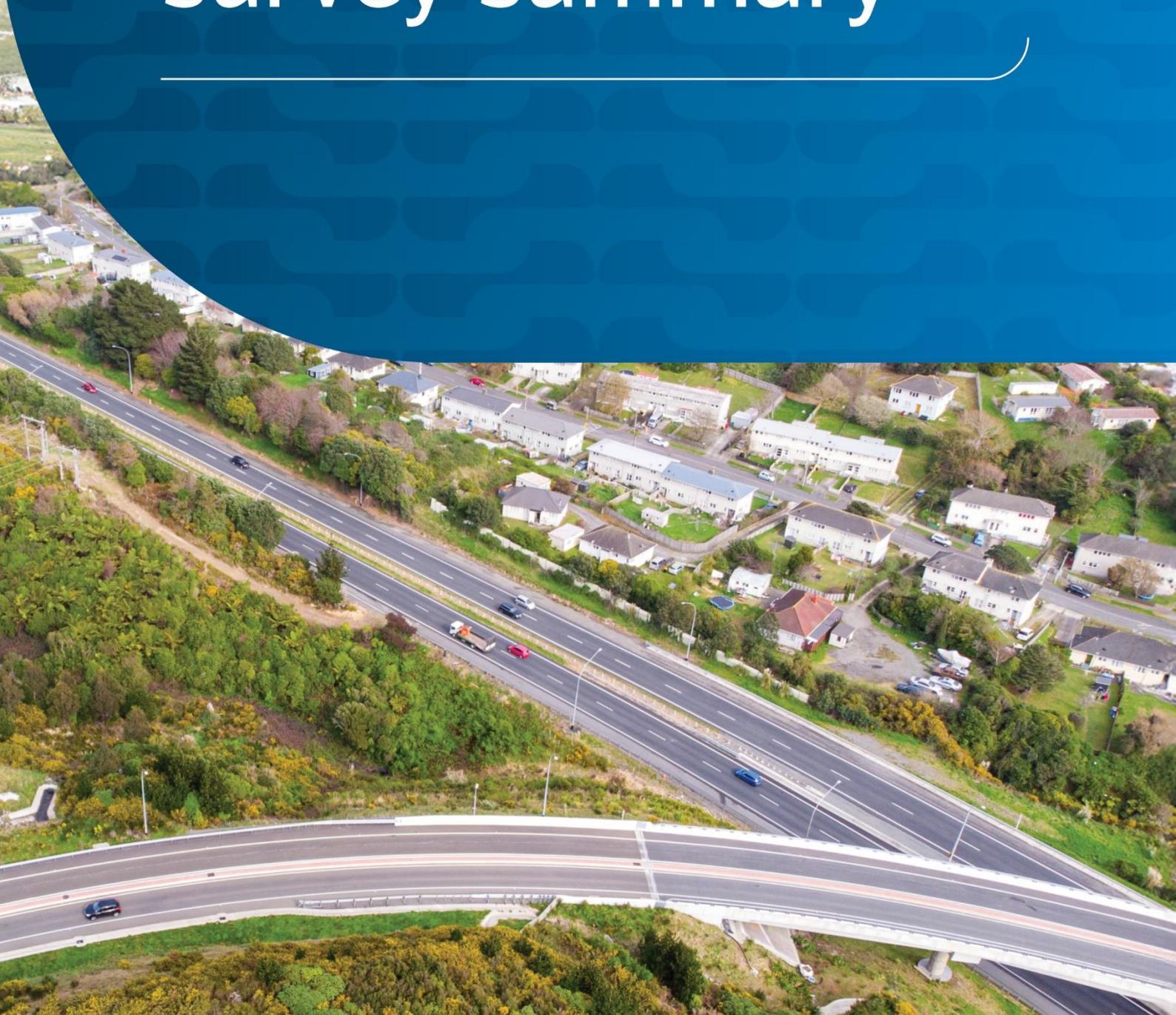


2024

National speed survey summary



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Published September 2025

ISBN 978-1-991311-56-6

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Purpose

This report summarises the results of the national speed survey for 2024 of vehicle speeds across New Zealand. The results from the August 2024 survey are presented, along with trends over time across multiple previous years. There is no further discussion of the results or the statistical significance of trends.

Background to the annual speed surveys

The annual speed surveys are designed to monitor changes in vehicle operating speeds in both open road (default 100 km/h) speed limit areas and main urban road (default 50 km/h) areas. Monitoring vehicle operating speeds across the road network provides a measure of how drivers are travelling around the network. This provides information on the effectiveness of speed management measures implemented over time and provides information for developing safety policies.

National speed monitoring surveys have been carried out since 1996. Speed surveys are conducted at selected sites around New Zealand annually to provide an estimate of the national speed profile. Prior to 2015, vehicle speeds were measured by a surveyor, targeting the same time of day and day of the week each year. Since 2018, vehicle speeds have been collected from TomTom, which ensures speeds measured are unaffected by survey procedures. Efforts have been taken to create survey sites in TomTom which correspond to those from the previous period (1996 to 2015).

Note: the current (2018 to 2024) methodology is different to the previous (1996 to 2015) speed surveys. Although tabulations and visualisations in this report include findings from the earlier (1996 to 2015) speed surveys, the trendlines for the two different methodologies cannot be directly compared. For more information on the two different methodologies (1996 to 2015) and (2018 to 2024), refer to Appendix A and B respectively.

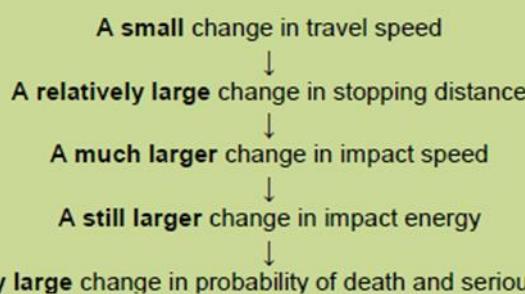
Most sites in the latest survey correspond closely to previous spot-survey sites and time of year in the Ministry of Transport's annual winter speed surveys, which were conducted until 2015. Some sites have had to be changed, or removed, because the speed limits at the original sites had been changed.

National surveys include 53 open road (100 km/h) and 64 urban road (50 km/h) sites across state highways and local roads, which are surveyed over the first 28 days of August each year.

The speed survey results have also been broken down to a regional level. The regional surveys are designed to track changes over time in driver speed choice within regions; they are **not** designed to provide valid comparisons between regions. To obtain valid comparisons between regions the set of sites used in each region would need to be comparable in every way.

National speed profiles provide an indication of safety on New Zealand's roads, with a particular focus on whether trends are generally increasing or decreasing each year. Research has shown a clear link between vehicle speeds and road crashes. Even small reductions in travelling speed can have large effects on injury outcomes as injury outcomes are largely dependent on kinetic energy.

The effect of a small travelling speed change into an injury outcome



National Speed survey results

Table 1: Summary of the national speed survey 2024 results

	No. of sites	Mean speed	85 th percentile speed*	% exceeding speed limit
Open Roads	53	90.7	101	17%
Urban Roads	64	40.0	51.2	20%

Open roads (default 100 km/h)

Table 2: Summary of annual vehicle speeds on open roads (default 100 km/h)

Method	Year	Mean speed (km/h)	85 th percentile speed* (km/h)	Percent exceeding 100 km/h
(1996 to 2015) car speeds	1996	102.3	115	56%
	1997	101.6	113	54%
	1998	102.2	113	57%
	1999	101.8	112	56%
	2000	101.4	111	52%
	2001	100.2	109	47%
	2002	99.1	107	43%
	2003	98.0	105	39%
	2004	97.8	105	39%
	2005	97.1	104	36%
	2006	96.4	103	32%
	2007	96.3	103	29%
	2008	96.6	103	30%
	2009	96.3	103	29%
	2010	96.2	103	29%
	2011	96.5	103	31%
	2012	95.6	102	25%
	2013	95.7	102	25%
	2014	95.3	101	22%
	2015	95.7	101	23%
...				
(2018 to 2024) all vehicle speeds	2018	92.3	102	24%
	2019	92.7	102	24%
	2020	93.0	102	23%
	2021	91.9	102	22%
	2022	91.5	102	22%
	2023	91.9	102	21%
	2024	90.7	101	17%

* 85th percentile means 15% of vehicles were travelling faster than this speed.

