

Interim State Highway Speed Management Plan 2023-2024

Consultation Draft



Waka Kotahi NZ Transport Agency

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Waka Kotahi NZ Transport Agency

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Context

Purpose of the Interim State Highway Speed Management Plan

The Land Transport Rule: Setting of Speed Limits 2022 (the Rule) requires all road controlling authorities (RCA) to develop and consult on a speed management plan. Waka Kotahi NZ Transport Agency is the RCA responsible for state highways and the purpose of this Interim State Highway Speed Management Plan (ISMP) is to enable Waka Kotahi to share how it intends to manage speed limits over the next two years through to June 2024.

Following on from the ISMP, Waka Kotahi is in the process of developing the 2024-27 State Highway Speed Management Plan which will provide details on further speed management changes proposed for the 2024 to 2027 period and beyond. The 2024-27 State Highway Speed Management Plan further considers the integration between planned safety infrastructure, speed limits, and selected enforcement with safety cameras.

Plan information

Road controlling authority or regional transport committee	Waka Kotahi NZ Transport Agency (road controlling authority for state highways)
Submitted by	State Highway Speed Management Project Team, Waka Kotahi
National Land Transport Programme (NLTP) period	August 2021 to June 2024

10-year vision: Objectives, strategic alignment, and whole-of-network approach

The 10-Year Vision

Our vision is for a state highway network where no-one is killed or seriously injured.

We are working on our vision to create a safer state highway network where, by 2030, we have around 40% fewer deaths and serious injuries compared to 2018 levels. We will achieve this through implementing speed and infrastructure changes on our state highways that are designed to make the network safer, along with safety camera enforcement across the network to help achieve user compliance.

All schools, including kura kaupapa Māori and Kura ā Iwi, on the state highway will have safe and appropriate speeds around them, making it safer and more enjoyable for our children to walk, cycle and scooter to and from home.

Our towns, cities and communities which currently have state highways running through them will experience less severance. Whilst there are still likely to be large numbers of vehicles around, their presence will feel less intrusive. It will be easier to walk alongside on footpaths and easier to cross the state highway.

On our rural state highways, there will be some areas where we have implemented safety improvements such as median barriers. These will have reduced the risk of crashes. We will also have introduced safe and appropriate speed limits in some areas to reduce the likelihood and impact of a crash. In locations where we know people are continuing to travel too fast, we will consider using safety cameras to help enforce appropriate speeds.

Objectives

Waka Kotahi has an important role to play in realising our vision of a New Zealand where no-one is killed or seriously injured in road crashes, and is seeking to achieve five objectives by 2030:

- The state highway network is safer with reduced numbers of deaths and serious injuries.
- People using the state highway network or living alongside it feel safer, improving their own wellbeing as well the liveability of places.
- A greater proportion of the state highway network will have posted speed limits that match their safe and appropriate speed.
- Proposals for managing speeds on state highways will take account of the local context and be aligned with the local road network features, ensuring there is consistency for drivers.

Supporting information:

Road to Zero Te Ara ki te Ora

Guiding Principles from the Speed Management Guide

- We will have brought our communities, partners and stakeholders on the journey with us, with greater numbers of people supporting our proposals to manage speeds better.

The above objectives have guided the development of this ISMP, which provides a clear picture of how changes to speed limits will help manage speeds on the state highway network and reduce the risk of death or serious injury over the next two years. Note that these objectives are also driving the development of the 2024-27 State Highway Speed Management Plan.

Policies

Waka Kotahi, as a road controlling authority, is required to follow the policies and strategies laid out in the national road safety strategy, Te Ara ki te Ora Road to Zero, and the *Speed management guide: Road to Zero edition* (the Guide).

Key to the development of this ISMP are the Safe System principles which remind us that:

- people make mistakes that lead to road crashes
- the human body has a limited physical ability to tolerate crash forces before harm occurs
- the responsibility for safety is shared amongst those who design, build, manage and use roads and vehicles
- all parts of the system must be strengthened so that, if one part fails, road users are still protected.



The four guiding principles from the Guide relating to safety, community wellbeing, movement and place, and system thinking have also played an instrumental role in guiding this ISMP.



A significant proportion of the state highway network is not signed at its safe and appropriate speed. For example the Guide framework requires a safe and appropriate speed of 80km/h or less on undivided rural roads and highways. Likewise, a safe and appropriate speed of 30km/h is required in some urban street categories. In some cases, a lower safe and appropriate speed limit will be made in combination with other (supporting) infrastructure and enforcement.

Acknowledging the above alongside the scale, function and use of the state highway network, Waka Kotahi recognises that to be successful in achieving its vision and objectives, its approach to managing speed needs to ensure users of the state highway network and local communities are brought along on the journey towards a safe Aotearoa.

As a consequence, Waka Kotahi is taking a pragmatic approach that includes progressing the state highway network towards safe and appropriate speeds over time.

Through the development and implementation of the 2024-27 State Highway Speed Management Plan, we will seek to address the wider state highway network in a fully integrated manner where speed limits, safety infrastructure upgrades and enforcement (using safety cameras) will be considered more holistically.

Measures

To assess how Waka Kotahi is tracking against the programme delivery timeframes of the Tackling Unsafe Speeds Programme Business Case, and contributing to the overall reduction of deaths and serious injuries (DSI), we will measure the following indicators through this ISMP period (up to July 2024):

<p>Programme Delivery</p> <p>Intervention indicators measure the progress of specific action plan initiatives</p>	<p>Kilometres of high-risk roads addressed through speed management (#1.1.5)</p>
<p>System Performance</p> <p>Safety performance indicators are what we seek to improve through the successful delivery of programmes in each Road to Zero Focus Area</p>	<p>Percentage of road network where speed limits align with the Safe and Appropriate Speed (#1.2.7)</p> <p>Percentage of the public who understand the risk associated with driving speed (#1.2.10)</p> <p>Perceived safety of walking (#1.2.6a)</p> <p>Perceived safety of cycling (#1.2.6b)</p> <p>Percentage of Category 2 schools on state highways with 60km/h speed limits or lower (40% by 2024 and 100% by 2027)</p> <p>Percentage of Category 1 schools on state highways with 30-40km/h speed limits (40% by 2024 and 100% by 2027)</p>
<p>Outcomes</p> <p>Safety outcome indicators relate closely to the overarching 40%DSI reduction target for 2030</p>	<p>Number of DSIs with speed being a contributing factor (#1.3.3)</p> <p>Number of DSIs where the speed limit does not align with the Safe and Appropriate Speed (#1.3.4)</p>

These measures are based on Te Ara ki te Ora Road to Zero monitoring framework (noted above in brackets). Measurement and reporting will be specific to state highways, which in turn will feed into the overall Te Ara ki te Ora Road to Zero Annual Reports. **Key targets that this ISMP will aim deliver are shown in bold above.**

Strategic Alignment

This Interim State Highway Speed Management Plan (ISMP) is fully aligned with the 2021 Government Policy Statement (GPS) on land transport, and aligned with the intent of the Speed management guide: Road to Zero edition, and represents progress towards safe and appropriate speeds. The ISMP's focus is on managing speeds through changes in speed limits over the next two years. It takes account of what safety infrastructure improvements and enforcement (using safety cameras) are already planned for delivery through to mid-2024.

The table below demonstrates our consistency with the 2021 GPS on land transport.

GPS Priority	How the Interim State Highway Speed Management Plan aligns with the GPS
Strategic Priority: Safety	<p>In line with Vision Zero, Road to Zero and the 2021 GPS, the ISMP is working towards a state highway network where no-one is killed or seriously injured.</p> <p>The Road to Zero Speed and Infrastructure Programme Business Case for Aotearoa estimates that speed management and infrastructure improvements could deliver approximately half of the 40% reduction in DSIs by 2030. The ISMP puts us on the pathway to achieve these targets.</p>
Strategic Priority: Better Travel Options	<p>Focus on urban areas and schools will lead to safe and appropriate speeds that also encourage more people to walk, cycle, scooter or use other forms of active travel.</p>
Strategic Priority: Climate Change	<p>Managing speeds can encourage more active travel which in turn can help reduce vehicle kilometres travelled/carbon emissions. The Stockholm Declaration evidence also suggests speed management has a beneficial impact on air quality and climate change.</p>
Strategic Priority: Improving Freight Connections	<p>Managing speeds significantly reduces crashes, making journeys more reliable.</p> <p>The ISMP will look to introduce safe and appropriate speeds on the open road. Actions over the next two years will be a stepping stone towards 2030 targets where, as a result of increasing public acceptance for reduced speed limits, a larger proportion of the state highway network will have safe and appropriate speed. This will thereby reduce the likelihood and/or severity of crashes.</p>

As detailed on pages 5-8, this ISMP has based its vision, objectives and measures fully on Te Ara ki te Ora Road to Zero.

Whole-of-network approach

This Interim State Highway Speed Management Plan (ISMP) has been developed with a whole-of-network approach, focussing on regions, rather than piecemeal sections of state highways. The approach has built on the key policies, principles and focus areas outlined earlier in this document, and considered the current status of planned safety infrastructure and use of safety cameras to identify our speed limit proposals over the next two years.

The infrastructure programme over the next two years is set (via the 2021-24 National Land Transport Programme) and this has influenced the thinking on where speed limit changes may be appropriate.

This ISMP **focuses** on high-risk locations as well as those where we have a higher level of public support. A balanced implementation programme of introducing safe and appropriate speeds on state highways has been developed for the next two years, which focusses on:

- urban centres/areas, rural townships and/or peri urban/rural extents
- schools
- high-risk sections of corridors (urban and rural) where data shows the highest concentrations of deaths and serious injuries occur
- intersection speed zones (ISZ)
- iwi / Māori considerations, for example, more emphasis to site-specific needs on a corridor such as marae and/or urupā
- project-driven speed management, including revocation.

In this ISMP, Waka Kotahi has **prioritised** the following focus areas:

- speed reviews already underway, to finish what we have started
- schools
- where there is a level of public support
- where the safety risk is rated as high and transformational infrastructure is not planned for delivery in the next five years
- current mean operating speeds are lower than the safe and appropriate speed limit that would be set.

Proposed changes are provided in the following section.

Regional implementation programme

We have developed implementation plans for each region. Understanding the regional context and the impact this has, or will have in the future, on safety risk has been integral to the development of our proposals.

Aligned to Waka Kotahi vision, objectives and policies, as detailed earlier, each region includes:

- Corridors - we are proposing speed limits across a variety of situations. These include corridors where we have determined the design requires a lower speed limit due to site constraints or to manage safety. Corridors include those under the Road to Zero programme, general highway improvements and NZ Upgrade projects.
- Intersection speed zones (ISZ) – these are included for intersections with significant safety issues where an intersection speed zone is a suitable safety intervention.
- Marae - we are also considering marae where they are adjacent to the state highway. Currently this only includes those associated with the Road to Zero programme.
- Schools - most schools in the region where people interact with the state highway when children are arriving or leaving are included to enable safer speed limits to be implemented. This will be a permanent or variable speed limit (30km/h to 60km/h) covering the school entrance or related intersection(s) for 300m to make activity around the school safer.

We will be working closely with each school to agree what the appropriate design and operating parameters will be. During this process, schools currently proposed in the ISMP under Category 2 will be confirmed. If additional information is provided showing the school meets the criteria for Category 1, it will be reclassified and will have a 30km/h variable as a proposed speed limit.

The remaining schools will be included in our 2024-27 State Highway Speed Management Plan. These have more complex roading environments and we would like to allow a longer period to engage with our partners and stakeholders.

In line with s5.4 of the Land Transport Rule: Setting of Speed Limits 2022, we aim to implement at least 40% or between 80-120 of our proposed school speed limit changes by 30 June 2024, and have all school speed limit changes implemented by the end of 2027.

Te Tai Tokerau - Northland

Regional considerations:

- Population Growth
- Accessible towns and communities
- Freight network
- Tourism
- Safety record

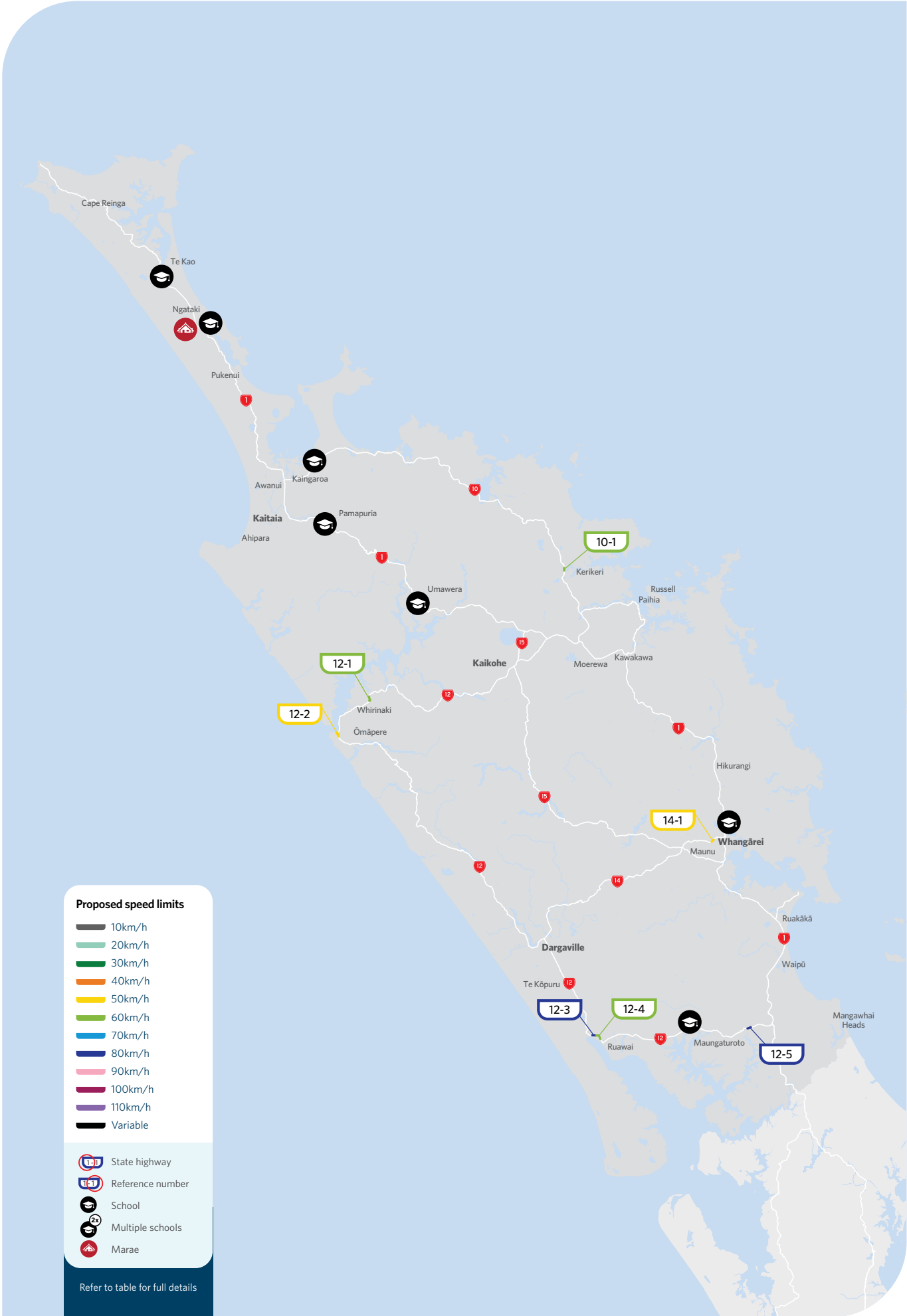
Northland's social and economic opportunities are dependent on its connections, south to Auckland and the rest of the country to support key industries, enable visitors and travel and to allow communities to thrive.

With about 70% of the region's population living in small rural communities outside the only major urban environment of Whangārei, there is a high dependency on private vehicles and limited alternative travel options.

According to Stats NZ, Northland's population is growing faster than any other region - more than 18% in the five years to 2018. It is forecast to reach 197,000 by 2043.

The state highway network, particularly State Highway 1 is, and will continue to be, critical in connecting towns and communities.





