

File: 6/16/18  
Code: wm1239let

31 March 2016

New Zealand Transport Agency  
Private Bag 106602  
AUCKLAND 1143

Attention: Mr B. Piggott  
Senior Investment Advisor

Dear Brent,

**AUCKLAND URBAN MOTORWAYS  
STATE HIGHWAYS 16 & 20  
PROPOSED VARIABLE SPEED LIMITS  
WATERVIEW**

**Purpose**

1. To seek the support of the New Zealand Transport Agency (the Transport Agency) Planning and Investment (P&I) Division for the proposal to establish Variable Speed Limits (VSL's) on sections of State Highway (SH)16 and SH20 in the vicinity of the Great North Road Interchange and the Waterview Connection twin road tunnels within Auckland City.

**Overview**

2. The Transport Agency is currently extending SH20 northwards, through the Waterview Connection twin road tunnels, to link with SH16 at the significantly upgraded Great North Road systems interchange. The tunnels will provide a new six-lane motorway connection through and beneath Auckland's western suburbs, to complete Auckland's Western Ring Route, thereby providing an alternative route around Auckland City. (Please see Figures CC-0005 and CC-0003 attached herewith.)
3. Some of the design criteria accepted for the tunnels and interchange upgrading necessitate the imposition of permanent speed limits lower than the normal motorway default speed of 100 km/h. The maximum permissible safe speed through, and on the approaches to these two entities, is 80 km/h. Any travel at a speed in excess of 80 km/h would present a significant safety risk.
4. To enable any crash, incident or maintenance activity to be managed safely in the tunnels, or within the relatively complex four-level interchange, an Intelligent Transport System (ITS) is being installed. An integral component of the ITS are the Variable Speed Limits (VSL's) that need to be

imposed through, and on the approaches to, these two new or upgraded sections of Auckland's motorway network.

5. The range of speed limits chosen as most appropriate for these interconnected sections of SH16 and SH20 are 80/30 km/h VSL's. This will enable the speed limit to be varied from 80 km/h to 30 km/h, by 10 km/h increments, to facilitate the safe management of any situation. (Please see Figures CC-0001 and CC-0002.)
6. Ernst Zollner, the Transport Agency's Director for Road Safety, has endorsed the recommendation to establish these specific VSL's on sections of Auckland's motorway system, as detailed in the attached documents.
7. Glenn Bunting, the Transport Agency's national Network Manager, has promulgated his approval of these VSL's by way of Public Notice in the *NZ Gazette* (please see a copy of Notice 2016-1212 attached herewith). There is still a need, however, to establish these bylaw speed limits by way of a second *Gazette* Notice.
8. The implications of an unplanned or planned incident in the tunnels, or congestion across the network, may mean that the optimal strategy would be to reduce traffic speed in order to cope with the situation, or deliver an improved traffic throughput. Essentially, VSL's and lane control signals are fundamentally important to ensure safe driving behaviours by facilitating active management of vehicle speeds and congestion levels through, and on the approaches to, the Waterview tunnels.
9. The establishment of the VSL on Auckland's SH16 North-Western Motorway, between St Lukes interchange and the causeway to the west, would leave a relatively short residual section of 100 km/h speed limit along the motorway in Newton Gully. So that a uniform 80 km/h restriction can be provided along SH16, from Auckland's Central Business District (where the speed limit is 80 km/h) to west of the Great North Road Interchange, the residual 2 km long section of motorway in Newton Gully will be lowered to 80 km/h. (Please see Figure CC-0001)

### Current Situation

10. The Agency is striving to open the tunnels and upgraded four-level system interchange to traffic before the end of 2016, so there is some urgency to achieve the necessary highway declaration and establishment of the permanent speed limits before the opening date.
11. To ensure that the Transport Agency has a robust proposal, before I go out to wider mandatory consultation with our road safety partners, prior to establishing the bylaw changes, it would be helpful if you could provide endorsement of the proposals *at your earliest convenience*.

### Request

12. Would the Transport Agency's P&I Division please endorse the proposals outlined above:

- a) to establish 80/30 km/h VSL's on sections of SH16 and SH20; and
- b) to rationalize the speed limit on Auckland's SH16 North-western motorway in Newton Gully to 80 km/h.

Your emailed response would be preferred, so that the Transport Agency can expedite wider consultation with our key road safety partners.

If you wish to discuss any detail of these proposals with me, please contact me by telephoning [REDACTED] or by email [warwick.mason@nzta.govt.nz](mailto:warwick.mason@nzta.govt.nz) s 9(2)(a)

Thank you for your support. I look forward to receiving your endorsement of these recommended speed limits.

Yours sincerely,



Warwick Mason  
(Traffic Engineer).

Attachments:

- Figure CC-0005 ~ plan illustrating northwards extension of SH20;
- Figure CC-0003 ~ plan illustrating layout of Great North Road Interchange;
- Waterview tunnels and Great North Road Interchange ~ geometrics;
- Figure CC-0001 ~ plan illustrating speed limits along SH16;
- Figure CC-0002 ~ plan illustrating speed limits along SH20;
- Three sheets showing aerial views of Great North Road Interchange; and
- *Gazette* Notice No. 2016-1212, promulgating Glenn Bunting's approval.

Endorsed 1/4/16

Brent Piggott

## Warwick Mason

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**From:** Brent Piggott  
**Sent:** Friday, April 01, 2016 7:42 AM  
**To:** Warwick Mason  
**Subject:** SH16 & 20 Variable Speed Limits

Warwick Mason

With regard to your letter (File: 6/16/18, Code: wm1239let), I can confer that on behalf of P&I I support and endorse your recommendations made in the letter.

In addition to this email I will sign off the hard copy and return it to you for your records.

Cheers  
Brent

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**From:** Warwick Mason  
**Sent:** Monday, April 11, 2016 10:55 AM  
**To:** Brent Piggott  
**Subject:** Re: SH16 & 20 Variable Speed Limits

Good morning Brent,

Sincere thanks for your prompt and positive response, supporting the Variable Speed Limits needed on SH's 16 & 20 through the Waterview tunnels and Great North Road interchange.

Thank you also for endorsing the proposal to lower the speed limit on SH16, in Newton Gully, so that a uniform limit will apply from Auckland's CMJ to just west of the Great North Road systems interchange.

Much appreciated.

Regards,  
*Warwick.*

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File: 6/16/18  
Code: wm1240let

12 April 2016

New Zealand Police  
Motorway Policing Unit  
28 Sulphur Beach Road  
Northcote Point  
AUCKLAND 0627

Attention: Inspector T. Beggs  
Strategic Road Policing Manager

Dear Trevor,

**AUCKLAND URBAN MOTORWAYS  
STATE HIGHWAYS 16 & 20  
PROPOSED VARIABLE SPEED LIMITS  
WATERVIEW**

**Purpose**

1. To seek the support of the New Zealand Police (the Police) for the proposal to establish Variable Speed Limits (VSL's) on sections of State Highway (SH)16 and SH20 in the vicinity of the Great North Road Interchange and the Waterview Connection twin road tunnels within Auckland City.

**Overview**

2. The New Zealand Transport Agency (the Transport Agency) is currently extending SH20 northwards, through the Waterview Connection twin road tunnels, to link with SH16 at the significantly upgraded Great North Road system interchange. The tunnels will provide a new six-lane motorway connection through and beneath Auckland's western suburbs, to complete Auckland's Western Ring Route, thereby providing an alternative route around Auckland City. (Please see Figures CC-0005 and CC-0003 attached herewith.)
3. Some of the design criteria accepted for the tunnels and interchange upgrading necessitate the imposition of permanent speed limits lower than the normal motorway default speed of 100 km/h. The maximum permissible safe speed through, and on the approaches to these two entities, is 80 km/h. Any travel at a speed in excess of 80 km/h would present a significant safety risk.
4. To enable any crash, incident or maintenance activity to be managed safely in the tunnels, or within the relatively complex four-level system interchange, an Intelligent Transport System (ITS) is being installed. An integral component of the ITS will be the Variable Speed Limits (VSL's) that

need to be imposed through, and on the approaches to, these two new or upgraded sections of Auckland's motorway network.

5. The range of speed limits chosen as most appropriate for these interconnected sections of SH16 and SH20 are 80/30 km/h VSL's. This will enable the speed limit to be varied from 80 km/h to 30 km/h, by 10 km/h increments, to facilitate the safe management of any situation. (Please see Figures CC-0001 and CC-0002.)
6. Ernst Zollner, the Transport Agency's Director for Road Safety, has endorsed the recommendation to establish these specific VSL's on sections of Auckland's motorway system, as detailed in the attached documents.
7. Glenn Bunting, the Transport Agency's national Network Manager, has promulgated his approval of these proposed VSL's by way of Public Notice in the *NZ Gazette* (please see a copy of Notice 2016-1212 attached herewith). There is still a need, however, to establish these bylaw permanent speed limits by way of a second *Gazette* Notice.
8. The Transport Agency's Planning and Investment (P&I) Division has endorsed the proposal to establish Variable Speed Limits on sections of SH16 and SH20 in the vicinity of the Great North Road Interchange and the Waterview Connection twin road tunnels within Auckland City.
9. The implications of an unplanned or planned incident in the tunnels, or congestion across the network, may mean that the optimal strategy would be to reduce traffic speed in order to cope with the situation, or deliver an improved traffic throughput. Essentially, VSL's and lane control signals are fundamentally important to ensure safe driving behaviours by facilitating active management of vehicle speeds and congestion levels through, and on the approaches to, the Waterview tunnels.
10. The establishment of the VSL on Auckland's SH16 North-Western Motorway, between St Lukes interchange and the causeway to the west, would leave a relatively short residual section of 100 km/h speed limit along the motorway in Newton Gully. So that a uniform 80 km/h restriction can be provided along SH16, from Auckland's Central Business District (where the speed limit is 80 km/h) to west of the Great North Road Interchange, the residual 2 km long section of motorway in Newton Gully will be lowered to 80 km/h. (Please see Figure CC-0001)

### Current Situation

11. The Agency is striving to open the tunnels and upgraded four-level system interchange to traffic before the end of 2016, so there is some urgency to achieve the necessary highway declaration and establishment of the permanent speed limits before the opening date.
12. To ensure that the Transport Agency has a robust proposal - which is supported by the Police - before I go out to wider mandatory consultation with our other road safety partners, it would be helpful if you could provide endorsement of the proposals at your earliest convenience.

