



Speed Rule 2024 – Section 11 Transitional provisions (reversals) consultation

Consultation Summary - Results by location

2 April 2025

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1. Executive summary

As part of the introduction of the government's *Land Transport Rule: Setting of Speed Limits 2024* (the Rule), roads within five categories (specified roads) are required to reverse to their previous speed in a once-off 'transition' exercise if the road had a speed limit reduction after 1 January 2020. These reversals are required to be implemented by 1 July 2025.

NZ Transport Agency Waka Kotahi (NZTA) is the Road Controlling Authority (RCA) for state highways and has 87 locations that meet this requirement in 4 of the 5 categories of specified roads and published this list in full on 30 January 2025.

[Speed reversals and consultation - transitional changes in 2024-25 | NZ Transport Agency Waka Kotahi](#)

Other RCAs of local roads (mostly Councils), are also required to reverse any roads under their management in these categories, as well as a fifth category, known as 'local streets' with reduced speeds of 30km/h.

All of these specified roads managed by RCAs, including NZTA, are required to reverse without consultation, except where reducing the speed limit would be inappropriate due to changes in the surrounding environment (such as significant residential development).

However, the Rule also provides NZTA with the ability to consult on two of these categories ('rural connectors' and 'interregional connectors') before confirming its final list of roads to reverse in May 2025. The Rule allows NZTA to decide to keep lower speeds in these two categories if it can demonstrate through a new consultation that there is public acceptance (majority public support) from road users and local communities to retain lower speeds on all or part of a route.

NZTA accordingly ran consultation on a range of locations in these 2 categories from 30 January – 13 March 2025, to understand if the public, including the Rule's required target road user and community groups (defined as road users who use the specific roads included; freight; local businesses; schools; local communities; Councils and Māori) supported keeping any of these specific state highway locations at their current speed limits, rather than seeing them automatically reverse.

In total, 49 sections of state highway were consulted on as part of this process over a period of six weeks, and more than 21,500 submissions were received, totalling over 57,000 pieces of feedback. The engagement approach successfully targeted the local road users, communities, iwi and Councils required by the Rule, with 99% of all submissions identified as belonging to one of the groups required.

Public awareness of the consultation ran high, with numbers across our advertising, digital and social channels reflecting:

- A social media reach of 587,480 views across the NZTA regional Facebook pages with many people clicking through to the website to complete the online survey
- 7,800,000 digital advertising impressions across all regions
- 38,964 website views over the 6-week consultation period.

Of the 49 locations included in the consultation, the results found that 6 locations recorded majority public support of more than 50% to be retained at the lower speed. These are:

- SH30 Rotorua South
- SH5 Waipā State Mill Road
- SH5 Waiotapu
- SH3 Whanganui
- SH3 Palmerston North east to Whakarongo

- SH94 Homer Tunnel to Milford Sound

All other locations did not meet this threshold of majority support. Accordingly in April 2025 the NZTA Board endorsed that the agency is satisfied that these six locations can be retained at their current lower speed, but the other locations in the consultation must reverse alongside the other corridors in the specified road list. NZTA's list of specified roads will now be updated and re-submitted to the Director of Land Transport for the NSLR (NSLR – a step known as 'setting the speed limit record') in May 2025.

2. Context/background

The new *Land Transport Rule: Setting of Speed Limits 2024* (the Rule) was finalised by the Government and came into force on 30 October 2024. It sets out how speed limits on New Zealand roads will be managed in the future in a way that supports economic growth, boosts productivity, and enables people to get where they are going efficiently and safely.

The Rule supports a targeted approach to speed management by focusing future speed reviews on areas of high safety concern, supporting NZ Police to meet speed-related enforcement targets and using variable speed limits outside schools. It also standardises road classes and their speed limits, specifying speed limit ranges for each road type.

As part of the introduction of the Rule, the Section 11 Transitional provisions outline that permanent speed limits on five categories of roads that have been lowered since 1 January 2020 must automatically reverse to their previous higher speed limits by 1 July 2025.

These 5 'specified roads' categories are:

- Urban Connectors
- Transit Corridors
- Rural Connectors*
- Interregional Connectors*
- Local streets with permanent 30km/h speed limits, where one of the reasons for reducing the limit was that there is a school in the area (under the new Rule, variable speed limits will be introduced outside of schools instead).

Definitions of these categories are explained in Schedule 3 of the Rule.

All RCAs must review the Rule's categories and provide their lists of specified roads to reverse to the Director of Land Transport by May 2025, register the speeds in the NSLR and then implement signage and any associated roadside safety improvements by 1 July 2025. Funding is available for RCAs to implement the required speed limit reversals from the National Land Transport Fund (NLTF).

*However, under specific transitional provisions noted in clause 11.4(2), NZTA can retain speed limits on roads within two of these categories - interregional and rural connectors - where NZTA is satisfied there is "public acceptance for the speed limit" achieved through a new public consultation process (more detailed overview included in the *Consultation planning* section below).

NZTA is the only RCA under the Rule that is able to consult to retain speed limits for these specified roads, and only on these two categories.

The sections of state highways included for consultation are a combination of short stretches of road across the country, and in some cases, are multiple sections along a single state highway – for example at the top of the South Island on State Highway 6.

In total, 49 sections of state highway (38 interregional and 11 rural connectors) were consulted on across New Zealand during a 6-week consultation between 30 January - 13 March 2025.

Under this once-off transitional exercise, there are only two exceptions to the auto-reversals process. These include the exemptions granted for residential development since December 2019 and the ability to consult to retain the lower speed limit where public acceptance threshold is met.

Once the results of the consultation have been confirmed, locations that do not demonstrate majority public support will be added to the list already published on 30 January 2025 and notified to the Director in May 2025 for uploading to the NSLR. They will then be programmed for implementation alongside the other 38 state highway locations already listed for auto-reversal. At the time of writing this report, implementation programming for the other sites is already well underway in tranches around the country, with the first sites on SH2 already completed. Other RCAs have also already begun notifying the Director with their own lists for reversals for the NSLR, and some have begun their own implementation programmes.

The Rule also requires that no other changes to NSLR speed records be actioned for the 5 specified road categories before 1 July 2025. However, it does allow all RCAs to investigate other future speed reviews at any time, as long as they are aligned with the intent of the Rule, and these changes do not occur before 1 July 2025 (if they apply to these categories).

In line with this provision, NZTA has already announced new speed reviews using the Rule's 'Alternative Method' to set speed limits for 16 urban connector locations included in the specified road list, after receiving strong community feedback that people do not support the return to higher speeds.

NZTA has also contacted approximately 312 schools that sit on state highway locations throughout NZ to advise on any changes as a result of the Rule. The Rule requires NZTA to install variable speed limits (VSLs) on the parts of state highways that are "outside the school gate" by 1 July 2026. This means installing either a 30km/h or 60km/h VSL sign on the state highway outside just over 200 schools, depending on the category of school. As per the Rule, school travel periods can cover up to 45 minutes either side of the school bell and electronic VSL signs may also be activated for up to 10 minutes at other times when there is significant activity around the school, for example when pupils from other schools are arriving or leaving for a sports day.

NZTA also intends to work closely with iwi, hapū and marae where marae and other significant locations have been identified on state highways set down for reversals. The Rule provides for safety interventions including variable speed limits (VSLs) to be approved outside of marae to protect vulnerable visitors and pedestrians.

NZTA is also continuing to investigate further sites for future new speed reviews, in line with the intent of the Rule and the various factors it would consider for a full speed review plan or other alternative method of setting a speed. See more information at:

[State highway speed management | NZ Transport Agency Waka Kotahi.](#)

3. Consultation planning

Consultation design

The main purpose of engagement was to meet our statutory consultation obligations as outlined in the *Section 11 Transitional Provisions* of the Rule, in particular the specific provisions noted in clause 11.4(2).

This notes that the Agency (as RCA) may retain a lowered speed limit for a rural connector or interregional connector if it is satisfied there is 'public acceptance' for that lower speed:

- (2) Despite clause 11.2, the Agency (as RCA) may also retain the amended speed limit in respect of any specified road within its control if—
- (a) the road is a rural connector or interregional connector (as those classes of road are described in Schedule 3); and
 - (b) the Agency (as RCA) is satisfied that there is public acceptance for the amended speed limit for that road.

Clause 11.4(2)(a): substituted on 15 January 2025, by clause 2.2 of the Land Transport Rule: Setting of Speed Limits Amendment 2024.

Demonstrating 'public acceptance' is the only decision-making factor for retaining the existing speed limit where it is subject to this once-off transitional reversals provision. This is highly unusual as typically consultation feedback is only one factor used by NZTA to help inform the outcome of a speed review. Other factors, including safety or technical guidance, are normally weighted alongside consultation feedback to determine the outcome of a speed review.

The Rule defines public acceptance as public support, shown through a new consultation:

public acceptance, in relation to an amended speed limit, means public support for the amended speed limit as ascertained through a public consultation process that meets the requirements in clause 3.8, with any necessary modifications and undertaken following the commencement of this rule:

NZTA was guided by legal advice that public acceptance can be logically demonstrated by whether the majority of responses to the consultation are in support of (not in opposition to) retaining a speed limit. The logical and equitable manner by which support is generally ascertained by a large number of people is by majority.

To establish majority public support, the consultation was structured to identify the targeted user groups required in clause 3.8 Consultation Requirements and clearly ask, using a quantitative Likert scale, whether they supported retaining the speed limits at the lower speed, instead of seeing them reverse. This design was chosen to allow NZTA to clearly identify support levels per individual response.

The target user groups were "*persons that use the road for which changes are being proposed*", further broken down into groups including freight, businesses, school, community, and Council groups:

3.8 Consultation requirements

- (1) In this clause 3.8, **consultation principles** means the principles of consultation in section 82 of the Local Government Act 2002.
- (2) When required to consult under this Rule, the Agency (as RCA) and territorial authorities must give a time period of at least 6 weeks, notified on an Internet site, for interested parties to make written submissions.
- (3) When required to consult under this Rule, the Agency as (RCA) and territorial authorities must—

Setting of Speed Limits 2024

- (a) consult on each proposed speed limit change; and
- (b) consult in accordance with the consultation principles; and
- (c) use reasonable efforts to consult on the proposed changes with the following groups:
 - (i) persons that use the roads for which speed limit changes are proposed, including freight users; and
 - (ii) local communities; and
 - (iii) businesses located on roads for which speed limit changes are proposed; and
 - (iv) schools located on roads for which speed limit changes are proposed; and
 - (v) road controlling authorities responsible for roads adjoining roads for which speed limit changes are proposed.

NZTA was also required under clause 3.8(6) to separately consult Māori affected by the proposed changes where it affects or is likely to affect Māori land, or land subject to any Māori claims settlement Act.

- (6) When it is required to consult under this Rule, the Agency (as RCA) or a territorial authority (as the case may be) must do everything reasonably practicable to separately consult Māori affected by any proposed change in a draft plan that affects or is likely to affect—
 - (a) Māori land; or
 - (b) land subject to any Māori claims settlement Act.

Based on the requirements of the Rule, the overall purpose of engagement was to:

- Ensure NZTA consulted regionally with the target groups outlined in clause 3.8 as above including local road users who use the road for which changes are proposed, including freight, local businesses located on the roads, local schools located on the roads, Road Controlling Authorities responsible for adjoining roads. In addition, to separately consult with Māori to understand if Māori land was impacted by the roads, including for example, iwi trust or Māori block land, marae, urupā or other sites of significance.

- Consult for the Rule's required minimum 6-week consultation period, with a consultation notified on the internet using an online survey portal, for parties to make written submissions. While also accepting feedback provided in alternative submissions formats, e.g. email or hardcopy forms.
- Focus on encouraging a healthy number of submissions from the target audiences to provide quantitative inputs into decision making, including promoting the consultation widely to the target audiences
- Pre-empt and manage all enquiries and feedback efficiently and effectively.

Consultation methods

Engagement was regionally targeted to ensure we consulted with the Rule's identified user groups. The full list of 49 locations were grouped together into 11 regions to ensure we could target local users as per the Rule's requirements. The following methods were used to communicate with the public and stakeholders about the consultation process during the 6-week consultation process:

- NZTA website with online feedback form live for the 6-week consultation period.
- Targeted phone calls and emails to local Council partners to encourage participation from other RCAs.
- Email updates and meetings with key stakeholders including automobile and freight groups, transport and advocacy groups.
- Brochures at Council service desks and libraries with a freepost feedback form built in – to target the local community and provide an accessible way to provide feedback, as well as online.
- Flyers and posters at key community hubs, destinations to raise awareness and again target the local community and road users.
- Social media posts on NZTA regional Facebook pages.
- Paid print, radio and digital advertising.
- Media releases to generate media coverage.
- E-newsletters to regional databases.

The level of participation and volume of submissions have made this speed reversal consultation one of NZTA's largest to date. Data and analysis show that 99.4% of submissions have come from our targeted user groups, meaning our targeted engagement approach achieved its goals of receiving quantitative feedback from targeted user groups.

Māori partner engagement

To separately consult with Māori (as per the Rule - *Māori affected by any proposed change that affects or is likely to affect— (a) Māori land; or (b) land subject to any Māori claims settlement Act*), the project team and NZTA's Māori Partnerships team Te Mātangi undertook separate engagement with Māori partners, focussing on those in close proximity to the proposed speed changes. Additionally, there were specific identifying questions within the consultation survey to ensure we could segment and report back on this feedback. Engagement activity included and where appropriate, phone calls from Director Regional Relationships and Pou Ārahi, and handing out brochures and flyers within the affected local communities. Feedback from Māori communities was included in this analysis.

Regional specific consultation

For each region, targeted engagement methods were used to reach our target groups. These are summarised in Table 1.

Table 1: Regional methods of engagement

Region	Methods of engagement
Bay of Plenty	Paid print advertising in Rotorua Post and Bay of Plenty Times, boosted social media posts, brochures in local libraries, emails to and discussions with key stakeholder groups, e-newsletters to regional databases and articles (with links) in other regional e-newsletters, presentations at Regional Transport Committees (RTCs) and other travel related or stakeholder forums (including emergency services).
Nelson and Marlborough	Paid print advertising, boosted social media post, brochures in local businesses, email to key stakeholder groups. Information shared with iwi and RTCs.
Manawatū - Whanganui	Phone calls, emails and in person engagement with Iwi and Council partners and key stakeholder groups. Geo-targeted digital ads, print ads, radio and boosted social media posts. Flyer drops to residents and local businesses. In person engagement with local businesses. Brochures and posters displayed in local councils and libraries E-newsletters Updates to Regional Transport Committee (RTC)
Taranaki	Phone calls, emails and in person engagement with Iwi and Council partners and key stakeholder groups. E-newsletters Geo-targeted digital ads, radio advertising and boosted social media posts. Flyer drops to residents and local businesses. Brochures and posters displayed in local councils and libraries Updates to Regional Transport Committee (RTC)
Hawke's Bay	Phone calls, emails and in person engagement with Iwi and Council partners and key stakeholder groups. Geo-targeted digital ads, print ads, and boosted social media posts. E-newsletters Brochures and posters displayed in local councils and libraries Updates to Regional Transport Committee (RTC)
Waikato	Paid print advertising, boosted social media posts, brochures distributed, emails to key stakeholder groups, e-newsletters to regional databases and articles (with links) in other regional e-newsletters, presentations at RTCs and other travel related or stakeholder forums (including emergency services).
Canterbury	Regional transport partners and stakeholders were given prior notice of consultation opportunities either via email or phone call and any context explained ahead of consultation announcement. General stakeholders and 'speed management update' subscribers received an e-newsletter. General advertising communications and engagement included tactics targeted at audiences specified by the Rule. Advertising included digital and newspaper advertisements in publications associated with consultation locations - North Canterbury News, The Press, The Woodpecker (Woodend) Selwyn Times, Ashburton Guardian, Otago Daily Times, Oamaru Mail and Southland Times.

	<p>A post with a link to the surveys was shared on our regional Facebook page. Where practicable, flyers were hand delivered to businesses and residences located on roads where reversals were proposed as well as A4 posters and brochures distributed to local shops, libraries/Council service centres.</p>
Gisborne	<p>Phone calls, emails and in person engagement with Iwi and Council partners and key stakeholder groups.</p> <p>Print ads, radio advertising and boosted social media posts</p> <p>E-newsletters</p> <p>Brochures and flyers displayed in local councils and businesses</p> <p>Updates to Regional Transport Committee (RTC)</p> <p>Flyer drop to residents and local businesses</p>
Southland	<p>Regional transport partners and stakeholders were given prior notice of consultation opportunities either via email and context explained ahead of consultation announcement.</p> <p>General stakeholders and 'speed management update' subscribers received an e-newsletter.</p> <p>General advertising communications and engagement included tactics targeted at audiences specified by the Rule. Advertising included digital and newspaper advertisements in the Otago Daily Times, Oamaru Mail and Southland Times.</p> <p>A post with a link to the surveys was shared on our regional Facebook page. An e-flyer was shared via business and community networks and brochures distributed to libraries/Council service centres.</p>
Northland	<p>Emails to partners, key stakeholders, public (including subscriber database)</p> <p>Media notifications</p> <p>NZTA website</p> <p>Social media posts</p> <p>Flyers and consultation information brochures distributed to key community hubs (eg libraries and community centres)</p> <p>Geo-targeted digital ads</p> <p>Phone calls</p>
Auckland	<p>Emails to partners, key stakeholders, public (including subscriber database)</p> <p>Media notifications</p> <p>NZTA website</p> <p>Social media posts</p> <p>Flyers and consultation information brochures distributed to key community hubs (e.g. libraries)</p> <p>Geo-targeted digital ads</p> <p>Phone calls</p>

Reach



Note: Data and statistics from the 6-week consultation period - captured on the final day of consultation on 13 March 2025

Consultation questions

Respondents were asked whether they identified as one of the target user groups (or they could select 'other' and free-write to explain), and then select which locations they would like to give feedback on, selecting as many as they liked (see Appendix 1 for more detail on the identification questions).

