



# **AGENDA**

# Regional Transport

Wednesday 31 August 2022, 10.30am

# Taranaki Regional Transport Committee Meeting

31 August 2022 10:30 AM

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**Date** 31 August 2022

**Subject:** **Confirmation of Minutes - 1 June 2022**

**Approved by:** M J Nield, Director - Corporate Services  
S J Ruru, Chief Executive

**Document:** 3097482

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### **Recommendations**

That the Taranaki Regional Transport Committee:

- a) takes as read and confirms the minutes of the Taranaki Regional Transport Committee meeting held at 47 Cloten Road, Stratford on Wednesday 1 June 2022 at 10.30am
- b) notes that the unconfirmed minutes of the Taranaki Regional Transport Committee held at 47 Cloten Road, Stratford on Wednesday 1 June 2022 at 10.30am, have been circulated to the New Plymouth District Council, Stratford District Council and the South Taranaki District Council for their receipt and information.

### **Matters arising**

### **Appendices/Attachments**

Document 3072345: Minutes Taranaki Regional Transport Committee - 1 June 2022



**Date** 1 June 2022, 10.30am  
**Venue:** Taranaki Regional Council Boardroom, 47 Cloten Road, Stratford  
**Document:** 3072345

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**Present**

Councillors	M McDonald	Taranaki Regional Council ( <i>Chairperson</i> )
	M J Cloke	Taranaki Regional Council ( <i>Deputy Chairperson</i> )
	H Duynhoven	New Plymouth District Council
Mayor	N Volzke	Stratford District Council
Ms	L Stewart	Waka Kotahi NZ Transport Agency

**Attending**

Mr	M Nield	Taranaki Regional Council
Ms	S Downs	Waka Kotahi NZ Transport Agency
Mr	S Bowden	Stratford District Council
Mr	R Leitao	New Plymouth District Council
Mr	V Lim	South Taranaki District Council
Mr	R Broad	AA Taranaki
Miss	R Sweeney	Taranaki Regional Council
Ms	K Humphrey	Taranaki Regional Council <i>zoom</i>
Ms	F Ritson	Taranaki Regional Council
Mr	G Roper	New Zealand Police

*One member of the media.*

**Apologies** Apologies were received from Mayor P Nixon, South Taranaki District Council.

McDonald/Duynhoven

**Notification of Late Items** There were no late items.



**1. Confirmation of Minutes – 3 March 2022**

**Resolved**

That the Taranaki Regional Transport Committee:

- a) takes as read and confirms the minutes of the Taranaki Regional Transport Committee meeting held at 47 Cloten Road, Stratford on Wednesday 3 March 2022 at 10.30am
- b) notes that the unconfirmed minutes of the Taranaki Regional Transport Committee held at 47 Cloten Street, Stratford on Wednesday 3 March 2022 at 10.30am, have been circulated to the New Plymouth District Council, Stratford District Council and the South Taranaki District Council for their receipt and information.

Cloke/Duynhoven

**Matters arising**

- 1.1 Ms L Stewart, Director - Regional Relationships, Waka Kotahi provided an update surrounding the Egmont Village Community Group deputation received at the last Regional Transport Committee. Works are planned to be brought forward into the New Plymouth section of works, any short term changes are being investigated and implemented where possible.

**2. Regional Transport Advisory Group Minutes – 11 May 2022**

**Resolved**

That the Taranaki Regional Transport Committee:

- a) receives the confirmed minutes of the Regional Transport Advisory Group meeting held on Wednesday 11 May 2022.

Cloke/Volzke

**Matters arising**

- 2.1 It was noted that within the Ahititi Stock effluent facility update it states that “Investigation into effluent removal to Te Kuiti is underway, with the Stratford site being unavailable due to resource consent” which is incorrect, the Stratford site does have consent, however that consent restricts materials being moved through different regions.

**3. State Highway 3 Working Group Minutes – 1 April 2022**

**Resolved**

That the Taranaki Regional Transport Committee:

- a) receives the unconfirmed minutes of the State Highway 3 Working Group meeting held on 1 April 2022 at 10.30am via audio-visual link (Zoom).

Duynhoven/McDonald

**4. Waka Kotahi New Zealand Transport Agency Update**

- 4.1 Ms L Stewart, Director - Regional Relationships, Waka Kotahi New Zealand Transport Agency, gave a presentation updating Members on activities of the Agency.
- 4.2 The TRC expressed concerns over its role in co-ordinating the regional speed management plan whilst not being a road controlling authority.
- 4.3 An update on the Egmont Road improvements was provided, a safety assessment of the intersection has been completed and the short term solution in place.
- 4.4 The Committee requested for an additional column within the Emergency works table to include the date the works were identified.
- 4.5 Waka Kotahi advised that a letter was received from the Mayoral Forum with regards to their concerns with speed and infrastructure works done to date, these concerns have been taken on board internally. Waka Kotahi noted that they are in the early stages of new ways of working with the region and are keen to ensure this is done in partnership with the Regional Transport Committee.

**Resolved**

That the Taranaki Regional Transport Committee:

- a) receives with thanks the presentation and updates provided by Waka Kotahi New Zealand Transport Agency.  
Clove/Duynhoven

**5. Submission for endorsement – Road User Charges System Review**

- 5.2 Ms F Ritson, Senior Policy Analyst, spoke to the memorandum to seek formal endorsement from the Regional Transport Committee (the Committee) on the submission on the Road User Charges (RUC) System review.
- 5.3 The Committee thanked those involved for their work on the submission.

**Resolved**

That the Taranaki Regional Transport Committee:

- a) receives the memorandum entitled *Submission for endorsement - Road User Charges System review*
- b) endorses the submission to Te Manatū Waka Ministry of Transport on the discussion document, *Driving Change: Reviewing the Road User Charges System*.  
Clove/Duynhoven

**6. Changes to speed management planning**

- 6.2 Ms F Ritson, Senior Policy Analyst, spoke to update Members on changes to speed management planning which will have a significant impact in the regions and on the Committee in particular.

**Resolved**

That the Taranaki Regional Transport Committee:

- a) receives the memorandum entitled *Changes to speed management planning*

- b) receives the presentation provided by Waka Kotahi
- c) notes the significant changes to how speed is managed in New Zealand, including the new requirement for regional transport committees to prepare and consult on regional speed management plans.

Cloke/McDonald

## **7. Transport Policy Updates**

- 7.2 Ms F Ritson, Senior Policy Analyst, spoke to update Members on a range of Transport Policy matters.

### **Resolved**

That the Taranaki Regional Transport Committee:

- a) receives the memorandum entitled *Transport policy updates*
- b) notes that more detailed updates on individual transport policy work streams will be brought to the Committee in due course.

Duynhoven/Volzke

## **8. Strategic case for freight and logging**

- 8.2 Sarah Downs, Regional Manager, System Design – Central North Island, Waka Kotahi, spoke to update Members on the Central North Island Logging and Freight Strategic Study and provide an opportunity to provide feedback and discuss how we work together collaboratively.
- 8.3 The Committee expressed the requirement for the Taranaki Regional Transport Committee to have involvement in the strategic case.

### **Resolved**

That the Taranaki Regional Transport Committee:

- a) receives the memorandum entitled *Strategic Case for freight and logging*
- b) notes the work underway by Waka Kotahi to progress the Strategic Case for logging and freight.

Duynhoven/Volzke

## **9. Territorial Authorities Update**

- 9.1 Mr V Lim, South Taranaki District Council, spoke to the report updating the committee on transport activities within the South Taranaki District. It was noted:
- 9.2 Mr S Bowden, Stratford District Council, spoke to the report updating the committee on transport activities within the Stratford District. It was noted:
- 9.3 Mr R Leitao, New Plymouth Council, spoke to the report updating the committee on transport activities within the New Plymouth District. It was noted:

**Resolved**

That the Taranaki Regional Transport Committee:

- a) receives the update provided by the Stratford District Council on its transport activities
- b) receives the update provided by the South Taranaki District Council on its transport activities
- c) receives the update provided by the New Plymouth District Council on its transport activities.

Volzke/Duynhoven

**10. General Business**

New Zealand Police Update

- Mr R O’Keffe, New Zealand Police, spoke further to the largest contributor to road fatality being impairment, operations focusing on alcohol screening is underway and is looking and increasing more daytime testing.

There being no further business the Committee Chairperson, Councillor M J McDonald, thanked the Committee for their work and declared the Regional Transport Committee meeting closed at 12.58pm.

**Confirmed**

**Taranaki Regional Transport  
Committee Chairperson:** \_\_\_\_\_

**M J McDonald**

**Wednesday 31 August 2022**



**Date** 31 August 2022

**Subject:** **Regional Transport Advisory Group - 3 August 2022**

**Approved by:** M J Nield, Director - Corporate Services  
S J Ruru, Chief Executive

**Document:** 3097480

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### **Recommendations**

That the Taranaki Regional Transport Committee:

- a) receives the confirmed minutes of the Regional Transport Advisory Group meeting held at 47 Cloten Road, Stratford on Wednesday 3 August 2022.

### **Matters arising**

### **Appendices/Attachments**

Document 3093023: RTAG Minutes 3 August 2022

## Taranaki Regional Transport Advisory Group (RTAG) Meeting

### MINUTES

- Date** Wednesday 3 August 2022, 10am
- Venue** Taranaki Regional Council (Zoom)
- Present**
- |                  |  |
|------------------|--|
| Rui Leitao       | NPDC                                   |
| Stuart Knarston  | NPDC                                   |
| David Brown      | NPDC                                   |
| Liz Beck         | NPDC                                   |
| Steve Bowden     | SDC (zoom)                             |
| Aydan Chatterton | Waka Kotahi NZTA (zoom)                |
| Lisa Malde       | Waka Kotahi NZTA                       |
| Nigel Hurley     | Waka Kotahi NZTA                       |
| Sarah Downs      | Waka Kotahi NZTA (zoom) – left 10:30am |
| Shawn Scott      | Waka Kotahi NZTA                       |
| Jeanine Foster   | Waka Kotahi NZTA                       |
| Fiona Ritson     | TRC (zoom)                             |
| Sarah Hiestand   | TRC                                    |
| Kylie Humphrey   | TRC                                    |
- Apologies**
- |              |      |
|--------------|------|
| Steve Broome | STDC |
| Vincent Lim  | STDC |
- Welcome and apologies**
    - Apologies were received from: Sarah Downs (latter half of meeting), Steve Broome and Vincent Lim.
  - Minutes of last meeting on 11 May 2022**

**Matters arising:**

    - Item 4** – Due to being behind schedule the update has been deferred. Lisa Malde will provide updates at RTAG meetings as they occur.
    - Item 5** – The workshop that was discussed in the previous meeting has been deferred to 2023 due to higher priority workloads.

The previous minutes of the RTAG meeting held on Wednesday 11 May 2022 were accepted as true and correct.
  - ERP Presentation**

Lisa Malde provided a presentation. The following points were noted:

    - Currently awaiting further direction from the Minister regarding the Government Policy Statement (GPS) with climate change identified as a key component
    - Draft GPS 2024 public consultation will be done in March/ April 2023

- The logging and freight strategic case has been discussed in previous RTAG meetings with an invitation extended to others interested in being involved. There have been 11 documents received so far with involvement from several councils
- It was noted that Waka Kotahi have confirmed ILM workshops, ideally completing them by the end of the year
- Shawn Scott spoke to the presentation on the NLTP noting that revenue was lower than the previous year due to various factors including fuel tax reduction, residual lockdown measures and change in behaviours such as working from home
- Funding is being investigated at a higher level with outcomes being reported at RTAG meetings and individually as they are available to do so
- The graphs provided in the agenda reported the budgeted versus actual claims for the previous year, noting that costs were up through challenging times
- Discussions will be held at an RTC level regarding residual funds transferring from year one to year two
- It was noted that budgets are expected to be tighter for the next NLTP and was suggested that spending should occur for the current NLTP to avoid not being available for the next one
- Projects have been deferred due to budgets being impacted by inflation
- A draft presentation for the RTC was presented for emission reduction and transition covering Avoid-Shift-Improve (ASI) framework, ERP focus areas, what it means for Taranaki, work that councils have been doing, future steps and case studies

#### 4. Core Workstreams

Fiona Ritson provided a presentation. The following points were noted:

##### **Review of the Taranaki Regional Land Transport Plan 2024-27 (RLTP)**

- An indicative timeline for Waka Kotahi was provided for the NLTP development
- Regional development dates were listed with March 2023 being a more realistic option rather than December 2022
- Members agreed that the dates provided in the regional development stages were appropriate
- It was agreed that the ILM and policy framework for the RLTP needs a refresh, which will need to be factored into timeline. It was suggested there would be efficiencies in utilising the same ILM facilitator from GHD that NPDC will be using in the next couple of months for their Integrated Transport Strategy
- The triennium elections creates challenges for timing of an ILM with the RTC. Fiona agreed to follow up on options to ensure suitable representative involvement in the ILM process
- There was discussion regarding using the RTAG or email confirmation from RTC if the councillors were unable to receive it in time. Fiona agreed to follow up on options

##### **Reviewing Regional Walkways and Cycleways**

- It was noted that the current Regional Walkways and Cycleways strategy is overdue for a review
- It was agreed that a review of the strategy, incorporating a 30-year regional mode shift plan, would be a very useful feeder into the RLTP review - as long as it could be completed during 2023



- Options for the review considers engaging with a consultant to help with the workload and be able to achieve the timeframe

### **Speed Management**

- Fiona was joined by Jeanine Foster, Aydan Chatterton, Liz Beck and David Brown to speak on the development of the first speed management plan
- It was noted that the completed RSMP should be a feeder into the RLTP 2024, with a proposed completion by Sep 2023
- Concerns were raised around the engagement timeframe being tight with the proposed date and was suggested that the plan is ideally completed by the end of the year
- It was noted that the NPDC have carried out their speed management consultation, with the remaining councils to work on their consultations
- SDC have received various feedback on their consultation with speed changes on Ōpunake road
- Issues regarding communications were identified with help being sought after from Waka Kotahi
- It was noted that there is 12,500 km's of speed changes are in the pipeline with 9,000 km's already completed
- It was noted that there is room to connect with other councils that are managing to engage with the public regarding speed changes
- There was discussion on how the community perceive and react to proposed speed changes noting that informing them of the reasons behind the changes helps with understanding the reductions
- It was agreed that a subgroup/ workstream of RTAG be established, with regular contact, to progress the regional speed management plan. There was discussion around potential additional involvement in this subgroup over time, such as Roadsafes Taranaki and Māori representation

### **5. Waka Kotahi Project Updates**

Nigel Hurley spoke to the updates that were provided in the agenda and were taken as read. The following points were noted:

- The Ahititi stock effluent site exceeded the expected costs, resulting in the displacement of other projects
- Renewals and resurfacing will have a high presence in the upcoming season
- The Smart Rd to Vickers Rd project will have NPDC taking the lead with a second walking and cycling bridge being investigated and integrated with the project
- It was noted that reporting on deferred projects will be at a minimum due to progress being delayed, with no changes
- Mt Messenger has had an under slip occur, resulting in possible delays

### **6. NLTP Projects – Activity Expenditure and NLTP Budgets**

Shawn Scott spoke to the tables and graph provided in the agenda that were taken as read. The following points were noted:

- Tables reported budgets that did not have spending done

- Waka Kotahi were interested to hear from the council's in regards to the progress on their projects
- Public Transport was identified as not needing to go through the RTC

**7. District Council updates on their transport activities**

**SDC - Steve Bowden**

A verbal update was provided with a report to be attached

- Storm events were identified as a major issue
- It was reported that one million dollars has been spent within the last 18 months to complete work
- The safety project outside of the Stratford High School has commenced and will carry on through to September
- Waiting for feedback from key stakeholders on walking and cycling

**STDC - Vincent Lim**

- Updates were provided in the agenda and were taken as read.

**NPDC - Rui Leitao**

A verbal update was provided with a report to be attached

- It was noted that maintenance projects were completed \$231 under budget
- Speed management will lead on to more projects in the near future

**8. Public Transport Update**

A verbal update was provided by Sarah Hiestand

- Route reviews will begin next week with stakeholder engagement
- Revenue has been low with system issues, half price fares and covid-19
- It was announced that Real Time will be launched in the next eight weeks
- Contract renewals are due in 2025/26
- Transport will be engaging with Beca for transitions within the current service, identifying such changes as more improved services, frequency, support and understanding communities wants and needs

**9. General Business**

- There were no general business items

**10. Actions from meeting**

Action	Responsible
NPDC report to be completed	Rui Leitao
Follow up on representative involvement in ILM process	Fiona Ritson

**11. Next meeting**

The next meeting is scheduled for Wednesday 9 November 2022

**The meeting closed at 12.22pm**

DRAFT

**Acronyms commonly used in RTAG meetings**

<b>Acronym</b>	<b>Meaning</b>
AC	Activity Class
AG2MM	Awakino Gorge to Mt Messenger Programme
AMP	Asset or Activity Management Plan
BC	Business Case
CMP	Corridor Management Plan
DC	District council
DSI	Deaths and Serious Injuries
ERP	Emissions Reduction Plan
GIS	Geographic Information System
GPS	Government Policy Statement on Land Transport
IDMF	NZTA's Investment Decision Making Framework
ILM	Investment Logic Mapping
LOS	Levels of Service
LTP	Long Term Plan
LTV	Long Term View
NOC	Network Outcomes Contract
NOF/NOP	Network Operating Framework/Networking Operating Plan
NPDC	New Plymouth District Council
NZTA	Waka Kotahi New Zealand Transport Agency
ONF	One Network Framework
ONRC	One Network Roading Classification
PGF	Provincial Growth Fund
POE	Point of Entry (initiation of a business case)
R2Z	Road to Zero – NZ's Road Safety Strategy 2020-2030
RAMM	Road Assessment and Maintenance Management database
RAPT	Review and Prioritisation Team
RCA	Road Controlling Authority
REDS	Regional Economic Development Strategy
RLTP	Regional Land Transport Plan
RSMP	Regional Speed Management Plan
RSTES	Regional Stock Truck Effluent Strategy
RTAG	Regional Transport Advisory Group
RTC	Regional Transport Committee
RWCS	Regional Walkways and Cycleways Strategy
SDC	Stratford District Council
SH	State Highway
SHIP	State Highway Investment Proposal
SIG	Special Interest Group (regional sector of LGNZ)
SMP	Speed Management Plan
SNP	Safe Network Programme
SPR	Special Purpose Road
STDC	South Taranaki District Council
STE	Stock Truck Effluent
TAIP	Transport Agency Investment Proposal
TEFAR	Targeted Enhanced Financial Assistance Rate
TIO	Transport Investment Online
TP	Transport Programme
TRC	Taranaki Regional Council
TSIG	Transport Special Interest Group
VDAM	Vehicle Dimensions & Mass
WAC	Walking Access Commission
WWTP	Waste Water Treatment Plant



**Date:** 31 August 2022

**Subject:** **Waka Kotahi New Zealand Transport Agency Update**

**Approved by:** M J Nield, Director - Corporate Services  
S J Ruru, Chief Executive

**Document:** 3097485

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**Purpose**

1. The purpose of this memorandum is to provide the Committee with an update on the Waka Kotahi New Zealand Transport Agency's activities nationally and regionally.

**Recommendations**

That the Taranaki Regional Transport Committee:

- a) receives the presentation and the detailed updates provided by Waka Kotahi New Zealand Transport Agency.

**Financial considerations—LTP/Annual Plan**

2. This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

**Policy considerations**

3. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002*, the *Resource Management Act 1991* and the *Local Government Official Information and Meetings Act 1987*.

**Iwi considerations**

4. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan.

**Community considerations**

5. This memorandum and the associated recommendations have considered the views of the community, interested and affected parties and those views have been recognised in the preparation of this memorandum.

**Legal considerations**

6. This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

**Appendices/Attachments**

Document 3098050: Waka Kotahi - Taranaki RTC Presentation August 2022

Document 3098039: Waka Kotahi Presentation - Taranaki RTC Detailed updates August 2022

# Taranaki - Regional Updates

31 August 2022

Note: The following slides are detailed updates, and to be taken as read.

The committee are welcome to ask questions relating to the information as required.





## Winter Maintenance

- We acknowledge that the condition of the state highway network has been a hot topic this winter.
- We aim to manage and maintain roads over winter, before improving the network condition over summer (i.e.: renewals).
- Recent weather events have affected some communities, and contractors have worked hard to ensure access is restored as quickly as possible.



*Drop out in the Awakino Gorge (SH3)*

## NOC Review

Is our current road maintenance contract model fit for purpose moving forward?

- The review commenced in March this year and has now moved into a **Design** phase.
- Wide ranging internal and external feedback has been sought over the past three months.
- Key themes from the feedback centered around planning processes, roles and relationships, workload, KPI's and resourcing.
- We are on track to have a proposed model presented to the Waka Kotahi Board by the end of this year.



## Monitoring the network

- Contractors are required to regularly patrol the network, with exact timeframes for this based on road hierarchy. At present the entire Taranaki network is covered at least once a month.
- Routes are patrolled more regularly when there is need to do so, for instance, SH3 between New Plymouth and Hāwera is required to be inspected once a week but is done more often at present.
- The majority of issues on the network are discovered through our find and fix patrols rather than being reported by the public.
- Once a fault is noted, repairs must be made within certain timeframes.
- Additional maintenance crews have been working on the Taranaki network over winter to tackle problem areas. At the height of the problems the night crew focused on pothole repairs.
- When a pothole is reported a temporary repair is carried out within 48 hours. A permanent repair is then programmed.





# Pavement condition surveys



Between October and March each year a high speed survey collects information across the entire network on:

- skid resistance
- Texture
- roughness
- rutting
- geometry (gradient, crossfall and curvature)
- centreline GPS coordinates.

In addition to responding to the immediate condition of the road we use the results to:

- Plan future work programmes
- Analyse trends
- Predict how the road condition will change in the future.

The information collected helps inform our forward programmes.

## Asphalt repairs completed on SH3 at Tariki, near the Rugby Road underpass





## SH3 Awakino Tunnel

- Since the road was opened to traffic with a temporary surface in mid-2021, investigations have been ongoing to find the best option for the final surface.
- A temporary speed limit of 50kph has been in place to ensure the safety of traffic while we work to confirm the best option for the final surfacing.
- We have recently performed some works to improve the temporary surface, and as a result will be increasing the speed limit to 70kph in the coming weeks.
- Once the proposed treatment is confirmed the surfacing work will be carried out when the weather is warmer. After this is done, and the speed limit raised to 100kph, the northbound passing lane will be opened for traffic.



## SH3 Ahititi Stock Effluent Disposal Facility

- The new facility was completed early August.
- The new facility has an electronic sensor, which alerts Waka Kotahi when it's nearing capacity and needs to be emptied.



Completed Facility



## SH4 Collapsed Culvert

- Preparation works to reinstate SH4 to two lanes between the intersections of State Highway 43 and Okahukura Bridge Road, north of Taumarunui is underway.
- The road has been down to one lane under traffic light control since a culvert under the road collapsed during severe weather in June. This resulted in a large hole in the road.
- Temporary drainage pipes have been installed but construction of the new culvert is some weeks away.
- There will be a significant cost to this repair to enable it to conform to freshwater standards.



*Water being pumped out of the collapsed culvert*

## SH43 Tunnel Hill

- Work to build a 33-metre and 14-metre-high retaining wall to repair an under slip on the Forgotten World Highway (SH43) southwest of Taumarunui is progressing well and on track to be completed mid to late November.
- All the piles have been installed and the crews are now drilling the lower tie-backs which will anchor the wall into the bank.
- Once the retaining wall is complete the road will be reinstated to two lanes.