## Request

13. Would the Police please endorse the proposals outlined above:
- to establish 80/30 km/h VSL's on sections of SH16 and SH20; and
  - to rationalize the speed limit on Auckland's SH16 North-western motorway in Newton Gully to 80 km/h.

Your emailed response would be preferred, so that the Transport Agency can expedite wider consultation with our other road safety partners.

If you wish to discuss any detail of these proposals with me, please contact me by telephoning [REDACTED] or by email [warwick.mason@nzta.govt.nz](mailto:warwick.mason@nzta.govt.nz) s 9(2)(a)

Thank you for your support. I look forward to receiving your endorsement of these recommended road safety initiatives.

Yours sincerely,



Warwick Mason  
(Traffic Engineer).

### Attachments:

- Figure CC-0005 ~ plan illustrating northwards extension of SH20;
- Figure CC-0003 ~ plan illustrating layout of Great North Road Interchange;
- Waterview tunnels and Great North Road Interchange ~ geometrics;
- Figure CC-0001 ~ plan illustrating speed limits along SH16;
- Figure CC-0002 ~ plan illustrating speed limits along SH20;
- Three sheets showing aerial views of Great North Road Interchange; and
- *Gazette* Notice No. 2016-1212, promulgating Glenn Bunting's approval.

## Warwick Mason

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**From:** BEGGS, Trevor <[REDACTED]> s 9(2)(a)  
**Sent:** Wednesday, April 13, 2016 9:11 AM  
**To:** Warwick Mason  
**Cc:** GERBICH, Jeffrey; HENSHAW, Brett  
**Subject:** FW: Auckland Motorways ~ Speed Limit Consultation

Hi Warwick,

**Yes we support this.** I understand that Sgt Gerbich has been working with the team for some time over the speed limits in the tunnel and approaches. It appears the speed limit will be variable, as it the Ngaringa Gorge in Wellington.

Will a new by-law be required?

[REDACTED]

Regards Trevor.

**Out of scope of request**



**Inspector Trevor Beggs**

Road Policing Manager, Waitemata. | New Zealand Police

[REDACTED]  
28 Sulphur Beach Road, Northcote Point, Auckland [www.police.govt.nz](http://www.police.govt.nz)

s 9(2)(a)



## Warwick Mason

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**From:** Warwick Mason  
**Sent:** Wednesday, April 13, 2016 10:58 AM  
**To:** 'BEGGS, Trevor'  
**Cc:** 'GERBICH, Jeffrey'; 'HENSHAW, Brett'  
**Subject:** SH20, Waterview Tunnels : Variable Speed Limits ~ Consultation

Good morning Trevor,

**Sincere thanks** for your prompt and positive response, confirming Police support for the recommended speed limits needed through, and on the approaches to, the Waterview Connection twin road tunnels and the upgraded Great North Road systems interchange. Much appreciated.

There is a need for the Transport Agency to establish 80/30 km/h Variable Speed Limits (VSL's), throughout the above sections of Auckland's urban motorways, as detailed in the attachments that accompanied my letter to you. As you noted, the VSL's will be similar to those currently used on SH1 through the Ngauranga Gorge in Wellington.

Yes, a new bylaw will be required to define the value and extent of these restrictions. It will be promulgated by way of Public Notice in the *NZ Gazette* later this year. As soon as the bylaw has been published I will, of course, forward a copy to you, Jeff, Bill and Brett.



Thank you, again, for supporting this operational road safety initiative. **Out of scope of request**

Regards,  
*Warwick.*

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## Warwick Mason

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**From:** BEGGS, Trevor [REDACTED] s 9(2)(a)  
**Sent:** Monday, May 02, 2016 8:10 AM  
**To:** Warwick Mason  
**Subject:** RE: SH20, Waterview Tunnels : Variable Speed Limits ~ Consultation

Hi Warwick,

Further feedback below.



### Inspector Trevor Beggs

Road Policing Manager, Waitemata. | New Zealand Police

[REDACTED] s 9(2)(a)  
28 Sulphur Beach Road, Northcote Point, Auckland [www.police.govt.nz](http://www.police.govt.nz)

**Road Safety is Everyone's Responsibility**



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NZ Police on [YouTube](#)

Inspector BEGGS,

Sgt GERBICH and myself have reviewed this proposal from a Police perspective and fully support it.

It won't adversely affect our ability to enforce/prove speeding offences and it will add to the safe management of incidents and driving behaviours on the North Western/Waterview sections.

Brett

Senior Sergeant Brett HENSHAW

OC Motorways | Waitemata District | New Zealand Police P [REDACTED] Extn: s 9(2)(a)

[REDACTED] Auckland Harbour Bridge Base

28 Sulphur Beach Road, Northcote Point, North Shore, Pvt. Bag 92002, Victoria St West, Auckland  
1142 [www.police.govt.nz](http://www.police.govt.nz)

Safer Communities Together

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File: 6/16/18  
Code: wm1241let

13 April 2016

Auckland Transport  
Private Bag 92250  
AUCKLAND 1142

Attention: Mr A. Moller  
Senior Road Engineer

Dear Adam,

**AUCKLAND URBAN MOTORWAYS  
STATE HIGHWAYS 16 & 20  
PROPOSED VARIABLE SPEED LIMITS  
WATERVIEW**

**Purpose**

1. To seek the support of Auckland Transport (A.T.) for the proposal to establish Variable Speed Limits (VSL's) on sections of State Highway (SH)16 and SH20 in the vicinity of the Great North Road Interchange and the Waterview Connection twin road tunnels within Auckland City.

**Overview**

2. The New Zealand Transport Agency (the Transport Agency) is currently extending SH20 northwards, through the Waterview Connection twin road tunnels, to link with SH16 at the significantly upgraded Great North Road system interchange. The tunnels will provide a new six-lane motorway connection through and beneath Auckland's western suburbs, to complete Auckland's Western Ring Route, thereby providing an alternative route around Auckland City. (Please see Figures CC-0005 and CC-0003 attached herewith.)
3. Some of the design criteria accepted for the tunnels and interchange upgrading necessitate the imposition of permanent speed limits lower than the normal motorway default speed of 100 km/h. The maximum permissible safe speed through, and on the approaches to these two entities, is 80 km/h. Any travel at a speed in excess of 80 km/h would present a significant safety risk.
4. To enable any crash, incident or maintenance activity to be managed safely in the tunnels, or within the relatively complex four-level system interchange, an Intelligent Transport System (ITS) is being installed. An integral component of the ITS will be the Variable Speed Limits (VSL's) that need to be imposed through, and on the approaches to, these two new or upgraded sections of Auckland's motorway network.

5. The range of speed limits chosen as most appropriate for these interconnected sections of SH16 and SH20 are 80/30 km/h VSL's. This will enable the speed limit to be varied from 80 km/h to 30 km/h, by 10 km/h increments, to facilitate the safe management of any situation. (Please see Figures CC-0001 and CC-0002.)
6. Ernst Zollner, the Transport Agency's Director for Road Safety, has endorsed the recommendation to establish these specific VSL's on sections of Auckland's motorway system, as detailed in the attached documents.
7. Glenn Bunting, the Transport Agency's national Network Manager, has promulgated his approval of these proposed VSL's by way of Public Notice in the *NZ Gazette* (please see a copy of Notice 2016-1212 attached herewith). There is still a need, however, to establish these bylaw permanent speed limits by way of a second *Gazette* Notice.
8. The Transport Agency's Planning and Investment (P&I) Division has endorsed the proposal to establish Variable Speed Limits on sections of SH16 and SH20 in the vicinity of the Great North Road Interchange and the Waterview Connection twin road tunnels within Auckland City.
9. The NZ Police have been working with the project team for some time now and their Road Policing Manager has confirmed Police support for the recommended speed limits through, and on the approaches to, the Waterview tunnels and Great North Road Interchange.
10. The implications of an unplanned or planned incident in the tunnels, or congestion across the network, may mean that the optimal strategy would be to reduce traffic speed in order to cope with the situation, or deliver an improved traffic throughput. Essentially, VSL's and lane control signals are fundamentally important to ensure safe driving behaviours by facilitating active management of vehicle speeds and congestion levels through, and on the approaches to, the Waterview tunnels.
11. The establishment of the VSL on Auckland's SH16 North-Western Motorway, between St Lukes interchange and the causeway to the west, would leave a relatively short residual section of 100 km/h speed limit along the motorway in Newton Gully. So that a uniform 80 km/h restriction can be provided along SH16, from Auckland's Central Business District (where the speed limit is 80 km/h) to west of the Great North Road Interchange, the residual 2 km long section of motorway in Newton Gully will be lowered to 80 km/h. (Please see Figure CC-0001)

### **Current Situation**

12. The Agency is striving to open the tunnels and upgraded four-level system interchange to traffic before the end of 2016, so there is some urgency to achieve the necessary highway declaration and establishment of the permanent speed limits before the opening date.
13. To ensure that the Transport Agency has a robust proposal - which is supported by the Agency's key road safety partners - it would be helpful if

you could provide endorsement of these proposals at your earliest convenience.