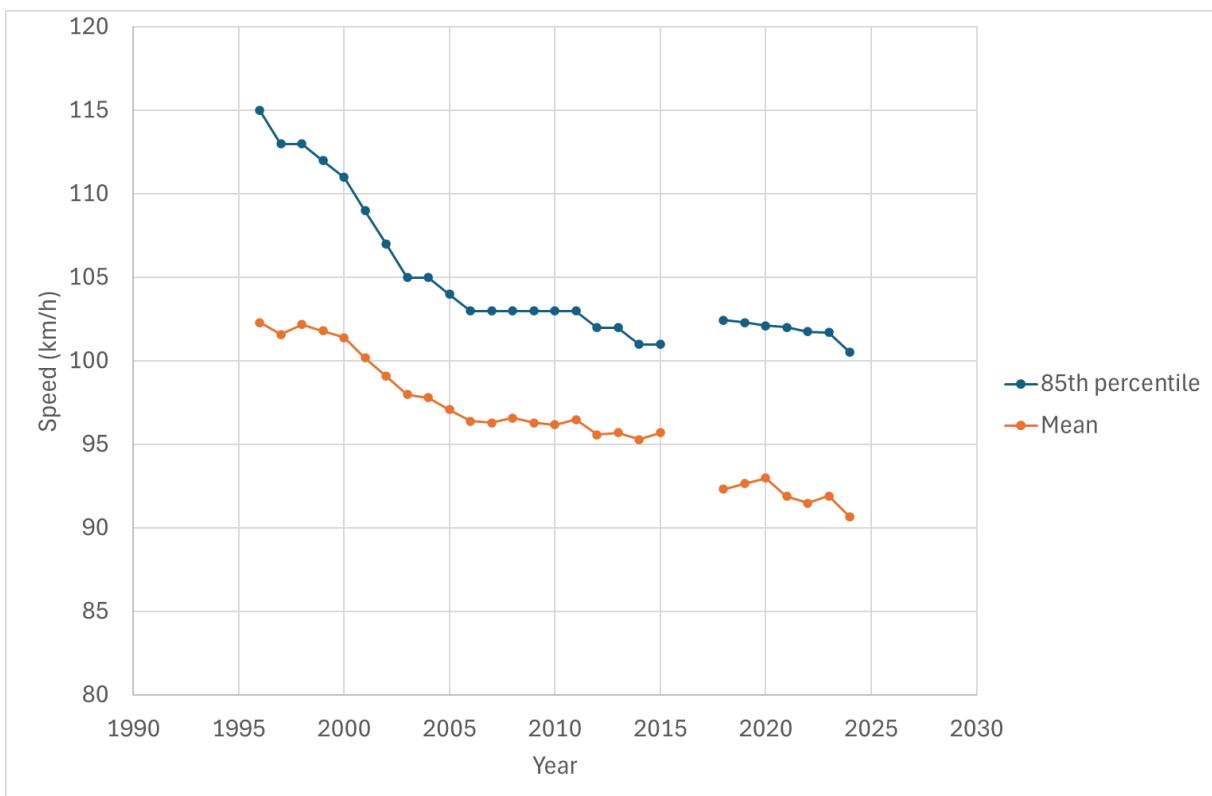


Figure 1: Open roads (default 100 km/h) annual speed results

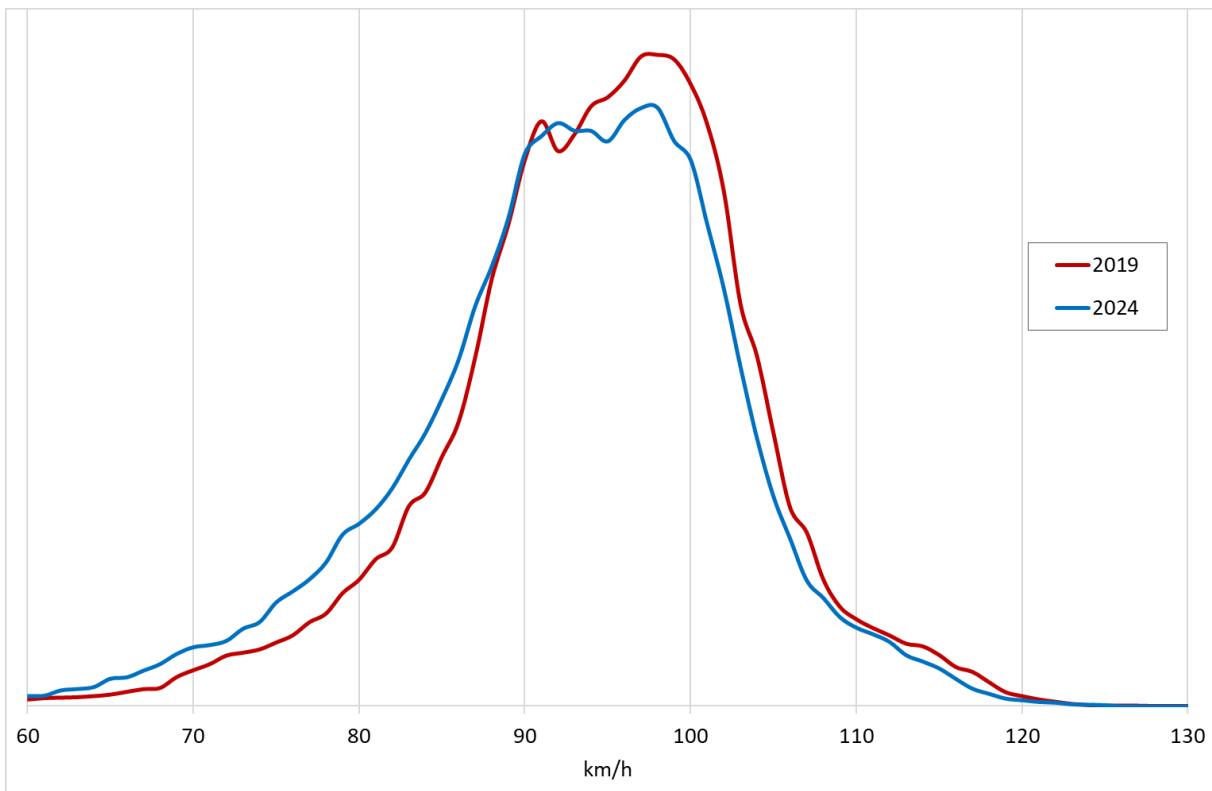
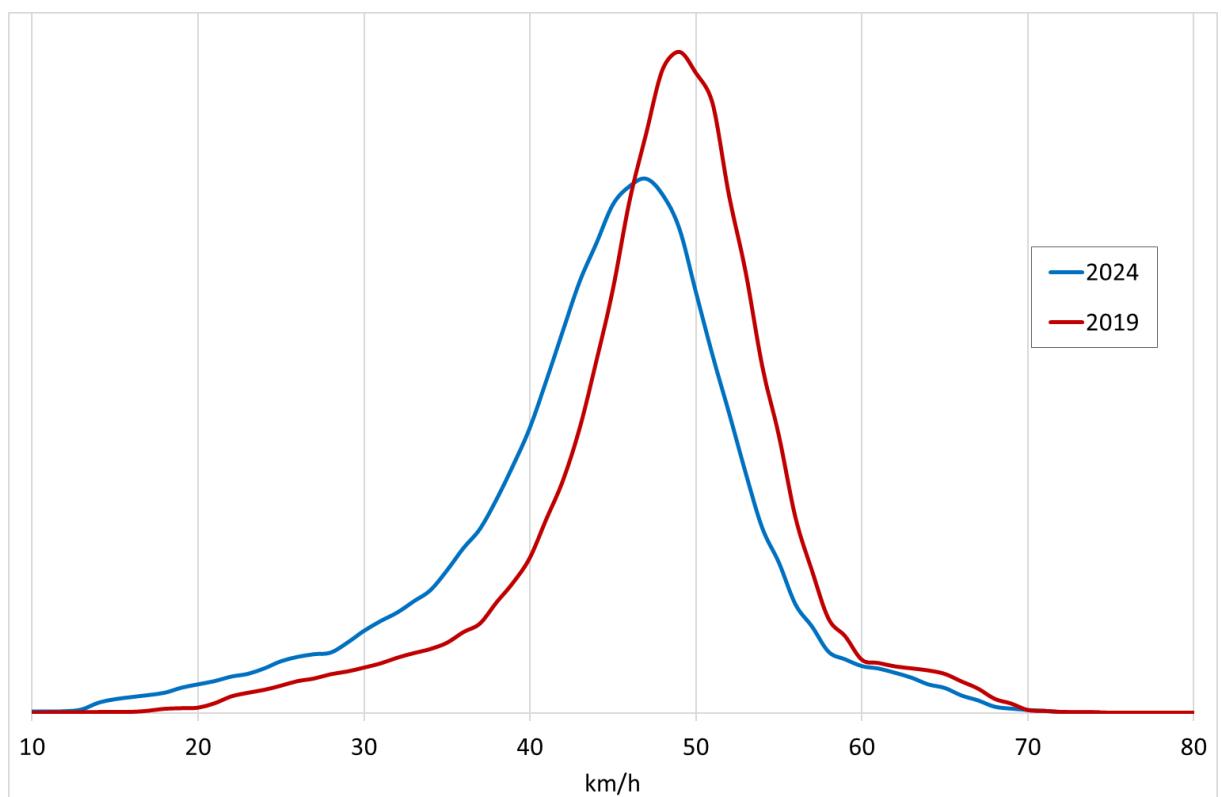
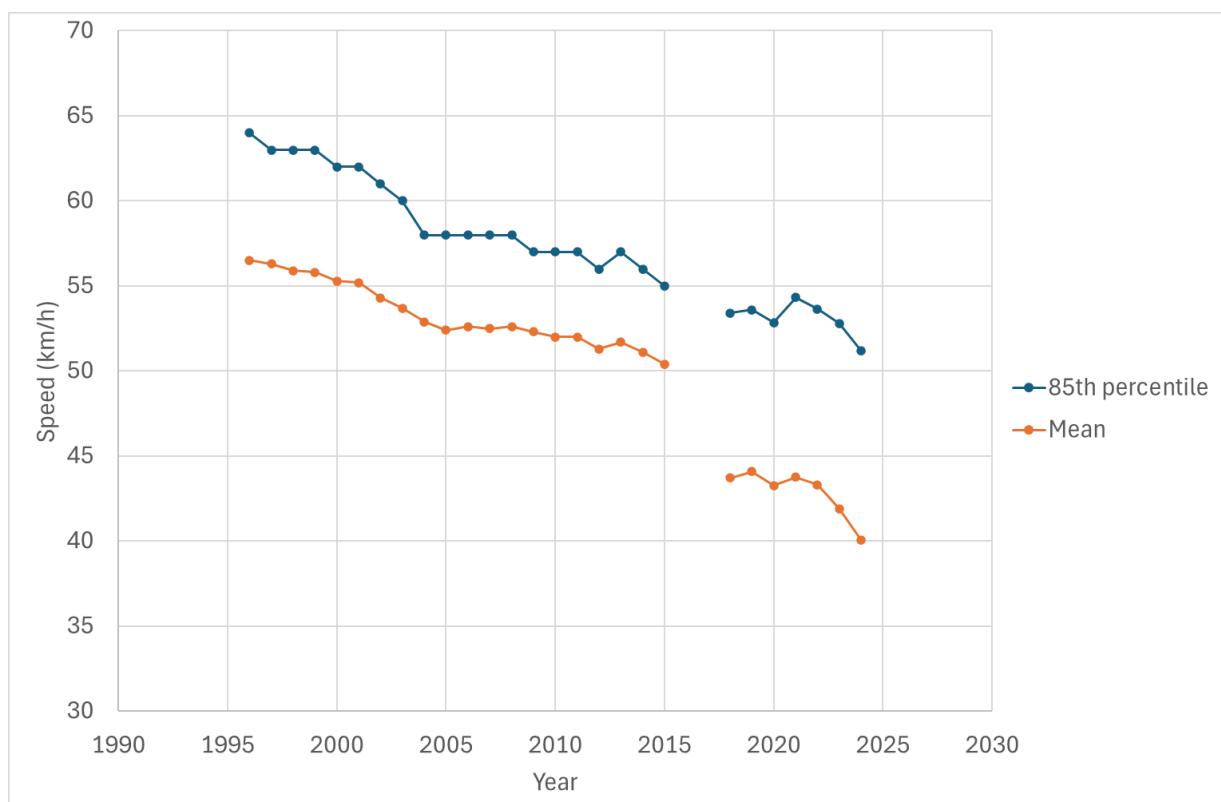


