



If calling, please ask for Democratic Services

Regional Transport Committee

Tuesday 8 September 2020, 10.00am

Council Chamber, Greater Wellington Regional Council
Level 2, 15 Walter Street, Te Aro, Wellington

Members

| | |
|--------------------------|-------------------------------------|
| Cr Staples (Chair) | Greater Wellington Regional Council |
| Cr Ponter (Deputy Chair) | Greater Wellington Regional Council |
| Mayor Baker | Porirua City Council |
| Mayor Barry | Hutt City Council |
| Mayor Beijen | South Wairarapa District Council |
| Mayor Foster | Wellington City Council |
| David Gordon | KiwiRail |
| Mayor Guppy | Upper Hutt City Council |
| Mayor Gurunathan | Kāpiti Coast District Council |
| Mayor Lang | Carterton District Council |
| Mayor Patterson | Masterton District Council |
| Emma Speight | New Zealand Transport Agency |

Recommendations in reports are not to be construed as Council policy until adopted by Council

Regional Transport Committee

Tuesday 8 September 2020, 10.00am

Council Chamber, Greater Wellington Regional Council
Level 2, 15 Walter Street, Te Aro, Wellington

Public Business

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| 10. | KiwiRail update – September 2020 | Oral Item | |



Please note these minutes remain unconfirmed until the Regional Transport Committee meeting on 8 September 2020.

Report 20.248

Public minutes of the Regional Transport Committee meeting on Monday 3 August 2020

Council Chamber, Greater Wellington Regional Council
Level 2, 15 Walter Street, Te Aro, Wellington at 10.01am

Members Present

| | |
|----------------------------------|--|
| Councillor Staples (Chair) | Greater Wellington Regional Council |
| Councillor Ponter (Deputy Chair) | Greater Wellington Regional Council |
| Mayor Baker | Porirua City Council |
| Mayor Barry | Hutt City Council |
| Mayor Beijen | South Wairarapa District Council |
| Councillor Cootes (from 10.09am) | Kāpiti Coast District Council |
| Deputy Mayor Free (from 10.03am) | Wellington City Council |
| David Gordon (from 10.02am) | KiwiRail |
| Mayor Guppy | Upper Hutt City Council |
| Amy Kearse (until 10.03am) | Waka Kotahi New Zealand Transport Agency |
| Mayor Lang (by Zoom) | Carterton District Council |
| Mayor Patterson (by Zoom) | Masterton District Council |
| Emma Speight (from 10.03am) | Waka Kotahi New Zealand Transport Agency |

Members participating at this meeting by Zoom counted for the purpose of quorum, in accordance with clause 25B of Schedule 7 to the Local Government Act 2002.

Public Business

1 Apologies

Moved: Cr Staples / Cr Ponter

That the Committee accepts the apology for absence from Mayor Foster.

The motion was **carried**.

2 Declarations of conflicts of interest

There were no declarations of conflicts of interest.

3 Public participation

There was no public participation.

4 Confirmation of the Public minutes of the Regional Transport Committee meeting on 9 June 2020 – Report 20.183

Moved: Mayor Guppy / Cr Ponter

That the Committee confirms the Public minutes of the Regional Transport Committee meeting on 9 June 2020 – Report 20.183.

The motion was **carried**.

David Gordon arrived at the meeting at 10.02am during the above item.

5 Prioritisation methodology for the Wellington Regional Land Transport Plan 2021 – Report 20.166

Amy Helm, Senior Strategic Advisor, spoke to the report.

Moved: Mayor Guppy / Cr Ponter

That the Committee:

- 1 Notes that significant activities in the regional programme of transport activities in the Wellington RLTP 2021 must be given an order of priority.
- 2 Notes that the proposed prioritisation methodology is based on a nationally consistent approach developed with other regional councils, Auckland Transport and unitary councils.
- 3 Agrees the definition of significant activities for the purpose of prioritisation under section 16(3)(d) of the Land Transport Management Act 2003 as set out in Attachment 1 – Definition of “significant activities”.
- 4 Agrees the approach to prioritisation of significant activities for the six year regional programme of transport activities as set out in Attachment 2 – Approach to prioritisation of significant activities in the Wellington RLTP 2021.

The motion was **carried**.

Deputy Mayor Free and Emma Speight arrived at the meeting at 10.03am, during the above item. Amy Kearse vacated the table on the arrival of Ms Speight.

6 Seeking endorsement of Wellington Regional Mode Shift Plan – Report 20.237

Amy Kearse, Lead Strategic Planner, Waka Kotahi, spoke to the report.

Moved: Emma Speight / Mayor Beijen

That the Committee:

- 1 Endorses the direction and focus areas for mode shift outlined in the Wellington Regional Mode Shift Plan (Attachment 2 - Wellington Regional Mode Shift Plan).
- 2 Agrees that the direction and focus areas of the Wellington Regional Mode Shift Plan will inform and be progressed through the Wellington Regional Land Transport Plan 2021 currently under development.
- 3 Notes the Wellington Regional Mode Shift Plan will be provided to the Waka Kotahi NZ Transport Agency Board and the Minister of Transport in August 2020, prior to publication of the Wellington Regional Mode Shift Plan in September 2020.

The motion was **carried**.

Councillor Cootes arrived at the meeting at 10.09am, during the above item.

The meeting closed at 10.14am.

Councillor A Staples
Chair

Date:

Regional Transport Committee
8 September 2020
Report 20.307



For Decision

WELLINGTON REGIONAL LAND TRANSPORT PLAN 2021: POLICIES

Te take mō te pūrongo

Purpose

1. To advise the Regional Transport Committee (the Committee) of:
 - a the policies for inclusion in the draft Wellington Regional Land Transport Plan (RLTP) 2021 and amended wording of the Safety priority
 - b the required completion date for the Wellington RLTP 2021.

He tūtohu

Recommendations

That the Committee:

- 1 **Agrees** the policies as set out in [Attachment 1](#).
- 2 **Agrees** amending the draft Safety 10 Year Transport Investment Priority to “Safety: Improve safety, particularly at high risk intersections and on high risk rural and urban roads”.
- 3 **Notes** the deadline for submission of the Wellington RLTP 2021 to Waka Kotahi NZ Transport Agency has been extended from 30 April 2021 to 30 June 2021.

Te horopaki

Context

2. Under the Land Transport Management Act 2003 (LTMA), regional councils must ensure that their Regional Transport Committees prepare a RLTP every six years, and approve it by the date set by Waka Kotahi NZ Transport Agency (Waka Kotahi).
3. The Committee has made a number of preliminary decisions as part of preparation of the draft Wellington RLTP 2021, including the core elements of the strategic framework (Strategic Framework for the Wellington Regional Land Transport Plan 2021 (Report 20.21)), 10 year transport investment priorities (Wellington Regional Land Transport Plan 2021: strategic framework and investment priorities (Report 20.98)) and the prioritisation methodology for significant activities (Prioritisation Methodology for the Wellington Regional Land Transport Plan 2021 (Report 20.166)).
4. Section 16(1) of the LTMA requires that a RLTP must set out the region’s land transport objectives, policies and measures for at least the next 10 years.

5. Agreeing the policies is another step towards the draft Wellington RLTP 2021.

Te tātaritanga Analysis

Proposed Wellington RLTP 2021 policies

6. The Wellington RLTP 2021 vision and objectives describe what the Wellington RLTP partners (the Wellington Region’s councils, Waka Kotahi and KiwiRail) want to achieve for the Wellington Region in the longer term, while the policies set out how the partners will achieve it. The policies are grouped by objective. The proposed set of policies is included in [Attachment 1](#) – Draft policies for inclusion in the draft Wellington Regional Land Transport Plan 2021.
7. The proposed policies were developed with participation from the RLTP Working Group and Technical Advisory Group. A review of the policies in the Wellington RLTP 2015 found some policies had been superseded or required updating to reflect current good practice. The style of the policies was revised to make the statements more active and clarify the role Wellington RLTP partners have in relation to the subject matter of each policy.
8. The policies generally fall into one of two categories:
 - Policies headed with “provide/ensure” relate to matters partners are responsible for delivering (including activities relevant to transport issues that are managed and funded outside of the LTMA, such as land use policies and programmes).
 - Policies headed with “support/advocate” relate to matters that impact on the achievement of the Wellington RLTP 2021 objectives, but are the responsibility of others.

Amending wording of Safety 10 Year Transport Investment Priority

9. On 9 June 2020, the Committee agreed to the 10 Year Transport Investment Priorities for inclusion in the draft (Wellington Regional Land Transport Plan 2021: strategic framework and investment priorities (Report 20.98)). Following further work in preparing draft sections of the plan, officers are now recommending a minor amendment to the wording of the safety related priority.
10. The safety priority is currently “Safety: Improve safety, particularly at high risk intersections and on high risk rural roads”. Officers propose amending the wording of the priority to “Safety: Improve safety, particularly at high risk intersections and on high risk rural *and urban* roads”. This revised wording is more consistent with the evidence, which shows that 65 percent of deaths and serious injuries on the Wellington Region’s roads are on urban roads.

Deadline for submission of RLTPs extended to 30 June 2020

11. On 25 August 2020, Waka Kotahi advised that the deadline for regions to submit their RLTPs has been extended from 30 April 2021 to 30 June 2021. The date of the adoption of the National Land Transport Programme (NLTP) will move from 30 June 2021 to 31 August 2021.

12. Waka Kotahi has also advised that the draft Waka Kotahi Investment Proposal (WKIP), will be released after 17 October 2020. The draft WKIP includes proposed state highway activities and other activities Waka Kotahi leads in the Wellington Region and is a key input into the Wellington RLTP 2021.
13. A series of workshops to finalise the draft regional programme of transport activities, including prioritisation of significant new improvement activities, were scheduled for October 2020. In light of the likely timing of receipt of the draft WKIP and extension of the deadline for submission of RLTPs, officers are currently rescheduling the remaining milestones, including when the Committee will consider the draft Wellington RLTP 2021 for public consultation.
14. Officers understand that the earliest release date for the WKIP is the end of October 2020, but that there is a risk that this may be further delayed into November. If this is the case, the June 2021 submission deadline for RLTPs may come under pressure. Officers will continue to work with Waka Kotahi to manage this risk.

Ngā tikanga whakatau

Decision-making process

15. The decision making process for the Wellington RLTP 2021 is prescribed by sections 13, 18 and 18B of the LTMA. The matters for decision in this report are preliminary decisions, ahead of agreeing the draft Wellington RLTP 2021 for consultation.

Te hiranga

Significance

16. Officers considered the significance (as defined by Part 6 of the Local Government Act 2002) of the matters for decision, taking into account Greater Wellington Regional Council's *Significance and Engagement Policy* and Greater Wellington's *Decision-making Guidelines*. Officers consider that these matters are of low to medium significance, as at this stage the Committee is being asked to endorse proposed policies for inclusion in the draft Wellington RLTP 2021. Decisions to agree the draft Wellington RLTP 2021 for consultation and recommend the final Wellington RLTP 2021 for adoption will occur at future Committee meetings.

Te whakatūtakitaki

Engagement

17. During August and early September 2020, Greater Wellington (as secretariat to the Committee), attended meetings and workshops with councils in the Wellington Region to brief elected members on the draft strategic direction for the Wellington RLTP 2021.
18. Planning for public engagement on the draft Wellington RLTP 2021 is underway. The dates of the consultation period and associated engagement activities are currently being revised in light of the recently announced change in timeframes for RLTP development. Consultation will take place in the first quarter of the 2021 calendar year. Consultation on a number of other related plans and programmes is also

scheduled to take place around that time (Long Term Plans, Regional Public Transport Plan, Wellington Regional Growth Framework, Let’s Get Wellington Moving). Officers are working to co-ordinate engagement to provide greater clarity between the plans, and to avoid consultation fatigue.

Ngā tūāoma e whai ake nei

Next steps

19. Work is underway to revise the detailed timeline for development of the Wellington RLTP 2021, in line with recent changes to the timing of the draft WKIP and deadline for the submission of RLTPs.
20. Approved organisations must submit their transport programmes to Greater Wellington for inclusion in the draft Wellington RLTP 2021 by 30 October 2020.
21. Significant activities will then be prioritised using the methodology agreed by the Committee on 3 August 2020 (Prioritisation Methodology for the Wellington Regional Land Transport Plan 2021 (Report 20.166)).
22. All transport activities (including those with committed funding) will be consolidated into the draft regional programme of transport activities, showing the expected start date, duration, cost, sources of funding and contribution to strategic objectives.
23. The draft Wellington RLTP 2021 will be brought to the Committee for consideration in early 2021, before being released for public consultation.

Ngā āpitihanga

Attachment

| Number | Title |
|--------|--|
| 1 | Draft policies for inclusion in the draft Wellington Regional Land Transport Plan 2021 |

Ngā kaiwaitohu

Signatories

| | |
|-----------|---|
| Writer | Amy Helm – Senior Strategic Advisor, Regional Transport |
| Approvers | Grant Fletcher – Manager, Regional Transport Luke Troy – General Manager, Strategy |

| |
|---|
| He whakarāpopoto i ngā huritaonga Summary of considerations |
| <i>Fit with Council's roles or with Committee's terms of reference</i> Preparation of a RLTP is a function of the Committee under section 106 of the LTMA. |
| <i>Implications for Māori</i> Engagement is under way to understand the implications for Māori of the draft Wellington RLTP 2021. |
| <i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> This report is part of a longer process to develop the Wellington RLTP 2021, which is a key regional strategy. |
| <i>Internal consultation</i> Engagement occurred with key staff in Greater Wellington, territorial authorities in the Wellington region, KiwiRail and the Waka Kotahi in the preparation of this report. |
| <i>Risks and impacts - legal / health and safety etc.</i> A RLTP must be consistent with the Government Policy Statement on Land Transport (GPS). The final GPS 2021-31 has yet to be released. Officers have worked to align with the draft GPS 2021-31. A fundamental change in policy direction in the final GPS 2021-31 would have implications for the development of the Wellington RLTP 2021, requiring the Committee's preliminary decisions to be revisited on a tight deadline. As noted in paragraph 15, there is also a risk to timely completion of the Wellington RLTP 2021 if release of the draft WKIP is delayed beyond October 2020. |

Attachment 1 to Report 20.307

Draft policies for inclusion in the draft Wellington Regional Land Transport Plan 2021

1.1 Objectives and Policies

The following section outlines the objective and policies that will guide RLTP partners, in delivering the 30 year vision for our transport system. In effect, the objectives describe **what** we want to achieve and the policies set out **how** we will achieve it.