A 5-point Likert scale question followed, asking respondents to indicate their level of support for retaining the lower speed. For example:

- Strongly oppose
- Slightly oppose
- Neutral
- Slightly support
- Strongly support.

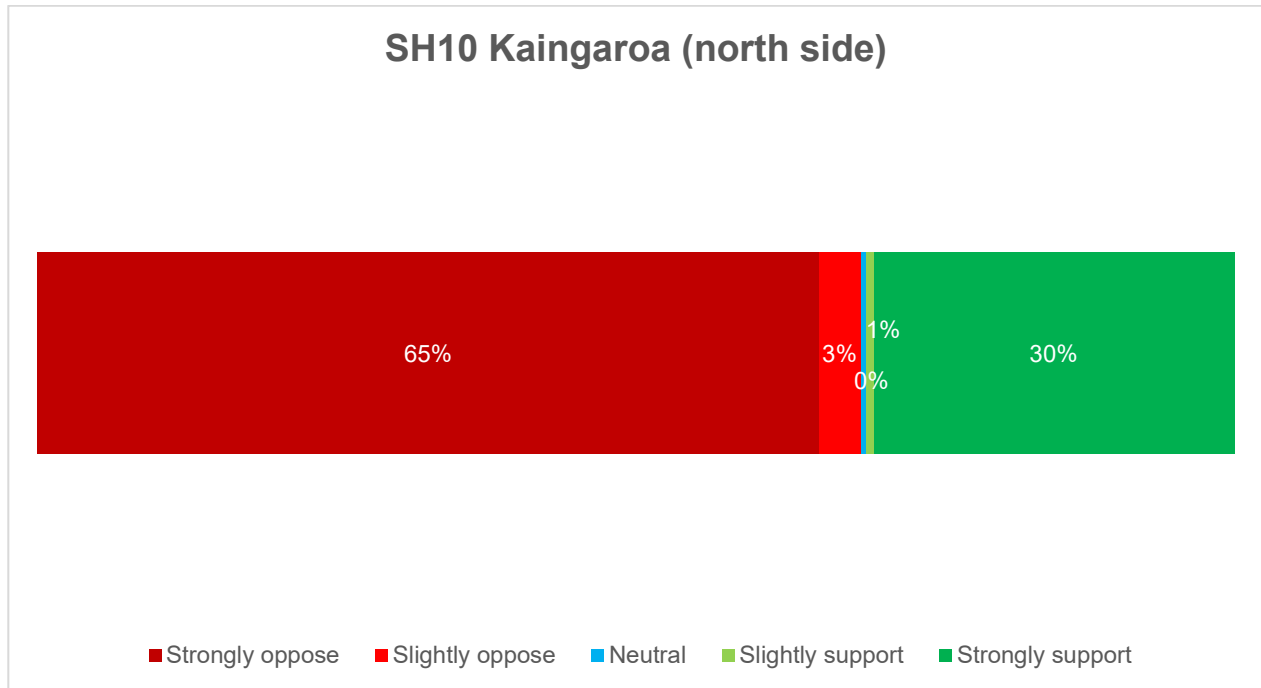
We gave respondents the option to add commentary to an open text box if they wanted to explain their choice further.

4. Results

Northland

SH10 Kaingaroa (north side)

Total support level: 31%



Base: 833 responses

*includes 2 petitions of 65 supporters.

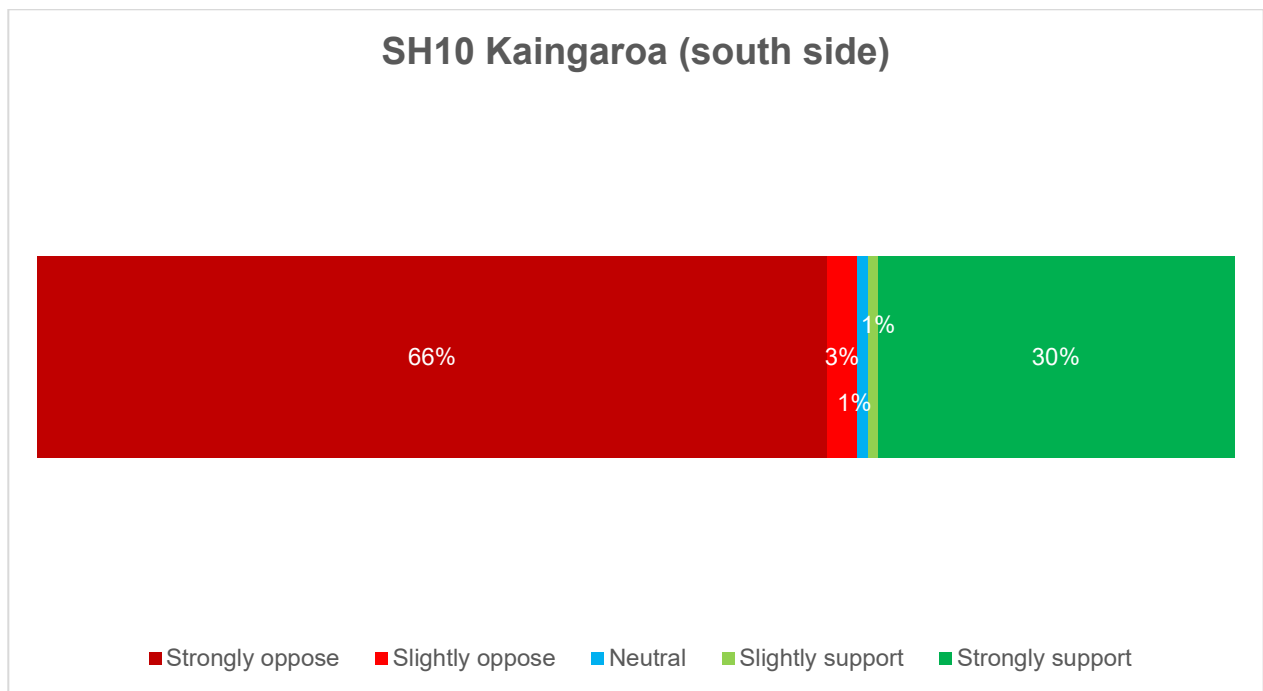
Counts by user group

	SH10 Kaingaroa (north side)				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	91	3	0	1	88
Businesses	32	2	0	0	2
Road User	499	28	3	4	132
Schools	4	1	0	0	1
Māori	34	0	0	0	14
Other	0	0	0	0	5

Information was not available for all respondents. Some respondents may be in multiple user groups

SH10 Kaingaroa (South side)

Total support level: 31%



Base: 823 responses

*includes 2 petitions of 65 supporters (deduped)

Counts by user group

	SH10 Kaingaroa (south side)				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	92	2	2	0	87
Businesses	35	2	1	0	1
Road User	493	21	4	7	126
Schools	6	1	0	0	2
Māori	28	0	0	0	17
Other	0	0	0	0	7

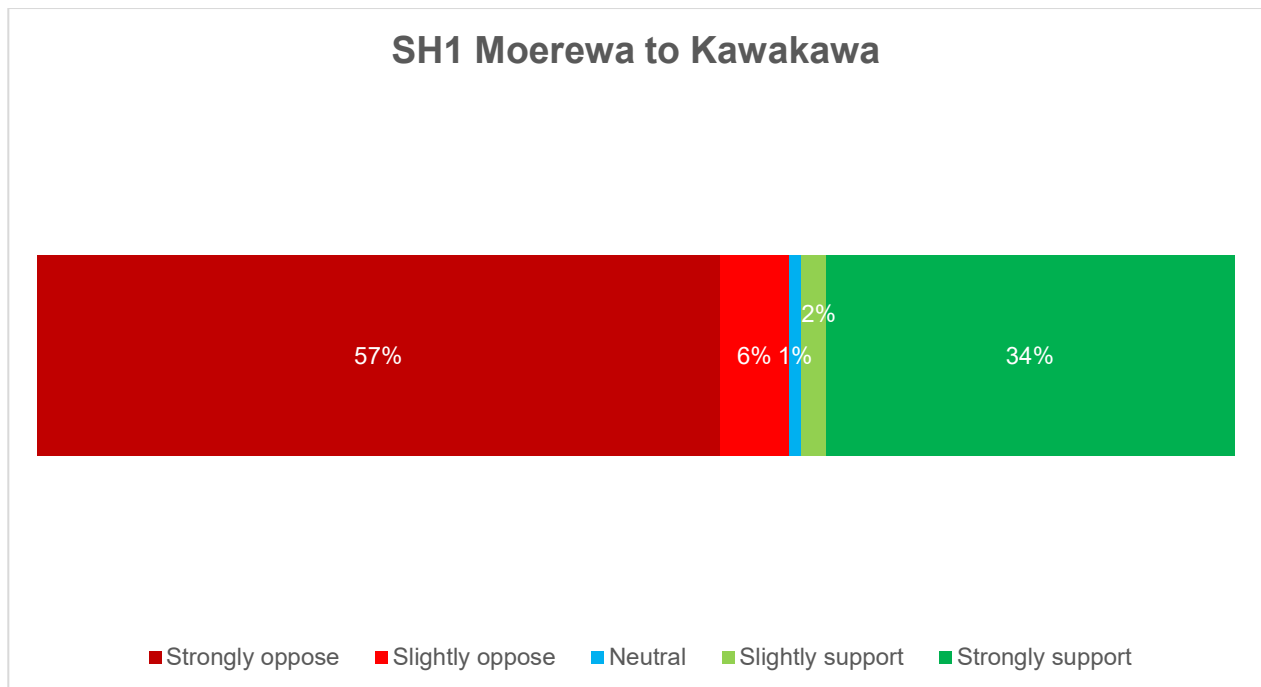
Information was not available for all respondents. Some respondents may be in multiple user groups

Kaingaroa North and South*

*Feedback for Kaingaroa was not given as separate sections

SH1 Moerewa to Kawakawa

Total support level: 37%



Base: 1114 responses

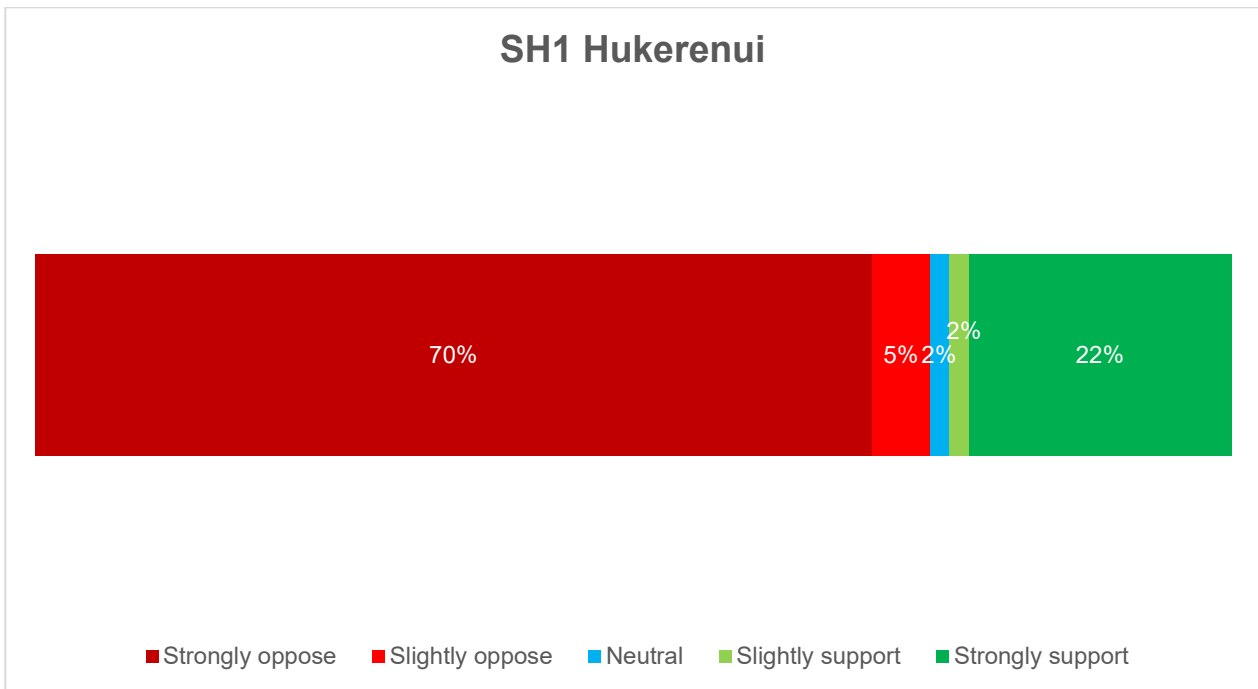
Counts by user group

	SH1 Moerewa to Kawakawa				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	35	4	1	1	82
Businesses	17	3	0	0	10
Road User	606	64	9	22	303
Schools	6	0	0	0	5
Māori	38	1	1	1	81
Other	1	0	1	0	5

Information was not available for all respondents. Some respondents may be in multiple user groups

SH1 Hukerenui

Total support level: 25%



Base: 881 responses

Counts by user group

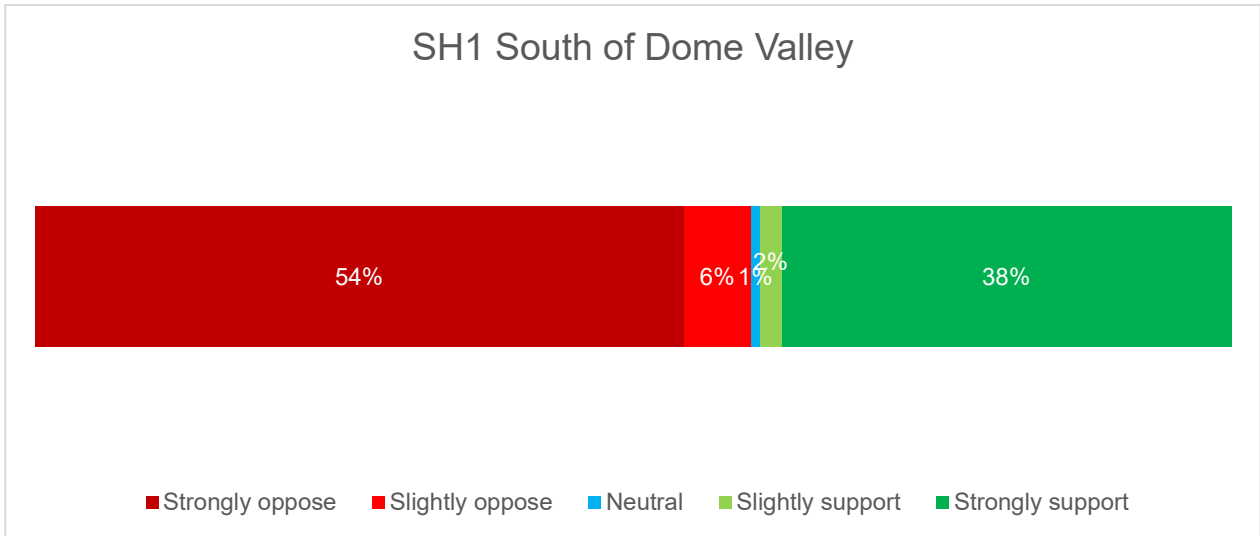
	SH1 Hukerenui				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	41	0	0	0	31
Businesses	15	0	0	0	3
Road User	592	42	13	15	167
Schools	3	0	0	0	2
Māori	31	1	1	1	10
Other	1		1		5

Information was not available for all respondents. Some respondents may be in multiple user groups.