Figure 2: Open roads (default 100 km/h) speed distribution comparison 2019 and 2024

Urban roads (default 50 km/h)

Table 3: Summary table of annual vehicle speeds on urban roads (default 50 km/h)

Method	Year	Mean speed (km/h)	85 th percentile speed (km/h)	Percent exceeding 50 km/h
(1996 to 2015) car speeds	1996	56.5	64	82%
	1997	56.3	63	82%
	1998	55.9	63	81%
	1999	55.8	63	80%
	2000	55.3	62	79%
	2001	55.2	62	79%
	2002	54.3	61	76%
	2003	53.7	60	72%
	2004	52.9	58	67%
	2005	52.4	58	63%
	2006	52.6	58	63%
	2007	52.5	58	63%
	2008	52.6	58	64%
	2009	52.3	57	61%
	2010	52.0	57	58%
	2011	52.0	57	59%
	2012	51.3	56	53%
	2013	51.7	57	56%
	2014	51.1	56	52%
	2015	50.4	55	46%
...				
(2018 to 2024) all vehicle speeds	2018	43.7	53.4	36%
	2019	44.1	53.6	37%
	2020	43.3	52.9	32%
	2021	43.8	54.3	37%
	2022	43.3	53.6	33%
	2023	41.9	52.8	28%
	2024	40.0	51.2	20%