Speed limit changes

Map reference	Road/area	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Further information
N/A	SH1 Waiora Marae	100	30	Variable	2023-2024	
10-1	SH10 Waipapa urban	100	60	Permanent	2023-2024	South of Kerikeri River to Pataka Lane
12-1	SH12 Whirinaki urban	100	60	Permanent	2023-2024	Koutu Loop Road to Jackson Road
12-2	SH12 Ōmāpere south	60	50	Permanent	2023-2024	Pioneer Road to Newton Road
12-3	SH12 Ruawai north 80	100	80	Permanent	2023-2024	Near Mitchell Road to Ruawai School Road
12-4	SH12 Ruawai north 60	80	60	Permanent	2023-2024	Ruawai School Road to Lowther Place
12-5	SH12 Hurndall Street East to Mountain Road	100	80	Permanent	2023-2024	
14-1	SH14 Maunu urban	60	50	Permanent	2023-2024	Puriri Park Road to Kowhai Park Road

Speed limits around schools

School name	Proposed category	Implementation timeframe	Further information
SH1 Te Kura o Te Kao	1	2023-2027	30km/h variable speed limit
SH1 Ngataki School	1	2023-2027	30km/h variable speed limit
SH1 Pāmapūria School	2	2023-2027	≤60km/h variable speed limit
SH1 Umawera School	2	2023-2027	≤60km/h variable speed limit
SH1 Whangārei Boys' High School	1	2023-2027	30km/h variable speed limit
SH10 Kaingaroa School (Kaitaia)	1	2023-2027	30km/h variable speed limit
SH12 Paparoa School	1	2023-2027	30km/h variable speed limit

Tāmaki Makaurau - Auckland

Regional considerations:

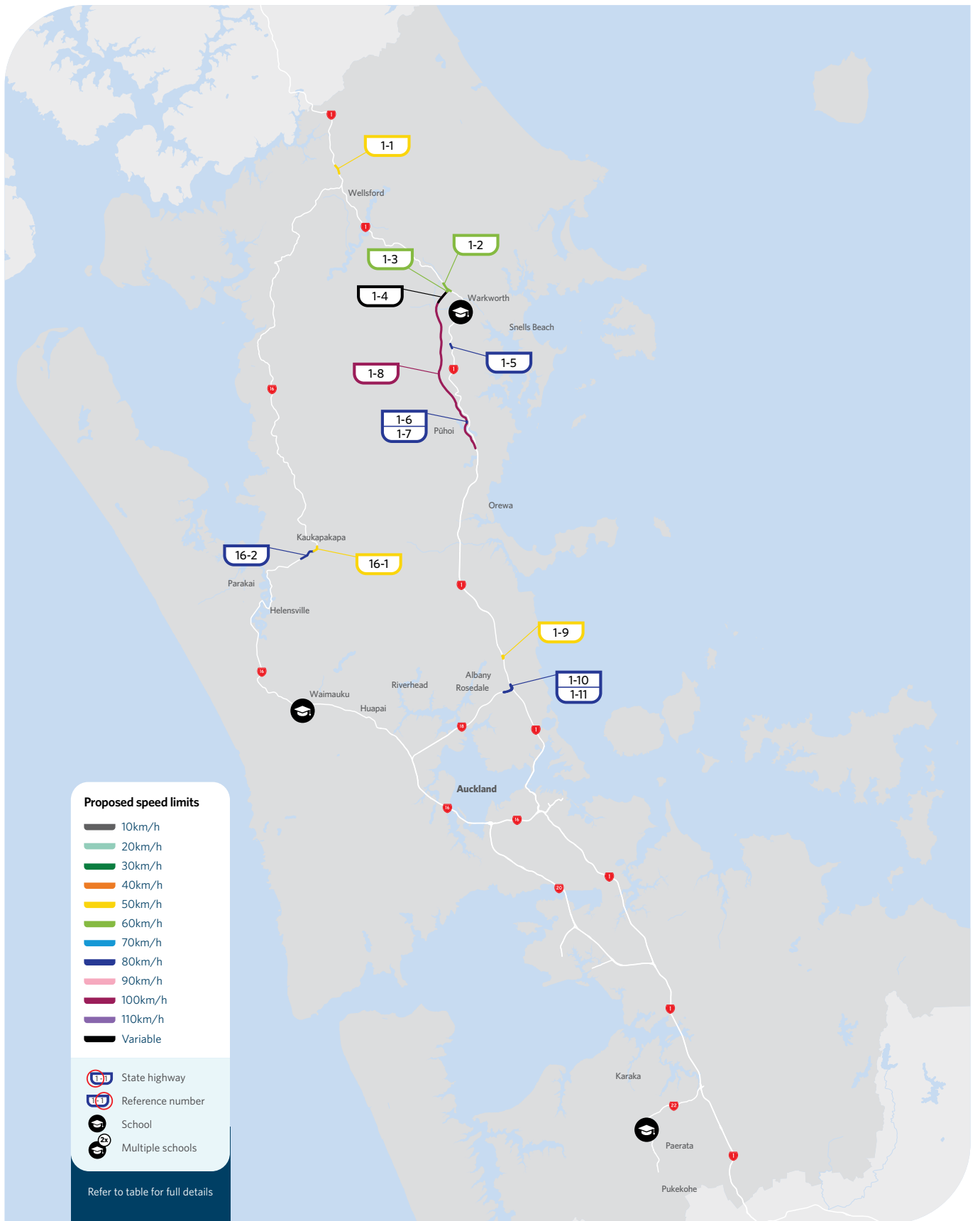
- Population Growth
- Accessible towns and communities
- Freight network
- Safety record

More than a third of New Zealanders already call Auckland home, with the population expected to grow by 260,000 during the next decade to reach 2.4 million by 2050. We recognise the importance of the state highway network in helping Aucklanders move around the city as well as delivering broad economic, social, and environmental outcomes for the city.

Auckland lies across the low undulating slopes between the Manukau and Waitematā harbours. Surprisingly, the region is largely rural and a narrow peninsula. This means many of the state highways vary, from high volume motorways through to narrow winding roads.

Those high levels of traffic volumes in our largest city not only result in many drivers experiencing congestion but does increase the risk of crash. Encouraging more people to use public transport, walk and cycle will have a knock-on safety benefit.





Speed limit changes

Map reference	Road/area	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Further information
1-1	SH1 Wellsford north	60	50	Permanent	2023-2024	Northern entrance to Wellsford
1-2	SH1 Warkworth north	80	60	Permanent	2023-2024	Northern entrance to Warkworth
1-3	SH1 Pūhoi to Warkworth mainline 60	N/A	60	Permanent	2023-2024	End of motorway, for approach to roundabout - northbound only
1-4	SH1 Pūhoi to Warkworth (VSL at north end of motorway)	N/A	Various (30, 40, 50, 60, 70, 80 or 100)	Variable	2023-2024	Variable speed limit to allow smart management of traffic to roundabout - northbound only
1-5	SH1 Warkworth variable speed area - removal	80 / 60V	80	Permanent	2023-2024	Removal of intersection speed zone at Designation Road
1-6	SH1 Pūhoi northbound off-ramp	N/A	80	Permanent	2023-2024	
1-7	SH1 Pūhoi southbound on-ramp	N/A	80	Permanent	2023-2024	
1-8	SH1 Pūhoi to Warkworth mainline	N/A	100	Permanent	2023-2024	Warkworth roundabout to north of Johnstone Hill Tunnels
1-9	SH1 Albany Station bus ramp	80	50	Permanent	2023-2024	
1-10	SH1 Constellation (18/1 interchange) - northbound ramp	N/A	80	Permanent	2023-2024	
1-11	SH1 Constellation (18/1 interchange) - southbound ramp	N/A	80	Permanent	2023-2024	
16-1	SH16 Kaukapakapa 50	80	50	Permanent	2023-2024	North of Henley Road to north of Kahikatea Flat Road
16-2	SH16 Kaukapakapa South	80 100	50 80	Permanent	2023-2024	Southern approach to Kaukapakapa from near Inland Road to near McLennan Farm Road

The error in the above table was updated on 23 November 2022.

Speed limits around schools

School name	Proposed category	Implementation timeframe	Further information
SH1 Mahurangi College	1	2023-2027	30km/h variable speed limit
SH16 Waimauku School	1	2023-2027	30km/h variable speed limit
SH22 Wesley College	2	2023-2027	≤60km/h variable speed limit

Waikato

Regional considerations:

- **Population Growth**
- **Accessible towns and communities**
- **Freight network**
- **Safety record**

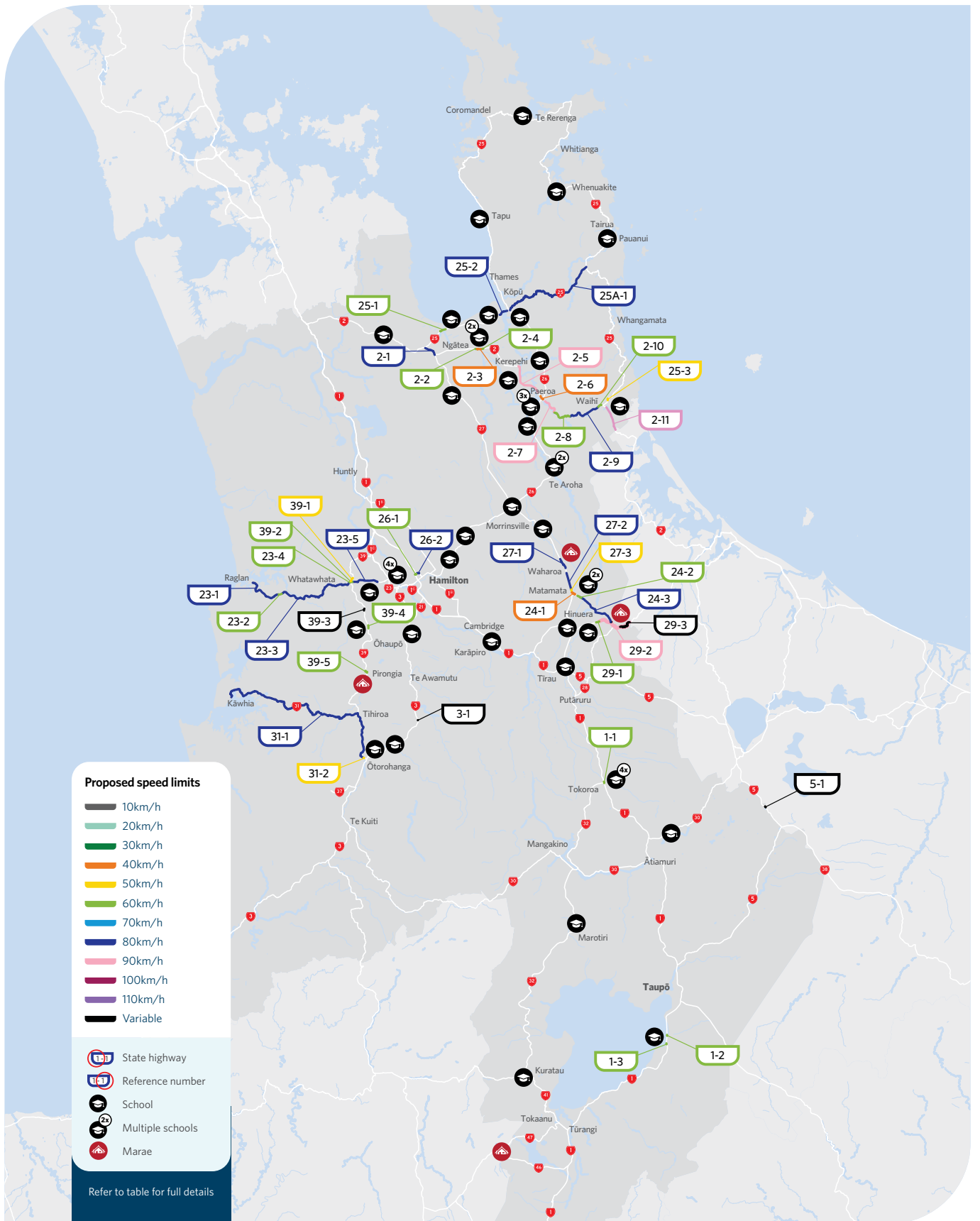
Waikato's significant contribution to the economic wellbeing of New Zealand underpins the importance of the region having a safe, accessible land transport system that is both reliable and resilient to move people and goods along inter-regional routes.

With Auckland and the Bay of Plenty, Waikato forms part of the 'golden triangle'- New Zealand's major growth area where 50% of our population lives and a significant proportion of our economic activity takes place.

The state highway network has an important role connecting the three largest urban centres in the Upper North Island, the two largest ports (Auckland and Tauranga), the country's largest international airport in Auckland as well as being the link to the rest of the country.

More than 20% of New Zealand's annual deaths and serious injuries occurring in the region, road safety remains a significant issue. The Waikato Expressway and other safety improvements that are under development will make a difference however the extent and complexity of the state highway network, along with high traffic volumes, means that there are many parts of region that remain high-risk.





Speed limit changes

Map reference	Road/area	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Further information
1-1	SH1 Tokoroa urban	80	60	Permanent	2023-2024	Through township, to align with speed limits at Bishop Edward Gaines Catholic School
1-2	SH1 Waitahanui north	100	60	Permanent	2023-2024	Extension of 60km/h speed zone at north end of Waitahanui
1-3	SH1 Waitahanui south	100	60	Permanent	2023-2024	Extension of 60km/h speed zone at south end of Waitahanui
2-1	SH2 From SH25 to Mangatarata	Various	80	Permanent	2023-2024	On SH2, from SH25 intersection to SH27
2-2	SH2 Ngātea west	70	60	Permanent	2023-2024	Western approach to Ngātea
2-3	SH2 Ngātea urban	50	40	Permanent	2023-2024	From Pipiroa Road to River Road
2-4	SH2 Ngātea east	70	60	Permanent	2023-2024	River Road to east of Piako River bridge
2-5	SH2 Hauraki Road to Paeroa	100	90	Permanent	2023-2024	
2-6	SH2 Paeroa main street	50	40	Permanent	2023-2024	Near Station Road to south of Te Aroha Road
2-7	SH2 Paeroa to Karangahake	Various	90	Permanent	2023-2024	South end of Paeroa to Albert Street near Karangahake Gorge
2-8	SH2 Karangahake to Waikino	80	60	Permanent	2023-2024	Near Albert Street (near Karangahake Gorge) to west of Waitawheta Road
2-9	SH2 Waikino to Waihi	Various	80	Permanent	2023-2024	West of Waitawheta Road to near Orchard Road (Waihi)
2-10	SH2 Waihi - Seddon Street	70	60	Permanent	2023-2024	Near Orchard Road (Waihi) to near Martin Road
2-11	SH2 Waihi to regional boundary	100	90	Permanent	2023-2024	Waihi (Ohinemuri River bridge) to regional boundary with Bay of Plenty
3-1	SH3 Te Kawa Road intersection speed zone (ISZ)	100	60	Variable	2023-2024	On SH3, approaching intersection with Te Kawa Road
5-1	SH5 Waimangu Road intersection speed zone (ISZ)	100	60	Variable	2023-2024	On SH5, approaching intersection with Waimangu Road
23-1	SH23 Te Uku to Raglan	100	80	Permanent	2023-2024	
23-2	SH23 Te Uku urban	80	60	Permanent	2023-2024	Near Te Uku Wind Farm lookout to west of Ōkete Road
23-3	SH23 Whatawhata to Te Uku	100	80	Permanent	2023-2024	

Map reference	Road/area	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Further information
23-4	SH23 Whatawhata urban	80	60	Permanent	2023-2024	Near Store Road to west of Whatawhata bridge
23-5	SH23 Temple View to Whatawhata	100	80	Permanent	2023-2024	Near Wallace Road to near Store Road (Whatawhata)
24-1	SH24 Matamata urban	50	40	Permanent	2023-2024	Matamata CBD, from the roundabout to near Price Terrace
24-2	SH24 Mangawhero Road	70	60	Permanent	2023-2024	East of Earl Road to east of Rockford Street
24-3	SH24 Tauranga Road	100	90 80	Permanent	2023-2024	East of Rockford Street to the SH29 intersection
25-1	SH25 Waitakaruru urban	70	60	Permanent	2023-2024	Waitakaruru township
25-2	SH25 Orongo to Kōpū	100	80	Permanent	2023-2024	West of Orongo Road to near the Kōpū roundabout
25-3	SH25 Waihi North	70	50	Permanent	2023-2024	To align with speed limits at Waihi East School
25A-1	SH25A Kōpū-Hikuaui Road	100	80	Permanent	2023-2024	SH26 (Paeroa Kōpū Road) to SH25 (Tairua Road)
26-1	SH26 Ruakura Interchange 60	N/A	60	Permanent	2023-2024	Ruakura Road (between roundabouts) Waikato Expressway
26-2	SH26 Ruakura Interchange 80	N/A	80	Permanent	2023-2024	Ruakura Road (Interchange to Poto Lane) Waikato Expressway
27-1	SH27 Waharoa North	100	80	Permanent	2023-2024	From north end of Raungaiti to Waharoa
N/A	SH27 Raungaiti Marae	100	60	Variable	2023-2024	
27-2	SH27 Waharoa to Matamata	100	80	Permanent	2023-2024	
27-3	SH27 Matamata urban - Waharoa Road West	70	50	Permanent	2023-2024	From edge of Matamata urban to near Ratcliffe Street
29-1	SH29 Te Poi urban	70	60	Permanent	2023-2024	Te Poi township
29-2	SH29 Regional boundary to Te Poi	100	90	Permanent	2023-2024	Southwest of Hanga Road to Te Poi
29-3	SH29 Kaimai weather (Waikato)	Various (100, 90, 80, 70, 60, 50) depending on weather	Various (90, 80, 70, 60, 50) depending on weather	Variable	2023-2024	West of Soldiers Road to southwest of Hanga Road
N/A	SH29 Ūkaipō Marae	100	60	Variable	2023-2024	
31-1	SH31 Kāwhia Road	100	80	Permanent	2023-2024	West end of Waipā River bridge to SH31/SH39 intersection
31-2	SH31 Ōtorohanga 50	100	50	Permanent	2023-2024	To align with speed limits at Ōtorohanga South School

The error in the above table was updated on 2 December 2022.