14. As we discussed, it would also be helpful if you could obtain the support of any relevant Community Board for these proposed speed limits, as an integral part of Auckland Transport's response.

### Request

15. Would Auckland Transport please endorse the proposals outlined in this letter, and attachments;
- a) to establish 80/30 km/h VSL's on sections of SH16 and SH20; and
  - b) to rationalize the speed limit on Auckland's SH16 North-western motorway in Newton Gully to 80 km/h.

Your emailed response would be preferred, so that the Transport Agency can expedite the mandatory processes needed to establish the necessary bylaw.

If you wish to discuss any detail of these proposals with me, please contact me by telephoning [REDACTED] or by email [warwick.mason@nzta.govt.nz](mailto:warwick.mason@nzta.govt.nz) s 9(2)(a)

Thank you for your support. I look forward to receiving your endorsement of these recommended road safety initiatives.

Yours sincerely,



Warwick Mason  
(Traffic Safety Engineer).

### Attachments:

- Figure CC-0005 ~ plan illustrating northwards extension of SH20;
- Figure CC-0003 ~ plan illustrating layout of Great North Road Interchange;
- Waterview tunnels and Great North Road Interchange ~ geometrics;
- Figure CC-0001 ~ plan illustrating speed limits along SH16;
- Figure CC-0002 ~ plan illustrating speed limits along SH20;
- Three sheets showing aerial views of Great North Road Interchange; and
- *Gazette* Notice No. 2016-1212, promulgating Glenn Bunting's approval.

12 May 2016

New Zealand Transport Agency  
Highways and Network Operations  
Private Bag 106602  
Auckland 1143

Attn: Warwick Mason

Dear Warwick

**Auckland Urban Motorways – State Highways 16 & 20, Proposed Variable Speed limits  
Waterview, and speed limit change Newton Gully**

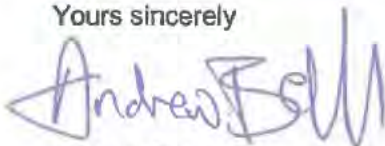
We write in response to your letter seeking comment from Auckland Transport on proposed speed limit changes and new speed limits for the completion of the Waterview Connector.

We understand that it is NZTA's intention to set a variable speed limit on the new waterview connection and adjacent sections of the existing motorways. We understand that the default speed for this section of the motorway will be 80km/hr but with the ability to vary the limit to any multiple of ten between 30 and 80 in response to operating conditions, and for network management. In conjunction with this the residual section of 100km/hr speed limit between the proposed variable speed limit zone and the existing 80km/hr zone covering Spaghetti Junction is also proposed to be lowered to 80km/hr.

**We support NZTA's proposals.** We note that the transitions between the Auckland Transport Network and NZTA network in this area are via appropriately treated motorway interchanges and it is unlikely that the proposed speed limits will have any adverse impact on the speed management of our network.

We also circulated the details of your speed limits proposal to the members of the Puketapapa Local Board and the Albert-Eden Local Board for their feedback. **The members of these two boards raised no concerns in relation to the proposed speed limits.**

Yours sincerely



Andrew Bell  
Strategy & Performance Team Leader

File: 6/16/18  
Code: wm1242let

14 April 2016

National Road Carriers Inc  
PO Box 12100  
Penrose  
AUCKLAND 1642

Attention: Mrs P. Rogers  
Executive Officer

Dear Paula,

**AUCKLAND URBAN MOTORWAYS  
STATE HIGHWAYS 16 & 20  
PROPOSED VARIABLE SPEED LIMITS  
WATERVIEW**

**Purpose**

1. To seek the support of National Road Carriers for the proposal to establish Variable Speed Limits (VSL's) on sections of State Highway (SH)16 and SH20 in the vicinity of the Great North Road Interchange and the Waterview Connection twin road tunnels within Auckland City.

**Overview**

2. The New Zealand Transport Agency (the Transport Agency) is currently extending SH20 northwards, through the Waterview Connection twin road tunnels, to link with SH16 at the significantly upgraded Great North Road system interchange. The tunnels will provide a new six-lane motorway connection through and beneath Auckland's western suburbs, to complete Auckland's Western Ring Route, thereby providing an alternative route around Auckland City. (Please see Figures CC-0005 and CC-0003 attached herewith.)
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4. To enable any crash, incident or maintenance activity to be managed safely in the tunnels, or within the relatively complex four-level system interchange, an Intelligent Transport System (ITS) is being installed. An integral component of the ITS will be the Variable Speed Limits (VSL's) that

need to be imposed through, and on the approaches to, these two new or upgraded sections of Auckland's motorway network.

5. The range of speed limits chosen as most appropriate for these interconnected sections of SH16 and SH20 are 80/30 km/h VSL's. This will enable the speed limit to be varied from 80 km/h to 30 km/h, by 10 km/h increments, to facilitate the safe management of any situation. (Please see Figures CC-0001 and CC-0002.)
6. Ernst Zollner, the Transport Agency's Director for Road Safety, has endorsed the recommendation to establish these specific VSL's on sections of Auckland's motorway system, as detailed in the attached documents.
7. Glenn Bunting, the Transport Agency's national Network Manager, has promulgated his approval of these proposed VSL's by way of Public Notice in the *NZ Gazette* (please see a copy of Notice 2016-1212 attached herewith). There is still a need, however, to establish these bylaw permanent speed limits by way of a second *Gazette* Notice.
8. The Transport Agency's Planning and Investment (P&I) Division has endorsed the proposal to establish Variable Speed Limits on sections of SH16 and SH20 in the vicinity of the Great North Road Interchange and the Waterview Connection twin road tunnels within Auckland City.
9. The NZ Police have been working with the project team for some time now and their Road Policing Manager has confirmed Police support for the recommended speed limits through, and on the approaches to, the Waterview tunnels and Great North Road Interchange.
10. The implications of an unplanned or planned incident in the tunnels, or congestion across the network, may mean that the optimal strategy would be to reduce traffic speed in order to cope with the situation, or deliver an improved traffic throughput. Essentially, VSL's and lane control signals are fundamentally important to ensure safe driving behaviours by facilitating active management of vehicle speeds and congestion levels through, and on the approaches to, the Waterview tunnels.
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### Current Situation

12. The Agency is striving to open the tunnels and upgraded four-level system interchange to traffic before the end of 2016, so there is some urgency to achieve the necessary highway declaration and establishment of the permanent speed limits before the opening date.



13. To ensure that the Transport Agency has a robust proposal – which is supported by the Agency's key road safety partners – it would be helpful if you could provide endorsement of these proposals at your earliest convenience.

#### Request

14. Would National Road Carriers please endorse the proposals outlined in this letter, and attachments;
- to establish 80/30 km/h VSL's on sections of SH16 and SH20; and
  - to rationalize the speed limit on Auckland's SH16 North-western motorway in Newton Gully to 80 km/h.

Your emailed response would be preferred, so that the Transport Agency can expedite the mandatory processes needed to establish the necessary bylaw.

If you wish to discuss any detail of these proposals with me, please contact me by telephoning [REDACTED] or by email [warwick.mason@nzta.govt.nz](mailto:warwick.mason@nzta.govt.nz) s 9(2)(a)

Thank you for your support. I look forward to receiving your endorsement of these recommended operational road safety initiatives.

Yours sincerely,



Warwick Mason  
(Traffic Safety Engineer).

#### Attachments:

- Figure CC-0005 ~ plan illustrating northwards extension of SH20;
- Figure CC-0003 ~ plan illustrating layout of Great North Road Interchange;
- Waterview tunnels and Great North Road Interchange ~ geometrics;
- Figure CC-0001 ~ plan illustrating speed limits along SH16;
- Figure CC-0002 ~ plan illustrating speed limits along SH20;
- Three sheets showing aerial views of Great North Road Interchange; and
- *Gazette* Notice No. 2016-1212, promulgating Glenn Bunting's approval.



326 Church Street, PENROSE  
P O Box 12-100, PENROSE  
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e-mail [paula.rogers@natroad.co.nz](mailto:paula.rogers@natroad.co.nz)  
Website [www.natroad.co.nz](http://www.natroad.co.nz)

15/04/2016

Mr Warwick Mason

NZ Transport Agency  
Private Bag 106602  
AUCKLAND 1143

Re: Variable Speed Limits on State highways 16 and 20.

Dear Warwick

On Behalf of our members we would like to advise that our Association supports and endorses the proposal to establish Variable Speed Limits (VSL's) on sections of State Highway (SH)16 and SH20 in the vicinity of the Great North Road Interchange and the Waterview Connection twin road tunnels within Auckland City.

National Road Carriers Inc is appreciative of the rationale behind the proposal to:

- a) to establish 80/30 km/h VSL's on sections of SH16 and SH20; and
- b) to rationalize the speed limit on Auckland's SH16 North-western motorway in Newton Gully to 80 km/h.

We thank you for allowing us to communicate on the proposed on behalf of our members within the Transport Industry.

Please feel free to contact me with any questions you may have.

Kind Regards

Paula Rogers

National Road Carriers (Inc)  
Executive Officer

File: 6/16/18  
Code: wm1243let

14 April 2016

New Zealand Automobile Association Inc  
P.O. Box 5  
AUCKLAND 1140

Attention: Mr B. Irvine  
Principal Advisor ~ Infrastructure

Dear Barney,

**AUCKLAND URBAN MOTORWAYS  
STATE HIGHWAYS 16 & 20  
PROPOSED VARIABLE SPEED LIMITS  
WATERVIEW**

**Purpose**

1. To seek the support of the NZ Automobile Association for the proposal to establish Variable Speed Limits (VSL's) on sections of State Highway (SH)16 and SH20 in the vicinity of the Great North Road Interchange and the Waterview Connection twin road tunnels within Auckland City.

