

## MINISTERIAL BRIEFING NOTE

<b>Subject</b>	State Highway Speed Management Update
<b>Date</b>	21 November 2024
<b>Briefing number</b>	BRI-3231

Contact(s) for telephone discussion (if required)				
Name	Position	Direct line	Cell phone	1 <sup>st</sup> contact
Vanessa Browne	Group General Manager Transport Services	Section 9(2)(a)	Section 9(2)(a)	✓

### Action taken by Office of the Minister

- ☐ Noted
- ☐ Seen by Minister
- ☐ Agreed
- ☐ Feedback provided
- ☐ Forwarded to
- ☐ Needs change [please specify]
- ☐ Withdrawn
- ☐ Overtaken by events

21 November 2024

**Hon Simeon Brown – Minister of Transport**

## STATE HIGHWAY SPEED MANAGEMENT UPDATE

### Purpose

1. This briefing provides you with an update on the workstreams underway within the state highway Road Controlling Authority (RCA) group of the NZ Transport Agency (NZTA) to respond to the new *Setting of Speed Limits Rule 2024* (the Rule) that came into force on 30 October 2024.
2. Specifically, it notes NZTA's plans to move as soon as possible to publicly confirm the lists of state highway sections to be auto-reversed or consulted upon in the new year. Future implementation news about sections being reversed will be released in line with a staged programme for implementation.

### Background

3. NZTA as the state highway RCA has been moving at pace in parallel to our Regulatory Policy team to plan for the enactment of the new Rule. We are concentrating on:
  - i. Progressing planning and design for sections of state highways that will 'auto-reverse' to enable implementation as soon as possible in the new year;
  - ii. Ready to inform stakeholders and communities about the impacts of the Rule, including which lists of corridors will reverse or will be consulted on;
  - iii. Scoping the state highways school programme for variable signage implementation;
  - iv. Continuing with 110km/h speed limits currently in consultation and implementation; and
  - v. Considering our longer-term speed reviews approach under the Rule.
4. The NZTA Board has approved consulting on all interregional connectors (IRC) apart from the sections in SH2 in the Wairarapa which we will auto-reverse and the non-township sections of SH5 Napier to Taupō which will also auto-reverse.

### State highways to auto-reverse by 1 July 2025

5. Under previous speed rules, NZTA has made speed limit changes on 314 sections of state highway since 1 January 2020, totalling approximately 0.6 percent of the state highway network or 695km (see Figure 1). Those changes over the past four years have included new speed limits, as well as changes to increase or decrease existing speed limits on high-risk rural roads and intersections, through townships, outside schools and marae, and to support infrastructure changes.
6. As part of the introduction of the new Rule, some corridors that were previously lowered in this timeframe are required to reverse to their previous, higher speed limits by 1 July 2025. For NZTA, this requirement covers two state highway categories – urban connectors and interregional connectors (IRCs).

7. Apart from IRCs and urban connectors, other speed limits on all other state highway categories remain unchanged under the new Rule, including those with reduced speed limits since 1 January 2020. This means there will be no change to approximately 239 sections of state highways out of the 314 sections with previous speed limit changes (see Figure 1). Examples of the unchanged categories include roads classified as rural connectors (roads that provide a link between rural roads and interregional connectors), peri-urban roads (roads that primarily provide access from residential property on the urban fringe or in a rural residential area) and urban transit corridors (urban motorways and corridors that provide for movement of people and goods within an urban environment).
8. While the reversals requirement for urban connectors is automatic, exceptions can apply, including where there is significant change in surrounding land use, or a change was made to administratively correct a record in the interim period of the 2022 Setting of Speed Limits Rule. Urban connectors for auto-reversal are listed in Appendix A. We have identified seven urban connectors that meet the criteria for exception and will not be auto-reversed, listed in Appendix B. Section 9(2)(g)(i)
9. A further exception applies if consultation demonstrates public acceptance of lowered speeds on IRCs. This category is the only category that the Rule allows for public consultation to understand current support levels to retain lowered speeds on sections or full corridors where they have been previously lowered. NZTA's Board has approved a list of 36 interregional corridors that will go to consultation, and four sections that will auto reverse, contained in Appendix C.
10. These corridors have been identified for consultation because NZTA either has informal evidence of community support that we wish to confirm, or we are unsure if original sentiment expressed by stakeholders or the community at the time the limit was lowered has changed since implementation.
11. A project management team has been set to plan a staged implementation programme for the highway categories that are subject to auto-reversals. Procurement will commence in December to enable implementation from January 2025, with all reversals complete by the deadline of 1 July 2025

s 9(2)(g)(i)

13. To make sure we achieve efficiencies in implementing the speed change, we will use existing contracts with our maintenance suppliers where possible and manage the implementation regionally, fitting it into existing maintenance and project works. Costs can vary significantly between locations because speed changes along a section can require multiple sign changes, different locations of repeater signs, possible changes in road markings, temporary traffic management, and design in places where any new signs need to be located. Our staged programme will also need to factor in that demand for signs will be very high across the country as every RCA will be changing signs over the same period.