Map reference	Road/area	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Further information
39-1	SH39 Whatawhata urban	70	50	Permanent	2023-2024	Near Store Road to west of Whatawhata bridge
39-2	SH39 Whatawhata roundabout	80	60	Permanent	2023-2024	
39-3	SH39 Tuhikaramea Road intersection speed zone (ISZ)	100	60	Variable	2023-2024	On SH39, approaching intersection with Tuhikaramea Road
39-4	SH39 Ngāhinapōuri urban	70	60	Permanent	2023-2024	Ngāhinapōuri township
39-5	SH39 McClure Street	70	60	Permanent	2023-2024	Pirongia urban, from Bellot Street to south of McClure Street
N/A	SH39 Pūrekireki Marae	100	60	Variable	2023-2024	
N/A	SH46 Pāpā kai Marae	100	60	Variable	2023-2024	

Speed limits around schools

School name	Proposed category	Implementation timeframe	Further information
SH1 Karāpiro School	2	2023-2027	≤60km/h variable speed limit
SH1 Tirau Primary School	1	2023-2027	30km/h variable speed limit
SH1 Bishop Edward Gaines Catholic School	1	2023-2027	30km/h variable speed limit
SH1 Amisfield School	1	2023-2027	30km/h variable speed limit
SH1 Te Kura o Waitahanui	1	2023-2027	30km/h variable speed limit
SH2 Maramarua School	1	2023-2027	30km/h variable speed limit
SH2 Ngātea Primary School	1	2023-2027	30km/h variable speed limit – Ngātea Schools Cluster
SH2 Hauraki Plains College	1	2023-2027	30km/h variable speed limit – Ngātea Schools Cluster
SH2 Nethererton School	2	2023-2027	≤60km/h variable speed limit
SH2 St Joseph's School	1	2023-2027	30km/h variable speed limit
SH2 St Joseph's Catholic School (Paeroa)	1	2023-2027	30km/h variable speed limit
SH3 Ōhaupō School	2	2023-2027	≤60km/h variable speed limit
SH3 Kio Kio School	2	2023-2027	≤60km/h variable speed limit

School name	Proposed category	Implementation timeframe	Further information
SH23 Frankton School	1	2023-2027	30km/h variable speed limit
SH24 Matamata Primary School	1	2023-2027	30km/h variable speed limit
SH25 Waitakaruru School	1	2023-2027	30km/h variable speed limit
SH25 Kopuarahi School	2	2023-2027	≤60km/h variable speed limit
SH25 Tapu School	1	2023-2027	30km/h variable speed limit
SH25 Te Rerenga School	1	2023-2027	30km/h variable speed limit
SH25 Coroglen School	1	2023-2027	30km/h variable speed limit
SH25 Tairua School	1	2023-2027	30km/h variable speed limit
SH25 Waihi East School	1	2023-2027	30km/h variable speed limit
SH26 Berkley Normal Middle School	1	2023-2027	30km/h variable speed limit
SH26 Newstead Model Country School	2	2023-2027	≤60km/h variable speed limit
SH26 OneSchool Global - Waikato Campus	2	2023-2027	≤60km/h variable speed limit
SH26 Motumaoho School	2	2023-2027	≤60km/h variable speed limit
SH26 St Joseph's Catholic School (Te Aroha)	1	2023-2027	30km/h variable speed limit - Te Aroha Schools Cluster
SH26 Te Aroha Primary School	1	2023-2027	30km/h variable speed limit - Te Aroha Schools Cluster
SH26 Tirohia School	1	2023-2027	30km/h variable speed limit
SH26 Paeroa College	1	2023-2027	30km/h variable speed limit
SH26 Hikutaia School	1	2023-2027	30km/h variable speed limit
SH26 Matatoki School	1	2023-2027	30km/h variable speed limit
SH27 Kaihere School	2	2023-2027	≤60km/h variable speed limit
SH27 Tatuani School	2	2023-2027	≤60km/h variable speed limit
SH27 Te Wharekura o Te Rau Aroha	2	2023-2027	≤60km/h variable speed limit
SH27 Matamata College	1	2023-2027	30km/h variable speed limit
SH27 Tirau Primary School	1	2023-2027	30km/h variable speed limit
SH29 Te Poi School	1	2023-2027	30km/h variable speed limit
SH29 Hinuera School	1	2023-2027	30km/h variable speed limit
SH30 Upper Ātiamuri School	2	2023-2027	≤60km/h variable speed limit
SH31 Ōtorohanga South School	1	2023-2027	30km/h variable speed limit
SH32 Tokoroa Intermediate	1	2023-2027	30km/h variable speed limit - Tokoroa Schools Cluster
SH32 Tokoroa High School	1	2023-2027	30km/h variable speed limit - Tokoroa Schools Cluster
SH32 Marotiri School	2	2023-2027	≤60km/h variable speed limit
SH39 Whatawhata School	1	2023-2027	30km/h variable speed limit
SH39 Ngāhinapōuri School	1	2023-2027	30km/h variable speed limit
SH41 Kuratau School	1	2023-2027	30km/h variable speed limit
SH1C Hillcrest Normal School	1	2023-2027	30km/h variable speed limit

Te Moana-a-Toi - Bay of Plenty

Regional considerations:

- **Population Growth**
- **Accessible towns and communities**
- **Freight network**
- **Safety record**

The Bay of Plenty region has a significant role in producing and transporting goods, and with increasing numbers of people choosing to live in the region, the provision of safe, reliable access and better travel options to connect local communities continues becomes more important.

While the Western Bay of Plenty is one of the fastest growing areas of New Zealand, other parts of the region are falling behind. In the centre of the region, Rotorua, Whakatāne and Ōpōtiki are beginning to experience reasonable population and economic growth after a flat period in the late 2000s and early 2010s. By contrast, outside of the main towns, the eastern and southern areas of the region have not experienced the same growth.

Apart from tourism, the local economy is largely reliant on export industries, such as agriculture, horticulture and forestry. The Port of Tauranga is critical for New Zealand's economic growth. It is a significant contributor to New Zealand's economy, handling 25% of the country's imports and exports.

Maintaining safe and reliable connections, within the region and to neighbouring regions, in particular Waikato and Auckland, is critical to supporting both the regional and national economy.

Ensuring the Bay of Plenty's state highways are safe is a priority for the region.



Speed limit changes

Map reference	Road/area	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Further information
2-1	SH2 Regional boundary to Katikati	100	90	Permanent	2023-2024	From regional boundary with Waikato
2-2	SH2 Katikati main street	50	40	Permanent	2023-2024	Beach Road to Digglemann Park
2-3	SH2 Barrett Road intersection speed zone (ISZ)	80	60	Variable	2023-2024	On SH2, approaching intersection with Barrett Road and Plummers Road
2-4	SH2 Snodgrass Road intersection speed zone (ISZ)	80	60	Variable	2023-2024	On SH2, approaching intersection with Snodgrass Road and Te Puna Quarry Road
2-5	SH2 Te Puna to Bethlehem	90	80	Permanent	2023-2024	East of Te Puna Road to east of Wairoa bridge
2-6	SH2 Hewletts Road to Bayfair flyover	70	60	Permanent	2023-2024	South end of Hewletts Road flyover to new Bayfair flyover
2-7	SH2 Bayfair flyover to Hewletts Road	70	60	Permanent	2023-2024	Bayfair flyover to south end of Hewletts Road flyover
2-8	SH2 Bayfair roundabout southbound off-ramp	70	60	Permanent	2023-2024	Southbound off-ramp to new Bayfair roundabout
2-9	SH2 Bayfair roundabout northbound on-ramp	70	60	Permanent	2023-2024	Northbound on-ramp from new Bayfair roundabout
2-10	SH2 Bayfair flyover to SH29A Te Maunga interchange	70	80	Permanent	2023-2024	North end of Bayfair flyover to SH29A Te Maunga southbound on-ramp
2-11	SH2 SH29A Te Maunga interchange to Bayfair flyover	70	80	Permanent	2023-2024	Te Maunga northbound off ramp to northern end of Bayfair flyover
2-12	SH2 Maunganui Road (southbound)	70	60	Permanent	2023-2024	Bayfair roundabout to SH29A Te Maunga interchange
2-13	SH2 Maunganui Road (northbound)	70	60	Permanent	2023-2024	SH29A Te Maunga interchange to Bayfair roundabout
2-14	SH2 SH29A Te Maunga interchange southbound on-ramp	70	60	Permanent	2023-2024	
2-15	SH2 SH29A Te Maunga interchange northbound off-ramp	70	60	Permanent	2023-2024	
2-16	SH2 Truman Lane	N/A	50	Permanent	2023-2024	Extension of Truman Lane to connect to new SH29A roundabout
2-17	SH2 Matatā urban	60	50	Permanent	2023-2024	Matatā township
2-18	SH2 Kutarere urban	70	60	Permanent	2023-2024	Kutarere township
5-1	Waimangu Road intersection speed zone (ISZ)	100	60	Variable	2023-2024	On SH5, approaching intersection with Waimangu Road

Map reference	Road/area	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Further information
29-1	SH29 Kaimai weather (Bay of Plenty)	Various (100, 90, 80, 70, 60, 50) depending on weather	Various (90, 80, 70, 60, 50) depending on weather	Seasonal	2023-2024	West of Soldiers Road to southwest of Hanga Road
29-2	SH29 Tauriko to regional boundary (Kaimai)	100	90	Permanent	2023-2024	Tauriko to regional boundary with Waikato
29-3	SH29 Tauriko urban	70	60	Permanent	2023-2024	East of Cambridge Road to south of Cambridge Road
29-4	SH29 from SH29A to Tauriko	100	80	Permanent	2023-2024	From north of the SH29A roundabout to near Cambridge Road
29A-1	SH29A Greerton to SH29	100	80	Permanent	2023-2024	From near Greerton (Barkes Corner roundabout) to SH29
29A-2	SH29A Hairini to Greerton	100	80	Permanent	2023-2024	Hairini Roundabout to near Greerton (Barkes Corner roundabout)
29A-3	SH29A Maungatapu causeway to Hairini roundabout	100	80	Permanent	2023-2024	From SH2 Te Maunga interchange to west of the SH29A roundabout
29A-4	SH29A from SH2 to SH29A	70	60	Permanent	2023-2024	From SH2 Te Maunga interchange to west of the SH29A roundabout
29A-5	SH29A from SH29A to SH2	70	60	Permanent	2023-2024	West of the SH29A roundabout to the SH2 Te Maunga interchange
30-1	SH30 Rotorua urban	70	60	Permanent	2023-2024	Near Coulter Road to near Alfred Street
30-2	SH30 Awakeri north	70	60	Permanent	2023-2024	To align with speed limit at Awakeri School
30/33-1	SH30 Te Ngae Road / SH33 intersection speed zone (ISZ)	80 / 60V	80	Permanent	2023-2024	Removal of ISZ, half on SH30 and half on SH33
33-1	SH33 Maniatutu Road intersection speed zone (ISZ)	100	60	Variable	2023-2024	On SH33, approaching intersection with Maniatutu Road
35-1	SH35 Ōpōtiki east	Various	60	Permanent	2023-2024	Goring Street to north of Snell Road
N/A	SH35 Ōmarumutu Marae	100	60	Variable	2023-2024	
N/A	SH35 Tōrere Marae	70	60	Variable	2023-2024	
N/A	SH35 Hāwai Marae	100	60	Variable	2023-2024	
N/A	SH35 Whitianga Marae	100	60	Variable	2023-2024	
N/A	SH35 Ōtūwhare Marae	100	60	Variable	2023-2024	

Speed limits around schools

School name	Proposed category	Implementation timeframe	Further information
SH2 Matatā School	1	2023-2027	30km/h variable speed limit
SH2 Nukuhou North School	2	2023-2027	≤60km/h variable speed limit
SH2 Ōpōtiki College	1	2023-2027	30km/h variable speed limit - Ōpōtiki School Cluster
SH2 Ōpōtiki Primary	1	2023-2027	30km/h variable speed limit - Ōpōtiki School Cluster
SH2 Waimata School	1	2023-2027	30km/h variable speed limit
SH5 Rotorua Boys' High School	1	2023-2027	30km/h variable speed limit
SH5 Rotorua Girls' High School	1	2023-2027	30km/h variable speed limit
SH29 Tauriko School	1	2023-2027	30km/h variable speed limit
SH29 Kaimai School	2	2023-2027	≤60km/h variable speed limit
SH30 Lynmore Primary School	1	2023-2027	30km/h variable speed limit
SH30 Rotokawa School	1	2023-2027	30km/h variable speed limit
SH30 Te Kura Kaupapa Māori o Rotoiti	1	2023-2027	30km/h variable speed limit
SH30 Lake Rotomā School	2	2023-2027	≤60km/h variable speed limit
SH30 Awakeri School	1	2023-2027	30km/h variable speed limit
SH33 Whangamarino School	1	2023-2027	30km/h variable speed limit
SH34 Ōtākiri School	2	2023-2027	≤60km/h variable speed limit
SH35 Ōpōtiki College	1	2023-2027	30km/h variable speed limit - Ōpōtiki School Cluster
SH35 Ōpōtiki Primary	1	2023-2027	30km/h variable speed limit - Ōpōtiki School Cluster
SH35 Te Kura o Tōrere	1	2023-2027	30km/h variable speed limit
SH35 Te Kura Mana Māori Maraenui	2	2023-2027	≤60km/h variable speed limit
SH35 Te Kura Mana Māori o Whangaparāoa	1	2023-2027	30km/h variable speed limit
SH35 Te Kura o Te Whānau-a-Apanui	1	2023-2027	30km/h variable speed limit
SH36 ACG Tauranga	2	2023-2027	≤60km/h variable speed limit
SH30A Rotorua Boys' High School	1	2023-2027	30km/h variable speed limit

Tairāwhiti - Gisborne

Regional considerations:

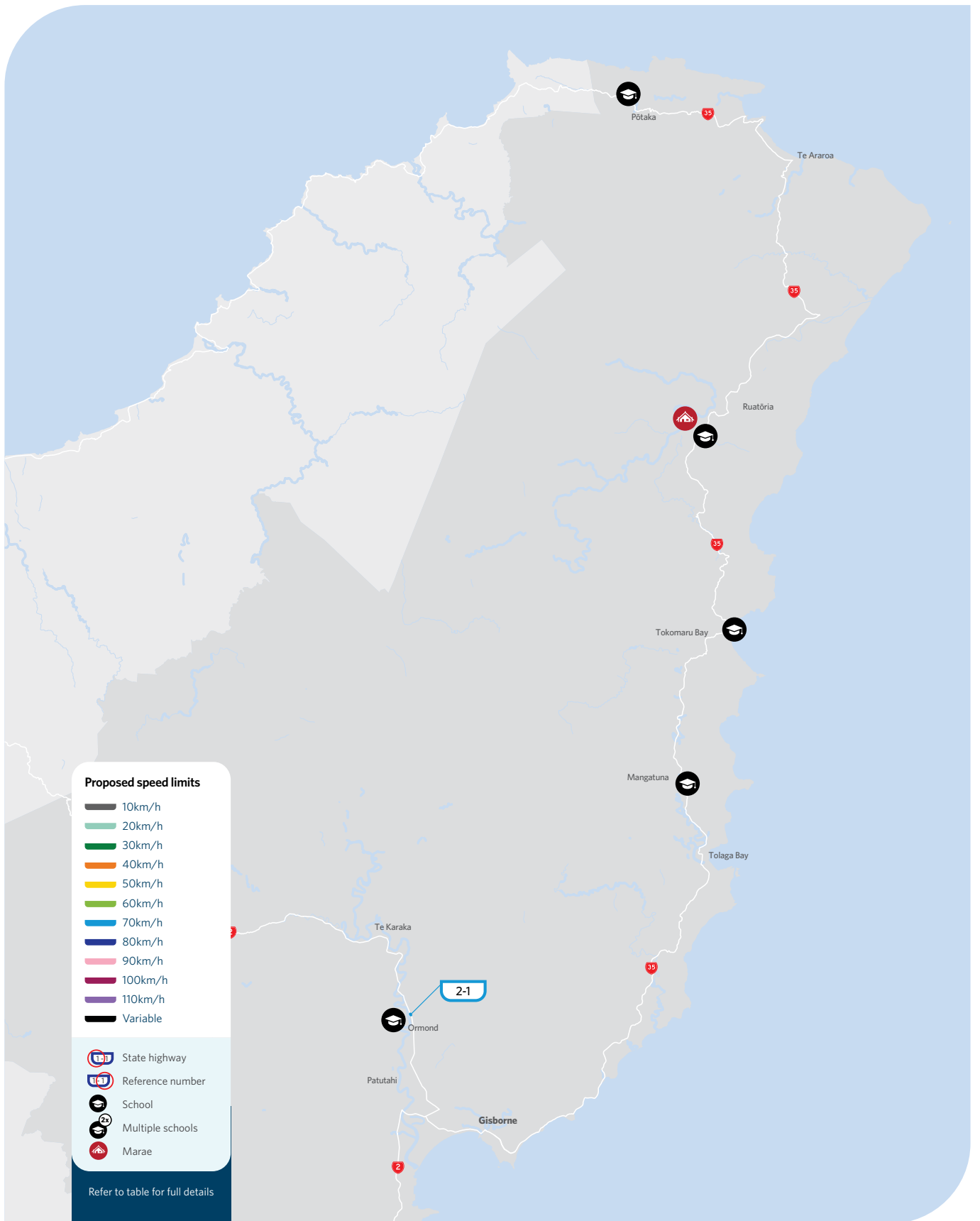
- Accessible towns and communities
- Safety record

Gisborne is one of the country's most remote regions with challenging social and economic conditions. For the regional economy to grow and for people to access essential health, education and employment opportunities, improved access, safety and resilience of the road network is key.

The region's relative isolation means businesses and communities rely on the state highway network to get their goods to domestic and international markets and to access basic services.

Despite the relatively lower traffic volumes, Gisborne has a poor safety record. The region has a high number of crashes involving drink driving, people not wearing seatbelts and cyclists and a high proportion of drivers are unlicensed. We acknowledge that people make mistakes but losing a life or a limb as a result is not acceptable and therefore our proposals seek to lessen the severity of crashes.





Speed limit changes

Map reference	Road/area	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Further information
2-1	SH2 Ormond urban	100	70	Permanent	2023-2024	
N/A	SH35 Hiruhārama Marae	100	60	Variable	2023-2024	

Speed limits around schools

School name	Proposed category	Implementation timeframe	Further information
SH2 Ormond School	2	2023-2027	≤60km/h variable speed limit
SH35 Pōtaka School	1	2023-2027	30km/h variable speed limit
SH35 Te Kura o Hiruhārama	2	2023-2027	≤60km/h variable speed limit
SH35 Hatea-a-Rangi School	1	2023-2027	30km/h variable speed limit
SH35 Te Kura Kaupapa Māori o Mangatuna	2	2023-2027	≤60km/h variable speed limit

Te Matau-a-Māui - Hawke's Bay

Regional considerations:

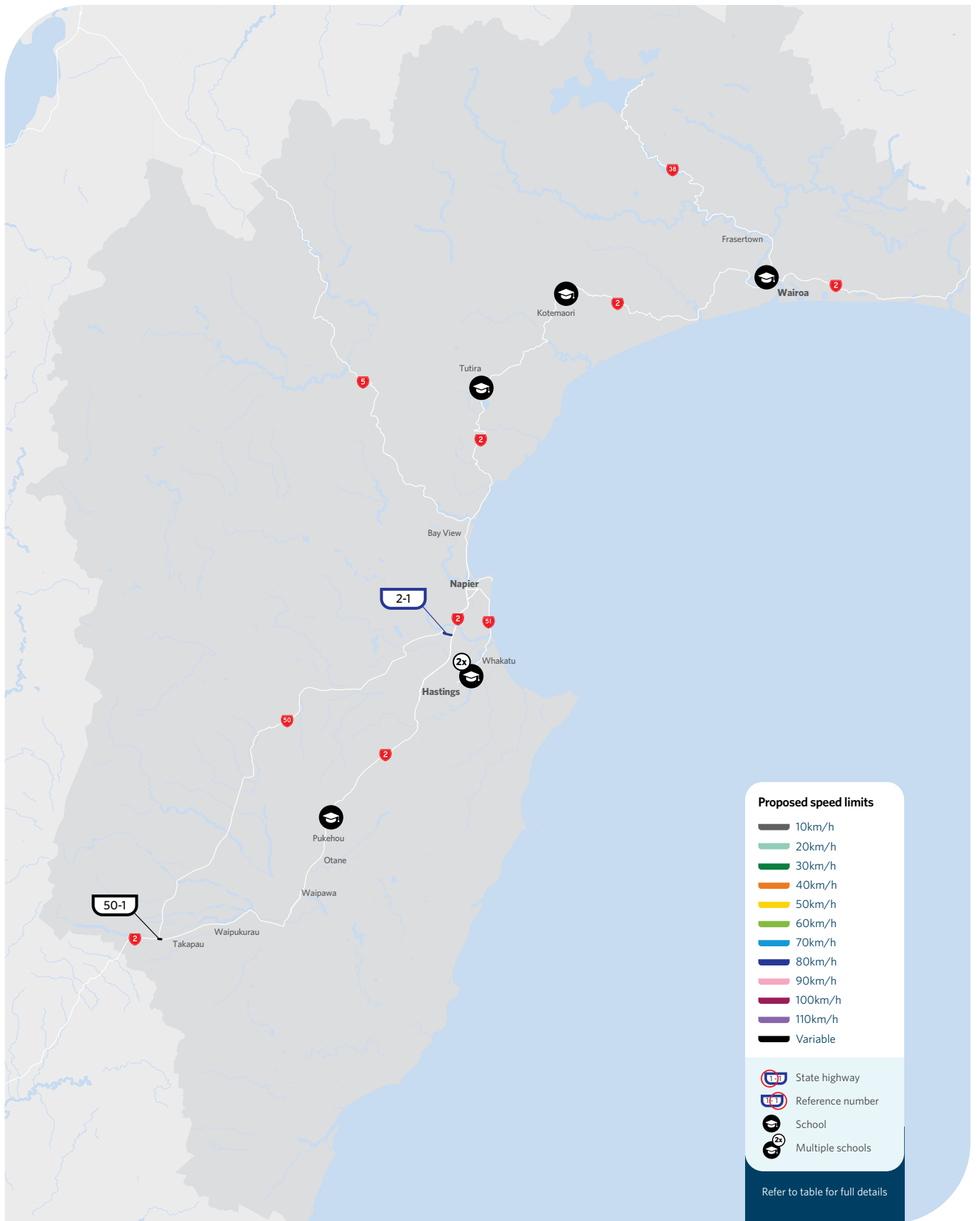
- Accessible towns and communities
- Freight network
- Safety record

Napier and Hastings together are home to nearly 80% of the Hawke's Bay's population. They are the main employment centres with primary production and processing jobs significant in the surrounding areas. Prior to the COVID-19 pandemic, tourism and export log volumes at Napier Port were forecast to grow, with a small amount of population growth forecast in Napier and Hastings. Wairoa district in the north, and communities in the south of the region face ongoing challenges with static and declining populations, high unemployment and low incomes.

The region relies on the state highway and rail networks to both move goods to market, and provide critical connections to neighbouring regions, particularly between Napier and Palmerston North. Local communities also rely on these connections to access employment, education and other specialist services that are located in Napier and Hastings.

The Hawke's Bay has a poor safety record. The primary contributors are vehicles running off roads, speed, drug or alcohol impairment and people not wearing seatbelts.





Speed limit changes

Map reference	Road/area	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Further information
2-1	SH2 SH50 intersection speed zone (ISZ)	100	60	Variable	2023-2024	On SH2, approaching intersection with SH50
50-1	SH50 Links Road	100	80	Permanent	2023-2024	From Pakowhai roundabout to Waiohiki Road intersection

Speed limits around schools

School name	Proposed category	Implementation timeframe	Further information
SH2 Wairoa College	1	2023-2027	30km/h variable speed limit
SH2 Kotemaori School	2	2023-2027	≤60km/h variable speed limit
SH2 Tūtira School	2	2023-2027	≤60km/h variable speed limit
SH2 Pukehou School	2	2023-2027	≤60km/h variable speed limit
SH51 Te Kura o Mangateretere	2	2023-2027	≤60km/h variable speed limit - Mangateretere School Cluster
SH51 Te Aratika Academy	2	2023-2027	≤60km/h variable speed limit - Mangateretere School Cluster

Taranaki

Regional considerations:

- Accessible towns and communities
- Freight network
- Safety record





Taranaki's economic reliance on freight intensive sectors (dairy farming, oil and gas industries and tourism), together with its relative isolation from major domestic markets and urban centres, means the region relies heavily on the state highway network to connect with the rest of the North Island for its economic and social wellbeing. Taranaki has the second highest average GDP per capita with heavy vehicles travelling more than 75 million kms on the regions roads each year.

While Taranaki has relatively low levels of total death and serious injury crashes compared to other regions, the location of the crashes indicates increased risk on the networks in and around New Plymouth and Hāwera, on SH3 between these two centres, and high-risk rural roads means that safety remains a key priority for the region.

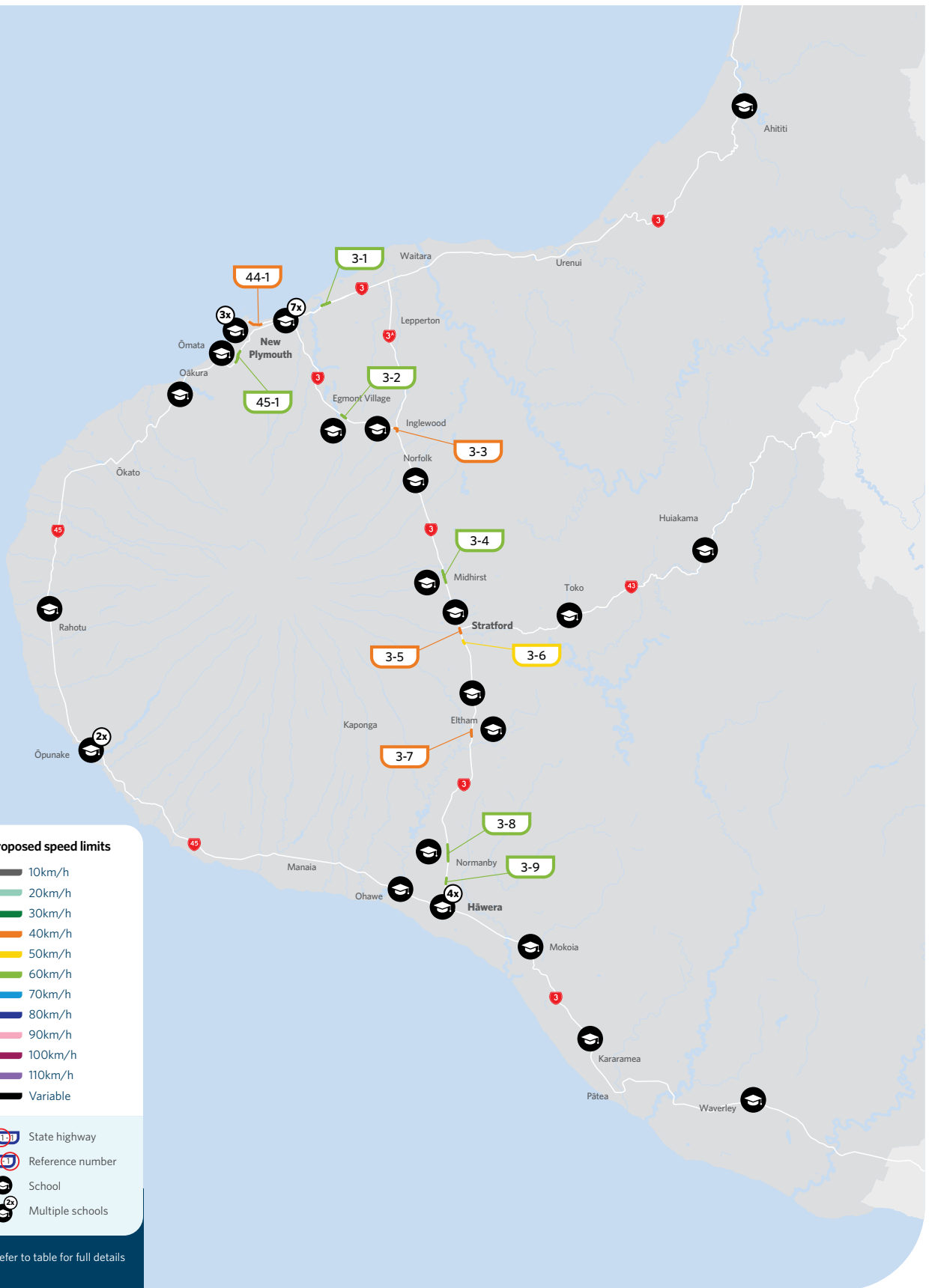


Proposed speed limits

- 10km/h
- 20km/h
- 30km/h
- 40km/h
- 50km/h
- 60km/h
- 70km/h
- 80km/h
- 90km/h
- 100km/h
- 110km/h
- Variable

-  State highway
-  Reference number
-  School
-  Multiple schools

Refer to table for full details



Speed limit changes

Map reference	Road/area	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Further information
3-1	SH3 to Egmont Road intersection	80	60	Permanent	2023-2024	North of Vickers Road to east of Egmont Road
3-2	SH3 Egmont Village urban	70	60	Permanent	2023-2024	Northwest of Egmont Road to southeast of Egmont Road
3-3	SH3 Inglewood main street	50	40	Permanent	2023-2024	Brown Street to north of Standish Street
3-4	SH3 Midhirst urban	70	60	Permanent	2023-2024	Denbigh Road to Lombard Street
3-5	SH3 Stratford main street	50	40	Permanent	2023-2024	North of SH43 to Fenton Street
3-6	SH3 Stratford urban	70	50	Permanent	2023-2024	Stratford township
3-7	SH3 Eltham urban	50	40	Permanent	2023-2024	King Edward Street to London Street
3-8	SH3 Normanby urban	70	60	Permanent	2023-2024	North of Ketemarae Road to Ohangai Road
3-9	SH3 Hāwera north	70	60	Permanent	2023-2024	South of Kerry Lane to north of Fantham Street
44-1	SH44 Moturoa main street	50	40	Permanent	2023-2024	Rainsford Street to Ngamotu Road
45-1	SH45 Ōmata urban	80	60	Permanent	2023-2024	Beach Road to south of Sealy Road