*Retaining wall piles installed at site*

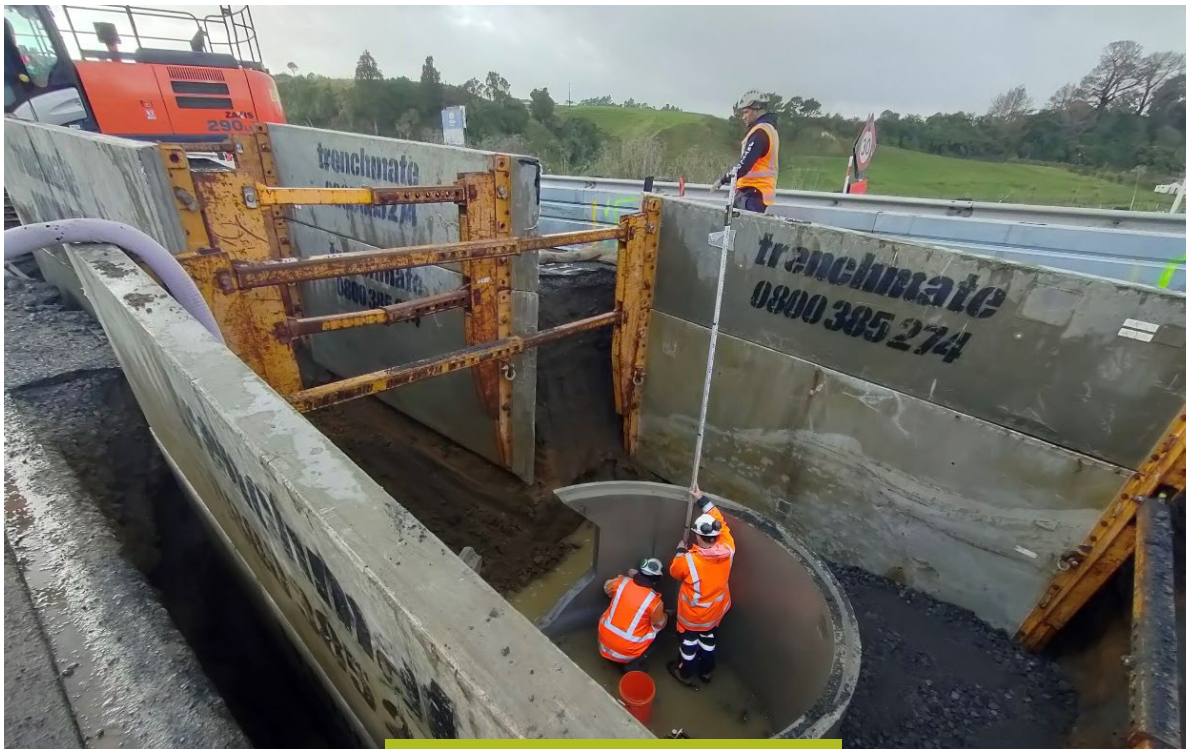
## Taranaki Large Capital Project Updates

Activity	2021 – 24 NLTP (\$)	Key date(s)	Status	Commentary
Te Ara o Te Ata - Mt Messenger Bypass	\$280m (2018-21 and 2021-24 NLTP's)	Enabling works started 16 May 2022.		<ul style="list-style-type: none"> <li>31 Mar - High Court dismissed an appeal (brought by Poutama and Tony and Debbie Pascoe) against the Environment Court decision to award designation amendments and resource consent. Our opponents are seeking leave to appeal.</li> <li>Enabling works in the form of minor vegetation clearance and earthworks started mid-May in preparation for installation of a cableway structure allowing access into the heart of the bypass alignment.</li> <li>Expected construction start date is September/October 2022.</li> <li>Read the latest media release <a href="#">here</a></li> </ul>
Te Ara Tūtohu: Waitara to Bell Block	\$84m	Princess Street Stormwater works construction January – September 2022		<ul style="list-style-type: none"> <li>First stage of stormwater works is complete and work is underway to install additional pipe to the location of the outfall. This work is on track to be completed September.</li> <li>The detour through Waitara for northbound light vehicles is operating well.</li> <li>Main roundabout works at the SH3/Princess Street intersection to start next summer.</li> </ul>
Tongapōrutu Intersection Improvements	\$1.6m	Construction complete		<ul style="list-style-type: none"> <li>In defect period</li> </ul>
Rapanui Passing Lane	\$8.8m	Construction complete		<ul style="list-style-type: none"> <li>In defect period</li> </ul>



# SH3 Waitara to Bell Block

## Stormwater infrastructure progress



Manhole installation



Stormwater pipe installed

## SH43 Forgotten World Highway improvements

### Project updates

- Work to **seal** the first 2.1km of road through the **Tāngarākau Gorge** was completed early May. Planning work is now underway for the remaining 10km section with physical works scheduled to get underway when the weather warms up.
- Contractor Inframax will begin installing **roadside safety barriers** at three locations in August. This work is part of a larger package of barriers to be delivered along the route to increase safety over the coming months.
- **Warning signs and road markings** have been installed along the route to improve safety. New signs warning motorists to look out for cyclists in the Moki Tunnel have also been erected.
- The designs for a new two-lane bridge over **Kahouri Stream** are now complete and physical work is on track to begin later in the year.
- We continue to support our iwi partners Ngāti Maru, Ngāti Haua and Ngāti Ruanui in the delivery of a **cultural narrative** for the route .





# SH3 New Plymouth to Hāwera

## Project update

- Detailed design and property acquisition is in progress for New Plymouth to Egmont Village. We are aiming for completion of this in early 2023.
- Accelerated physical works for the Junction St intersection and a roundabout at Mangorei Rd is targeted to start in early 2023 – following further engagement with NPDC.
- Main physical works are targeted to start in October 2023.
- In response to feedback from the local community, speed warning signs have been erected at Egmont Village alerting motorists to the upcoming reduction in speed limit from 100km/h to 70km/h through the village. No engine braking request signs have also been installed.
- A draft feasibility report has been prepared for possible safety improvements on SH3A and SH3 between Egmont Village and Hāwera. This follows early engagement with iwi and key stakeholders.



# SH4 Whanganui to Raetihi update

## Flood damage repairs & Te Oreore slip site

### Auraki Stream repair site (road retreat project)

- Final major repair site, Auraki Stream, is progressing well.
- Alluvial seam remediation efforts are holding well.
- Due to winter weather, focus has been on ESCP management and preparation of SRPs for upcoming works.
- Work underway to find an environmentally sensitive and practical solution to providing natural supply of water to wetland.

### Te Oreore slip site

- Temporary road remains in place at Te Oreore slip site with works on a permanent road expected to begin in the 2022/23 construction season.
- New governance group established to oversee implementation of new permanent road.
- CIA matters have been paused but are set to resume as soon as possible and permanent consents can be lodged when CIA actions are resolved.
- Engagement is ongoing with Ātīhau-Whanganui Inc regarding land.



Auraki Stream road retreat site – August 2022



# Hei konā mai

PASSING  
LANE  
2 km  
AHEAD

# Regional Transport Committee

Taranaki

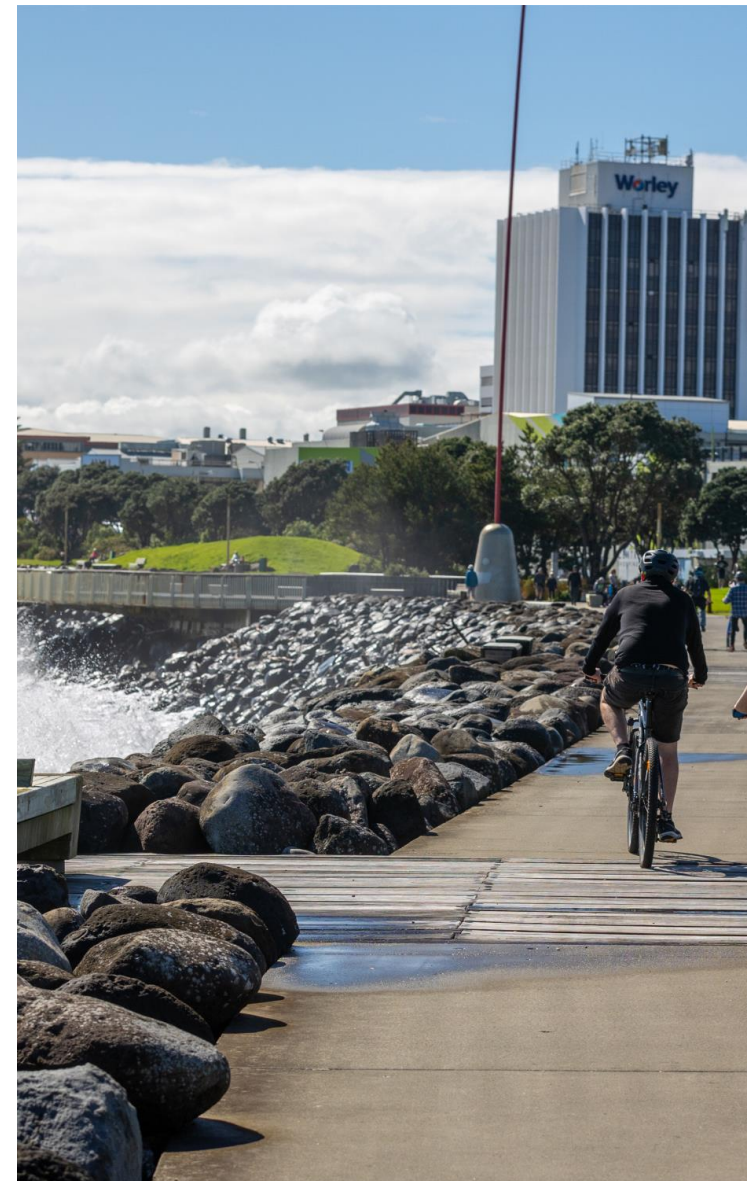
31st August 2022





# Emissions Reduction Plan

- The transport targets in the emissions reduction plan set us on a path to net-zero transport.
- The plan calls for a 41 per cent reduction in emissions from the transport sector by 2035 (from 2019 levels).
- Three focus areas guide how the sector will reduce transport emissions:
  - Reducing reliance on cars and supporting people to walk, cycle, and use public transport.
  - Rapidly adopting low-emissions vehicles,
  - Beginning work now to decarbonise heavy transport and freight.
- We're waiting for advice from the Minister on how to reflect the Emissions Reduction Plan in our new investment decisions for the remainder of the 2021-24 NLTP.



# Safety camera expansion and transfer

## Part of Road to Zero

- We are implementing a new approach to safety cameras, which includes:
  - Expanding the network and targeting high-risk roads.
  - Adopting best-practice operations, including signed and unsigned cameras.
  - Transferring safety cameras from NZ Police and incorporating safety cameras in speed management planning.
- Planning to engage with relevant RCA staff and NZ Police in June/July to review initial list of potential camera sites.
- For the 2024-27 NLTP periods and beyond, safety cameras will be integrated into processes for developing speed management plans.



# Taumata Taiao

We're doing our part to be more environmentally and socially responsible

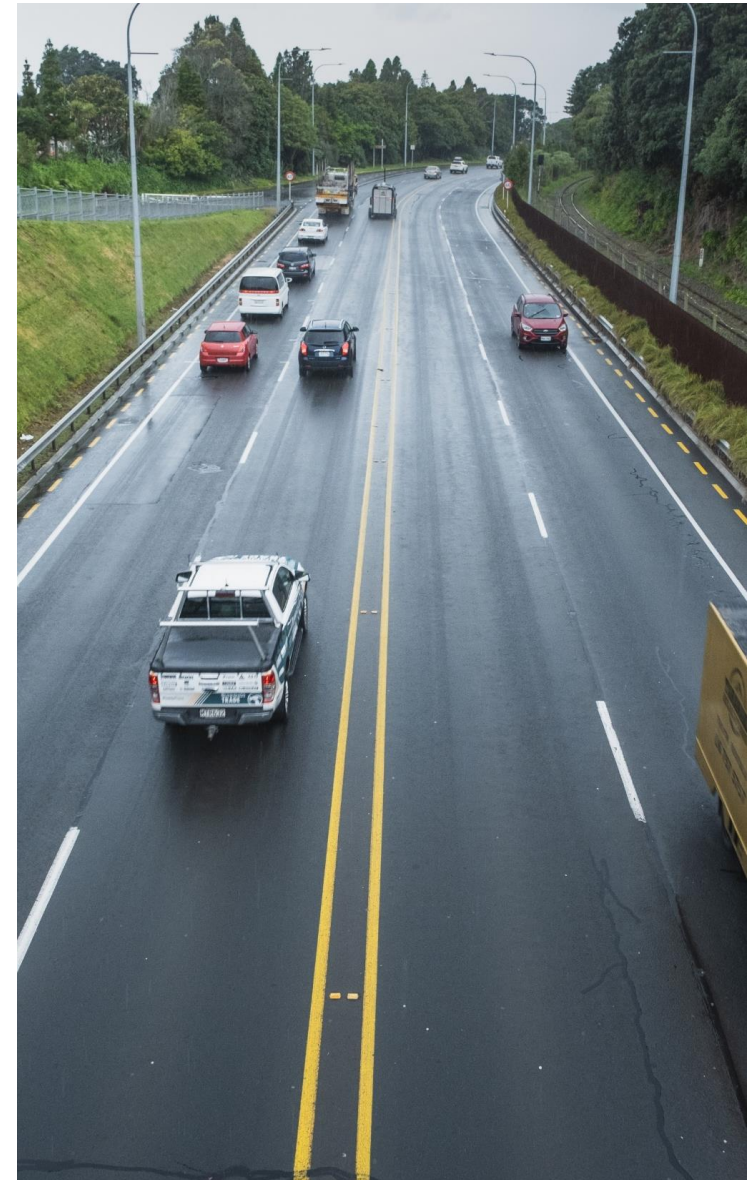
- We've updated our environmental and sustainability standard – now known as Z/19 Taumata Taiao.
- It will help to better protect the environment in our work – from our capital projects to our maintenance operations
- The updates reflect our new strategies and frameworks – and the Government's Broader Outcomes framework for procurement.
- <https://www.nzta.govt.nz/roads-and-rail/highways-information-portal/technical-disciplines/environment-and-social-responsibility/national-standards-guidelines-and-specifications/z19-taumata-taiao/>





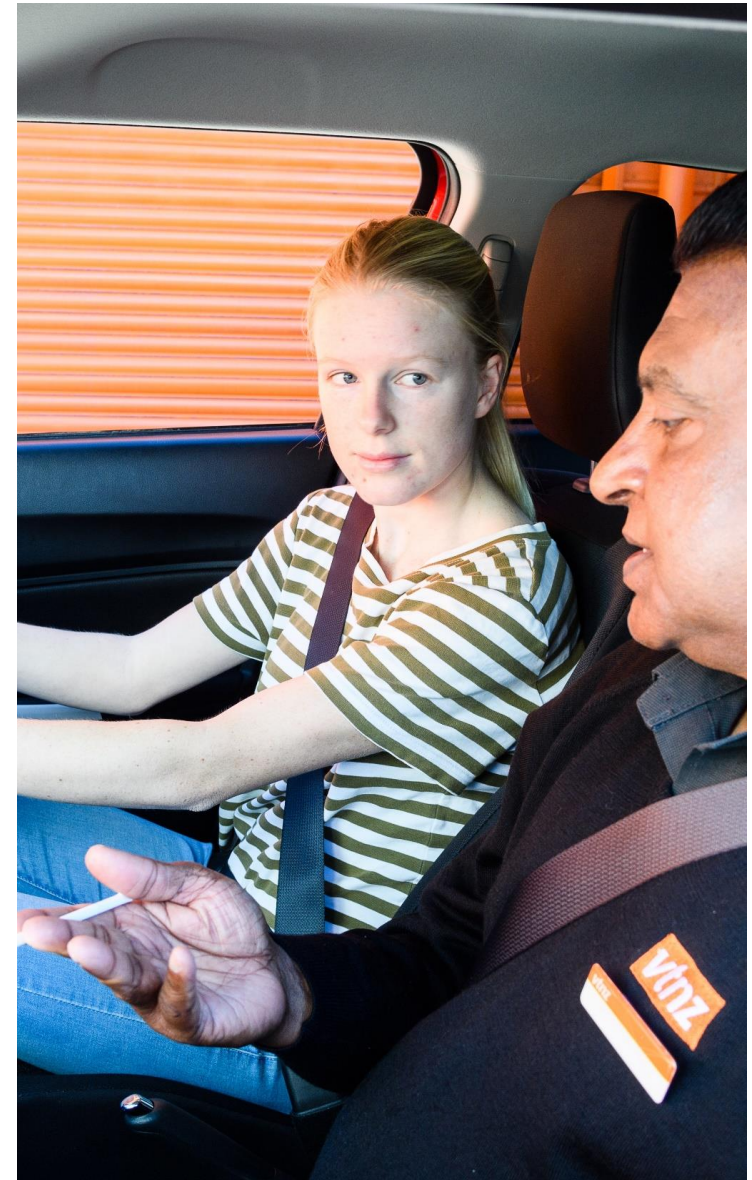
## Asset Management Data Standard

- We've started rolling out the new Asset Management data Standard.
- It's a small piece of a much larger programme to improve asset data quality – and ultimately save millions of dollars.
- The first of the 68 RCAs will be using the new standard within the next 12 months – and everyone within five years.
- It will help to better manage and plan the development of roading infrastructure, from drains and culverts to bridges and footpaths.



## Driver licensing improvements

- New programme established to address and improve access and equity of the current system
- Budget funding of \$16.95m over four years to:
  - Increase Driver Testing Officer capacity in remote areas.
  - Increase mobile theory and practical testing services.
  - Establish group booking functionality.
  - Establish new regional roles to support future community driver training and mentoring programmes.



## Coastal Shipping investment

- We've worked with the wider freight industry to select four applicants for co-investment in new and enhanced coastal shipping services through the 2021 - 24 NLTP.
- Four preferred suppliers have been announced:
  - Coastal Bulk Shipping Ltd
  - Move International Ltd
  - Swire Shipping NZ Ltd
  - Aotearoa Shipping Alliance
- We're now working collaboratively with each preferred supplier on proposal development.
- MOVE Logistics Group Limited's proposal includes operations in the Taranaki Region. Their proposal is to purchase, refit, and mobilise a quarter-ramp roll on/roll off (RORO) vessel capable of berthing and working wheeled cargo into at least 13 New Zealand ports without the need for any new port infrastructure to be built.
- This will provide another option for moving rolling stock between the North and South Island and create 12 new seafaring jobs.

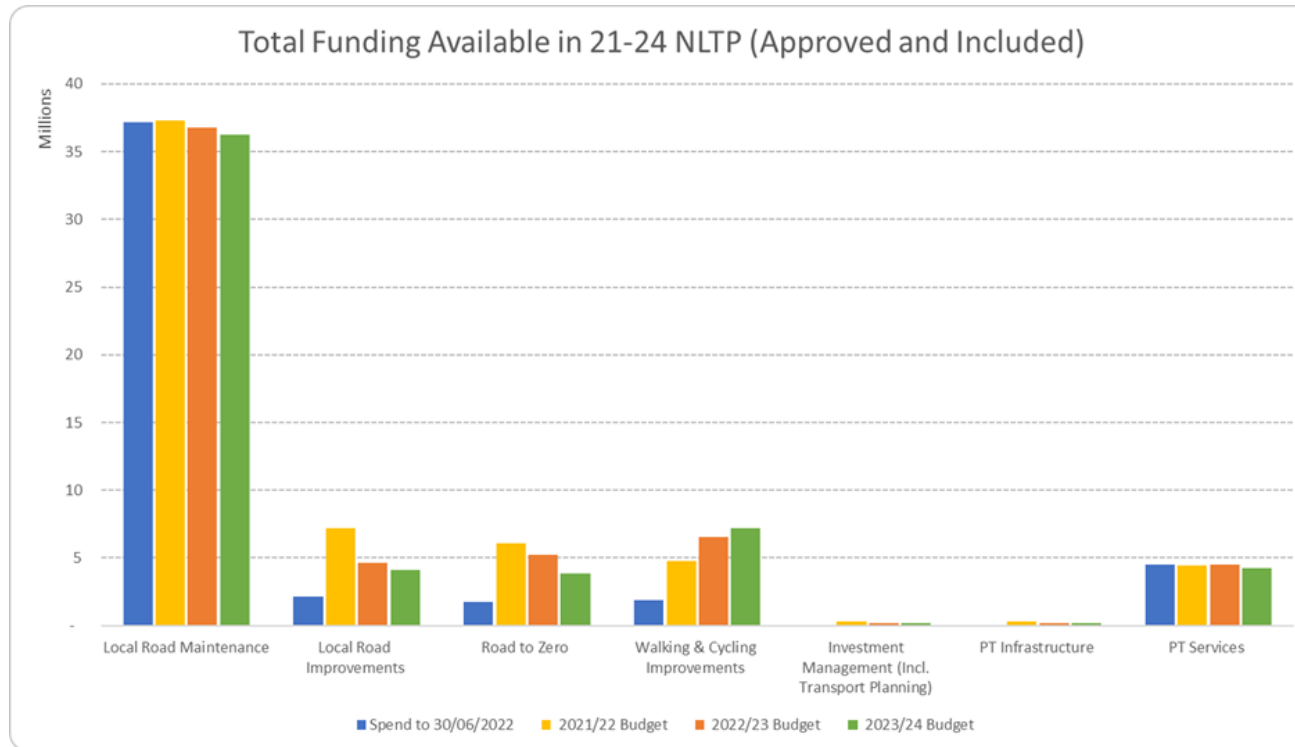




## RLTP: Significant Related Activities

Activity	Activity description	Status	On track
<b>SH3 Te Ara Tūtohu: Waitara to Bell Block Improvements</b>	Safety improvements including roundabouts at four key intersections seeking reduction in DSIs	Design and consenting work for Princess Street roundabout complete. Currently asking for expressions of interest for construction contract.  Second stage of stormwater infrastructure work is progressing well and on track to be completed in September/October.	
<b>Airport Drive Improvements</b>	Priority investment on local roading infrastructure that will link in with safety improvements in this location. This will enable expected growth to occur.	Design work and consenting ongoing. Collaboration going well with NPDC and Waka Kotahi. Construction anticipated to begin in mid-2023 in collaboration with NPDC.	
<b>SH3/3A New Plymouth to Hāwera</b>	Standard safety interventions identified in the Speed and Infrastructure Programme	NP to Egmont Village – Detailed design and property acquisition process underway.  Egmont Village to Hāwera and SH3A Mountain Road – feasibility stage continues. Early engagement with key stakeholders completed.	
<b>Coastal Pathway extension to Waitara</b>	Business case to connect the existing coastal shared path to Waitara	Business case is in draft form and Waka Kotahi are reviewing and providing feedback. Once endorsed by NPDC it will go through the Waka Kotahi approval process for endorsement and funding for pre-implementation	
<b>SH3 Cumberland/Coronation Intersection Signalisation</b>	Key intersections identified by NPDC and being funded through local share seeking safety outcomes	Project currently with NPDC LCLR programme	
<b>SH3/Egmont Road Intersection improvements</b>	Working closely with New Plymouth District Council to integrate the intersection in the NP integrated Transport Solutions Programme Business Case, while considering short term solutions.	Point of entry exercise completed. An intersection speed zone has been included in the interim speed management programme.	
<b>SH3 Te Ara o Te Ata: Mt Messenger Bypass</b>	Offline bypass of Mt Messenger seeking safety, resilience, reliability and environmental outcomes	Enabling works started on Monday 16 May. Main construction programme due to commence in spring.	

# 2021-24 Taranaki RLTP Tracking



## 2022/2023 Maintenance Renewal Programme



Inglewood to Midhurst rehab

**15 asphalt renewal sites**

- 12.2 lane kms approx.

**12 granular rehab sites**

- 10.8 lane kms approx.

**Total programme is significantly larger than last year.**

## 2022/2023 Maintenance Renewal Programme

- A lot of renewals planned for the three main centres – New Plymouth, Hāwera and Stratford.
- Planning to lay asphalt in high traffic residential areas to reduce the impact on residents.
- TNOC is investigating completing some big rehabs ahead of the official construction season start in October to get a head start on the programme.