## Informing communities about the impacts of the Rule and consultation

14. Following the Board's endorsement of our approach on November 15<sup>th</sup> we will now inform our communities about the impacts of the Rule, and which lists of corridors are required to reverse or will be consulted upon early next year. This includes clarifying that other categories of state highways are not auto-reversing, such as rural connectors.
15. NZTA's website will be updated with lists of the corridors in each of the two reversing categories. This will then be updated and noted as 'completed' alongside local communications tactics, when signs are erected and implemented in the staged approach with our suppliers.
16. The website section will also contain a list of the IRCs that will be part of the consultation we will hold early in 2025. As per the requirements of the Rule, this consultation will seek to understand if there is public acceptance from the targeted local road user groups listed in the Rule (local road users, freight, businesses, schools, iwi and communities surrounding the corridors) for the current lowered speed on sections of specific corridors to remain. The consultation materials will take a fact-based approach to describing the corridors and the requirements of the Rule, and materials will be shared with your office in advance.
17. The Rule does not provide advice on what constitutes 'public acceptance' when considering feedback gained in the reversals consultation but does note that NZTA needs to be satisfied with the support levels. The new Guidance for all RCAs released by the Regulatory policy arm of NZTA however explicitly notes it is "majority support" and reiterates the groups to be targeted in the consultation requirements section of the Rule. A full engagement feedback report will be compiled following the consultation, detailing support and feedback themes from each listed group. We will review the information from all users, analyse how it applies to the network and provide recommendations to our Board for consideration before confirming our decisions publicly next year. We will ensure this information is shared with the Minister's office in advance of public announcements.
18. The final list of corridors being reversed and those that will be retained, either due to the exemptions or as a result of consultation, must be submitted to the Registrar by 1 May 2025. The implementation of all reversals must be completed by 1 July 2025.

## State highway schools programme

19. We have also begun scoping the programme for implementing variable speed limit (VSL) signage on our remaining state highway schools. The Rule requires us to have completed implementation by 1 July 2026.
20. Some state highway schools were already implemented with VSLs under the old Rule. Our initial assessment indicates another approximately 200 state highway schools still need to be treated (135 schools that were going to have VSLs are no longer in scope under the Rule because they do not have a 'school gate' on a state highway).
21. Public consultation is not required to action the implementation of VSL signage under the alternative method of approval for the remaining schools, however we will engage directly with each school. Once our assessments are confirmed, we will also need to advise any newly out-of-scope schools who were previously advised under the old Rule that they may be eligible to be treated for a variable speed sign that they now no longer will be.

22. We will be setting up our implementation workstream to look at the most efficient way to deliver VSLs to all schools by the deadline in mid-2026.

### **Continuing with the 110km/h speed limit consultations**

23. Specific provision in the Rule allows us to progress 110km/h consultations through to certification, if they are approved by the Director over next few months.
24. Consultation has recently finished on Christchurch Southern Motorway, and Northern Gateway Toll Road and Ara Tūhono – Pūhoi to Warkworth. We are currently analysing consultation feedback, before preparing our recommendations for submission to the Director of Land Transport in early December. We will provide further briefings upon receiving certification, advising of timelines for the implementation.

### **Longer term approach for speed management**

25. Under the new Rule three yearly regional Speed Management Plans are no longer required to be produced by NZTA or territorial authorities, although RCAs can choose to prepare and consult on plans if they assist with planning and funding development. Like other RCAs, NZTA can also opt instead to progress any future speed limit changes individually as required, using the 'alternative method'. From next year we will look to progress speed limit changes that are necessary to manage the network, including new roads and other projects, and brief the Minister's office ahead of any consultation.

### **Next steps**

26. NZTA will publish on its website the locations of speed changes as a result of the 2024 Speed Rule.
27. NZTA will begin consulting on sections of IRCs to understand if there is public acceptance to retain them early in the new year.
28. NZTA will start implementing speed changes on the network, where they are auto-reversed, early in the new year.