A guide to how RLTP partners give effect to policies

Policies headed with ‘Provide/Ensure’: These policies relate to matters that RLTP partners are responsible for delivering, either exclusively or in partnership with others. It includes activities that respond to transport issues but are managed and funded outside the LTMA and NLTP, such as land use policies and programmes.

Policies headed with ‘Support/Advocate’: These policies relate to matters that are primarily the responsibility of other parties, for which RTC partners have no direct responsibility for.

1.1.1.1 Objective 1: People in the Wellington region have access to good, affordable travel choices

Policies

- 1.1 Ensure that the region’s public transport network is continuously improved so that public transport services :
 - a. go where people want to go, at times they want to travel
 - b. provide competitive journey times
 - c. provide value for money
 - d. are easy to understand and use
 - e. are safe, comfortable and reliable
 - f. provide flexibility, allowing people to change their plans

Attachment 1 to Report 20.307

Draft policies for inclusion in the draft Wellington Regional Land Transport Plan 2021

| |
|--|
| 1.2 Ensure coverage of public transport services by maintaining a public transport network that includes core, local and targeted services. |
| 1.3 Ensure public transport information, facilities and services are increasingly available to all members of the public, to improve the accessibility of public transport. |
| 1.4. Ensure facilities and infrastructure for walking, cycling, e-bikes and micro mobility are safe, connected, convenient, attractive and well-integrated with other forms of transport, particularly public transport. |
| 1.5 Ensure the transport network is managed and developed in an integrated manner to enable well connected end-to-end journeys, regardless of transport mode. |
| 1.6 Ensure the Strategic Transport Network is continuously improved to address network infrastructure and service deficiencies gaps. |
| 1.7 Ensure reliable information about the transport system and travel choices, including real-time information, is available and accessible to all people. |
| 1.8 Provide tools and programmes that promote all available travel choices and make it safe and easy for people to travel by modes other than private vehicles. |
| 1.9 Ensure the transport system is continuously improved to make travel easier for people with mobility constraints, and communities or groups whose needs are not met by the regular public transport system. |
| 1.10 Provide and promote travel choices that contribute to improved health and wellbeing, including public transport and active modes. |

1.1.1.2 Objective 2: Transport and land use are well integrated to support compact urban form, liveable places and a strong regional economy

| Policies |
|---|
| 2.1 Ensure the region’s Strategic Transport Network is protected in territorial authority planning documents, and is developed and maintained to serve national and regional accessibility, and to support regional economic growth. |
| 2.2 Support regional strategic planning initiatives that promote and enable a sustainable, integrated and enduring approach to growth. |
| 2.3 Ensure district plans facilitate and support housing and business development that enables better travel choices, including public transport nodes and corridors, to minimise dependence on private vehicles. |
| 2.4 Ensure new transport infrastructure is designed and located to enhance access and support compact urban form consistent with the Regional Policy Statement. |
| 2.5 Ensure the Strategic Transport Network provides an appropriate level of service to support future growth and mode shift goals. |
| 2.6 Advocate for transport infrastructure in new development areas that is designed to enable safe, connected and attractive walking, cycling, micro-mobility and public transport services, consistent with relevant best practice guidance. |
| 2.7 Ensure the planning and design of urban streets support quality, vibrant urban amenity and good living environments. |

Attachment 1 to Report 20.307

Draft policies for inclusion in the draft Wellington Regional Land Transport Plan 2021

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| 2.8 | Ensure appropriate data and tools are available to provide robust information and evidence on the current and future transport system and support effective planning and decision making. |
| 2.9 | Ensure parking policies that set out a clear hierarchy for the use and management of on street space in town and city centres to prioritise active modes, public transport, special purpose and short stay parking. |

1.1.1.3 Objective 3: The impact of transport and travel on the environment is minimised

| Policies | |
|----------|--|
| 3.1 | Ensure carbon emission reduction is a key objective underpinning regional transport planning and investment policies. |
| 3.2 | Advocate for legislative changes to enable the use of pricing tools to incentivise lower carbon travel choices. |
| 3.3 | Provide tools and programmes to encourage a shift to low energy, low carbon forms of transport including walking, cycling, e-bikes, micro-mobility and public transport. |
| 3.4 | Ensure environmental costs and benefits are considered in transport investment and procurement decisions. |
| 3.5 | Ensure best practice design, construction and maintenance standards are used during the implementation of transport infrastructure projects, to either avoid or minimise adverse effects on the environment. |
| 3.6 | Advocate for and support initiatives that contribute to ongoing improvement of the vehicle fleet to reduce greenhouse gas emissions and improve air quality, including uptake of electric vehicles, alternative fuel options and improved fuel efficiency. |

1.1.1.4 Objective 4: People can move around the Wellington region safely

| Policies | |
|----------|--|
| 4.1 | Ensure investment in regional safety improvements are based on a safe system approach to safety, underpinned by the guiding principles: <ul style="list-style-type: none"> a) We plan for people’s mistakes b) We design for human vulnerability c) We strengthen all parts of the road transport system d) We have shared responsibility for improving road safety e) Our actions are grounded in evidence and evaluated f) Our road safety actions support health, wellbeing and liveable places g) We make safety a critical decision making priority. |
| 4.2 | Ensure that speeds are appropriate to the road environment and the highest risk parts of the regional network are made safer. |
| 4.3 | Provide for the safety of vulnerable road users (particularly pedestrians, cyclists, and motorcyclists) as a priority in transport network planning and design. |

Attachment 1 to Report 20.307

Draft policies for inclusion in the draft Wellington Regional Land Transport Plan 2021

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| 4.4 | Ensure activity management plans consider safety when prioritising the maintenance, operations, renewals and improvement of the transport network. |
| 4.5 | Ensure the promotion of public transport as a safer mode of travel. |
| 4.6 | Support the use of Crime Prevention through Environmental Design (CPTED) principles to improve real and perceived safety of transport infrastructure and corridors. |
| 4.7 | Advocate for and support initiatives that contribute to the introduction and uptake of safer vehicles and technologies, to significantly improve the safety performance of the vehicle fleet. |
| 4.8 | Advocate for safety on the transport network as an important health and safety issues for businesses and other organisations. |
| 4.9 | Provide programmes and initiatives that encourage safer behaviour on our transport network. |

1.1.1.5 Objective 5: Journeys to/from and within the Wellington region are connected, resilient and reliable

| Policies | |
|----------|---|
| 5.1 | Ensure key economic growth and productivity areas, such as the Wellington City CBD, CentrePort, airports and regional centres; together with primary and manufacturing industries, are well connected across the region to support efficient access for people and freight. |
| 5.2 | Provide and manage the transport network to improve journey time predictability by all modes and at all times of the day. |
| 5.3 | Ensure that network management tools are available and used to optimise the efficiency of the transport network and promote policies that spread transport network demand across the day. |
| 5.4 | Advocate for enabling legislation for pricing tools to better manage travel demand. |
| 5.5 | Provide a safe, efficient-and reliable transport network for freight, which supports and enables multi-modal connectivity. |
| 5.6 | Ensure the resilience of the regional transport network is continuously improved by identifying, prioritising and addressing current network risks, vulnerabilities, critical lifelines, and alternative options. |
| 5.7 | Ensure the design of new transport infrastructure is resilient to low impact high probability (LIHP), high impact low probability (HILP) events, and the long term effects of climate change. |
| 5.8 | Ensure inter-regional collaboration for the planning, investment and management of those parts of the Strategic Transport Network that cross regional boundaries. |

Attachment 1 to Report 20.307

Draft policies for inclusion in the draft Wellington Regional Land Transport Plan 2021

- 5.9 Ensure east-west multi modal connectivity of the region's Strategic Transport Network is improved, aligned with regional growth planning.
-

Regional Transport Committee
8 September 2020
Report 20.285



For Decision

PROPOSED VARIATION TO THE WELLINGTON RLTP 2018-21: COLOMBO ROAD BRIDGE REPLACEMENT, MASTERTON

Te take mō te pūrongo

Purpose

1. To seek the Regional Transport Committee's support for a proposed variation to the Wellington Regional Land Transport Plan Programme 2018-21, to include the Colombo Road Bridge Replacement, Masterton.

He tūtohu

Recommendation

That the Committee **recommends** to Greater Wellington Regional Council that the Wellington Regional Land Transport Plan Programme 2018-21 be varied to include the Colombo Road Bridge Replacement, Masterton.

Te tāhū kōrero

Background

Wellington Regional Land Transport Plan Programme

2. The Wellington Regional Land Transport Plan 2015 (RLTP) was updated by the mid-term review in June 2018. Part of that update was the development of a new RLTP programme section for 2018-21 (the RLTP programme).
3. The RLTP programme contains all the land transport activities proposed to be undertaken throughout the Wellington Region and the regional priority of significant activities (those costing more than \$5 million).
4. The activities in the RLTP programme are submitted by Waka Kotahi NZ Transport Agency (Waka Kotahi) and approved organisations¹. These approved organisations include the eight territorial authorities, Department of Conservation, and Greater Wellington Regional Council.

Process for considering a variation

5. Section 18D of the Land Transport Management Act 2003 (the LTMA) states that if a good reason exists to do so, the Regional Transport Committee (the Committee) may prepare a variation to the RLTP during the six years to which the RLTP applies. This

¹ As defined in the Land Transport Management Act 2003.

variation can be at the request of an approved organisation or Waka Kotahi, or on the Committee's own motion.

6. Section 18D(4) of the LTMA requires the Committee to consider promptly any variation request.
7. Section 18D(5) of the LTMA notes that consultation is not required for any variation that is not significant or that arises from the declaration or revocation of a state highway.
8. The Committee determines if a proposed variation is significant in accordance with its significance policy adopted under 106(2) of the LTMA and included in the RLTP (see Appendix B of the RLTP 2015 - page 191).

Te tātaritanga Analysis

Proposed variation and significance

9. The details of the proposed variation are set out below, along with an assessment of the significance of this variation.
10. Officers have assessed the significance of the proposed variation, for the purpose of consultation, against the RLTP significance policy.
11. Information on the proposed variation is set out below and in [Attachment 1](#) - Proposed Regional Land Transport Plan programme variation - the Colombo Road Bridge Replacement, Masterton.

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|---|
| Colombo Road Bridge Replacement, Masterton |
| Request by: Masterton District Council |
| Details of the subject activity: Colombo Road in Masterton crosses the Waipoua River. The bridge comprises two separate, but joined bridges catering for one traffic direction each. The north bound bridge was constructed in 1973 and is in good condition. The south bound bridge was constructed in the 1920s and 1930s and is the subject of this request. The proposal is to demolish the existing structure and replace the bridge in its present location. |
| Description of variation: To add a new activity to the RLTP programme as a non-prioritised activity. |
| Reason for the variation: The bridge replacement was not expected to commence within the six years of the programme at the time the RLTP was finalised. Routine inspections of the structure have identified an issue with river bed degradation exposing the piles, and further investigation showed there was inadequate pile depth compromising the structural integrity of the bridge. In conjunction with the age of the structure and its overall condition, the most economical solution is to replace the structure. |
| Estimated total cost: The total cost of the project is estimated to be \$2.8 million. |

| |
|---|
| Colombo Road Bridge Replacement, Masterton |
| Proposed timing and cash-flow: It is expected to commence in November 2020 and be completed within two years. \$0.3 million of the construction funding is proposed to be spent in 2020/21 and the balance in 2021/22. |
| Funding sources: The project is expected to be funded from both the local share contributed by Masterton District Council and the National Land Transport Fund. |

12. The following tables indicate officers' consideration of the key factors in making determinations about significance and consultation:

| | | |
|---|-----|---|
| 1 Key considerations in determining significance – would the proposed variation: | | |
| Materially change the balance of strategic investment? | No | The proposed cost variation of \$2.8 million associated with this activity is not considered to materially change the overall balance of strategic investment. |
| Negatively impact on the contribution to Government or Government Policy Statement (GPS) objectives and priorities? | No | The proposed variation relates to a project that will make a positive contribution towards the GPS objectives through the replacement of the structure that will maintain accessibility and improve the network resilience. |
| Affect residents? | Yes | The variation would have a relatively minor impact on the residents of Masterton due to partial closure of Colombo Road during construction. No properties are directly affected by the proposed activity. |
| Affect the integrity of the RLTP, including its overall affordability? | No | The proposed variation is not expected to affect the integrity of the RLTP or its overall affordability. |

| | |
|---|-----|
| 2 Several types of variations are considered to be generally not significant in their own right. Are the proposed variations: | |
| An activity in the urgent interests of public safety? | Yes |
| A small scope change costing less than 10 percent of estimated total cost, or less than \$20 million | No |
| Replacement of a project within a group of generic projects by another project? | No |
| A change of the duration or priority of an activity in the programme which does not substantially alter the balance of the magnitude and timing of activities in the programme? | No |
| The addition of an activity previously consulted on in accordance with sections 18 and 18A of the LTMA and which comply with section 20 of that Act? | Yes |
| Note: A variation that is assessed as meeting any one of these criteria will generally not be considered significant, however the key considerations in the first table should still be assessed. | |

| | |
|---|--|
| 3 Other considerations | |
| What are the likely impacts, time delays or cost on public safety, economic social, environmental wellbeing as a consequence of undertaking consultation? | Although the structure is not in immediate danger of structural failure, there is concern that a significant event (flood or earthquake) could cause partial or total collapse. |
| What are the relative costs and benefits of consultation? | As the project is a structural replacement, there will be little benefit in further separate consultation. |
| To what extent has consultation with the community or relevant stakeholders been undertaken already? | The project was not included in the Council's 2018 LTP as it was unknown at that time, but was included in the Council's 2019/20 Annual Plan. The project is planned to be included in the 2021 LTP. |
| Conclusion: Adding the Colombo Road Bridge Replacement, Masterton to the RLTP programme is not significant, and public consultation on the proposed variation is not required. | |

Ngā hua ahumoni

Financial implications

13. The financial implications of the proposed variation are stated in paragraphs 11 and 12.

Ngā tikanga whakatau

Decision-making process

14. The matters for decision in this report are subject to the legislative requirements of section 18D and 106(2) of the LTMA. The specific requirements are stated in paragraphs 6 to 8 of this report.
15. Section 18D(5) of the LTMA requires the Committee to determine if a proposed variation to the RLTP is significant, in accordance with its significance policy adopted under 106(2) of the Act and as included in the RLTP.