Percentage of vehicles exceeding the speed limit

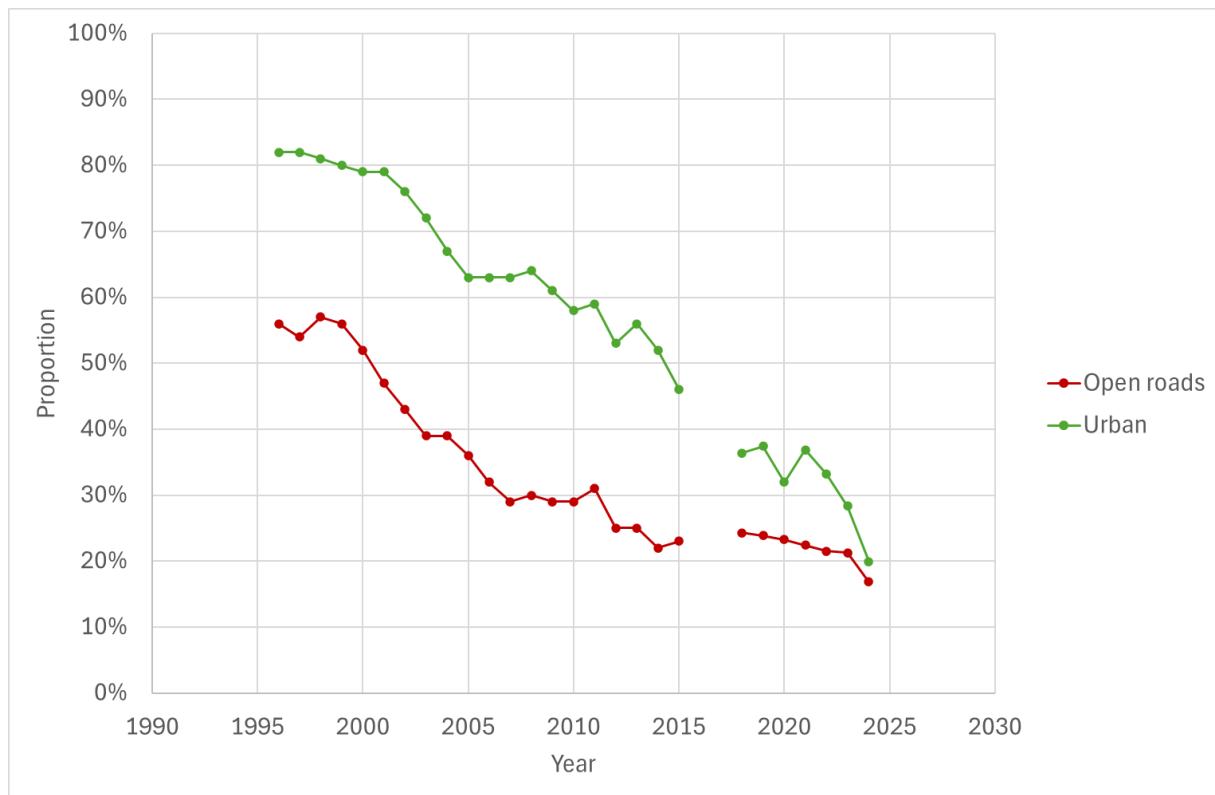


Figure 5: Percentage of vehicles exceeding the speed limit

Regional results

The regional survey results are designed to track mean speeds within regions. They are not designed to provide valid comparisons between regions. Note that the methodologies for the two survey periods (1996 to 2015) and (2018 to 2024) are different and thus cannot be compared directly.

Table 4: Summary of the national speed survey 2024 results per region

	Open road mean speed (km/h)	Open road 85th percentile speed (km/h)	Open road % exceeding speed limit	Urban road mean speed (km/h)	Urban road 85th percentile speed (km/h)	Urban road % exceeding speed limit
Northland	90.5	100	15%	44.4	54.8	39%
Auckland	82.3	95	6%	38.5	50.4	17%
Waikato	92.8	102	23%	37.4	48.3	10%
Bay of Plenty	89.4	99	13%	38.6	51.7	21%
Gisborne	87.2	101	18%	39.6	52.1	24%
Hawke's Bay	94.7	103	29%	39.5	51.2	20%
Taranaki	92.2	102	23%	41.1	51.4	21%
Manawatū-Whanganui	93.5	103	29%	42.2	53.4	33%
Wellington	92.8	102	26%	42.1	51.1	20%
Nelson-Marlborough	93.2	103	26%	42.9	52.7	29%
West Coast	95.1	104	31%	41.9	50.0	15%
Canterbury	94.9	103	28%	42.1	52.5	28%
Otago	95.6	103	30%	38.8	50.9	19%
Southland	93.8	103	31%	44.9	55.2	49%

Table 5: Open road (default 100 km/h) mean speed by region

Survey period:	2009 to 2015 car speeds (km/h)							...	2018 to 2024 all vehicle speeds (km/h)						
	2009	2010	2011	2012	2013	2014	2015		2018	2019	2020	2021	2022	2023	2024
Region	2009	2010	2011	2012	2013	2014	2015	2018	2019	2020	2021	2022	2023	2024	
Northland	95.8	96.0	95.5	93.6	94.5	94.7	92.1		91.9	90.0	90.0	90.8	89.2	90.5	90.5
Auckland	95.9	93.8	95.5	93.3	94.8	93.6	90.7		88.9	88.7	88.2	82.6	86.8	86.8	82.3
Waikato	94.6	94.8	93.7	93.0	93.8	93.7	93.9		90.6	92.6	94.3	95.0	87.8	94.4	92.8
Bay of Plenty	96.7	98.4	97.0	96.7	96.7	96.4	98.1		91.2	91.1	91.2	92.0	92.4	84.3	89.4
Gisborne	96.4	95.4	96.5	94.0	90.7	87.0	93.9		89.3	89.6	88.3	88.9	89.1	86.9	87.2
Hawke's Bay	99.3	100.3	99.9	93.8	95.2	94.3	94.1		88.9	96.9	97.0	97.3	96.4	95.2	94.7
Taranaki	93.0	92.9	96.3	97.2	93.9	93.3	93.3		92.5	93.3	92.4	91.6	93.0	92.0	92.2
Manawatū-Whanganui	97.4	96.9	100.4	97.9	97.4	97.5	97.8		96.4	95.2	96.2	96.1	95.8	96.0	93.5
Wellington	95.6	94.4	94.7	95.2	96.0	96.3	95.4		93.6	93.0	93.2	91.6	92.9	93.3	92.8
Nelson-Marlborough*	-	-	-	-	-	-	-		92.7	92.3	93.9	93.9	92.2	92.8	93.2
West Coast*	-	-	-	-	-	-	-		95.1	95.6	96.6	96.2	96.1	94.1	95.1
Canterbury	98.9	98.3	100.7	99.3	99.2	98.4	98.3		96.5	96.5	96.3	96.3	95.5	96.1	94.9
Otago	99.7	98.8	99.5	99.4	99.4	99.6	98.2		95.7	96.5	96.4	96.9	96.0	95.2	95.6
Southland	99.9	99.3	93.4	98.3	98.2	95.2	96.2		95.7	93.4	95.5	95.7	95.0	95.6	93.8

* too few sites in this area to provide regional results for 2009 to 2015.

Table 6: Open roads (default 100 km/h) 85th percentile speed by region

Survey period: Region	2009 to 2015 car speeds (km/h)							...	2018 to 2024 all vehicle speeds (km/h)						
	2009	2010	2011	2012	2013	2014	2015		2018	2019	2020	2021	2022	2023	2024
Northland	103	104	103	101	103	102	100		101	100	100	100	100	100	100
Auckland	110	107	108	106	107	106	103		100	100	99	99	98	98	95
Waikato	100	100	99	99	99	99	99		103	103	103	103	103	103	102
Bay of Plenty	106	106	106	107	106	106	108		101	101	101	102	102	101	99
Gisborne	107	106	106	106	100	100	103		103	102	101	103	102	101	101
Hawke's Bay	104	105	105	99	100	100	99		104	105	104	105	105	104	103
Taranaki	100	100	104	104	102	101	100		103	103	102	102	102	102	102
Manawatū-Whanganui	103	103	106	104	104	103	103		104	103	104	103	103	103	103
Wellington	104	102	102	103	105	104	102		102	102	102	101	102	103	102
Nelson-Marlborough*	-	-	-	-	-	-	-		103	104	104	103	102	103	103
West Coast <small>Error! Bookmark not defined.</small>	-	-	-	-	-	-	-		105	105	105	105	106	105	104
Canterbury	103	102	104	103	103	102	102		104	104	104	104	103	104	103
Otago	104	103	104	104	105	105	104		104	104	104	104	103	103	103
Southland	105	105	99	104	103	100	101		104	103	104	104	104	103	103

* too few sites in this area to provide regional estimates for 2009 to 2015.

Table 7: Open roads (default 100 km/h) percentage of vehicles exceeding the speed limit

Region	2018	2019	2020	2021	2022	2023	2024
Northland	20%	15%	15%	16%	14%	16%	15%
Auckland	16%	16%	13%	12%	11%	11%	6%
Waikato	25%	26%	28%	31%	27%	28%	23%
Bay of Plenty	21%	19%	19%	20%	21%	17%	13%
Gisborne	26%	22%	20%	23%	23%	20%	18%
Hawke's Bay	27%	38%	37%	40%	37%	33%	29%
Taranaki	28%	26%	23%	22%	24%	24%	23%
Manawatū-Whanganui	38%	33%	35%	33%	33%	31%	29%
Wellington	26%	23%	23%	20%	24%	27%	26%
Nelson-Marlborough	25%	30%	31%	26%	24%	26%	26%
West Coast	34%	34%	39%	37%	38%	37%	31%
Canterbury	36%	35%	35%	34%	30%	33%	28%
Otago	33%	36%	36%	36%	32%	32%	30%
Southland	33%	31%	34%	34%	33%	32%	31%