**It is recommended that you:**

1. **Note** NZTA's plans to move as soon as possible to publicly confirm the lists of State Highway selections to be auto-reversed or consulted on in the New Year.
2. **Note** future implementation news about sections being reversed will be released in line with a staged programme for implementation.

*VL Browne*

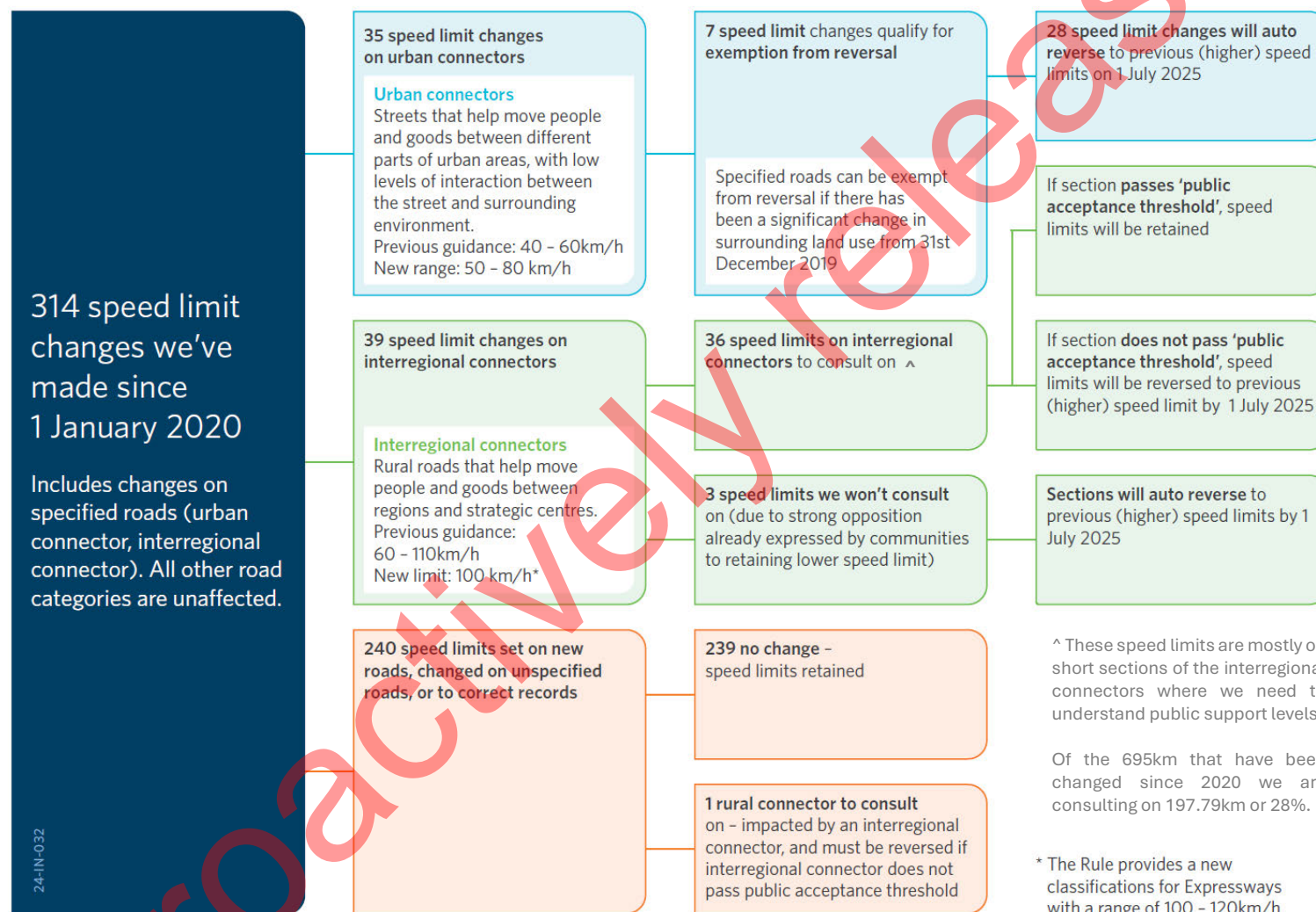
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**Vanessa Browne**

Group General Manager, Transport Services

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**Hon Simeon Brown, Minister of Transport**

Date: 2024

# FIGURE 1 – SUMMARY OF SPEED LIMIT CHANGE CATEGORIES



## Attachment A – Urban and interregional connectors that will be automatically reversed

Speed limit reversals considered to be particularly contentious are in **bold**, with notes.