Te hiranga

Significance

16. Officers considered the significance (as defined by Part 6 of the Local Government Act 2002) of the matters for decision, taking into account Greater Wellington Regional Council's *Significance and Engagement Policy* and Greater Wellington's *Decision-making Guidelines*. Given the assessment in paragraph 12, officers conclude that making the proposed variation is of low significance.

Te whakatūtakitaki

Engagement

17. Given the analysis in paragraph 12, officers conclude that consultation is not required.

Ngā tūāoma e whai ake nei

Next steps

18. If the Committee agrees to the proposed variation ([Attachment 1](#)), this variation will then be forwarded to Greater Wellington Regional Council for approval at its meeting on 24 September 2020. As is the case with the RLTP itself, Greater Wellington Regional Council must either accept the recommendation or refer the proposed variation back to the Committee, with a request that it be reconsidered.
19. If Greater Wellington Regional Council adopts the variation, the Council Chair will forward it to Waka Kotahi to consider for inclusion in the National Land Transport Programme for funding.
20. There is no obligation on Waka Kotahi to vary the National Land Transport Programme to include the proposed new activities. However, Waka Kotahi must give written reasons for any decision not to do so.

**Ngā āpitihanga
Attachment**

| Number | Title |
|---------------|--|
| 1 | Proposed Regional Land Transport Plan programme variation – the Colombo Road Bridge Replacement, Masterton |

**Ngā kaiwaitohu
Signatories**

| | |
|-----------|---|
| Writers | Shan Lu - Senior Strategic Advisor Regional Transport |
| Approvers | Grant Fletcher - Manager Regional Transport Luke Troy - General Manager Strategy |

| He whakarāpopoto i ngā huritaonga Summary of considerations |
|---|
| <i>Fit with Council's roles or Committee's terms of reference</i> Under section 18D of the LTMA, the Committee is responsible for preparing variations to the RLTP. |
| <i>Implications for Māori</i> There are no known impacts for Māori from this variation. |
| <i>Contribution to Annual Plan / Long term Plan / Other key strategies and policies</i> The proposed variation contributes to the Wellington Regional Land Transport Plan 2015. |
| <i>Internal consultation</i> No internal consultation took place. |
| <i>Risks and impacts: legal / health and safety etc.</i> There are no risks related to the matter for decision. |

Attachment 1 to Report 20.285

Proposed Regional Land Transport Plan programme variation – the Colombo Road Bridge Replacement, Masterton

| Project Name | Description | Expected start year | End year | Cost (\$m) 2018/19 | Cost (\$m) 2019/20 | Cost (\$m) 2020/21 | 3 year cost (\$m) | Total projected cost (\$m) | Funding source |
|--|---|---------------------|----------|--------------------|--------------------|--------------------|-------------------|----------------------------|-----------------|
| Masterton District Council | | | | | | | | | |
| Colombo Rd bridge replacement | Demolish the existing structure and replace the bridge in its present location. | 2020 | 2022 | - | - | 0.3 | 0.3 | 2.8* | Local- National |
| <i>Note: * It is expected to commence in November 2020 and be completed within 2 years. \$0.3M of the construction funding is proposed to be spent in 2020/21 and the balance in 2021/22. The total cost of the project is estimated to be \$2.8m.</i> | | | | | | | | | |

Regional Transport Committee
8 September 2020
Report 20.268



For Information

PROGRESS REPORT ON THE WELLINGTON REGIONAL LAND TRANSPORT PLAN PROGRAMME 2018-21 (JANUARY TO JUNE 2020)

Te take mō te pūrongo

Purpose

1. To update the Regional Transport Committee (the Committee) on the progress, for the period 1 January to 30 June 2020, of the large, new projects included and prioritised in the Wellington Regional Land Transport Plan Programme 2018-21.

Te tāhū korero

Background

2. The Wellington Regional Land Transport Plan 2015 (RLTP) is a statutory document developed under the Land Transport Management Act 2003 (the Act). It sets out the policy framework for development of the region's transport network over the next 10 to 30 years. The Wellington RLTP Programme 2018-21 contains all the land transport activities proposed to be undertaken in that period, and the regional priority of significant activities¹.
3. The activities in the RLTP are submitted by Waka Kotahi NZ Transport Agency (Waka Kotahi) and 'approved organisations' under the Act. These include the eight territorial authorities, Department of Conservation and the Greater Wellington Regional Council.

Monitoring requirements

4. The RLTP requires half yearly progress reporting to the Committee on the status of significant projects and other projects of regional interest. The RLTP also requires an annual monitoring report on progress against the regional outcomes and targets.
5. This report provides an update on the fourth six-month period of the Wellington RLTP Programme 2018-21, covering progress between 1 January and 30 June 2020. The last six-monthly progress report was presented to the Committee on 18 February 2020 (Progress report on the RLTP Programme 2018-21 Q1 and 2 2019/20 (Report 20.6)).
6. **Attachments 1 and 2** provide respectively updates on the large new projects included and prioritised in the Wellington RLTP Programme 2018-21, the committed

¹ Transport projects or programmes with a cost of over \$5 million that are regionally or inter-regionally significant.

activities carried over from the Wellington RLTP Programme 2015-18, and other activities by exception.

Variations to the RLTP

7. Two variations to the RLTP were made in the six months between January and June 2020. The variations were:
 - a. Porirua City Council Transport Activity Management Plan – February 2020.
 - b. Business case phases of the Wellington Metropolitan Rail Network Resignalling and Train Control System Renewal – June 2020.

Te tātaritanga Analysis

Key events

8. Over the six months between January and June 2020, key events included:
 - a. Let's Get Wellington Moving (LGWM) partners agreed a new Relationship and Funding Agreement, and formally signed this in February 2020. This important milestone lays out how the partners will work together for the detailed investigation phase of the programme. It also unlocks the funding share from the National Land Transport Fund to support this stage of the work.
 - b. LGWM awarded contracts to investigate:
 - Mass Rapid Transit (MRT) from the railway station to Newtown and to the southern and eastern suburbs
 - Strategic Highway Improvements (SHI), including the Basin Reserve and an extra Mt Victoria tunnel
 - Travel behaviour change measures to support the programme.
 - c. LGWM established a project team to investigate proposals for City Streets, including bus priority between suburban centres and central city, and walking and cycling improvements in the central city.
 - d. The formal public consultation on Safer Speeds in the Central City took place in March 2020. Reducing speed limits to 30 km/h on most central city streets was implemented in July 2020.
 - e. Waka Kotahi has completed negotiations with the project contractor for Transmission Gully, to determine the time and cost of commercial impacts of the Covid-19 shutdown on the project. There will be additional payments of \$208 million and Transmission Gully to open by September 2021.
 - f. The Beltway cycleway project has progressed with the construction contract awarded in July 2020 and completion expected in May 2021.
 - g. Wairarapa metro rail track infrastructure catch-up renewals programme is behind schedule and an over-spend is forecast.
 - h. Wairarapa service and capacity enhancements – Business case for Lower North Island Long-Distance Rolling Stock finalised. Crown funding for the KiwiRail track

improvements needed to enable this business case has been signalled as part of the Government infrastructure investment package announced on 29 January 2020. Waka Kotahi has agreed to fully fund the next stage of the project (funding submission and business case).

Emerging issues and opportunities

9. NZ Upgrade Programme funding of \$1.35 billion will be invested during the next decade to support growth under the Wellington Regional Growth Framework. The funding was announced on 29 January 2020 with a focus on improving safety, resilience, and public transport and travel choice options across the region.

Ngā tūāoma e whai ake nei

Next steps

10. The next six-monthly report on the Wellington RLTP Programme 2018-21, for the period 1 July to 31 December 2020, will be presented to the Committee's first meeting of 2021 (the date of which is to be confirmed).

Ngā āpitihanga

Attachments

| Number | Title |
|---------------|--|
| 1 | Update on significant activities in the Wellington RLTP Programme 2018-21 – 1 January to 30 June 2020 |
| 2 | Update on committed activities and other activities in the Wellington RLTP Programme 2018-21 – 1 January to 30 June 2020 |

Ngā kaiwaitohu

Signatories

| | |
|-----------|---|
| Writers | Jill Corrin – Senior Data Analyst, Data and Analysis team |
| Approvers | Grant Fletcher – Manager, Regional Transport Luke Troy – General Manager, Strategy |

| |
|---|
| <p>He whakarāpopoto i ngā huritaonga Summary of considerations</p> |
| <p><i>Fit with Council’s roles or Committee’s terms of reference</i></p> <p>The Committee has responsibility to “review the implementation and delivery of the Wellington Regional Land Transport Plan”.</p> |
| <p><i>Implications for Māori</i></p> <p>There is no known impacts for Māori.</p> |
| <p><i>Contribution to Annual Plan / Long term Plan / Other key strategies and policies</i></p> <p>This report provides a six-monthly update, as required by Appendix A of the Wellington Regional Land Transport Plan 2015.</p> |
| <p><i>Internal consultation</i></p> <p>Engagement occurred for the compilation of the content of Attachments 1 and 2; this was undertaken with key staff in Greater Wellington, territorial authorities in the Wellington region, and the Transport Agency.</p> |
| <p><i>Risks and impacts: legal / health and safety etc.</i></p> <p>There are no risks arising from this report.</p> |

Attachment 1 to Report 20.268

Progress report on the Wellington Regional Land Transport plan programme 2018-21 (January to June 2020)

| RLTP priority band | Project Name | Lead Agency | Current stage | | NLTP status (NZTA) | RLTP expected timing | Funding Sources | Progress comments | Overall progress indicator |
|--------------------|---|---------------------|---------------|---|--------------------|----------------------|--------------------|--|----------------------------|
| 1 | Ngauranga to Airport - Let's Get Wellington Moving (LGWM) | GW/ WCC/ NZTA | ✓ | Programme business case | | 2019/20 to 2020/21 | NLTF – Local Share | <ul style="list-style-type: none"> All business cases in the Programme are now underway In March 2020, consultant teams were appointed to complete Indicative Business Cases for Mass Rapid Transit (MRT) and Strategic Highway Improvements (SHI). In February and March 2020 public consultation took place on the proposed speed limit reduction to 30km/h on most central city streets (main arterial roads remaining at 50km/h). There was strong public support for the | |
| | | | ▶ | Early delivery Central City and SH1 walking and cycling safer speed | Funding Approved | | | | |
| | | | ▶ | Early delivery Golden Mile | Funding Approved | | | | |
| | | | ▶ | Early delivery Thorndon Quay and Hutt Road | Funding Approved | | | | |
| | | | ▶ | Integrated delivery vehicle joint management costs | Funding Approved | | | | |
| | | | | Public Transport system/mass transit – single stage business case | | | | | |
| | | | | Managing travel demand – single stage business case | | | | | |

| RLTP priority band | Project Name | Lead Agency | Current stage | NLTP status (NZTA) | RLTP expected timing | Funding Sources | Progress comments | Overall progress indicator |
|--------------------|--------------|-------------|--|--------------------|----------------------|-----------------|--|----------------------------|
| | | | Reconfigure Urban corridors – indicative business case | | | | <p>proposal with 67 percent of submitters in favour. Submissions were considered by Wellington City Councillors, who unanimously voted for the change in June.</p> <ul style="list-style-type: none"> On 25 June 2020, public engagement opened on three potential directions for the Golden Mile, seeking feedback on options to ‘streamline’, ‘prioritise’, or ‘transform’ the corridor, reflecting different levels of change aimed at improving bus reliability and increasing active modes access. The Single Stage Business Case is due to be | |
| | | | Regional highway access – single stage business case | | | | | |

| RLTP priority band | Project Name | Lead Agency | Current stage | NLTP status (NZTA) | RLTP expected timing | Funding Sources | Progress comments | Overall progress indicator |
|--------------------|--------------|-------------|---------------|--------------------|----------------------|-----------------|--|----------------------------|
| | | | | | | | <p>complete by the end of this year.</p> <ul style="list-style-type: none"> Initial public engagement has been completed on Thorndon Quay and Hutt Road, seeking feedback from the community and users of the route on the key issues they experience. This feedback informed options development. Public engagement on shortlisted options, to inform identification of a preferred option for the Single Stage Business Case, is due to commence later this year. An urban development workstream has been established within the programme to | |