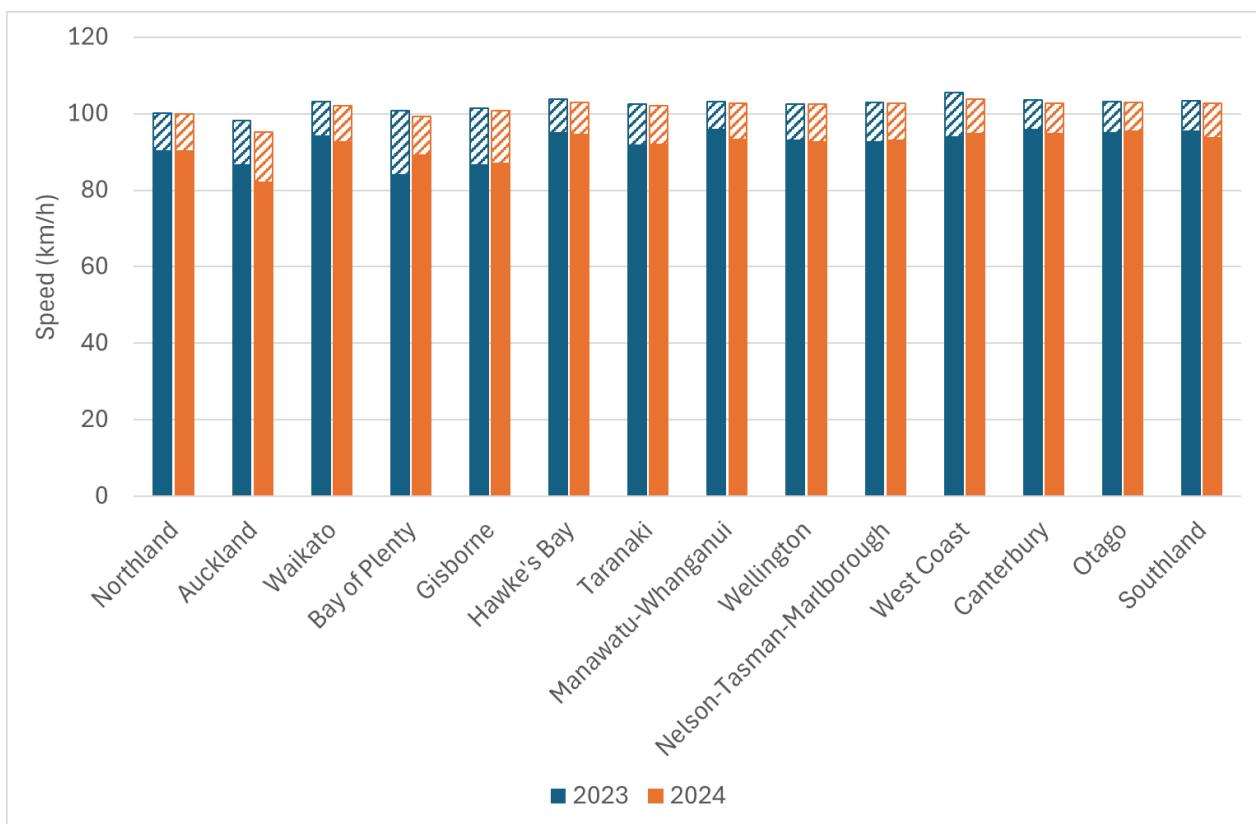


Figure 6: Open roads (default 100 km/h) mean speed and 85th percentile speed by region

Table 8: Urban roads (default 50 km/h) mean speed by region

Survey period:	2009 to 2015 car speeds (km/h)							...	2018 to 2024 all vehicle speeds (km/h)						
	2009	2010	2011	2012	2013	2014	2015		2018	2019	2020	2021	2022	2023	2024
Region	2009	2010	2011	2012	2013	2014	2015	2018	2019	2020	2021	2022	2023	2024	
Northland	51.8	51.7	51.5	51.8	52.6	51.9	50.4		46.7	45.4	44.9	47.2	46.4	45.2	44.4
Auckland	54.8	54.1	54	52.7	54.1	52.9	51.5		43.1	44.1	42.4	43.4	43.1	40.2	38.5
Waikato	51.5	52.3	51.8	51.9	51.5	50.3	50.5		44.4	43.8	42.6	41.2	41.4	41.6	37.4
Bay of Plenty	55	55.3	55.2	54.5	54.6	53.9	52.4		44.7	43.8	43.5	44.5	44.3	43.3	38.6
Gisborne	49.2	49.2	49.5	47.8	46.9	46.2	46.1		41.9	42.0	40.3	39.3	40.4	40.4	39.6
Hawke's Bay	52.7	51.4	52.1	52.1	50.6	50	50.1		42.2	43.9	42.5	45.8	42.4	42.5	39.5
Taranaki	48.7	48.8	49.4	48.5	48.4	48.4	48.4		42.8	44.7	43.7	44.8	44.4	43.6	41.1
Manawatū-Whanganui	51.2	50.9	51.6	50.4	50.8	50.7	50.7		44.1	44.8	43.5	43.6	43.6	43.1	42.2
Wellington	49.3	49.1	49.1	49.3	49	48.5	48		43.6	41.8	43.2	44.4	43.3	42.2	42.1
Nelson-Marlborough	48.9	49	49	49.1	48.8	47.8	47.4		44.7	44.3	43.7	44.1	43.3	43.9	42.9
West Coast*	-	-	-	-	-	-	-		43.2	45.0	43.4	42.8	41.6	40.3	41.9
Canterbury	52.5	52.3	51.4	50.4	51.3	50.9	50.3		44.1	45.6	45.6	44.6	44.4	43.8	42.1
Otago	51.4	51	50.9	50.9	50.6	51.3	50.8		41.9	42.6	41.5	41.7	41.3	39.8	38.8
Southland	54.3	54	54.1	53.3	54.1	53.6	53.7		49.5	46.4	46.5	46.2	45.4	45.3	44.9

* too few sites in this area to provide regional estimates for 2009 to 2015.

Table 9: Urban roads (default 50 km/h) 85th percentile speed by region

Survey period:	(2009 to 2015) car speeds							...	(2018 to 2024) all vehicle speeds							
	Region	2009	2010	2011	2012	2013	2014	2015	2018	2019	2020	2021	2022	2023	2024	
Northland		56	56	56	56	57	56	54		54.0	53.5	54.1	57.0	56.3	55.2	54.8
Auckland		59	59	58	57	59	57	55		54.2	54.2	52.8	54.5	53.7	52.1	50.4
Waikato		57	57	57	56	57	55	55		54.9	53.8	52.2	52.9	52.0	52.5	48.3
Bay of Plenty		62	62.5	61.5	60.5	60.5	59.5	58.5		53.3	53.2	53.6	55.5	55.2	54.2	51.7
Gisborne		54	54	54.5	53	53	52	52		53.8	52.5	52.9	54.5	54.6	53.7	52.1
Hawke's Bay		57	56	56	57	55	55	55		50.2	52.1	51.8	55.0	53.5	52.8	51.2
Taranaki		54	54	55	54	54	53	54		52.3	53.1	53.4	53.8	53.7	53.3	51.4
Manawatū-Whanganui		56	56	56	56	56	55	56		54.2	54.2	53.8	54.9	54.1	54.2	53.4
Wellington		53	53	53	53	53	53	51		51.6	51.5	51.5	53.5	52.7	51.9	51.1
Nelson-Marlborough		53.5	53	53.5	53	53.5	52.5	51.5		52.9	52.4	52.1	53.8	53.4	53.0	52.7
West Coast*		-	-	-	-	-	-	-		51.5	50.8	51.0	50.3	50.5	49.9	50.0
Canterbury		58	59	59	58	59	58	58		52.2	54.0	53.6	54.4	54.1	53.6	52.5
Otago		56.5	55.5	55.5	55.5	55.5	55.5	55.5		53.2	52.9	52.4	53.2	52.0	51.6	50.9
Southland		58.5	58.5	58.5	57.5	58.5	58.5	57.5		57.6	56.5	56.6	56.8	56.0	55.9	55.2

* too few sites in this area to provide regional estimates for 2009 to 2015.