Region	Locality	Length (km)	Previous speed limit (km/h)	Current speed limit (km/h)	Section of State Highway	Notes
Northland	SH1 Kamo Bypass	0.975	80	60	From approximately 300m north of Puna Rere Drive to approximately 40m north of Kamo Road	
Northland	SH1 Kaitaia north	1	100/70	60	From 60m north of Wireless Road to 220m north of North Park Drive	Section 9(2)(g)(i)
Northland	SH1 Kaitaia 50	0.48	70	50	From 220m north of North Park Drive to 65m south of North Park Drive	Section 9(2)(g)(i)
Northland	SH1 Whangārei	0.75	70	60	Western Hills Drive – from 185m south of Manse Street to 180m north of Selwyn Avenue	



Region	Locality	Length (km)	Previous speed limit (km/h)	Current speed limit (km/h)	Section of State Highway	Notes
Northland	SH11 Te Haumi	1.06	80	50	From 130m north of Smith Camp Road to 90m south of Tohitapu Road	
Northland	SH1 Moerewa	1.00	70	50	From approximately 60m west of Snowden Avenue to approximately 330m east of Sir William Hale Crescent east.	
Auckland	SH16 Waimauku	1.43	70	60	From approximately 140m east of Wintour Road to approximately 95m east of Mabbett Lane.	
Auckland	SH22 Paerata	2.78	70	60	From approximately 430m north of Crown Road to approximately 10m north of Lough Bourne Drive.	
Waikato	SH1C Hamilton	1.37	60	50	From approximately 41m east of Alison Street to approximately 70m northeast of Lorne Street.	
Waikato	SH1C Hamilton	1.62	60	50	From approximately 190m west of Howell Avenue to approximately 70m south of Riverlea Road	
Waikato	SH3 Hamilton	0.65	60	50	From Lorne Street (SH1) intersection to Ōhaupō Road/Normandy Road roundabout	

Region	Locality	Length (km)	Previous speed limit (km/h)	Current speed limit (km/h)	Section of State Highway	Notes
Waikato	SH3 Hamilton	2.2	60	50	From the Kahikatea Drive (SH1) intersection to approximately 25m south-east of Resthill Crescent	
Waikato	SH26 Hamilton	0.65	60	50	From SH1 intersection to approximately 260m northeast of Berkley Avenue	
Bay of Plenty	SH5 South Rotorua 50	2.9	50, 80	50	70m northwest of Malfroy Road to 310m south of the SH5/SH30 Old Taupō Road/Hemo Road roundabout	
Bay of Plenty	SH30 Whakarewarewa to Tihiotonga	3.83	50, 60, 70, 80	50	From centre of SH5/SH30 Old Taupō Road/Hemo Road roundabout to 100m northeast of Tarawera Road	Section 9(2)(g)(i)
Bay of Plenty	SH30 Coastlands urban	0.94	80	60	From 310m west of the centre of the SH30/Gateway Drive/Phoenix Drive roundabout to 100m north of the northern abutment of the Whakatāne Bridge	
Bay of Plenty	SH30A	.15	70	50	150m west SH30/SH30A intersection to SH30A eastern termination point	
Gisborne	SH35 Okitu	2.59	70	60	From approximately 390m north of Sirrah Street to approximately 100m south-west of Wairere Road.	

Region	Locality	Length (km)	Previous speed limit (km/h)	Current speed limit (km/h)	Section of State Highway	Notes
Gisborne	SH35 Gisborne	1.8	80, 70	60	From approximately 60m east of Wheatstone Road to approximately 20m north-west of Coldstream Road.	
Hawke's Bay	SH5 Rangitaiki – Eskdale	72.09	100	80	South-east of Matea Road to west of Waipunga Road	Three rural settlements along the route will be consulted on, with the rest to be automatically reversed.
Manawātū-Whanganui	SH3 Whanganui	0.77	70	50	From approximately 200m north of Tirimoana Place to approximately 170m south of the Heads Road roundabout	
Manawātū-Whanganui	SH57 Shannon south	0.57	70	60	360m south of Graham Street outside Shannon to Shannon Town, 20m south of Vance Street	
Greater Wellington	SH1 Taurima Street to Wellington Road	0.65	70	50	Taurima Street to Wellington Road	
Greater Wellington	SH1 Evans Bay Parade to Broadway	2.2	70	60	Evans Bay Parade to Broadway	
Greater Wellington	SH2 Masterton west	0.92	70	50	260m east of William Donald Drive to 64m northeast of the existing 100/70 change point on the Waingawa River Bridge	