*Asphalting at Eltham this season*

## State Highway - Taranaki Network Operations AC Surfacing 2022/23

Asphaltic Concrete (AC) Resurfacing		
<b>SH3</b>	Stratford Caltex to Regan Street	TBC
	Stratford South	TBC
	Eltham Bridge to London Street	TBC
	Eltham London Street	TBC
	Eltham Conway Street South	TBC
<b>SH4</b>	Taumarunui Township (3 sites)	TBC
<b>SH43</b>	Broadway Roundabout to rail crossing	TBC
<b>SH44</b>	Dawson to Cutfield	TBC
	Cutfield to Belt Road	TBC
	Belt Road to Kitchener Tce	TBC
	Ngamotu Road intersection	TBC
	Lorna to Lawry Street (3 sites)	TBC
<b>SH45</b>	Mania Roundabout	TBC

## State Highway - Taranaki Network Operations Rehabilitations 2022/23

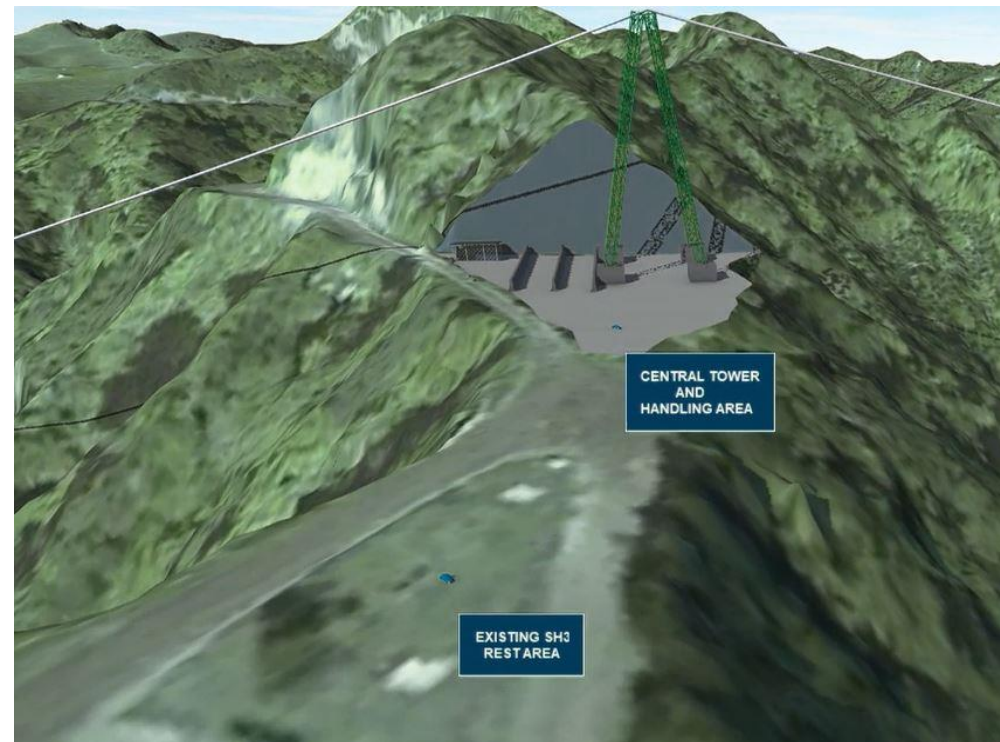
Road Rehabilitation sites		
<b>SH3</b>	Hills Road	TBC
	South of Uruti	TBC
	North of Onaero	TBC
	Piakau Stream Bridge	TBC
	North of Midhurst overbridge	TBC
	Ngaere	TBC
	Waihi Road Hawera	TBC
	North of Hunts Road	TBC
	Mokoia	TBC
	South Manawapou Bridge	TBC
<b>SH43</b>	Tahora Saddle	TBC



## SH3 Te Ara o Te Ata - Mt Messenger Bypass

### Project update

- Preparatory work continues for installation of a 1.1km cableway structure allowing access into the heart of the bypass alignment.
- The project's 3.650ha pest management programme is also underway with the laying of bait stations and early track formation in the Parininihi area, to the west of the existing SH3 over Mt Messenger.
- First full construction season begins in October.
- Planning is underway for a ministerial sod turning and planting event on 6 October. Associate Minister Kieran MacAnulty to attend.



# Te Ara Tūtohu: SH3 Waitara to Bell Block

## Project update

- Ngā hapū – Manukorihi, Ngāti Rahiri, Otaraua, Pukerangiora me Puketapu o Te Atiawa iwi have named the project Te Ara Tūtohu.
- Detour through Waitara has been extended to Sept/Oct to allow second stage of stormwater works to be completed.
- Additional traffic control staff have been put in place to address issues with light vehicles continuing to use the highway, causing additional delays.
- Princess Street Roundabout on track to start construction this summer.
- Community drop-in sessions planned for September.
- Waitara Road Roundabout design is well underway with construction planned for the 23/24 construction season.





# Taranaki Speed Reviews

## Project update

- We sought feedback on speeds on a number of Taranaki highways including SH3 between New Plymouth and Hāwera late last year. The summary of feedback is now available on our website.
- Waka Kotahi is now working through changes required to the speed review process following the introduction of the Setting of Speed Limits Rule 2022 and hopes to rapidly progress speed reviews at the end of this year/beginning of 2023.
- Further engagement with councils and key stakeholders will be undertaken prior to public consultation on any changes to the speed limits in Taranaki.





The Forgotten World Highway - State Highway 43 - is one of New Zealand's most iconic and stunning journeys.



# Hei konā mai



New Zealand Government



**Date:** 31 August 2022

**Subject:** **Reviewing the Regional Land Transport Plan and Regional Public Transport Plan**

**Approved by:** M J Nield, Director - Corporate Services  
S J Ruru, Chief Executive

**Document:** 3094880

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### **Purpose**

1. The purpose of this memorandum is to update Members on the process and timeframes for reviewing the Regional Land Transport Plan and the Regional Public Transport Plan.

### **Executive summary**

2. A mid-term review of the *Regional Land Transport Plan for Taranaki 2021/22-2026/27* (RLTP) must be undertaken, and the updated RLTP in place by 30 April 2024.
3. Completion/update of a number of other strategies and plans feed into the preparation of each three-yearly iteration of the RLTP. For the 2024 RLTP, this will include a revised *Regional Public Transport Plan for Taranaki*.
4. Additionally, it is anticipated that both a review of the *Regional Walkways and Cycleways Strategy for Taranaki*, and the newly required speed management plans, will also be completed in sufficient time to meaningfully contribute to the next RLTP.

### **Recommendations**

That the Taranaki Regional Council:

- a) receives the memorandum titled *Reviewing the Regional Land Transport Plan and Regional Public Transport Plan*
- b) notes the indicative process timeline for the mid-term review of the *Regional Land Transport Plan for Taranaki 2021/22-2026/27* commencing with investment logic mapping workshops with key stakeholders in September 2022
- c) notes that the first stage in updating the *Regional Public Transport Plan for Taranaki* is underway through an independent review of the bus network by Beca.



## Regional Land Transport Plan for Taranaki

### Background

5. The Regional Transport Committee's statutory responsibility under the *Land Transport Management Act 2003* focuses on the preparation and implementation of a RLTP that:
  - provides strategic direction to land transport in the region and sets out how the region proposes to invest to achieve its objectives
  - must be consistent with the Government Policy Statement (GPS) on Land Transport of the time
  - has a three-yearly planning/review cycle; though a technical lifespan of six years
  - has two key components:
    - a strategic policy framework
    - a list of activities for which approved organisations in the region (the four councils, Waka Kotahi, and Department of Conservation) are seeking assistance from the National Land Transport Fund (NLTF).
6. One of the key aims of the RLTP is to secure national funding through the National Land Transport Programme for activities in the region.

### Mid-term review

7. The current RLTP was developed during 2020/2021, has been in effect since 1 July 2021, and will continue to be operative through to 30 June 2024. Development of the RLTP for the following three-years (RLTP 2024-2027) will be a core work-stream from late 2022 through to 30 April 2024.
8. The core question for the review is "what has changed since the last iteration?" Key issues or matters for consideration already identified by officers include:
  - increased importance given to climate change via the Emissions Reduction Plan
  - greater need to increase mode shift and reduce vehicle kilometres travelled (VKT) where possible
  - increased resilience for transport infrastructure from weather events
  - increased costs but reduced funding available from the NLTF.
9. The review of the RLTP is expected to focus on strengthening the aspects related to reducing carbon emissions, particularly through supporting mode shift away from private motor vehicles where possible. It is also likely to focus on ensuring resilience of the region's transport network in the face of increased weather events, increased inflationary and capacity pressures, and decreased funding availability. The costs of simply maintaining an adequate level of service on Taranaki's core land transport network is increasingly challenging.
10. At their meeting on 3 August 2022, the Regional Transport Advisory Group (RTAG) reviewed the existing strategic framework (refer to the summary information provided in Appendix A) and determined that a refresh of the Investment Logic Mapping (ILM) process was needed given the degree of change in the sector and operating environment. Officers are therefore in the process of contracting a certified facilitator to run this process in September and October 2022. While this timing is not ideal given the local government elections in early October, it is necessary to meet the RLTP review timeline.

### **Review process and timeline**

11. Refreshing the ILM with the RTC and RTAG is an important first step in updating the strategic front end of the RLTP.
12. The proposed process timeline for development of the RLTP 2024 is provided in Appendix B of this memorandum, which notes relevant national dates as well. Provision of the proposed works on state highways is highlighted with blue font, simply due to the challenges in receiving this information in recent years.
13. It should be noted that the development of the new speed management plans (which are the subject of a separate item in this agenda) will also be an important contributor to preparing the 2024 RLTP – particularly for seeking funding for proposed road safety activities.

## **Regional Public Transport Plan for Taranaki**

### **Background**

14. Under the *Land Transport Management Act 2003*, each region is also required to develop a regional public transport plan (RPTP), to guide the region's public transport network for the following 10 years. An RPTP is an instrument for engaging with the public and stakeholders on the vision, design, and operation of the public transport network within a region.
15. The current Taranaki RPTP is due for review in 2023. The *Taranaki RPTP 2020-2030* was finalised in October 2020, and much has clearly evolved since then in terms of community and Government aspirations for public transport.
16. The *2021/2031 Long-Term Plan* process for 2021-2024 saw the Taranaki community speak in favour of a step-change in public transport, and work is underway to help realise this.

### **Review process and timelines**

17. The Council has commissioned Beca to undertake an independent external review of the regional bus network. This work has commenced and will be completed before the end of 2022. This external review involves four workshops with key stakeholders as part of undertaking the key assigned tasks of:
  - Goals definition
  - Development of policies to guide the development of the bus network
  - Criteria to define where bus services will and will not be provided
  - Market analysis
  - Define network design principles
  - Application of network design principles and assessment of network design options
  - Development of an implementation plan and reporting.
18. The review of the existing service network was a key proposal within the current RPTP, and is essential to inform the review of the next RPTP in 2023 (and the design of associated programmes, particularly when seeking funding support for services).
19. Scope also exists to improve inter-regional public transport connections, particularly with Horizons who have proposed such in their revised RPTP. This would have benefits for both regional communities, as well as national emission-reduction goals.

20. It should be noted that RTPs are not restricted to bus services, but can also include rail and ferry services where appropriate.

### **Regional Walkways & Cycleways Strategy for Taranaki**

21. A review of the *Regional Walkways and Cycleways Strategy for Taranaki* (the Strategy) is overdue. While it is non-statutory in nature, a review of the 2007 Strategy would be a useful feeder into the next RLTP, especially if mode shift aspects were to be strengthened and expanded.
22. The inclusion of a 30-year Taranaki Trails Vision within the last RLTP was a first step towards reviewing the Strategy. The RLTP was essentially used as a vehicle to socialise the Taranaki Trail Trust's Vision with the wider community, and was well-received.
23. Encouraging travel behaviour change and a shift toward more sustainable transport options such as walking and cycling is strategically aligned with a number of national and regional policies and plans. Bringing this Strategy up-to-date could also include creating a 30-year mode shift plan for the region, to assist with attaining the level of VKT and transport emission reductions sought.
24. Options for the completion of this review are being considered.

### **Financial considerations—LTP/Annual Plan**

25. This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

### **Policy considerations**

26. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002*, the *Land Transport Management Act 2003*, the *Resource Management Act 1991* and the *Local Government Official Information and Meetings Act 1987*.

### **Iwi considerations**

27. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan.

### **Community considerations**

28. This memorandum and the associated recommendations have considered the views of the community, interested and affected parties and those views have been recognised in the preparation of this memorandum.

### **Legal considerations**

29. This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

**Appendices/Attachments**

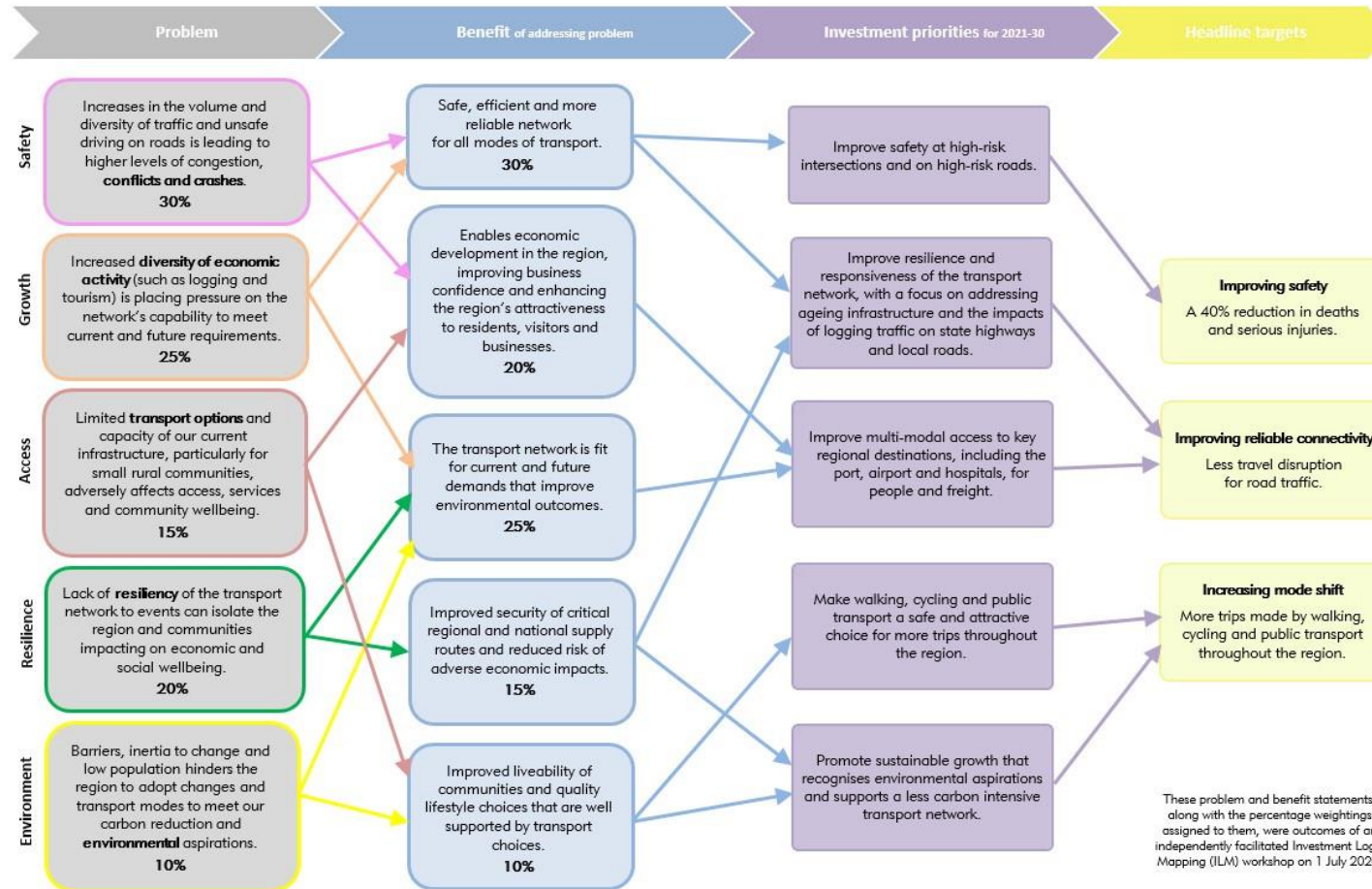
Appendix A: Strategic framework overview of the RLTP 2021

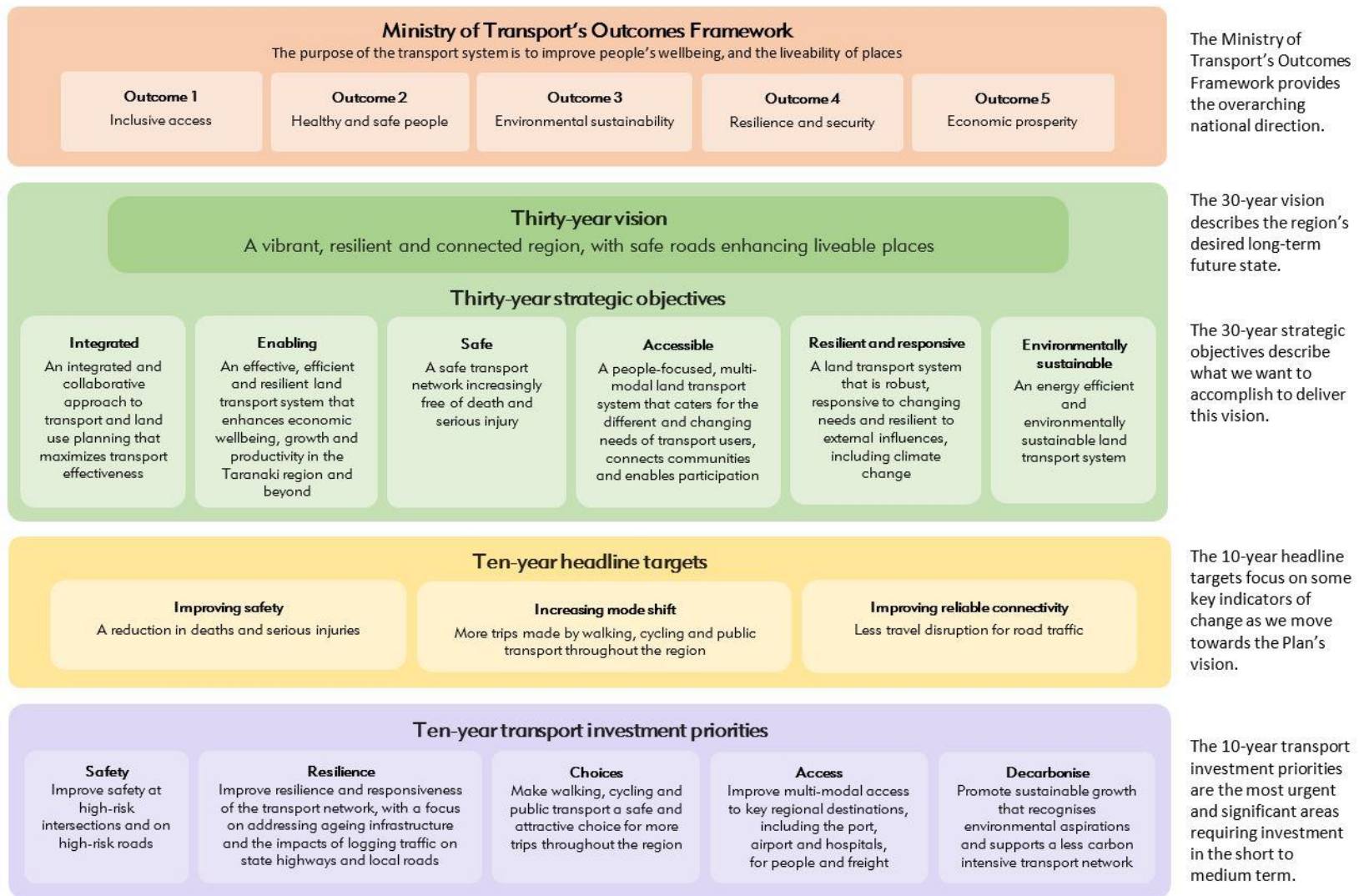
Appendix B: Process timeline for preparing the RLTP 2024



## Appendix A – Strategic framework overview of the RLTP 2021

Taranaki Regional Transport – Investment Logic Mapping diagram using the ILM problem and benefit outputs to guide the Plan's ten-year investment priorities





Summary of strategic framework and investment priorities for the Regional Land Transport Plan for Taranaki 2021-27

**Table 13:** Taranaki RLTP 2021 policy framework summary

#	Issues	Objectives	Ref	Policies
1	Ensuring a regionally and nationally <b>integrated transport network</b>	An integrated and collaborative approach to transport and land use planning that maximises transport effectiveness.	I1	<ul style="list-style-type: none"> <li>Take a one network approach to managing the transport system.</li> </ul>
			I2	<ul style="list-style-type: none"> <li>Manage and develop the transport network in a way that provides for all modes of transport in an integrated manner.</li> </ul>
			I3	<ul style="list-style-type: none"> <li>Ensure road standards are developed to meet ONF requirements and support land use change.</li> </ul>
2	Facilitating <b>growth and economic development</b>	An effective, efficient and resilient land transport system that enhances economic wellbeing, growth and productivity in the Taranaki region and beyond.	G1	<ul style="list-style-type: none"> <li>Removal of constraints to growth in freight, tourism and people movement, particularly on inter-regional corridors.</li> </ul>
			G2	<ul style="list-style-type: none"> <li>Focus on effective and efficient strategic road and rail corridors, particularly between inter-regional ports.</li> </ul>
			G3	<ul style="list-style-type: none"> <li>Ensure those roads in the region serving tourism and the productive sector are fit for purpose.</li> </ul>
			G4	<ul style="list-style-type: none"> <li>Protect and promote the existing rail corridors.</li> </ul>
3	Reducing the <b>safety</b> risk on Taranaki's transport network	A safe transport network increasingly free of death and serious injury.	S1	<ul style="list-style-type: none"> <li>Promote infrastructure and safety improvements on strategic corridors.</li> </ul>
			S2	<ul style="list-style-type: none"> <li>Reduce risk on high-risk rural roads, intersections and urban arterials with a particular focus on vulnerable road users.</li> </ul>
			S3	<ul style="list-style-type: none"> <li>Support the aims of <i>Safer Journeys</i> and <a href="#">Roadsafe Taranaki</a>.</li> </ul>
4	Maintaining and improving <b>accessibility and travel options</b> throughout the region	A people-focused, multi-modal land transport system that caters for the different and changing needs of transport users, connects communities and enables participation.	A1	<ul style="list-style-type: none"> <li>Protect and enhance the accessibility of the land transport system to all people in the region to enable community participation and ensure appropriate access to services.</li> </ul>
			A2	<ul style="list-style-type: none"> <li>Optimise existing capacity in the transport network, particularly through travel demand management measures and improved use of technology.</li> </ul>
			A3	<ul style="list-style-type: none"> <li>Ensure a range of travel options are available to the region's residents.</li> </ul>
5	Ensuring <b>network resilience and responsiveness</b> in the context of internal and external pressures	A land transport system that is robust, responsive to changing needs and resilient to external influences, including climate change.	R1	<ul style="list-style-type: none"> <li>Improve the resilience of transport infrastructure, particularly to geological risks and the impacts of climate change.</li> </ul>
			R2	<ul style="list-style-type: none"> <li>Protect routes with lifeline functions.</li> </ul>
6	Reducing negative <b>environmental and community impacts</b> arising from transport	An energy efficient and environmentally sustainable land transport system.	E1	<ul style="list-style-type: none"> <li>Ensure the development and maintenance of transport infrastructure is undertaken in a manner that minimises adverse environmental impacts.</li> </ul>
			E2	<ul style="list-style-type: none"> <li>Encourage and develop transport choices that promote energy efficiencies and public health.</li> </ul>
			E3	<ul style="list-style-type: none"> <li>Encourage and develop transport infrastructure and alternative technology that minimises carbon emissions (e.g. electric vehicle infrastructure).</li> </ul>



**Appendix B – Process timeline for preparing RLTP 2024** (all dates are indicative)

Timeframe	Developing Taranaki's RLTP 2024-27	Developing the NLTP 2024-27 (Waka Kotahi)	Other key linkages
Jul-Aug2022	Scoping of mid-term review		
Sep-Oct2022	ILM workshops with key stakeholders		
Nov-Dec2022	Refreshed ILM finalised		
Jan-Feb2023	Revise strategic framework		
Mar2023	Strategic framework confirmed by RTC, to guide the direction of the transport programmes (activities)	RLTP problem statements and ten-year priorities confirmed by RTCs	Draft GPS2024 released for consultation by Minister of Transport
Apr-Jun2023	Update Sections 1-5 (the 'strategic front end') & associated appendices		Draft of Integrated Transport Strategy by NPDC
Jul2023	Revise significance policies	WK issues NLTP signals to influence initial submissions	
Aug2023	Revise monitoring framework	TIO is updated and ready for use WK & AOs submit <b>initial</b> bids for continuous programmes	
Sep2023	Prepare structure of tables in programming and funding sections	WK & AOs submit <b>initial</b> bids for improvement activities (including Low Cost Low Risk ones) <a href="#">WK delivers draft SHAMP &amp; WK Investment Proposal</a>	General Election
Oct2023	Draft transport programmes submitted to RTC	WK releases investment signals to influence the right sizing of final submissions	
Nov2023	Collating draft regional programme of activities		Final GPS2024 released
Dec2023	Final transport programmes to be submitted by WK & AOs to the RTC	WK & AOs submit <b>final</b> continuous programmes & improvement activities (including Low Cost Low Risk) <a href="#">WK delivers the final SHAMP &amp; WK Investment Proposal</a>	Completion of local speed management plans in region
Jan-Feb2024	Preparing draft document for consultation		Final release of Integrated Transport Strategy by NPDC
Feb2024	Consultation on draft RLTP	WK releases indicative allocations	
Mar2024	Hearing, deliberations & finalising		
Apr2024	Endorsement by TRC and submission to WK	RLTPs approved by regional councils and submitted to WK	
Jun2024	RLTP 2024 is published	NLTP is adopted	Councils adopt LTPs
Jul2024	RLTP 2024 takes effect	NLTP is published	GPS2024 in effect

ILM - Investment Logic Mapping WK - Waka Kotahi AOs - Approved Organisations SHAMP - State Highway Activity Management Plan GPS – Government Policy Statement on Land Transport







**Date** 31 August 2022

**Subject:** **Regional Speed Management Plan**

**Approved by:** M J Nield, Director - Corporate Services  
S J Ruru, Chief Executive

**Document:** 3094881

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### **Purpose**

1. The purpose of this memorandum is to update the Committee on preparations to develop the first regional speed management plan for Taranaki.