Auckland

SH1 South of Dome Valley

Total support level: 40%



Base: 1435 responses

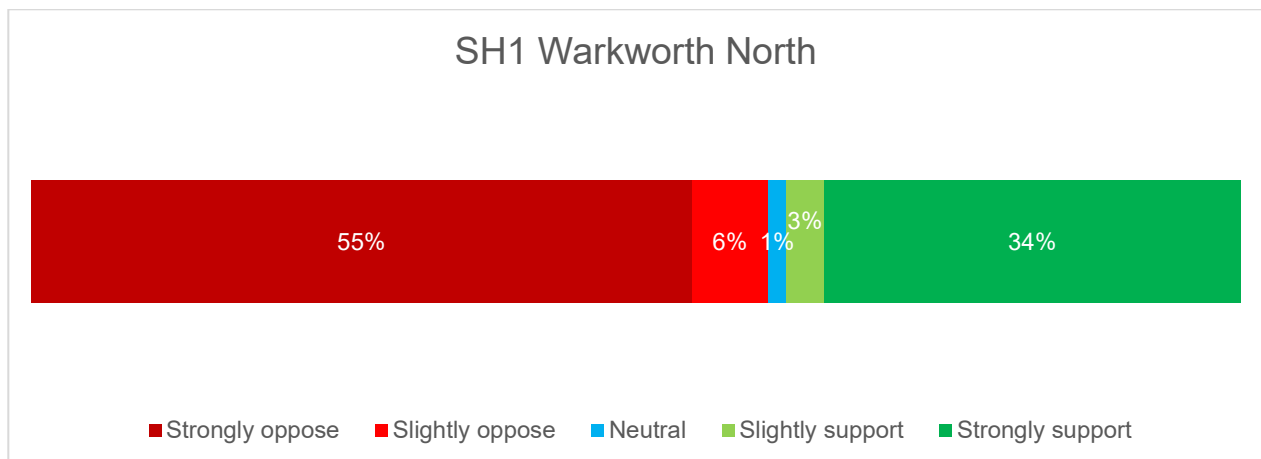
Counts by user group

	SH1 South of Dome Valley				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	77	5	1	2	126
Businesses	31	2	0	2	32
Road User	749	78	11	26	484
Schools	2	0	0	0	5
Māori	31	1	0	0	8
Other					4

Information was not available for all respondents. Some respondents may be in multiple user groups

SH1 Warkworth North

Total support level: 39%



Base: 1514 responses

Counts by user group

	SH1 Warkworth North				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	91	12	4	6	165
Businesses	36	4	1	2	36
Road User	789	92	22	44	451
Schools	1	0	0	0	4
Māori	36	3	0	0	7
Other	0	0	0	0	3

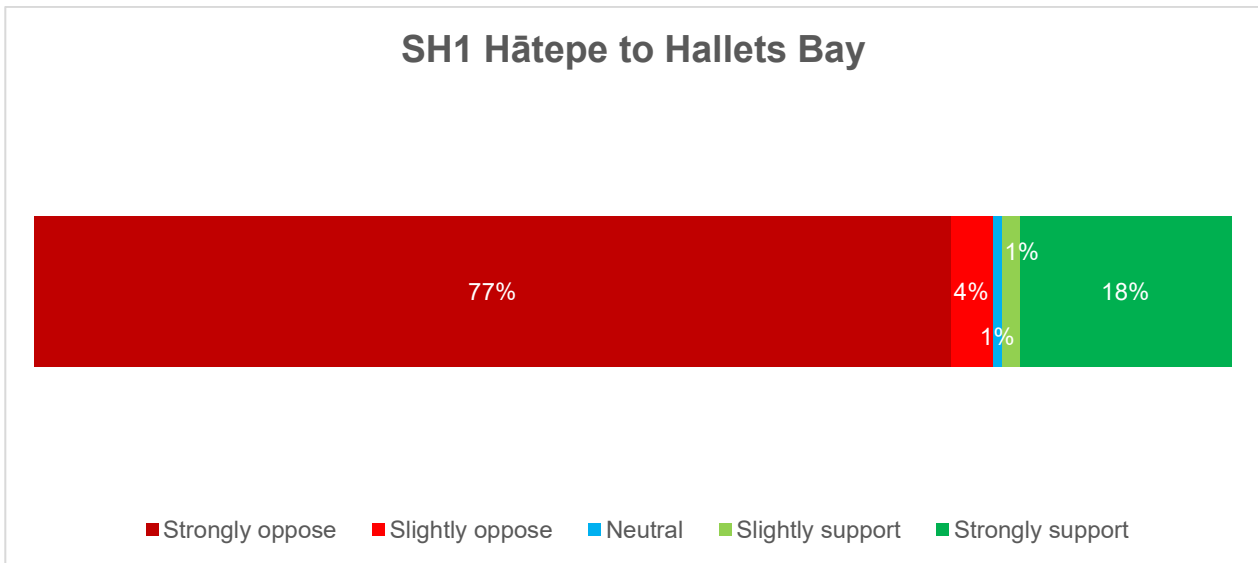
Information was not available for all respondents. Some respondents may be in multiple user groups

Feedback was given for both SH1 Warkworth North and Dome Valley as joint feedback

Waikato

SH1 Hātepe to Hallets Bay

Total support level: 20%



Base: 827 responses

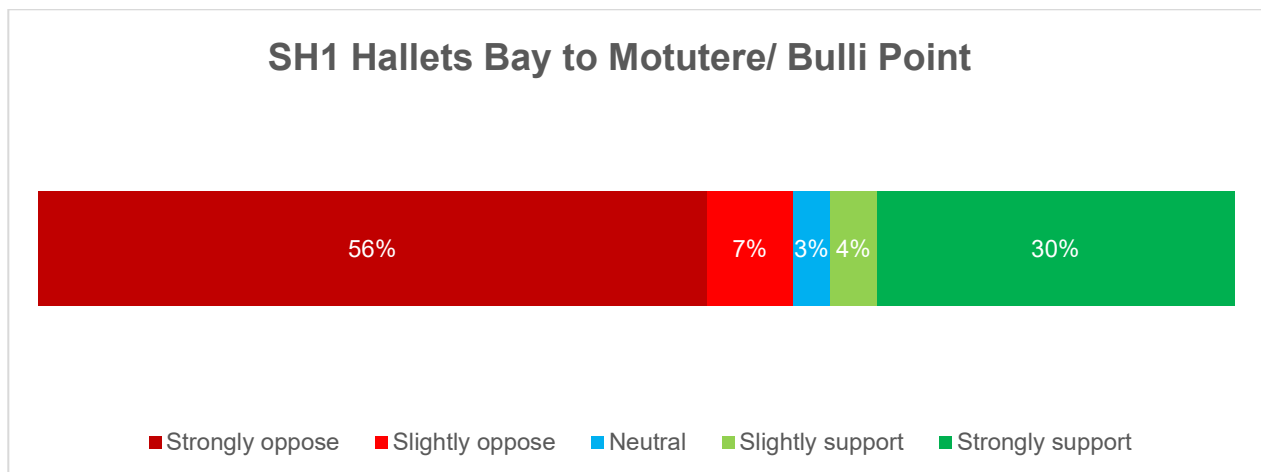
Counts by user group

	SH1 Hātepe to Hallets Bay				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	155	3	3	6	31
Businesses	39	2	0	0	7
Road User	469	26	4	6	103
Schools	5	0	0	0	1
Māori	52	6	0	0	12
Other	1	0	0	0	4

Information was not available for all respondents. Some respondents may be in multiple user groups

SH1 Hallets Bay to Motutere / Bulli Point

Total support level: 37%



Base: 854 responses

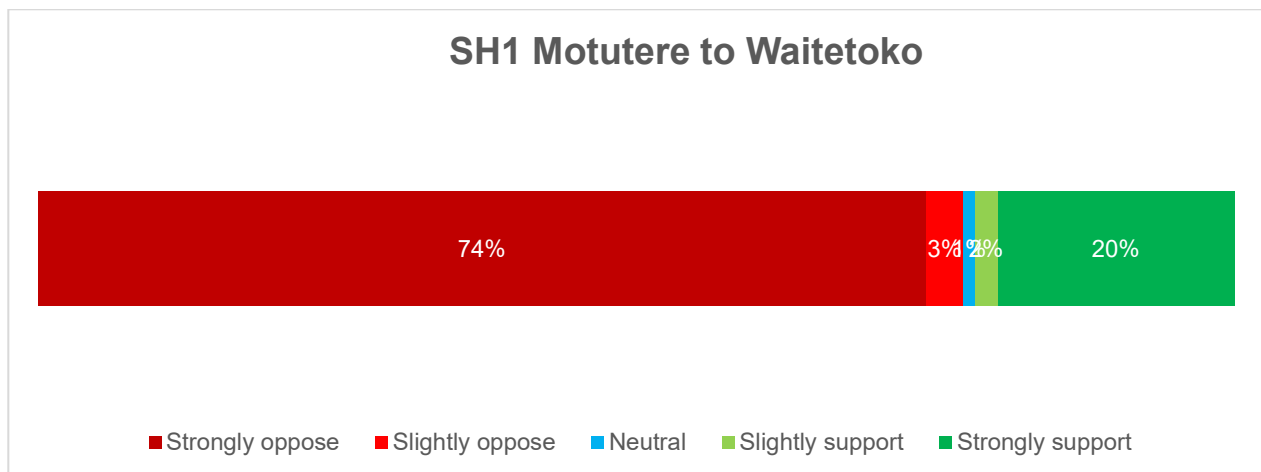
Counts by user group

	SH1 Hallets Bay to Motutere/ Bulli Point				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	111	10	8	9	49
Businesses	28	5	1	1	10
Road User	352	51	20	24	190
Schools	5	0	0	0	1
Māori	46	5	2	4	18
Other	1	0	0	0	5

Information was not available for all respondents. Some respondents may be in multiple user groups

SH1 Motutere to Waitetoko

Total support level: 23%



Base: 840 responses

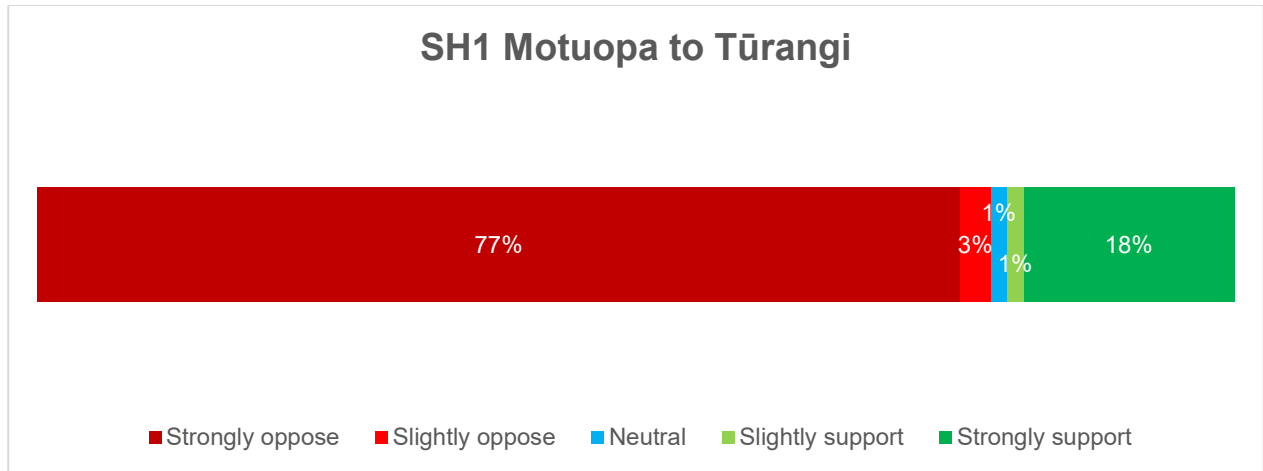
Counts by user group

	SH1 Motutere to Waitetoko				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	155	4	0	4	40
Businesses	37	1	0	0	7
Road User	458	21	8	11	117
Schools	6	0	0	0	1
Māori	62	2	1	0	14
Other	2	0	0	0	5

Information was not available for all respondents. Some respondents may be in multiple user groups

SH1 Motuopa to Tūrangi

Total support level: 20%



Base: 842 responses

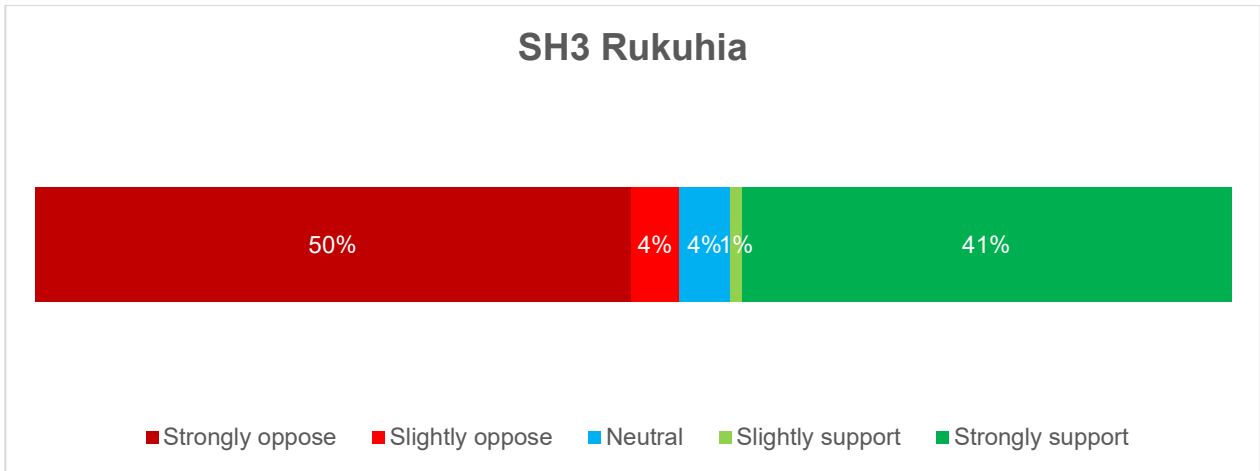
Counts by user group

	SH1 Motuopa to Tūrangi				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	196	5	2	4	36
Businesses	46	1	0	1	6
Road User	448	16	9	7	99
Schools	5	0	0	0	1
Māori	61	3	0	0	14
Other	1	0	0	0	5

Information was not available for all respondents. Some respondents may be in multiple user groups

SH3 Rukuhia

Total support level: 46%



Base: 315 responses

Counts by user group

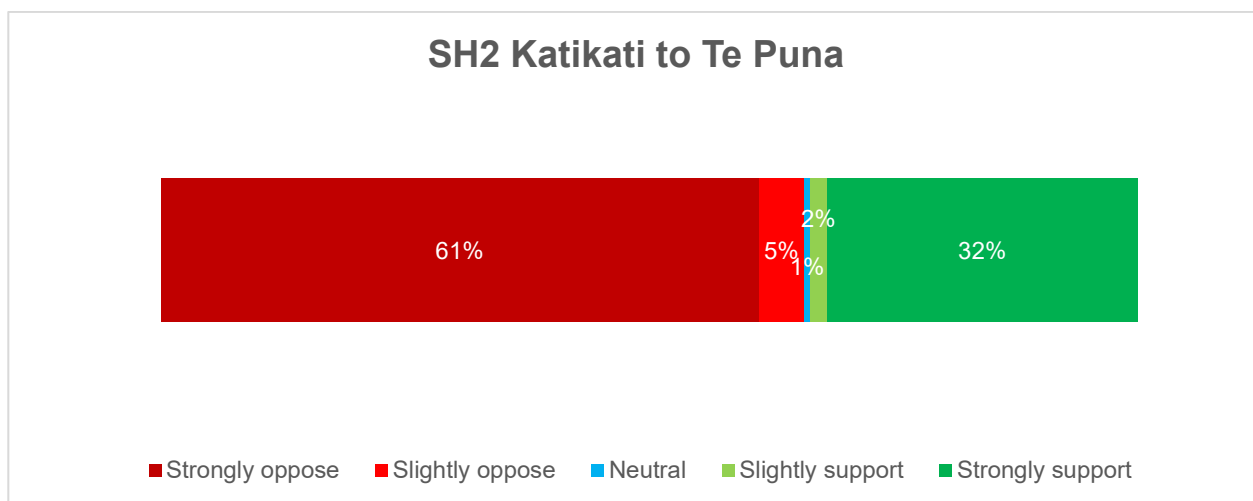
	SH3 Rukuhia				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	15	2	3	1	49
Businesses	6	0	0	0	6
Road User	142	11	7	2	69
Schools	1	0	0	0	1
Māori	9	1	2	0	3
Other	0	0	1	0	8

Information was not available for all respondents. Some respondents may be in multiple user groups

Bay of Plenty

SH2 Katikati to Te Puna

Total support level: 34%



Base: 2137 responses

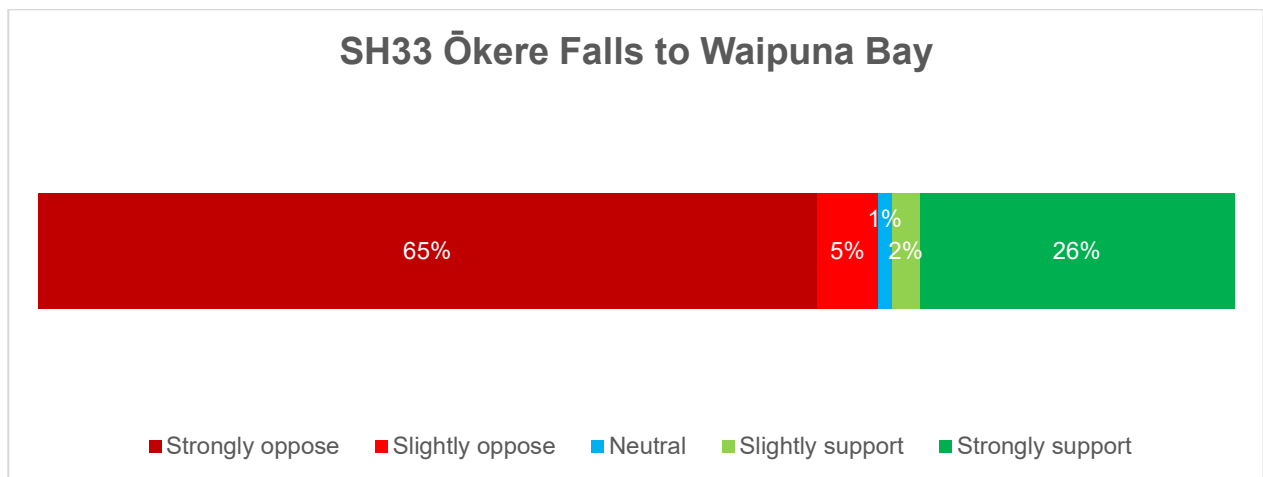
Counts by user group

	SH2 Katikati to Te Puna				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	690	65	7	26	361
Businesses	211	15	0	6	79
Road User	984	64	9	25	389
Schools	13	1	0	0	6
Māori	48	1	0	3	11
Other	0	0	0	0	6

Information was not available for all respondents. Some respondents may be in multiple user groups