Region	Locality	Length (km)	Previous speed limit (km/h)	Current speed limit (km/h)	Section of State Highway	Notes
Greater Wellington	SH2 Masterton to Carterton	9.12	100	80	64m northeast of the existing 100/70 change point on the Waingawa River Bridge to 260m south of Somerset Road (existing speed change location)	Interregional connectors – will not consult to retain. The speed limits on SH2 Masterton to Featherston were changed in January 2023. The changes included reducing the speed limits from 100 to 80 on rural sections of the highway, and a mix of reductions to speed limits on the sections within the towns of Carterton, Greytown and Featherston. NZTA conducted public consultation 18 months prior to the change, in July-September 2021.
Greater Wellington	SH2 Carterton to Greytown	4.1	100	80	50m southwest of Portland Road to 550m north-east of Hupenui Road.	Public feedback during the consultation was mostly opposed to the 80km/h speed limit on the rural sections of SH2. This was recorded in the consultation report: "Most of the feedback did not support speed reductions on open road sections of highway".
Greater Wellington	SH2 Greytown to Featherston	9.94	100	80	85m southwest of Bidwills Cutting Road to 35m east of Boundary Road.	In the period following the speed limit change, NZTA continued to receive correspondence from members of the public and elected representatives urging us to reconsider or reverse the changes (either in whole or in specific parts) and restore 100km/h speeds. Physical safety improvements have been implemented on the section between Masterton and Carterton including three new roundabouts, median barriers, and some sections of wide centreline. Following these improvements, plans were developed to consult to reinstate 100km/h on this section. These plans were paused to await direction within the new rule.

Region	Locality	Length (km)	Previous speed limit (km/h)	Current speed limit (km/h)	Section of State Highway	Notes
						Consultation to retain the 80km/h speed limits is not recommended because community views are already well known.
Greater Wellington	SH2 Featherston south	0.45	70, 50	50	30m west of the SH2 / Wakefield Street / Bethune Street intersection to 120m west of Renall Street	
Top of the South	SH6 Marybank	1.79	100, 80	60	From approximately 440m northeast of Allisdair Street to approximately 100m southwest of Atawhai Crescent north.	Section 9(2)(g)(i)
Top of the South	SH6 Wakefield north	0.88	80	60	From approximately 440m north-east of Bird Lane to approximately 310m north-east of Franklyn Close	
Canterbury	SH1 Rakaia township	1.1	70	60	Rakaia township urban area	Section 9(2)(g)(i)

## Attachment B – Urban connectors meeting criteria for exemption for reversal

Region	Locality	Length (km)	Previous speed limit (km/h)	Current speed limit (km/h)	Section of State Highway	Justification for exemption
Northland	SH11 Haruru	1.67	100, 70, 100	60	From approximately 140m east of Ash Grove Circle to approximately 185m west of Nautical Drive.	Significant residential development
Auckland	SH16 Kumeu	2.84	60	50	From approximately 50m south east of Old Railway Road to approximately 10m north-west of Station Road.	Significant residential and commercial/retail development
Waikato	SH3 Hamilton	0.91	70	60	From approximately 25m south-east of Resthill Crescent to approximately 265m south of the centre of the new SH3 Ōhaupō Road / Southern Links Roundabout	Significant residential development
Greater Wellington	SH2 Featherston north	1.1	70, 50	50	35m east of Boundary Road to 45m west of the SH2 / Birdwood Street / Lyon Street intersection	Significant residential development
Top of the South	SH6 Marybank - Nelson	4.65	100	80	From approximately 100m south west of Atawhai Crescent North, Marybank to approximately 250m north east of Trafalgar Street, Nelson.	Significant residential development
Canterbury	SH75 Halswell Road	0.88	80	60	Approximately 90m southwest of Augustine Drive to approximately 230m northeast of Dunbars Road	Significant commercial development
Canterbury	SH75 Halswell Road	3.32	60	50	Approximately 230m northeast of Dunbars Road to approximately 260m south of Candys Road	Significant residential development