**Overview**

2. The New Zealand Transport Agency (the Transport Agency) is currently extending SH20 northwards, through the Waterview Connection twin road tunnels, to link with SH16 at the significantly upgraded Great North Road system interchange. The tunnels will provide a new six-lane motorway connection through and beneath Auckland's western suburbs, to complete Auckland's Western Ring Route, thereby providing an alternative route around Auckland City. (Please see Figures CC-0005 and CC-0003 attached herewith.)
3. Some of the design criteria accepted for the tunnels and interchange upgrading necessitate the imposition of permanent speed limits lower than the normal motorway default speed of 100 km/h. The maximum permissible safe speed through, and on the approaches to these two entities, is 80 km/h. Any travel at a speed in excess of 80 km/h would present a significant safety risk.
4. To enable any crash, incident or maintenance activity to be managed safely in the tunnels, or within the relatively complex four-level system interchange, an Intelligent Transport System (ITS) is being installed. An integral component of the ITS will be the Variable Speed Limits (VSL's) that need to be imposed through, and on the approaches to, these two new or upgraded sections of Auckland's motorway network.

*Waterview VSL Consultation Ltr AA.pdf*

5. The range of speed limits chosen as most appropriate for these interconnected sections of SH16 and SH20 are 80/30 km/h VSL's. This will enable the speed limit to be varied from 80 km/h to 30 km/h, by 10 km/h increments, to facilitate the safe management of any situation. (Please see Figures CC-0001 and CC-0002.)
6. Ernst Zollner, the Transport Agency's Director for Road Safety, has endorsed the recommendation to establish these specific VSL's on sections of Auckland's motorway system, as detailed in the attached documents.
7. Glenn Bunting, the Transport Agency's national Network Manager, has promulgated his approval of these proposed VSL's by way of Public Notice in the *NZ Gazette* (please see a copy of Notice 2016-1212 attached herewith). There is still a need, however, to establish these bylaw permanent speed limits by way of a second *Gazette* Notice.
8. The Transport Agency's Planning and Investment (P&I) Division has endorsed the proposal to establish Variable Speed Limits on sections of SH16 and SH20 in the vicinity of the Great North Road Interchange and the Waterview Connection twin road tunnels within Auckland City.
9. The NZ Police have been working with the project team for some time now and their Road Policing Manager has confirmed Police support for the recommended speed limits through, and on the approaches to, the Waterview tunnels and Great North Road Interchange.
10. The implications of an unplanned or planned incident in the tunnels, or congestion across the network, may mean that the optimal strategy would be to reduce traffic speed in order to cope with the situation, or deliver an improved traffic throughput. Essentially, VSL's and lane control signals are fundamentally important to ensure safe driving behaviours by facilitating active management of vehicle speeds and congestion levels through, and on the approaches to, the Waterview tunnels.
11. The establishment of the VSL on Auckland's SH16 North-Western Motorway, between St Lukes interchange and the causeway to the west, would leave a relatively short residual section of 100 km/h speed limit along the motorway in Newton Gully. So that a uniform 80 km/h restriction can be provided along SH16, from Auckland's Central Business District (where the speed limit is 80 km/h) to west of the Great North Road Interchange, the residual 2 km long section of motorway in Newton Gully will be lowered to 80 km/h. (Please see Figure CC-0001)

### Current Situation

12. The Agency is striving to open the tunnels and upgraded four-level system interchange to traffic before the end of 2016, so there is some urgency to achieve the necessary highway declaration and establishment of the permanent speed limits before the opening date.
13. To ensure that the Transport Agency has a robust proposal - which is supported by the Agency's key road safety partners - it would be helpful if

you could provide endorsement of these proposals at your earliest convenience.

### Request

14. Would the Automobile Association please endorse the proposals outlined in this letter, and attachments;
- a) to establish 80/30 km/h VSL's on sections of SH16 and SH20; and
  - b) to rationalize the speed limit on Auckland's SH16 North-western motorway in Newton Gully to 80 km/h.

Your emailed response would be preferred, so that the Transport Agency can expedite the mandatory processes needed to establish the necessary bylaw.

If you wish to discuss any detail of these proposals with me, please contact me by telephoning [REDACTED] or by email [warwick.mason@nzta.govt.nz](mailto:warwick.mason@nzta.govt.nz) s 9(2)(a)

Thank you for your support. I look forward to receiving your endorsement of these recommended operational road safety initiatives.

Yours sincerely,



Warwick Mason  
(Traffic Safety Engineer).

### Attachments:

- Figure CC-0005 ~ plan illustrating northwards extension of SH20;
- Figure CC-0003 ~ plan illustrating layout of Great North Road Interchange;
- Waterview tunnels and Great North Road Interchange ~ geometrics;
- Figure CC-0001 ~ plan illustrating speed limits along SH16;
- Figure CC-0002 ~ plan illustrating speed limits along SH20;
- Three sheets showing aerial views of Great North Road Interchange; and
- *Gazette* Notice No. 2016-1212, promulgating Glenn Bunting's approval.

## Warwick Mason

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**From:** Warwick Mason  
**Sent:** Thursday, May 05, 2016 8:42 AM  
**To:** 'Barney Irvine'  
**Subject:** SH20, Waterview Connection Tunnels ~ Speed Limits

Dear Barney,

Thank you for the Automobile Association's participation in the current consultation regarding the permanent speed limits proposed through the SH20 Waterview Connection twin road tunnels and upgraded SH16 Great North Road interchange sections of Auckland's urban motorways.

Thank you also for your telephone call on Tuesday 19 April 2016, when you provided advice regarding the Automobile Association's preliminary comments regarding the speed limits proposed.

It is good to know that, in general, the Automobile Association's Auckland Council endorse the establishment of 80/30 km/h Variable Speed Limits (VSL's) through the new Waterview tunnels and Great North Road systems interchange. Thank you for that.

I will address, below, each of the two issues that your Council queried:

### SH20, Southern Extent of 80/30 km/h VSL

In the event of a serious incident, or significant maintenance issue in the tunnel(s), northbound traffic on SH20 may have to be diverted off the highway at Maoro Street Interchange or slowed down to, occasionally, 30 km/h – or even stopped (in the event of an over-height vehicle detection) – before entering the tunnel, to facilitate safe management of the situation. To reduce potential risk, when it becomes necessary to implement either of these options, there will be a need to safely “step down” the speed limit. Additionally, in the northbound direction, between Dominion Road and Maoro Street interchanges, SH20 will reduce from three through lanes to two lanes. The left-hand lane will become an EXIT ONLY lane to the Maoro Street northbound off-ramp. Consequently, it was determined that, for northbound traffic, the reduction in speed should commence at the Dominion Road Underpass.

In the southbound direction, in the relatively short distance between the southern tunnel portal and Maoro Street Underpass, SH20 will reduce from three lanes to two lanes. In the medium term, the left-hand lane will become an EXIT ONLY lane to the Maoro Street southbound off-ramp. Motorists in the left-hand lane (lane 1), who wish to travel further south on SH20, will have to weave to the right into Lane 2 or Lane 3. Motorists in Lanes 2 or 3, who wish to exit to Maoro Street, will have to weave to the left into Lane 1, so that they may leave the motorway. These weaving manoeuvres, which are potentially hazardous, will lead to some nose-to-tail or side-swipe crashes. Consequently, this section of motorway will be sensitive to congestion and crashes. Any southbound crash or incident, immediately south of the southbound tunnel, would have the potential to cause a tail-back queue into the tunnel. To maintain a safe system, this situation cannot be allowed to develop. For this reason it is imperative to maintain the 80 km/h speed limit in this area. Clearly, within this slightly lower than normal speed limit zone, crashes will be less likely and traffic through-put will be higher.

Southbound, in the relatively short distance between Maoro Street and Dominion Road interchanges, there will be three through lanes. Within this short section of motorway, between the Maoro Street southbound on-ramp and the Dominion Road southbound off-ramp, many merging, diverging and weaving manoeuvres will occur. These movements will cause some congestion and have the potential to cause a higher than normal number of side-swipe or nose-to-tail crashes. As above, by maintaining the 80 km/h limit along this relatively short section of motorway, the likelihood of incidents resulting from the above-mentioned inevitable manoeuvres

will be reduced at the slightly lower speed. Similarly, the potential for tail-back queues into the southbound tunnel should be reduced.

Additionally, in the southbound direction, between Maoro Street and Dominion Road interchanges, there are some operational safety-related geometric issues that necessitate the maximum allowable speed being set at 80 km/h.

For safety and consistency, and to assist the general motoring public to understand the extent of the probably never-before-experienced Variable Speed Limits, it was determined that it would be prudent if the start/finish point of this new phenomenon were to occur at one clearly-defined point on SH20 for both northbound and southbound vehicles. The southern side of the Dominion Road Underpass was determined to be the most appropriate location for this speed limit interface, across the northbound and southbound lanes of SH20. Ease of understanding, by all parties, should reduce confusion and increase compliance, thereby enabling the Police to enforce non-compliance more easily.

#### SH16, North-Western Motorway, Newton Gully

As described in my original consultation letter, the design parameters accepted for the upgrading of the Great North Road Interchange to a four-level system interchange meant that the maximum permissible safe speed through, or on the approaches to this entity, would be 80 km/h.

It is anticipated that the creation of this new motorway-to-motorway interchange will significantly alter driving patterns, and preferred routes, across Auckland. The Agency expects that many drivers will use St Lukes and Great North Road Interchanges to access the North-western motorway and the Waterview Connection tunnels. Consequently, it is expected that there will be a large number of weaving movements – to the right *and* to the left – between St Lukes and the Great North Road Interchanges. Inevitably, these weaving manoeuvres will result in some nose-to-tail and side-swipe crashes. Any crashes, or congestion, could result in queuing in the westbound left-hand lane between these two interchanges. To minimise the risk of a dangerous speed differential between adjacent westbound lanes, and maximise safety along this section of SH16, it was determined that an 80/30 km/h Variable Speed Limit would be effective to reduce crashes and enable dynamic control of traffic flow under most circumstances.

