0.3	100/60 (variable)

State Hwy	Corridor Name	Description	Start (NZTM)	End (NZTM)	Length (km)	Speed Limit (km/h)
73	Waddington Road ISZ	On SH73, approaching intersection with Waddington Road	1521728, 5194244	1521527, 5194530	0.3	100/60 (variable)
1	Hillgrove Road (Moeraki) ISZ	On SH1, approaching intersection with Hillgrove Road	1429802, 4974730	1429874, 4974408	0.3	100/60 (variable)
1	Edendale	Old SH1 Alignment	1275821, 4864290	1275721, 4863771	0.5	80
1	Dunns Crossing Road/Walkers Road ISZ	On SH1, approaching intersection with Dunns Crossing Road/Walkers Ro	1547863, 5172307	1547511, 5172119	0.4	100/60 (variable)

Outcome Endorsement

Name	Position	Date	Signature
Kirstan O'Donoghue	Team Lead, Road Safety, SaSS, Transport Services-Programme and Standards	09/04/24	
James Hughes	Lead Advisor Safety, Transport Services-Programme and Standards	10/04/24	

Decision

This decision is made by the National Manager, Programme and Standards, Transport Services, Office of GM TS in accord with the authority residing in NZTA.

Name	Position	Date	Signature
Vanessa Browne	National Manager Programme and Standards, Transport Services, Office of GM TS	10/04/24	