

**To** Vanessa Browne

**Cc** James Hughes; Kirstan O'Donoghue; John Baillie

**From** Stephanie Robinson

**Date** October 2023

**Subject** Interim State Highway Speed Management Plan –  
Alternative Method Speed Limit Changes

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## **Interim State Highway Speed Management Plan - Alternative Method Speed Limit Changes**

### **1. Background**

As Transport Services wait for the Director of Land Transport response to the submission of the Interim State Highway Speed Management Plan, we have become aware that eight sections included in the plan urgently required new speed limits as construction works are nearing completion and existing or default speed limits will come into force.

Unfortunately, due to the layout changes made during construction, the existing or default speeds are not supported and the assessed safe and appropriate speeds are being proposed.

This memo outlines the process that Waka Kotahi has undertaken to determine the proposed speed limits for the nine sections of state highway this applies, the final recommendation, and will accompany a submission letter to the Director of Land Transport requesting an alternative method to set speed limits: Director approval before next plan (cl2.6).

### **2. Interim State Highway Speed Management Plan (ISMP)**

The purpose of the ISMP is to enable Waka Kotahi to share how it intends to manage speed limits through to June 2024.

Feedback was received from a wide variety of respondents, including local government (Road Controlling Authorities – city and district councils, and transport groups), school principals, iwi/hapū representatives, directly affected and other interested communities, transport and active transport advocacy groups, residents and ratepayers associations, as well as the public who regularly travel on parts of the state highway network.

### **3. Sections for consideration**

The eight sections for consideration for the alternative method approval are:

<b>ISMP Ref</b>	<b>State highway</b>	<b>Region</b>	<b>Name</b>	<b>Proposed Speed Limit</b>
1-10	1	Auckland	Constellation (18/1 interchange) northbound ramp	80km/h
1-11	1	Auckland	Constellation (18/1 interchange) southbound ramp	80km/h
25A-1-	25A	Waikato	Kōpū-Hikuai Road	80km/h

ISMP Ref	State highway	Region	Name	Proposed Speed Limit
1-15	1K	Greater Wellington	Ihakara Street to Raumati Road	50km/h
1-16	1K	Greater Wellington	Raumati Road to SH1	80km/h
1-17	1K	Greater Wellington	Poplar Avenue southbound on-ramp	80km/h
1-18	1K	Greater Wellington	Poplar Avenue northbound off-ramp	80km/h
1-19	1K	Greater Wellington	Poplar Avenue interchange	80km/h

### 3.1. State Highway 1 and 18 interchange ramps – Auckland

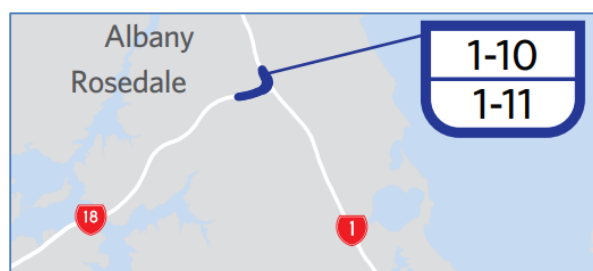
#### 3.1.1. Technical considerations

The initial speed proposals were originally requested from the project team based on the operating speeds for the design. These were then reviewed against the guidance and information developed and maintained by Waka Kotahi.

In this case, the Megamaps: Road to Zero edition did not contain the details for the Safe and Appropriate speed (SAAS) for the section of new road, so the One Network Framework (ONF) classification was verified from the road assessment and maintenance management database (RAMM) and using the Speed management guide: Road to Zero edition, an assessment of the SAAS was made.

All the new and existing road alignments have an ONF classification of ‘transit corridor’ with a speed limit range of 80 to 100km/h. The result of the assessment is listed in the summary table in Appendix A: Summary table for speed proposals for certification. A plan of the proposals used for consultation is shown below:

#### 3.1.2. Consultation plan



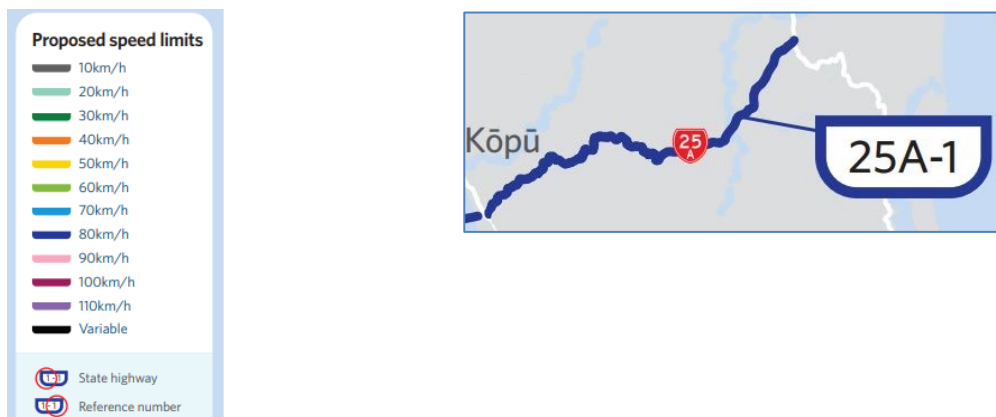
## 3.2. State Highway 25A – Waikato

### 3.2.1. Technical considerations

The Coromandel peninsula has been severely impacted by the 2023 storms, particularly by a large washout on SH25A that occurred in late January. There is now a 110m section of road missing, completely severing this road. Apart from replacement of the bridge, Waka Kotahi is improving resilience of the route by undertake works such as culvert replacements, slip remediations etc. and are also bringing forward large maintenance intervention for the next three years such as reseals so that they are done whilst the road is closed.

In this case, the Megamaps: Road to Zero edition considers this a ‘rural connector’ with a safe and appropriate speed of 80km/h. The proposals consulted are aligned with this assessment and an 80km/h speed limit is being proposed. The result of the assessment is listed in the summary table in Appendix A: Summary table for speed proposals for certification. A plan of the proposal used for consultation is shown below:

#### 1.1.1. Consultation Plan



Existing and supportive relationships with Thames-Coromandel District Council, Ngāti Maru, key stakeholders, and community groups are critical and ongoing in reopening the road.

## 1.2. State Highway 1K – Wellington

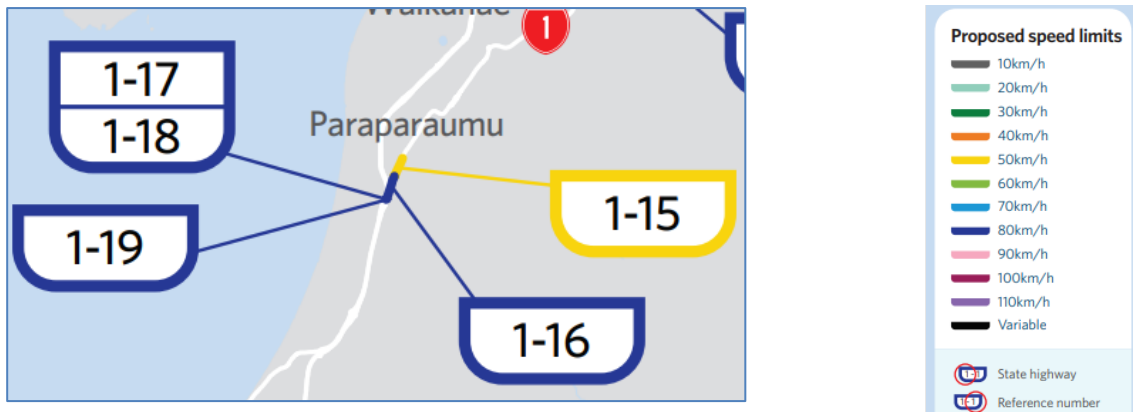
### 1.2.1. Technical considerations

As part of the revocation works for SH1 Mackays to Peka Peka, the form and function of old SH1 has changed due to:

- the new cycle way in both directions located along each shoulder linking to the overhead bridge across the expressway.
- A pedestrian walkway has been constructed adjacent to the northbound shoulder.
- The intersection at Ihakara Street is now traffic signalised.
- There is a new RAB constructed at Raumati Road intersection.

We are proposing two new sections or corridor and the SH1 / Poplar Avenue ramps and interchange. We agree that Section 1-15 is an ‘urban connector’ however it meets the criteria for a 50km/h speed limit as per the Speed Management Guide. We disagree with Section 1-16 as an ‘urban connector’ and consider this to be ‘peri-urban roads’ due to the limited development and the railway on one side. This safe and appropriate speed would be 80km/h which would tie into the SH1 / Poplar Avenue ramps and interchange 80km/h speed limit.