| RLTP priority band | Project Name | Lead Agency | Current stage | | NLTP status (NZTA) | RLTP expected timing | Funding Sources | Progress comments | Overall progress indicator |
|--------------------|---------------------------------------|-------------|---------------|--|--------------------|----------------------|-----------------|---|----------------------------|
| | | | | | | | | integrate development opportunities and spatial planning in the business case work for the major projects (MRT and SHI). <ul style="list-style-type: none"> In May 2020 two tenders were sought for an Indicative Business Case on the possible use of a levy on commuter parking in central Wellington, and a Single Stage Business Case to determine a package of travel behaviour change measures. These contracts were awarded with draft reports due later this year. | |
| 1 | Wellington/Wairarapa metro rail track | KR/GW | ➡ | Implementation infrastructure upgrades | - Funding approved | 2018/19 to 2025/26 | NLTF | <ul style="list-style-type: none"> Bridge and tunnel methodologies finalised | |

| RLTP priority band | Project Name | Lead Agency | Current stage | | NLTP status (NZTA) | RLTP expected timing | Funding Sources | Progress comments | Overall progress indicator |
|--------------------|--|-------------|---------------|--|--------------------|----------------------|--------------------|--|----------------------------|
| | infrastructure catch up renewals | | | | | | | <ul style="list-style-type: none"> Physical works underway Equipment orders placed Overall programme is behind schedule and forecasting overspend. Funding needs to be determined and scope potentially reviewed. | |
| 1 | Ngauranga to Petone walking, cycling and resilience link | NZTA | ➡ | Pre-implementation | Funding approved | 2018/19 to 2020/21 | NLTF | <ul style="list-style-type: none"> Currently undertaking assessment of effects and design optimisation prior to lodging resource consent. | |
| | | | | Implementation | Probable | 2020/21 to 2023/24 | | | |
| 1 | Unlocking rail network capacity and improving resilience – KR Infrastructure | KR/GW | ➡ | Implementation – infrastructure upgrades | Funding approved | 2018/19 to 2022/23 | NLTF – Local Share | <ul style="list-style-type: none"> Double tracking Trentham to Upper Hutt underway, Trentham underpass installed over 2019 Xmas block-of-line Plimmerton turnback/platform | |

| RLTP priority band | Project Name | Lead Agency | Current stage | | NLTP status (NZTA) | RLTP expected timing | Funding Sources | Progress comments | Overall progress indicator |
|--------------------|--------------|-------------|---------------|--|--------------------|----------------------|---|-------------------|----------------------------|
| | | | | | | | layout finalised, detailed design continuing • Overall programme forecasting overspend. Funding needs to be determined and scope potentially reviewed | | |

| RLTP priority band | Project Name | Lead Agency | Current stage | | NLTP status (NZTA) | RLTP expected timing | Funding Sources | Progress comments | Overall progress indicator |
|--------------------|---|-------------|---------------|---------------------------------|------------------------------|----------------------|--------------------|--|----------------------------|
| 1 | Unlocking rail network capacity and improving resilience (RS1) | GW | | Construction – station upgrades | Probable | 2018/19 to 2019/20 | NLTF – Local Share | <ul style="list-style-type: none"> Working with KiwiRail on station design where appropriate Funding likely resolved with NZTA re-prioritisation | |
| | | | | Implementation – rail services | Probable | 2020/21 to 2027/28 | | | |
| 1 | SH2 Featherston to Upper Hutt safe system and resilience transformation | NZTA | | Detailed business case | Not included in 2018-21 NLTP | 2018/19 to 2019/20 | NLTF | <ul style="list-style-type: none"> Activity not included in current NLTP period. | |
| | | | | Pre-implementation | Not included in 2018-21 NLTP | 2018/19 | | | |
| | | | | Implementation | Not included in 2018-21 NLTP | 2020/21 | | | |
| 1 | SH2 Featherston to Masterton safe system and resilience transformation | NZTA | | Detailed business case | Outside 2018-21 NLTP period | 2021/22 | NLTF | <ul style="list-style-type: none"> Activity not included in current NLTP period. Note that SH2 Masterton to Carterton Safety Improvements is a | |
| | | | | Pre-implementation | Outside 2018-21 | 2021/22 to | | | |

| RLTP priority band | Project Name | Lead Agency | Current stage | | NLTP status (NZTA) | RLTP expected timing | Funding Sources | Progress comments | Overall progress indicator |
|--------------------|---|-------------|---------------|------------------------|------------------------------|----------------------|-----------------|---|----------------------------|
| | | | | | NTLP period | 2022/23 | | separate activity. | |
| | | | | Implementation | Outside 2018-21 NTLP period | 2023/24 | | | |
| 1 | SH58 Porirua to SH2 Upper Hutt safe system transformation | NZTA | | Detailed business case | Outside 2018-21 NTLP period | 2021/22 | NLTF | <ul style="list-style-type: none"> Activity not included in current NLTP period. | |
| | | | | Pre-implementation | Outside 2018-21 NTLP | 2021/22 to 2022/23 | | | |
| | | | | Implementation | Outside 2018-21 NTLP | 2023/24 | | | |
| 1 | SH2 Wellington to Upper Hutt safer corridor | NZTA | | Detailed business case | Not included in 2018-21 NLTP | 2018/19 | NLTF | <ul style="list-style-type: none"> Activity not included in current NLTP period. | |
| | | | | Pre-implementation | Not included in 2018-21 NLTP | 2018/19 to 2019/20 | | | |

| RLTP priority band | Project Name | Lead Agency | Current stage | | NLTP status (NZTA) | RLTP expected timing | Funding Sources | Progress comments | Overall progress indicator |
|---------------------------|---------------------|--------------------|----------------------|--------------|------------------------------|-----------------------------|------------------------|--------------------------|-----------------------------------|
| | | | | Construction | Not included in 2018-21 NLTP | 2020/21 | | | |

| RLTP priority band | Project Name | Lead Agency | Current stage | | NLTP status (NZTA) | RLTP expected timing | Funding Sources | Progress comments | Overall progress indicator |
|--------------------|---|-------------|---------------|----------------|--------------------|----------------------|------------------------|---|----------------------------|
| 1 | Project NEXT integrated ticketing and fares | GW | ✓ | Design | Committed | 2016/17 to 2018/19 | NLTF Local Share | <ul style="list-style-type: none"> Project NEXT has continued to progress the National Ticketing Solution Transition to Waka Kotahi led programme was successfully completed in February 2020 This revised operating and funding model provides a path for long term success Waka Kotahi is rapidly building internal capability to provide the national services NEXT procurement has continued irrespective of COVID-19 implications and restrictions The RFP stage was initiated in April and closes August 2020 Close engagement | |
| | | | ➡ | Implementation | Funding Approved | 2018/19 to 2019/20 | | | |
| | | | | Construction | Proposed | 2019/20 to 2020/21 | | | |

| RLTP priority band | Project Name | Lead Agency | Current stage | | NLTP status (NZTA) | RLTP expected timing | Funding Sources | Progress comments | Overall progress indicator |
|--------------------|--|-------------|---------------------------------------|--------------------------------|------------------------------|------------------------------|--------------------|---|----------------------------|
| | | | | | | | | <p>with the Shortlisted respondents has continued through the COVID-19 lock down periods with Shortlisted Respondents positioned to respond despite COVID-19 restrictions</p> <ul style="list-style-type: none"> The financial Services contracts have progressed to finalisation. | |
| 1 | Wairarapa service and capacity enhancements (EDMUs & shuttles) | GW | Implementation - Service improvements | Implementation - rolling stock | Outside 2018-21 NTLTP period | Outside 2018-21 NTLTP period | NLTF – Local Share | <ul style="list-style-type: none"> Business Case for Lower North Island Longer-Distance Rolling Stock finalised, and shared with funders and stakeholders progressing Crown funding for the KiwiRail track improvements needed to enable this | |
| | | | | | | | | | |

| RLTP priority band | Project Name | Lead Agency | Current stage | | NLTP status (NZTA) | RLTP expected timing | Funding Sources | Progress comments | Overall progress indicator |
|--------------------|--------------|-------------|---------------|--|--------------------|----------------------|---|-------------------|----------------------------|
| | | | | | | | <p>business case has been signalled as part of the Government infrastructure investment package announced on 29 January 2020</p> <ul style="list-style-type: none"> Waka Kotahi has agreed to fully fund the next stage of the project. This project will undertake a number of investigations, to prepare a Detailed Business Case, and undertake a subsequent funding submission. It is proposed that the procurement processes would commence in parallel to obtaining the funding. | | |

| RLTP priority band | Project Name | Lead Agency | Current stage | | NLTP status (NZTA) | RLTP expected timing | Funding Sources | Progress comments | Overall progress indicator |
|--------------------|--------------|-------------|---------------|----------------|--------------------|----------------------|--------------------|--|----------------------------|
| 1 | Bus hubs | GW | ✓ | Business case | Funding approved | 2018/19 | NLTF – Local Share | <ul style="list-style-type: none"> • All original Wellington City bus hubs complete • Kilbirnie hub median fence and Kilbirnie canopy complete • Outstanding bus hub snag items at Brooklyn Stop B, Karori A, Kilbirnie A to be finalised Q2 (2020/21). • Work on concept and scope for Johnsonville Stop D initiated, civil work funding to be confirmed by Waka Kotahi Q1-2. (2020/21) • Driver facility upgrade at Lambton Bus Interchange complete • Planning for the upgrade to additional bus layover space, (248 Thorndon Quay) | |
| | | | ➡ | Implementation | Funding approved | 2018/19 | | | |

| RLTP priority band | Project Name | Lead Agency | Current stage | NLTP status (NZTA) | RLTP expected timing | Funding Sources | Progress comments | Overall progress indicator |
|--------------------|-------------------|-------------|----------------|----------------------|----------------------|--------------------|---|----------------------------|
| | | | | | | | <p>commenced Q1 2020 Construction complete Q3 (2020/21)</p> <ul style="list-style-type: none"> • Planning for the upgrade Lambton Bus Interchange (initial concept design development to address customer safety and experience. Complete Q2 2019. Detail design and construction to be complete in Q4 (2020/21) • Planning commenced for improvements to Porirua Bus facility (initial concept design complete) Detailed design to commence Q3 (2020/21) | |
| 2 | Park & ride gates | GW | Implementation | Outside 2018-21 NTLP | 2021/22 to 2022/23 | NLTF – Local Share | <ul style="list-style-type: none"> • Activity not included in current NLTP period. | |

| RLTP priority band | Project Name | Lead Agency | Current stage | NLTP status (NZTA) | RLTP expected timing | Funding Sources | Progress comments | Overall progress indicator |
|--------------------------|--------------|----------------|---------------|--------------------------|----------------------------|--------------------|-------------------|----------------------------------|
| | | | | period | | | | |

| RLTP priority band | Project Name | Lead Agency | Current stage | | NLTP status (NZTA) | RLTP expected timing | Funding Sources | Progress comments | Overall progress indicator |
|--------------------|--------------------------------------|-------------|---|-------------------------|------------------------------|----------------------|--------------------|---|----------------------------|
| 2 | Wellington ITS improvement programme | NZTA | | Implementation | Probable | 2018/19 to 2021/22 | NLTF | <ul style="list-style-type: none"> Activity not included in current NLTP period. | |
| | | | | Implementation - DEFT | | 2018/19 to 2020/21 | | | |
| 2 | Hutt City Cross Valley Connection | HCC |  | Programme business case | Approved | 2019/20 | NLTF – Local Share | <ul style="list-style-type: none"> Draft PBC report completed second Quarter 2020 Draft PBC report presented to HCC Councillors and Management team July 2020 Peer Review of Cost Estimate and submission to Waka Kotahi expected third quarter 2020 Timing of funding requirement will be impacted if implementation is staged | |
| | | | | Pre-implementation | | 2019/20 | | | |
| | | | | Construction | Outside 2018-21 NTLTP period | 2026/27 to 2028/29 | | | |
| 2 | Adelaide Road | WCC |  | Construction | Not | 2019/20 | NLTF – | <ul style="list-style-type: none"> No progress since last | |

| RLTP priority band | Project Name | Lead Agency | Current stage | NLTP status (NZTA) | RLTP expected timing | Funding Sources | Progress comments | Overall progress indicator | |
|--------------------|--|-------------|---------------|--------------------------|------------------------------|--------------------|--------------------|---|--|
| | Improvements | | | included in 2018-21 NLTP | to 2022/23 | Local Share | update | | |
| 2 | Kent and Cambridge Terraces Rooding improvements | WCC | ➡ | Construction | Not included in NLTP | 2019/20 to 2023/24 | NLTF – Local share | • No progress since last update | |
| 2 | Aotea Quay Improvements | WCC | | Construction | Not included in 2018-21 NLTP | 2020/21 to 2022/23 | NLTF – Local Share | • No progress since last update | |
| 2 | Suburban bus priority phase 1 | WCC | ➡ | Construction | Not included in 2018-21 NLTP | 2018/19 to 2024/25 | NLTF – Local Share | Now folded into the joint bus priority action plan to be delivered by LGWM. | |

| RLTP priority band | Project Name | Lead Agency | Current stage | | NLTP status (NZTA) | RLTP expected timing | Funding Sources | Progress comments | Overall progress indicator |
|--------------------|--|-------------|---------------|-----------------------------|------------------------------|----------------------|--------------------------|---|----------------------------|
| 2 | SH1 Tawa through CBD interim optimisation measures | NZTA | | Detailed BC | Not included in 2018-21 NTLP | 2018/19 to 2019/20 | NLTF | <ul style="list-style-type: none"> Activity not included in current NLTP period. | |
| | | | | Pre Implementation | Not included in 2018-21 NTLP | 2019/20 | | | |
| | | | | Implementation | Not included in 2018-21 NTLP | 2019/20 to 2023/24 | | | |
| 2 | The Beltway | HCC | ✓ | Indicative business case | Committed | 2016/17 to 2017/18 | NLTF – Local Share - UCF | <ul style="list-style-type: none"> Resource Consents have been granted by both GW and HCC Project tendered late Nov / early Dec 2019 Construction funding approved by NZTA Delays due to COVID-19 & funding confirmation Construction contract awarded in July 2020 Completion expected | |
| | | | ✓ | Pre-implementation | Committed | 2017/18 to 2018/19 | | | |
| | | | ➡ | Implementation/construction | Funding Approved | 2018/19 to 2027/28 | | | |