Speed limits around schools

School name	Proposed category	Implementation timeframe	Further information
SH3 Ahititi School	2	2023-2027	≤60km/h variable speed limit
SH3 New Plymouth Boys' High School	1	2023-2027	30km/h variable speed limit
SH3 Welbourn School	1	2023-2027	30km/h variable speed limit - Welbourn School Cluster
SH3 Highlands Intermediate	1	2023-2027	30km/h variable speed limit - Welbourn School Cluster
SH3 Egmont Village School	2	2023-2027	≤60km/h variable speed limit
SH3 Inglewood High School	1	2023-2027	30km/h variable speed limit
SH3 Norfolk School	2	2023-2027	≤60km/h variable speed limit
SH3 Midhirst School	1	2023-2027	30km/h variable speed limit

School name	Proposed category	Implementation timeframe	Further information
SH3 Taranaki Diocesan School for Girls	1	2023-2027	30km/h variable speed limit
SH3 Ngaere School	2	2023-2027	≤60km/h variable speed limit
SH3 Eltham School	1	2023-2027	30km/h variable speed limit
SH3 Normanby School	1	2023-2027	30km/h variable speed limit
SH3 Hāwera High School	1	2023-2027	30km/h variable speed limit
SH3 Te Kura Kaupapa Māori o Ngāti Ruanui	1	2023-2027	30km/h variable speed limit - Hawera School Cluster
SH3 Hāwera Primary	1	2023-2027	30km/h variable speed limit - Hawera School Cluster
SH3 Hāwera Intermediate	1	2023-2027	30km/h variable speed limit - Hawera School Cluster
SH3 New Plymouth Girls' High School	1	2023-2027	30km/h variable speed limit
SH3 Mokoia School	2	2023-2027	≤60km/h variable speed limit
SH3 Kakaramea School	1	2023-2027	30km/h variable speed limit
SH3 Waverley Primary School	1	2023-2027	30km/h variable speed limit
SH43 Toko School	2	2023-2027	≤60km/h variable speed limit
SH43 Huiakama School	2	2023-2027	≤60km/h variable speed limit
SH44 St Joseph's Primary School (New Plymouth)	1	2023-2027	30km/h variable speed limit - New Plymouth School Cluster
SH44 Devon Intermediate	1	2023-2027	30km/h variable speed limit - New Plymouth School Cluster
SH44 West End School Te Kura o Mōrere	1	2023-2027	30km/h variable speed limit - New Plymouth School Cluster
SH45 St Joseph's Primary School (New Plymouth)	1	2023-2027	30km/h variable speed limit - New Plymouth School Cluster
SH45 Devon Intermediate	1	2023-2027	30km/h variable speed limit - New Plymouth School Cluster
SH45 West End School	1	2023-2027	30km/h variable speed limit - New Plymouth School Cluster
SH45 Spotswood College	1	2023-2027	30km/h variable speed limit - Spotswood School Cluster
SH45 Te Pi'ipi'inga Kakano Mai I Rangiatea	1	2023-2027	30km/h variable speed limit - Spotswood School Cluster
SH45 Spotswood Primary	1	2023-2027	30km/h variable speed limit - Spotswood School Cluster
SH45 Ōmata School	2	2023-2027	≤60km/h variable speed limit
SH45 Oākura School	1	2023-2027	30km/h variable speed limit
SH45 Rahotu School	1	2023-2027	30km/h variable speed limit
SH45 Ōpunake High School	1	2023-2027	30km/h variable speed limit - Ōpunake School Cluster
SH45 Te Kura Kaupapa Māori O Tamarongo	1	2023-2027	30km/h variable speed limit - Ōpunake School Cluster
SH45 Hāwera Christian School	2	2023-2027	≤60km/h variable speed limit
SH45 Te Kura Kaupapa Maori O Ngāti Ruanui	1	2023-2027	30km/h variable speed limit - Hāwera School Cluster
SH45 Hāwera Primary	1	2023-2027	30km/h variable speed limit - Hāwera School Cluster
SH45 Hāwera Intermediate	1	2023-2027	30km/h variable speed limit - Hāwera School Cluster

Manawatū - Whanganui

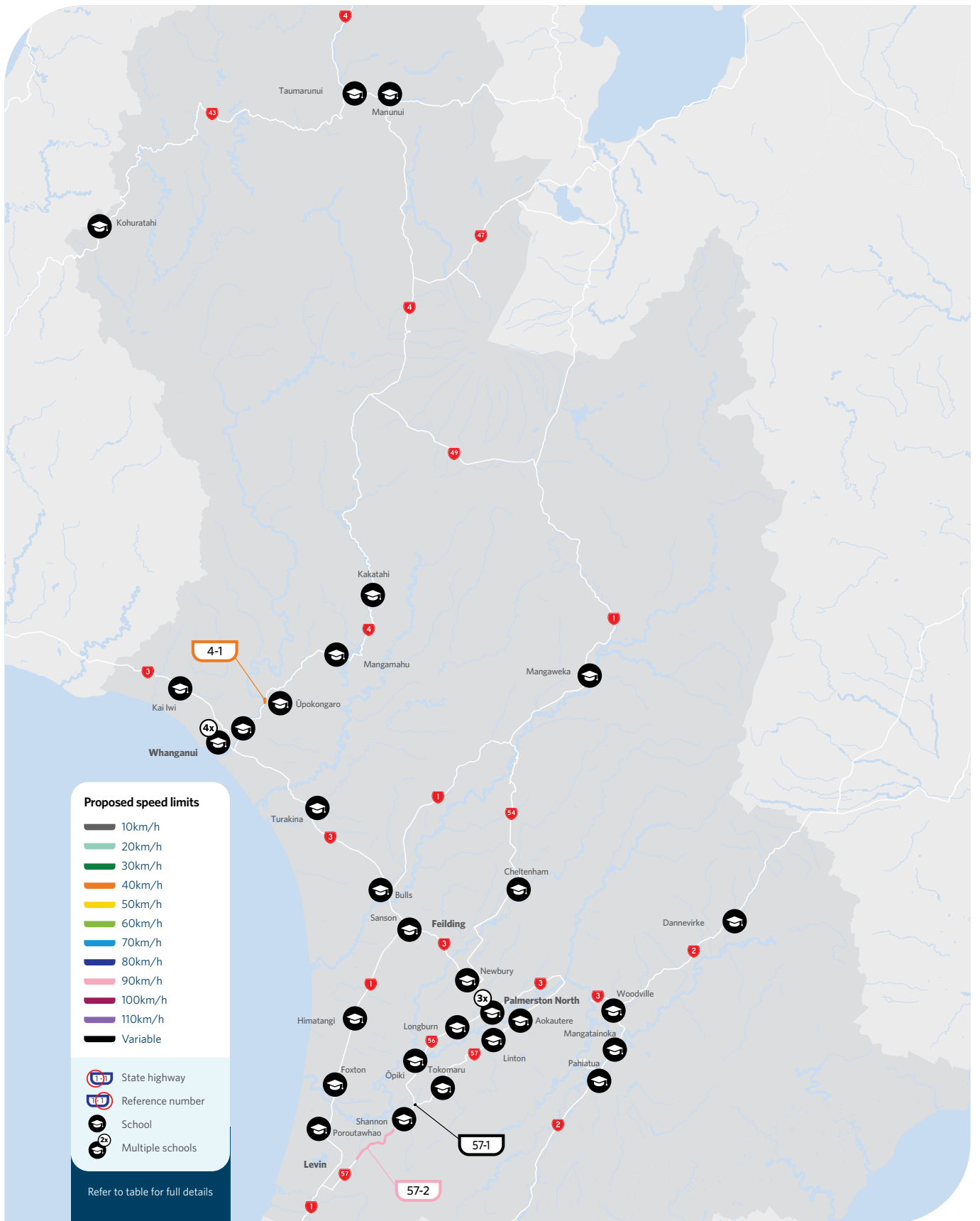
Regional considerations:

- Accessible towns and communities
- Freight network
- Safety record

The Manawatū-Whanganui region lies at the centre of key road and rail networks that connect Hawke's Bay, Wellington, Taranaki and the upper North Island. As a key freight and transport hub, underpinned by a strong primary production sector, the region relies on the safety, resilience and efficiency of the state highway network for its economic success, good transport connections to domestic markets, and airports and ports, including the nearby Napier Port (the largest export port in the lower North Island), as well as the vitality of its urban centres.

Population growth in Palmerston North, Feilding and Levin has increased travel demand on the region's networks which in turn increases the safety risk.





Speed limit changes

Map reference	Road/area	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Further information
4-1	SH4 Ūpokongaro urban	70	40	Permanent	2023-2024	Ūpokongaro village urban area (north of Whanganui)
57-1	SH57 at the SH56 intersection ISZ	100	60	Variable	2023-2024	On SH57, approaching intersection with SH56
57-2	SH57 Heatherlea East Road to Shannon	100	90	Permanent	2023-2024	South Shannon to Heatherlea East Road

Speed limits around schools

School name	Proposed category	Implementation timeframe	Further information
SH1 Mangaweka School	1	2023-2027	30km/h variable speed limit
SH1 Sanson School	1	2023-2027	30km/h variable speed limit
SH1 Oroua Downs School	2	2023-2027	≤60km/h variable speed limit
SH1 St Mary's School (Foxton)	1	2023-2027	30km/h variable speed limit
SH1 Poroutawhao School	2	2023-2027	≤60km/h variable speed limit
SH2 Huia Range School	1	2023-2027	30km/h variable speed limit
SH2 Woodville School	1	2023-2027	30km/h variable speed limit
SH2 Mangatainoka School	1	2023-2027	30km/h variable speed limit
SH2 Pahiatua School	1	2023-2027	30km/h variable speed limit
SH3 Kai Iwi School	2	2023-2027	≤60km/h variable speed limit
SH3 Whanganui High School	1	2023-2027	30km/h variable speed limit – Whanganui School Cluster
SH3 St George's School	1	2023-2027	30km/h variable speed limit – Whanganui School Cluster
SH3 Whanganui Collegiate School	1	2023-2027	30km/h variable speed limit – Whanganui School Cluster
SH3 Carlton School	1	2023-2027	30km/h variable speed limit – Whanganui School Cluster
SH3 Turakina School	1	2023-2027	30km/h variable speed limit
SH3 Bulls School	1	2023-2027	30km/h variable speed limit
SH3 Sanson School	1	2023-2027	30km/h variable speed limit
SH3 Newbury School	2	2023-2027	≤60km/h variable speed limit
SH3 Queen Elizabeth College	1	2023-2027	30km/h variable speed limit – Palmerston North school Cluster

School name	Proposed category	Implementation timeframe	Further information
SH3 Palmerston North Boys' High	1	2023-2027	30km/h variable speed limit – Palmerston North school Cluster
SH3 Central Normal School	1	2023-2027	30km/h variable speed limit – Palmerston North school Cluster
SH4 Taumarunui Primary School	1	2023-2027	30km/h variable speed limit
SH4 Manunui School	1	2023-2027	30km/h variable speed limit
SH4 Kakatahi School	2	2023-2027	≤60km/h variable speed limit
SH4 Aberfeldy School	2	2023-2027	≤60km/h variable speed limit
SH4 Ūpokongaro School	1	2023-2027	30km/h variable speed limit
SH4 Whanganui Girls' College	1	2023-2027	30km/h variable speed limit
SH43 Marco School	2	2023-2027	≤60km/h variable speed limit
SH54 Hato Paora College	2	2023-2027	≤60km/h variable speed limit
SH56 Ōpiki School	1	2023-2027	30km/h variable speed limit
SH56 Longburn School	1	2023-2027	30km/h variable speed limit
SH57 Shannon School	1	2023-2027	30km/h variable speed limit
SH57 Tokomaru School	1	2023-2027	30km/h variable speed limit
SH57 Turitea School	2	2023-2027	≤60km/h variable speed limit
SH57 Aokautere School	2	2023-2027	≤60km/h variable speed limit

Te Upoko O Te Ika - Greater Wellington

Regional considerations:

- **Population Growth**
- **Accessible towns and communities**
- **Freight network**
- **Safety record**

The region has been growing faster than it has done for many decades and is facing immediate and longer-term housing supply and affordability, urban development and infrastructure challenges to cater for the 91,000 to 151,000 more people that could be calling Wellington home over the next 30 years.

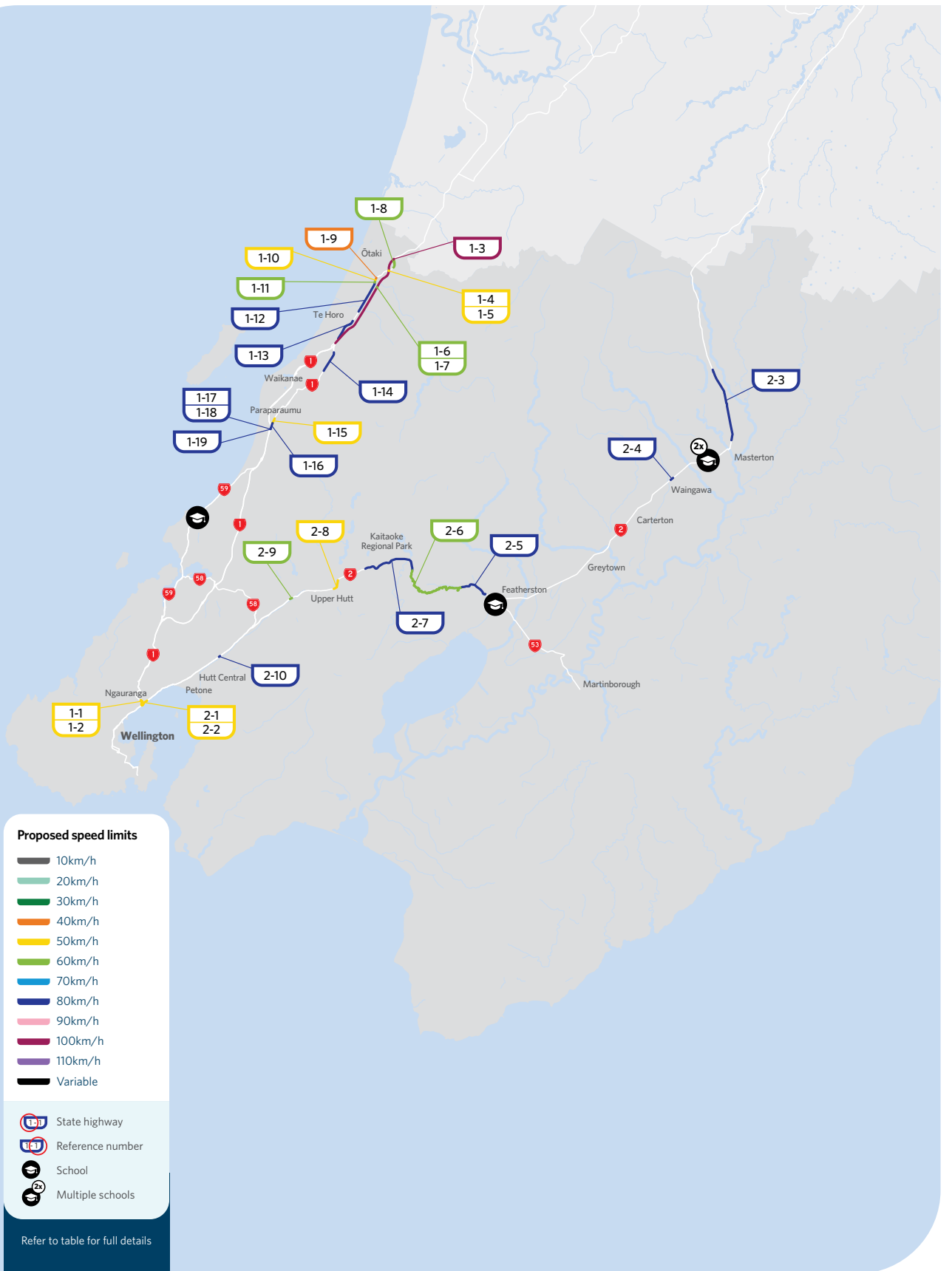
Wellington has a nationally significant freight logistics function in the distribution of freight between the North Island and South Island. The state highway network plays an important role in providing nationally significant freight connections from Palmerston North to Wellington.