### **Executive summary**

2. Significant changes to New Zealand's speed management framework have assigned new responsibilities to councils and regional transport committees.
3. The Committee is required to develop a ten-year regional speed management plan for Taranaki by July 2024.
4. This item outlines ongoing concerns with this new framework, developments to date, and provides an initial process timeline for consideration.

### **Recommendations**

That the Taranaki Regional Council:

- a) receives the memorandum titled *Developing a regional speed management plan*
- b) notes that the Council is required to develop a regional speed management plan for Taranaki by July 2024
- c) notes the speed management guidance and reference material provided by Waka Kotahi to date and that this is a rapidly evolving area where uncertainties still exist
- d) notes that a specific speed management workstream of the Regional Transport Advisory Group is being established to progress this work, based on the indicative process timeline provided.

### **Background**

5. The Government has made major changes to how speeds are set and enforced on New Zealand's roads. A core part of this, the [Land Transport Rule: Setting of Speed Limits 2022](#) (the Rule) came into force on 19 May 2022. Amongst the suite of changes to the speed

management framework are significant changes to how speed limits are set by Road Controlling Authorities (RCAs), and new responsibilities for regional transport committees and regional councils.

6. The Rule requires RCAs (territorial authorities and Waka Kotahi) to follow a new speed management planning process to set new speed limits. The Taranaki Regional Council is not a RCA, speed limits will now be set through speed management plans (SMPs) rather than the previous requirement for district councils to set speed limits through bylaws.
7. The Rule assigns entirely new responsibilities to regional councils, to prepare and consult on a regional speed management plan (RSMP) on a three-yearly basis. While the move to SMPs has significant resourcing implications for all councils, it also carries the potential for significant reputational risk for the Taranaki Regional Council (the Council).

### **Overview of new speed management requirements**

8. The Rule requires the development of speed management plans that set a ten-year vision and three-year implementation plan for implementing safe and appropriate speed limits in the district/region.
9. A SMP is a state highway, regional or road controlling authority plan that outlines a ten-year vision and a three-year implementation plan for a whole of network approach to speed management in the district/region. A SMP will incorporate elements of speed limits, safety infrastructure, safety cameras, monitoring and enforcement to provide a more strategic longer-term view of how roads will look in the future.
10. Consultation on these SMPs will be undertaken by district/regional councils every three years, aligning with the three-yearly planning/funding periods of RLTPs and the National Land Transport Programme.
11. In brief:
  - Each RCA, including Waka Kotahi as the RCA for state highways, must develop a SMP for their network. These will help to guide the RCA's proposed road safety activities, for which funding is sought through the RLTP.
  - All the individual SMPs will then be collated into the first RSMP for region, which needs to be in place by July 2024.

### **Roles and responsibilities**

12. Much still remains unclear from Waka Kotahi in terms of the roles, responsibilities, processes and timelines for developing RSMPs – as that organisation develops and works through these new legislative requirements.
13. What is clear, is that this is an entirely new area for the Committee and Taranaki Regional Council, for which additional resourcing will be required. The Council is not responsible for roading networks and is not well placed to take on the additional associated planning responsibilities.
14. Significant implications for regional councils for developing RSMPs include:
  - Additional capacity to carry out a whole new planning process with the associated additional management functions required of regional transport committees
  - Additional costs associated with plan production, consultation and monitoring

- Community consultation requirements and subsequent follow-up work to modify or change RSMPs are likely to be contentious and engender more submissions than other planning processes (and on matters that are not part of the Council's control or for which they have statutory responsibilities)
- Where speed limit changes proposed by an RCA will result in lowered speed limits, these will be controversial and involve time to resolve. Contested speed limit changes must be referred back to the RCA for further consideration before the RSMP can be finalised for adoption by the Council
- There is potential for reputational damage to the Council for fronting a consultation process when it has no real control over the proposals within the Regional SMP, or ability to change the specific proposals
- It may be that regional consultation includes state highways as well as local roads
- RSMPs are to cover the same three-yearly period as Long-Term Plans and RLTPs. However, there is uncertainty in terms of aligning the different planning processes to ensure there is sufficient time to be an input into development of RLTPs.

### **New Planning Process**

15. As previously noted, this is a complex and rapidly developing area, as the entire sector, including Waka Kotahi, work through how this new planning process could and should work optimally.
16. While gaps in the guidance remain, more information is being released as it is developed. In late July 2022, Waka Kotahi released additional resource materials as follows:
  - the awaited [\*Speed Management Guide: Road to Zero edition\*](#) (the Guide)

The Guide provides guiding principles for speed management and a process for developing a SMP, considering key factors such as network and area-based approaches, prioritisation, partnership with Māori, safe speeds around schools, communications and engagement and monitoring and evaluation. It aims to support authorities to develop SMPs that will deliver consistent implementation of safe and appropriate speed limits over time.
  - a new version of the online geospatial tool MegaMaps, *MegaMaps: Road to Zero edition*

This has been developed to accompany the Speed Management Guide. MegaMaps' purpose is to provide safe and appropriate speeds (SAAS) information and guidance when developing SMPs. The safe and appropriate speed in MegaMaps is based on a number of inputs including speed limit ranges for each of the One Network Framework street categories.

This edition is to align MegaMaps with the Guide, in terms of information and guidance, and to provide additional functionality. There is a planned subsequent release towards the end of 2022, which will update the information in MegaMaps to provide RCAs with the most recent data for creating plans for the 2024-27 RLTP period.
  - updated *Speed management planning: Frequently Asked Questions*.
17. For ease of reference, sections of particular relevance for the Committee from the Guide and the FAQs are attached to this memorandum. The full documents along with other



related material is available on the [speed and infrastructure section](#) of the Waka Kotahi website.

### Initial steps

18. Council remains in frequent discussion with both Waka Kotahi and other regional councils, as the sector contends with how to undertake this new planning process. While some regions are already very active in this space, the majority are not, and there are varying approaches being taken.
19. It is widely-acknowledged nationally that this new planning process is complicated and will involve a multi-year capability build throughout parts of the sector (including iwi). This first round of SMPs will not be perfect. Rather, for many regions, it will be an important step towards getting a good product for 2027 and beyond.
20. The preference for Taranaki is that the RCAs maintain clear authority over their networks and their proposed speed management changes. While the regional council has a role in assisting with developing a guiding regional vision and principles for the RCAs in the region, it does not wish to cause public confusion by fronting consultation on the SMPs. The Council therefore proposes a primarily supportive role during this process, assisting with regional communication and cross-border consistency, while enabling the RCAs to prepare and consult proposals for their individual networks.
21. The region is fortunate that New Plymouth District Council already have considerable experience in developing a SMP, and their learnings will assist the rest of the region. The other district councils are in the early stages of project planning.

### Specific RTAG workstream

22. Additional officers from New Plymouth District Council and Waka Kotahi joined the Regional Transport Advisory Group (RTAG) meeting on 3 August 2022 to discuss the new planning requirements.
23. It was agreed that a sub-group/workstream of RTAG be established to progress the RSMP and assist with ensuring regional consistency throughout the planning process for the RCAs. This group will meet more frequently than RTAG and initially consist of technical officers from each of the four councils and Waka Kotahi. A representative for the state highways SMP will be essential and is currently being identified by Waka Kotahi.
24. There is scope to widen the membership of this workstream as the process becomes clearer. Certainly Māori involvement is essential, though the form that this is best to take is still to be worked through – as indeed is the case throughout the country.

### Indicative process timeline

25. The following table provides a proposed timeline for developing the region’s first RSMP for July 2024, including indicative dates.

Timeframe	Development stage
September 2022	<ul style="list-style-type: none"> <li>- Establish Speed Management workstream of RTAG</li> <li>- Familiarise with new Speed Management Guide and updated MegaMaps</li> <li>- Agree development process and timeframes</li> <li>- <i>Note: An interim State Highways-SMP is aimed for end of September 2022</i></li> </ul>

October 2022	- Consider best way to partner with Māori in developing SMPs - Start conversations with iwi
October 2022- February 2023	- Draft strategic framework to guide the RCAs preparation of their SMPs
March 2023	- RTC agree regional ten-year vision, guiding principles and priority setting (potential for consultation at this stage)
<i>Date TBC</i>	- <i>Review draft State Highway SMP (required in advance of local roads)</i>
April – December 2023	- Territorial authorities develop their own local SMPs (with help from Speed Management workstream for consistency inter- and intra-regionally), consult and approve at local level. This work contributes to LTP and RLTP development. - <i>A (regionally-based) consultation draft of the State Highways-SMP is aimed for June 2023, with the final submitted to the Director by December 2023.</i>
January – March 2024	- Prepare RSMP – collation of all individual SMPs for region
April – May 2024	- Regional consultation (if required)
June 2024	- Finalise and submit RSMP for certification
July 2024	- RSMP 2024-2034 takes effect

26. Guidance from the Committee on the proposed process outlined above is welcomed, including potential consultation on the regional strategic framework (approximated for March 2023).

#### **Financial considerations—LTP/Annual Plan**

27. This memorandum and the associated recommendations are consistent with the Council’s adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

#### **Policy considerations**

28. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002*, the *Land Transport Management Act 2003*, the *Resource Management Act 1991* and the *Local Government Official Information and Meetings Act 1987*.

#### **Iwi considerations**

29. This memorandum and the associated recommendations are consistent with the Council’s policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan.

#### **Community considerations**

30. This memorandum and the associated recommendations have considered the views of the community, interested and affected parties and those views have been recognised in the preparation of this memorandum.

**Legal considerations**

31. This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

**Appendices/Attachments**

Document 3098908: Excerpts from Speed Management Guide: Road to Zero edition

Document 3098909: Excerpts from the July 2022 Speed management planning FAQs

# Speed management guide

Road to Zero edition

Most relevant sections for the August 2022  
Regional Transport Committee meeting





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# Foreword

Welcome to the *Speed management guide: Road to Zero edition*.



## Far too many people are dying on Aotearoa New Zealand streets and roads

Imagine an Aotearoa New Zealand where everyone can get where they need safely. Where it's safe to drive to work and home again or visit whanau and friends. Where it's safe to ride bikes and let tamariki walk to school. Where transport improves our health and wellbeing, creating liveable places for our communities. This is our vision for Aotearoa New Zealand.

## Road to Zero – a 40 percent reduction in deaths and serious injuries by 2030

Vision Zero is a world-leading approach to road safety where no loss of life, or serious injury, on the road is acceptable. This can be avoided by building, maintaining and operating a safe, forgiving transport system, so that even when crashes do occur, they do not result in people dying or suffering serious injuries.

Road to Zero is Aotearoa New Zealand's Vision Zero strategy to significantly reduce road trauma. It has an ambitious target of reducing deaths and serious injuries on the roads by 40 percent by 2030 (from 2018 levels). Road to Zero is underpinned by the Safe System approach.

Road to Zero is focused on implementing a range of interventions including road infrastructure improvements, targeted enforcement, safer road user behaviour through driver training and licencing, a safer vehicle fleet and safe and appropriate speed limits.

## Setting speed limits using evidence and data

Speed makes a major difference in a crash; it affects a driver's ability to react, and worsens the injuries sustained. Regardless of the cause of a crash, speed is the difference between someone being unharmed or being seriously injured or killed.

Speed management is a proven way to improve safety, saving lives and preventing debilitating injuries. It also represents a major, yet under-appreciated, opportunity to improve the climate change impacts of travel, support better health and wellbeing, and create greater inclusion.

As a signatory to the Stockholm Declaration on global road safety, Aotearoa New Zealand has pledged, among other road safety initiatives, to 'focus on speed management ... noting that efforts to reduce speed ... will have a beneficial impact on air quality and climate change as well as being vital to reduce road traffic deaths and injuries'.

## Setting safe and appropriate speed limits

Currently only around 15 percent of our speed limits are aligned to achieving this vision.

Setting safe and appropriate speed limits will save lives. Aotearoa New Zealand has lost more people to traffic deaths per capita than most other countries in the OECD. In 2019, we were in the bottom six of 36 countries – that is unacceptable. Setting speed limits to safe levels is a key tool being used to great effect in many countries with world-leading road safety records.

The Land Transport Rule: Setting of Speed Limits 2022 and this guide will help authorities set safe and appropriate speed limits for our streets and roads, using a principles-based approach to creating a safe transport system that has safe speed limits at its heart for all people no matter their mode of transport. It will also assist our contribution to global sustainability targets by reducing harmful emissions and noise pollution and making communities more attractive for living, working or visiting.

## We want you to get home safely every time

Speed management is critical to reducing harm and is a central component of Road to Zero. Our speeds really matter – they can make a substantial difference to safety and to creating safe and sustainable communities. It takes everyone to get to no one and adopting safe speeds on our networks is part of the role we can all play in making our roads safer for everyone.

**Kane Patena**

Director of Land Transport, Waka Kotahi

## Land Transport Rule: Setting of Speed Limits 2022

The Land Transport Rule: Setting of Speed Limits 2022 (the Rule) replaces the Land Transport Rule: Setting of Speed Limits 2017, which required speed limits to be set through bylaws. The new Rule makes the setting of speed limits more efficient for RCAs by enabling a network approach rather than a piecemeal, road-by-road approach. This will improve speed management planning and consultation.

The Rule requires RCAs and RTCs to prepare speed management plans that establish a 10-year vision and three-year action plan to implement safe and appropriate speed limits and associated speed management activities. It empowers RCAs to set speed limits for roads in their jurisdictions, while also encouraging regional coordination. The Rule also sets out requirements when setting speed limits.

The Rule:

- introduces a regional speed management planning approach on a three-year cycle that complements the three-year cycle of the National Land Transport Programme
- takes a more holistic approach to network management where speed management is considered alongside investment in infrastructure and safety cameras
- requires Waka Kotahi (as RCA) and RTCs to develop speed management plans that set out their 10-year vision (which may include principles) and three-year implementation plan that includes proposed speed limit changes and safety infrastructure treatments (and can include information about safety cameras)
- requires RTCs to coordinate input from RCAs in their region to create a regional speed management plan, aligning with the regional land transport plan process
- allows flexibility for RCAs to produce independent speed management plans or for the speed management planning process to occur out of

alignment with the regional land transport planning process

- gives the Waka Kotahi Director of Land Transport responsibility for certifying regional speed management plans
- establishes the independent Speed Management Committee to review the state highway speed management plan and provide recommendations to the Director of Land Transport regarding its certification and to oversee the information and guidance on speed management that Waka Kotahi (as regulator) provides to RCAs
- introduces a new process for setting speed limits outside speed management plans and for RCAs that are not territorial authorities
- requires all speed limits, other than temporary speed limits, to be entered into the National Speed Limit Register (managed by Waka Kotahi as regulator) to be given legal effect
- requires RCAs to use reasonable efforts to reduce speed limits around all schools by 31 December 2027 with an interim target of 40 percent of schools by 30 June 2024 (see 4.5)
- requires Waka Kotahi (as RCA) and regional councils to establish and maintain processes to provide opportunities and information for Māori to contribute to the preparation of speed management plans and consider ways to foster the development of Māori capacity for this.

### Further information

For guidance on preparing a speed management plan in accordance with the Rule see section 3: Speed management plans.

For the full detail of the rule see:

[nzta.govt.nz/resources/rules/setting-of-speed-limits-2022/](https://nzta.govt.nz/resources/rules/setting-of-speed-limits-2022/)

### Waka Kotahi has three functions under the Rule:

1. Waka Kotahi provides information and guidance to RCAs, sets deadlines and monitors compliance with the Rule.
2. Waka Kotahi (as RCA) – develops, implements and reviews the state high speed management plan.

3. The Director of Land Transport certifies speed management plans and comments on the extent to which speed management plans comply with Road to Zero.

Waka Kotahi functions are delegated to the Director of Land Transport to retain independence from Waka Kotahi as an RCA.

## How to find your way around the guide:

<b>Introduction</b>	provides an overview of the purpose and audience for the guide and a brief summary of the Land Transport Rule: Setting of Speed Limits 2022.
<b>Principles</b>	The <b>guiding principles for speed management</b> are designed to sum up key concepts to help guide the speed management plan process and understand the rationale behind advice about speed limits from Waka Kotahi.
<b>Speed limits</b>	outlines the <b>setting of speed limits framework</b> , which provides the rationale for assessing and confirming the safe and appropriate speed limits for all streets and roads.
<b>Speed management plans</b>	detailed information on the concept, content, process and roles and responsibilities for <b>developing a speed management plan</b> .
<b>Appendix one: Context</b>	contextual information on speed management and road safety in Aotearoa New Zealand, and government and Waka Kotahi direction including the Road to Zero Strategy.
<b>Appendix two: Partnership with Māori</b>	overview of <b>best practice for partnering with Māori</b> for the development of speed management plans to meet Rule requirements and improve Māori road safety outcomes and to reduce the impacts of unsafe speed limits on Māori communities.
<b>Appendix three: Communications and engagement</b>	overview of <b>best practice for communications and engagement</b> on speed management to meet Rule requirements and build public understanding and awareness of safe and appropriate speed limits.
<b>Appendix four: Monitoring and evaluation</b>	overview of <b>monitoring and evaluation of speed management</b> interventions, performance and outcomes in relation to the Road to Zero monitoring framework.
<b>Appendix five: Transitional provisions</b>	guidance on the process for developing and certifying interim speed management plans.
<b>Certification template</b>	This optional template can support the process of submitting a speed management plan for certification by Waka Kotahi. It provides a basic structure and tables for organising the information required under the Rule for a speed management plan.
<b>Additional technical information</b>	additional technical information relevant to speed management including examples of assessed safe and appropriate speeds, sign requirements, minimum speed limit distances, intersection speed zones and threshold treatments.



# 1. Guiding principles for speed management



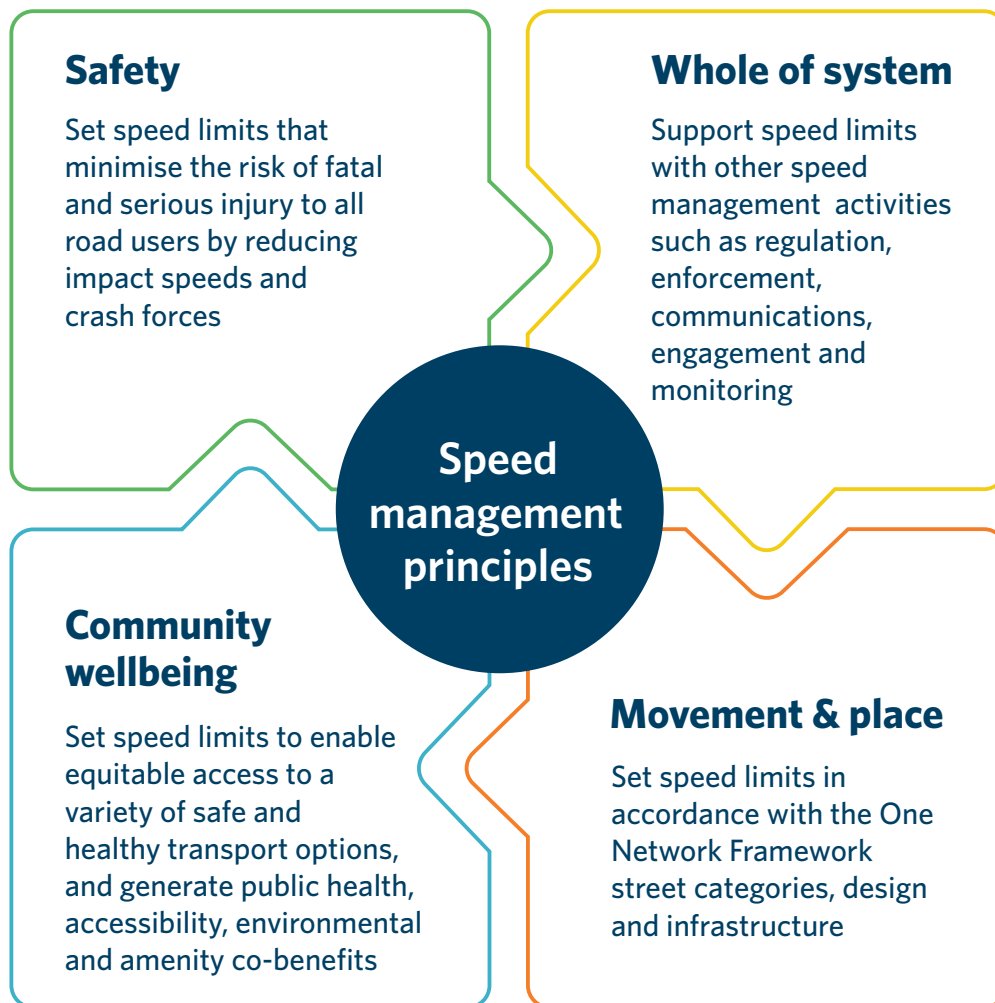
These principles are drawn from international best practice,<sup>6</sup> and policies and strategies of Waka Kotahi. They provide a practical and enabling approach to improving speed management planning and implementation.

The four principles are designed to be applied together and complement each other. An integrated, Safe System approach to speed management increases the effectiveness of each individual measure and prevents gaps in the system that result in poor road safety and community outcomes. The Safe System approach to road safety promotes the understanding of systemic

factors and opportunities to intervene across the whole transport system rather than at any one level or part of the system<sup>7</sup>. This is particularly relevant when it comes to speed management, which cuts across all elements of the transport system – infrastructure, workplace road safety, vehicle safety, system management and road user behaviour.

For more information on how these principles can be applied to identify safe and appropriate speed limits, see section 2: Setting of speed limits framework.

**Figure 2:** Guiding principles for speed management



6 Global Road Safety Facility. 2022. [Speed management hub: frequently asked questions](#) (webpage).

7 P Salmon. 2021. [Systems thinking in road safety](#) (presentation). Australasian Road Safety Conference, 2021, Melbourne, 30 September 2021.

## 1.1 Principle 1 - safety



**Set speed limits that minimise the risk of fatal and serious injury to all road users by reducing impact speeds and crash forces**

The safety principle establishes the basic Safe System concept of human vulnerability – the human body's tolerance to physical force – at the core of speed-limit setting.

The starting point for achieving safe speeds is to set a safe speed limit, which can be complemented by other elements of the Safe System approach (such as road infrastructure and design) to encourage a safe operating speed.

To set safe speed limits, a Safe System approach to road safety identifies impact speeds at which the possible types of crash that could occur in a given part of the transport network would have a survival rate of about 90 percent (see Table 1). These speeds are well evidenced and becoming widely adopted globally.

**Table 1:** Survivable impact speeds for different collision scenarios

Road users combined with road and section type	Safe System speed
Roads and sections with people present outside and inside vehicles	No more than 30km/h
Roads with intersections with potential for side-on conflicts between vehicles	No more than 50km/h
Roads with potential for head-on conflicts between vehicles	No more than 70km/h
Roads with no potential for head-on or side-on conflicts between vehicles and no people present outside vehicles	No more than 100km/h

Source: International Transport Forum. 2016. *Zero road deaths and serious injuries: leading a paradigm shift to a Safe System*. Paris: OECD, p 88.