| RLTP priority band | Project Name | Lead Agency | Current stage | | NLTP status (NZTA) | RLTP expected timing | Funding Sources | Progress comments | Overall progress indicator |
|--------------------|---|-------------|---------------|--|--------------------|----------------------|--------------------|--|----------------------------|
| | | | | | | | | by May 2021 | |
| 2 | Palmerston North – Wellington passenger rail (Capital Connection) | KR/GW | ➡ | Implementation – operational costs | Probable | 2018/19 to 2020/21 | NLTF – Local share | <ul style="list-style-type: none"> Funding agreed and Agreement between KiwiRail, GW, Horizons and Waka Kotahi has been signed. Crown funding has been signalled for refurbishment of the Capital Connection carriages as part of the Government infrastructure investment package announced on 29 January 2020. | |
| | | | ➡ | Implementation – rolling stock and heavy maintenance | Probable | 2018/19 to 2020/21 | | | |
| 3 | Real time information tools | GW | | Implementation | Probable | 2018/19 to 2027/28 | NLTF – Local share | <ul style="list-style-type: none"> A point of entry has been completed and funding is being sought to undertake a single stage business case | |
| 3 | Eastern Bays shared path – | HCC | ✓ | Indicative | Committed | 2015/16 to | NLTF – Local | <ul style="list-style-type: none"> Resource Consents | |

| RLTP priority band | Project Name | Lead Agency | Current stage | | NLTP status (NZTA) | RLTP expected timing | Funding Sources | Progress comments | Overall progress indicator |
|--------------------|--|-------------|------------------------|------------------------|------------------------------|----------------------|-----------------|---|----------------------------|
| | Great Harbour way | | | | | 2016/17 | share – UCF | lodged with both GW and HCC <ul style="list-style-type: none"> Detailed Design is 90 percent complete Waka Kotahi have indicated that funding for the entire construction is unlikely in this NLTP period Resource consent publicly notified late Oct to late Nov 2019 Delays due to COVID-19 and funding Planned Hearing pushed out to September / October 2020 | |
| ✓ | | | Detailed business case | Committed | 2016/17 to 2017/18 | | | | |
| ✓ | | | Pre-implementation | Committed | 2017/18 to 2018/19 | | | | |
| ✓ | | | Implementation | Committed | 2017/18 | | | | |
| ➡ | | | Construction | Probable | 2019/20 to 2023/24 | | | | |
| 3 | SH2/Whakatiki street intersection improvements | NZTA | | Detailed business case | Not included in NLTP 2018-21 | 2018/19 | | <ul style="list-style-type: none"> Activity not included in current NLTP period. | |
| | | | | Pre-implementation | Not included in NLTP 2018- | 2018/19 to | | | |

| RLTP priority band | Project Name | Lead Agency | Current stage | NLTP status (NZTA) | RLTP expected timing | Funding Sources | Progress comments | Overall progress indicator |
|--------------------|-----------------------|-------------|---|------------------------------|----------------------|-----------------|--|----------------------------|
| | | | | 21 | 2019/20 | | | |
| | | | Construction | Not included in NLTP 2018-21 | 2020/21 | | | |
| 3 | Resilient Port access | NZTA | Detailed business case | Not included in NLTP 2018-21 | 2018/19 to 2019/20 | NLTF | <ul style="list-style-type: none"> The project steering group has been on hold and discussions have been ongoing at a senior officer level on the suitability of Kaiwharawhara as the location, as well as undertaking further evaluation of alternative options. At this point a preferred site has not been endorsed by all stakeholders. | |
| | | | Property | Outside 2018-21 NTLTP period | 2022/23 | | | |
| | | | Pre-implementation | Outside 2018-21 NTLTP period | 2024/25 | | | |
| | | | Implementation | Outside 2018-21 NTLTP period | 2024/25 to 2025/26 | | | |
| 3 | Electric buses | GW | Implementation – electric fleet premium | Outside 2018-21 | 2021/22 to | NLTF – Local | <ul style="list-style-type: none"> Activity not included in current NLTP period | |

| RLTP priority band | Project Name | Lead Agency | Current stage | | NLTP status (NZTA) | RLTP expected timing | Funding Sources | Progress comments | Overall progress indicator |
|--------------------|---|-------------|---------------|----------------------------|-----------------------------|----------------------|--------------------|--|----------------------------|
| | | | | | NTLP period | 2027/28 | share | | |
| | | | | Construction – civil works | Outside 2018-21 NTLP period | 2021/22 | | | |
| 3 | Road resilience improvement – Ngaio Gorge and Wadestown | WCC | | Construction | Probable | 2018/19 to 2023/24 | NLTF – Local share | <ul style="list-style-type: none"> Final designs completed. COCs for improvement works have been obtained from GW and WCC. DOC issued the permit for lizard management work during construction. Road safety audit for final designs completed. Contract awarded to Fulton Hogan. Due to COVID-19 lockdown and restrictions construction is delayed starting to October 2020. Construction for the | |

| RLTP priority band | Project Name | Lead Agency | Current stage | | NLTP status (NZTA) | RLTP expected timing | Funding Sources | Progress comments | Overall progress indicator |
|--------------------|--------------|-------------|---------------|--|--------------------|----------------------|-----------------|---|----------------------------|
| | | | | | | | | strengthening of Grant Road retaining walls started on 27 January 2020. <ul style="list-style-type: none"> • Construction progress by 30 June 2020 is 35 percent | |

| RLTP priority band | Project Name | Lead Agency | Current stage | | NLTP status (NZTA) | RLTP expected timing | Funding Sources | Progress comments | Overall progress indicator |
|--------------------|--|-------------|---------------|-------------------------|------------------------------|----------------------|--------------------|--|----------------------------|
| 3 | Noise walls improvement programme | NZTA | | Implementation | Outside 2018-21 NLTLP period | 2022/23 to 2023/24 | | <ul style="list-style-type: none"> Activity not included in current NLTP period | |
| 3 | East west connectors – relief route | KCDC | | Programme business case | Funding Approved | 2020/21 | NLTF – Local share | <ul style="list-style-type: none"> Funding to amend the current Programme Business Case has been approved by Waka Kotahi and the preferred consultant has been engaged to update the Programme Business Case for Waka Kotahi's endorsement. Ongoing as at 30 June 2020. | |
| 3 | Access Porirua Programme Business case (Transmission Gully interfaces and SH1/SH58 revocation) | PCC | | Programme business case | Funding Approved | 2018/19 | NLTF – Local share | <ul style="list-style-type: none"> Access Porirua Programme Business Case endorsed by Waka Kotahi subject to conditions, which include the need for SMART targets and an amenity survey | |

| RLTP priority band | Project Name | Lead Agency | Current stage | | NLTP status (NZTA) | RLTP expected timing | Funding Sources | Progress comments | Overall progress indicator |
|--------------------|-----------------------|-------------|---------------|--------------|------------------------------|----------------------|-----------------|---|----------------------------|
| | | | | | | | | <ul style="list-style-type: none"> PCC, GW and Waka Kotahi currently working through the conditions which are expected to be met within the next three months. | |
| 3 | Northern growth roads | WCC | | Construction | Not included in 2018-21 NLTP | 2018/19 to 2024/25 | | | |

| Key: | |
|--|---|
| Green = progressing as planned, consistent with expected timing and budget. No major issues or barriers identified. | |
| Orange = progressing more slowly than planned. Some minor uncertainty, issues, barriers identified. | |
| Red = no or little progress made. Major uncertainty, issues, or barriers identified. | |
| Current project phase | ➡ |
| Project phase complete | ✓ |
| Highlighted grey = NLTF funding not yet approved | |
| Highlighted green = project complete | |

| NLTP Funding status | |
|-------------------------------------|--|
| Committed | Project approved for funding in a previous NLTP |
| Funding Approved | Project approved for funding within the current NLTP |
| Probable | Funding approval likely, but not yet approved |
| Proposed | Waka Kotahi considers that more work is required to develop the project before it is ready to be considered for final investment approval. |
| Not included in 2018-21 NLTP | Project has not been included in the NLTP, a variation to the NLTP would be required before funding approval could be sought |
| Outside 2018-21 NLTP period | Not programmed to start during 2018-21 |

Attachment 2 to Report 20.268**Update on committed activities in the Regional Land Transport Plan 2018-21 programme**

| Project Name | Lead Agency | Current Project or Business Case stage | Timing | Funding Sources | Progress comments |
|--|--------------------|---|--------------------|------------------------|--|
| Matangi 1 trains and rail upgrades | GWRC | Debt servicing | 2012/13 to 2032/33 | NLTF – Local Share | <ul style="list-style-type: none"> • Delivery of Matangi Units and construction of upgrades complete. • Ongoing commitment is for debt servicing |
| Matangi 2 trains – debt servicing | GWRC | Construction | 2013/14 to 2040/41 | NLTF – Local Share | <ul style="list-style-type: none"> • Delivery of Matangi Units complete. • Ongoing commitment is for debt servicing |
| Real time passenger information system | GWRC | Implementation | 2018/19 to 2020/21 | NLTF | <ul style="list-style-type: none"> • Costs reflect the ongoing operational costs of the current Real time system. • GW is currently developing the business case for upgrades to the Real time information system to use newer technology (see Real time information tools in table one) |
| July 2017 storm event | MDC | Construction | 2017/18 to 2018/19 | NLTF – Local Share | <ul style="list-style-type: none"> • Construction is completed |
| Mt Victoria Tunnel – safety improvements | NZTA | Construction – stage 2 | 2008/09 to 2018/19 | NLTF | <ul style="list-style-type: none"> • Project completed including close out of the defects liability period. |
| SH2 Masterton to Carterton Safety improvements | NZTA | Detailed business case | 2017/18 to 2020/21 | NLTF | |
| SH1/SH2 Petone to Grenada link road | NZTA | Detailed business case | 2010/11 to | NLTF | <ul style="list-style-type: none"> • Project re-evaluation complete |

Update on committed activities in the Regional Land Transport Plan 2018-21 programme

| Project Name | Lead Agency | Current Project or Business Case stage | Timing | Funding Sources | Progress comments |
|----------------------------------|-------------|--|--------------------|-----------------|--|
| | | | 2026/27 | | <ul style="list-style-type: none"> Detailed Business Case investigations not currently funded. |
| Transmission Gully | NZTA | Construction | 2009/10 to 2044/45 | NLTF | <ul style="list-style-type: none"> Construction is well advanced, with more than 90 percent of construction complete Transmission Gully bridge superstructures construction 100 percent complete, final earthworks, pavement construction and traffic services underway Waka Kotahi are currently progressing negotiations with the Contractor/Builder to determine the time and cost impacts of COVID-19, including lockdown, increased health and safety processes and quarantine restrictions Wellington Gateway Partnership (PPP Contractor) has appointed Ventia to operate and maintain the new motorway for a 25-year period once it opens. |
| SH1 PekaPeka to Otaki Expressway | NZTA | Construction | 2009/10 to 2021/22 | NLTF | <ul style="list-style-type: none"> As reported previously, the Waka Kotahi Board approved a \$93 million Price Level Adjustment for the project which included a \$56 million pavement re-design comprising Structural Asphaltic Concrete basecourse and EMOGPA (Epoxy Modified Open Graded Porous Asphalt) surfacing. In order to deliver on these new pavement requirements, the contractor has been preparing a resource consent application for a temporary asphalt plant in Otaki. This consent has now been granted along with securing property lease agreements with GW and KCDC to allow for installation of the plant and access during asphalt production. Further land use consents are now required for maintaining aggregate stockpiles on site and these are |

Update on committed activities in the Regional Land Transport Plan 2018-21 programme

| Project Name | Lead Agency | Current Project or Business Case stage | Timing | Funding Sources | Progress comments |
|--|-------------|--|--------------------|-----------------|---|
| | | | | | <p>currently being applied for. We expect that asphalt production will commence in October 2020. We are now awaiting the contractor's revised programme to reflect the change in scope and the impacts of COVID.</p> <ul style="list-style-type: none"> • Key upcoming pieces of work include a final traffic switch at Peka Peka onto the local arterial road (west of the expressway alignment) to allow for continued construction of the expressway between Peka Peka and Marycrest. This traffic switch is planned for Oct/Nov 2020. We are also looking to close the School Road level crossing in early 2021 to allow for completion of the expressway at this location. School Road traffic will be diverted across the new Te Horo Bridge (Bridge 8) to link up with Te Horo Beach Road intersection with existing SH1. In addition, works will take place in early/mid 2021 at the Otaki Gorge Road intersection that may involve temporary closures of Otaki Gorge Road while we tie-in the intersection to existing SH1, which will form part of the local arterial road connection to Otaki once the expressway is open to traffic. |
| Wellington RoNS – programme management | NZTA | Investigation | 2009/10 to 2022/23 | NLTF | <ul style="list-style-type: none"> • Complete, now being progressed as Let's Get Wellington Moving |
| SH2 Melling Efficiency and Safety Improvements | NZTA | Detailed business case | 2016/17 to 2028/29 | NLTF | <ul style="list-style-type: none"> • Detailed Business Case funded and progressing well. Due to be completed and considered by the Transport Agency board February 2020. • Pre-implementation phases (including consenting and designation) funded. Procurement discussions ongoing, aiming for resolution end of January. |