## Attachment C – Interregional connectors for consultation

Region	Locality	Length (km)	Section of State Highway	Notes	Impact on travel time (previous speed limit to current speed limit)
Northland	SH1 Hukerenui	0.95	Northwest of Crows Nest Road to east of Kopeti Road	Speed limit changed from 100km/h to 80km/h in June 2024, as part of the Northland and north Auckland speed review project. There is a school variable speed limit (VSL) operating on this section for Hukerenui Primary School that is not impacted by the new speed rule.	+9 seconds
Auckland	SH1 south of Dome Valley	1.55	From south of L Phillips Road to north of Goatley Road / Kaipara Flats	Speed limit changed from 100km/h to 80km/h in June 2021. Prior to this, a temporary speed limit of 60km/h ensured safe speeds in the area while major construction work for the new motorway and the Dome Valley safety improvements was underway. Implementing this 80km/h speed limit completed the final phase of the Dome Valley Safe System project. This ensured a consistent and safer route from the northern end of the motorway through the Dome Valley.	+14 seconds
Auckland	SH1 Warkworth north	1.12	From north of Goatley Road / Kaipara Flats to north of Hudson Road (end of expressway at roundabout)	Speed limit changed from 100km/h to 80km/h in May 2023.  This is a new piece of road built as part of the Ara Tuhono - Pūhoi to Warkworth motorway to connect the motorway to the main road heading north and south. This new stretch of road includes a roundabout, and this speed limit manages the speeds of vehicles entering and exiting the motorway as well as those heading south to connect to the new Matakana Link Road and the road toward Warkworth which is also 60km/h.	+17 seconds

Region	Locality	Length (km)	Section of State Highway	Notes	Impact on travel time (previous speed limit to current speed limit)
Waikato	SH1 Hātepe	3.3	North of Rereahu Avenue to South of Rereahu Avenue	Speed limit changed from 100km/h to 80km/h in October 2020.  Part of the 2020 Taupō-Tūrangi review. SH1 forms part of a nationally significant connection for people and freight moving between the upper and lower North Island. High-risk road with varying speeds from 70km/h to 100km/h. Numerous roadside hazards including large trees and roadside drains. The area sees considerable year-round traffic and a significant increase during the summer to lakeside campgrounds and settlements, which have to cross SH1 to get to the lake.	+30 seconds
Waikato	SH1 Bulli Point/Motutere	4.3	South of Rereahu Avenue	Speed limit changed from 100km/h to 60km/h in October 2020.  This section was part of the Taupō - Turangi review. It is a high-risk road with numerous roadside hazards from many villages, camping grounds, large trees and roadside drains compounded by winding sections and increased traffic at holiday periods. There has been mixed feedback from community, with strong support for lower speeds in villages.	+1 minute 43 seconds
Waikato	SH1 Motutere – Waitetoko	3.4	South of Waitapu Road Motutere to north of Rawhira Road, Waitetoko	Speed limit changed from 100km/h to 60km/h and 80km/h in October 2020.  Part of the 2020 Taupō-Tūrangi review. SH1 forms part of a nationally significant connection for people and freight moving between the upper and lower North Island. High-risk road with varying speeds from 70km/h to 100km/h. Numerous roadside hazards compounded by winding sections and steep drop offs – particularly Bulli Point - Motutere. The area sees considerable year-round traffic and a	+31 seconds



Region	Locality	Length (km)	Section of State Highway	Notes	Impact on travel time (previous speed limit to current speed limit)
				significant increase during the summer to lakeside campgrounds and settlements which are often on the other side of SH1 to Lake Taupō.	
Waikato	SH1 Motuoapa – Tūrangi	6.86	South of Parekarangaranga Street, Motuoapa to south of Waiotaka Road, Tūrangi	Speed limit changed from 100km/h to 80km/h in October 2020.  Part of the 2020 Taupō-Tūrangi review. SH1 forms part of a nationally significant connection for people and freight moving between the upper and lower North Island. High-risk road with varying speeds from 70km/h to 100km/h. The area sees considerable year-round traffic and a significant increase during the summer to lakeside campgrounds and settlements.	+1 minute 2 seconds
Waikato	SH3 Rukuhuia	3.6	South of the centre of new SH3 Ōhaupō Road/Southern Links Roundabout to south of Rukuhuia Road	Speed limit changed from 100km/h to 80km/h in December 2021.  Part of the Hamilton City speed review, there was good support for the speed reduction in this section due to the rapidly growing number of people living, working, and travelling through the area.	+23 seconds
Bay of Plenty	SH5 Waiotapu	0.98	North-east of Waikite Valley Road to southwest of Waiotapu Loop Road	Speed limit changed from 100km/h to 80km/h in July 2020.  High community concern about speed limits on SH5 through Waiotapu, including a petition in 2015. The speed limit was reviewed in 2019; there was a mixed response from submitters but very few thought the previous 100km/h speed limit was safe.	+9 seconds