### 1.1.1. Consultation plan



## 2. Māori partnership

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

- working to the pace of those we meet
- ensuring we listen and understand their needs first
- investigating how we could support these needs
- continue exploring how we can be a more responsive partner that enables Māori aspirations.

We're connecting with other teams and programmes within Waka Kotahi to explore opportunities that can support Māori aspirations for safe journeys and transport in their rohe (region), as well as streamlining our processes and ways of working to be more inclusive of Māori.

In depth discussions around speed management activity will continue post-certification through implementation.

## 3. Interim State Highway Speed Management Plan (ISMP) consultation and feedback

Between 14 November and 12 December 2022, we formally consulted on the draft ISMP, seeking feedback on any other factors we should be aware of when finalising the plan. We also asked respondents to provide specific location details, such as the state highway number, name of the school/marae, or reference numbers from the proposed speed limit table shared on the Waka Kotahi website and in consultation documents.

We outlined that Waka Kotahi would take feedback into account to help refine the proposals in the technical review following consultation. Feedback would be considered alongside other information such as an analysis of the roads and surrounding environments, safety in design/safe and appropriate speed ranges, and other technical factors.

In the public consultation documents, we explained how the speed limit changes proposed in the ISMP will work as part of the Safe System approach alongside safety improvements, to make our roads safer.

To promote better understanding of the speed management planning process and the regional vision, we presented the ISMP regionally and described our whole-of-network approach to speed management. We divided the national plan into 15 regions and presented background information on the change to the way we now manage speeds, information explaining why we're lowering speeds around schools, and shared a regionalised narrative on other relevant factors.

For the overall ISHSMP, we received 1,643 unique submissions in total, comprising 1,528 online survey submissions, 94 by email, and 21 in hard copy.

### 3.1. Proposal feedback themes and Waka Kotahi response

Proposal (state highway number – reference number)	Feedback from consultation	Waka Kotahi response
<b>1-10, 1-11</b>	<p>One submission supports both ramps' speed limits to be set at 80km/h as proposed, citing this as safe and appropriate.</p> <p>Two submissions do not support the 1.10 ramp and one submission does not support the 1.11 ramp speed limits to be set at 80km/h respectively, as proposed; believe ramp speeds should match the speed along SH1 they are about to join (100km/h).</p>	<p><b>We heard varied feedback on this proposal. The technical analysis shows the proposed 80km/h is required to tie in with project works around these ramps.</b></p>
<b>25A-1</b>	<p>One submission requests a blanket 80km/h speed limit for the whole of SH25A (lower through townships).</p> <p>One submission supports the proposal but suggests making it seasonal as tourist/holiday traffic increases, that is, in summer only.</p> <p>Seven submissions do not support the proposal but offered a range of other safety improvements they would like prioritised on SH25A, including:</p> <ul style="list-style-type: none"> <li>- repair/regularly maintain the road surface and cut back trees/vegetation; road is windy and narrow with dangerous camber, large potholes and poor road surfaces in places</li> <li>- more passing lanes slow vehicle bays to enable safer passing of slow trucks and campervans.</li> </ul>	<p><b>This proposal forms part of the top one percent most dangerous sections of state highway.</b></p> <p>While this road is currently closed due to the impacts of Cyclone Gabrielle, we will implement the speed limit to align with the road's reopening and continue to engage with local government partners and the community to manage this process.</p> <p>We appreciate people's suggestions for seasonal speed limits and safety improvements, and these are things we can consider, along with concerns about the road surface and road condition, as we work to reopen this road and in future NLTP cycles.</p>
<b>1-15, 1-16, 1-17, 1-18, 1-19</b>	No submissions.	<p><b>Based on the safety analysis, we will proceed with the consulted speed limit change.</b></p>

#### **4. Speed Panel / Regulatory discussion and outcome**

On understanding the need for urgency for the speed limits to be certified and registered in the National Speed Limit Register (NSLR), Transport Services liaised with the Regulator to discuss possible pathways for submission and certification.

#### **5. Requirements of the Rule 2022**

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

For these items in the Interim State highway speed management plan:

- Transport Services provides details of the proposed speed limits and seek the Director's approval to set these speed limits.
- It can be confirmed that regard was taken of the guidance and information developed and maintained by the Agency and that discussions with adjoining RCA have taken place with regards to aligned speed limits.
- A good reason exists for proposing the speed limit prior to the next relevant plan due to the opening of the road.
- Consultation was undertaken via the Interim State Highway Management Plan and that clause 3.9 was applied. All submissions to the consultation were considered.