Update on committed activities in the Regional Land Transport Plan 2018-21 programme

| Project Name | Lead Agency | Current Project or Business Case stage | Timing | Funding Sources | Progress comments |
|--|-------------|--|--------------------|--------------------------|---|
| | | | | | <ul style="list-style-type: none"> • Crown funding signalled as part of the Government infrastructure investment package announced 29 January. |
| SH58 safety improvements | NZTA | Implementation | 2012/13 to 2019/20 | NLTF | <ul style="list-style-type: none"> • Stage 1 under construction. Major earthworks completed. • Stage 2 given the green light as part of the NZ Upgrade Programme • Stage 2 re-designed and consenting documents prepared • Negotiations with contractor completed for work to start on Stage 2 Spring 2020. |
| Emergency works SH1 Coast Road Cyclone Gita | NZTA | Construction | 2017/18 to 2018/19 | NLTF | <ul style="list-style-type: none"> • Coast Road repairs works contract awarded. Separable portion 1 completed. Some works delayed due to COVID-19. |
| PCC link roads | PCC | Construction | 2014/15 to 2019/20 | NLTF – Local Share | <ul style="list-style-type: none"> • Design and costing of Warspite Ave/Niagara St/Waitangirua Link Road still to be confirmed. Informal figures currently being reviewed with construction proposed for summer school holidays 2021. • Bridge 29 culvert will be completed by the end of September 2020. • Pavement construction on both Whitby and Waitangirua Link Roads pavements is to be protected with a sacrificial seal coat. • Completion programmed for March 2021 |
| Wellington cycle network – Hutt to CBD package | WCC | Implementation | 2016/17 to 2018/19 | NLTF - UCF - Local Share | <ul style="list-style-type: none"> • Work is now complete. |

Update on committed activities in the Regional Land Transport Plan 2018-21 programme

| Project Name | Lead Agency | Current Project or Business Case stage | Timing | Funding Sources | Progress comments |
|--|-------------|--|--------------------|--------------------------|--|
| Wellington cycle network – Eastern package | WCC | Implementation | 2015/16 to 2019/20 | NLTF – UCF - Local Share | <ul style="list-style-type: none"> • Work has been completed on most of the Kilbirnie package works. Work is well underway with both the Cobham Drive and Evans Bay projects. |

**Regional Transport Committee
8 September 2020
Report 20.314**



For Information

WAKA KOTAHI NZ TRANSPORT AGENCY UPDATE – SEPTEMBER 2020

Te take mō te pūrongo

Purpose

1. To update the Regional Transport Committee (the Committee) on Waka Kotahi NZ Transport Agency’s initiatives, current work, and work to be undertaken in the Wellington Region.

Te horopaki

Context

2. Waka Kotahi New Zealand Transport Agency (Waka Kotahi) regularly updates the Committee on the Transport Agency’s programmes and initiatives included in the Wellington Regional Land Transport Plan, and on matters of significant regional interest. The update ([Attachment 1](#) – Waka Kotahi New Zealand Transport Agency September 2020 presentation) is presented to the Committee by the Waka Kotahi member (or alternate). [Attachment 2](#) (Proposed approach to speed management – Land Transport Rule: Setting of Speed Limits) and [Attachment 3](#) (Vehicle speed and pedestrian casualty risk) are supporting documents from the Ministry of Transport and relate to the slides on speed management.

Ngā tūāoma e whai ake nei

Next steps

3. The Waka Kotahi member will speak to [Attachment 1](#) at the Committee’s meeting on 8 September 2020.

Ngā āpitihanga

Attachment

| Number | Title |
|---------------|--|
| 1 | Waka Kotahi NZ Transport Agency September 2020 presentation |
| 2 | Proposed approach to speed management – Land Transport Rule: Setting of Speed Limits |
| 3 | Vehicle speed and pedestrian casualty risk |

Ngā kaiwaitohu
Signatories

| | |
|----------|--|
| Writer | Lucas Stevenson – Kaitohutohu/Advisor, Democratic Services |
| Approver | Emma Speight – Director, Regional Relationships, Waka Kotahi NZ Transport Agency |

| |
|---|
| <p>He whakarāpopoto i ngā huritaonga Summary of considerations</p> |
| <p><i>Fit with Council’s roles or with Committee’s terms of reference</i></p> <p>The Waka Kotahi update (Attachment 1) reviews the implementation and delivery of Waka Kotahi’s initiatives and programmes that are included in the Wellington Regional Land Transport Plan.</p> |
| <p><i>Implications for Māori</i></p> <p>There are no known implications for Māori.</p> |
| <p><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></p> <p>The update contributes to the delivery of the Wellington Regional Land Transport Plan.</p> |
| <p><i>Internal consultation</i></p> <p>There was no internal consultation.</p> |
| <p><i>Risks and impacts - legal / health and safety etc.</i></p> <p>There are no known risks or impacts.</p> |

Attachment 1 to Report 20.314

Regional Transport Committee

Greater Wellington Regional Council
8 September 2020



New Zealand Government

NLTP development

- The date for RLTPs to be submitted has been extended by two months – from 30 April to 30 June 2021.
- The adoption of the NLTP is deferred two months – from 30 June to 31 August 2021.
- The two-month extension is to help reduce pressure and provide certainty for regional councils.
- This shift of two months is the same change to deadlines that we adopted for the 2018-21 NLTP.



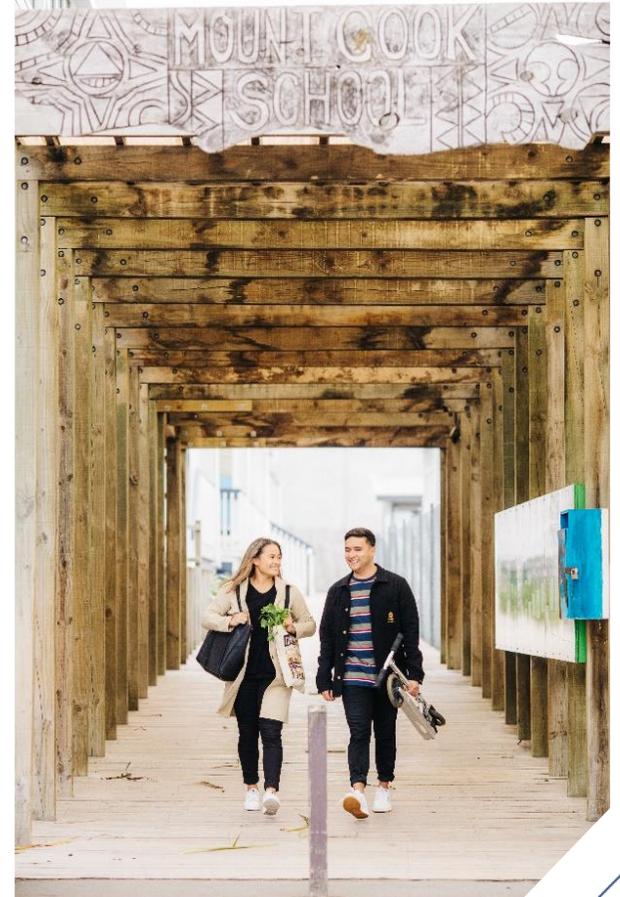
Funding Assistance Rates (FAR)

- FARs for the 2021-24 NLTP have been set.
- Under the new rates, 22 approved organisations will see their rates increase, 47 will remain the same, while 11 will move to lower rates.
- The overall average FAR rate remains 53%
- The Board also confirmed the FARs for Special Purpose Roads (SPRs).
- In the absence of an agreed transition plan, the rate for SPRs for the 2021-24 NLTP is 100%. From 1 July 2024, these roads will revert to normal FAR.



Investment Decision-Making Framework (IDMF)

- The IDMF is effective from 31 August and applies to any business case that starts on or after 31 August.
- There are a series of Q&A sessions in September with our IDMF subject matter experts.
- We also have videos about the key IDMF changes available on InvestHub.
- InvestHub is our new portal that will become our single access point for all investment-related guidance, tools and learning information.



Arataki

Arataki V2 is now live



Arataki V2 assesses the likely regional and community impacts of COVID-19 on the land transport system



Arataki V2 provides easier access to data and information to help with RLTP development and other planning



Asset Management Data Standard (AMDS)

- In late July, we released the first version of the AMDS to improve how we manage land transport assets.
- Five workshops were held in early August, giving attendees the opportunity to learn and provide essential feedback.
- We're seeking feedback from anyone with an interest in the development and implementation of the standard.
- There will be four releases leading up to the AMDS being implemented in mid-2021.



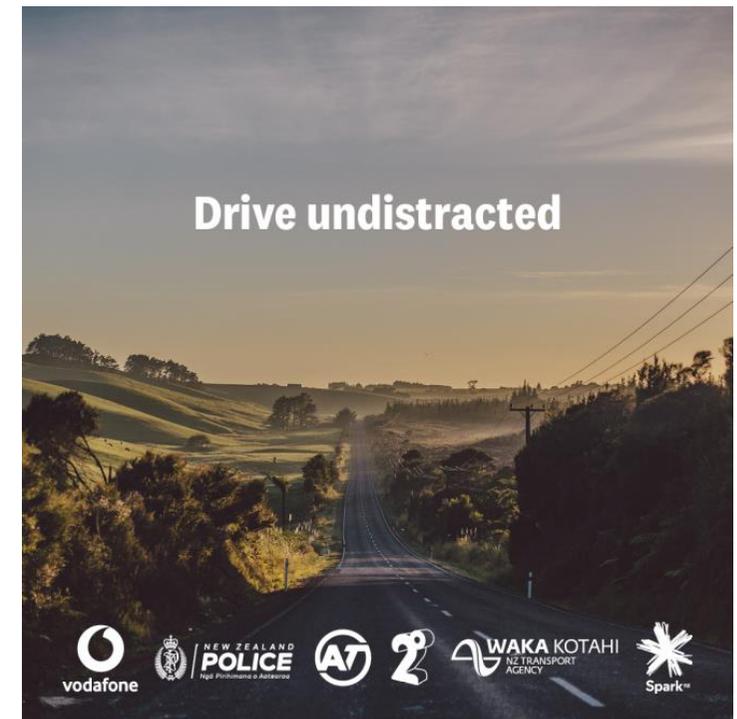
Accessible Streets Consultation

- Accessible Streets is a package of national rule changes to support a move away from private vehicle use in urban centres to more energy efficient, low-cost and healthier transport options like walking, cycling and public transport.
- A national framework with local adaptations to fit local conditions.
- There are nine proposals in total.



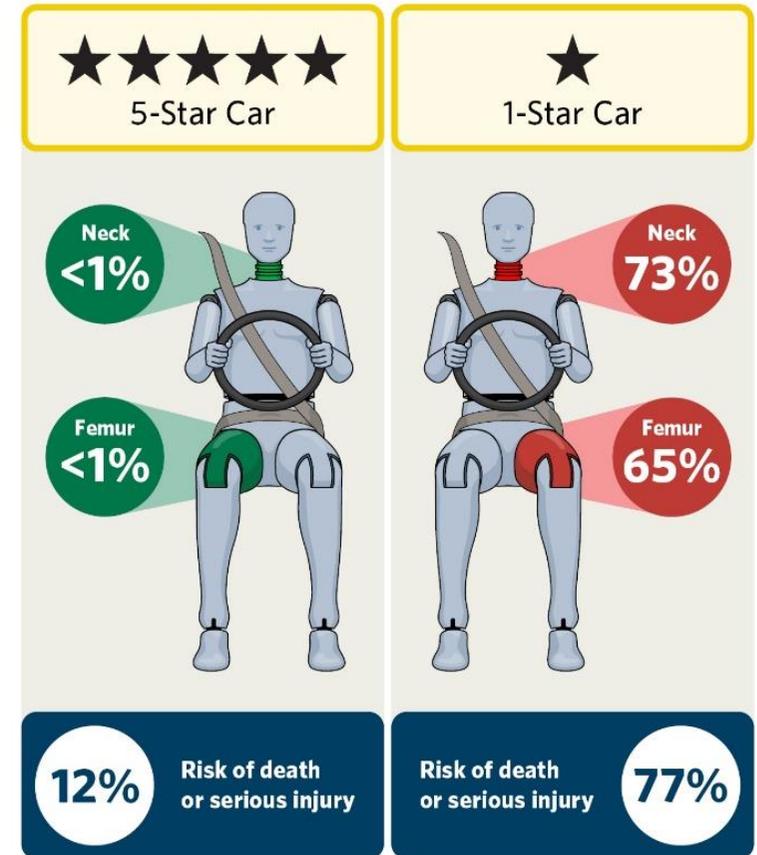
Driver distraction partnership

- We're collaborating with 2Degrees, Vodafone, Spark, Auckland Transport and NZ Police to raise awareness around the issue of mobile phone driver distraction.
- The partnership aims to develop a series of thought-provoking campaigns and initiatives over the coming year to spread the word to 'drive undistracted'.



Star ratings save lives in crashes

- We've released new crash test footage demonstrating that the choice you make when buying your next used car could be a life and death decision.
- The footage shows the results of a controlled head-to-head crash test between a 1-star and a 5-star safety rated vehicle.
- The outcome for the crash test dummies in each car showed a 77% chance of serious injury for the driver of the 1-star rated vehicle, compared to just a 12% chance of serious injury for the driver of the 5-star car.



Proposed approach to speed management

- In July the Ministry of Transport, through Local Government NZ, distributed two documents to RCA Forum members, Chief Executives and TSIG members.
- The explanatory document provides visibility of the direction of the proposed changes to the setting of speed limits rule.
- The proposal is at an early engagement stage and the Ministry of Transport welcomes any feedback you may have.
- Please send any feedback or questions to: speed@transport.govt.nz





Greater Wellington Updates

September 2020

NZ Upgrade Programme

Melling (\$258 million)

Design of new interchange and bridge (plus new walking, cycling and PT connections) is underway.