Table 10: Urban roads (default 50 km/h) percentage of vehicles exceeding the speed limit by region

Region	2018	2019	2020	2021	2022	2023	2024
Northland	41%	34%	39%	51%	48%	41%	39%
Auckland	41%	40%	30%	36%	33%	24%	17%
Waikato	45%	39%	28%	29%	24%	27%	10%
Bay of Plenty	34%	32%	35%	42%	41%	36%	21%
Gisborne	39%	29%	30%	34%	33%	30%	24%
Hawke's Bay	16%	25%	25%	44%	32%	28%	20%
Taranaki	29%	36%	39%	37%	37%	34%	21%
Manawatū-Whanganui	43%	41%	40%	41%	38%	37%	33%
Wellington	25%	25%	24%	33%	27%	23%	20%
Nelson-Marlborough	36%	33%	28%	34%	33%	32%	29%
West Coast	27%	20%	21%	17%	17%	14%	15%
Canterbury	28%	43%	40%	40%	39%	35%	28%
Otago	33%	31%	29%	30%	25%	22%	19%
Southland	66%	59%	61%	54%	51%	51%	49%

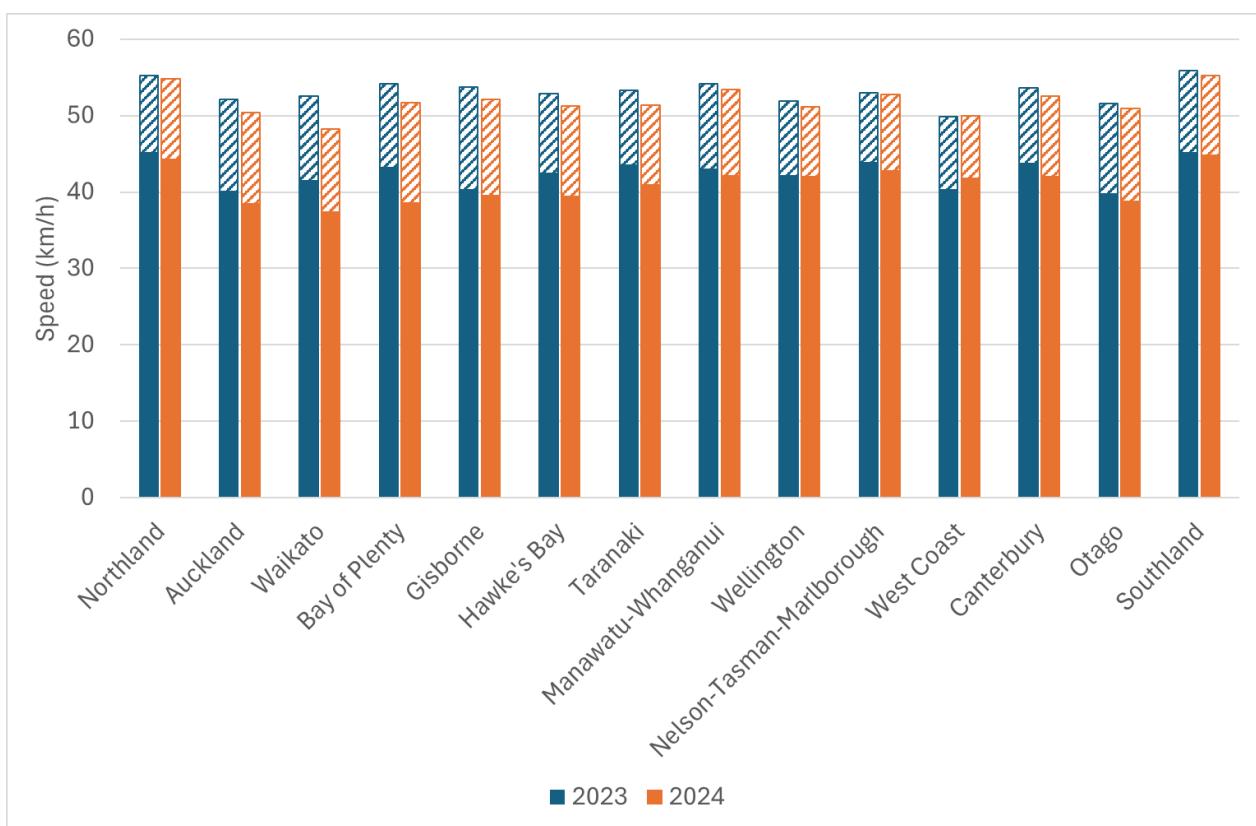


Figure 7: Urban roads (default 50 km/h) mean speed and 85th percentile speed by region

Appendix A: Overview of previous survey methodology (1996 to 2015)

Survey methodologies have changed over time. This is the first speed survey published since 2015. The Ministry of Transport (MOT) previously produced surveys from 1996 to 2015.

[Ministry of Transport 2015 Speed survey results summary](#).

Key differences, to the new survey methodology (see Appendix B), are:

1. MOT recorded free speeds (unimpeded). The new methodology reports harmonic average.
2. Weather had to be fine, and there were no road works or other impediments in MOT data. TomTom captures an average speed over a four-week period regardless of conditions.
3. MOT recorded the speeds of cars and heavy vehicles separately. The new methodology records an average across all vehicle types.
4. The weighting of speeds to aggregate to regions, and nationally, is unknown for previous MOT results. The methodology is weighted regionally by VKT.
5. MOT recorded spot speeds at a point. The new methodology records speeds over a distance.

Background

The aim of the Ministry of Transport (MOT) speed surveys was to provide a consistent time series of open road (100 km/h) and urban road (50 km/h) free (unimpeded) speeds.

MOT speed surveys were designed to monitor changes in free speeds of vehicles. Free speeds are measured when vehicles are unimpeded by the presence of other vehicles or by environmental features. Monitoring the speeds of unimpeded vehicles provided a measure of driver choice of speed. This provided MOT with information on the effectiveness of speed management measures and for developing safety policies.

Speed surveys were conducted at randomly selected sites around New Zealand annually to provide an estimate of the national speed profile. There were about 65 open road and 65 urban sites surveyed each year. The current sites have been surveyed since 1996. The speed survey results could be broken down to a regional level and into light and heavy vehicles.

The regional surveys were designed to track changes over time in driver speed choice within regions; they were not designed to provide valid comparisons between regions.

Vehicle speeds were measured by a surveyor, who surveyed the site at the same time of day and day of the week as in previous years. The surveys were carried out in an unobtrusive manner to ensure that the speeds measured were minimally affected by survey procedures.

Methodology

Speed surveys were carried out in July / August of each year, excluding school holidays. Surveys were only carried out when weather and road conditions allowed for “normal” travel. For example, they should not have been carried out in the rain, under icy conditions, or if roadworks were present. In some years it may have been necessary to continue surveying into September, to complete all surveys. Extension into September should have been kept as an emergency measure – surveys were to be scheduled to take place during July and August. At each site, one of two methods were used to measure traffic volume and speed – laser or digitector.

Appendix B: Overview of new survey methodology (2018 to 2024)

The new methodology uses TomTom Traffic Stats Route Analysis. Speeds are obtained for the first 28 days of August, four complete weeks. Speed data is collected for the time range 10 am to 2 pm, to avoid busy periods. Vehicle speeds obtained through TomTom include all vehicle types. Results are reported using the harmonic mean for average speeds.

The sampled vehicle numbers are used to weight the site results to regional level, then the national results are obtained by weighting the regional figures by regional Vehicle Kilometres Travelled (VKT) taken from *Vehicle use (VKT) within Road Controlling Authority areas, in each region and in NZ* - [Data and tools | NZ Transport Agency Waka Kotahi](#).

Speed survey sites have been chosen to correspond to previous sites used in the MOT speed surveys (1996 to 2015). Some sites have been removed, or replaced, due to speed limit changes on sections of road. The 2024 speed survey is limited to urban sites with a speed limit of 50 km/h and open road sites with a limit of 100 km/h.

The TomTom methodology is time-consuming, although much quicker than standing by the side of a road with a speed gun or laying down tubes. Some opportunities for automation have been identified and may be implemented as reporting systems are further developed to make best use of the TomTom data.