SH3 Ōkere Falls to Waipuna Bay

Total support level: 30%



Base: 514 responses

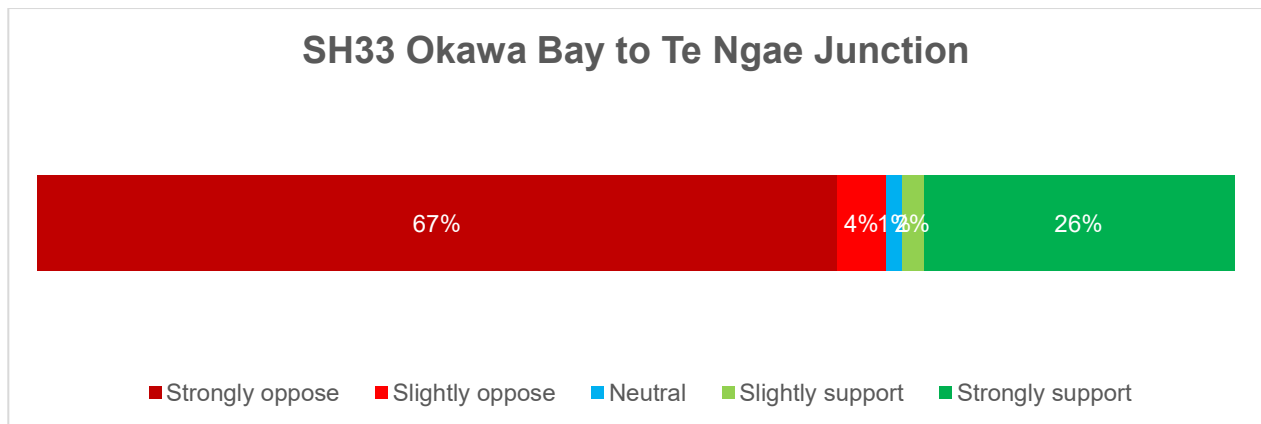
Counts by user group

	SH33 Ōkere Falls to Waipuna Bay				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	33	2	2	2	32
Businesses	15	0	0	0	7
Road User	319	25	5	12	109
Schools	4	0	0	0	1
Māori	25	1	0	0	9
Other					4

Information was not available for all respondents. Some respondents may be in multiple user groups

SH33 Ōkawa Bay to Te Ngae Junction

Total support level: 29%



Base 551 responses

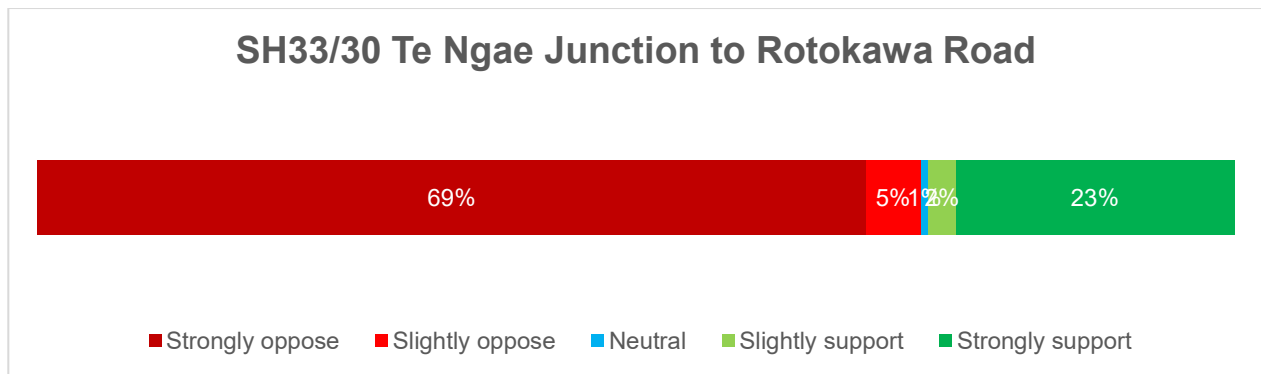
Count by user groups

	SH33 Ōkawa Bay to Te Ngae Junction				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	43	2	0	1	43
Businesses	17	0	0	0	6
Road User	345	22	7	10	119
Schools	1	0	0	1	1
Māori	29	1	1	1	14
Other					5

Information was not available for all respondents. Some respondents may be in multiple user groups

SH33/30 Te Ngae Junction to Rotokawa Road

Total support level: 26%



Base: 612 responses

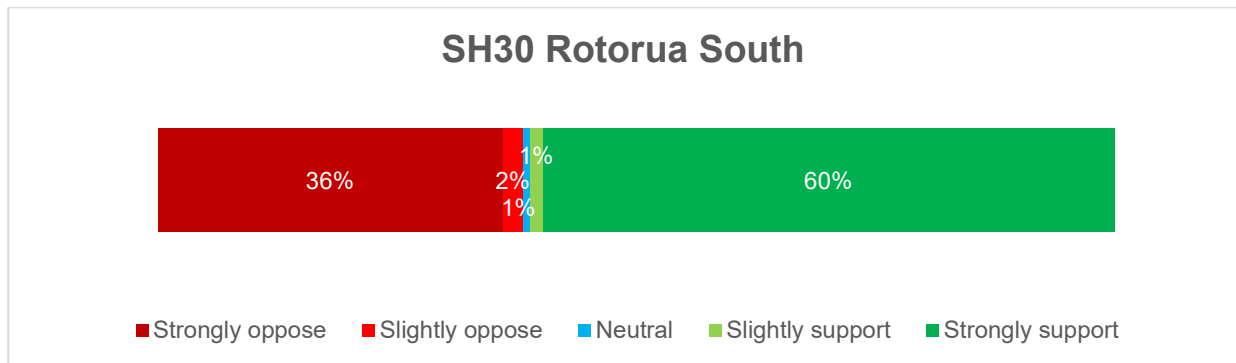
Count by user groups

	SH33/30 Te Ngae Junction to Rotokawa Road				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	50	3	0	2	44
Businesses	20	0	0	0	6
Road User	399	27	3	13	118
Schools	1	0	0	1	2
Māori	39	2	1	1	13
Other	1	0	0	0	5

Information was not available for all respondents. Some respondents may be in multiple user groups

SH30 Rotorua South

Total support level: 62%



Base: 1188

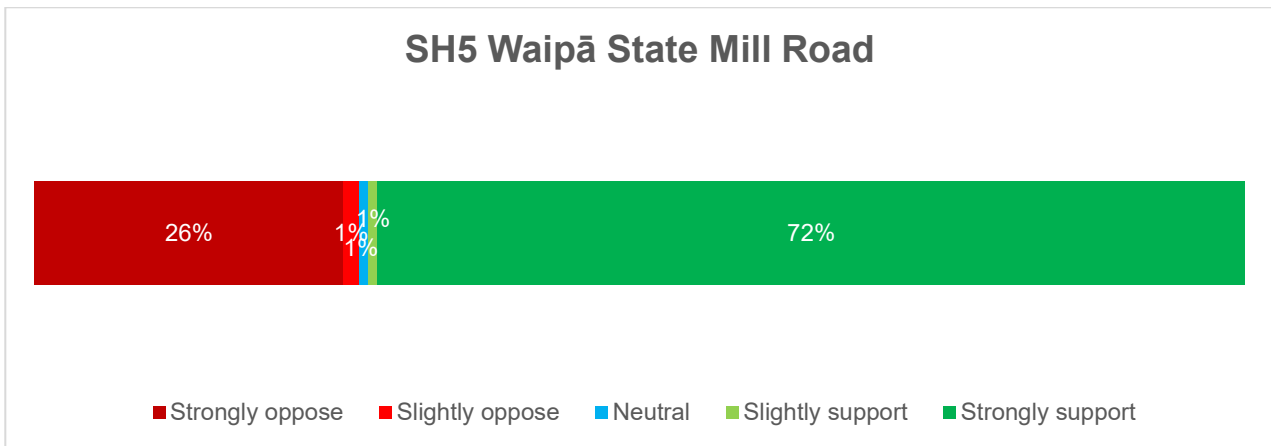
Counts by user group

	SH30 Rotorua South				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	36	1	1	2	555
Businesses	15	1	0	1	10
Road User	405	24	8	15	177
Schools	2	1	0	0	1
Māori	33	2	2	2	16
Other	1	0	0	0	5

Information was not available for all respondents. Some respondents may be in multiple user groups.

SH5 Waipā State Mill Road

Total support level: 73%



Base: 1030 responses

Counts by user group

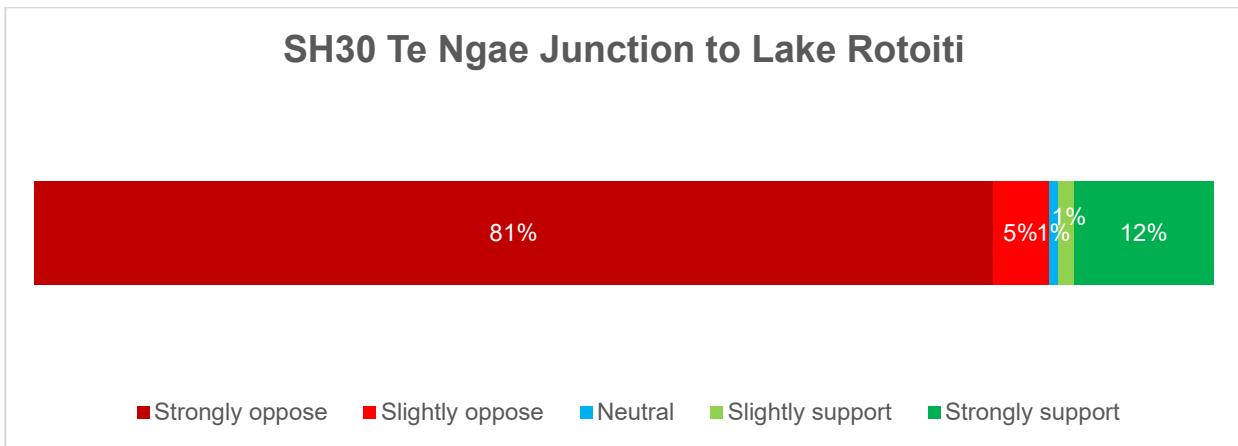
	SH5 Waipā State Mill Road				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	18	0	1	0	553
Businesses	11	0	0	0	12
Road User	252	13	8	8	207
Schools	1	0	0	0	0
Māori	17	0	1	2	11
Other	1	0	0	0	5

Information was not available for all respondents. Some respondents may be in multiple user groups

Includes 513 from petition (deduped against other submissions)

Te Ngae Junction to Late Rotoiti

Total support level: 14%



Base: 1187 responses

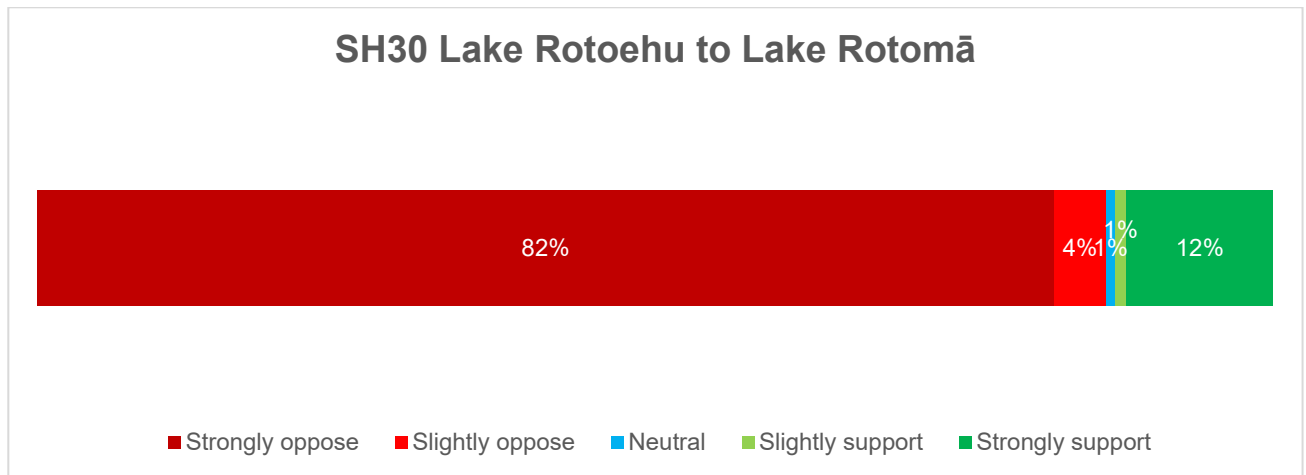
Counts by user group

	SH30 Te Ngae Junction to Lake Rotoiti				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	126	5	0	4	24
Businesses	37	0	0	2	3
Road User	889	53	10	15	110
Schools	6	0	0	0	1
Māori	70	3	0	4	12
Other	1				5

Information was not available for all respondents. Some respondents may be in multiple user groups

SH30 Lake Rotoehu to Lake Rotomā

Total support level: 13%



Base: 1239 responses

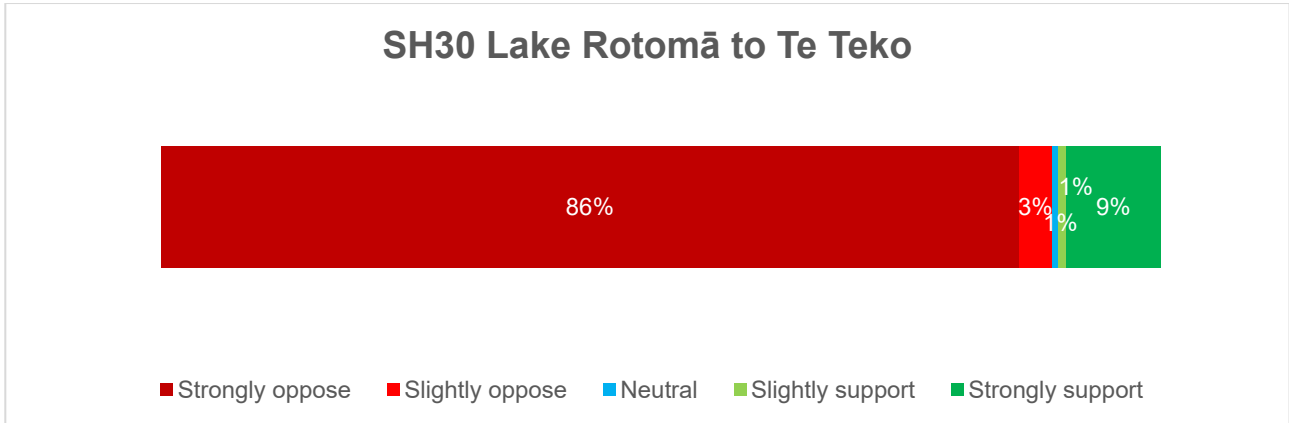
Counts by user group

	SH30 Lake Rotoehu to Lake Rotomā				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	129	5	2	1	24
Businesses	38	0	0	0	2
Road User	940	52	7	11	117
Schools	9	0	0	0	1
Māori	72	6	0	3	14
Other	1				5

Information was not available for all respondents. Some respondents may be in multiple user groups

SH30 Lake Rotomā to Te Teko

Total response level: 11%



Base: 1272 responses

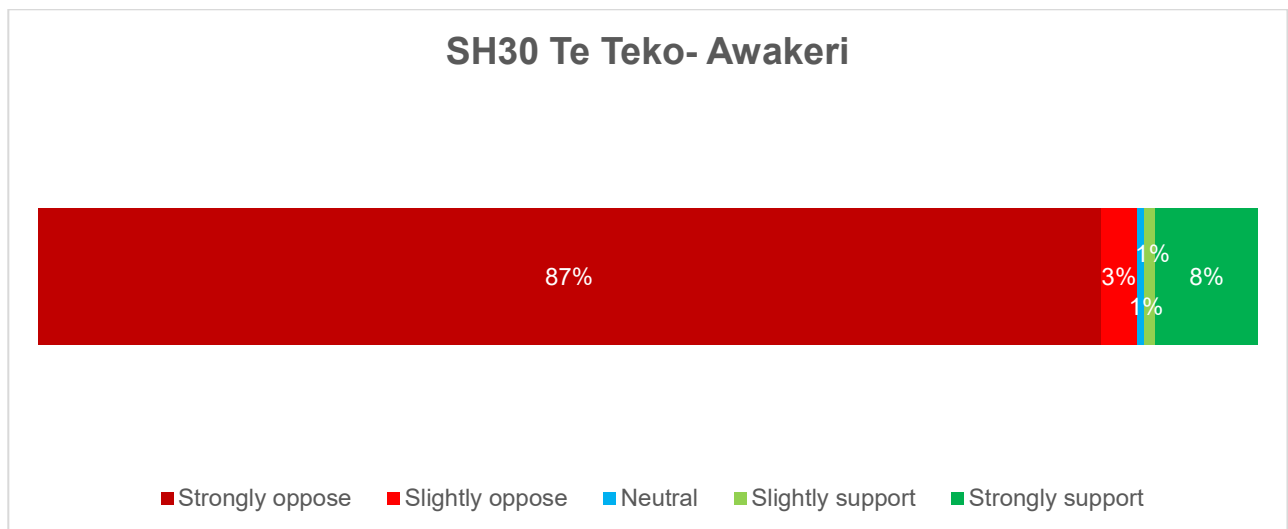
Counts by user group

	SH30 Lake Rotomā to Te Teko				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	242	5	0	0	18
Businesses	62	0	0	0	2
Road User	946	36	7	11	94
Schools	17	1	0	0	2
Māori	86	1	1	1	6
Other	1	0	0	0	5

Information was not available for all respondents. Some respondents may be in multiple user groups