Having ascertained that the establishment of an 80/30 km/h VSL was critical between the St Lukes and Great North Road Interchanges, a relatively short residual section of 100 km/h speed limit would then have remained on SH16 in Newton Gully.

Remembering that an 80 km/h speed limit is in force over Auckland's Harbour Bridge, and throughout all the links, ramps and connections of Auckland's Central Motorway Junction (CMJ), it would have been inconsistent to leave a short "out of context" section of 100 km/h highway between the 80 km/h throughout the CMJ and the 80/30 km/h VSL west of St Lukes. If westbound traffic in Newton Gully were allowed to accelerate to 100 km/h for a short distance, the likelihood of them slowing to 80 km/h (or less) as they passed St Lukes would be remote. If the lanes through this area were carrying maximum vehicle capacity at 100 km/h, any significant speed reduction could cause "shock waves" along the lines of traffic, leading to congestion, or even nose-to-tail crashes. Safety would be compromised along this link, where many weaving manoeuvres – and some occasional congestion – are expected. Enforcement would be problematic.

In the eastbound direction along SH16, between Western Springs (where more vehicles merge onto the motorway) and Auckland's CBD, where there are lanes to five separate and significant destinations, a large number of weaving manoeuvres already occur. This weaving would be considerably safer if the speed limit were to be lowered to 80 km/h, particularly when a considerable amount of additional traffic enters, citybound, onto SH16 from the tunnels.

Under normal circumstances, in day-to-day operations, the recommended speed limits will provide one easily-understood, consistent, seamless, safe 80 km/h restriction along the SH16 North-western Motorway from Auckland's CMJ to the causeway.

I trust that the additional information provided above will assist the Automobile Association's Auckland Council to more fully understand the reasons behind the decisions made and the value and extent of the speed limits chosen as most appropriate in the circumstances.

Of interest to you, perhaps, is the fact that both the NZ Police and the National Road Carriers organisation unequivocally support the recommended speed limits outlined in my original consultation documentation and expanded on herein.

The Transport Agency trusts that your Council will consider the details outlined in this letter in confidence.

I look forward to receiving your resolution after the Automobile Association's Auckland Council has reconsidered these additional supporting facts.


Thank you, again, for participating in the consultation process.

Yours sincerely,

*Warwick Mason*

Traffic Safety Engineer

New Zealand Transport Agency

 s 9(2)(a)

(& Automobile Association **MEMBER** for 52 years)

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**From:** Warwick Mason  
**Sent:** Thursday, May 05, 2016 8:43 AM  
**To:** Brett Gliddon; Tim Crow  
**Subject:** Fwd: SH20, Waterview Connection Tunnels ~ Speed Limits

FYI

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## Warwick Mason

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**From:** Barney Irvine <[REDACTED]> s 9(2)(a)  
**Sent:** Thursday, May 26, 2016 7:58 AM  
**To:** Warwick Mason  
**Subject:** RE: SH20, Waterview Connection Tunnels ~ Speed Limits

Good morning Warwick

Thanks for coming back to me with more information on the safety context for the speed limit proposals. I discussed this with the AA's Auckland District Council on Monday night.

As discussed previously, the District Council is happy to endorse the 80/30 km/h VSL through the Tunnel and the new interchange but we had questions about the speed limits at the southern portal of the Tunnel (southbound), and the reduction of the speed limit to 80 km/h for the residual section of SH16 around Newton Gully.

Based on the information you've sent, the District Council is happy to endorse the southern extent of the 80/30 km/h VSL on SH20 and the adjoining 80 km/h zone.

However, the District Council still isn't prepared to endorse the reduced speed limit on the residual section of SH16. While District Councillors recognise that the risk posed by weaving traffic and speed variance between lanes means that an 80 km/h limit will be necessary at busy times of the day, they are mindful of the fact that for the rest of the day (i.e., off peak) the new speed limit will be misaligned with the in-built speed of the road.

The road explains at 100 km/h, not 80 km/h, and an artificially low speed limit will create confusion, frustration and non-compliance on the part of drivers. In the view of the District Council, the need to keep consistency between the speed limit and the speed at which the road explains is more important than the need to maintain uniformity of speed limits across the urban motorway network.

The District Council therefore questioned whether the residual section of SH16 could instead become an extension of the VSL, but with the upper limit set at 100 km/h, not 80 km/h. That would mean the speed limit could be reduced to 80 km/h when required, without clashing with the in-built speed of the road in free-flowing conditions.

I'm very happy to discuss this in more detail over the phone, if that would help. In the meantime, I'll look forward to your reply.

Kind regards,

Barney

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## Warwick Mason

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**From:** Warwick Mason  
**Sent:** Thursday, May 26, 2016 9:46 AM  
**To:** 'Barney Irvine'  
**Subject:** SH20 Tunnels & Great North Road Interchange ~ Speed Limits

Good morning Barney,

Thank you and the Automobile Association's Auckland District Council for reconsidering the permanent speed limits proposed for the SH20 Waterview Tunnels and the contiguous SH16 Great North Road system interchange.

The Automobile Association's support for the location and extent of the 80/30 km/h Variable Speed Limits needed through, and on the approaches to, these two entities is much appreciated.

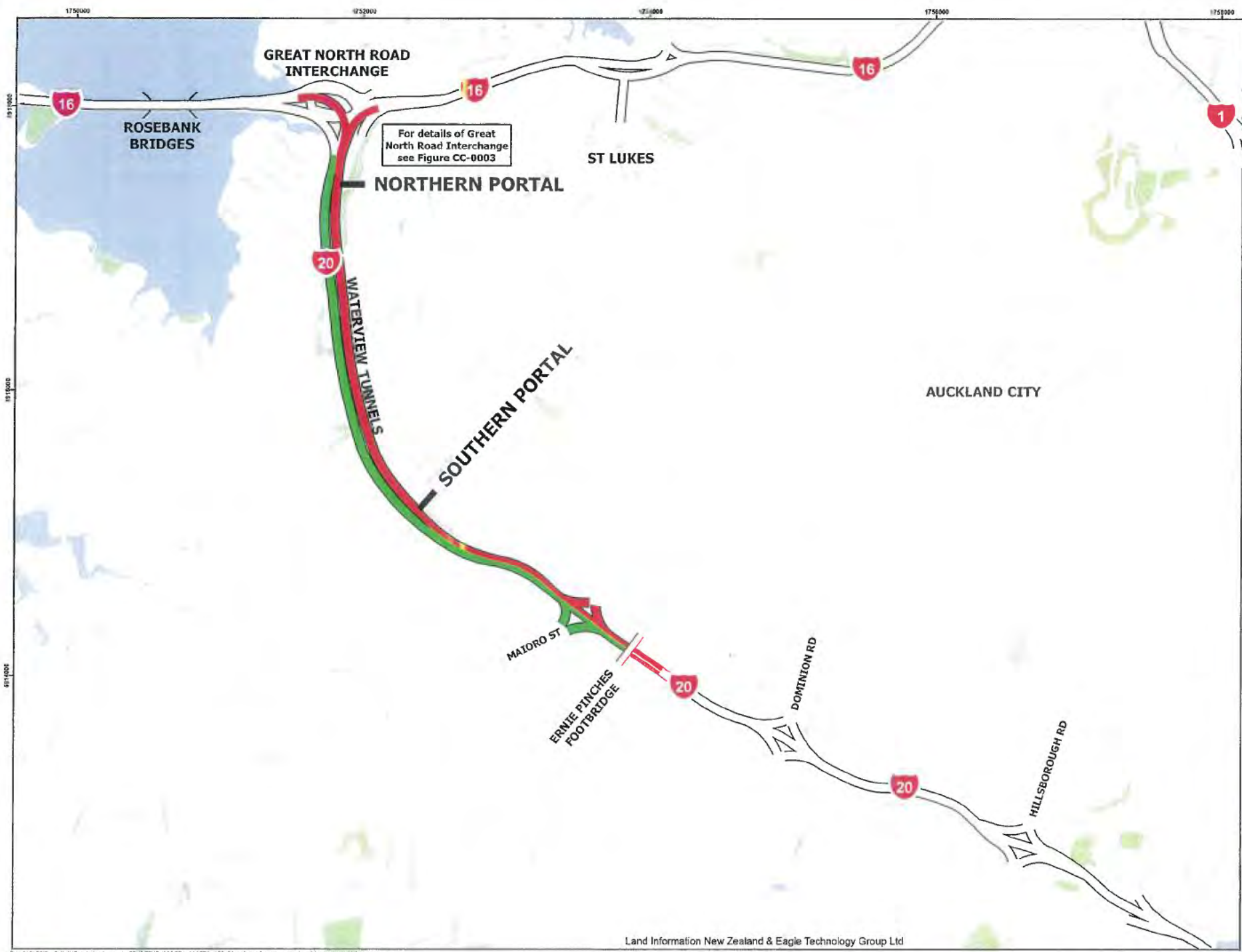
I will pursue the issue of the residual section of 100 km/h limit on SH16, in Newton Gully, with the Transport Agency's National Office.

Thank you, again, for participating in the consultation phase of these speed limit changes, as our two organizations strive to achieve a safe road system increasingly free of death and serious injury.