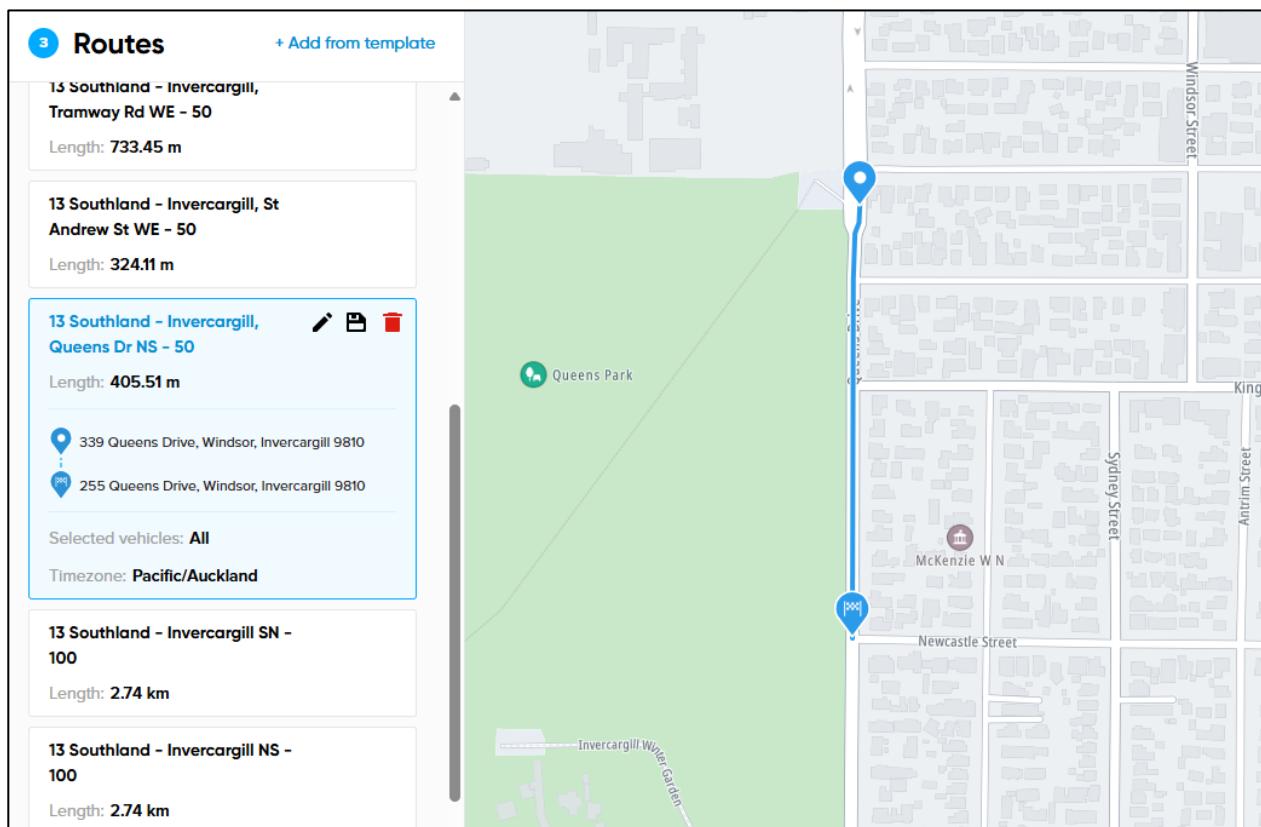


Figure 8: Screenshot of a TomTom Traffic Stats Route Analysis query

Site Locations

Table 11: Urban road (default 50 km/h) sites (2024)

Region	Site	Length (km)	Harmonic Mean Speed (km/h)
Northland	Whangarei, Rewarewa Rd WE	0.7	43.3
	Whangarei, Onerahi Rd NS	0.8	49.4
	Whangarei, Kamo Rd NS	0.4	39.9
	Whangarei, Central Ave SN	0.1	34.9
Auckland	Auckland, Russell Rd, Manurewa NS	0.2	39.9
	Auckland, Merton Rd, Glen Innes EW	0.4	41.3
	Auckland, Landscape Rd, Mt Eden WE	0.4	34.9
	Auckland, Hutchinsons Rd, Highland Pk SN	0.6	43.8
	Auckland, Hepburn Rd, Glendene SN	0.8	37.8
	Auckland, Great South Rd, Manurewa SN	0.9	36.9
	Auckland, Dominion Rd, Mt Roskill NS	0.5	36.1
	Auckland, Coronation Rd, Hillcrest EW	0.3	42.3
	Auckland, Buckland Rd, Papatoetoe WE	0.6	42.0
	Auckland, Bruce McLaren Rd NS	0.4	38.7
Waikato	Auckland, Bayswater Ave WE	0.4	39.3
	Hamilton, Rifle Range Rd SN	0.5	34.4
	Hamilton, Fifth Ave WE	0.4	39.3
Bay of Plenty	Hamilton, Clarkin Rd EW	0.3	41.0
	Tauranga, Otumoetai Rd SN	0.6	44.3
	Tauranga, Maunganui Rd SN	0.3	27.8
	Tauranga, Maleme St EW	0.4	34.0
	Tauranga, Cameron Rd SN	0.2	39.0
	Rotorua, Malfroy Rd EW	0.4	40.6
	Rotorua, Devon St EW	0.3	42.1
Gisborne	Rotorua, Clayton Rd, Western Heights EW	0.5	44.9
	Gisborne, Wainui Road WE	0.3	36.5
	Gisborne, Stanley Rd SN	0.3	35.8
	Gisborne, Childers Rd EW	0.9	39.8
Hawke's Bay	Gisborne, Awapuni Rd EW	0.5	44.1
	Napier, York Ave SN	0.7	41.9
	Napier, Kennedy Rd NS	0.8	40.2
	Hastings, Tomoana Rd SN	0.5	38.5
Taranaki	Hastings, Heretaunga St East NS	0.5	38.1
	New Plymouth, Tukapa St SN	0.3	36.4
	New Plymouth, Mangorei Rd NS	0.4	42.9
	New Plymouth, Devon St West EW	0.5	42.0
Manawatu-Whanganui	New Plymouth, Carrington St SN	0.5	43.8
	Whanganui, Purnell St WE	0.6	40.9
	Whanganui, Puriri St EW	0.2	39.3
	Palmerston North, Vogel St SN	0.4	41.4

	Palmerston North, Maxwells Line NS	0.4	44.7
	Palmerston North, Botanical Rd SN	0.4	42.9
Wellington	Wellington, Moxham Ave, Hataitai SN	0.4	33.5
	Wellington, High St, Lower Hutt SN	0.5	41.1
	Wellington, Fergusson Dr, Upper Hutt EW	0.6	42.9
	Wellington, Duncan St, Tawa NS	0.5	41.9
	Wellington, Broadway, Miramar WE	0.3	40.2
	Masterton, High St WE	0.6	46.1
Nelson-Marlborough	Nelson, Vanguard St NS	0.4	38.8
	Nelson, Nayland Rd, Stoke SN	0.3	29.5
	Blenheim, Redwood St SN	0.4	44.4
	Blenheim, Nelson St EW	0.1	46.5
West Coast	Greymouth, High St WE	0.2	41.9
Canterbury	Timaru, Wai-iti Rd EW	0.5	41.6
	Christchurch, Wairakei Rd, Bryndwr WE	0.2	44.2
	Christchurch, Breezes Rd, Aranui NS	0.3	37.8
	Christchurch, Barrington St, Sydenham SN	0.2	41.0
Otago	Dunedin, Victoria Rd, St Kilda WE	0.9	41.7
	Dunedin, North Rd WE	0.2	32.6
	Dunedin, Musselburgh Rise EW	0.6	36.2
	Dunedin, Kaikorai Valley Rd NS	0.3	39.6
Southland	Invercargill, Tramway Rd WE	0.7	41.0
	Invercargill, St Andrew St WE	0.3	40.7
	Invercargill, Queens Dr NS	0.4	47.3