Working with RiverLink partners to progress integrated design that meets flood protection objectives.



| PROJECT | SH / LOCAL RD / RAIL | DELIVERABLE | RECENT PROGRESS | KEY DATE |
|--------------|----------------------|-------------------------------------|-----------------------------------|------------|
| Consent | SH/Local Road/PT | Consent lodged | Integrated consent with RiverLink | Early 2021 |
| Tender | SH/Local Road/PT | Construction contract tendered | | Late 2021 |
| Contract | SH/Local Road/PT | Construction contract awarded | | Mid 2022 |
| Construction | SH/Local Road/PT | Construction start | | Late 2022 |
| Completion | SH/Local Road/PT | Melling interchange and bridge open | | Late 2026 |

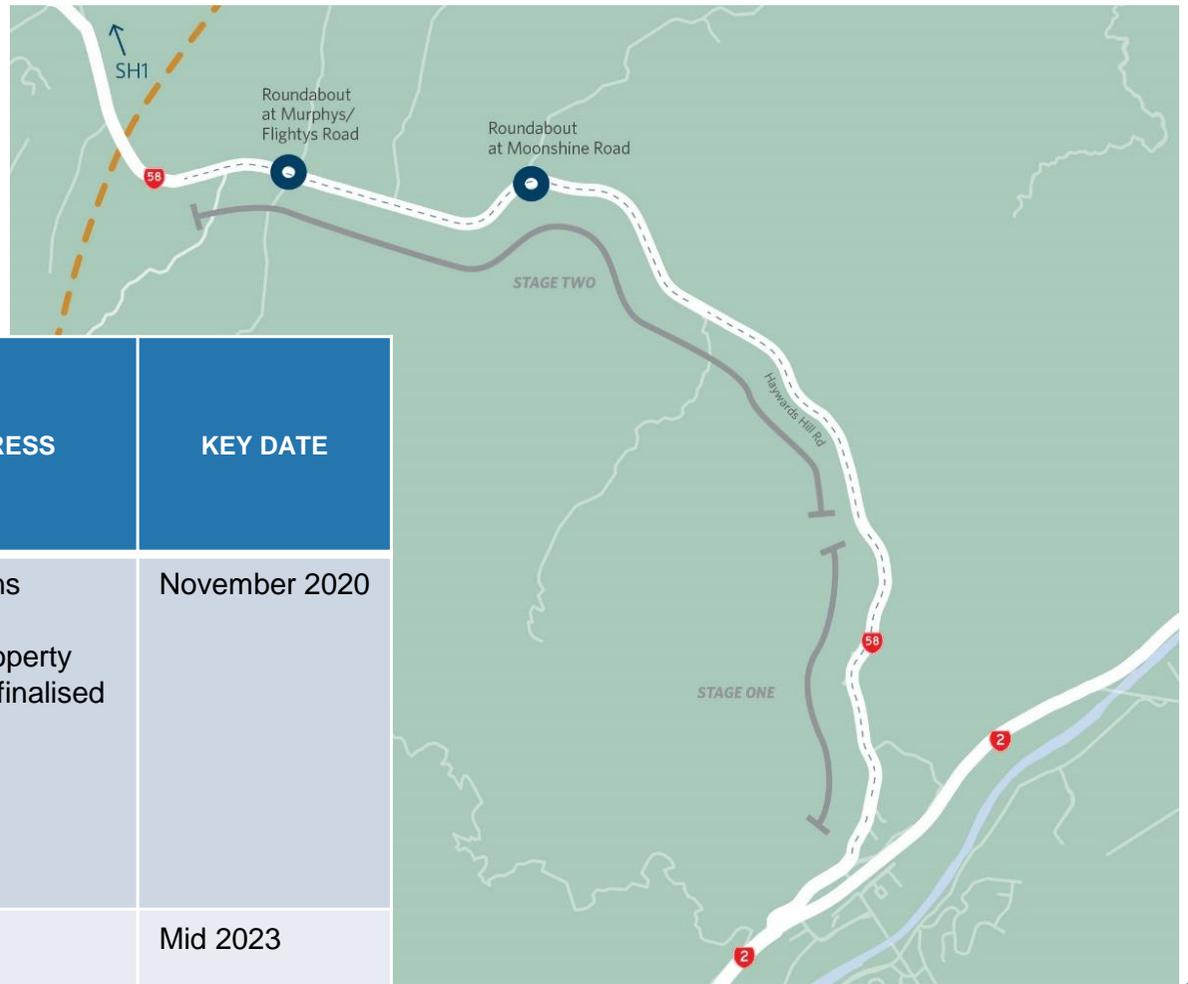
State Highway 58

Connecting Wellington's Hutt Valley with Porirua and the Kapiti Coast



NZ Upgrade Programme

SH58 Safety Improvements – Stage 2 (\$59 million)



| PROJECT | DELIVERABLE | RECENT PROGRESS | KEY DATE |
|---------------------------|------------------------|--|---------------|
| Consenting / construction | Construction start | Contract negotiations underway. Consent applications and property requirements to be finalised in November | November 2020 |
| Completion | Construction completed | | Mid 2023 |

Ō2NL - Building a new highway

Outcomes of the new four lane median-divided highway

- **Improved safety**, with fewer deaths and serious injuries
- **More resilient network**
- **Support growth** through improved movement of people and freight
- **Integrate with the local network** including supporting access to walking and cycling
- **Enhance efficiency**, making journey times more reliable
- **Creating a positive legacy** by working with the community on the built and natural environment we shape.

Technical assessments

- Visible investigations in recent months include:
 - Geotechnical testing on the corridor from late May, drilling bore holes for soil samples and Advanced Cone Penetration Tests (CPTs) to evaluate engineering properties of soil.
 - Aerial (drone) survey of the area.



NZ Upgrade Programme Ō2NL

Progressing plans for the Ōtaki to north of Levin \$817 million new highway project (NZUP).

- Investigations and design work progressed the 300m wide preferred corridor to the draft preferred alignment, which represents the technically preferred option as accessed across various fields.
- We are currently holding meetings with affected property owners and stakeholders to discuss our proposals and public and stakeholder engagement began on 25 August.
- Draft plans being presented to the community for:
 - The new highway **alignment**
 - **Interchange** locations and types
 - **Local road** connections
- Options assessed against:
 - **Fit with project objectives**
 - **Environmental and social factors** - including HDC district development, iwi cultural values, productive land values and more.
 - **Implementability impacts** - including fit with local road system.

Project Objectives

- Contribute to enhanced movement of people and freight on the state highway network.
- Enhance safety of travel on the state highway network.
- Enhance resilience of the state highway network.
- Provide appropriate connections that integrate the state highway and local road network to serve urban areas.



Draft preferred alignment

Draft preferred alignment

Alignment assessed as the technically best performing from work to date



Ō2NL Community Engagement

Community engagement this winter on safety improvements and the new highway.

Safety improvements (NLTF)

- Three portions of work:
 - Stretches of edge barrier and wide centre lines on SH57, plus SH57 / Queen St roundabout
 - Stretches of median barrier on SH1 south of Levin, plus SH1 / SH57 roundabout
 - Investigation into possible safety improvements north of Levin
- We sought community feedback on the SH57 portion of this work in July and this is being incorporated into our designs. We will continue to engage as designs are developed for the rest of the safety improvements.

New highway and shared path (NZ Upgrade Programme)

- Property owner conversations about the draft preferred alignment began in mid-August.
- Engagement with the community for an update on investigations and the announcement of the draft preferred alignment began 25 August and will continue through September.
- Display at Te Takeretanga Kura-hau-pō in Levin from 1 September till 11 September, which can be visited during library hours. Staff are on site Tuesday-Thursday and on one Saturday to receive feedback and answer questions.



Improving **safety and resilience** of the **Ōtaki to north of Levin** transport corridor in the medium term, while progressing a new four-lane highway to **support growth** in Levin and **increase transport choice** for the growing population by the end of the decade.

Greater Wellington Regional Update

| Activity | 2018 – 21 NLTP 2020/21 Allocation | Key date(s) | Progress | Commentary |
|--|--|-------------|----------|---|
| State highway maintenance, operations and renewals | <i>Still being finalised</i> | Ongoing | Green | <ul style="list-style-type: none"> Waka Kotahi has put together another annual programme for our maintenance and operations for 2020/21. The final annual renewals programme is currently being finalised. |
| Low Cost / Low Risk | <i>Still being finalised</i> | On-going | Green | <ul style="list-style-type: none"> The annual programme is being finalised. We have secured \$700K for further minor resilience improvements on SH 1 Ngauranga Gorge |
| Emergency Works | <i>Still being finalised</i> | On-going | Amber | <ul style="list-style-type: none"> Emergency Works sites planning/design ongoing |

Greater Wellington Large Capital Project Updates

PP20 site



Picture 1 – Smisek Kilns after removal of temporary horadings.



Picture 2 – Placement of gravels for the subgrade of Winiata Link Road.

Greater Wellington Large Capital Project Updates

| Activity | 2018 – 21 NLTP | Key date(s) | Progress | Commentary |
|---------------------------|----------------|-------------|----------|--|
| Peka Peka to Ōtaki (PP20) | \$410 m | Underway | Amber | <p>Following the resurgence in COVID-19 and the associated increase in alert levels, the project is again adapting to the restrictions around social distancing and contact tracing. The change in alert levels has also had an impact on the supply chain particularly where suppliers are based in the Auckland region.</p> <p>Key construction activities are as follows:</p> <ul style="list-style-type: none"> • Construction is underway on the section of temporary roading south of the Otaki River to allow construction of the new intersection and approaches to Otaki Gorge Road. • Planning is underway for the northern tie-in which also includes a section of temporary roading to the east of the existing SH1 alignment. • Completion of Local Arterial Road (LAR) Stage 2 between Peka Peka and Marycrest, which when open, will divert state highway traffic from the existing alignment to allow the new expressway to be constructed at this location. Opening of LAR Stage 2 is expected in late 2020. • Consents are now in place for construction of a temporary asphalt plant to the west of the Otaki River bridge. This will facilitate efficient manufacture and transport of asphalt required for the structural asphaltic road pavement and long-life surfacing. • Pavement preparation and construction across the entire project site. <p>In terms of the expressway opening date, we are expecting that the latest COVID-19 restrictions will have some impact. As reported last month, we are currently working through the implications of COVID-19 and Waka Kotahi's decision to change to a more robust asphaltic pavement. At this stage, the full impact of the delay is still being assessed by the project team but the opening date will move out from the current date of mid-2021.</p> |

Greater Wellington Large Capital Project Updates

| Activity | 2018 – 21 NLTP | Key date(s) | Progress | Commentary |
|------------------------------------|----------------|-------------|----------|--|
| Let's Get Wellington Moving (LGWM) | \$30.8m | Underway | Green | <ul style="list-style-type: none"> Work is progressing well with the delivery of the next phase of investigations. This includes work across the different packages of work, including early delivery, Mass Rapid Transit, work on City Streets, State Highway Improvements and Travel Demand Management, will be completed during the 2018-2021 NLTP. <p>* Note full update provided by LGWM team – included here for completeness</p> |
| | | | | |

Greater Wellington Large Capital Project Updates

| Activity | 2018 – 21 NLTP | Key date(s) | Progress | Commentary |
|--------------------|----------------|------------------------|----------|---|
| Transmission Gully | c.\$500m | Opening Date Sept 2021 | Red | <ul style="list-style-type: none"> • Waka Kotahi has reached agreement in-principle with the contractor, Wellington Gateway Partnership (WGP) and its two major sub-contractors on the commercial impacts of the Covid-19 pandemic and the resulting disruptions and delays. The settlement provides for the new motorway to open by September 2021, and includes: <ul style="list-style-type: none"> • Payment to WGP of \$12.5m; • Payment to the builder, CPB HEB JV of \$145.5m (which includes \$19m in advance interim payments that have already been made); • Payment to the maintenance contractor, Ventia, is still to be finalised, but is expected to be approx. \$5m; • A contract variation, costing an additional \$45.5m, to provide 'Structural Asphalt' pavement over about 9 km of the route, which has enabled the September 2021 opening date to be agreed, by enabling the motorway to be built more quickly by ensuring work continues at pace throughout the year; and • No change to any of the performance or warranty conditions within the contract. Any aspects of the motorway which do not meet the standards required by the contract would need to be remedied by the contractor or by the builder, at their own cost. • Construction work is progressing well, which has been aided by the generally good weather during July and early August. |

Greater Wellington Project Updates – other

| Activity | 2018 – 21 NLTP | Key date(s) | Progress | Commentary |
|---|----------------|----------------------|----------|---|
| Wellington Network Operational Readiness for Transmission Gully | \$20.4m | Sep-2021 | Green | <ul style="list-style-type: none"> Detailed design of the Intelligent Transport Systems to improve safety and network efficiency are nearing completion as we look to start construction late 2021 – the interventions include additional variable message signs, CCTV and extending the southbound Ngauranga Gorge variable speed system from Porirua to the top of the Gorge. We're also finalising designs to improve the on-ramp merge line markings between Newlands and Porirua to encourage safe driver behaviour – a communications campaign will accompany the changes. |
| TG Revocation | \$0.6m | Sep-2021 | Green | <ul style="list-style-type: none"> Waka Kotahi has begun consultation on a proposal where SH1 Linden to Mackays remains a state highway and SH58 Pauatahanui to Paremata is revoked. The work includes consultation with Porirua City Council, Kāpiti Coast District Council, Greater Wellington Regional Council, Wellington City Council, iwi, communities and stakeholders. The future function and safety of each corridor will be assessed and appropriate improvements undertaken. The target is to be ready for implementation by completion of the Transmission Gully project. |
| Te Ara Tupua - Petone to Melling | \$30m approx. | Late-2021 completion | Green | <ul style="list-style-type: none"> Construction continues on several portions of the project. Construction of the Normandale underpass, planned for Easter, has been rescheduled for Labour Weekend. This does not alter the critical path of the programme. Construction is underway the ramps that will connect to the future Normandale underpass. This work continue until December. A one-way traffic system will be in place at the corner of Bridge Street and Parliament Street 24/7 for the duration of the work. There will be overnight work and State Highway 2 lane closures in the coming months as part of this. |