Region	Locality	Length (km)	Section of State Highway	Notes	Impact on travel time (previous speed limit to current speed limit)
Bay of Plenty	SH2 Katikati	24.25	South of Marshall Place to east of Loop Road	Speed limit changed from 100km/h to 80km/h in December 2020.  One of the highest risk roads in the Bay of Plenty. The programme of safety infrastructure implementation is ending upon completion of two further roundabouts and wide centrelines.	+2 minutes 19 seconds
Bay of Plenty	SH5 South Rotorua 80	1.33	South of Old Taupo Road/Hemo Road roundabout to south of Waipa State Mill Road	Speed limit changed from 100km/h to 80km/h in October 2020.  Along corridor from Rotorua airport. Significant community concerns re speed in this area and supported reductions during consultation. Many tourist attractions, businesses, schools on this route.	+12 seconds
Bay of Plenty	SH30 Waipa State Mill Road	0.2	South-west of SH5/SH30 intersection to the SH5/SH30 intersection	Speed limit changed from 100km/h to 80km/h in October 2022.  SH30 Waipa State Mill Road is a rural connector and thus not subject to reversal, however the speed will need to be returned to 100km/h if SH5 South Rotorua 80 (previous slide) does not have public acceptance for retaining, as 200m is not a compliant length for 80km/h.	+2 seconds
Bay of Plenty	SH30 Rotorua	3.51	South-west of SH5/SH30 intersection to the SH5/SH30 intersection	Speed limits changed from 100km/h to 80km/h in June 2020.  Community sentiment highlighted severance by highway. Hazards include narrow road shoulders, steep drop offs and ditches. Strong community support for lower speeds through Okere, Mourea, Waipuna Bay and Okawa Bay. High activity, especially during holidays.	+32 seconds
Bay of Plenty	SH33 Tikitere/Mourea	2.89	North of Alfred Road to east of SH30/SH 33		+26 seconds
Bay of Plenty	SH33 Mourea/Okere Falls	0.85	North of Hamurana Road to south of Trout Pool Road		+8 seconds

Region	Locality	Length (km)	Section of State Highway	Notes	Impact on travel time (previous speed limit to current speed limit)
Hawke's Bay	SH5 Tarawera	0.96	North of Tarawera Café to south of Tarawera Café.	Speed limit changed from 100km/h to 80km/h in February 2021. Rural settlements along the SH5 Rangitaiki – Eskdale route, with the rest of sections automatically reversed.	
Hawke's Bay	SH5 Turangakumu – Te Hāroto	1.86	North of Turangakumu Road to south of Te Hāroto marae		
Hawke's Bay	SH5 Te Pōhue	0.8	North of Te Pohue Loop Road to south of Te Pohue Loop Road		
Taranaki	SH3 Waitara to Bell Block	5.27	From approximately 300m east of Bayly Street to approximately 225m southwest of Mangati Road.	Speed limit changed from 100km/h to 80km/h on two sections of this route in December 2022, making it a consistent 80km/h speed limit between Bell Block and Waitara. Feedback received during consultation was that community and stakeholders supported making the speed limit a consistent 80km/h.  While relatively straight, with a few sweeping curves, the road has several high-risk intersections. Additionally, there are a number of business and residential accesses along the route.	+47 seconds
Manawātū-Whanganui	SH3 Whanganui	1.86	North of Blue Skin Road to north of Tirimoana Place	Speed limit changed from 100km/h to 80km/h in December 2020. Well supported by community and stakeholders; it is near a residential area, popular for walking and cycling.	+17 seconds
Manawātū-Whanganui	SH3 Palmerston North east to Whakarongo	3.4	North of Sutton Place to east of Stoney Creek Road	Speed limit changed from 100km/h to 80km/h in August 2022.	+31 seconds