Sincerely,

*Warwick.*

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For details of Great North Road Interchange see Figure CC-0003



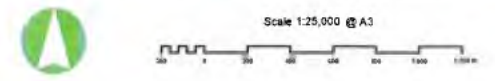
**Notes**

1. Data Source:  
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 - LINZ

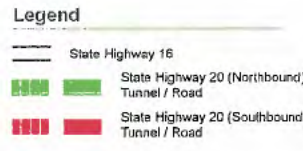
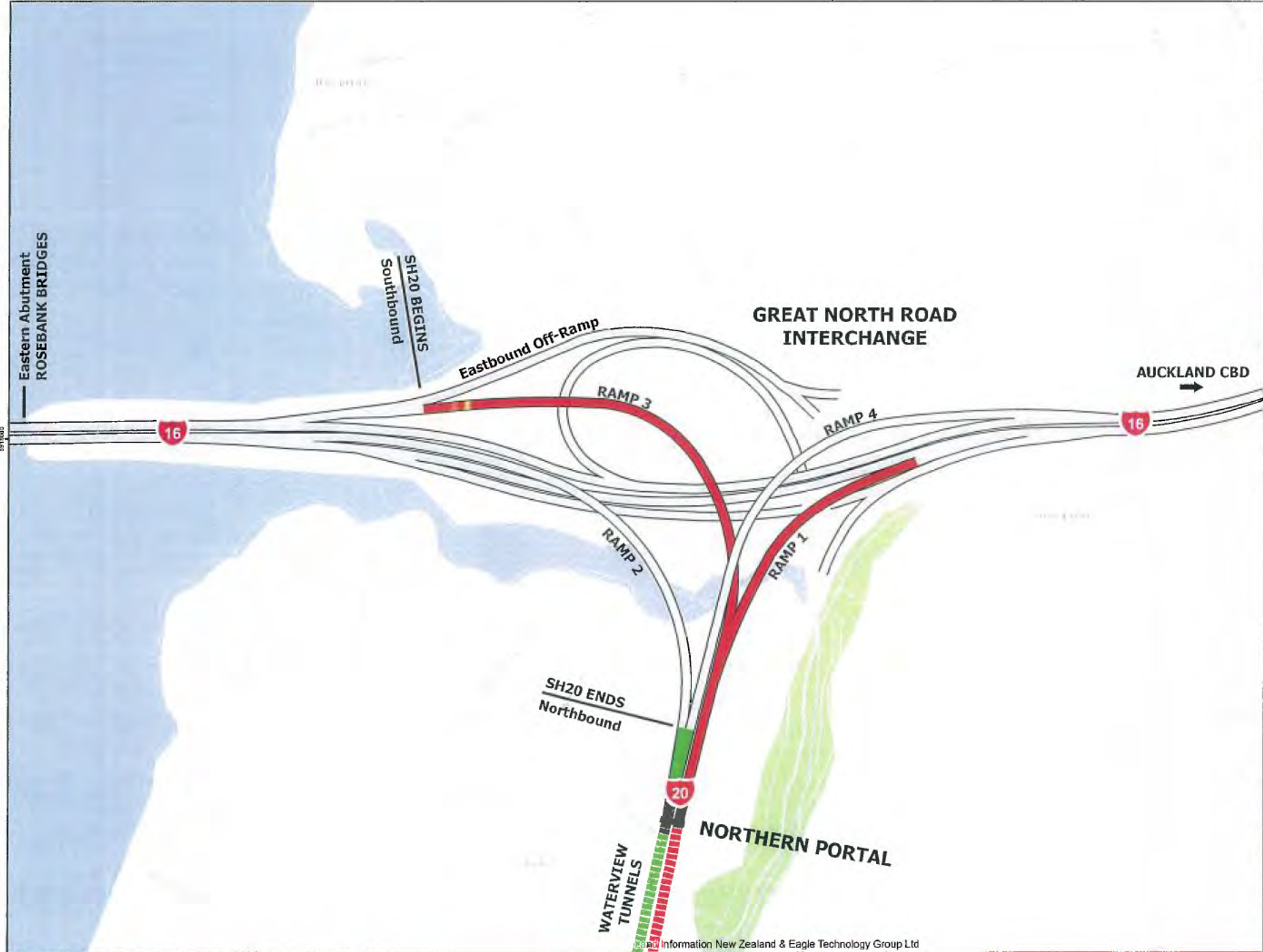
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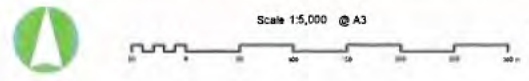
Project Number: 239930  
 Projection: NZTM



### Notes

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Revision: A



## Waterview Tunnels & Great North Road Interchange

Principal reasons for reduced maximum speed limits:

### Waterview Connection twin road tunnels (SH20)

Essentially, there was a requirement that the two tunnels, and approaches, be designed to fit within the motorway designation. This stipulation resulted in the horizontal and vertical alignment of both tunnels being curvilinear.

The need, also, to position the tunnels, three-dimensionally, within the best geological conditions along the route resulted in tight geometrics at both ends of the tunnels.

At the southern end, the need to fit within the designation, and tunnel drainage issues, necessitated that the northbound carriageway be constructed with adverse camber.

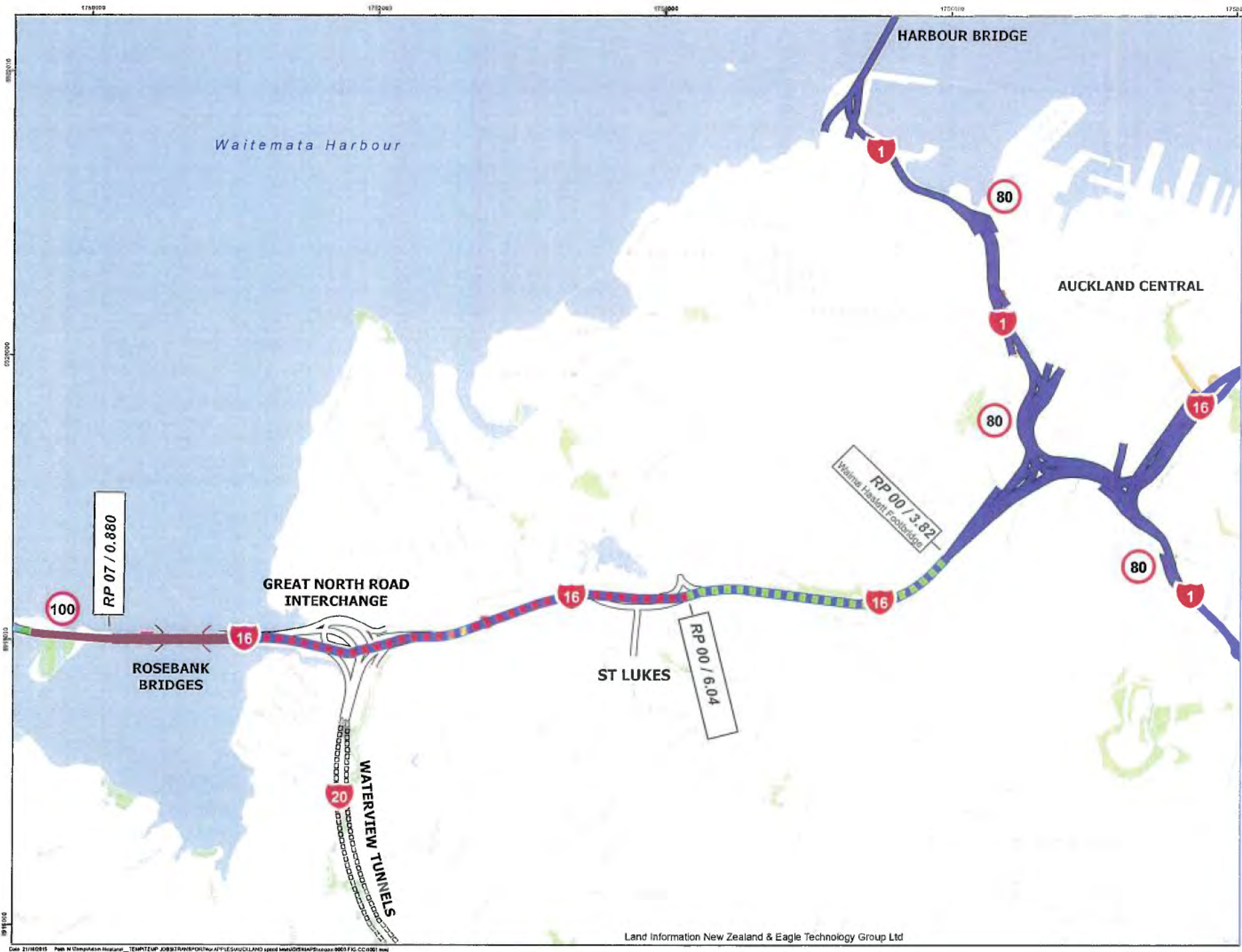
The adverse camber of the roadway in the northbound tunnel will mean that any travel at a speed in excess of 80 km/h would pose a significant safety risk. Accordingly, the maximum speed limit through both tunnels must be limited to 80 km/h.

Additionally, it is recommended good practice that the speed environment in long tunnels should be less than the open road speed limit for safety reasons, to reduce the risk of underground crashes resulting in fires.

### Great North Road Interchange

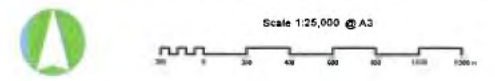
The SH16 Great North Road service interchange is currently being upgraded to a four-level system interchange that will connect SH20 to SH16.

The constraints of the motorway designation at the site of the Great North Road interchange, combined with the relatively close proximity and geometrics of the Waterview Connection tunnels, has necessitated that the Design Speed of the Great North Road Interchange upgrade be set at 80 km/h. Which means that travel at a speed in excess of 80 km/h on several of the links, ramps and connections of this relatively complex interchange would pose a significant safety risk. Accordingly, the maximum speed limit throughout this interchange – and approaches – must be limited to 80 km/h. This 80 km/h speed restriction will fit in seamlessly with the speed limit through the adjacent tunnels.