An example of speed limit setting using a Safe System approach is found in rural settings on roads with no physical separation of opposing traffic flows to prevent head-on crashes. In countries such as the Netherlands and Sweden, rural speed limits in these environments are set at 70–80km/h to minimise the risk of head-on crashes above 70km/h.<sup>8</sup> The European Safety Transport Council reported in 2019 that, 'Most of the countries with a significantly lower road mortality rate than the EU average of 50 deaths per million inhabitants apply a 70km/h or 80km/h standard speed limit on rural roads.'<sup>9</sup>

For the second Decade of Action for Road Safety, 2021–2030, the United Nations endorsed the setting of 30km/h maximum speed limits wherever pedestrians, cyclists or other vulnerable road users mix with motor vehicles.<sup>10</sup>

### Further information

[New Zealand Government. 2019. Road to Zero: New Zealand's road safety strategy 2020-2030](#)

International Transport Forum. 2008. [Towards Zero: Ambitious road safety targets and the safe system approach – summary document](#)

OECD & European Conference of Ministers of Transport. 2006. [Speed management](#)

International Transport Forum. 2018. [Speed and crash risk](#)

For the evidence and impacts of speed on crash occurrence and injury, with particular reference to Aotearoa, see – RFS Job & C Brodie. 2022. *Understanding the role of speeding and speed in serious crash trauma: a case study of New Zealand*. Journal of Road Safety 33(1), 5–25.

<sup>8</sup> International Transport Forum. 2016. *Zero road deaths and serious injuries: leading a paradigm shift to a Safe System*. Paris: OECD.

<sup>9</sup> European Safety Transport Council. 2019. *Reducing speed in Europe*. PIN Flash Report 36. ETSC

<sup>10</sup> In 2020, the UN General Assembly adopted resolution 74/299 *Improving global road safety* proclaiming the Decade of Action for Road Safety 2021-2030, with the ambitious target of preventing at least 50 percent of road traffic deaths and injuries by 2030. UNECE, 2020. Second Decade of Action website.



## 1.2 Principle 2 – community wellbeing



**Set speed limits to enable equitable access to a variety of safe and healthy transport options, and generate public health, accessibility, environmental and amenity co-benefits**

The community wellbeing principle establishes that speed-limit setting needs to consider environmental, economic and other benefits in addition to reducing deaths and serious injuries. It also covers the difficult-to-quantify impacts of poor road safety on people's choice of travel mode and route and accessibility.

### Making safe and accessible roads and streets for all

Everyone who uses streets and roads in Aotearoa New Zealand should be able to choose a transport option that best fits their needs from a variety of safe and accessible options. Safe and appropriate speeds will reduce stress for road users, including drivers and passengers, and help people feel safer to walk, bike, scoot or travel with children. This is because safe speeds make it safer and more comfortable for people biking and driving to share the road. They also make it easier to cross the road. Research shows that drivers travelling at safe speeds are significantly more likely to yield to pedestrians than drivers travelling at higher speeds.<sup>11</sup>

### Protecting children around schools

Children are some of the most vulnerable road users because, compared with adults, they are generally less visible, less able to see the road over parked vehicles and other obstacles, have a less developed ability to judge distance and speed, have lower levels of impulse control, and have less life experience on which to base judgements. Safe speeds have significant benefits, especially for children, because they not only reduce the risk of death, injury and near misses, but they increase the opportunity for children to walk and bike to school, developing healthy habits of physical activity and independence.

### Encouraging active modes

Safe speeds make travel more comfortable and accessible for people outside vehicles because of improved safety, reduced noise and emissions, and the reduced division of communities by high-speed roads.

When vehicle speeds are closer to those of bicycles or electric bikes, cyclists are safer and more comfortable sharing the street on low traffic volume roads and segregated infrastructure is less likely to be needed.

As safe speeds are achieved on more of the network and more people walk and cycle, a positive feedback loop can be created where private vehicle use is reduced and comfort and health grows (see Figure 3).

#### Box 1

##### Reason for a 30km/h speed limit around schools

International best practice is that 30km/h is the desirable Safe System speed on roads and streets where high numbers of active road users, especially children, are present or desired. A pedestrian struck by a motor vehicle at this speed has a strong chance of surviving and avoiding a serious injury. The probability of a pedestrian being killed rises as impact speed increases. The probability approximately doubles between 30km/h and 40km/h and doubles again from 40km/h to 50km/h.

Source: International Transport Forum. 2018. *Speed and crash risk* (research report). Paris: OECD. (2018)

### Improving equity

Establishing safe speeds that make it safer and easier for all people to get around their communities, not just those travelling in private vehicles, has a significant impact on equity as it provides people with more safe and comfortable options for travel, including walking, biking or using public transport, which are free or lower cost than operating a private vehicle.

When considering the equity benefits of safe and appropriate speeds, it is important to note that the rate of Māori people killed or seriously injured between 2014 increased faster than for non-Māori. Various research findings have estimated that, overall, road traffic mortality rates are between 60 percent and 200 percent higher for Māori compared with non-Māori.

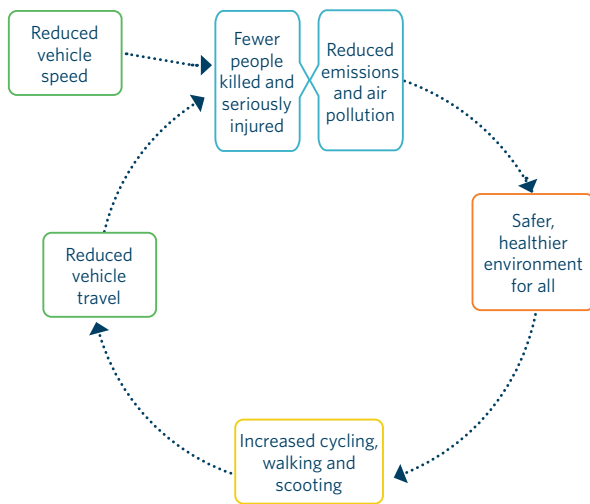
Furthermore, aside from the road trauma figures, it is important to understand how unsafe speed limits may be affecting accessibility, opportunity and travel choices for Māori, or causing other concerns in communities, such as having the community split by

<sup>11</sup> T Bertulis & DM Dulaski. 2014. [Driver approach speed and its impact on driver yielding to pedestrian behavior at unsignalized crosswalks](#). Transportation Research Record 2,464, 46-51.



high-speed roads. Locations where Māori community hubs such as marae, kura or papakainga are located may be strongly in need of safe speed limits and further speed management approaches as they are destinations that concentrate particularly vulnerable populations such as tamariki, kaumātua or particularly large groups of people for events such as hui and tangihanga.

**Figure 3:** Positive feedback cycle catalysed by safe speeds<sup>12</sup>.



## Generating environmental benefits

Environmental benefits from lowering speeds overall and reducing acceleration and deceleration include reduced particulate matter, emissions and noise pollution.

Research has found that reducing speed to safe speed limits reduces particulate matter from diesel vehicles. The reduction is more significant on higher speed roads such as motorways than on local roads, but the research noted a reduction in all contexts.<sup>13</sup>

When a vehicle travels at a lower average speed, the wind and rolling resistance decreases, so the car requires less energy and fuel to maintain speed. Therefore, fewer emissions are produced on safe

speed roads. A vehicle moving at a constant speed (with minimal acceleration and deceleration) produces fewer emissions than a vehicle moving between speeds and needing to use more fuel accelerating and decelerating.<sup>14</sup> This is particularly relevant for urban areas where lowered speed limits can contribute to more consistent travel speeds and reduce acceleration and deceleration.<sup>15</sup>

Lower speeds mean the main source of noise comes from propulsion. As speed increases, noise comes from the tyres on the road as well as propulsion and contributes to greater overall vehicle noise levels.<sup>16</sup> Lower speeds result in less road surface noise, less propulsion noise and no aerodynamic noise which typically become evident at speeds over 50km/h. And less overall vehicle noise, means less noise pollution on local roads.<sup>17</sup>

## Generating economic and efficiency benefits

To be efficient, the transport network needs to be safe. Road crashes cost Aotearoa New Zealand an estimated \$4.6 billion in 2019.<sup>18</sup> Safe and appropriate speed limits reduce serious crashes and associated crash costs, including the costs of disruption to the transport network, public health costs, and social costs.<sup>19</sup> They improve efficiency in the rural and state highway network by supporting savings in fuel consumption and having more reliable overall journey times.<sup>20</sup> Overall, this contributes to a significant reduction in the total social costs on rural highways when all the benefits of reduced road trauma, air pollution emissions and vehicle operating costs from reduced speeds are considered.<sup>21</sup>

In urban areas, safe and appropriate speeds can also contribute to improved efficiency as they ease congestion by reducing bottlenecks.<sup>22</sup>

12 Adapted from World Resources Institute. 2018. Sustainable and safe: a vision and guidance for zero road deaths, Washington, DC.  
 13 European Environment Agency. 2020. [Do lower speed limits on motorways reduce fuel consumption and pollutant emissions?](#) Copenhagen: EEA.  
 14 F Perez-Prada & A Monzon. 2017. [Ex-post environmental and traffic assessment of a speed reduction strategy in Madrid's inner ring-road.](#) *Journal of Transport Geography* 58 (January), 256-268.  
 15 20's Plenty for Us. 2021. [New research on emissions strengthens case for a 20mph default urban speed limit.](#)  
 16 World Road Association, Technical Committee E2. 2020. [Traffic noise: best practice guide.](#) France: World Road Association (PIARC).  
 17 Waka Kotahi NZ Transport Agency. 2022. [Vehicle emissions prediction model](#) (webpage).  
 18 Ministry of Transport. 2021. [Social cost of road crashes and injuries: June 2020.](#) Wellington.  
 19 RFS Job & LW Mbugua. 2020. [Road crash trauma, climate change, pollution and the total costs of speed: Six graphs that tell the story.](#) Washington DC: Global Road Safety Facility, World Bank.  
 20 International Energy Agency. 2022. [A 10-point plan to cut oil use](#) (webpage)  
 21 RFS Job & LW Mbugua. 2020. [Road crash trauma, climate change, pollution and the total costs of speed: Six graphs that tell the story.](#) Washington DC: Global Road Safety Facility, World Bank.  
 22 Bray, Sharpin et al. 2021. [Low speed zone guide.](#) World Resources Institute.

Encouraging active transport options also has significant positive impacts for physical and mental wellbeing, which saves public health costs. Furthermore, in locations with a high 'place' value (see 2.2), safe speeds contribute to a sense of place and can increase amenity value, making the location more attractive to visitors, thus generating economic activity.

Further information:

- [He Pūrongo Whakahaumarū Huarahi Mō Ngā Iwi Māori: Māori road safety outcomes](#)
- Ministry of Transport. 2021. [Social cost of road crashes and injuries: June 2020](#). Wellington
- [Stockholm Declaration](#). 2020. Third Global Ministerial Conference on Road Safety: Achieving global goals 2030, Stockholm, 19–20 February 2020

## 1.3 Principle 3 – movement and place



**Set speed limits in accordance with the movement and place based approach in the One Network Framework street categories and the standard of the transport (safety) infrastructure.**

The movement and place principle establishes that speed limit setting should align with the movement and place functions of the streets and roads of Aotearoa New Zealand. This means establishing safe speed limits that are appropriate for the function and design of the street or identifying places in the network where the design and infrastructure needs to be improved so it is better attuned to the speed limit.

### Linking intended street and road functions with safe speed limit ranges

The One Network Framework street categories (section 2.2) provide information for applying speed limits that support the Safe System and the community wellbeing principle by linking safe speed limits to the function of the street or road and its design and infrastructure. This includes setting speeds limits that reflect intended street use and existing infrastructure, planning changes to infrastructure to suit more appropriate speed limits, and planning changes to infrastructure so speed limits can stay the same.

The movement and place principle recognises streets and roads have a place function as well as a movement function and the place function may be more significant than the movement function. The approach to street categorisation places a strong emphasis on adjacent land uses and intended function for all types of road users rather than current vehicle traffic volume. This links directly to safe speed limits.

As movement and place approach, the One Network Framework provides the opportunity to clearly link the intended function of a street, indicated by street category to a safe and appropriate speed limit range established by this guide. The specific safe and appropriate speed can then be identified, depending on the presence and design of safety infrastructure.

### Impact of infrastructure on safe speeds

While a speed limit is foundational to influencing the operational speed of vehicles, it is not the only factor. The distinction between the speed limit and actual operating speed is important to understand and measure.

Operating speed is strongly influenced by both the speed limit and road design. The risk of a crash and the likelihood of survival are heavily influenced by the design of the road and the speed travelled. From a road infrastructure perspective, this means design features have an important role in achieving survivable impact speeds. Although serious road trauma can happen on almost any stretch of road, infrastructure measures can prevent or reduce the likelihood of conflicts and their severity.

Further information

- Waka Kotahi NZ Transport Agency. 2022. *One Network Framework* (webpage)
- Austroads. 2020. *Integrating Safe System with movement and place for pedestrians and cyclists*.

## 1.4 Principle 4 - whole of system



Combine safe and appropriate speed limits with an integrated, consistent and balanced approach to regulation and through the use of regulatory tools such as enforcement, engagement, and education, supported by monitoring and adaptation.

The whole of system principle is about being integrated and consistent in establishing safe and appropriate speed limits, applying a balanced and proportionate approach to regulation, driving improvements to regulatory settings, and using monitoring, evaluation and communications to demonstrate benefits and support further planning and adaptation. This principle also acknowledges that the approach to speed management may be incremental, as even initially small reductions in mean operating speeds will have positive safety impacts.

### Building public trust and understanding

The process of developing and implementing speed management plans should include engaging effectively with a wide variety of stakeholders about the change process, including why change is happening and how it will affect stakeholders. This includes educating and engaging road users about the concepts of safe and appropriate speeds and what is required of stakeholders and why it is important – so ‘getting it right’ is easier. This will help to build cohesion and develop shared understanding and public acceptance for speed limit changes.

### Understanding and influencing behaviour as an outcome of the system

The whole of system principle acknowledges that people’s perception and understanding of safe and appropriate speeds will be varied and will change, and that people’s behaviour is influenced by many different factors. Most people want to comply with rules and regulations; however, we know people make mistakes, and some take deliberate risks that may harm themselves and others. It is important to be responsive to the reasons for people’s behaviour.

Changes to the regulatory framework and settings is supported by the firm and fair regulatory approach of Waka Kotahi. This means balancing the diverse needs and interests of a wide range of parties through a core set of regulatory tools and using the right tool at the right time. It also means being pragmatic and proactive to achieve the right outcomes. Waka Kotahi will work closely with New Zealand Police to encourage compliance with speed limits and hold people to account when they create unnecessary risk in the system or cause harm.

### Partnership with Māori

As with other aspects of the mobility system, road safety for Māori should be assessed from a Safe System perspective. However, there are Māori road safety factors not easily explained through conventional data sources such as the Crash Analysis System (CAS), especially when it comes to understanding how factors come together to result in high severity crashes. This is another reason why direct partnership that takes a whole of system view of understanding how speed management affects Māori, and in turn Māori road safety outcomes, is so important.



## 2. Setting of Speed Limits Framework

This section explains:

- safe and appropriate speed limits
- the One Network Framework street categories as they relate to speed limits
- safe and appropriate speed limit ranges
- additional considerations for a safe and appropriate speed limit such as infrastructure, phasing, the role of mean operating speed, variable speed limits and 70km/h and 90km/h speed limits.





## 2.1 Safe and appropriate speed limits

The Setting of Speed Limits Framework provides the rationale for identifying the safe and appropriate speed limits for all streets and roads.<sup>22</sup> This framework is informed by the principles that underpin this guide: safety, community wellbeing, movement and place, and system thinking.

A safe and appropriate speed limit is a speed limit that is safe according to standards set by the Safe System approach and appropriate in terms of aligning with community wellbeing objectives as well as with the movement and place function, design and infrastructure of the street or road.

The inputs into a safe and appropriate speed limit should be:

- the Safe System speed thresholds for crash survivability
- the One Network Framework street categories that reflect the movement and place functions of a street or road
- the infrastructure risk rating, which is a road assessment methodology to assess road safety risk<sup>23</sup>
- the presence or planned implementation of safety infrastructure to reduce the risk of harm for people outside vehicles (for example, bike lanes and raised crossings).

The inputs based on well-established evidence (Safe System thresholds) or available in nationally consistent datasets (One Network Framework categories and the infrastructure risk rating) are called 'baseline factors' and contribute to the initial MegaMaps assessment of a safe and appropriate speed limit, referred to in the Rule as the 'Agency's assessment'. For more information about MegaMaps, see Box 2.

The inputs based on locally available data and information, particularly safety infrastructure for walking, cycling and scooting in urban areas, are called 'moderating factors'. These can be taken into account by RCAs and Waka Kotahi (as regulator) to discuss and review a safe and appropriate speed limit. For information on how to discuss and review a safe and appropriate speed limit in MegaMaps based on moderating factors, see section 3.4: developing a speed management plan.

### Box 2

#### MegaMaps - an online geospatial tool

Waka Kotahi must provide each RCA with speed management information for its network. This information is provided using MegaMaps.

MegaMaps is an interactive digital platform that presents the safe and appropriate speeds for all roads and streets in Aotearoa New Zealand. It allows RCAs to view and review relevant information required for the speed management planning process.

Online training modules for MegaMaps are available on the Waka Kotahi [website](#) MegaMaps includes information on:

- assessed safe and appropriate speeds
- corridors where a safe and appropriate speed will avoid the largest number of deaths and serious injuries
- implementation priorities, for example, where safety can be significantly improved for vulnerable road users around schools and built-up areas
- One Network Framework street categories
- infrastructure risk rating – a predictive road assessment methodology to proactively assess road safety risk at a personal risk level
- collective risk – a measure of the number of deaths and serious injuries per kilometre that can be expected on a road over the next five years, based on the injury crash record over the last five years
- personal risk – the 'crash risk' of an individual dying or being seriously injured on a road corridor, calculated by dividing the collective risk by traffic volume
- all schools, including their risk and accessibility prioritisation
- mean operating speeds
- the number of crashes reported by New Zealand Police (historic) and whether they were fatal, serious or minor
- posted speed limits for each road segment.

<sup>23</sup> Road stereotype, horizontal alignment, volume, carriageway width, access density and land use are inputs from the infrastructure risk rating. Roadside hazards and intersection density are not inputs. For more information about the infrastructure risk rating, see Waka Kotahi. 2022. *Infrastructure risk rating manual: Road to Zero edition*. Wellington.

## 3. Speed management plans

This section explains:

- purpose of a speed management plan
- types of speed management plans
- key roles and responsibilities for speed management plans
- developing a speed management plan
- content of a speed management plan
- certification of a speed management plan
- Speed Management Committee
- National Speed Limit Register.



## 3.1 Purpose of a speed management plan

The Land Transport Rule: Setting of Speed Limits 2022 (the Rule) strongly encourages collaboration at a regional level across road controlling authorities (RCAs) and regional transport committees (RTCs) to prepare draft speed management plans.

These plans present state highway, regional and local views of why and how RCAs plan to better manage speed to make it safer for people to move around. This includes how integration of safety-related infrastructure improvements, speed limit changes and safety camera placement will make the speed

management planning process more transparent and enable stakeholders and communities to better understand the full picture.

A speed management plan is the primary means by which proposed speed limit changes and other speed management activities are developed, shared and certified. Figure 6 illustrates how speed management planning fits into existing transport planning and investment processes.

**Figure 6:** How speed management planning fits into transport planning and investment processes



## 3.2 Types of speed management plans

The three types of speed management plan<sup>28</sup> are the:

- **state highway** speed management plan – this is prepared by Waka Kotahi (as RCA) for the whole state highway network
- **regional** speed management plan – this is coordinated by an RTC using material provided by RCAs
- **territorial (local) authority** speed management plan – this may be prepared by an RCA if they are working outside the timelines of the regional speed management plan process.

<sup>28</sup> Note: During the interim period, each of these types can also be made as interim plans. For more information on interim plans, see Appendix 5: Preparing speed management plans during the transitional period.



## Developing speed management plans under The Land Transport Rule: Setting of Speed Limits 2022

### Where do I begin?

**The One Network Framework**

Streets and roads are categorised according to both their movement and place function. This helps set speed limits that consider land use and the safety of road users, especially people outside vehicles.

**The Rule**

The Land Transport Rule: Setting of Speed Limits 2022 specifies the content and process for speed management plans and Waka Kotahi guidance.

**Road to Zero**

The government road safety strategy sets a vision for zero road deaths in Aotearoa New Zealand, starting with a 40% reduction in deaths and serious injuries by 2030.

**The Speed management guide Road to Zero edition**

Provides guidance for road controlling authorities (RCAs), regional councils and regional transport committees (RTCs) on the development of speed management plans.

It contains information on the following Aotearoa New Zealand context:

- ▶ Principles for speed management
- ▶ Partnership with Māori
- ▶ Speed limits
- ▶ Communications & engagement
- ▶ Developing plans
- ▶ Monitoring & evaluation

### Understand/identify roles, responsibilities and details

**What type of plan are you preparing?**

- ▶ State Highway Speed Management Plan
- ▶ Regional Speed Management Plan
- ▶ Territorial Authority (independent) speed management plan

**Understand how the process fits in with other planning and funding processes**

Consider alignment with National Land Transport Programme (NLTP) funding cycle in order to line up investment in speed limit changes, safety infrastructure and communications and engagement.

**Understand where your organisation fits in to the roles and responsibilities**

**Waka Kotahi** as RCA drafts, engages and consults on the State Highway Speed Management Plan

**Road controlling authorities (RCAs)** provide information to regional transport committees to enable development of a consistent regional speed management plan

- ▶ can choose to independently undertake speed management planning and consultation or follow the regional process (unless notified by regional transport committees to follow the regional process)

**Regional Transport Committees (RTCs)** consolidate information from RCAs into a regional speed management plan, and provide a forum to address regional or boundary consistency **issues**, including facilitating Maori engagement on plan development.

**Regional councils** facilitate the administrative function of regional consultation for all regional speed management plans, and engagement with Māori on the development of plans.

