

18 January 2024

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

Dear Brent,

Director approval for speed changes – Northern Corridor Improvements project: SH18 corridor and SH18-Constellation Drive / Paul Matthews Road interchange

New Zealand Transport Agency Waka Kotahi as Road Controlling Authority ('RCA') respectfully requests that the Director of Land Transport approves the setting of the following permanent speed limits as shown in the maps in **Attachment A**, in accordance with clause 2.6(2)(a) of the Land Transport Rule: Setting of Speed Limits 2022 (the Rule):

- SH18 Motorway (from Albany Highway interchange to SH1/SH18 interconnecting ramps)
- Paul Matthews Road / Constellation Drive interchange
- SH18 / Paul Matthews Road on- and off-ramps
- SH18 / Albany Highway on- and off-ramps

Background

The Northern Corridor Improvements project (NCI project) is a large-scale project in Auckland's North Shore. As part of this project, we are looking to change the speed limits on SH18 between Albany Highway and Constellation Drive and on the newly constructed section of Paul Matthews Road.

This was the last section of the project to be completed and is now operational. It includes the mainline state highway section in yellow below, and the on- and off-ramps and the connections to the local roads in orange. The state highway interchange between SH1 and SH18 is part of another speed management approval request.

Matters for Approval

NZTA Waka Kotahi wishes to complete the speed limit changes for this corridor under clause 2.6.

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

- For clause 2.6(3)(a) NZTA Waka Kotahi took into account the guidance and information developed and maintained by NZTA Waka Kotahi (Agency) under clauses 3.14 and 3.15 including the MegaMaps tool and One Network Framework for development of the technical aspects.
- For clause 2.6(3)(b) NZTA Waka Kotahi assessed the speed limits of the adjoining roads and considered the impact of the speed change and received feedback from adjacent RCA.
- For clause 2.6(4) NZTA Waka Kotahi considers that there is a good reason for the proposed speed limit to be set before the next plan is published as the timeframes involved in following a speed management plan would unreasonably delay the realisation of the benefits of the completion of the Northern Corridor Improvements project and would fail to meet the reasonable expectations of partners, stakeholders and the public who were consulted.

- For clause 2.6(6) NZTA Waka Kotahi undertook consultation that aligns with the requirements of clause 3.9. Notably:
 - The consultation period was at least four weeks (30 August 2023 - 27 September 2023).
 - Consultation was undertaken with Māori from the commencement of the project and through the entirety of the speed review with ongoing interaction up to the present.
- For clause 2.6 (7) NZTA Waka Kotahi considered consultation submissions received.

Attachment B is a copy of the approved and signed memorandum and its supporting documents which record the process undertaken for this speed limit change.

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

We appreciate your consideration of the proposals for the Northern Corridor Improvements project. Please contact me if you wish to discuss any aspect of this letter or require any further information.



Vanessa Browne

National Manager, Programme and Standards

Attachment A

Northern Corridor Improvements project: SH18 Alternative Method Speed Limit Changes Map



Plan 1: Location and layout of SH18 and Paul Matthews Road interchange

Attachment B

Northern Corridor Improvements project: SH18 Alternative Method Speed Limit Changes Memo

To Vanessa Browne, National Manager Programme and Standards
 Transport Services

Cc James Hughes; Kirstan O'Donoghue; John Baillie; Stephanie Robinson

From Steven Lloyd

Date 18/01/2024

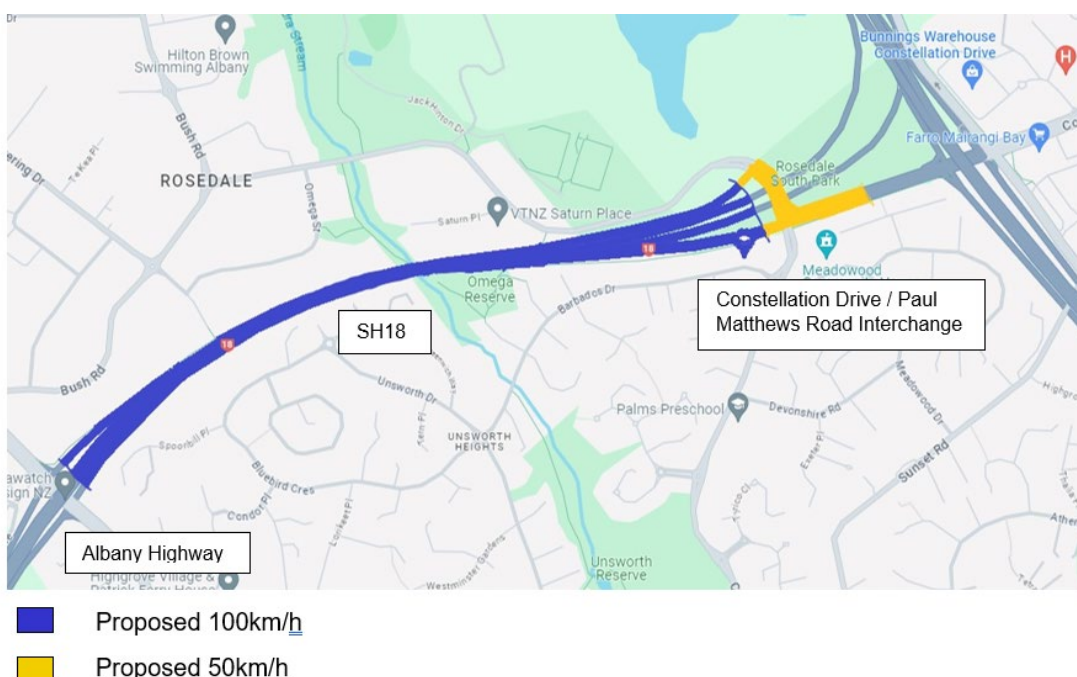
Subject Northern Corridor Improvements project:
 SH18 Alternative Method Speed Limit Changes