### Notes

1. Data Source:  
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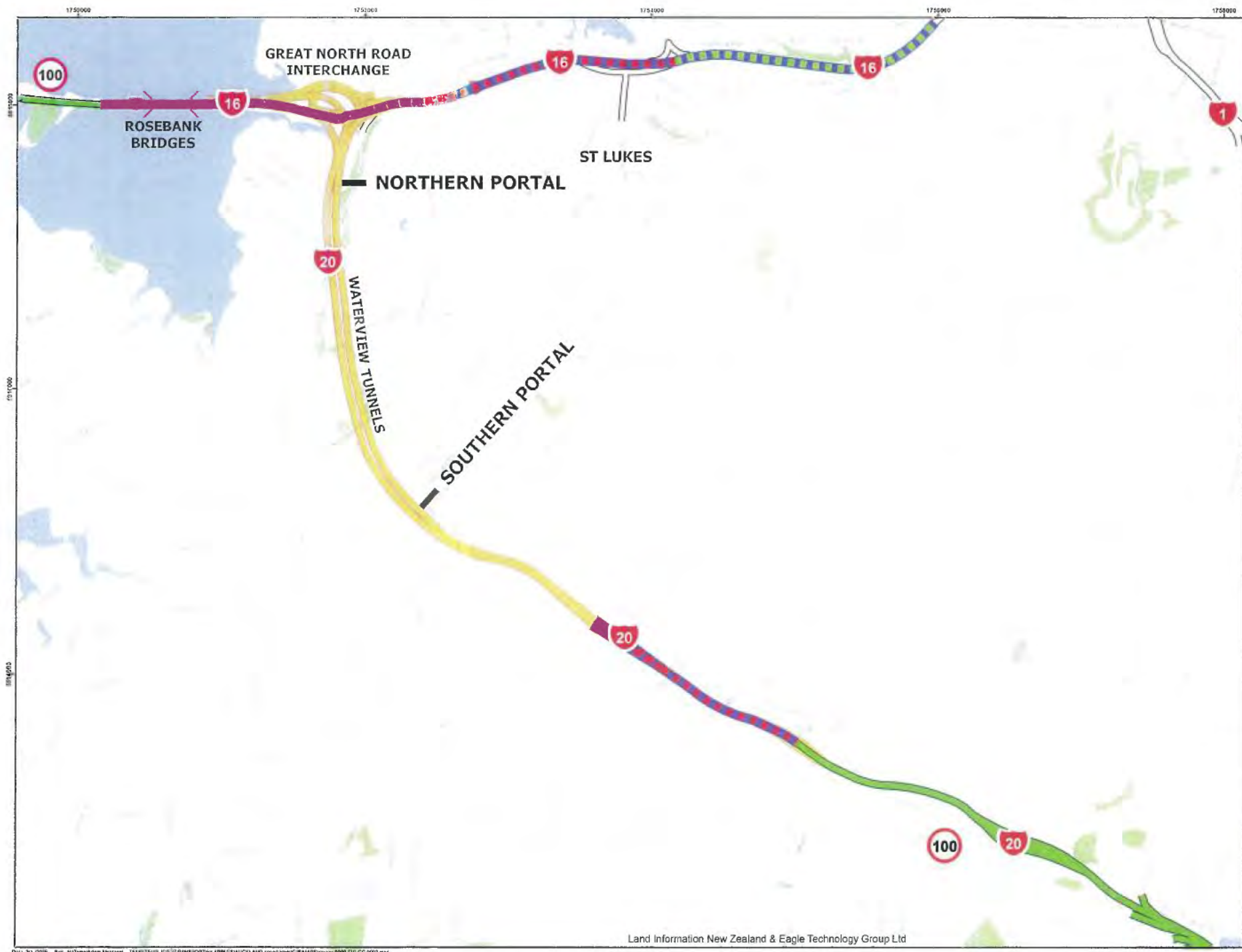


Project Number: 239930  
 Projection: NZTM

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NZTA State Highway 16, Auckland City

FIGURE CC-0001: Speed Limits



### Legend

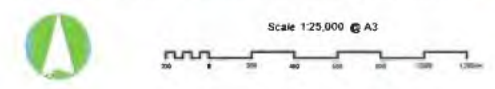
**Speed Limits**

Yellow	Proposed 80km/h - 30km/h V.S.L.
Green	Existing 100km/h
Blue/Red	Existing 100km/h, Proposed 80km/h
Purple	Existing 100km/h, Proposed 80 - 30km/h

### Notes

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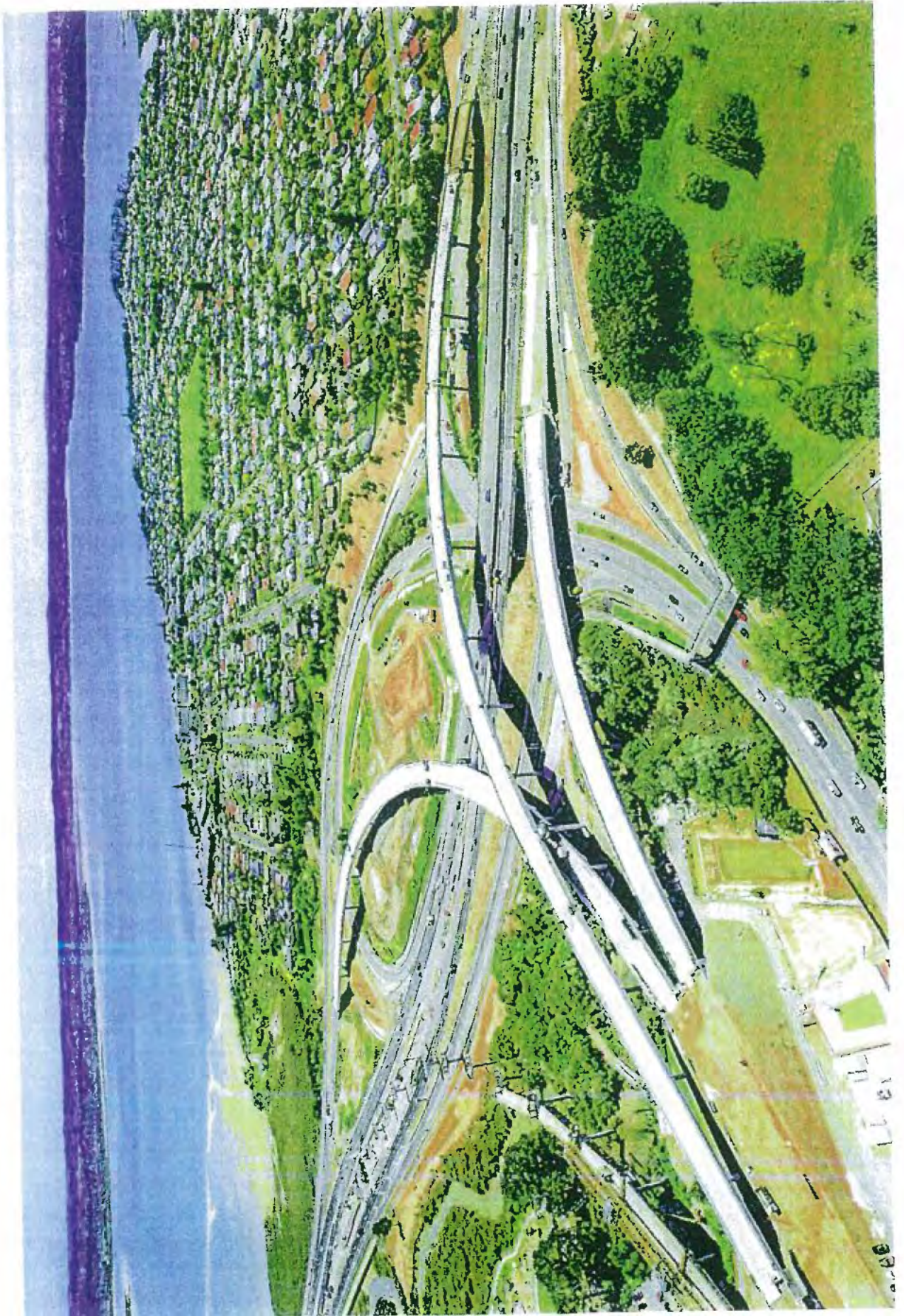