SH30 Te Teko – Awakeri

Total support level: 10%



Base: 1264 responses

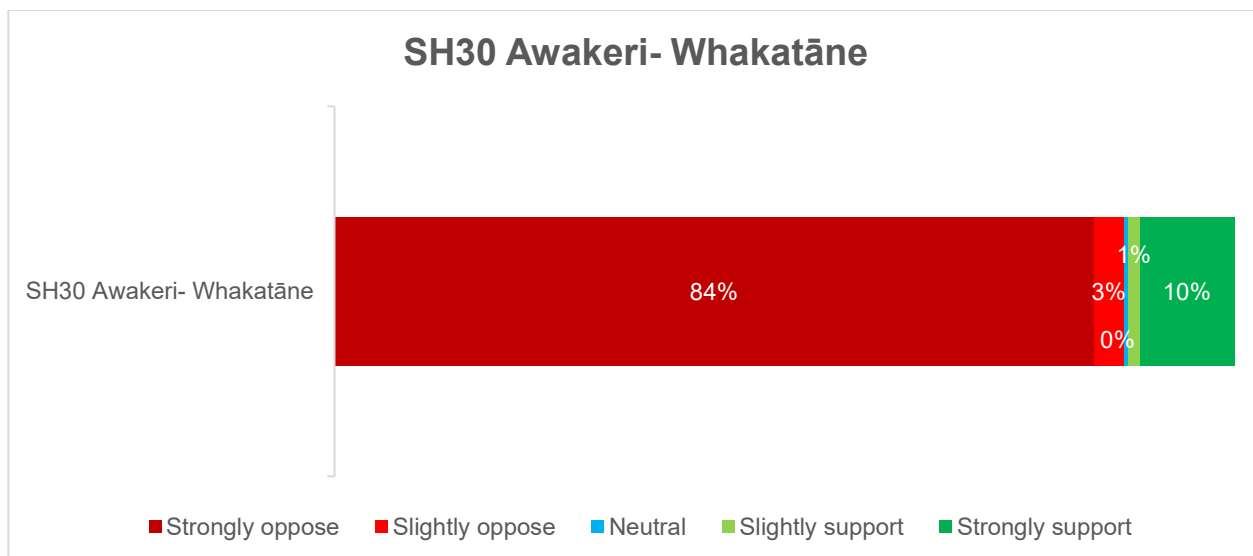
Counts by user group

	SH30 Te Teko- Awakeri				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	268	3	0	4	19
Businesses	59	0	0	0	3
Road User	948	33	7	10	86
Schools	13	0	0	0	1
Māori	86	1	2	0	8
Other	1	0	0	0	5

Information was not available for all respondents. Some respondents may be in multiple user groups

SH30 Awakeri – Whakatāne

Total support level: 12%



Base: 1329 responses

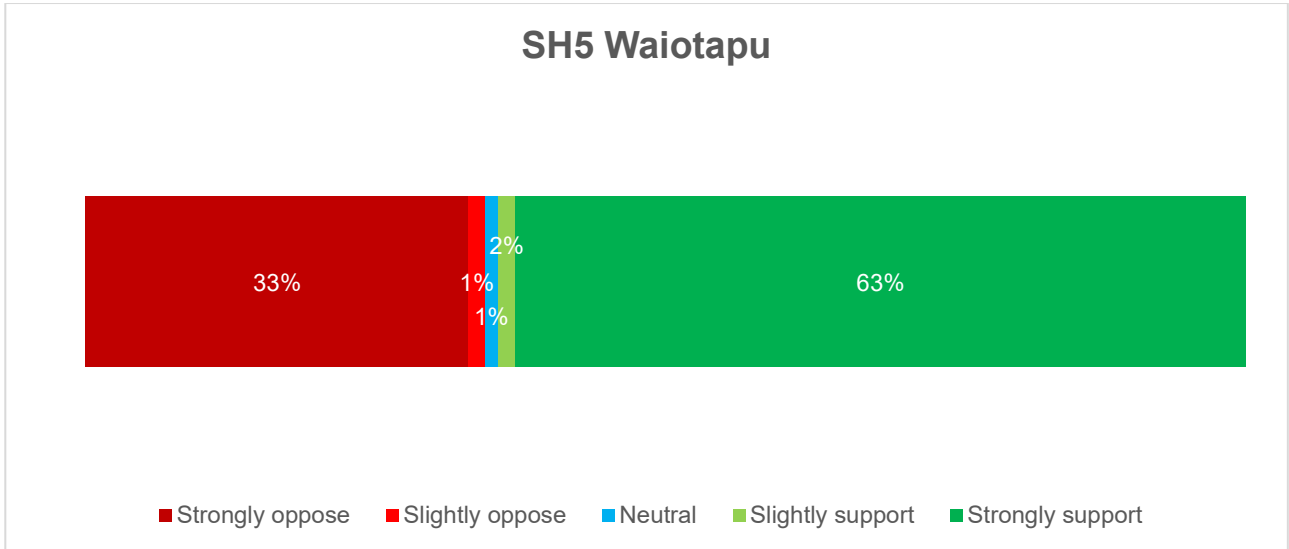
Counts by user group

	SH30 Awakeri- Whakatāne				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	293	3	2	4	45
Businesses	75	1	0	1	4
Road User	1052	43	5	18	108
Schools	20	0	0	0	6
Māori	93	2	1	0	17
Other	1	0	0	0	5

Information was not available for all respondents. Some respondents may be in multiple user groups

SH5 Waiotapu

Total support level: 66%



Base: 799 responses

*includes a petition of 57 (deduped)

Counts by user group

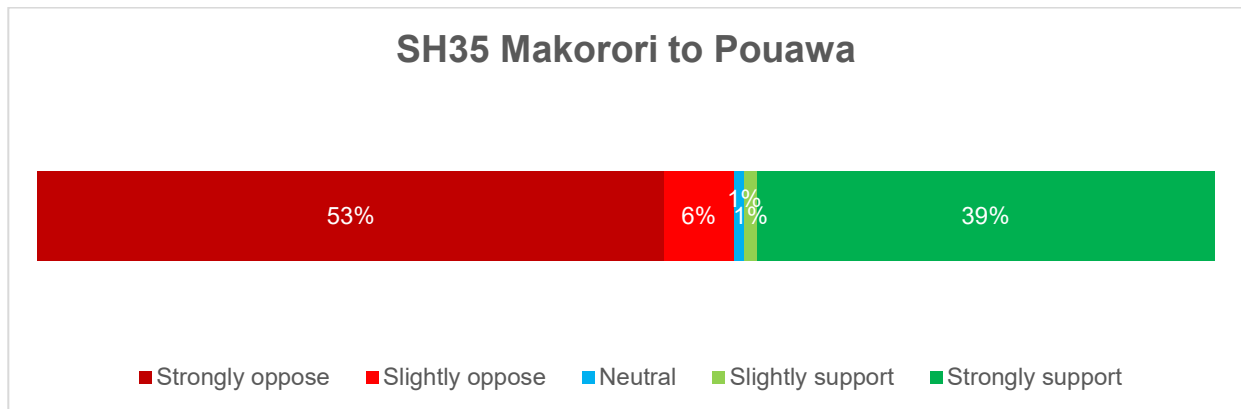
	SH5 Waiotapu				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	12	2	0	2	145
Businesses	10	1	0	1	17
Road User	255	11	9	10	341
Schools	5	0	0	0	4
Māori	21	2	0	0	31
Other	2	0	0	0	5

Information was not available for all respondents. Some respondents may be in multiple user groups

Gisborne

SH35 Makorori to Pouawa

Total support level: 41%



Base: 864 responses

Counts by user group

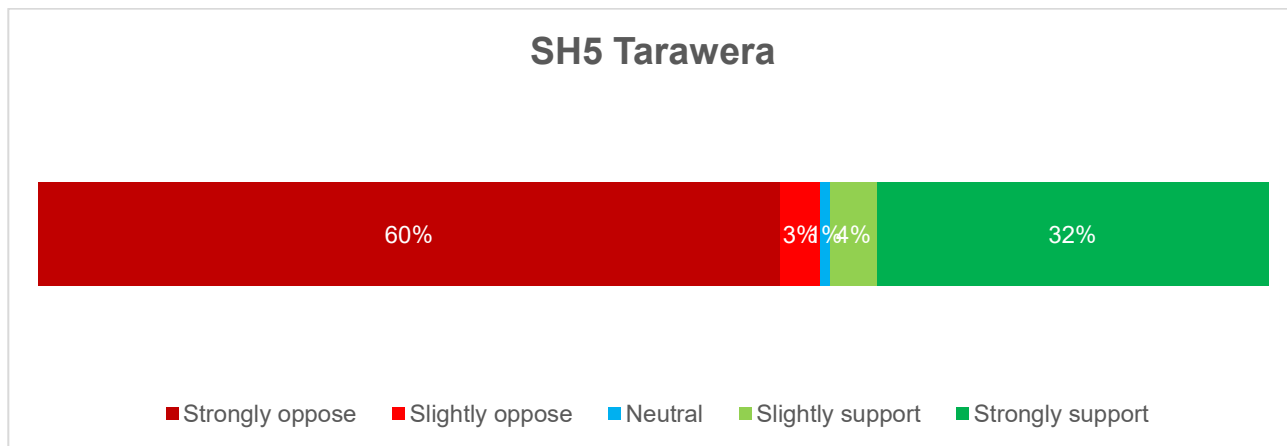
	SH35 Makorori to Pouawa				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	87	8	1	1	113
Businesses	46	4	0	1	12
Road User	363	43	6	8	215
Schools	5	1	1	0	4
Māori	77	11	0	2	48
Other	0	0	0	0	5

Information was not available for all respondents. Some respondents may be in multiple user groups

Hawke's Bay

SH5 Tarawera

Total support level: 36%



Base: 1060 responses

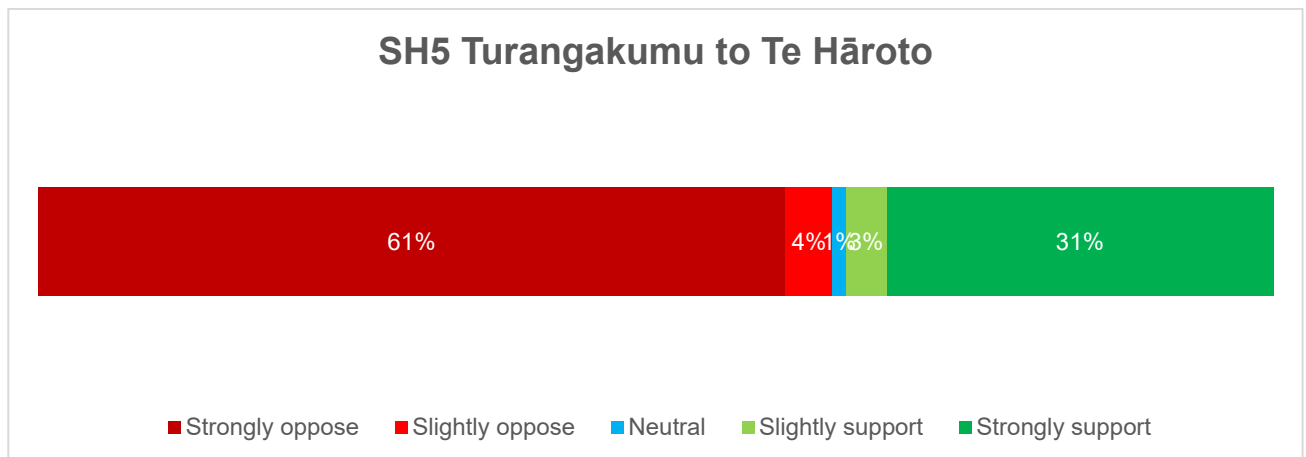
Counts by user group

	SH5 Tarawera				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	48	1	0	3	24
Businesses	26	1	0	1	10
Road User	585	31	9	37	301
Schools	4	0	0	0	0
Māori	35	2	1	2	6
Other	0	0	0	0	6

Information was not available for all respondents. Some respondents may be in multiple user groups

SH5 Turangakumu to Te Hāroto

Total support level: 36%



Base: 1049 responses

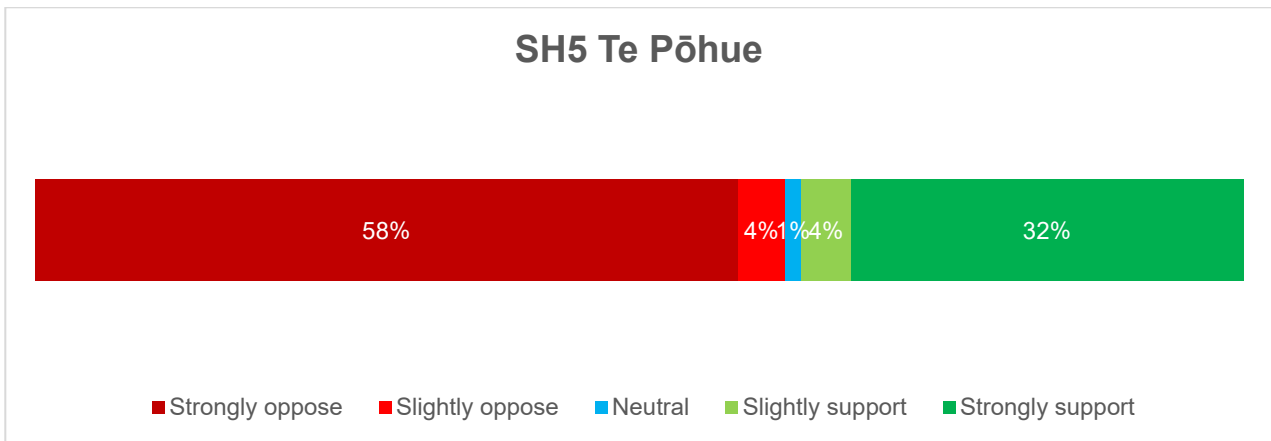
Counts by user group

	SH5 Turangakumu to Te Hāroto				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	37	3	0	3	29
Businesses	22	1	0	0	12
Road User	589	36	11	34	288
Schools	1	0	0	1	1
Māori	28	3	0	1	8
Other	1	0	0	0	6

Information was not available for all respondents. Some respondents may be in multiple user groups

SH5 Te Pōhue

Total support level: 38%



Base: 1075 responses

Counts by user group

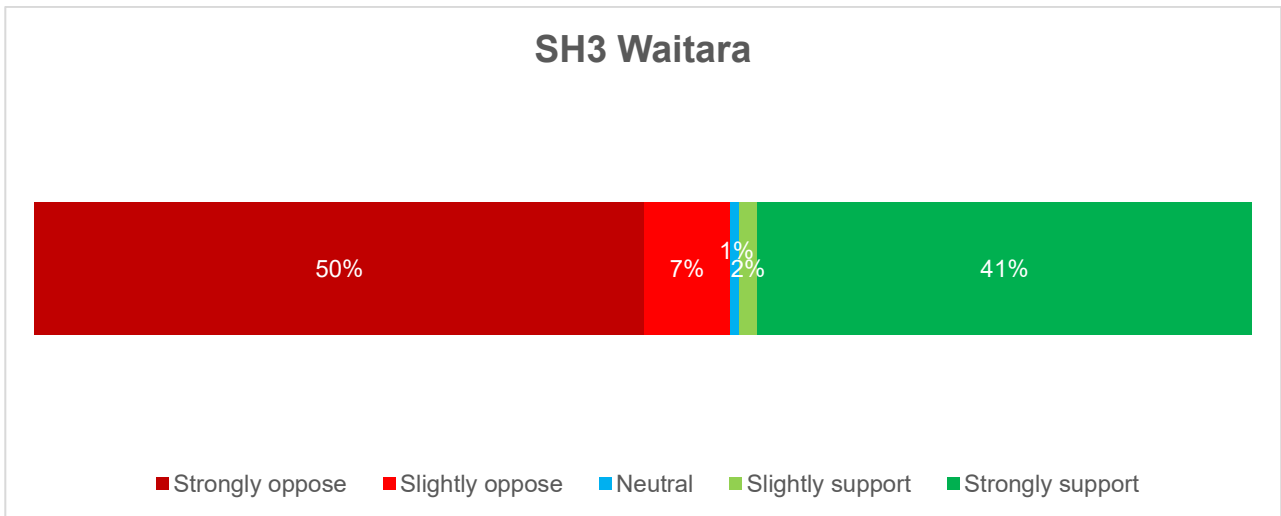
	SH5 Te Pōhue				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	37	3	0	3	29
Businesses	22	1	0	0	12
Road User	589	36	11	34	288
Schools	1	0	0	1	1
Māori	28	3	0	1	8
Other	1	0	0	0	6

Information was not available for all respondents. Some respondents may be in multiple user groups

Taranaki

SH3 Waitara

Total support level: 43%



Base: 1808

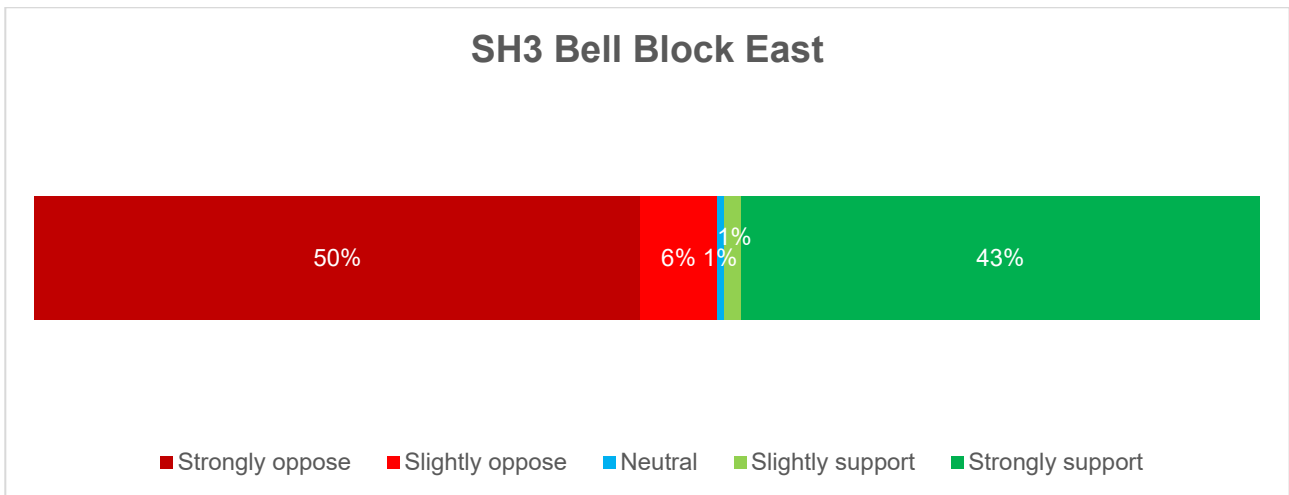
Counts by user group

	SH3 Waitara				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	284	44	2	4	249
Businesses	49	5	0	1	31
Road User	641	86	11	23	488
Schools	3	1	0	0	4
Māori	40	2	0	2	60
Other	0	0	0	0	4

Information was not available for all respondents. Some respondents may be in multiple user groups

SH3 Bell Block East

Total support level: 45%



Base: 1799

Counts by user level

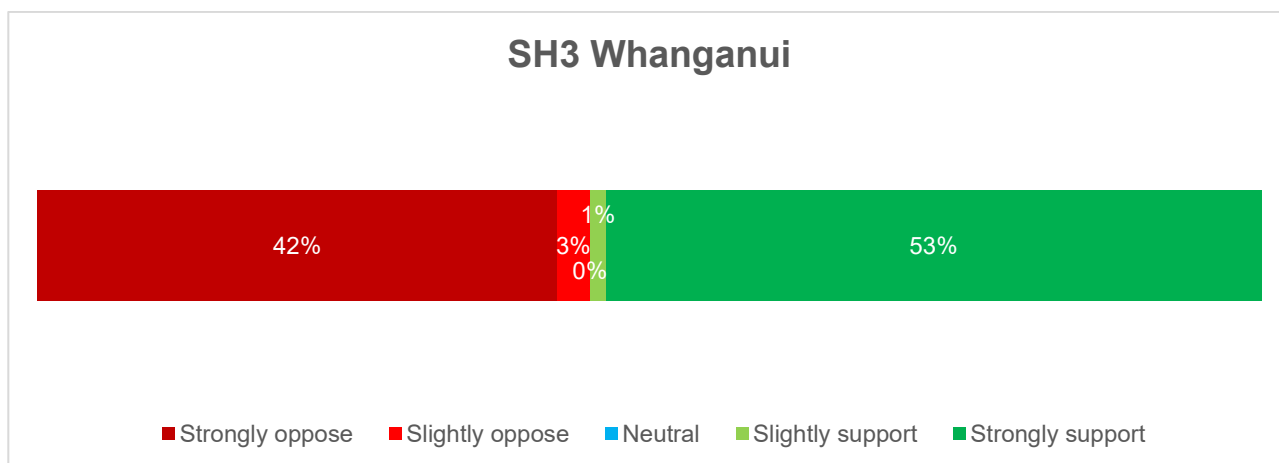
	SH3 Bell Block East				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	246	22	2	5	232
Businesses	45	6	1	0	39
Road User	665	88	9	22	528
Schools	5	2	0	0	6
Māori	42	1	0	0	57
Other	0	0	0	0	5

Information was not available for all respondents. Some respondents may be in multiple user groups

Manawatu-Whanganui

SH3 Whanganui

Total support level: 55%



Base: 1065 responses

Note: Note: We also received two petitions from the community in support of the lower speed with approximately 411 signees. This feedback is in addition to the numbers in this table.