Northern Corridor Improvements project: SH18 Alternative Method Speed Limit Changes

1. Background

The Northern Corridor Improvements project (NCI project) is a large-scale project in Auckland's North Shore. As part of this project, we are looking to change the speed limits on SH18 between Albany Highway and Constellation Drive and on the newly constructed section of Paul Matthews Road. The location of the proposals is shown at Plan 1, below. **Please note:** these changes are immediately south of the State Highway Interim Speed Management Plan / Auckland Region items: 1-10 *Constellation (18/1 interchange) northbound ramp* and 1-11 *Constellation (18/1 interchange) southbound ramp* that are currently under consideration by the Director. These would complete the speed limits required for the NCI Project.

This was the last section of the project to be completed and is now operational. It includes the mainline state highway section, and the on- and off-ramps and the connections to the local roads. The state highway interchange between SH1 and SH18 is part of another speed management approval request.



Plan 1: Location and layout of SH18 and Paul Matthews Road interchange

Our assessment has identified that the existing speeds are no longer appropriate for the upgraded mainline section and the newly aligned sections of SH18. An alternative method of approval to set speed limits is required as these sections are now operational under temporary speed limits.

This memo outlines the process that NZTA Waka Kotahi has undertaken to determine the proposed speed limits for these sections of SH18 and is to accompany a letter to the Director of Land Transport requesting an alternative approach to setting these speed limits: *Director approval before next plan* (Cl.2.6, Speed Rule).

2. Technical Considerations

The proposed speeds are detailed in the following table (Table 1).

Table 1: NCI Project proposed and design speeds

Element	Current Speed	Proposed Speed	Notes
SH18 from Albany Highway to the SH1/SH18 interchange ramps	80km/h	100km/h	The eastward extension of SH18 motorway to the new connecting ramps to SH1
SH18 Constellation Drive / Paul Matthews Road interchange westbound on-ramp	N/A	50km/h	Approximately 20 - 30m at start of on-ramp. The remainder of the ramp will be 100km/h
SH18 Constellation Drive / Paul Matthews Road interchange eastbound off-ramp	80km/h (old state highway)	50km/h	Approximately 20-30m from end of off-ramp. The remainder of the ramp will be 100km/h.
Constellation Drive and Paul Matthews Road	N/A	50km/h	These roads form the interchange connections between SH1 & SH18 and the local AT road network
SH18 Albany Highway interchange westbound off-ramp	80km/h	50km/h	Approximately 20-30m from end of off-ramp. The remainder of the ramp will be 100km/h.
SH18 Albany Highway interchange eastbound on-ramp	80km/h	50km/h	Approximately 20 - 30m at start of on-ramp. The remainder of the ramp will be 100km/h

The SH18 mainline between Albany Highway interchange to the new SH18/SH1 interconnecting ramps has been upgraded to enable a 100km/h speed limit and this aligns with the MegaMaps ONF classification as a 'Transit Corridor'.

The newly configured Constellation Drive / Paul Matthews Road interchange has an 'Urban Connector' classification. The road is median divided; provides signal-controlled facilities for pedestrians and cyclists; travels through a non-residential area; has two lanes of traffic in each direction and carries high volumes of vehicles. The proposed 50km/h speed limit ties in with the existing local road and is considered to be safe and appropriate.

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

3. Māori Partnership

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

- working to the pace of those we meet

- ensuring we listen and understand their needs first.
- investigating how we could support these needs.
- continue exploring how we can be a more responsive partner that enables Māori aspirations.

For the NCI project iwi were involved from the inception and provided contributions over the course of the project from investigation through design and implementation. The Integrated Iwi Group forum was the mechanism for engagement and consultation across the life of the NCI project and received regular updates on progress and developments through this period.

As part of our ongoing engagement with Mana Whenua we discussed the speed limit changes at the Integrated Iwi Group, first in August 2022, and then in March 2023 prior to and when preparing for formal consultation. Mana Whenua were broadly supportive of the changes proposed.

4. Consultation and Feedback

The NCI project has undertaken ongoing liaison with stakeholders and in particular Auckland Transport (AT), the adjoining road controlling authority (RCA) through a range of mechanisms and forums.