Whilst the Wellington region has the highest proportion of people using public transport and active modes in the country, the numbers of deaths and serious injuries on the road have increased at a higher rate than population growth. People most at risk are cyclists and pedestrians in the urban area and those travelling on high-risk motorcycle routes and high-risk rural corridors.

Growth has placed pressure on housing and rental affordability resulting in more people relocating to the regional towns of Wairarapa and Horowhenua placing even greater demand on the state highway network.

The recently completed Transmission Gully will improve safety through new infrastructure, as will the Peka Peka to Ōtaki (PP2Ō) project but safety remains a priority in other parts of the region.





Speed limit changes

Map reference	Road/area	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Further information
1-1	SH1 Ngāūranga northbound on-ramp including links	80	50	Permanent	2023-2024	Hutt Road to SH1
1-2	SH1 Ngāūranga southbound off-ramp including links	80	50	Permanent	2023-2024	SH1 to Hutt Road
1-3	SH1 Peka Peka to Ōtaki expressway	N/A	100	Permanent	2023-2024	
1-4	SH1 Ōtaki southbound off-ramp	N/A	50	Permanent	2023-2024	North end of Ōtaki
1-5	SH1 Ōtaki northbound on-ramp	N/A	50	Permanent	2023-2024	North end of Ōtaki
1-6	SH1 Ōtaki southbound on-ramp	N/A	60	Permanent	2023-2024	On Ōtaki Gorge Road
1-7	SH1 Ōtaki northbound off-ramp	N/A	60	Permanent	2023-2024	On Ōtaki Gorge Road
1-8	SH1 Taylors Road to Waitohu Valley Road	100	60	Permanent	2023-2024	
1-9	SH1 Mill Road roundabout to Waerenga Road	50	40	Permanent	2023-2024	
1-10	SH1 Waerenga Road to Riverbank Road	70	50	Permanent	2023-2024	
1-11	SH1 Riverbank Road to Ōtaki Gorge Road	100	60	Permanent	2023-2024	
1-12	SH1 Ōtaki Gorge Road to Te Horo	100	80	Permanent	2023-2024	
1-13	SH1 Te Horo to Te Kowhai Road	100	80	Permanent	2023-2024	
1-14	SH1 Peka Peka to Hemi Street	100	80	Permanent	2023-2024	
1-15	SH1 Ihakara Street to Raumati Road	Various	50	Permanent	2023-2024	
1-16	SH1 Raumati Road to SH1	100	80	Permanent	2023-2024	
1-17	SH1 Poplar Ave southbound on-ramp	100	80	Permanent	2023-2024	
1-18	SH1 Poplar Ave northbound off-ramp	100	80	Permanent	2023-2024	
1-19	SH1 Poplar Ave interchange	100	80	Permanent	2023-2024	

Map reference	Road/area	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Further information
2-1	SH2 Ngāūranga southbound off-ramp including links	80	50	Permanent	2023-2024	SH2 to Hutt Road
2-2	SH2 Ngāūranga northbound on-ramp including links	80	50	Permanent	2023-2024	Hutt Road to SH2
2-3	SH2 Masterton north	100	80	Permanent	2023-2024	Cashmere Oaks Drive to Paierau Road
2-4	SH2 Carterton variable speed area - removal	100 / 70V	80	Permanent	2023-2024	Removal of intersection speed zone at intersection between SH2 and East Taratahi Road
2-5	SH2 Featherston south	100	80	Permanent	2023-2024	West of Renall Street to northwest of Renall Street
2-6	SH2 Remutaka Hill	100	60	Permanent	2023-2024	Northwest of Renall Street to south of Marchant Road
2-7	SH2 Kaitoke to Te Mārua (Upper Hutt)	100	80	Permanent	2023-2024	South of Marchant Road to northeast of Twin Lakes Road
2-8	SH2 Brown Owl urban	70	50	Permanent	2023-2024	North of Akatarawa Road to west of Mangaroa Hill Road
2-9	SH2 Moonshine Hill Road	100	60	Permanent	2023-2024	East of Moonshine Hill Road to west of Moonshine Hill Road - northbound only
2-10	SH2 Owen Street to Grounell Crescent	100	80	Permanent	2023-2024	In both directions for Owen Street to Grounell Crescent

Speed limits around schools

School name	Proposed category	Implementation timeframe	Further information
SH2 St Patrick's School (Masterton)	1	2023-2027	30km/h variable speed limit
SH2 Hadlow Preparatory School	1	2023-2027	30km/h variable speed limit
SH2 Featherston School	1	2023-2027	30km/h variable speed limit
SH59 Pukerua Bay School	1	2023-2027	30km/h variable speed limit
SH53 Featherston School	1	2023-2027	30km/h variable speed limit

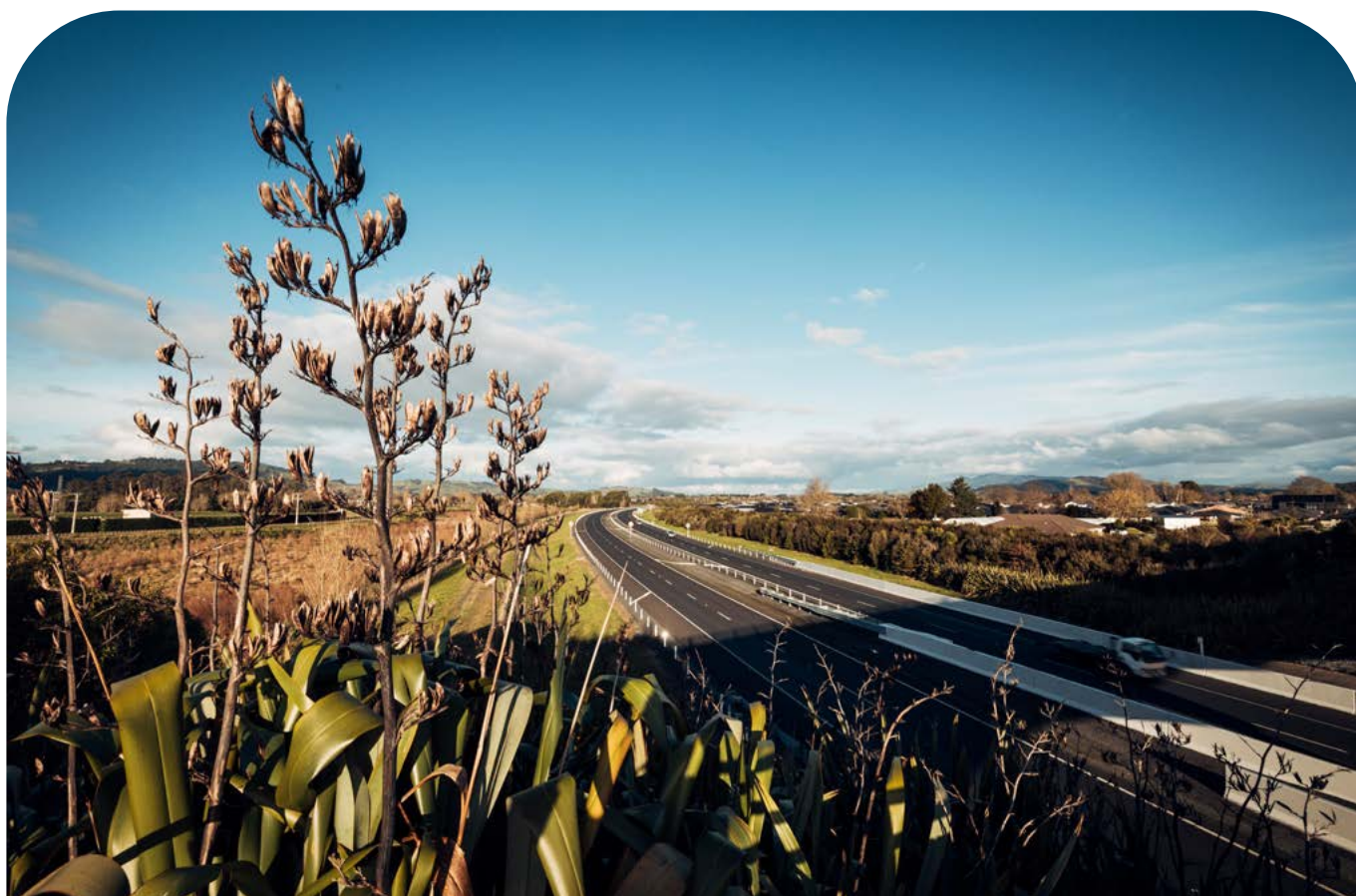
Te Taihu - Top of the South (Nelson, Tasman and Marlborough)

Regional considerations:

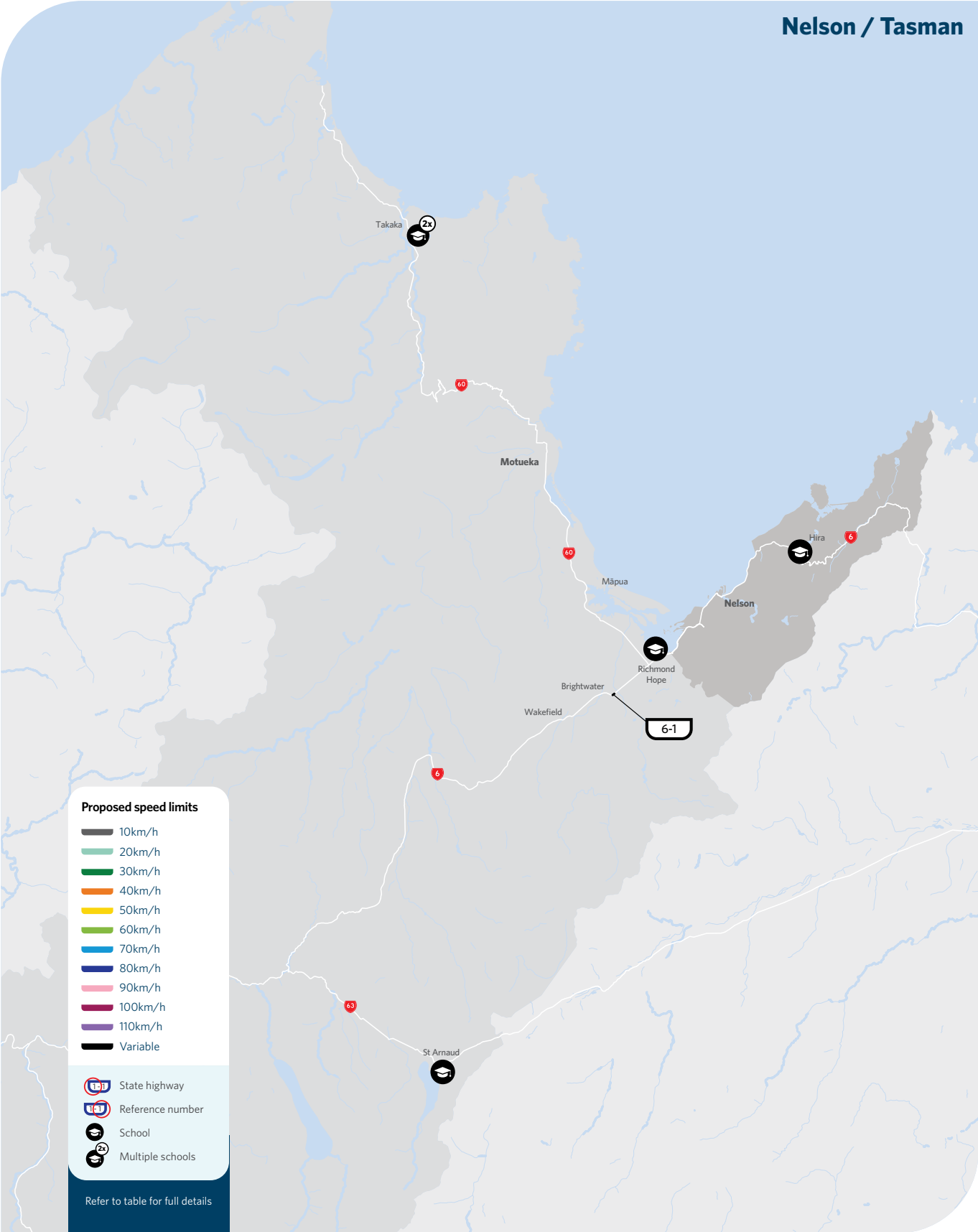
- Accessible towns and communities
- Freight network
- Tourism
- Safety record

The Top of the South consists of the economies and communities of Nelson, Tasman and Marlborough which are highly interdependent. Ensuring safe and reliable connections particularly from the port at Picton through to Christchurch and the rest of South Island is of particular importance. State highways 6 and 60 also provide key connections to Port Nelson and Nelson Airport for Nelson and Tasman's exports.

Similarly, improving and maintaining the liveability of the main centres of Nelson, Richmond and Blenheim as they grow is also critically important.



Nelson / Tasman



Proposed speed limits

- 10km/h
- 20km/h
- 30km/h
- 40km/h
- 50km/h
- 60km/h
- 70km/h
- 80km/h
- 90km/h
- 100km/h
- 110km/h
- Variable

State highway
 Reference number
 School
 Multiple schools

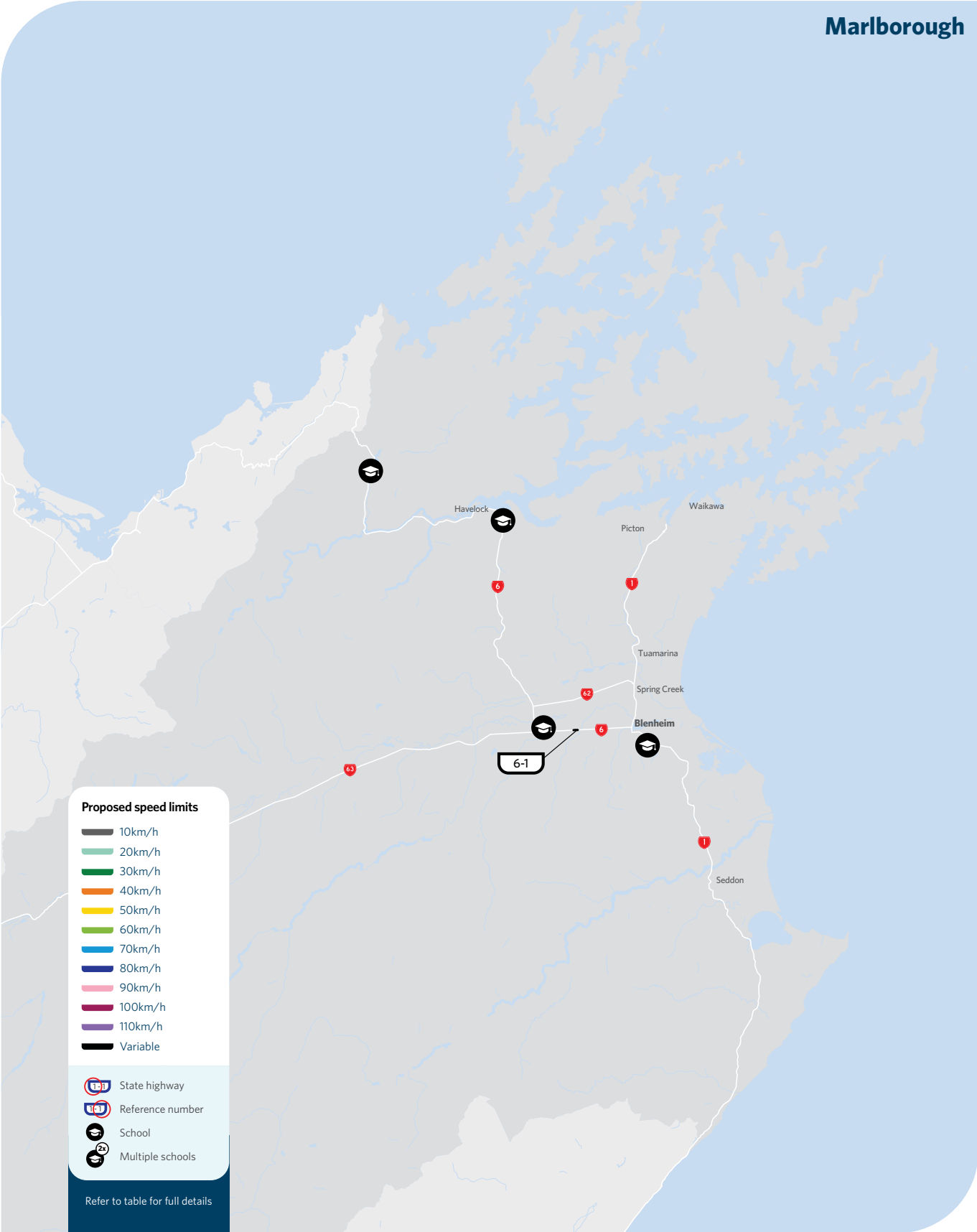
Refer to table for full details

Speed limit changes

Map reference	Road/area	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Further information
6-1	SH6 Ellis Street intersection speed zone (ISZ)	80	60	Variable	2023-2024	On SH6, approaching intersection with Ellis Street