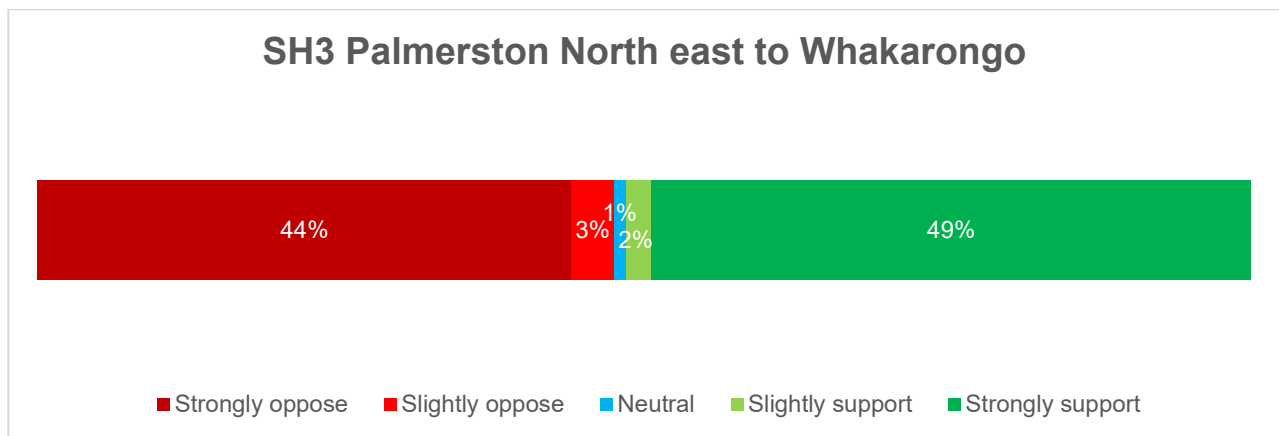
Counts by user group

	SH3 Whanganui				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	26	1	1	1	293
Businesses	11	0	0	0	38
Road User	422	28	4	12	276
Schools	2	0	0	0	7
Māori	18	0	0	0	18
Other	0	0	0	0	7

Information was not available for all respondents. Some respondents may be in multiple user groups

SH3 Palmerston North east to Whakarongo

Total support level: 52%



Base: 1207 responses

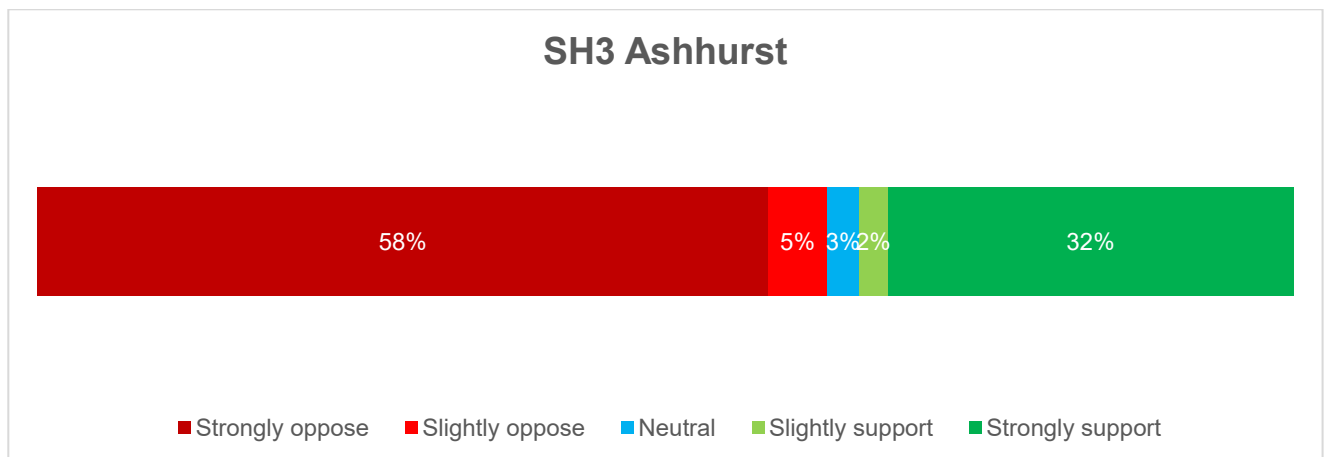
Counts by user group

	SH3 Palmerston North east to Whakarongo				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	84	3	3	4	285
Businesses	19	1	1	2	22
Road User	458	40	6	21	299
Schools	3	0	0	0	27
Māori	25	0	1	0	9
Other	0	0	0	0	8

Information was not available for all respondents. Some respondents may be in multiple user groups

SH3 Ashhurst

Total support level: 37%



Base: 911 responses

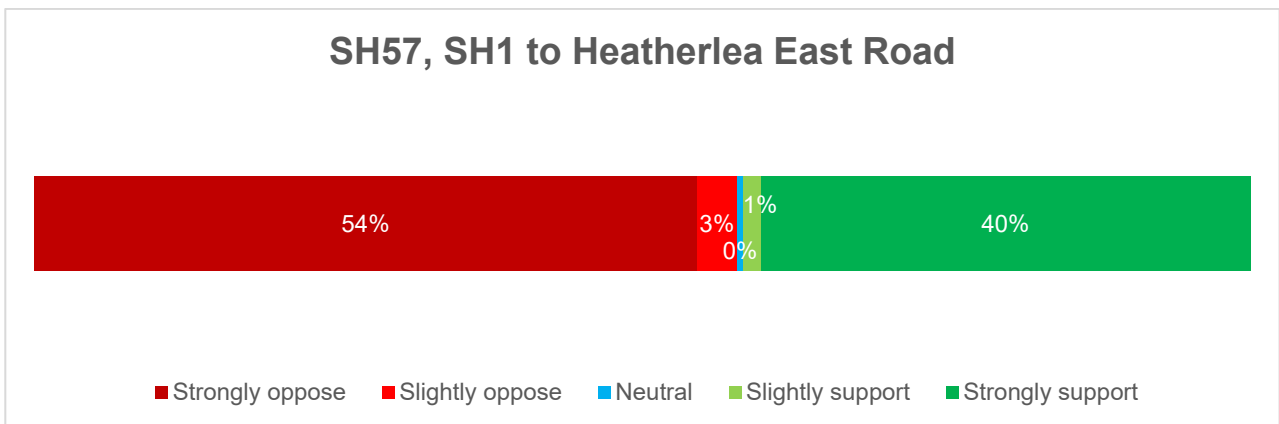
Counts by user group

	SH3 Ashhurst				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	69	6	2	5	59
Businesses	17	0	1	1	8
Road User	457	38	21	16	223
Schools	5	0	0	0	2
Māori	26	1	0	0	10
Other	1	0	0	0	7

Information was not available for all respondents. Some respondents may be in multiple user groups

SH57, SH1 to Heatherlea East Road

Total support level: 42%



Base: 1738 responses

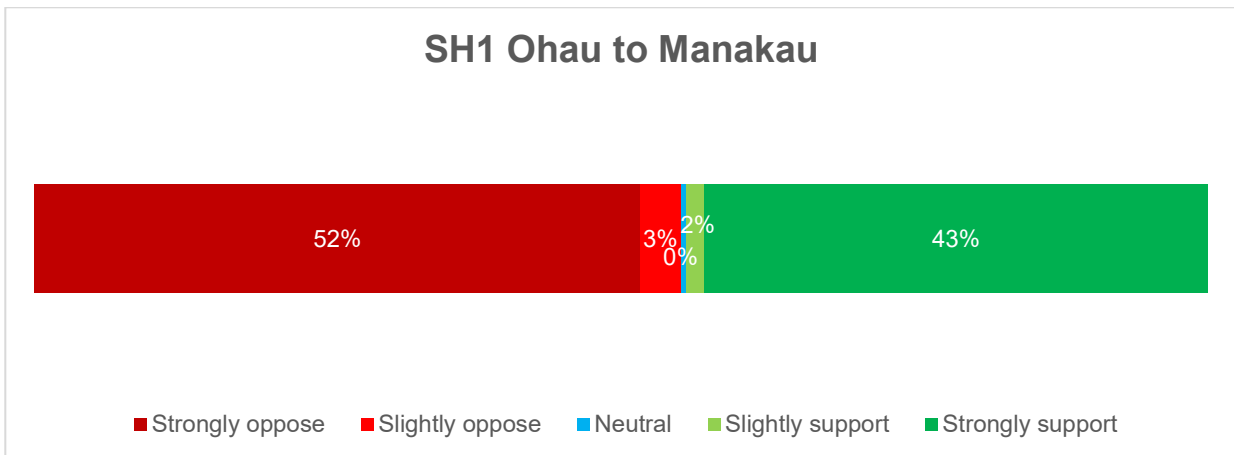
Counts by user group

	SH57, SH1 to Heatherlea East Road				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	207	7	1	11	382
Businesses	54	1	0	1	22
Road User	743	52	6	15	309
Schools	2	0	0	0	2
Māori	35	0	0	1	14
Other	0	0	1	0	7

Information was not available for all respondents. Some respondents may be in multiple user groups

SH1 Ohau to Manakau

Total support level: 45%



Base: 2140 responses

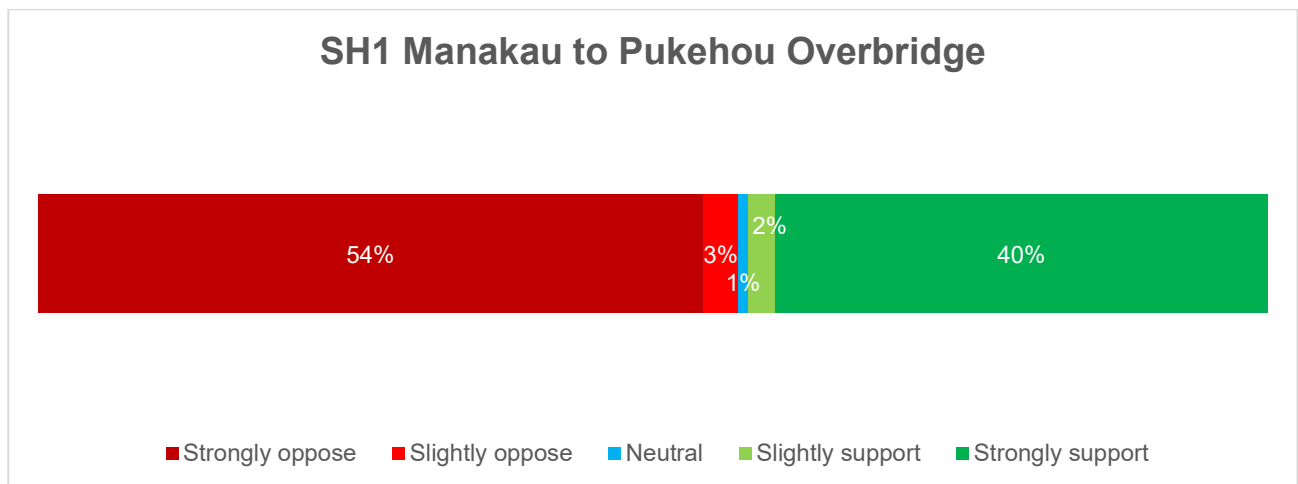
Counts by user group

	SH1 Ohau to Manakau				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	161	9	3	5	303
Businesses	57	1	0	1	52
Road User	922	62	3	26	518
Schools	3	0	0	0	6
Māori	44	1	0	1	53
Other	0	0	0	0	6

Information was not available for all respondents. Some respondents may be in multiple user groups

SH1 Manakau to Pukehou Overbridge

Total support level: 43%



Base: 1872 responses

Counts by user group

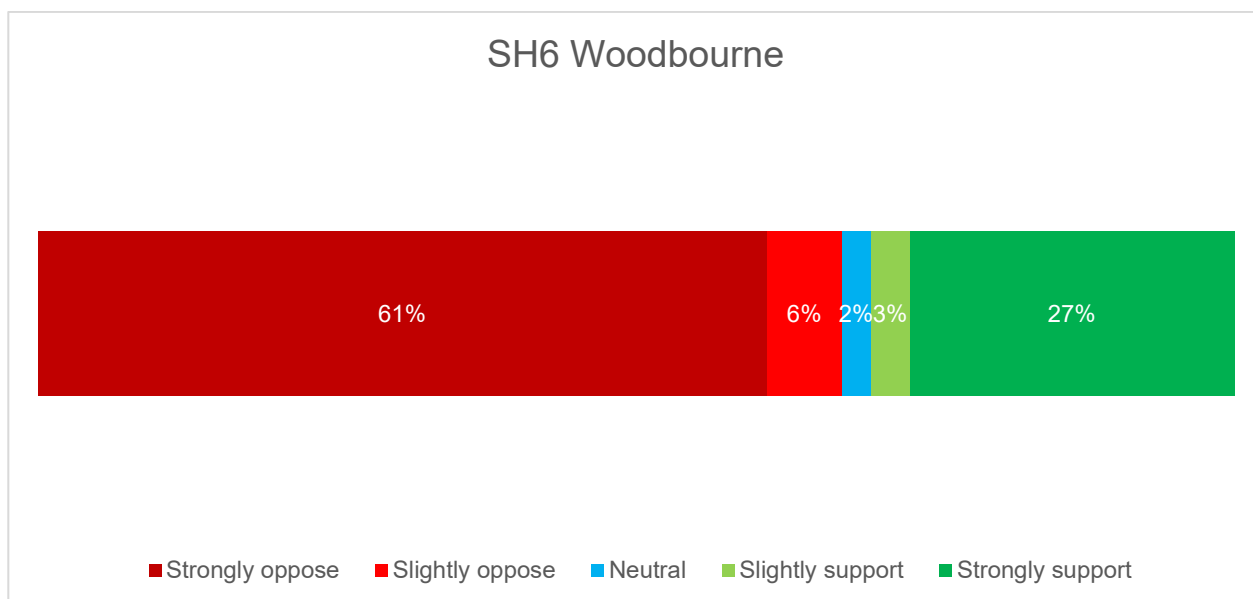
	SH1 Manakau to Pukehou Overbridge				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	119	6	2	5	216
Businesses	42	2	1	0	34
Road User	895	46	14	35	522
Schools	5	0	0	1	5
Māori	37	3	1	0	37
Other	1	0	0	0	6

Information was not available for all respondents. Some respondents may be in multiple user groups