Region	Locality	Length (km)	Section of State Highway	Notes	Impact on travel time (previous speed limit to current speed limit)
Manawatū-Whanganui	SH3 Ashhurst 80	.92	South of Cambridge Avenue to northwest of SH57	Speed limit changed from 100km/h to 80km/h in August 2022.	+8 seconds
Manawatū-Whanganui	SH57 SH1 to Heatherlea East Road	8.85	East of SH1 intersection on Kimberley Road to north of Heatherlea East Road	An 80km/h speed limit was implemented in December 2022 on SH57 between the intersection of SH1 and Heatherlea East Road, Levin due to increased development in Levin, resulting in more people walking and cycling in the area.	+1 minute 20 seconds
Greater Wellington	SH1 Ohau to Manakau	5.2	South of Muhunua East Road to north of Waikawa Beach Road	Speed limit changed from 100km/h to 80km/h in December 2022.	+47 seconds
Greater Wellington	SH1 Manakau to Pukehou Overbridge	1.7	South of railway underpass to Honi Taipua Street to west of Pukehou Rail Overbridge	Speed limit changed from 100km/h to 80km/h in December 2022.	+15 seconds
Top of the South	Woodbourne	4.07	From approximately 400m west of Rose Street, Blenheim to approximately 130m east of SH6/SH63 intersection, Renwick	Speed limits changed in December 2020.  The seven sections form part of the 110km-long route between Blenheim and Nelson, which is generally travelled as an entire length from Picton/Blenheim to get to Nelson/Tasman or Golden Bay/Abel Tasman. It is also a main freight route. Most sections were reduced to either 80 or 90km/h, with the hilly, windy Whangamoa Saddle section reduced to 60km/h.	+37 seconds
Top of the South	Renwick - Havelock	26.8	From approximately 250m north of Gee Street, Renwick to approximately 440m south of Mahakipawa Road, Havelock.		+1 minute 47 seconds

Region	Locality	Length (km)	Section of State Highway	Notes	Impact on travel time (previous speed limit to current speed limit)
Top of the South	Havelock - Pelorus Bridge	8.51	From approximately 300m north-west of Clive Street, Havelock to approximately 900m south of the southern abutment of Pelorus Bridge		+34 seconds
Top of the South	Pelorus Bridge - Rai Valley	6.8	From approximately 320m north east of the northern abutment of Pelorus Bridge to approximately 340m north of Hills Road, Rai Valley.		+27 seconds
Top of the South	Rai Valley - Whangamoa Saddle	20	From approximately 180m north of Bryants Road to approximately 770m north of Whangamoa Saddle Summit.		+3 minutes
Top of the South	Whangamoa Saddle - Hira	9.2	From approximately 770m north east of Whangamoa Saddle Summit to approximately 280m north of Teal Valley Road, Hira		+3 minutes 41 seconds
Top of the South	Hira - Atawhai	7.78	From approximately 280m north of Teal Valley Road, Hira to approximately 440m		+1 minute 10 seconds



Region	Locality	Length (km)	Section of State Highway	Notes	Impact on travel time (previous speed limit to current speed limit)
			north east of Allisdair Street, Atawhai		
Canterbury	SH1 Woodend-Kaipoi	3.17	South of Rangiora Woodend Road to south of the Cam River Bridge	Speed lowered from 100kmh to 80kmh in December 2020 to address safety risk.  There are a number property accesses and uncontrolled intersections with side roads such as at Pineacres, which historically has had a high number of high severity crashes.	+29 seconds
Canterbury	SH1 Templeton	1.925 total /3 sections	South-west of the Dawsons Road roundabout to west of the end of the on-ramp	Speed limit changed from 100km/h to 80km/h in March 2021 because of significant changes to the road environment with the opening of the Christchurch Southern Motorway, completion of the Dawsons Road roundabout and removal of the old southbound passing lane. Community feedback was mixed at the time with many wanting a reduction to 70km/h to complement the Templeton speed limit.	+17 seconds
Canterbury	SH1 Glenavy	2.8	South of McLean Street to south of Jackson Road	Speed limit changed from 100km/h to 80km/h in September 2020.  This two-lane road joins Glenavy and the small settlement of Waitaki bridge across the narrow Waitaki river bridge. The speed was reduced following ongoing community demand to manage safety.	+25 seconds
Canterbury	SH1 Weavers Road to Rakaia	3.2	North of Weavers Road to Rakaia township	Speed limit changed from 100km/h to 80km/h in May 2024 to support the Rakaia Commercial Vehicle Safety Centre. The Rakaia township speed limit was also reduced at that time – see Attachment A.	+29 seconds

Region	Locality	Length (km)	Section of State Highway	Notes	Impact on travel time (previous speed limit to current speed limit)
Southland	SH94 Homer Tunnel to Milford Sound	13.62	West of the Homer Tunnel West Portal to east of the Deep Water Basin access	<p>Speed limit changed from 100km/h to 80km/h in August 2021.</p> <p>This section of highway is a two-lane winding narrow road providing access through the UNESCO World Heritage Fiordland national park from Homer Tunnel to Milford Sound. The road has many hazards ranging from trees, cliffs and rivers to tight curves and single-lane bridges. There is no median barrier separation to prevent head-on crashes. Many people using this road are one-off visitors to the area and find this a challenging environment to drive in, with vehicles varying from tour buses, camper vans, cars through to cyclists.</p>	+1 minute 59 seconds

Proactively released