**What else do I need to think about?**

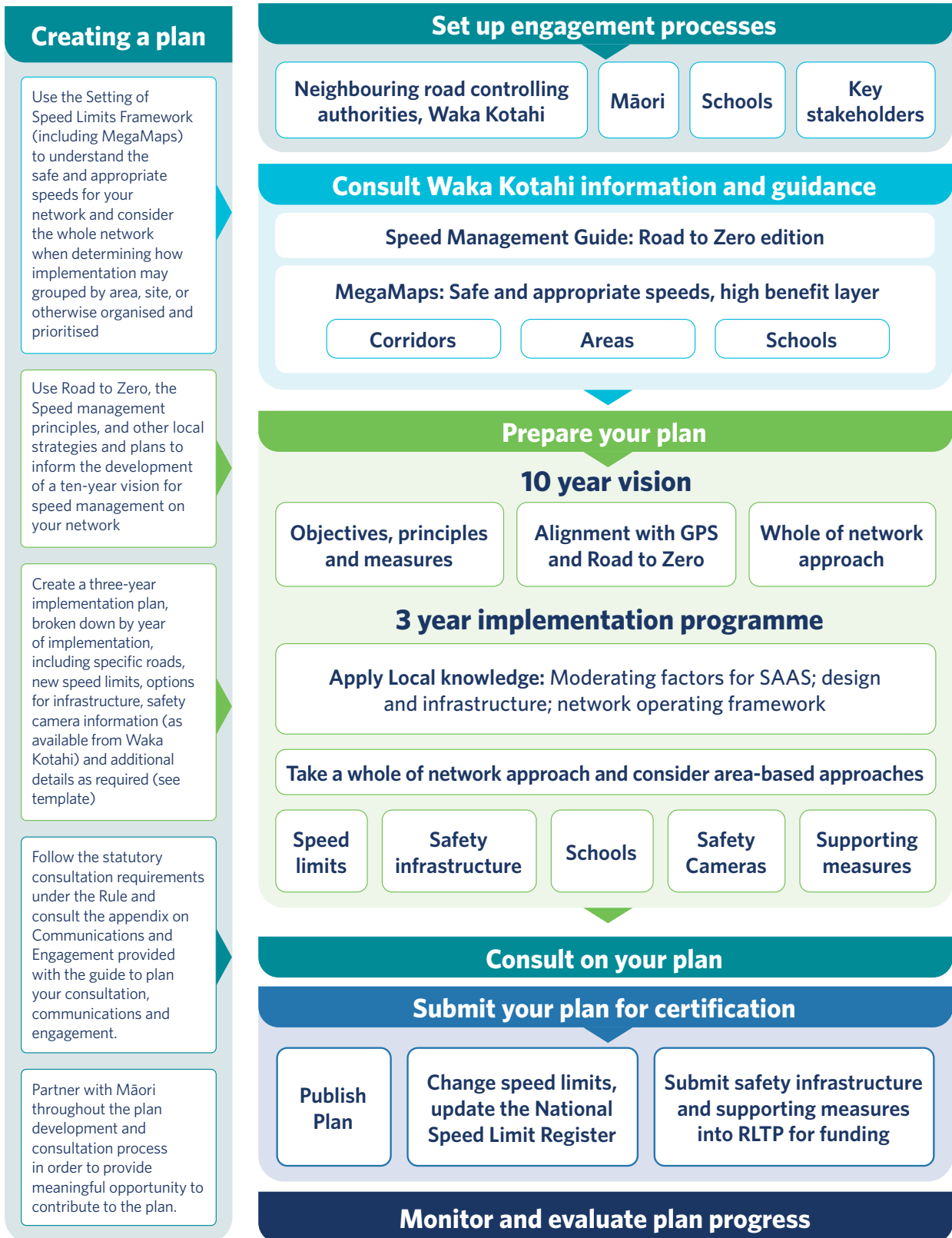
- ▶ RCAs must make reasonable efforts to have safe speeds around schools by 2024 (40%) and 2027 (100%)
- ▶ Māori must be engaged with from the development stage of the plan
- ▶ Communications and engagement should take place throughout the process in addition to any statutory consultation processes

**What other resources are there?**

- ▶ To register current speed limits use the **National Speed Limit Register (NSLR)**.
- ▶ To see advice on safe and appropriate speed limits (SAAS) see the speed limit framework in the guide, and **MegaMaps** geospatial tool
- ▶ To understand plan certification requirements see the plan section of the guide and the **Certification Template**
- ▶ For information on the Road to Zero Monitoring Framework, which includes data on speed management, see the **Road to Zero Monitoring Report**.
- ▶ To discuss specific questions or support needs contact your local Waka Kotahi staff or email: [speedmanagementprogramme@nzta.govt.nz](mailto:speedmanagementprogramme@nzta.govt.nz)
- ▶ For further information see the Waka Kotahi webpage: Speed and Infrastructure



## Developing Speed Management Plans under The Land Transport Rule: Setting of Speed Limits 2022



## Partnership with Māori on speed management

### Land Transport Rule: Setting of Speed Limits 2022

- ▶ The Rule requires Waka Kotahi (as RCA) and regional councils to, establish and maintain processes to provide opportunities and information for Māori to contribute to the preparation of speed management plans and consider ways to foster the development of Māori capacity for this. It also requires consultation with Māori on draft plans.
- ▶ A variable speed limit outside a marae may be required in addition to a permanent safe and appropriate speed limit, particularly in rural areas or on arterial roads where the safe and appropriate speed limit for the road will be too high under certain circumstances, for example activities associated with tangihanga or other large events.
- ▶ Under the Rule a road controlling authority does not require Waka Kotahi (as regulator) permission to set a variable speed limit for a marae and .

### Speed management guide: Road to Zero edition

Partnership refers to working with Māori as Waka Kotahi treaty partners. In addition to partnership with Māori at the level of Waka Kotahi as a regulator, this guide discusses partnership in terms of a joint journey with RCAs to develop speed management plans. It is a continuous and ongoing relationship. It means working together with open communication to achieve better understanding and outcomes for both parties.

- ▶ The guide embeds information and guidance relevant to partnership with Māori in multiple sections:
- ▶ Guide: Overview of the rule; guiding principles for speed management, development and content of a speed management plan
- ▶ Appendix 1. Context: Information on current Māori road safety outcomes and the opportunity for speed management to improve these
- ▶ Appendix 2. Partnership with Māori: Guidance on partnership to develop speed management plans with Māori under the Rule
- ▶ Speed Management Plan optional template for certification

### Hononga ki te iwi – our Māori engagement framework

The Waka Kotahi Māori engagement framework, and has been developed to guide our thinking when planning our Māori engagement. While it was developed for Waka Kotahi, other organisations will find it useful for guiding their own engagement with Māori when developing their land transport investments.

The framework is an adaptation of the engagement framework developed by Te Arawhiti (The Office for Māori Crown Relations) for the public sector

### Te Ara Kotahi – our Māori strategy

Te Ara Kotahi is the Waka Kotahi Māori strategy. It provides strategic direction on how Waka Kotahi works with and responds to Māori as the Crown's Tiriti partner. Waka Kotahi has an important role in finding opportunities to better respond to Māori aspirations while delivering transport solutions. Achieving safe speeds in locations where Māori experience a disproportionate level of road harm and around focal points of Māori communities such as marae is key to this.

### He Pūrongo Whakahaumarū Huarahi Mō Ngā Iwi Māori – Road Safety Outcomes Report

This is a key milestone on the Waka Kotahi journey to achieve better road safety outcomes for Māori, with Māori. Sadly, Māori are over-represented in many of the statistics reported on and this has to change. We are working to partner with Iwi Māori to explore risks identified in the report and work together to determine how to improve Māori road safety outcomes with Māori.

### He tohu huarahi Māori bilingual traffic signs programme

Waka Kotahi has a multi-disciplinary team working with Te Mātāwai and local government to enable the use of bilingual traffic signs and to ensure safe and consistent use across state highways and local roads. Technical specifications for Kura School signs and Marae signs are now available. Further signs are planned.

### 3.3 Key roles and responsibilities for speed management plans

At all levels of government, many partnering agencies have a role in implementing speed management plans: Waka Kotahi, Te Manatū Waka Ministry of Transport, New Zealand Police, RCAs and regional councils.

The roles of the core entities involved in developing speed management plans are in Table 8.

**Table 8:** Role of core entities in developing a speed management plan

Entity	Role
<b>Waka Kotahi</b>	<ul style="list-style-type: none"> <li>Sets timelines for speed management plans</li> <li>Provides guidance on safe and appropriate speeds and preparing a speed management plan</li> <li>Develops and maintains information about speed management (for example, MegaMaps)</li> <li>Convenes the Speed Management Committee (SMC)</li> <li>Manages the National Speed Limit Register (NSLR)</li> </ul>
<b>Waka Kotahi (as an RCA)</b>	<ul style="list-style-type: none"> <li>Provides a draft state highway plan to RCAs for feedback before preparing a consultation draft</li> <li>Provides a consultation draft of the state highway plan for public feedback</li> <li>Provides a final draft of the state highway plan for review by the SMC and certification by the Director of Land Transport</li> </ul>
<b>Director of Land Transport</b>	<ul style="list-style-type: none"> <li>Assesses and certifies state highway and regional speed management plans before Waka Kotahi publishes them</li> </ul>
<b>Regional transport committee (RTC)</b>	<ul style="list-style-type: none"> <li>Consolidates information from RCAs into a draft regional speed management plans</li> <li>Provides a forum to address regional boundary or consistency issues</li> <li>Prepares a final draft regional speed management plans for certification by the Director of land Transport</li> </ul>
<b>Regional councils</b>	<ul style="list-style-type: none"> <li>Facilitates the administrative function of regional consultation, for all RCA plans following the regional process</li> <li>Provides opportunities for Māori to contribute to the preparation of regional speed management plans</li> </ul>
<b>Road controlling authority (RCA)</b>	<ul style="list-style-type: none"> <li>Develops territorial authority speed management plans</li> <li>Can choose to independently undertake speed management planning and consultation or follow the regional process (unless notified by RTCs to follow the regional process)</li> <li>Provides information to RTCs to enable development of a consistent regional speed management plan</li> </ul>
<b>Minister of Transport</b>	<ul style="list-style-type: none"> <li>Appoints members to the Speed Management Committee and confirms what document(s) form the government's road safety strategy<sup>29</sup></li> </ul>
<b>Speed Management Committee</b>	<ul style="list-style-type: none"> <li>Reviews state highway speed management plans and advises the Director of Land Transport on a plan's compliance with the Rule</li> <li>Comments on information and guidance provided by Waka Kotahi</li> </ul>

<sup>29</sup> Publication of this guide Te Ara ki te Ora Road to Zero strategy forms the government road safety strategy.

## 3.4 Developing a speed management plan

The key steps to developing a high-quality speed management plan are in Table 9, and Figure 7 contains a flowchart showing the speed management planning process.

This section discusses the importance of:

- developing regional consistency in speed management plans
- taking a whole-of-network approach to speed management planning
- integrating safe speeds around schools, safe speeds around marae, safety infrastructure, and safety cameras into speed management plans.

### Developing regional consistency within speed management plans

Early in the regional planning process, regional councils should engage with RCAs to ensure that regional consistency is taken into account in the RCA development of speed management plans. This is most important in relation to establishing the 10-year vision and the approach each RCA will follow in developing its plan. The intention of early engagement is for regional councils to support alignment between plans so that the regional council can sensibly provide a regional theme that incorporates the various RCA policies. This early engagement should take place regardless of whether an RCA ultimately joins the regional process or develops a territorial authority speed management plan independently, because it can inform the RTC's decision about whether to require RCAs to follow the regional process.

An RTC may notify an RCA that it plans to convene a regional speed management plan process. In this case,

the RCA is required to join the regional process rather than run an independent process, as long as the RCA has not already published a consultation draft, and the RTC intends to publish a regional plan within the next 28 calendar days.

The RTC also plays an important role in addressing any identified issues with speed limits at adjoining roads in the region's network, with boundary roads at neighbouring regional networks, or with the state highway network.

The regional council also has a role to play in supporting the regional speed management planning process. Once the RCAs develop their territorial authority speed management plans and provide them to the relevant RTC, the RTC compiles the RCAs' plans to create a regional speed management plan. RTCs, RCAs and regional councils then coordinate to publish and consult with the public on the regional speed management plan.

Regional councils facilitate consultation by publishing the draft plan and then providing the administrative support to help collate submissions and then pass them back to the RCAs to take the next steps. RCAs should then consider submissions, amend their plans as appropriate, and advise the RTC of any changes it's proposing. The RTC then collates changes from all its RCAs into the regional speed management plan. The RTC may need to facilitate discussion and consideration of any remaining regional inconsistencies between the RCAs during this part of the process. Once the RTC is satisfied and there are no regional inconsistencies then it submits the plan to the Director of Land Transport for certification.



**Table 9:** Key steps in developing speed management plans (SMPs)

State highway SMP	Regional and territorial authority SMPs	
<ul style="list-style-type: none"> <li>▪ Waka Kotahi (as road controlling authority – RCA) develops a draft state highway SMP.</li> <li>▪ Waka Kotahi (as RCA) provides the draft state highway SMP to other RCAs and RTCs.</li> <li>▪ Waka Kotahi (as RCA) reviews feedback and updates the draft state highway SMP.</li> <li>▪ Waka Kotahi (as RCA) prepares a consultation draft state highway SMP.</li> <li>▪ Waka Kotahi (as RCA) publishes and undertakes consultation on the state highway SMP consultation draft.</li> <li>▪ Joint or independent consultation is undertaken based on regional engagement and timing.</li> <li>▪ Waka Kotahi (as RCA) considers feedback from consultation and updates the state highway SMP.</li> <li>▪ Waka Kotahi (as RCA) finalises the state highway SMP and submits it for Speed Management Committee review.</li> <li>▪ Director of Land Transport certifies the state highway SMP.</li> <li>▪ Waka Kotahi publishes the state highway SMP, certificate and associated material.</li> <li>▪ Waka Kotahi (as RCA) submits certified speed limit changes to the National Speed Limit Register before changes are implemented.</li> </ul>	<ul style="list-style-type: none"> <li>▪ RCAs and regional transport committees (RTCs) consider and provide feedback on the first draft of the state highway SMP.</li> <li>▪ Regional councils facilitate RCA development of overarching vision, principles and prioritisation.</li> <li>▪ RCAs develop their local SMP.</li> <li>▪ RCAs decide to follow the regional process or the independent process.</li> </ul>	
	Regional process	Territorial authority (independent) process
	<ul style="list-style-type: none"> <li>▪ RCAs develop territorial authority SMPs and provide them to RTCs.</li> <li>▪ RTCs compile the RCAs’ plans and create a regional SMP.</li> <li>▪ RTCs, RCAs and Regional Councils coordinate to publish and consult with the public on the regional SMP.</li> <li>▪ Regional Councils collate feedback from consultation for RCAs. RCAs assess, respond to and update local plans and update the regional SMP.</li> <li>▪ RTCs finalise the regional SMP and submit to the Director of Land Transport for certification.</li> <li>▪ Director of Land Transport certifies the regional SMP.</li> <li>▪ Waka Kotahi publishes the regional SMP, certificate, and associated material.</li> <li>▪ RCAs submit certified speed limit changes to Waka Kotahi before changes are implemented.</li> </ul>	<ul style="list-style-type: none"> <li>▪ RCAs develop a territorial authority SMP.</li> <li>▪ RCAs publish and consult with the public on the draft territorial authority SMP.</li> <li>▪ RCAs assess consultation feedback and may update local plans in response.</li> <li>▪ RCAs finalise the territorial authority SMP and submit it to the Director of Land Transport for certification.</li> <li>▪ Director of Land Transport certifies the territorial authority SMP.</li> <li>▪ Waka Kotahi publishes the territorial authority SMP, certificate, and associated material.</li> <li>▪ RCAs provide the territorial authority SMP to the RTC to enable consistent regional planning to progress.</li> <li>▪ RCAs submit certified speed limit changes to Waka Kotahi before changes are implemented.</li> </ul>

Please note that, where feasible, there should be joint consultation between an RCA and Waka Kotahi (as RCA) but Waka Kotahi can withdraw and consult separately if timing becomes an issue.



## Taking a whole-of-network approach to speed management planning

Speed management plans allow RCAs, or groups of RCAs coordinated by RTCs, to consider the whole network together for planning and prioritising speed limit changes, infrastructure, safety cameras and other speed management activities, rather than taking a piecemeal, road-by-road approach.

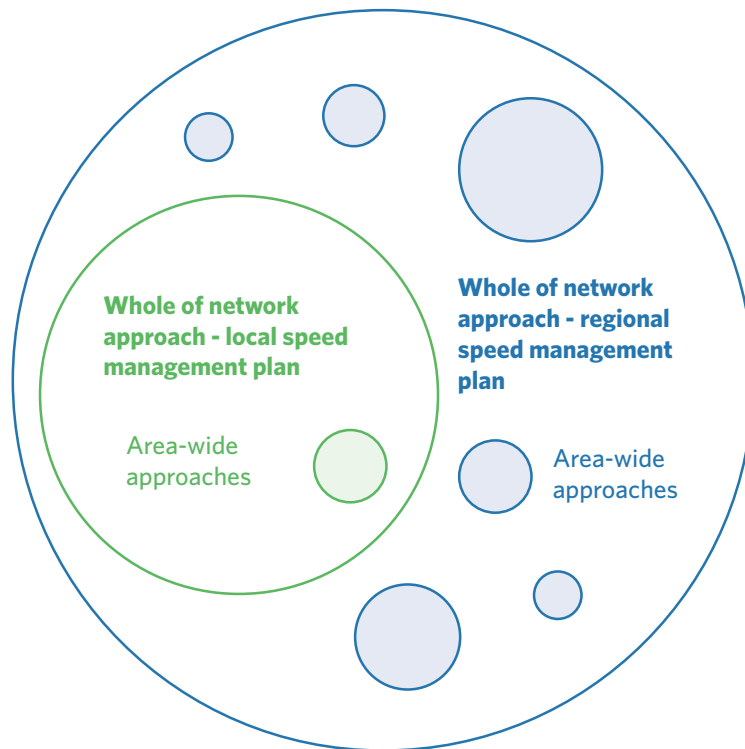
Within a whole of network approach, there may be particular areas that are identified for change, for example, whole suburbs, neighbourhoods, town centres, school catchment areas or papakainga. Speed limit changes made at scales such as these, rather than on individual streets, roads or corridors, are referred to as area-wide.

Area-wide approaches can vary in scale and multiple areas for change may be included within a regional or local speed management plan.

They:

- facilitate the implementation of safe and appropriate speed limits at scale
- help identify the most impactful locations for interventions through factors such as design, infrastructure, enforcement and communications
- can encompass many neighbourhood institutions that would greatly benefit from safe and appropriate speeds but do not have a target associated with them as schools do, for example, preschools, kohanga reo, marae and retirement villages
- can make travel safer and active modes more attractive, because the approach considers all roads and streets in a given area. (For example, to make a child's journey to school safer, an area-wide approach considers all roads and streets in the school catchment area not just those immediately outside the school)
- be complemented by site-specific speed management activities when necessary
- improve speed limit awareness and compliance.

**Figure 8** - The relationship between the whole-of-network and area-wide approaches to speed management planning



## Integrating safe speeds around schools into the speed management plan

School speed limits form an integral part of speed management plans, so should be considered alongside plans for speed limit changes on other parts of the network, investment in safety infrastructure and deployment of safety cameras.

Area-wide approaches (described above) are particularly useful where several schools are in a relatively small geographic area. The recommended safe and appropriate speed for most residential areas is 30km/h due to their high place function and presence of vulnerable and active road users. This means it may often be more impactful and cost-effective to reduce speed limits in a school catchment area at the same time as reducing the limit immediately outside the school.

Factors to be considered for schools overlap with considerations for speed management on the wider network, including:

- plans for speed limit changes on the network as a whole
- safe and appropriate speeds provided in MegaMaps
- adjacent and nearby land uses
- adjacent and nearby One Network Framework street categorisations
- current and planned safety infrastructure
- deployment of road policing and safety cameras
- broader objectives, such as school travel planning and facilitating walking and cycling, and present or planned programmes to support this.

Consider, also, the roads and streets in a school catchment area that form part of children's journeys to and from school. Some of these surrounding roads and streets may also be in line for permanent speed limit changes, so there are benefits in adopting area-wide approaches.

Applying the safe and appropriate speed to an area (or network) that includes schools is the most cost-effective way to implement lower speed limits outside schools..

## Safe speed limits around schools

Setting safe speed limits around all schools improves actual and perceived safety to encourage and enable more active travel to and from school. It also reduces

the risk to tamariki and whānau of being killed or seriously injured while travelling to or from school. Under Road to Zero and the Rule, RCAs must use reasonable efforts to implement safe speed limits around schools by 31 December 2027, with an interim target of 40 percent of schools by 30 June 2024.<sup>30</sup>

A safe speed limit around a school is considered to be 30km/h unless:

- a specific reason exists for a higher speed, and
- sufficient safety infrastructure is present to meet Safe System principles at a higher speed limit, and
- the risk of conflict with people outside vehicles has been eliminated.

## Identifying roads outside schools

Under the Rule, an RCA defines what it considers to be a 'road outside a school'. This may be a road or roads immediately adjacent to a school, or a road that includes a key access point for the school. The factors to be considered are:

- Location of main entrance and any other entrances.
- Advice from the school itself regarding presence and use of entrances.
- Typical or expected routes for active travel to school.
- The objective of making people feel safe walking or using other active modes to and from school.

## School categories

To provide structure to this process, the Rule uses the concept of school categories:

- **Category 1 schools** require a safe and appropriate speed limit on the roads and/or streets outside the school to be 30km/h (permanent or variable), or where pre-existing 40 km/h speed limits are retained as in interim measure.
- **Category 2 schools** are those where the RCA deems a safe and appropriate speed limit of 60km/h or less (permanent or variable) is suitable for the roads and/or streets outside the school.

### Category 1 schools

Under the Rule, all schools are category 1 schools unless an RCA reviews a school on a road under its jurisdiction and assigns it to category 2. It is expected that most schools will remain category 1 because even if the safe and appropriate speed for surrounding streets is higher than 30km/h, a permanent or variable speed limit of 30km/h on the roads outside

<sup>30</sup> Schools means all schools and kura under the *Education and Training Act 2020*



the school (as defined by the RCA) is desired to address the risk of pedestrian crash conflicts.

### Category 2 schools

Under the Rule, an RCA must specifically define a school as category 2. This should be reviewed each time the speed management plan is reviewed.

For a school to be category 2, it is expected to have the appropriate level of entranceway design and supporting safety infrastructure that removes or manages potential pedestrian crash conflicts to align within Safe System injury tolerances.

RCAs should assign the safe and appropriate speed limit based on the road environment and presence of safety features that address pedestrian crash risk such as:

- separated footpath and cycle lanes
- raised priority-controlled pedestrian crossings designed for speeds of 30km/h or less
- off-road parking and/or off-road bus pick up/drop off facilities.

### Permanent speed limits around schools

In order to better enable permanent safe speed limits around schools, the Rule exempts schools from the requirement for an obvious change in the road environment to be associated with a change in speed limit. This provision, along with the guidance on safe and appropriate speed limits linked to One Network Framework street categories, and the emphasis on taking a network-wide, area-based approach to achieving safe speeds, is expected to facilitate broad scale achievement of safe permanent speed limits on the streets outside schools, and in many cases, also the wider school catchment area.

This is because in urban areas, the estimated safe and appropriate speeds now include a significantly larger proportion of recommended permanent 30km/h and 40km/h speed limits and fewer recommended 50km/h limits than in previous guidance. Therefore, the safe and appropriate speed limit in an urban area is much more likely to align with the safe and appropriate speed limit required outside a school.

### Variable speed limits around schools

Due to better enablement of permanent safe and appropriate speed limits on roads outside schools under the Rule, the need for a school variable speed

limit (that is, a speed limit that varies from the usual speed limit in relation to times of activity around the school) is expected to be less than under the previous rule, particularly in urban areas.

A variable speed limit should be considered only when all other alternatives have been exhausted.

A variable speed limit should only be installed where no permanent changes to a safe speed for a school are planned and a review of the school location (including engagement with the school community) determines that a permanent change is not appropriate.

A variable speed limit:

- of 30km/h could be effective as an interim measure on roads where a permanent speed limit of 30km/h is planned but may not be implemented until after the deadline for reducing school speed limits
- of 40–60km/h could be effective in cases where a permanent speed limit change of 60km/h or higher is planned for the road but the road design, infrastructure and presence of vulnerable road users means this is not a safe speed for the section of road outside the school.

Under the Rule, a variable speed limit outside a school does not require Waka Kotahi (as regulator) approval.

### Integrating safe speeds around marae into the speed management plan

In addition to the provisions in the Rule specific to partnership with Māori (section 6), the area-based approach to speed management plans and the Safe System safe and appropriate speed limits are expected to contribute to improved speed management for Māori communities and improved Māori road safety outcomes overall.

This section notes that the speed limit setting approach around marae is similar to that used around schools as is the need for variable speed limits.

### Permanent speed limits around marae

Many Māori institutions are expected to benefit from an area-based approach and broader application of safe and appropriate speed limits. For example, kōhanga reo and marae in urban areas are likely to be in locations where a street or area is changing to a safe and appropriate speed limit, which reduces the need for a location-specific speed limit.

In some cases, a change to the permanent safe and appropriate speed limit on the road outside a

marae may still be too high in the case of specific circumstances, such as events, that take place at and around the marae. For example, a marae on a state highway. In this case, a variable speed limit may be necessary to complement the safe and appropriate permanent speed limit.

### Variable speed limits around marae

Under the Rule, the need for a variable speed limit (that is, a speed limit that varies from the permanent speed limit during a specific time or event) is expected to be less than under the previous rule, particularly in urban areas once a safe and appropriate speed limit has been applied.

A variable speed limit outside a marae may be required in addition to a permanent safe and appropriate speed limit, particularly in rural areas or on arterial roads where the safe and appropriate speed limit will be too high under certain circumstances.

The addition of a variable speed limit is most likely to be appropriate when:

- kaupapa at the marae generate significant changes in the volume of traffic entering and exiting the marae
- kaupapa at the marae such as tangi require processions of people to walk on the road (for example from whareniui to urupā)
- a complex or dangerous turn is required to access the marae entrance and a vehicle-activated variable speed limit would improve safety.

Further information on implementing variable speed limits around marae is being developed by Waka Kotahi.

### Integrating safety infrastructure into the speed management plan

Road controlling authorities develop their safety infrastructure projects and activities as part of the Road to Zero Speed and Infrastructure Programme. These should be integrated into the speed management plan.

In some cases, it may be appropriate to take a tactical approach and install temporary or semi-permanent infrastructure to support safe and appropriate speed limit changes on urban roads and streets. A trial approach may be more cost-effective than installing permanent infrastructure or can be used to test a new approach and engage the public before committing to a permanent design.