Nelson and Marlborough

SH6 Woodbourne

Total support level: 33%



Base: 1107 responses

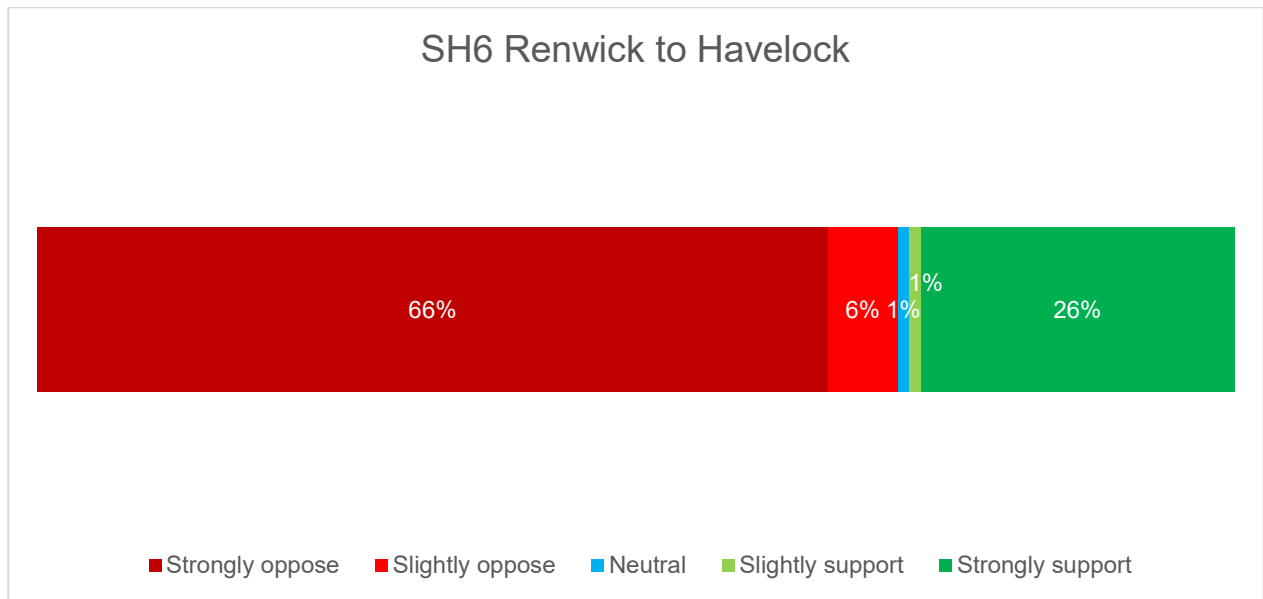
Counts by user group

	SH6 Woodbourne				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	76	10	4	2	28
Businesses	28	0	1	2	4
Road User	594	60	24	34	265
Schools	3	0	0	0	3
Māori	20	0	1	1	6
Other	1	0	0	0	8

Information was not available for all respondents. Some respondents may be in multiple user groups

SH6 Renwick to Havelock

Total support level: 28%



Base: 1559 responses

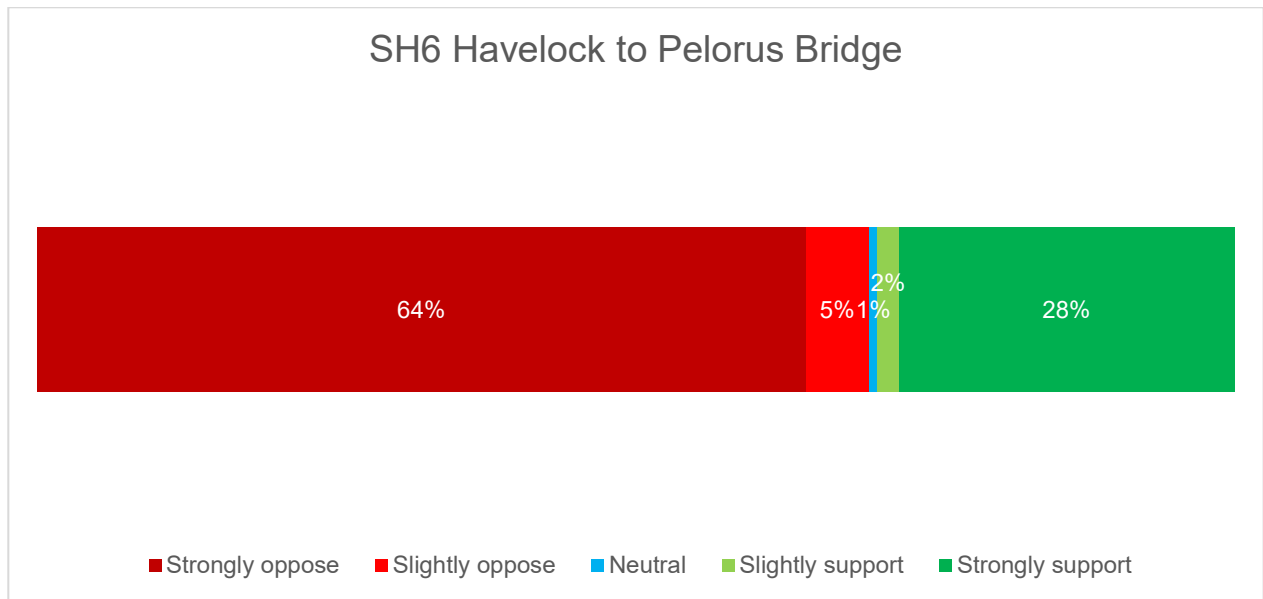
Counts by user group

	SH6 Renwick to Havelock				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	93	4	0	1	39
Businesses	39	1	1	0	6
Road User	919	87	14	14	359
Schools	3	1	0	0	2
Māori	42	0	0	0	8
Other	0	0	0	0	9

Information was not available for all respondents. Some respondents may be in multiple user groups

SH6 Havelock to Pelorus Bridge

Total support level: 30%



Base: 1614 responses

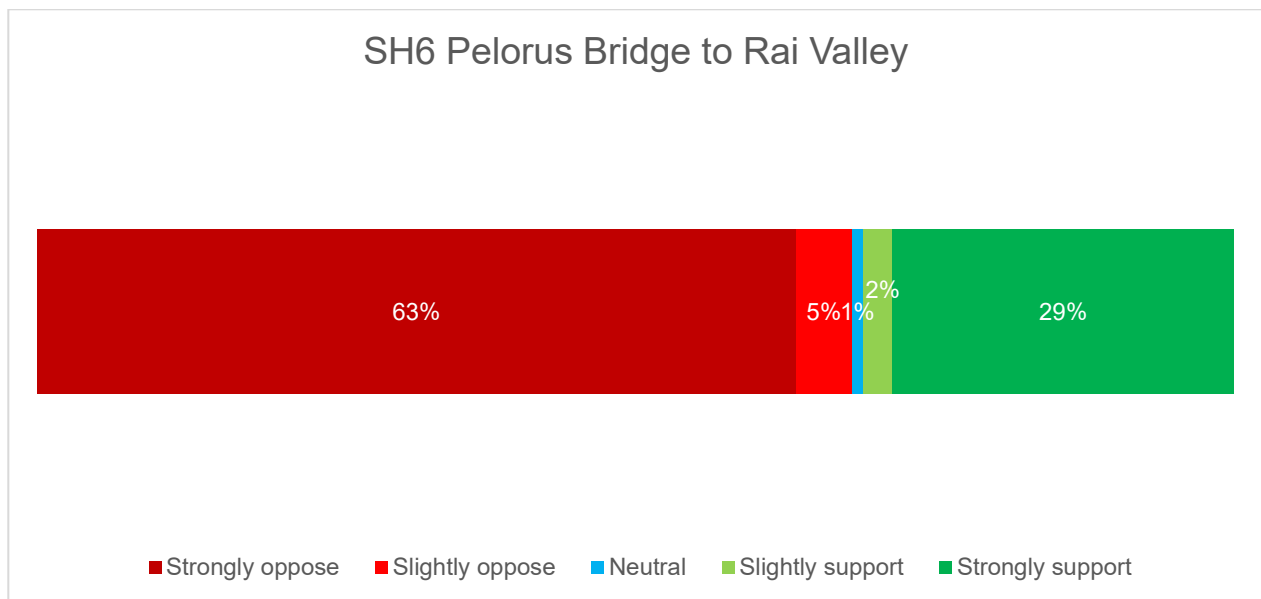
Counts by user group

	SH6 Havelock to Pelorus Bridge				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	67	2	0	1	33
Businesses	34	1	0	0	8
Road User	958	84	11	28	410
Schools	1	0	0	0	3
Māori	40	1	0	0	7
Other	1	0	0	0	8

Information was not available for all respondents. Some respondents may be in multiple user groups

SH6 Pelorus Bridge to Rai Valley

Total support level: 32%



Base: 1608 responses

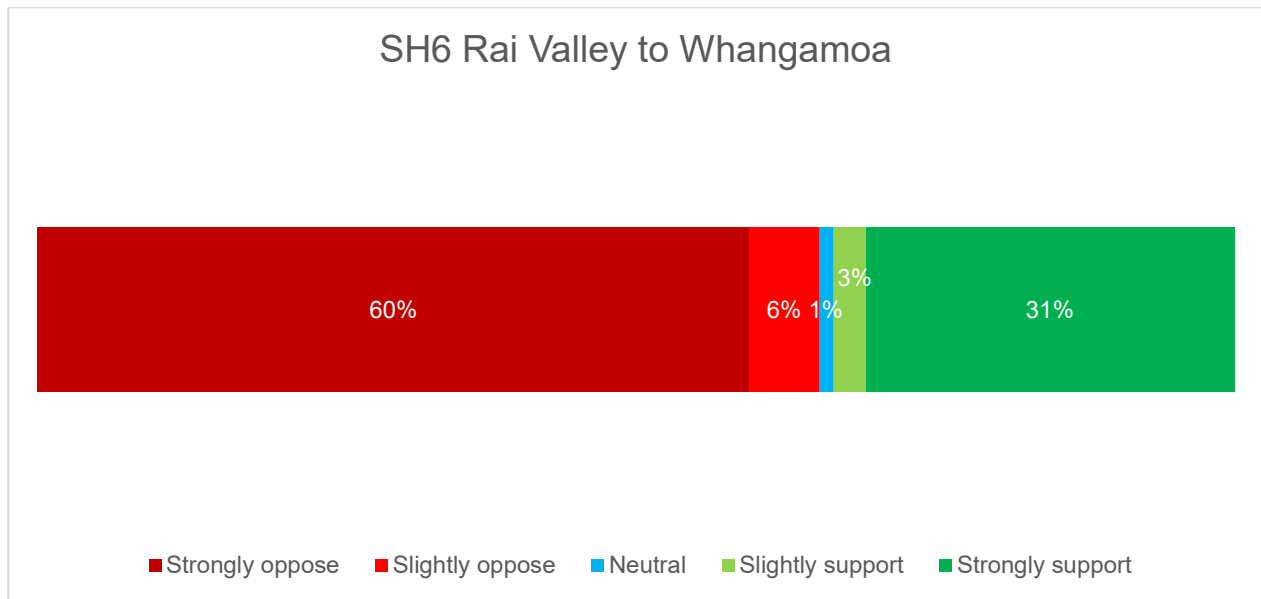
Counts by user group

	SH6 Pelorus Bridge to Rai Valley				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	59	0	0	0	23
Businesses	33	0	0	0	7
Road User	950	76	14	40	424
Schools	4	0	0	0	3
Māori	35	0	1	0	7
Other	1	0	0	0	8

Information was not available for all respondents. Some respondents may be in multiple user groups

SH6 Rai Valley to Whangamo

Total support level: 35%



Base: 1677 responses

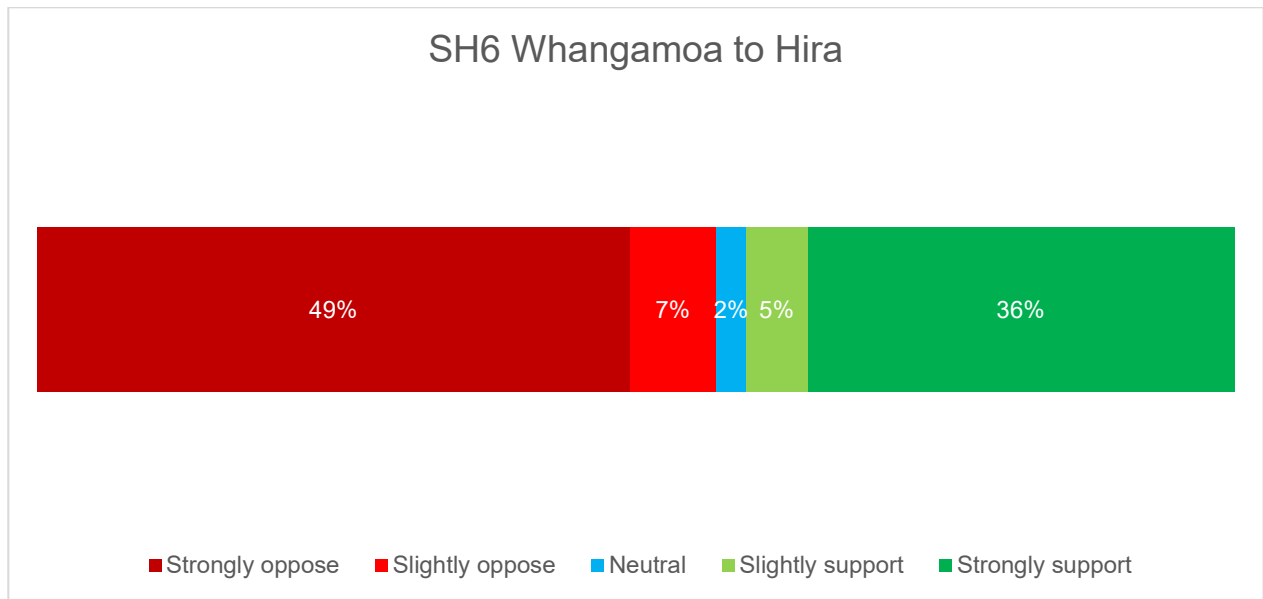
Counts by user group

	SH6 Rai Valley to Whangamo				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	73	3	1	2	29
Businesses	32	1	0	0	10
Road User	923	94	19	43	469
Schools	7	0	0	1	2
Māori	34	3	0	2	13
Other	1	0	0	0	8

Information was not available for all respondents. Some respondents may be in multiple user groups

SH6 Whangamoa to Hira

Total response level: 43%



Base: 1694 responses

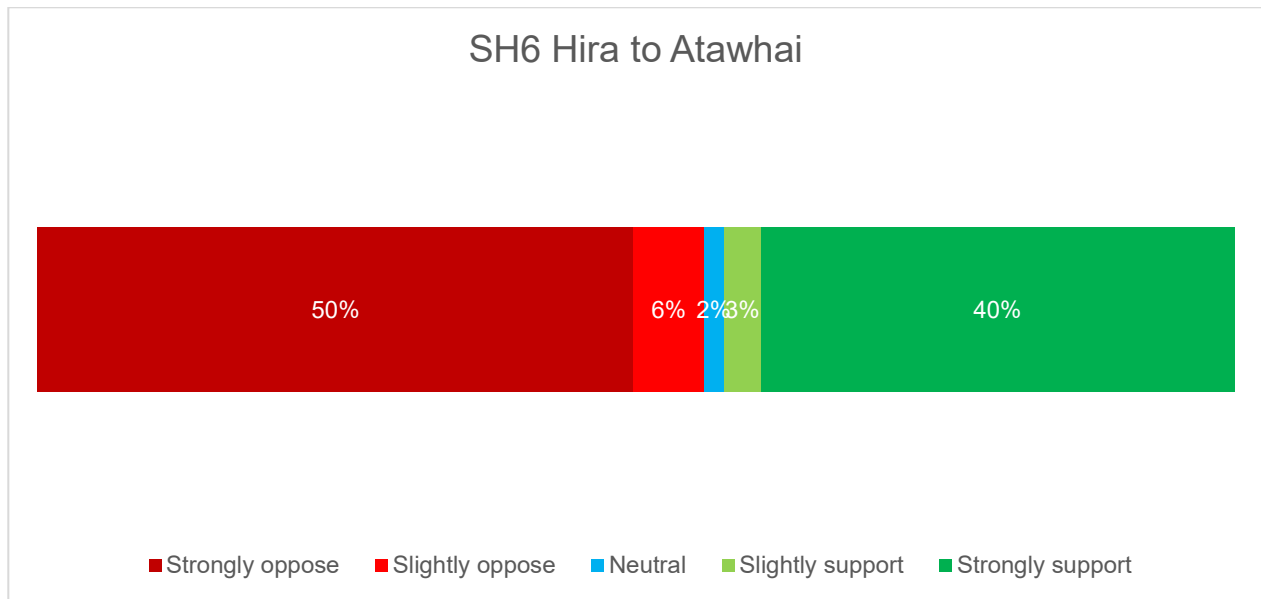
Counts by user group

	SH6 Whangamoa to Hira				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	65	6	1	7	70
Businesses	21	7	0	3	11
Road User	773	114	40	79	521
Schools	7	0	0	1	1
Māori	31	1	3	3	14
Other	1	0	0	0	8

Information was not available for all respondents. Some respondents may be in multiple user groups

SH6 Hira to Atawhai

Total response level: 44%



Base: 1845 responses

Counts by user group

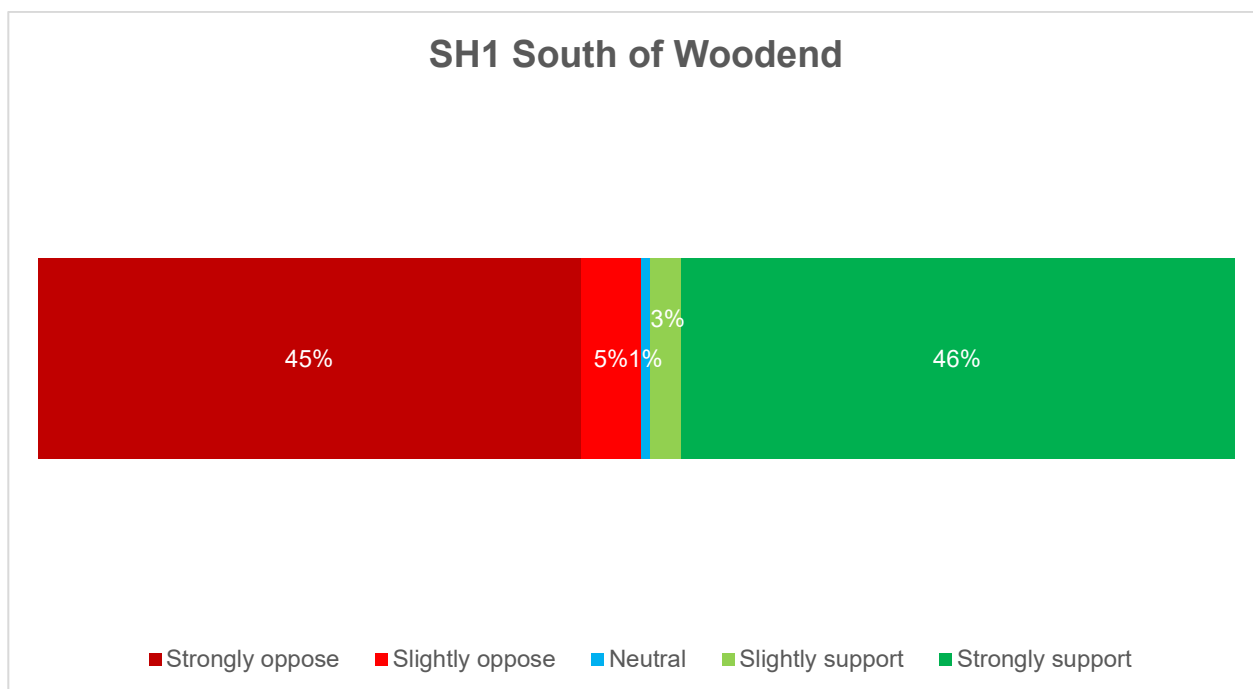
	SH6 Hira to Atawhai				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	118	17	2	5	290
Businesses	36	0	0	2	35
Road User	803	92	29	52	432
Schools	5	1	0	1	13
Māori	38	2	0	3	10
Other	0	0	0	0	2

Information was not available for all respondents. Some respondents may be in multiple user groups.