Speed limits around schools

School name	Proposed category	Implementation timeframe	Further information
SH6 Hira School	1	2023-2027	30km/h variable speed limit
SH6 Richmond School	1	2023-2027	30km/h variable speed limit
SH60 Golden Bay High School	1	2023-2027	30km/h variable speed limit - Tākaka School Cluster
SH60 Tākaka Primary School	1	2023-2027	30km/h variable speed limit - Tākaka School Cluster
SH63 Lake Rotoiti School (St Arnaud)	1	2023-2027	30km/h variable speed limit



Refer to table for full details

Speed limit changes

Map reference	Road/area	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Further information
6-1	SH6 Jackson Road / Graham Road intersection speed zone (ISZ)	80	60	Variable	2023-2024	On SH6, approaching intersection with Jackson Road and Graham Road

Speed limits around schools

School name	Proposed category	Implementation timeframe	Further information
SH1 Riverlands School	2	2023-2027	≤60km/h variable speed limit
SH6 Renwick School	1	2023-2027	30km/h variable speed limit
SH6 Havelock School	1	2023-2027	30km/h variable speed limit
SH6 Rai Valley Area School	1	2023-2027	30km/h variable speed limit

Te Tai o Poutini - West Coast

Regional considerations:

- Accessible towns and communities
- Freight network
- Tourism
- Safety record

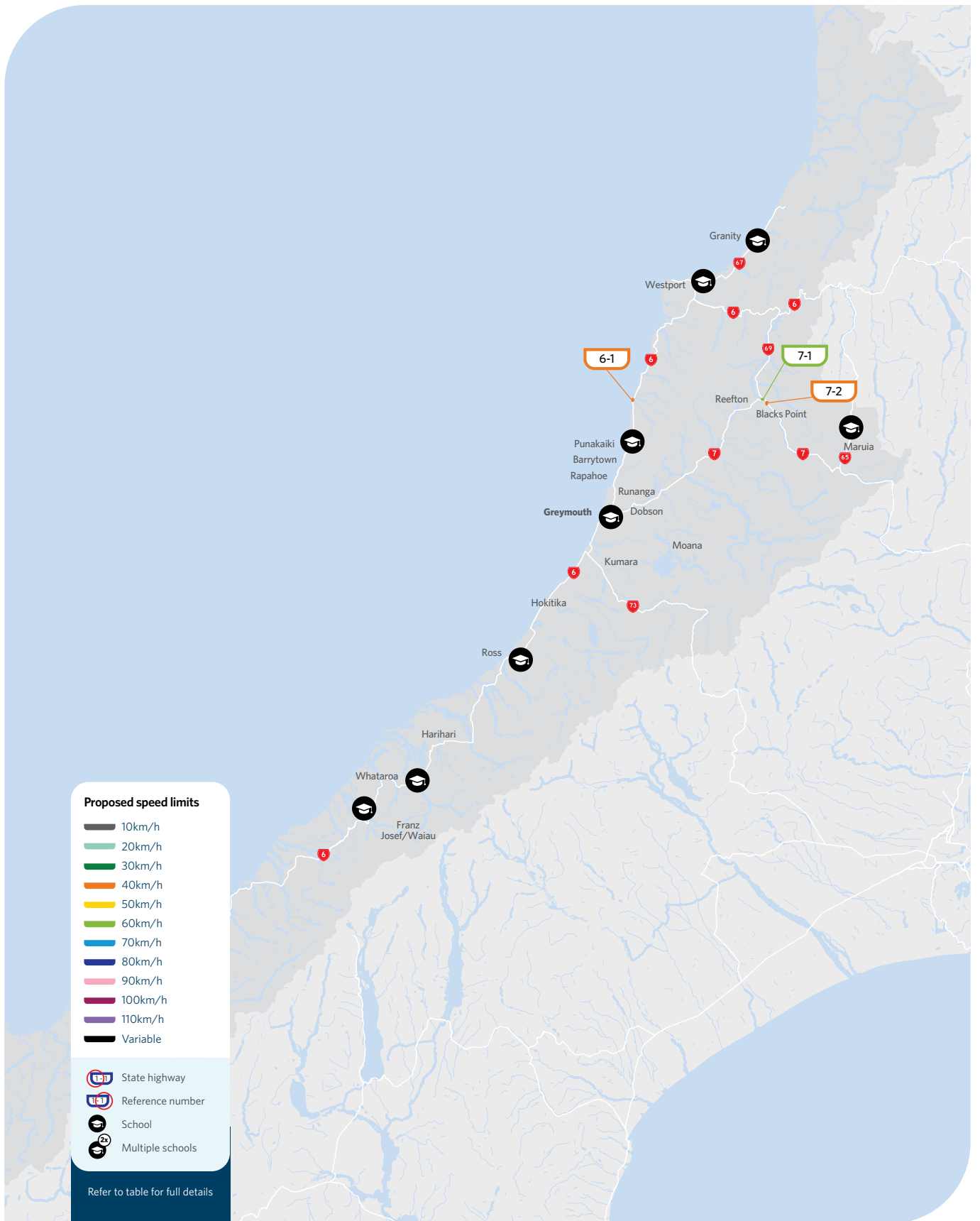
Ensuring highways are safe, resilient and well-maintained is essential for supporting the forestry, fishing, mining, agriculture and tourism industries that underpin the West Coast's economy. These roads enable the safe transportation of the region's goods and produce to market and are essential economic and social and medical lifelines, particularly for people living in smaller towns and settlements.

Safe access to employment, education, training opportunities and essential services is critical.

The West Coast's dispersed settlement, relative isolation to neighbouring regions, vulnerability to adverse weather events, and mountainous coastal terrain present significant challenges for the state highway network which forms a critical link between the region's communities, as well as with the remainder of the South Island.

The region's relatively poor safety record is due to challenges around run-off road crashes, inappropriate speeds on high risk urban and rural roads and poor driver behaviour.





Speed limit changes

Map reference	Road/area	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Further information
6-1	SH6 Punakaiki township	60	40	Permanent	2023-2024	North of the Pancake Rocks Blowhole area to south of the stopping area
7-1	SH7 Reefton township	50	40	Permanent	2023-2024	West of Ross Street to near Kelly Street
7-2	SH7 Blacks Point township	70	60	Permanent	2023-2024	South of Franklyn Street to south of Anderson Street

Speed limits around schools

School name	Proposed category	Implementation timeframe	Further information
SH6 Barrytown School	2	2023-2027	≤60km/h variable speed limit
SH6 Greymouth High School	1	2023-2027	30km/h variable speed limit
SH6 Ross School	1	2023-2027	30km/h variable speed limit
SH6 Whataroa School	1	2023-2027	30km/h variable speed limit
SH6 Franz Josef Glacier School	1	2023-2027	30km/h variable speed limit
SH65 Maruia School	2	2023-2027	≤60km/h variable speed limit
SH67 St Canice's School (Westport)	1	2023-2027	30km/h variable speed limit
SH67 Granity School	1	2023-2027	30km/h variable speed limit

Waitaha - Canterbury

Regional considerations:

- Accessible towns and communities
- Freight network
- Safety record

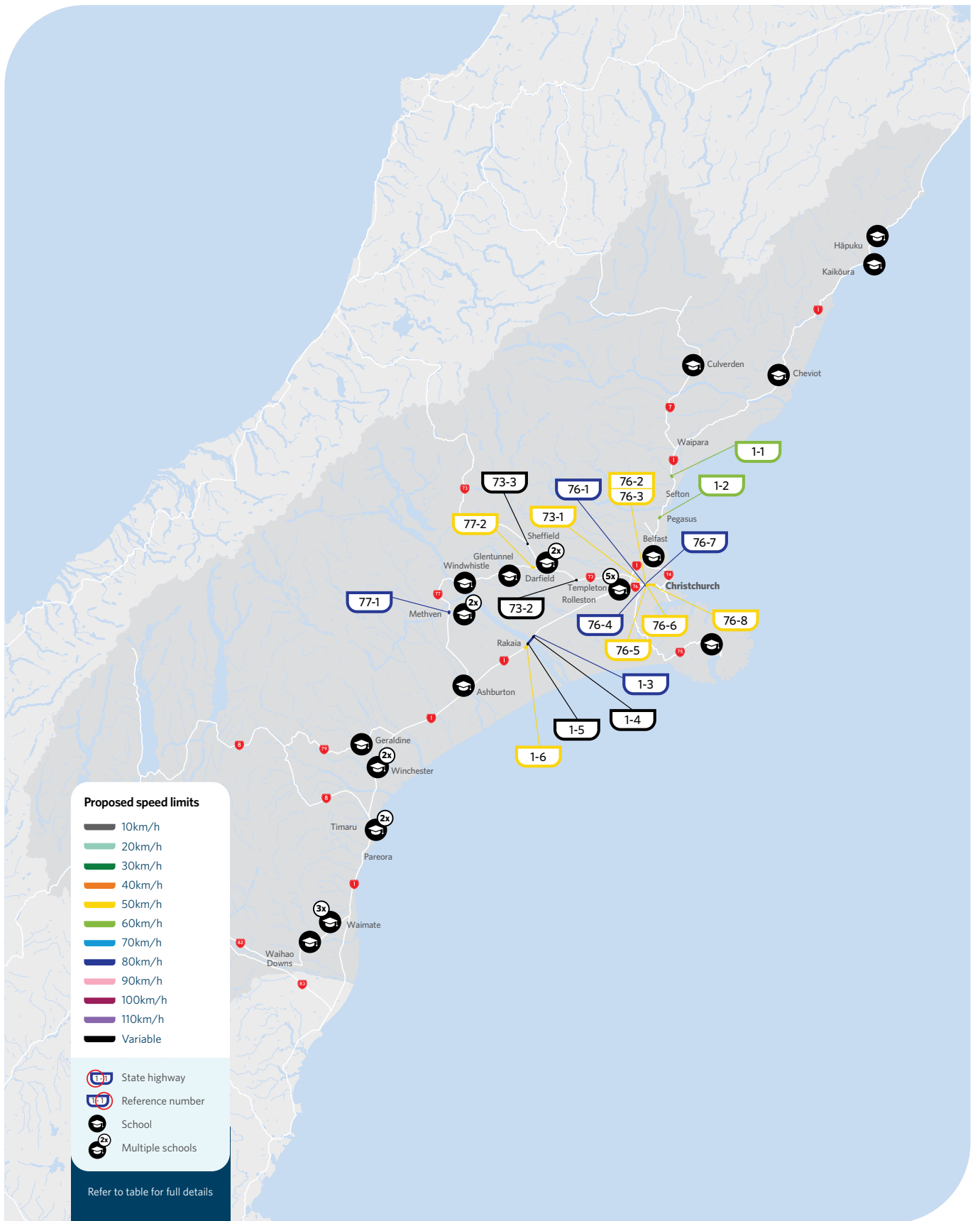
The Canterbury region, comprising nine territorial local authorities, is New Zealand's largest by area and second largest by population and is projected to continue to be the second most populous region (after Auckland).

As Canterbury produces around 57% of the South Island's GDP – the main contributors being construction and specialist manufacturing, primary production and food processing – there is a significant movement of freight through the region. Ensuring these inter-regional freight connections are safe is a key priority for the region.

The state highway network around Christchurch has a nationally significant freight logistics function in the distribution of freight across South Island. Safe and efficient access to Lyttleton Port and the inland port in Rolleston along with key state highway corridors across the region are critical to supporting the economy.

Safety is a significant problem across the region particularly speeding, drug/alcohol impairment and seat belt use. With increasing population and traffic volumes in and around Greater Christchurch, improving safety, particularly at intersections, is a key focus, with a view to encouraging more people to walk and cycle.





Proposed speed limits

- 10km/h
- 20km/h
- 30km/h
- 40km/h
- 50km/h
- 60km/h
- 70km/h
- 80km/h
- 90km/h
- 100km/h
- 110km/h
- Variable

State highway
 Reference number
 School
 Multiple schools

Refer to table for full details

Speed limit changes

Map reference	Road/area	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Further information
1-1	SH1 Amberley south	80	60	Permanent	2023-2024	From south end of Amberley to near Grays Road
1-2	SH1 Woodend north	70	60	Permanent	2023-2024	From north of Pegasus roundabout to Woodend
1-3	SH1 Weavers Road to Rakaia	100	80	Permanent	2023-2024	From north of Weavers Road to Rakaia township
1-4	SH1 Weavers Road intersection speed zone (ISZ)	100	60	Variable	2023-2024	On SH1, approaching intersection with Weavers Road
1-5	SH1 North Rakaia Road intersection speed zone (ISZ)	100	60	Variable	2023-2024	On SH1, approaching intersection with North Rakaia Road
1-6	SH1 Rakaia township	70	50	Permanent	2023-2024	Rakaia township urban area
73-1	SH73 Yaldhurst Road	60	50	Permanent	2023-2024	To align with speed limit at Villa Maria College
73-2	SH73 Bealey/Station Road intersection speed zone (ISZ)	100	60	Variable	2023-2024	On SH73, approaching intersection with Bealey Road and Station Road
73-3	SH73 Waddington Road intersection speed zone (ISZ)	100	60	Variable	2023-2024	On SH73, approaching intersection with Waddington Road
76-1	SH76 Collins Street to west of the Barrington Street interchange	Various	80	Permanent	2023-2024	To align with Brougham Street upgrade
76-2	SH76 Barrington Street westbound off-ramp (Jerold Street south)	60	50	Permanent	2023-2024	To align with Brougham Street upgrade
76-3	SH76 Barrington Street eastbound on-ramp (Jerold Street north)	60	50	Permanent	2023-2024	To align with Brougham Street upgrade
76-4	SH76 Barrington Street eastbound off-ramp 80	100	80	Permanent	2023-2024	To align with Brougham Street upgrade
76-5	SH76 Barrington Street eastbound off-ramp 50	60	50	Permanent	2023-2024	To align with Brougham Street upgrade
76-6	SH76 Barrington Street westbound on-ramp 50	60	50	Permanent	2023-2024	To align with Brougham Street upgrade
76-7	SH76 Barrington Street westbound on-ramp 80	100	80	Permanent	2023-2024	To align with Brougham Street upgrade

Map reference	Road/area	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Further information
76-8	SH76 Waltham Road to Collins Street	60	50	Permanent	2023-2024	From west of Waltham Road to Collins Street
77-1	SH77 Methven township north	100	80	Permanent	2023-2024	North of the speed zone out past Ōpuke Thermal Pools
77-2	SH77 Darfield urban	80	50	Permanent	2023-2024	Through township, to align with speed limit at Darfield High School