## 6. Transport Services Recommendation

Transport Services recommend that the Director of Land Transport certifies the Ara Tūhono – Pūhoi to Warkworth speed limit proposals as listed below:


State Highway	ISHSMP ID	Corridor Name	Description	Start	End	Length (km)	Speed limit (km/h)
1	Auckland 1-10	Constellation Drive (18/1 interchange)	northbound ramp	1753159, 5931196	1753757, 5931917	0.8	80
1	Auckland 1-11	Constellation Drive (18/1 interchange)	southbound ramp	1753742, 5931969	1753060, 5931176	0.8	80
25A	Waikato 25A-1	Kopu-Hikuai Road	SH26 (Paeroa Kōpū Road) to SH25 (Tairua Road)	1828737, 5881129	1847308, 5891643	27.8	80
1	Greater Wellington 1-15	Ihakara Street to Raumati Road	N/A	1768869, 5468363	1768242, 5467298	2.0	50
1	Greater Wellington 1-16	Raumati Road to SH1	N/A	1768242, 5467298	1767832, 5466058	0.2	80
1	Greater Wellington 1-17	SH1 / Poplar Avenue - interchange	southbound ramp	1767725, 5466029	1767735, 5466082	0.07	80
1	Greater Wellington 1-18	SH1 / Poplar Avenue - interchange	northbound ramp	1767832, 5466058	1767808, 5465997	0.04	80
1	Greater Wellington 1-19	SH1 / Poplar Avenue - interchange	Between roundabouts	1767832, 5466058	1767735, 5466082	0.09	80

## Outcome Endorsement

Name	Position	Date	Signature
Kirstan O'Donoghue	Team Lead (A), Road Safety, SaSS, Transport Services – Programme and Standards	11 10 2023	
James Hughes	Lead Advisor Safety, Transport Services – Programme and Standards	11/10/2023	

## Decision

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

Name	Position	Date	Signature
Vanessa Browne	National Manager Programme and Standards, Transport Services, Office of the GM TS	11/10/2023	



**APPENDIX A**

## MEMO

SH	Location	Existing PSL (km/h)	Proposed Speed Limit (km/h)	Speed Limit Type	Implementation Timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit? (km/h)	Further information	Dates and times
1	Constellation Drive (18/1 interchange) - northbound ramp	N/A*	80	Permanent Speed	ASAP	N/A**	Assessed ONF Classification = Transit Corridor = meets the requirement for 80km/h SAAS.	N/A
1	Constellation Drive (18/1 interchange) - northbound ramp	N/A8	80	Permanent Speed	ASAP	N/A**	Assessed ONF Classification = Transit Corridor = meets the requirement for 80km/h SAAS.	N/A
25A	Kopu-Hikuai Road	100	80	Permanent Speed	Mid December 2023	N	MegaMaps ONF Classification = Rural Connector = meets the requirement for 80km/h SAAS.	N/A
1	Ihakara Street to Raumati Road	70 & 100	50	Permanent Speed	ASAP	N	MegaMaps ONF Classification = urban connector = meets criteria for 50km/h SAAS with cycle facilities provided	N/A
1	Raumati Road to SH1	100	80	Permanent Speed	ASAP	Y	MegaMaps ONF Classification = urban connector. Disagree with ONF Classification – Transport Services ONF = peri-urban roads = meets requirement for 80km/h	N/A
1	SH1 / Poplar Avenue - interchange - southbound ramp	100	80	Permanent Speed	ASAP	N	MegaMaps ONF Classification = interregional connector = meets criteria for 80km/h SaAS.	N/A

SH	Location	Existing PSL (km/h)	Proposed Speed Limit (km/h)	Speed Limit Type	Implementation Timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit? (km/h)	Further information	Dates and times
1	SH1 / Poplar Avenue - interchange - northbound ramp	100	80	Permanent Speed	ASAP	N	MegaMaps ONF Classification = interregional connector = meets criteria for 80km/h SaAS	N/A
1	SH1 / Poplar Avenue - interchange - Between roundabouts	100	80	Permanent Speed	ASAP	Y	MegaMaps ONF Classification = interregional connector - Transport Services ONF = peri-urban roads = meets requirement for 80km/h	N/A

\* The existing posted speed limits do not apply as most of this corridor is new offline road alignment.

\*\* The Safe and Appropriate speeds for the corridor are not shown in Megamaps RtZ Edition