#### He Tohu Huarahi Māori Bilingual Traffic Signs programme

As part of the Waka Kotahi commitment to support te reo Māori being seen, spoken and heard wherever possible, to continue the revitalisation of the language, Waka Kotahi has a multi-disciplinary team working with Te Mātāwai<sup>29</sup> and local government to enable the use of bilingual traffic signs.

Technical specifications for a suite of Kura School signs were published on the Waka Kotahi website in 2022. Technical specifications are also available for marae signs in te reo only. Public consultation on a further selection of traffic signs is planned.



Example of Kura School warning sign (illuminated when activated)



Example of permanent speed limit sign outside a school



Example of a variable speed limit sign outside a marae

The technique of making tactical changes that can be implemented relatively quickly is well evidenced and has the potential to deliver significant safety benefits in a short timeframe.

The Streets for People programme aims to make it faster and easier to transition streets to safer and more liveable spaces.<sup>31</sup> This programme helps the sector plan, design and develop towns and cities by providing a toolkit of support options for retrofitting streets with infrastructure to reduce vehicle speeds and create more space for people. A fund is available for council projects.

Testing enables communities to get a sense of what their streets could be like and builds community confidence that their needs and input to changes are valued. An iterative testing and learning process

involving stakeholders will result in better-informed decisions.

By testing innovations with communities, RCAs can be more assured that they're getting the direction of change right – before committing to major investment.

## Integrating safety cameras into the speed management plan

Waka Kotahi is responsible for developing the national strategic approach for expanding the safety camera network on state highways and local roads. Waka Kotahi will engage with RCAs and other stakeholders regionally to understand and gain insights into RCA views on proposed speed limit changes, infrastructure changes and how safety camera sites can support safe and appropriate speed limits.

## 3.5 Content of a speed management plan

Under the Rule, a speed management plan should reflect an aligned and coordinated approach to the setting of speed limits, where speed management planning aligns with land transport planning. The plan should demonstrate the 10-year vision for the network and set out the principles used to identify or prioritise areas for speed limit changes. The context for regional speed management planning is illustrated in Figure 6.

The below guidance is appropriate for state highway, regional and territorial authority speed management plans. For further information on requirements for interim plans (until 2024), see Appendix 5.

The Rule requires a speed management plan to include information on the following:

- The 10-year vision including objectives, policies and measures for managing speed – possibly including principles.
- The plan's alignment with Road to Zero and the current Government Policy Statement on land transport.
- How a whole-of-network approach was taken.
- The three-year implementation programme (to enable steady transition to the desired end state).
- How partnership with Māori was undertaken.
- Safe and appropriate speeds around schools.
- Any supporting information.

### Ten year vision

In this section of the plan:

- set out the long-term context for the speed limit changes proposed
- give objectives, policies, and measures in the plan that are consistent with broader regional land transport strategies.
- outline the principles that will guide your speed management approach through the planning process - the guiding principles provided in this guide should be considered: safety, community wellbeing, movement and place, and system thinking. It is recommended that they are adapted and/or expanded upon to reflect the local or regional context.
- identify connections and alignment with other local objectives and policies (for example, the local road safety strategy, local transport strategy and sustainability strategy).
- provide information in a narrative form which may be accompanied by maps to visually describe and support the narrative.
- do not include speed limit change information for corridors or speed limit areas in this section as it is included in more relevant sections of the plan.

In addition to informing the development of the three-year implementation plan, a clear vision is critical for effective engagement and consultation. For more information on this, see Appendix 3: Engagement and communications

31 Waka Kotahi NZ Transport Agency. 2022. [Streets for People programme 2021-2024](#) (webpage).

## Alignment with Road to Zero and Government Policy Statement

In this section, explain how the plan is consistent with Road to Zero and the current Government Policy Statement on land transport.

This information should principally be in the form of a narrative.

## Whole-of-network approach

In this section, explain how a whole-of-network approach has been adopted through the speed management plan and how safe and appropriate speed limits have been considered alongside safe speed limits for schools, as well as investment in safety infrastructure and safety cameras, as part of the regional transport planning process.

What framework, particularly considering the types of road users and vehicles present as well as speed limits, did you use to select the appropriate combination of speed limit reduction and investment in safety infrastructure? This may include consideration of an area-based approach or approaches. This may also include your process for selection and prioritisation of speed management work.

This section may also include details on:

- what criteria have been applied to determine where investment in safety infrastructure is proposed
- how speed limit changes and investment in safety infrastructure will operate in tandem
- consideration of connecting roads or surrounding areas where a particular priority road or area is being reviewed, to ensure consistency

This information should principally be in the form of a narrative.

## Three-year implementation programme

In this section, explain your three-year programme for implementation (to achieve the desired 10-year end-state). Detail any proposed speed limit and safety infrastructure changes, and associated information, broken down by year of planned implementation, for at least three years from the start of this plan.

The three-year implementation programme should address:

- speed limits on the relevant roads, including, information on each proposed speed limit relating to the geographical area, the type of speed limit, the proposed speed limit in kilometres per hour, and,

for a seasonal or variable speed limit, the conditions under which each speed limit will apply

- the timeframe within which each change is proposed to occur
- corridors and locations where safety infrastructure is planned and detail on the type of treatment where possible, or an overview of the options for safety infrastructure on the network and the process for selection.

This section may be presented as narrative, maps and/or tables.

## Safe and appropriate speeds around schools

This section must provide an explanation for any school with a category 2 designation including the proposed speed limit (40km/h, 50km/h or 60km/h permanent or variable) and an explanation of how Safe System principles are met, and why a 30 km/h speed would not be appropriate.

This section should also provide an explanation for any category 2 school in the previous plan and retained in this plan, and details of any 40km/h speed limits (permanent or variable) outside schools that were set on or before 20 April 2021 and which remain in place on the commencement of the Setting of Speed Limits Rule 2022.

This information may be captured in a table and/or identified in a map.

For more information about the categories and their implications for safe speed limits around schools, see the previous section on developing a speed management plan.

## Partnership with Māori

Waka Kotahi (as an RCA) and regional councils must establish and maintain a process to provide opportunities for Māori to contribute to the preparation of speed management plans and to foster the development of Māori capacity to so contribute. Waka Kotahi (as an RCA) and regional councils must provide relevant information to Māori for this purpose.

Speed management plans should describe the partnership process with Māori and its outcomes, including how Māori have been engaged and contributed to the development of the plan. It should explain how the development of Māori capacity has been fostered so Māori can actively contribute to the plan's preparation and the information provided to Māori.



## Supporting information

Speed management plans must also include explanations or supporting information about any 70km/h or 90km/h speed limits (see also Section 2). In the next plan, 70 km/h or 90 km/h speed limits must be reviewed.

The RCA must then either confirm that a speed limit of 70 km/h or 90 km/h is safe and appropriate for the road; or propose to change the speed limit to be other than 70 km/h or 90 km/h. An explanation on this might also include details on:

- adjustments to the boundaries of the application of a speed limit to support network management or safety
- land use or local circumstances and how they have changed
- where speed limits may need to be smoothed or take a network-based approach be taken to support network management or safety (that is not accounted for in the SAAS)
- where consultation identifies an effect on road

users (that is not accounted for in the SAAS)

- where, due to the function of the road, the RCA is considering investing in safety infrastructure to safely retain current speed limits
- any assessments Waka Kotahi has made on relevant roads
- an explanation of how speed limits on adjoining roads under the control of other RCAs are aligned
- consideration of speed limits on adjoining roads (for example, at RCA boundaries) - provide any other relevant matters
- any other relevant matter..

This information may be provided as a narrative and/or a table.

## State highway components

- In this section, which is only required for regional speed management plans, include a copy or summary of the relevant state highway components as produced by Waka Kotahi (as RCA).

## 3.6 Certification of a speed management plan

The Director of Land Transport must certify all plans before they can be published. Plans may be full, interim, or variations to plans.

The state highway speed management plan of Waka Kotahi (as RCA) must be reviewed by the Speed Management Committee before the Director of Land Transport considers it.

For a plan to be certified, it must meet the certification requirements of the Rule.<sup>32</sup>

### Box 4

#### Speed Management Plan certification template

The Rule states that a plan must be in the form (if any) set by Waka Kotahi as regulator. At the time of printing, Waka Kotahi has not set a form for plans. An optional certification template has been developed and Waka Kotahi encourages everyone to use the template, to support consistency in speed management plans. However, it is noted that the template is focused on the information required by Waka Kotahi for certification, and may not produce a plan in an appropriate form for public consultation.

<sup>32</sup> Clause 3.11(1) of the Rule.



Pertinent pages for the Taranaki RTC meeting on 31 August 2022

## Speed management planning

### Frequently asked questions

27 July 2022

Version 2.2

## 1 Speed management framework

### 1.1 What is the speed management framework?

Te Manatū Waka Ministry of Transport began the process to develop the new Land Transport Rule: Setting of Speed Limits 2022 (the Rule) with a paper to Cabinet which set out a new framework for setting speed limits.

Waka Kotahi has worked with Te Manatū Waka to make the Rule workable within that framework, using feedback from consultation on the proposed draft Rule to further refine it and ensure it is easily understood.

The Rule enables a new process to support road controlling authorities with setting new speed limits and takes a whole-of-network approach where decisions about safety-related infrastructure improvements, speed limit changes and safety camera placement are made together.

It will deliver a more efficient and effective process to support safer speeds on New Zealand roads, and we know that currently around 90% of New Zealand roads have speed limits which are not safe.

The framework also supports the transition to slower speeds around schools to improve safety and encourage more people to use active modes of transport for their journeys to and from school.

### 1.2 How does the speed management framework fit within the Road to Zero strategy?

New Zealand's Road to Zero 2020-2030 road safety strategy sets us on a path to achieve Vision Zero, a vision where no one dies or seriously injured in road crashes. The speed management framework delivers part of the Road to Zero 2020-2022 action plan.

Speed plays an undeniable role in the horrifying numbers of people being killed or seriously injured on New Zealand's roads. Even when speed doesn't cause the crash, it's what will most likely determine whether anyone is killed, injured, or walks away unharmed from that crash. When speed limits are safe for the road, simple mistakes are less likely to end in tragedy.

The speed management framework sets out a new approach to speed management planning which will significantly change the way speed limits are set in the future and will ensure decisions about speed limit changes are made (and described) in the context of safety-related infrastructure improvements and the placement of safety cameras.

### 1.3 How will road controlling authorities put in new safety cameras with the new speed management planning process?

Under the new Rule, speed management plans need to cover how safe and appropriate speed limits have been considered alongside investment in safety infrastructure and safety cameras. NZ Police currently own and operate the national safety camera network however this responsibility is transferring to Waka Kotahi, which is developing the national strategic approach for expanding the safety camera network on state highways and local roads. Waka Kotahi will engage with road controlling authorities, NZ Police and other stakeholders to help determine the high-risk roads/intersections where safety cameras would be an appropriate speed management tool. This will be reflected in road controlling authorities' speed management plans.

### 1.4 Why was the Land Transport Rule: Setting of Speed Limits 2022 (the Rule) developed?

Speed limits on New Zealand's roads are not up to date with our current understanding of risk, the likelihood of a crash and the crash severity, and don't consider the comfort and safety of people not traveling in vehicles (eg pedestrians).

Most people want to behave safely, and they believe they are doing this by obeying our speed limits. But approximately 90% of the speed limits on our roads are no longer safe and appropriate. This is one of the

reasons why New Zealand loses more people to traffic deaths per capita than almost any other country in the OECD.

The Rule significantly changes the way speed limits are set in the future and ensures decisions about speed limit changes are made (and described) in the context of safety-related infrastructure improvements and the placement of safety cameras, resulting in:

- a more effective process to select and set speed limits
- greater regional consistency, both in process and in transport outcomes
- all parties being aligned as much as possible for as long as possible through the process.

### **1.5 How is the delivery of speed management plans being phased?**

There are three phases for the delivery of speed management plans.

- A transition phase where a road controlling authority's speed limit data is not yet live in the National Speed Limit Register.
- An interim phase where the road controlling authority's speed limit data is live in the National Speed Limit Register.
- Development of full plans from early 2023 for the 2024-27 National Land Transport Planning (NLTP) cycle.

### **1.6 How is Waka Kotahi engaging with stakeholders?**

We consulted on the proposed draft Rule in 2021 and used feedback to further refine the Rule including changes to the roles for coordination and certification of speed management plans, and in the timing and categorisation of school speed limit changes.

We have summarised consultation feedback in the Summary of Submissions document.

[Summary of Submissions from the 2021 consultation \[PDF, 856KB\]](#)

We engaged with a representative group of road controlling authorities, government agencies and advocate groups to work through the framework and principles developed for the Speed Management Guide: Road to Zero edition, and to help test and refine the Guide content.

We have also engaged with road controlling authorities to migrate existing speed limit data into the new National Speed Limits Register (NSLR), and a web application of the NSLR to provide the single source of truth for speed limits on New Zealand's roads.

### **1.7 Are there opportunities for road controlling authorities and Waka Kotahi to work together on engagement, communications, and stakeholder management?**

We know road controlling authorities value opportunities to work with us as in the speed management space for the collective goal of making our roads safer and achieving Vision Zero. As a starting point, we are working on the wider national Road to Zero and speed campaigns to increase public awareness, and these campaigns include resources to support road controlling authority's narrative on speed management. The new Speed Management Guide also includes a dedicated section on engagement and consultation.

### **1.8 What do road controlling authorities need to do differently because of the new speed management planning process?**

The new framework means changes to how road controlling authorities set speed limits, both in terms of how safe and appropriate speeds (SAAS) are determined and the processes to put them in place.

The new Speed Management Guide: Road to Zero edition (the Guide) provides guidance to road controlling authorities on how to establish, consult on and set speed limits under the Rule.



The Guide also provides insights and information for partners and organisations with an interest in road safety and speed management.

The Guide represents a new, principle-based approach to speed management and provides detailed guidance on:

- developing a speed management plan (SMP),
- selecting a limit within the safe speed range, linked to the One Network Framework (ONF) categories,
- partnering with Māori,
- safe speeds around schools,
- consultation and engagement.

The Guide is accompanied by MegaMaps: Road to Zero edition, which provides layers that display the One Network Framework street categories and associated safe and appropriate speed ranges.

### **1.9 What do regional councils need to do differently because of the new speed management planning process?**

When developing a regional speed management plan as part of a RLTP process (that is, not an interim plan), a regional council must assist in the process.

*Optional first step:* The regional council can work with the road controlling authorities to develop an agreed framework of principles and priority setting, so that road controlling authority speed management plan information is consistently formed. This framework might form the first section of the speed management plan.

When the road controlling authorities send their speed management plan information to the road transport committee it is anticipated that the regional council will insert these as sections into a regional speed management plan and provide the compiled document to the road transport committee.

Once the road transport committee agrees the consultation draft regional speed management plan then the regional council will publish this on an internet site and call for submissions.

The regional council will accept submissions, collate the submissions and submitters views, and forward the submissions to the appropriate road controlling authority.

Once road controlling authorities make any changes to their speed management plan information, that information replaces the section as published and the updated plan is provided to the road transport committee.

Please note that the regional speed management plan must accurately describe the approach taken across the region, and it is anticipated that this will be considerably easier if the first (*optional*) step sets out an agreed common framework. If each road controlling authority uses its own approach, then the plan must describe each approach separately which may invite comment from the Director of Land Transport (and therefore delay in the process).

### **1.10 What do regional transport committees need to do differently because of the new speed management planning process?**

When developing a regional speed management plan as part of an RLTP process (that is, not an interim plan), a regional transport committee must:

1. Notify the road controlling authorities of its intention to publish a regional speed management plan.
2. Receive information from the road controlling authorities to consolidate into the plan, accurately describe the approach taken across the region, ensure the required content is in the plan, and (when satisfied) provide the consultation draft plan to the regional council for publication.
3. Following consultation and plan update, ensure the description of the approach taken is still accurate and required content is in the plan and submit to the Director of Land Transport.

### 1.11 Where can we find more information about speed management planning?

If you have queries that haven't been answered here, please email [speedmanagementprogramme@nzta.govt.nz](mailto:speedmanagementprogramme@nzta.govt.nz)

## 2 The Land Transport Rule: Setting of Speed Limits 2022

### 2.1 What is the name of the Rule?

The new Rule is called the Land Transport Rule: Setting of Speed Limits 2022 and replaces the Land Transport Rule: Setting of Speed Limits 2017.

### 2.2 When did the Rule come into force?

The Rule came into force on 19 May 2022.

### 2.3 What does the new Rule cover?

The Rule:

- introduces a regional speed management planning approach on a three-year cycle that aligns with the three-year cycle of the National Land Transport Programme
- brings together infrastructure investment decisions and speed management decisions through a speed management planning process aligned with the regional land transport planning process
- requires road controlling authorities to use reasonable efforts to reduce speed limits around all schools by 31 December 2027 with an interim target of 40% of schools by 30 June 2024. Schools includes all schools and kura under the Education and Training Act 2020
- acknowledges the status of Māori as our Treaty partners and specifies that Māori are involved in the development of speed management plans and consulted with on aspects of the plan that are important to them.
- requires all road controlling authorities that are territorial authorities to include their proposed speed limit changes and safety infrastructure treatments (including proposed safety camera placements) for the coming 10 years into speed management plans
- introduces a new consultation process that aligns with the three-year regional land transport planning consultation process
- requires regional transport committees to coordinate input from road controlling authorities in their region to create a regional speed management plan, aligning with the regional land transport plan process
- requires regional councils to facilitate the administrative function of regional consultation on speed management plans
- gives the Director of Land Transport at Waka Kotahi responsibility for certifying speed management plans
- establishes an independent Speed Management Committee to:
- review the Waka Kotahi draft state highway speed management plan (SHSMP) and provide advice to the Director of Land Transport on that plan
- oversee the information and guidance on speed management that Waka Kotahi (as regulator) provides all road controlling authorities
- introduces a new process for setting speed limits outside of speed management plans, and for road controlling authorities that are not territorial authorities
- removes the requirement to set speed limits through bylaws, enabling a whole of network approach that considers safety-related infrastructure improvements, speed limit changes and safety camera placement together
- requires all speed limits (other than temporary speed limits) to be entered into a national register which will give legal effect to all speed limits (other than temporary speed limits).

## 2.4 Was the Rule consulted on?

We consulted on the proposed draft Rule in 2021 and received 325 submissions. All submissions were recorded and analysed by a review team from Waka Kotahi and Te Manatū Waka Ministry of Transport, and feedback used to further refine the Rule. These refinements included changes to the roles for coordination and certification of speed management plans, and to the timing and categorisation of school speed limit changes.

A summary of this analysis and consideration of feedback is presented in the Summary of Submissions document alongside any recommended changes to the Rule.

[Summary of Submissions from the 2021 consultation \[PDF, 856 KB\]](#)

## 3 One Network Framework

### 3.1 What is the One Network Framework?

The One Network Framework (ONF) is our new national classification system. It will be used to determine the function of our roads and streets and inform decision making.

The new ONF acknowledges the transport network has a 'Place' function. This means roads and streets are destinations for people, as well as transport corridors. The new framework also introduces classifications for different modes of transport, recognising that our roads and streets have different functions for different modes.

The ONF evolves the One Network Road Classification to a two-dimensional classification focused on Movement and Place. The ONF recognises that shared, integrated planning approaches between transport and land-use planners will result in better outcomes.

[One Network Framework website](#)

## 4 Safe and appropriate speed limits

### 4.1 How are safe and appropriate speed limits set?

Setting a safe and appropriate speed limit involves integrating and aligning the One Network Framework street categories with safe and appropriate speed limit ranges then identifying the safe and appropriate speed limit from within that range for the specific street or road.

The One Network Framework street categories provide information for applying speed limits by linking safe speed limits to the function of the street or road and its design and infrastructure. This includes setting speeds limits that reflect intended street use and existing infrastructure, planning changes to infrastructure to suit more appropriate speed limits, and planning changes to infrastructure so speed limits can stay the same.

### 4.2 How can road controlling authorities use a phased approach towards achieving safe and appropriate speed limits in a Safe System?

The safe and appropriate speed limits described above show how speed limits should change over time to align with Safe System outcomes. In progressing towards a Safe System, speed limits on urban and rural roads are expected to progressively change to align with safe and appropriate speeds.

Road controlling authorities need to consider how to progress towards this 'end state', which may require interim or phased steps towards a safe and appropriate speed limit. Phasing means considering how much of the network is intended to be treated at different times.

Speed management plans then outline proposals for what the network is expected to look like in 10 years along with three-year implementation plans. Progressing towards safe and appropriate speeds may also require short to medium term speed limits in lieu of infrastructure improvements to support higher speed limits, or as part of a phased approach to a lower and safe and appropriate speed.

## 8 Partnership with Māori

### 8.1 What does partnership with Māori mean?

Partnership refers to working with Māori as Waka Kotahi Treaty partners. In addition to partnership with Māori at the level of Waka Kotahi as a regulator, partnership is also a joint journey with road controlling authorities to develop speed management plans. It is a continuous and ongoing relationship. It means working together with open communication to achieve better understanding and outcomes for both parties.

### 8.2 How can road controlling authorities and road transport committees partner with Māori?

Engage early – it is important Māori interests are identified early and engagement is planned accordingly. The status of Māori as tāngata whenua and Treaty partner must be recognised and engagement planned and undertaken before broader public engagement.

It is for Māori, not councils, to determine whether there is an impact on Māori.

This process may include preparing a Māori engagement plan that includes resources for building Māori capacity to contribute to the plan process, and work with the Māori partnerships team or specialists in the respective road controlling authority to ensure a true partnership approach to speed management is taken.

Partnership with Māori may need a more flexible approach that is not constrained by a Western rules-based structure if safety, community goals and true partnership relationships related to speed management are to be achieved. This can mean adapting processes to make it easier for Māori to have a genuine partnership and share their views. For example, how and when engagement takes place and how consultation feedback is gathered should take into account the fact Māori is a largely oral culture, so it may be more appropriate to gather feedback at a hui rather than on a form.

Consider mātāwaka<sup>1</sup> as well as tangata whenua and haukāinga.<sup>2</sup> For example, contacting only iwi authorities can overlook significant Māori populations who may come together around kura kaupapa, kōhanga reo or other community institutions at a pan-tribal level

### 8.3 What are the requirements under the new Rule for working with Māori?

The Rule has specific requirements for Māori contributions to speed management plans.

Waka Kotahi as a road controlling authority and Regional Councils must establish a process to provide opportunities for Māori to contribute to the preparation of speed management plans, including:

- fostering the development of Māori capacity to contribute to the preparation of the plan
- providing relevant information to Māori early to enable their contribution.

Furthermore, Waka Kotahi as a road controlling authority and territorial authorities must also do everything reasonably practicable to separately consult Māori affected by any proposed change in a draft speed management plan that affects or is likely to affect Māori land, land subject to any Māori claims settlement Act, or Māori historical, cultural or spiritual interests.

This work should be described and evidenced in the speed management plan.

In addition to specifications about the speed management plan development process, the rule also addresses specific issues for Māori communities in the implementation of speed limits and speed management programmes. It establishes an exception for the installation of variable speed limits outside

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1 Mātāwaka are Māori living in an area but who are not tangata whenua from that area or are not originally from that area.

2 Tangata whenua are Māori who have historic and territorial rights over the land. The term refers to iwi, hapū and haukāinga (Māori tribal groups) who have these rights in a specific region.



marae, so Waka Kotahi approval is not required. It also makes it explicit that kura for children and young people (years 1–13) are included in the goal for safe speeds around all schools, regardless of the number of students at the kura.

The Rule requires engagement with Māori on the development of speed management plans and separate consultation with Māori on draft plans. Elements of the rule also aim to directly improve speed management processes for Māori communities: variable speed limits outside marae do not require Waka Kotahi approval, and variable speed limits outside schools applies to all schools year 1-13, including kura, regardless of roll size.

Improving speed management presents a significant opportunity to improve Māori road safety outcomes and reduce the impacts of unsafe speed limits on Māori communities.

## 9 Communications and engagement

### 9.1 What does the Rule say about consultation and engagement?

Communications and engagement on speed management, as well as a formal consultation process will build public understanding and awareness of safe and appropriate speed limits, the speed management plan development process, and the finalisation and implementation of plans.

The speed management planning process is expected to be transparent and encourage widespread participation in the consultation process, so stakeholders and communities understand the full picture.

To support the consultation and implementation of a region's speed management plan it is recommended that a broader engagement approach is taken that goes beyond the minimum statutory requirement.

The Land Transport Rule: Setting of Speed Limits 2022 (the Rule) strongly encourages collaboration at a regional level, so road controlling authorities and regional transport committees should work together to develop a coordinated engagement and consultation programme.

