



## SUBMISSION

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Submission: Targeted speed limit reviews – Canterbury, West Coast, Southland

To: NZ Transport Agency Waka Kotahi  
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## **About Ia Ara Aotearoa Transporting New Zealand**

Ia Ara Aotearoa Transporting New Zealand (Transporting New Zealand) is a national membership association representing the road freight transport industry. Our 1,200 members (with a combined fleet of 14,000 heavy vehicles) operate urban, rural and inter-regional commercial freight transport services throughout the country.

As the peak body and authoritative voice of the road freight sector, Transporting New Zealand helps trucking operators drive successful, safe, sustainable businesses. Our strategic priorities are:

- Providing one industry voice for advocacy
- Promoting the road freight transport industry
- Attracting talent and promoting workforce development
- Supporting our members and customers
- Sustainability, safety and responsible emissions reduction

New Zealand's road freight transport industry employs 33,000 people (1.2% of the total workforce), and has a gross annual turnover in the order of \$6 billion. This is part of a wider transport sector that employs 108,000 people and contributes 4.8 percent of New Zealand's GDP. Road freight transport accounts for 93% of the total tonnage of freight moved in New Zealand (MoT National Freight Demands Study 2018).

## **Ia Ara Aotearoa Transporting New Zealand submission on the targeted speed limit reviews in Canterbury, West Coast and Southland.**

### **Introduction**

- 1 Ia Ara Aotearoa Transporting New Zealand (Transporting New Zealand) appreciates the opportunity to provide a submission on NZTA's targeted speed limit consultation.
- 2 There is nothing confidential in our submission and we permit it to be published in full.

### **Transporting New Zealand comments**

#### *SH1 Amberley South*

- 3 Transporting NZ sees some merit in this proposal, given the peri-urban development, crash history, and plans for further engineering work which should help improve safety and self-explain a lower speed. That said, the current limit is 80km/h, which is a transitional speed from 100km/h to the urban limit in Amberley, while the current mean operating speed of 72km/h suggests drivers are already adapting their speed to the local conditions.

#### *SH75 Halswell North*

- 4 Likewise, Transporting New Zealand sees some merit in the proposal to lower the speed by 10km/h given it will align the section with the existing 50km/h limit on the adjoining sections, and also reflects engineering treatments and the changing roading environment. But we note the reasonably significant cost of \$40,000 for the speed change, which is estimated to only reduce the mean operating speed post-change by 4km/h.

#### *SH1 Rolleston South*

- 5 Transporting New Zealand supports the proposed speed limit reduction to 80km/h despite this route having very high daily traffic volumes, due to the engineering improvements in the area and its fatal and serious crash history, with the reduction estimated to reduce injury crashes by 29%.

#### *SH73 Sheffield township*

- 6 Transporting New Zealand sees little merit in the proposal to lower the speed limit to 50km/h, given the Cost Benefit Disclosure Statement (CBDS) has produced little evidence of crash history over the last 5 years (one non-injury), which suggests this is not a section of road that needs treatment. The current mean speed also aligns with the posted limit, whilst post-change, the CBDS predicts a reduced mean speed of 63km/h, well above the proposed posted limit of 50km/h. This suggests the current environment is self-explaining, and without engineering treatments, could create a speed trap.

### *SH73 Kirwee township*

- 7 Similarly, we do not support the proposal to reduce the speed limit from 70km/h to 60km/h when the CBDS only predicts a 10% reduction in injury crashes, but moreover, that the mean operating speed, which currently aligns with the posted limit, will only fall by 4km/h to 67km/h. As above, this suggests the current environment is self-explaining, and in the absence of engineering treatments, could also create a speed trap.

### *SH1 Temuka North*

- 8 Transporting NZ sees some merit in this proposal, given the change in land use. With a current mean speed of 64km/h, this suggests the section is self-explaining a lower speed limit than currently posted although without supporting engineering treatments, it's hard to see how the mean speeds will fall further as estimated in the CBDS, albeit above the new limit.

### *SH1 Temuka South*

- 9 Transporting NZ also sees some merit in this proposal, given the notable crash history over the past 5 years. The current mean speed of 71km/h suggests that the road is self-explaining a lower speed than the current 80km/h limit, but we query whether a new posted limit of 70km/h may be more appropriate, given there will be no engineering treatments to encourage a lower speed of 60km/h.

### *SH67 Westport south and SH67A intersection*

- 10 We are cautious of this proposal to reduce speed limits on these sections from 100km/h to 60km/h. Whilst there is rezoning and development in this area, the current mean speeds (78km/h and 84km/h) already suggest the area is self-explaining a lower limit. However, a drop of 40km/h is considerable with no supporting engineering treatments, whilst the CBDS shows there have been no crashes on this section of SH67 in the past 5 years, and only a minor crash history on SH67A. We suggest a speed reduction to 80km/h may be more appropriate and in line with existing traffic speeds and thus will make sense to motorists.

### *SH7 Blacks Point*

- 11 Transporting New Zealand does not support the proposal to reduce the speed limit from 70km/h to 60km/h when the CBDS shows no crash history over the past 5 years, whilst the mean operating speed, which currently closely aligns with the posted limit, will only fall by 4km/h to 63km/h. This suggests the current environment is self-explaining, and in the absence of engineering treatments, could create a speed trap.

### *Intersection Speed Zones: SH1 Norwood, SH73 Waddington, SH6 Five Rivers*

- 12 Transporting New Zealand fully supports the use of electronic 60km/h Intersection Speed Zone (ISZs) signs to slow traffic down on these state highways (all posted at 100km/h) when approaching traffic is detected on the side roads. SH1 Norwood is a major freight corridor with a crash history, and SH6 Five Rivers is a key tourist junction with some (minor) crash

history. Installing ISZs is estimated to deliver a meaningful reduction in injury crashes in each of these locations. ISZs have proven effective on State Highways with high posted speed limits, and are effective at slowing traffic down when appropriate and giving approaching traffic sufficient warning.

**ENDS**