Canterbury

SH1 South of Woodend

Total support level: 49%



Base: 2327

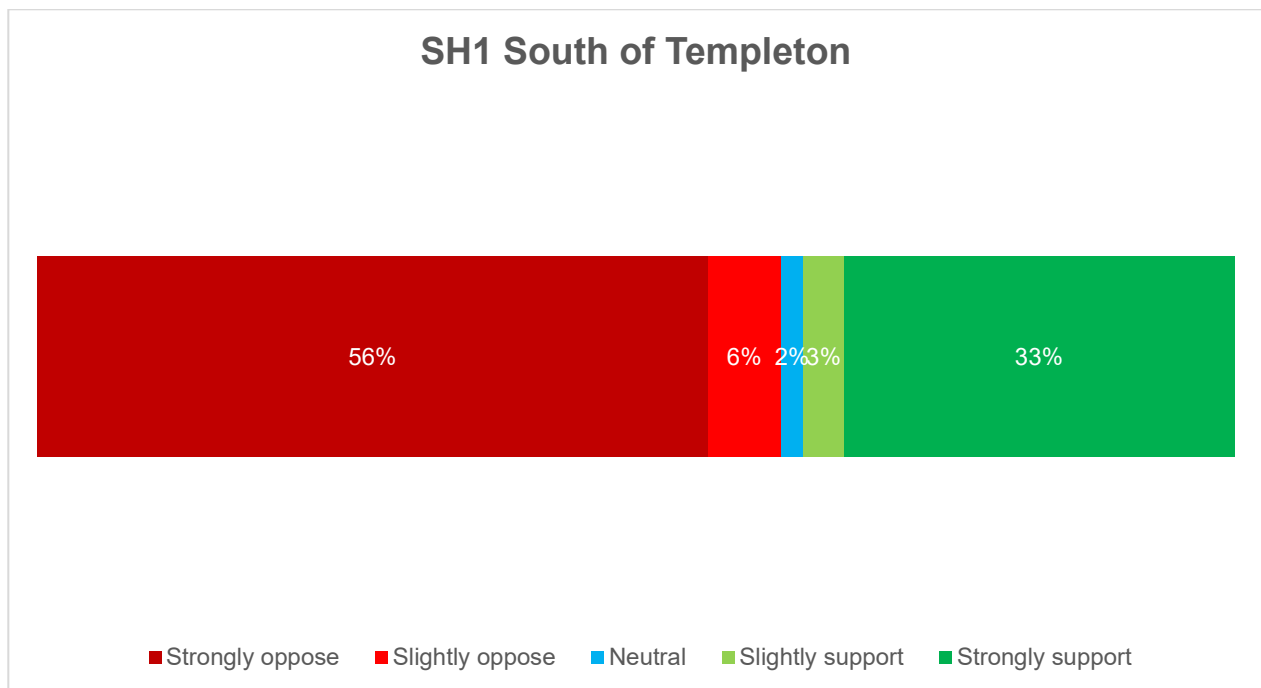
Counts by user group

	SH1 South of Woodend				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	221	29	6	15	243
Businesses	33	3	0	1	10
Road User	992	106	20	51	677
Schools	4	0	0	1	5
Māori	30	1	0	1	9
Other	1	0	0	0	2

Information was not available for all respondents. Some respondents may be in multiple user groups

SH1 South of Templeton

Total support level: 38%



Base: 1614

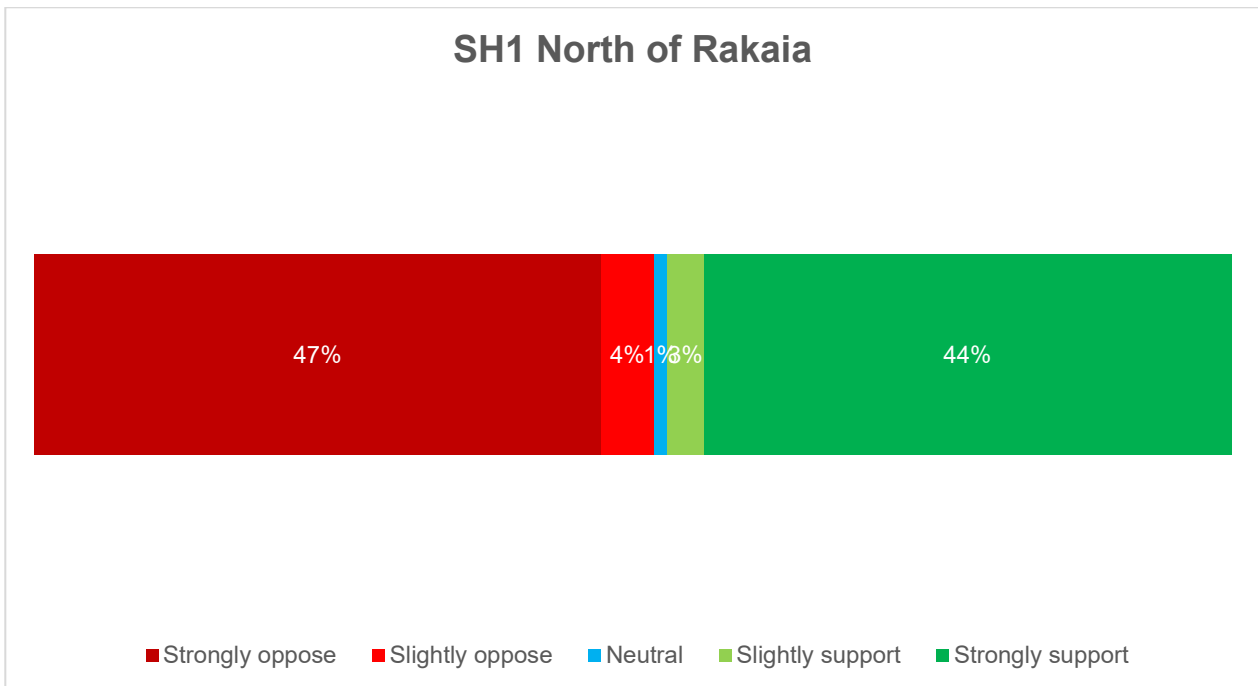
Counts by user group

	SH1 South of Templeton				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	122	15	4	4	113
Businesses	36	3	1	0	10
Road User	858	95	26	54	489
Schools	5	0	1	1	0
Māori	28	1	0	0	2
Other	0	0	0	0	0

Question was multi response so respondents may be in multiple user groups.

SH1 North of Rakaia

Total support level: 48%



Base: 2089 responses

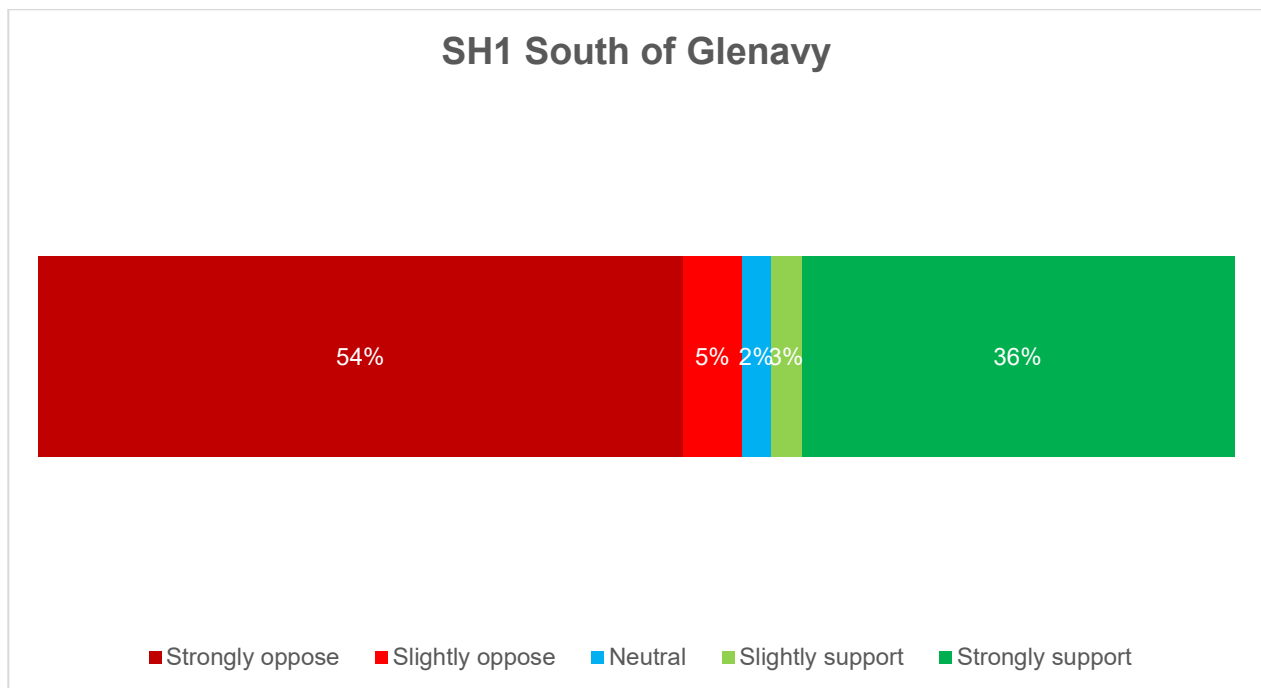
Counts by user group

	SH1 North of Rakaia				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	98	3	4	8	118
Businesses	41	1	1	1	20
Road User	946	92	21	63	798
Schools	3	0	0	1	7
Māori	27	1	0	0	12
Other	0	0	0	0	3

Information was not available for all respondents. Some respondents may be in multiple user groups

SH1 South of Glenavy

Total support level: 41%



Base: 1106 responses

Counts by user group

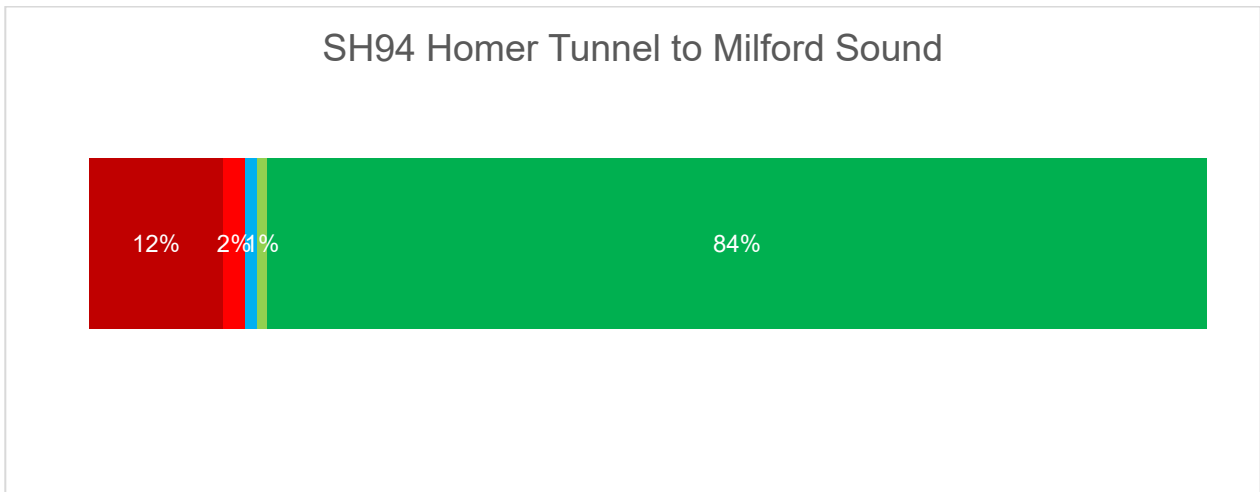
	SH1 South of Glenavy				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	18	1	0	0	83
Businesses	19	0	0	0	12
Road User	585	54	25	28	362
Schools	1	0	0	0	8
Māori	23	1	0	0	13
Other	0	0	1	0	2

Information was not available for all respondents. Some respondents may be in multiple user groups.

Southland

SH94 Homer Tunnel to Milford Sound

Total support level: 86%



Base: 254 responses

Counts by user group

	SH94 Homer Tunnel to Milford Sound				
	Strongly oppose	Slightly oppose	Neutral	Slightly support	Strongly support
Local Community	2	3	0	0	31
Businesses	2	1	0	0	15
Road User	35	5	1	3	234
Schools	0	0	0	0	1
Māori	2	2	1	0	2
Other	0	0	0	0	4

Information was not available for all respondents. Some respondents may be in multiple user groups

National stakeholder feedback

NZTA received strong support from a range of national level stakeholders, relevant and counted across all regions. The following is a snapshot of their feedback.

Sentiment	Feedback summary
Strongly supports retaining speed limit	<ul style="list-style-type: none"> • None of the speed limits should be raised, and retained at current speeds in all cases • All were implemented on evidence basis • Research shows that reduced speeds saves lives <p>Pedestrians and cyclists will be safer, raising speeds puts vulnerable people at risk.</p>
Support retaining speed limit	<ul style="list-style-type: none"> • Speed limits should be set in line with the Safe System approach which acknowledges drivers are human and can make mistakes and that should not cost lives. • Best practice and research shows that critical speeds for vulnerable road users is 30-40km/h <p>Although speed increases have been supported in the past, that was for high standard roads with multiple safety features, most of the state highway network is not at this standard so setting an appropriate speed for the road is required.</p>
Supports retaining speed limit	<ul style="list-style-type: none"> • Global evidence is clear that increasing speed limits is contrary to best practice in road safety and worsens air quality and causes health impacts • Retaining the current speeds has sound safety and environmental rational • There has been significant consultation on these limits and community acceptance <p>Any productivity gains are lost by increased crash costs.</p>
Strongly supports retaining speed limit	<p>The speed limit put in place was to save lives and following best practice guidelines. Increasing the speed limit will just cost lives on the road.</p>
Strongly supports retaining speed limit	<p>Strongly supports retaining the existing lower speed limit on all sections The lower speed limit was implemented based on sound evidence and to reduce the risk of deaths and serious injuries.</p> <p>The speed limit should not be increased simply due to the State Highway Classification, without consideration for the road environment.</p>

5. Next steps

Following the 6-week consultation period, results of this consultation were verified and checked by an independent data analysis supplier. Road users who did not fit the targeted road user groups were removed from the result tallies (less than 0.6% of all responses). The outcomes were then presented to senior leaders in workshops to share the information.

The six locations with majority support to retain the existing lower speed limit were then endorsed by management and the NZTA Board in April 2025. The other 43 locations are now required to be confirmed in the list of roads being reversed and will be submitted alongside the other 38 sections of state highway already identified for auto-reversal, to the Director of Land Transport in May 2025. Speed limit reversals on these roads must be implemented by 1 July 2025.

The team will close the loop with all respondents who indicated they would like to be kept updated using our subscription newsletter service, and a public announcement will be made. Our website will also be updated with the outcome of consultation.

The programme team will also work with our regional leadership teams and Te Matangi team to engage directly with our council partners responsible for adjoining local roads to ensure implementation changes can be designed to fit together, and will also engage directly with iwi and hapū leaders who have indicated Māori-owned land impacts, such as concerns for residents and visitors to marae, to see what solutions or other safety interventions may benefit them.

6. Appendix 1 – Details of definitions applied

Target groups

Under the rule NZTA was required to engage with targeted groups. In order to measure targeted user groups, NZTA asked respondents a multi choice question on road usage.

Table 2: User group definitions

	Targeted group					Non-targeted
	Local community	Businesses	Road User	Schools	Māori	Other
Definition	<p>I live along or near this road</p> <p>I own property on or near this road</p> <p>I am a parent/caregiver for a student at a local school</p>	<p>I operate a business on or near this road</p>	<p>I am a professional drive in the area carrying passengers</p> <p>I am a professional drive in the area carrying goods or freight</p> <p>I use this road for recreation or to visit family and friends</p> <p>I use this road for commuting to work or education</p> <p>I travel through the area but do not live locally</p>	<p>I work for or represent a school on this road</p>	<p>I travel through the area to access sites that I have a whakapapa connection to (maunga, awa, marae, urupā or wāhi tapu)</p> <p>And/or belongs to a iwi/hapū/other Māori organisation as identified</p>	<p>Other (not in any of the other categories)</p> <p>OR;</p> <p>Never use the road</p>

These user groups are non-exclusive and respondents could belong to multiple groups.