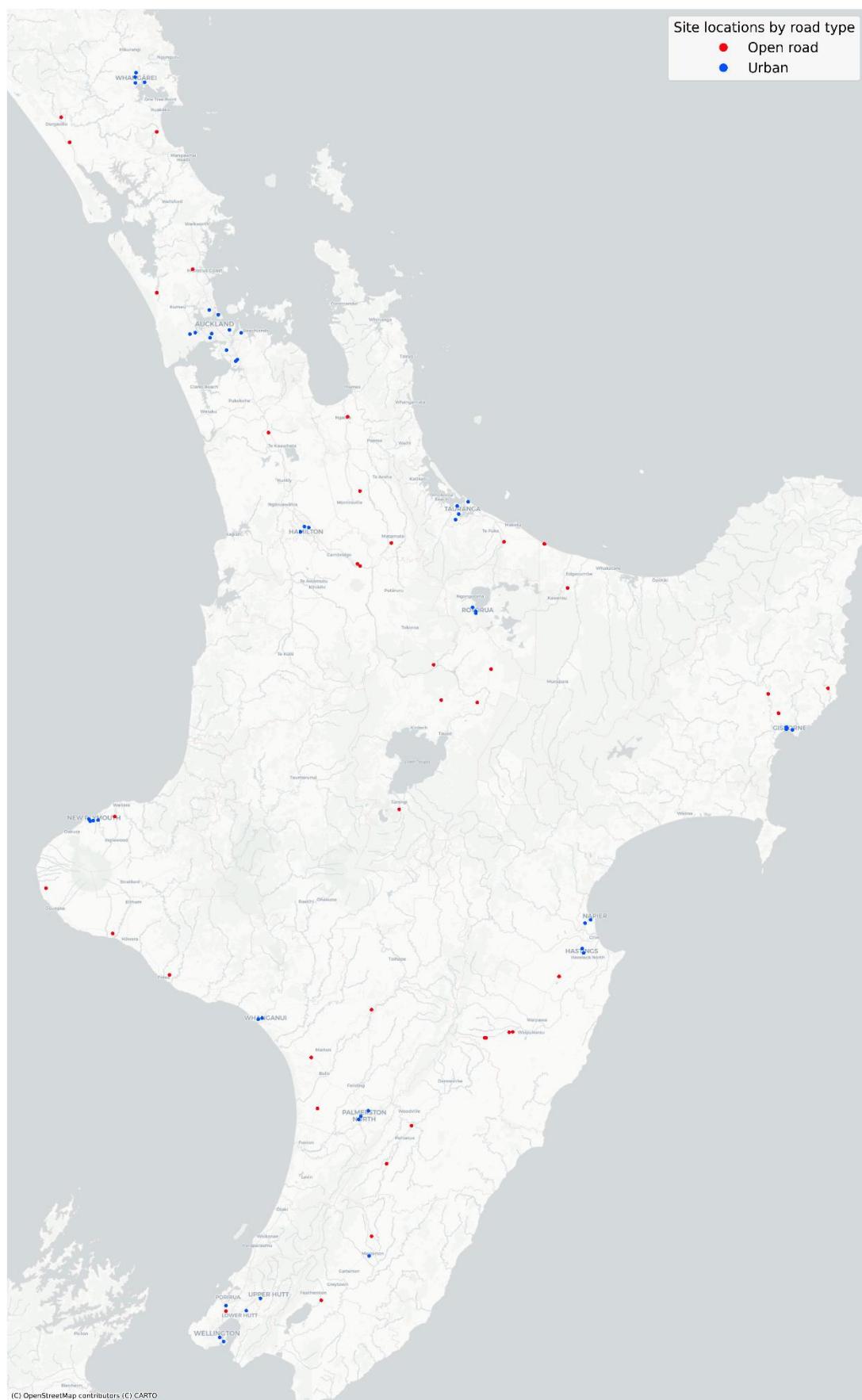
Table 12: Open road (default 100 km/h) sites (2024)

Region	Site	Length	Harmonic Mean
Northland	Waipu SN	1.6	87.9
	Waipu NS	1.6	90.0
	Te Wharau SN	1.4	91.0
	Te Wharau NS	1.4	91.2
	Dargaville SN	2.8	96.1
	Dargaville NS	2.8	96.8
Auckland	Orewa WE	2.8	79.8
	Orewa EW	2.8	77.6
	Helensville SN	2.3	87.4
	Helensville NS	2.3	85.5
Waikato	Wairakei SN	1.5	96.2
	Wairakei NS	1.5	96.5
	Turangi SN	2.3	92.6
	Turangi NS	2.3	91.5
	Reporoa SN	1.7	94.8
	Reporoa NS	1.7	95.8
	Orakei Korako SN	1.5	94.1
	Orakei Korako NS	1.5	93.8
	Ngatea WE	1.8	87.4
	Ngatea EW	1.9	87.1
	Morrinsville SN	2.7	94.2
	Morrinsville NS	2.7	93.1
	Mercer SN	1.6	102.2
	Mercer NS	1.5	100.6
	Matamata SN	1.0	73.3
	Matamata NS	1.0	72.0
	Karapiro SN	7.5	88.9
	Karapiro NS	1.5	87.3
	Atiamuri SN	1.2	96.7
	Atiamuri NS	1.2	94.0
Bay of Plenty	Paengaroa SN	1.7	87.2
	Paengaroa NS	1.7	87.9
	Otaramaraka WE	2.3	92.8
	Otaramaraka EW	2.3	92.9
	Kawerau SN	1.9	85.1
	Kawerau NS	1.9	84.6
Gisborne	Tolaga SN	1.5	89.3
	Tolaga NS	1.5	91.4
	Te Karaka SN	1.5	87.8
	Te Karaka NS	1.5	86.6
	Ormond SN	1.5	84.3
	Ormond NS	1.5	86.3
Hawke's Bay	Waipukurau WE	6.0	96.4

	Waipukurau EW	6.0	94.7
	Takapau WE	4.4	97.1
	Takapau EW	4.4	96.3
	Poukawa SN	3.6	91.9
	Poukawa NS	3.6	93.0
Taranaki	Patea WE	1.2	92.8
	Patea EW	1.2	93.1
	Opunake SN	2.0	91.3
	Opunake NS	2.0	91.5
	Lepperton SN	2.0	92.5
	Lepperton NS	2.0	89.1
	Hawera SN	1.9	93.3
	Hawera NS	1.9	93.1
Manawatu-Whanganui	Marton WE	1.6	86.5
	Marton EW	1.6	91.9
	Mangatainoka SN	1.3	93.7
	Mangatainoka NS	1.3	93.3
	Hunterville SN	2.4	96.2
	Hunterville NS	2.4	97.0
	Himatangi SN	3.3	93.5
	Himatangi NS	3.3	96.7
	Eketahuna SN	1.1	86.0
	Eketahuna NS	1.1	75.7
Wellington	Porirua SN	1.5	92.9
	Porirua NS	1.3	93.0
	Masterton SN	1.3	93.9
	Masterton NS	1.3	95.1
	Featherston SN	1.4	85.7
	Featherston NS	1.4	86.5
Nelson-Marlborough	Seddon SN	1.7	93.4
	Seddon NS	1.7	92.4
	Motupiko SN	1.6	95.4
	Motupiko NS	1.6	92.6
West Coast	Westport SN	2.8	92.9
	Westport NS	2.8	91.3
	Hokitika SN	3.6	96.8
	Hokitika NS	3.6	96.6
Canterbury	Waimate SN	1.7	95.4
	Waimate NS	1.7	94.6
	Timaru SN	1.4	94.4
	Timaru NS	1.4	94.1
	Hinds SN	1.8	94.7
	Hinds NS	1.8	93.0
	Dunsandel SN	2.7	95.4
	Dunsandel NS	2.7	94.3

	Culverden SN	2.2	97.4
	Culverden NS	2.2	97.9
Otago	Omarama SN	2.9	97.8
	Omarama NS	2.9	98.8
	Oamaru SN	2.2	94.3
	Oamaru NS	2.2	93.4
	Milton SN	1.3	95.2
	Milton NS	1.3	94.9
	Dunedin SN	3.7	94.4
	Dunedin NS	3.7	95.6
Southland	Riverton WE	1.9	95.9
	Riverton EW	1.9	95.4
	Mataura SN	1.1	95.0
	Mataura NS	1.1	94.0
	Invercargill SN	2.7	95.2
	Invercargill NS	2.7	96.0
	Bluff WE	1.3	79.4
	Bluff EW	1.3	82.2

North Island Map



South Island Map