### 9.2 What are the statutory requirements for consultation?

Consultation should clearly inform people how proposed speed limits will work as part of a Safe System alongside safety cameras and other safety infrastructure in a region and how they will make roads safer for everyone.

In addition to their partnership obligations when a plan is being developed, road controlling authorities must separately consult with Māori who are affected by the speed management plan. It is for Māori (not the road controlling authority) to determine whether and how Māori are affected.

### 9.3 What are the consultation requirements for regional speed management plans?

Regional transport committees, road controlling authorities and regional councils should coordinate to consult on the regional speed management plan every three years, in line with the minimum requirements for consultation set out in section 82 of the Local Government Act 2002 (notably, not section 83, which requires Special Consultative Procedures such as those used for the regional land transport plan process).

The regional council can facilitate consultation by publishing the plans, calling for and collating submissions, and ensuring submissions are sent to the appropriate road controlling authority for its consideration.

### 9.4 What are the consultation requirements for state highway speed management plans?

Waka Kotahi may choose to consult on the state highway speed management plan independently, or in coordination with the regional plan, depending on the alignment of the planning cycles.

The minimum requirements for consultation by Waka Kotahi are similar to the road controlling authority requirements and include a consultation period of at least four weeks, notification on the Waka Kotahi website, and opportunity for people to provide feedback.

## 9.5 What are the consultation requirements for territorial authority speed management plans?

If a road controlling authority decides to consult independently on a territorial authority speed management plan. It should still provide the territorial authority speed management plan to the road transport committee to enable regional planning to progress.

## 9.6 What are the key steps for public consultation?

Waka Kotahi recommends following these key steps for successful consultation on a speed management plan:

- **Communicate** the proposed changes (what they are, why they are proposed, how they will achieve the 10-year vision), the implementation programme and timeframes set out in the speed management plan.
  - Be clear about how people's feedback will inform or influence decisions that need to be made, including what is and isn't open to change.
  - Explain the process for setting new speed limits, the steps involved once consultation closes, and the timing of these steps.
- **Seek feedback** on the plan actively using a variety of engagement opportunities to capture the views of affected and interested communities.
  - Raise awareness about the consultation by, for example, publishing information and maps, running events and hui, holding workshops or webinars, or publishing a survey.
  - Make sure that engagement opportunities are accessible by those who experience disproportionate harm on the road and who will benefit from the changes proposed in the plan.
- **Review and analyse** the feedback received.
- **Use the feedback** to make an informed decision.
  - Share how feedback influenced the decision.
- **Explain what happens next** – after the decision is made.

## 9.7 What about engagement and communication with partners and stakeholders when the speed management plan is implemented?

Communications and engagement about speed management planning may include implementation-specific engagement and communications activities, including when a new speed limit will take effect after being entered into the National Speed Limit Register.

As each individual project is developed, project teams may need to develop a project-specific engagement and communications plan, engaging with local stakeholders including local iwi, marae, local community groups and neighbouring property owners. This communications plan might involve letting people know of the upcoming change through advertisements in local newspapers, on radio stations, on social media and other digital channels, as well as email updates or letters to stakeholders, community databases and people who were engaged with earlier.

Notification or journey advice may also be required to help the community move safely around construction sites or detours when works are underway.



**Date:** 31 August 2022

**Subject:** **Territorial Authorities Update**

**Approved by:** M J Nield, Director - Corporate Services  
S J Ruru, Chief Executive

**Document:** 3097483

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### **Purpose**

1. The purpose of this memorandum is for the Stratford District Council, South Taranaki District Council and New Plymouth District Council to provide an update on transport activities within their District.

### **Executive summary**

2. District Council members of the Regional Transport Advisory Group have provided written updates (attached to this memorandum) which they will speak to at the meeting.

### **Recommendations**

That the Taranaki Regional Transport Committee:

- a) receives the update provided by the Stratford District Council on its transport activities
- b) receives the update provided by the South Taranaki District Council on its transport activities
- c) receives the update provided by the New Plymouth District Council on its transport activities.

### **Background**

3. To assist with improving awareness and oversight of land transport activities in the region, Approved Organisations provide an update on their transport activities. This means that each Approved Organisation within the current Regional Land Transport Plan (with the exception of the Department of Conservation whose transport activities are too minor to warrant such regular updates), will be reporting on their progress with implementation and forward planning of transport activities.
4. The following members of the Regional Transport Advisory Group have provided written updates (attached) which they will speak to at the meeting:

Stratford District Council	Steve Bowden, Roothing Asset Manager
South Taranaki District Council	Vincent Lim, Roothing Team Leader
New Plymouth District Council	Rui Leitao, Manager Transportation

### **Financial considerations—LTP/Annual Plan**

5. This memorandum and the associated recommendations are consistent with the Council’s adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

### **Policy considerations**

6. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002*, the *Resource Management Act 1991* and the *Local Government Official Information and Meetings Act 1987*.

### **Iwi considerations**

7. This memorandum and the associated recommendations are consistent with the Council’s policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan.

### **Community considerations**

8. This memorandum and the associated recommendations have considered the views of the community, interested and affected parties and those views have been recognised in the preparation of this memorandum.

### **Legal considerations**

9. This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

### **Appendices/Attachments**

Document 3097551: Update to the Regional Transport Committee - SDC

Document 3097534: Update to the Regional Transport Committee - STDC

Document 3097496: Update to the Regional Transport Committee - NPDC



<b>Approved Organisation Update to Taranaki Regional Transport Committee</b>	
Organisation name:	<b>Stratford District Council</b>
RTAG representative:	<b>Steve Bowden</b>
RTC representative:	<b>Mayor Neil Volzke</b>
Date:	<b>September 2022</b>

## **1. MAINTENANCE, OPERATIONS AND RENEWALS**

*'Maintenance' work provides for the routine care of pavements, drainage and structures to maintain their structural integrity and serviceability. 'Renewals' work provides for non-routine planned periodic renewal of sealed and unsealed road pavements, drainage, and structures.*

### **Maintenance and Operations.**

Our approved funding allocation for Maintenance, Operations and Renewals for the 2021/22 year is \$6,753,600. We overspent this allocation by \$235,000 (rounded). This was primarily due to:

- Effects of forestry on unsealed roads;
- Recent small storm events where repairs had to be funded from this budget, i.e. Manaia Rd culvert replacement, Palmer Road pavement re-construction (\$528,000 for both locations)
- The replacement of the large culvert under Monmouth Road as required by MBIE, as this was a "Shovel Ready" project which was not adequately funded by MBIE. MBIE insisted the work was undertaken as the project remained part of our original application which was approved for funding. This was not allowed for in the programme. Cost of replacement \$730,000.

During the period July 2022 to September 2022, we have undertaken the following activities:

- CBD cleaning;
- Bridge cleaning;
- Painting site rails;
- Pothole filling and fixing edge breaks;
- Sweeping up leaves in the urban area;
- Clearing sump tops;
- Litter collection;
- Repairing rubbish tins;
- Clearing slips;
- Inspecting and clearing culverts;
- Placing timber boards on Matau North Road Bridge No.5.



*Figure 1: New timber running boards on the Matau North Road Bridge No.5*

**Renewals.**

**Footpaths** – Footpath replacements was completed for Essex Street.



*Figure 2 – Footpath replacement on Essex Street.*

**Kerb and Channel Replacement** – This year we are planning to replace 1000m of kerb and channel within Stratford. The site identified are:

- Essex Street - both sides – completed
- Surrey Street - both sides – deferred to 2022/23 due to watermain replacement which is programmed for the same year.
- Fenton Street – Swansea Road to Cordelia Street
- Antonia Street - Cul-de-sac
- Elsinore Street

**Pavement Rehabilitation.**

Despite being hampered by the weather, work did progress to realign Mangaotuku Road at Baldock's Corner.



*Figure 3 – Work in progress at Baldock's Corner on Mangaotuku Rd.*





*Figure 4 – Mangaotuku Road - note the bank trim on the right hand side.*

**Bridge Renewals.**

Our programme for the 2021/22 year was completed with the replacement of the steel culvert under Monmouth Rd.

We are currently re-assessing the bridge replacement programme for this year following the completion of the inspection of the bridges located in the back country.

We had identified a bridge that required the deck and supporting beams to be replaced this year on Mangaehu Rd, however, we have placed a 60% of Class 1 weight restriction on the bridge in order to protect the bridge from further damage. This will provide us with some time to assess if there are any bridges that require urgent replacement.

**2. EMERGENCY WORKS – IF APPLICABLE**

There have been several small events during the period what have resulted in several underslips occurring, including the road being washed away at Upper Mangaehu Road. Some examples are shown below:



*Figure 5 – Whangamomona Road.*





Figure 6 – Putikituna Rd.



Figure 7 – The washout on Upper Mangaehu Rd just east of Murcott Road.





Figure 8 – Installation of a new culvert and the reinstatement of the road. Cost of repairs = \$125,000.



Figure 9 – Lower Kohuratahi Road – Just east of Trevor Hutchinson’s stock yards.

### 3. ROAD IMPROVEMENTS

*This work provides for improvements to or upgrading of existing roads within the existing or widened road reserve. This includes projects of less than \$2M, which come within the Council’s Low Cost Low Risk (LCLR) programme.*

#### **General Roding Improvements**

The table below provides a breakdown of the projects funded through Waka Kotahi’s Road to Zero Programme, the approved funding amount, value of work done to date and the budget remaining.

The purpose of this table is to show that progress is being made on the projects, however, there have been some delays due to the late award of some projects.

<b>Project Name</b>	<b>Approved Funding</b>	<b>Expenditure to Date</b>	<b>Balance Remaining</b>	<b>Status of Project</b>
Opunake Road Speed Limit Review	\$80,000	\$28,905	+ \$51,095	Completed
Activated Warning Signs – Beaconsfield Rd and Manaia Rd	\$80,000	\$47,884	+ \$32,116	Completed
Beaconsfield Rd Safety Improvements RP2150 – RP3840	\$150,000	\$78,000	+ \$72,000	Designed. Programmed for early 2023
Opunake Road/ Palmer Road Intersection Upgrade	\$400,000	\$321,422	+ \$78,578	Work in progress - \$166,972 to be completed
High School Safety Project	\$150,000	\$106,650	+ \$43,350	\$271,785 Tender Value – Work in progress
Opunake Road – Installation of roadside barriers	\$195,000	\$0	+ \$195,000	Sourcing an accredited installer.

#### **Opunake Road / Palmer Road Intersection Upgrade.**

The improvements to the Opunake Road - Palmer Road intersection have been substantially completed, despite the wet weather playing a part when it came to resealing the road. We have subsequently placed a hotmix overlay over the intersection as a holding treatment (to prevent the seal potholing) until the final surface is applied in September.



Figure 10 – The sealing of the intersection.

## ACTIVE MODES – WALKING AND CYCLING

### Connecting our Communities Strategy

Connecting Our Communities is SDC's strategy to ensure safe and easy access to our transport network. It will guide our decision making so all modes of transport (vehicles, cycling, pedestrian (including school children and mobility impaired), public transport etc.) is considered for all our maintenance and capital expenditure on our roading network.

We are currently undertaking public consultation for this strategy. This consultation closes on 19<sup>th</sup> August 2022. Thereafter, the views or comments received will be considered and incorporated into the strategy where these comments are feasible and provide some meaningful insight to walking and cycling within the district.

## 4. ROAD SAFETY

### Activated Warning Signs.

The AWS signs have been installed at the locations shown below:

- Beaconsfield Road – Hick's Corner
- Manaia Road – south of Hollard Gardens



*Figure 11 – The Activated Curve Warning Sign on Beaconsfield Road.*

**Roadside Barrier – Opunake Road.**

We are reviewing how we procure the installation of this roadside barrier system, as the design and installation have to be undertaken by an accredited designer and installer. At present this project is on hold.

**Safety Project – Swansea Rd by High School**

This contract commenced in July with some reasonable progress being made during the school holidays.





*Figure 12 – Stratford High School Safety Project – Works in Progress showing the new extruded kerb and channel on Fenton Street.*



*Figure 13 – Newly poured red concrete raised platform at Fenton Street/Swansea Rd intersection.*

#### **Speed Limit Reviews outside Schools**

We have completed our initial consultation with all the schools where we are proposing to amend the speed limits. To date the feedback has been positive from the school and the nearby residents that were also consulted on the proposal. We are now preparing to consult with the wider community, before preparing a report for Council.

Subject to the responses we receive, our intention is to implement the changes by the commencement of the new school year in February 2023.

**5. TRANSPORT PLANNING**

This activity primarily relates to the impacts of new developments on the roading network within Stratford.

As part of the Better Off Funding package associated with the Three Water Reforms, we have had agreement from Councillors to put forward the Brecon Road Extension as one of the projects for this funding package.

Approved Organisation Update to Taranaki Regional Transport Committee	
Organisation name:	South Taranaki District Council
RTAG representative:	Vincent Lim
RTC representative:	Mayor Phil Nixon
Date:	18 July 2022

**1. MAINTENANCE, OPERATIONS AND RENEWALS -from 1 July 2021 to 30 June 2022**

**Maintenance, Operations and Renewals (MOR)**

The total funding approved for MOR work by Waka Kotahi is \$13,909,675.00 per annum. However, the total expenditure by South Taranaki is \$14,349,509.00 which means an over expenditure of \$439,834.00 was not funded.

Overall, we have spent and claimed an amount of \$6,592,503.00 and \$7,317,712.00 for maintenance and renewal works respectively for the year.

**What was achieved in the year?**

Reseal- The total length completed is 75.5km with a total area of 448,087m<sup>2</sup>. The total amount spent is \$2.9m.

Pavement Rehabilitation: The total length completed is 8.9km with a total area of 60,897m<sup>2</sup>. The total amount expended is \$3m.

Footpath renewal: The total length completed is 1465m. The total amount expended is \$367,057.00.



Tasman Street, Opunake new footpath



Camberwell Road





Hu Road, Eltham Pavement Rehabilitation



Tauhuri Street pavement works



Bayly Road Pavement Rehabilitation

Taranaki Regional Transport Committee Meeting - Updates from Territorial Authorities

In this financial year, we have tendered out the following contracts:

Contract No	Contract Name/ Description	Contractor	Contract price (excluding GST).	Is the contract a period contract (Yes / No)	Contract period (year)	Contract start date
21/01	Southern Road Maintenance 2021 to 2024	Fulton Hogan Ltd	\$3,642,488.39	Yes	3+2+2	1-Jul-22
21/02	Egmont Roads Maintenance 2021 to 2024	Fulton Hogan Ltd	\$2,421,635.15	Yes	3+2+2	1-Jul-22
21/03	South Taranaki Resealing 2021 to 2024	HEB Construction Ltd	\$2,894,965.00	Yes	3+2+2	01-Sep-21
21/23	Footpath Replacements	Fulton Hogan Ltd	\$ 309,358.64	No	NA	Completed
21/16	Bayly Road Pavement Rehab	Taranaki Civil Construction Ltd	\$ 707,214.00	No	NA	90% In Progress
21/06	Tauhuri Street	Fulton Hogan Ltd	\$ 694,838.18	No	NA	50% In Progress
20/28	Waitotara Valley Road Culvert Washout	SKF Contracting Ltd	\$ 179,990.00	No	NA	Completed
22/04	Pavement Marking 2022 to 2025	Roadmarking Services Ltd	\$ 278,885.75	Yes	3+2	1-Jul-22
21/07	Eltham Urban Pavement Rehab	Downer NZ Ltd	\$720,155.90	No	NA	18-Jul-22
20/11	Hu Road Pavement Rehab	Taranaki Civil Construction Ltd	\$831,059.00	No	NA	Completed

## 2. EMERGENCY WORKS

There have been various events during the year. All the funding applications were not processed for a while due to Waka Kotahi staffing issues and were only approved in June 2022 for the August 21 flood event, October 21 flood event and the February 22 flood event. There are cost increased request funding for two of the flood damage events which have not been processed yet. There is also the June 2022 flood event application which is still pending.

The table below showed what were approved and what are still pending.

Name	Phase Identifier	Status	21/22 budget	22/23 budget
August 21 flood event	Construction - Clean up and reinstatement of flood damage roads - LR maintenance	Funding Approved	129,073	
EW October 21 flood event	Construction - Clean up and reinstatement of flood damage roads - LR maintenance	Funding Approved	108,355	
EW October 21 flood event	Construction - Clean up and reinstatement of flood damage- LR maintenance	Funding Approved	386,645	
Flood Damage Feb 22 - Waitangi and Dovi	Construction - construction - LR maintenance	Funding Approved	937,540	
Nov-Dec 2020 flood event	Construction - Emergency work initial response - LR maintenance	Funding Approved	216,000	
Flood Damage Feb 22 - Waitangi and Dovi	Cost increased adjustment request	Pending	235,200	780,000
Nov-Dec 2020 flood event	Cost increased adjustment request	Pending	100,000	
June 2022 flood	Construction - Clean up and reinstatement of flood damage - LR maintenance	Pending	150,000	

Overall, we have spent a total of \$2,220,000 and have only claimed \$1,777,613 which was the approved budget for 2021/2022. We were not able to claim the cost increase requested for the December 2020 flood and February 2022 flood as it is still pending. We would have been able to claim up to \$2,220,000 if the all the funding request was approved.





Whakamara Rd – Bridge 246



Whakamara Rd – Bridge 246



Makino Valley Road RP3556



Mid Parihaka Road RP3100

**Tangahoe Valley Road photos**



RP6430



RP5370



Various locations





### 3. LOW COST LOW RISK

This category of work includes improvement to or upgrading of existing roads within the existing or widened road reserve, improve walking and cycling route and road safety improvement.

As the approved budget for improvement to existing roads is not much, we were only able to carry minor road widening while conducting pavement rehabilitation work. The total budget of \$140,000.00 was spent on the following:

Speed/Road to Zero: We have only conducted a risk assessment on two of the speed management projects that is in the programme. The recommendation from the Consultant report is being discussed and will be implemented in 2022/23. We have only spent \$6,000.00 of the \$600,000.00 approved budget on this work category.

Walking and cycling: The walkway from Hawera to Normanby via Ketemarae Road has been completed. We have spent over \$580,000 on this project.



### 4. TRANSPORT PLANNING

There have been ongoing transport planning relating to One Network Framework which we have submitted and being moderated by Waka Kotahi. There is also the standardising data project that is occurring now.

The transferring of STDC speed limit data has also been successfully migrated to Waka Kotahi National Speed Limit Register.

South Taranaki District Council is experiencing a surge of subdivisions at Turuturu Rd (2-3 stages up to 240 lots), Manawapou Road, Rata Street and Ohangai Road. Also, there is the STDC business park development which the Council has approved the funding for.

STDC is consulting with Waka Kotahi to look at the corridor improvement from Hawera to Normanby as there will be substantial development in this area including the business park.

Therefore, conducting an integrated transport and land use planning will assist with the improvement works for the next land transport programme.

We are renewal our licence with dTims for road renewal programme modelling. There is additional function in dTims that enable modelling of the unsealed road works programme which will assist with the optimising of the spending on unsealed roads.

<b>Approved Organisation Update to Taranaki Regional Transport Committee</b>	
Organisation name:	<b>New Plymouth District Council</b>
RTAG representative:	<b>Rui Leitao</b>
RTC representative:	<b>Councillor Harry Duynhoven</b>
Date:	<b>August 2022</b>

## 1. MAINTENANCE, OPERATIONS AND RENEWALS

New Plymouth District Council (NPDC) maintenance, operations, and renewals works were completed within 1% of NPDC's budget allocation. This means that the work was completed for an effective financial assistance rate (FAR) from Waka Kotahi of 37%.

## 2. ROAD IMPROVEMENTS

Going forward (2021-24) the three principal areas of improvements are related to crash mitigation at intersections, network walking and cycling improvements and safety around schools. Projects in progress include:

### 2.1 Rural Projects

- Rural Road Delineation Improvements – Programmed work has commenced.
- Bridge Barrier Upgrades – Priority list has been created and work will soon commence.
- Norfolk Road Safety Improvements – Commenced stage 1 - Turning head for Norfolk school.
- Junction Road Safety Improvements – Cornering/geometric alignments along Tarata Rd are being carried out on the Purangi Saddle and the Tarata Saddle.
- Tarata Rd/Dudley Rd Intersection Improvements – Detailed design completed, and construction will be carried out in conjunction with an adjacent pavement rehabilitation along Tarata Rd.



### 2.2 Urban Projects

- Mill Road (Harris-Huatoki Reserve) Walking/Cycling Link – Design completed.
- Brois St/Govett Ave Intersection Improvements – Design completed.
- Mangorei Rd NPGHS Improvements – Detailed design has commenced on the first stage of this project (from SH3 Northgate to Warangi St).
- Mangorei Rd Shared Pathway (Tupuhi Pl to Mangorei School) – Detailed design 85% completed.
- Old South Rd, Okato, footpath (School to Old South Rd stream bridge) – Completed.

- Parklands Ave/Mangati Rd Intersection RAB – Road Safety Audit of design in progress.
- Ngamotu Rd Safety Improvements (Paritutu Rd to Centennial Dr) – Construction mostly completed, the exception being the Ngamotu/Centennial Dr intersection, due to it being a kainga site.
- Tukapa St/David St Intersection Signalisation – Detailed design in progress.
- SH3 Rata Street, Inglewood, Pedestrian Signalisation – Completed.
- Kelly St and Miro St Safety Improvements – Design for two Inglewood Primary School pedestrian crossings have been completed.
- Windsor Walkway Safety Improvements – Scope and alignment options completed. Concept plans now in progress for discussion with the Inglewood Community Board.

### 3. ACTIVE MODES – WALKING AND CYCLING

NPDC continues to deliver its training to pre-schoolers through its 'Let's Get Going' programme, and scooter and cycle skills training to primary aged students.

#### Fresh Air Challenge

Spring is the season when the natural world revives after the colder winter months. September is also a great time for your ākongā and their whānau to 'revive' their active and shared travel after a very wet winter. What's even better is that by logging active and shared trips, students can help their class and school win great prizes! The *Fresh Air Challenge* is not confined to schools or kura. School staff and businesses can also get involved in the individual or 'workplaces' challenges too.



#### Be Seen! Tīaho Mai!

Despite the weather challenges, we had many schools hold *Be Seen! Tīaho Mai!* days and participate in other activities to promote this important road safety message. Great effort by all schools who participated, and a special congratulations to Coastal Taranaki School who won the umbrella through a random draw, and students from Vogeltown and Central schools who won jackets through the whānau competition.

#### School Speed update

Thank you to all those schools that provided feedback to the proposed safer speeds; in particular St Pius X School who came along and presented to Council. Their students really captured the Councillors attention. The proposed safer speeds are going to Council early next month (6 September 2022) for approval. Given approval, the roll-out of new speed limits will begin in the



new year. As part of the implementation process Council will be in touch with schools who are identified as needing infrastructure changes to support these proposed speeds.



#### **4. TRANSPORT PLANNING**

In December 2021 Council adopted its New Plymouth Central City Strategy.

The NP Central City Strategy will also directly feed into NPDC Integrated Transportation Plan and a subsequent NPDC Parking Plan. The Integrated Transportation Plan/Programme Business Case will aim at setting the direction for an integrated and multi-modal transportation network (including seaport traffic route options, railway opportunities, and improved links to the airport) for the next 30 years. Our aim is to have a draft completed by May 2023, and then an adopted Integrated Transportation Plan adopted by Council by June 2024.

NPDC have prepared a Speed Management Plan to implement over the next 10-years. It was based on community feedback with an expected 30% reduction in deaths and serious injury crashes by 2030. This combined with physical safety improvements should enable NPDC to achieve the government's 'Road to Zero' goal of reducing fatal and serious crashes by 40% by 2030.

The Government has recently produced an emissions reduction plan for Aotearoa. A key challenge we face will be how to reduce our light vehicle travel (vehicle kilometres travelled) in urban centres by 20% by 2035. Allowing for growth, the amount of heavy vehicles, and the exclusion of the rural network and smaller urban centres in the district, NPDC's light vehicle fleet travel is actually expected to increase by 5% by 2035 (as the 20% reduction applies only to the New Plymouth urban city).

## AGENDA AUTHORISATION

Agenda for the Regional Transport Committee meeting held on Wednesday 31 August 2022.

Approved:



26 Aug, 2022 3:46:35 PM GMT+12

M J Nield  
**Director Corporate Services**

Approved:

Not Cast

S J Ruru  
**Chief Executive**