Project Number: 239630  
Projection: NZTM

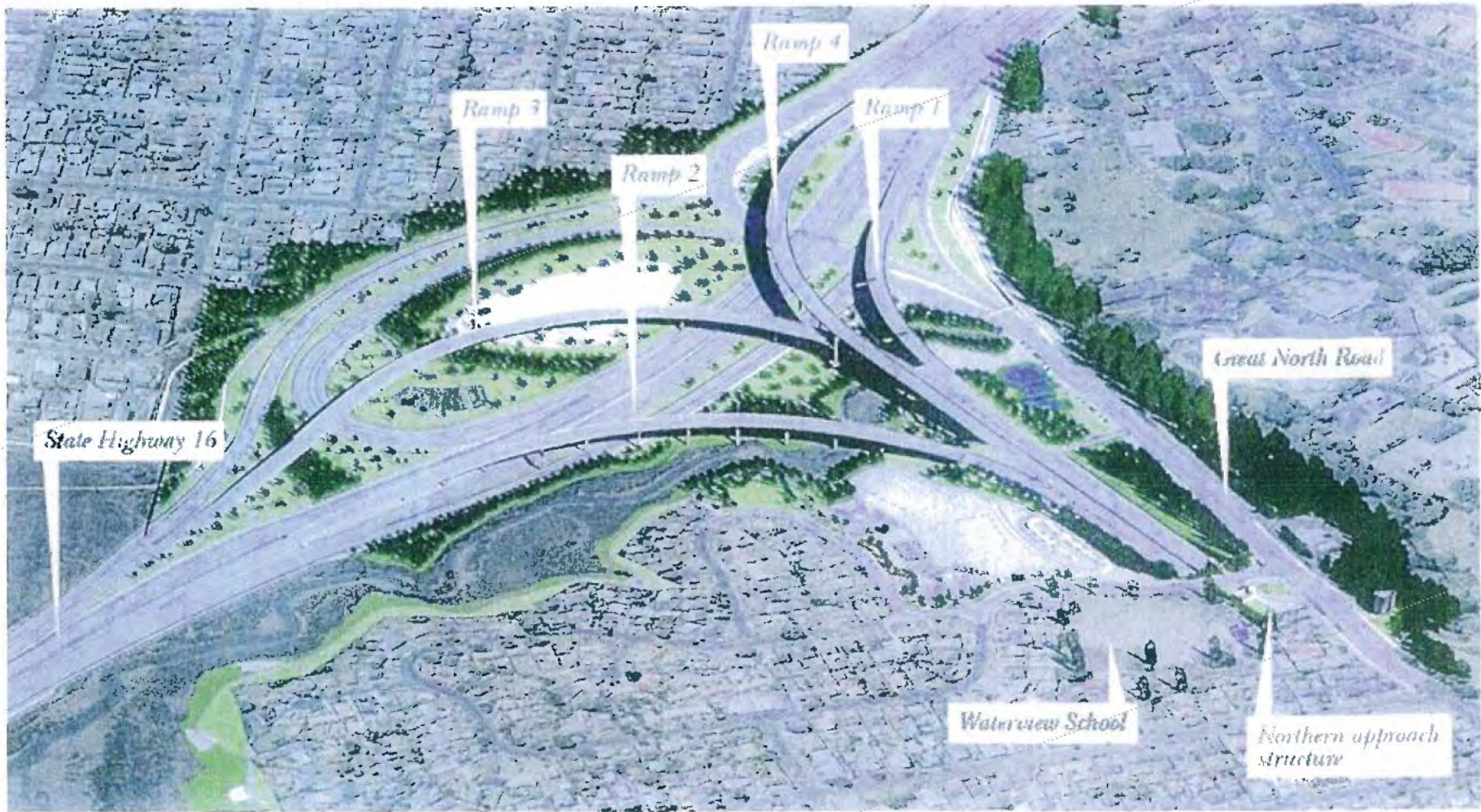
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NZTA State Highway 20, Auckland City

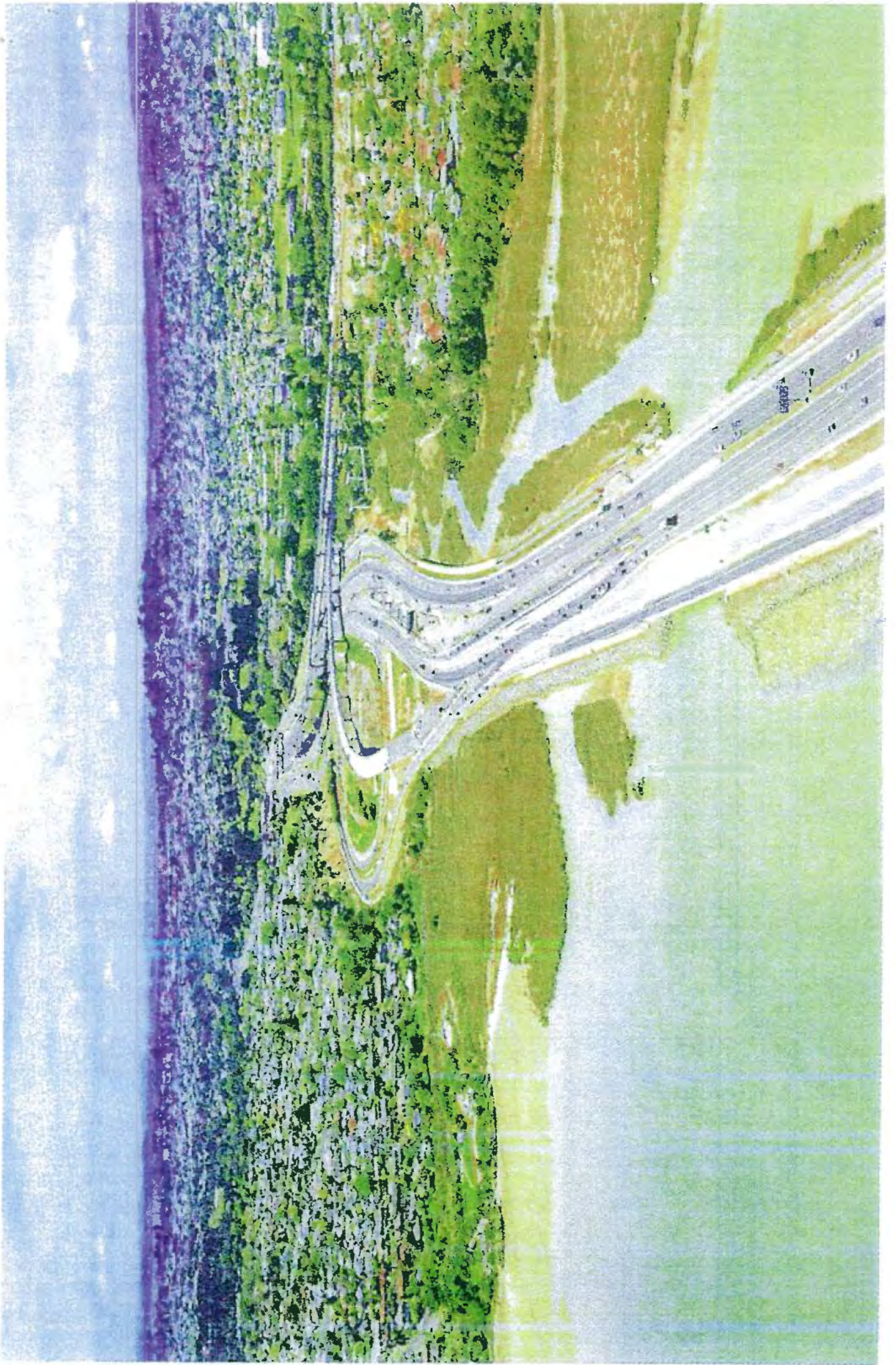
FIGURE CC-002: Speed Limits







Waterview Interchange





# New Zealand Gazette

WELLINGTON: THURSDAY, 3 MARCH 2016 – No. 19

## Variable Speed Limits—State Highways 16 and 20, Waterview Tunnels and Great North Road Interchange

Pursuant to clause 6.1 of Land Transport Rule: Setting of Speed Limits 2003 (“Rule”) and a delegation from the NZ Transport Agency, I, Glenn Bunting, Network Manager, approve variable speed limits on State Highway 16 and State Highway 20 in accordance with the conditions set out in this notice.

### Conditions

#### 1. Variable Speed Limit

The NZ Transport Agency (Highways and Network Operations Group) may set a variable speed limit of 30, 40, 50, 60, 70 or 80km/h on the sections of State highway specified in condition 2 of this notice. The speed limit may be varied to manage the safe flow of traffic according to the numbers and types of road users or environmental conditions. The variable speed limit signs may also be used to display a temporary speed limit that has been set in accordance with section 5 of the Rule.

#### 2. Sections of State Highway

Variable speed limits may be set for the following sections of State highway:

- a. State Highway 16, Auckland, from a point 255 metres east of the St Lukes Road overbridge to 880 metres west of the eastern abutment of the Rosebank Bridges, including all on-ramps and off-ramps connected to this section of State highway;
- b. State Highway 20, Auckland, from a point 30 metres south of the Dominion Road overbridge to the northern end of State Highway 20 at the Great North Road Interchange, including all on-ramps and off-ramps connected to this section of State highway; and
- c. all ramps connecting State Highway 16 and State Highway 20.

#### 3. Signs

Speed limit signs that comply with Land Transport Rule: Traffic Control Devices 2004 must be installed to identify a length of road subject to a variable speed limit as follows:

- a. except where condition 3(b) applies, at least two “Variable speed” (R1-2.1, Option B) signs at the beginning of a length of road to which a variable speed limit applies, facing road users travelling towards the variable speed limit;
- b. on single lane on-ramps, at least one “Variable speed” (R1-2.1, Option B) sign at the beginning of the length of road to which a variable speed limit applies, facing road users travelling towards the variable speed limit;
- c. at least two “Variable speed” (R1-2.1, Option B) repeater signs installed with a spacing of no more than 1.5km between variable speed limit signs for each section of road to which a variable speed limit applies; and
- d. two “Standard” (R1-1) or “100km/h” (R1-1.1) speed limit signs at the end of a section of road to which a variable speed limit applies, facing road users leaving the variable speed limit and showing the permanent speed limit that applies to the road beyond that point.

**4. Speed Limit May Apply to Part of the Road**

The variable speed limit that applies at any time may apply to all of the sections of State Highways 16 and 20 described in condition 2 of this notice or may apply to any length of road within those sections, bounded by the location of the speed limit signs.

**5. Speed Limit Displayed on Signs**

The speed limit that applies to a length of road at any time must be displayed on the variable speed limit signs within that length of road.

**6. Recording Changes in Speed Limit**

Records must be kept to show the actual speed limit that applied to any particular length of road at any time. The records must be available for public inspection and include the time the speed limit changed, the date, the speed limit and a description of the beginning and end points of the length of road to which the speed limit applied.

**7. Bylaw**

The NZ Transport Agency must set the variable speed limit by making a bylaw in accordance with Land Transport Rule: Setting of Speed Limits 2003.

Signed at Wellington this 29th day of February 2016.

GLENN BUNTING, Network Manager.

**Notice: 2016-au1212**