Speed limits around schools

School name	Proposed category	Implementation timeframe	Further information
SH1 Hāpuku School	2	2023-2027	≤60km/h variable speed limit
SH1 St Joseph's School (Kaikōura)	1	2023-2027	30km/h variable speed limit
SH1 Cheviot Area School	1	2023-2027	30km/h variable speed limit
SH1 Hornby High School	1	2023-2027	30km/h variable speed limit
SH1 Waihī School	2	2023-2027	≤60km/h variable speed limit
SH1 Winchester Rural School	1	2023-2027	30km/h variable speed limit
SH1 Roncalli College	1	2023-2027	30km/h variable speed limit - Timaru School Cluster
SH1 Sacred Heart School (Timaru)	1	2023-2027	30km/h variable speed limit - Timaru School Cluster
SH7 Amuri Area School	1	2023-2027	30km/h variable speed limit
SH73 Villa Maria College	1	2023-2027	30km/h variable speed limit
SH73 Riccarton High School	1	2023-2027	30km/h variable speed limit
SH73 Darfield School	1	2023-2027	30km/h variable speed limit
SH75 Hillmorton High School	1	2023-2027	30km/h variable speed limit
SH75 Duvauchelle School	1	2023-2027	30km/h variable speed limit
SH76 Addington Te Kura Taumatua	1	2023-2027	30km/h variable speed limit
SH77 Ashburton Borough School (ABS Borough)	1	2023-2027	30km/h variable speed limit
SH77 Our Lady of the Snows School (Methven)	1	2023-2027	30km/h variable speed limit - Methven School Cluster

School name	Proposed category	Implementation timeframe	Further information
SH77 Mount Hutt College	1	2023-2027	30km/h variable speed limit – Methven School Cluster
SH77 Methven School	1	2023-2027	30km/h variable speed limit – Methven School Cluster
SH77 Windwhistle School	2	2023-2027	≤60km/h variable speed limit
SH77 Glentunnel School	1	2023-2027	30km/h variable speed limit
SH77 Darfield High School	1	2023-2027	30km/h variable speed limit
SH79 Geraldine Primary School	1	2023-2027	30km/h variable speed limit
SH82 St Patrick's School (Waimate)	1	2023-2027	30km/h variable speed limit – Waimate School Cluster
SH82 Waimate Main School	1	2023-2027	30km/h variable speed limit – Waimate School Cluster
SH82 Waimate High School	1	2023-2027	30km/h variable speed limit – Waimate School Cluster
SH82 Waihao Downs School	2	2023-2027	≤60km/h variable speed limit
SH74M St Bede's College	1	2023-2027	30km/h variable speed limit

Ōtākou / Murihiku - Otago / Southland

Regional considerations:

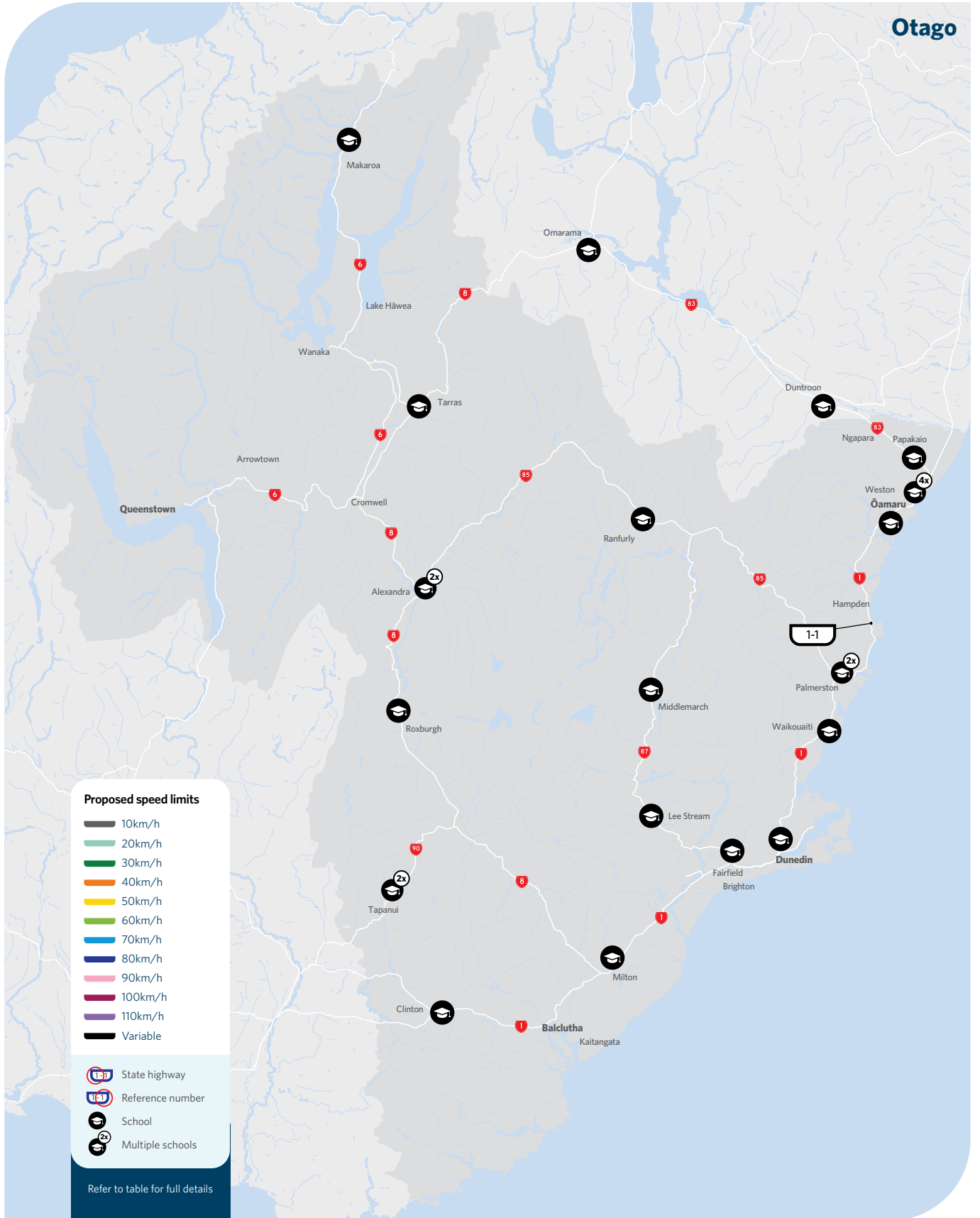
- Accessible towns and communities
- Freight network
- Tourism
- Safety record

The Otago/Southland regional economy has been hit particularly heavily by the global Covid-19 pandemic. As the country returns to a new normal, we expect tourism will continue to shape travel demand in the region, together with the region's primary production sectors and the ongoing focus on improving the liveability of the region's main urban centres in Queenstown and Dunedin.

A safe, well-connected and resilient land transport system that gets goods to market and supports the economic recovery and growth of Otago and Southland are key priorities for both regions.

Regional growth and the return of tourism means that traffic volumes are starting to reach back to pre-Covid-19 levels. This in turn results in increasing safety risk on the state highway network especially where speed, alcohol and drug impairment, and seatbelt use are key areas of concern. Ensuring the state highway network is forgiving and safe across the region is particularly important given the combination of self-drive visitors and the unique and challenging geography.





Proposed speed limits

- 10km/h
- 20km/h
- 30km/h
- 40km/h
- 50km/h
- 60km/h
- 70km/h
- 80km/h
- 90km/h
- 100km/h
- 110km/h
- Variable

- State highway
- Reference number
- School
- Multiple schools

Refer to table for full details

Speed limit changes

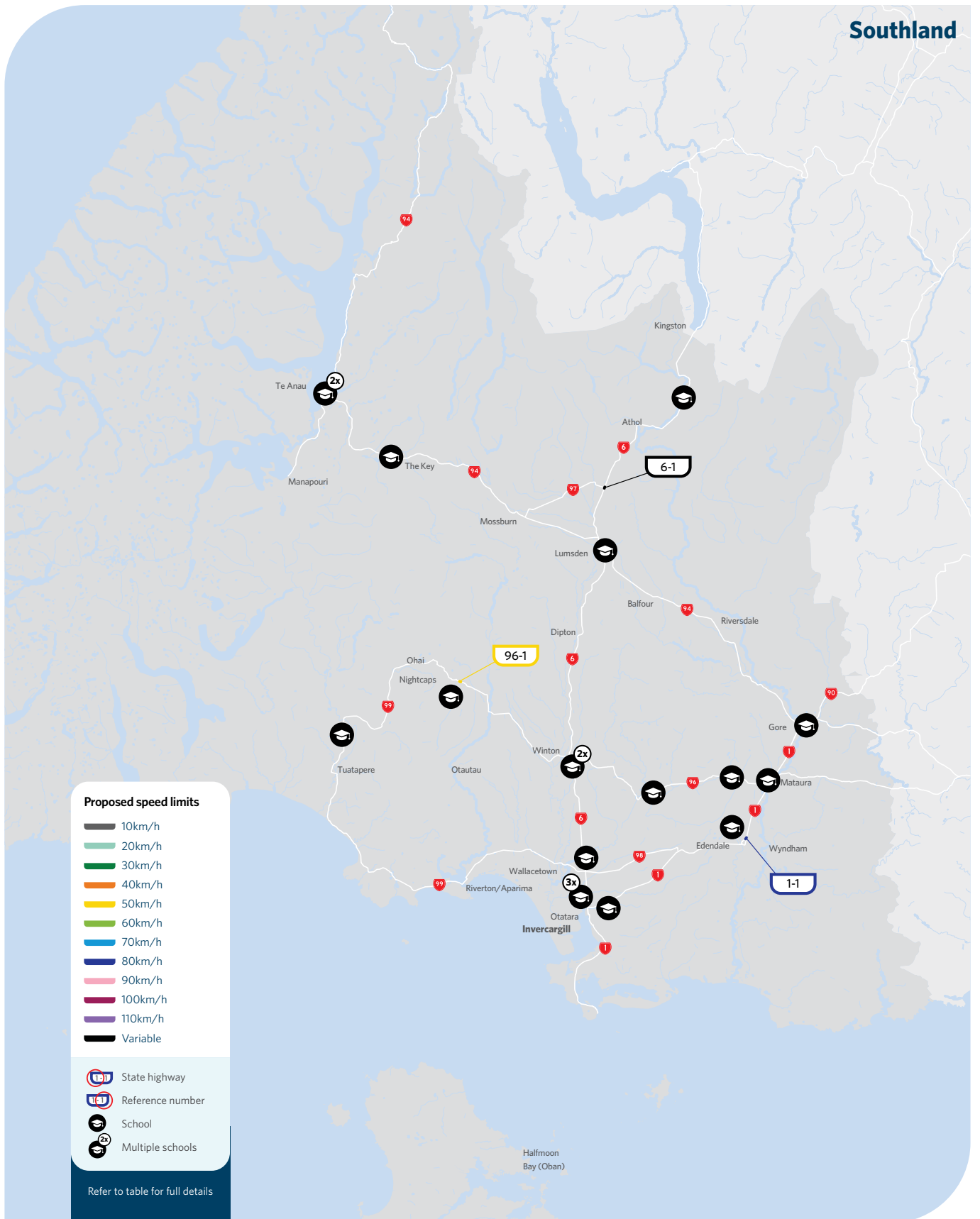
Map reference	Road/area	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Further information
1-1	SH1 Hillgrove Road (Moeraki) intersection speed zone (ISZ)	100	60	Variable	2023-2024	On SH1, approaching intersection with Hillgrove Road

Speed limits around schools

School name	Proposed category	Implementation timeframe	Further information
SH1 Pembroke School	1	2023-2027	30km/h variable speed limit – Ōamaru School Cluster
SH1 Waitaki Boys' High School	1	2023-2027	30km/h variable speed limit – Ōamaru School Cluster
SH1 Ōamaru Intermediate	1	2023-2027	30km/h variable speed limit – Ōamaru School Cluster
SH1 Waitaki Girls' High School	1	2023-2027	30km/h variable speed limit
SH1 Totara School	2	2023-2027	≤60km/h variable speed limit
SH1 Palmerston School	1	2023-2027	30km/h variable speed limit – Palmerston School Cluster
SH1 East Otago High School	1	2023-2027	30km/h variable speed limit – Palmerston School Cluster
SH1 Waikouaiti School	1	2023-2027	30km/h variable speed limit
SH1 George Street Normal School	1	2023-2027	30km/h variable speed limit
SH1 Tokomairiro High School	1	2023-2027	30km/h variable speed limit
SH1 Clinton School	1	2023-2027	30km/h variable speed limit
SH6 Makarora Primary School	2	2023-2027	≤60km/h variable speed limit
SH8 Omarama School	1	2023-2027	30km/h variable speed limit
SH8 Tarras School	1	2023-2027	30km/h variable speed limit
SH8 Alexandra School	1	2023-2027	30km/h variable speed limit
SH8 Roxburgh Area School	1	2023-2027	30km/h variable speed limit
SH83 Papakaio School	2	2023-2027	≤60km/h variable speed limit

School name	Proposed category	Implementation timeframe	Further information
SH83 Duntroon School	1	2023-2027	30km/h variable speed limit
SH85 Māniototo Area School	1	2023-2027	30km/h variable speed limit
SH85 St Gerard's School (Alexandra)	1	2023-2027	30km/h variable speed limit
SH87 Amana Christian School	1	2023-2027	30km/h variable speed limit
SH87 Lee Stream School	2	2023-2027	≤60km/h variable speed limit
SH87 Strath Taieri School	1	2023-2027	30km/h variable speed limit
SH90 Blue Mountain College	1	2023-2027	30km/h variable speed limit – Tapanui School Cluster
SH90 Tapanui School	1	2023-2027	30km/h variable speed limit – Tapanui School Cluster

Southland



Speed limit changes

Map reference	Road/area	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Further information
1-1	SH1 Edendale - old SH1	100	80	Permanent	2023-2024	Old SH1, from SH1 Pioneer Highway intersection to Crescent Road
6-1	SH6 Five Rivers intersection speed zone (ISZ)	100	60	Variable	2023-2024	On SH6, approaching intersection with SH97
96-1	SH96 Nightcaps urban	100	50	Permanent	2023-2024	Through township, to align with speed limit at St Patrick's School (Nightcaps)

Speed limits around schools

School name	Proposed category	Implementation timeframe	Further information
SH1 East Gore School	1	2023-2027	30km/h variable speed limit
SH1 Matura School	1	2023-2027	30km/h variable speed limit
SH1 Edendale Primary School	1	2023-2027	30km/h variable speed limit
SH1 Ascot Community School	1	2023-2027	30km/h variable speed limit
SH6 Garston School	2	2023-2027	≤60km/h variable speed limit
SH6 St Thomas School (Winton)	1	2023-2027	30km/h variable speed limit - Winton School Cluster
SH6 Winton School	1	2023-2027	30km/h variable speed limit - Winton School Cluster
SH6 Makarewa School	2	2023-2027	≤60km/h variable speed limit
SH6 Sacred Heart School (Waikiwi)	1	2023-2027	30km/h variable speed limit - Invercargill School Cluster
SH6 Southland Adventist Christian School	1	2023-2027	30km/h variable speed limit - Invercargill School Cluster
SH6 St John's Girls' School (Invercargill)	1	2023-2027	30km/h variable speed limit
SH93 Matura School	1	2023-2027	30km/h variable speed limit
SH94 Lumsden School	1	2023-2027	30km/h variable speed limit
SH94 Te Anau School	1	2023-2027	30km/h variable speed limit - Te Anau School Cluster

School name	Proposed category	Implementation timeframe	Further information
SH94 Fiordland College	1	2023-2027	30km/h variable speed limit – Te Anau School Cluster
SH94 Mararoa School	2	2023-2027	≤60km/h variable speed limit
SH96 Te Tipua School	2	2023-2027	≤60km/h variable speed limit
SH96 Hedgehope School	2	2023-2027	≤60km/h variable speed limit
SH96 St Patrick's School (Nightcaps)	1	2023-2027	30km/h variable speed limit
SH99 Hauroko Valley Primary School	2	2023-2027	≤60km/h variable speed limit