Formal consultation for the speed limit proposals was undertaken over a four-week period between 30th August 2023 through 27th September 2023. The consultation was advertised on NZTA Waka Kotahi's website and all submissions were received via the online survey.

Consultation material included information on the project webpage; e-newsletter, and email to stakeholders.

4.1. Proposal feedback themes and NZTA Waka Kotahi response

There were 58 submissions providing feedback and 86% (50 people) provided strong support either fully or in part for the 100km/h speed limit for the upgraded motorway section and the ramps.

There was less support for the reduction in speed to the reconfigured interchange Constellation Drive / Paul Matthews Road with some submitters wanting the 80km/h speed limit retained and others wanting an intermediate speed limit. The feedback themes identified and the associated NZTA Waka Kotahi responses are included below in Table 2.

Table 2: Feedback themes and Waka Kotahi response

Proposal-SH number and location	Feedback from consultation	NZTA Waka Kotahi response
SH18 (eastbound and westbound) motorway – between Albany Highway and the SH18-SH1 link / Paul Matthews Road / Caribbean Drive	The majority of feedback on this supported increasing the speed limit to 100km/h. 3 submitters raised the issue of potential noise pollution	The NCI project included the upgrading of the expressway section of SH18 (Albany Highway to SH1) to motorway standard. The 100km/h speed limit is safe and appropriate and extends the existing motorway speed limit along the remainder of the SH18 motorway to the west. The NCI improvements included the provision of extensive noise walls and acoustic measures modelled on 100km/h speeds.
SH18 (both directions) – between Paul Matthews Road / Caribbean Drive and the SH1 northbound on & offramp	12 submissions supported the proposed speed limit. 11 submissions thought that the 80km/h speed limit of the previous layout should remain, and 5 submitters suggested intermediate speeds (60km/h or 70km/h)	The layout of the interchange extending from Caribbean Drive / Paul Matthews Road interchange with the existing 50km/h local road network at all these locations and this consistency of speed limit, reflects the geometric design of the new road configuration and aligns with the ONF classification as an Urban Connector. This 400m section of road encompasses two sets of traffic signals and adjoins another just beyond its

Proposal-SH number and location	Feedback from consultation	NZTA Waka Kotahi response
		eastern extent at Constellation Drive and the SH1 ramps. The technical analysis confirmed that the 50km/h speed limit is safe and appropriate and ties the project works in with the existing local roading network.
SH18 eastbound off-ramp (Paul Matthews Road)	No specific comments identified	Based on the technical assessment we will proceed with the consulted speed limit
SH18 westbound on-ramp (Paul Matthews Road / Caribbean Drive)	2 submitters raised a potential issue with on-ramp merging and the speed change location	Signage for the speed change will be located on a position on the on-ramp that provides for a safe location of the signs and provides adequate warning and visibility for road users entering the on-ramp.

A number of other matters were raised by submitters that went beyond the scope of this consultation.

5. Requirements of the Speed Rule

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

For these items in NCI-State Highway 18 project:


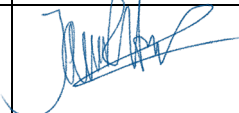
- Transport Services provides details of the proposed speed limits and seeks the Director's approval to set these.
- It can be confirmed that regard was taken of the guidance and information developed and maintained by the Agency and that discussions with adjoining RCA have taken place with regards to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

7. Transport Services Recommendation

Transport Services recommend that the Director of Land Transport approves the NCI-State Highway 18 speed limit proposals as listed below.


State Hwy	Corridor Name	Description	Start (NZTM)	End (NZTM)	Length	Speed Limit
18	SH18 (eastbound) – between Albany Highway and the SH18-SH1 link (including on-ramp at Albany highway)	Mainline motorway	1753347, 5931225	1752063, 5930682	1.4km	100
18	SH18 (westbound) – between Caribbean Drive and Albany Highway (including on-ramp at Albany highway)	Mainline motorway	1753399, 5931218	1752063, 5930682	1.5km	100
18	SH18 westbound on-ramp (Paul Matthews Road)	On-ramp	1753617, 5931233	1753170, 5931179	0.4km	100
18	SH18 eastbound off-ramp (Paul Matthews Road)	Off-ramp	1753587, 5931340	1753044, 5931190	0.55km	100
18	Upper Harbour Highway (both directions) – between Caribbean Drive and the SH1 northbound on & off-ramp	Urban connector/Interchange Paul Matthews Road / Caribbean Drive / Constellation Drive	1753924, 5931328	1753610, 5931229	0.4km	50

Outcome Endorsement

Name	Position	Date	Signature
Kirstan O'Donoghue	Team Lead, Road Safety, SaSS, Transport Services-Programme and Standards	13/12/23	
James Hughes	Lead Advisor Safety, Transport Services-Programme and Standards	13/12/23	

Decision

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

Name	Position	Date	Signature
Vanessa Browne	National Manager Programme and Standards, Transport Services, Office of GM TS	18/01/24	

Annexure One: Map showing proposed speeds for SH18 Motorway and SH18-Paul Mathews Road / Constellation Drive interchange