Greater Wellington Project Updates – other

| Activity | 2018 – 21 NLTP | Key date(s) | Progress | Commentary |
|--|----------------|---|----------|---|
| Te Ara Tupua – Ngauranga to Petone | \$n/a | Underway September consent application | Green | <ul style="list-style-type: none"> Further refinements to reduce ecological impact and provide further opportunities for cultural expression and acknowledgement have been made on the path design following ongoing engagement with stakeholders, partners and mana whenua An application for consent is expected to be made in September, under the COVID-19 Recovery (Fast-track Consenting) Act – the project is a ‘listed project’ in the Act. |
| Mackays to Peka Peka (M2PP) revocation | \$17.5m | Underway | Green | <ul style="list-style-type: none"> 13km of corridor improvement works Construction of northernmost 4km has been completed. Work on southernmost 2km is underway. KCDC and Waka Kotahi discussing Waikanae and Paraparaumu town centre plans where these are adjacent to revocation plans. Town centre works rescheduled to Winter 2021 due to COVID-19 Response. |
| Peka Peka to Ōtaki (PP2Ō) revocation | \$13m | Underway | Green | <ul style="list-style-type: none"> Stage 1 – confirming design principles and aspirations, form and shape - has been completed and signed off by KCDC and NZTA Stage 2 – documenting a detailed scope of revocation work and confirming the scoping report – is complete and forms the basis for design and implementation. A MOU between KCDC and NZTA has been signed by appropriate parties Stage 3 is underway on the preliminary design of revocation works. The target is to be ready for implementation by completion of the PP2Ō expressway project. |

SH58 Safety Improvements, Stage 1



Greater Wellington Project Updates – Safety

| Activity | 2018 – 21 NLTP | Key date(s) | Progress | Commentary |
|---|--|---|----------|--|
| SH58 Safety Improvements – Stage 1 | \$55M | mid-2021 | Green | <ul style="list-style-type: none"> • Work continues through winter with bulk cuts now complete, drainage installed and services relocated. Other work including guard railing and putting up CC TV is happening. • Pavement work is on schedule to occur in October. • On-track to complete Stage 1 in May 2021, with overlapping activities on Stage 2 from around November this year. |
| Speed Management | \$1.5M for Wellington region over multiple corridors | Technical assessments underway | Green | <ul style="list-style-type: none"> • We are currently undertaking technical assessments on the current speed limits for the following three corridors. After the assessments are completed if it determines the current speed limits are not safe and appropriate, further steps will need to be completed before changing any speed limits, including engagement and consultation with the community. <ul style="list-style-type: none"> • SH2 Ngauranga to Maoribank • SH58 Paremata Road (SH1 to Pauatahanui) • SH58 Haywards (SH2 to 50m NW of Old Haywards Hill) |
| Speed management with infrastructure projects | | Speed management being considered in conjunction with infrastructure projects | Green | <ul style="list-style-type: none"> • Speed management is also being investigated in conjunction with infrastructure for the following projects: <ul style="list-style-type: none"> • SH1 Otaki to North of Levin – engagement to be completed as part of the infrastructure project • SH2 Featherston to Masterton – engagement planned for late 2020 • SH1 Mackays to Peka Peka revocation – engagement late 2020 • SH1 Peka Peka to Ōtaki revocation – engagement late 2020 • SH1 Cobham Drive (LGWM) – engagement rescheduled to align with state highway improvements engagement. • SH1 Kent, Vivian and Karo Streets (LGWM) – no changes proposed |

Hei konā mai

Proposed approach to speed management Land Transport Rule: Setting of Speed Limits



Enabling New Zealanders to flourish

July 2020



New Zealand Government

DRAFT FOR TARGETED ENGAGEMENT – NOT GOVERNMENT POLICY

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Purpose of this document

The Government is developing the Setting of Speed Limits rule (the draft rule) as part of its *Tackling Unsafe Speeds* programme. This is intended to give effect to a new regulatory framework for speed management and the requirements for safer speed limits outside schools, and would replace the Land Transport Rule: Setting of Speed Limits 2017 (the 2017 rule).

This document is intended to provide local government and key stakeholders with visibility of the direction of the proposed changes to the 2017 rule. It is intended to allow key stakeholders to provide additional input into the drafting of the new Setting of Speed Limits Rule ahead of formal consultation on the draft rule. Formal consultation is expected to be carried out shortly after the 2020 General Election.

This document may also be used by local government to begin planning for implementation of the new speed management framework. However, while the overall approach has been agreed to by Cabinet, this document sets out proposed changes only. **It is not confirmed Government policy.** Some details outlined in this document may change subject to feedback from stakeholders, formal consultation, and during finalisation of the rule.

The Ministry welcomes any feedback you may have on the proposals in this document. While the overall policy has been agreed by Cabinet, we are interested to know whether the proposals outlined in this document are likely to create practical challenges when being implemented as there will be an opportunity to address these before the draft rule is finalised. Please send any feedback or questions to: speed@transport.govt.nz.

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How to navigate this document

This document consists of four parts.

Part 1 sets out the background and what has been done to date.

Part 2 sets out the key components of the new regulatory framework.

| Key component | For more information, refer to: |
|--|---------------------------------|
| <p>Speed management plans - The separate requirements for Waka Kotahi NZ Transport Agency (Waka Kotahi) (as an RCA) and territorial authority RCAs¹ in conjunction with regional transport committees to develop, consult on, and finalise speed management plans.</p> <p>Regional speed management plans would be certified by Waka Kotahi (as regulator).</p> | Section 2.2 |
| <p>Speed Management Committee - The establishment of a speed management committee to certify Waka Kotahi’s State highway speed management plans and to provide oversight of the information and guidance on speed management that Waka Kotahi (as regulator) provides to RCAs.</p> | Section 2.3 |
| <p>Register of Land Transport Records - The requirement for all permanent, variable and seasonal speed limits to be entered into a national publicly searchable register. This register would be a single source of truth, and would give legal effect to all permanent, variable and seasonal speed limits in the country. Existing speed limits in bylaws would be transferred to the register.</p> | Section 2.4 |
| <p>Safer speed limits around schools - The requirement for RCAs to reduce speed limits around:</p> <ul style="list-style-type: none"> • urban schools to 30 km/h (variable or permanent speed limits), with the option of implementing 40 km/h speed limits if appropriate • rural schools to a maximum of 60 km/h (variable or permanent speed limits). | Section 2.5 |

¹ When the term “RCAs” is used in this document, we are referring to territorial authority RCAs. RCAs who are not territorial authorities are referred to as “non-territorial authority RCAs”.

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Part 3 provides information on elements of the 2017 rule that would be replaced, as well as those that would remain unchanged.

| Key component | For more information, refer to: |
|---|---------------------------------|
| Components of the 2017 rule that would be replaced: <ul style="list-style-type: none"> • 70 km/h and 90 km/h speed limits • variable speed limits • mean operating speed • urban traffic areas • Waka Kotahi’s role as regulator. | Section 3.2 |
| Components of the draft rule that would remain largely unchanged: <ul style="list-style-type: none"> • default speed limits • temporary and emergency speed limits • signs and road markings • speed limits in designated locations² | Section 3.3 |

Part 4 contains information on transitioning to the new regulatory framework.

² While the types of designated locations would remain the same, speed limits in these areas must be entered into the Register of Land Transport Records, and RCAs have the option of using speed management plans to consult on speed limits in these locations.

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1. Background

Faster travel speeds increase the risk of a crash and, when a crash happens, increase the trauma involved. We know that speed is a major contributing factor to deaths and serious injuries on New Zealand roads.

We want a consistent, transparent and coordinated approach taken to speed management across our road network where decisions about engineering upgrades, speed limit changes and the roll out of safety cameras are made together.

We'd like to see our speed management decisions support safe and accessible environments for walking, cycling and travelling with children.

We have heard from local government that:

- Road controlling authorities (RCAs) find the current process for setting speed limits (which requires RCAs to make bylaws) resource intensive, time consuming and complex. This leads to confusion, delays and some RCAs putting off making speed management decisions that are sorely needed on our highest risk roads. The current process does not encourage regional collaboration among RCAs and speed management can often be done on a road-by-road basis. This leads to communities having little visibility about speed management changes across their region.
- There are opportunities to improve safety and accessibility around schools. Current speed limits outside many schools do not make walking and cycling an appealing mode of transport. Increased rates of children walking and cycling to school may also have a range of co-benefits, including health and accessibility benefits.

In response to this feedback, on 11 November 2019, the Government agreed to the *Tackling Unsafe Speeds* programme. The programme includes three components. These are:

1. Introducing a new regulatory framework for speed management to improve how RCAs plan for, consult on and implement speed management changes.
2. Transitioning to lower speed limits around schools to improve safety and encourage more children to use active modes of transport.
3. Adopting a new approach to safety cameras to reduce excessive speeds on our highest risk roads.

As part of the new regulatory framework, the speed management process would be aligned with the land transport planning process and bring together decisions about infrastructure investment and speed management. This would help ensure a more transparent process to speed management infrastructure, planning and implementation around the country.

Where are we at in the process?

We are developing the draft rule, which would give effect to the new regulatory framework for speed management and the requirements for safer speed limits outside schools. This would replace the 2017 rule. Waka Kotahi is also progressing the delivery of its safety

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camera and infringement processing operating model, which would see these safety camera functions transfer from the New Zealand Police to Waka Kotahi.

The Ministry had previously indicated that we would be formally consulting on a draft rule in mid-2020. However, drafting of the Land Transport (NZTA) Legislation Amendment Bill (NZTA Bill) (which impacts how some provisions in the rule would be drafted) and the rule, have been delayed due to redeployment of resources to respond to COVID-19. Public consultation on the draft rule is now anticipated to occur after the 2020 General Election (subject to Cabinet agreement).

Further information on the NZTA Bill can be found [here](#).

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2. Key components of the new framework

2.1 Summary

The draft rule proposes to introduce a new speed management framework to improve the way RCAs plan and implement speed management changes. Once introduced, Waka Kotahi would be required to produce a State highway speed management plan. This plan would set out proposed speed management reviews and safety infrastructure changes on the State highway network over a 10 year period. Plans would be developed every six years, with allowance for variation every three years (plans would provide more specific details about proposals for the first three years of the plan). An independent speed management committee would be established to certify this plan.

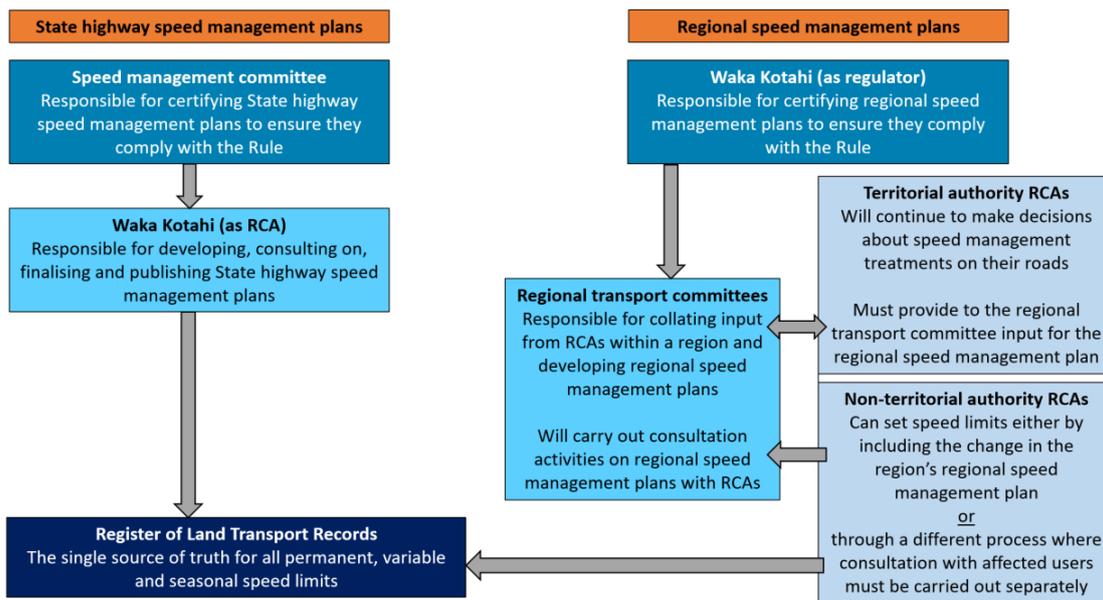
RCAs would be required to work collaboratively with their regional transport committee and Waka Kotahi to produce regional speed management plans, setting out speed management treatments in the region over a 10 year period. These plans would be developed every six years and would be updated every three years to align with the land transport planning process. Waka Kotahi (as regulator) would be responsible for certifying regional speed management plans. All speed management plans would be made publicly available on the Waka Kotahi website.

This approach would remove the current bylaw-making requirements. All speed limits would formally come into force through inclusion on a national register.

This framework would allow for a more coordinated and transparent approach to speed management. Through this planning process, RCAs would be required to reduce speed limits around urban schools to 30 km/h (or 40 km/h where appropriate) and around rural schools to a maximum of 60 km/h. These could be variable speed limits where appropriate, with the lower speed applying during school travel times.

The diagram and table below illustrate the key components of the new regulatory framework, and the new functions and responsibilities we are proposing to introduce. Under the new framework, there would be greater clarity of Waka Kotahi's role as a regulator and as an RCA, as there would be a clear distinction between Waka Kotahi's regulatory functions and RCA functions.

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| Body | Responsibilities |
|--------------------------------------|--|
| Waka Kotahi (as an RCA) | <ul style="list-style-type: none"> Works with regional transport committees to develop, consult on, finalise and publish State highway speed management plans. <p><i>Note: Each regional transport committee includes a Waka Kotahi representative.</i></p> |
| Regional transport committees | <ul style="list-style-type: none"> Collate input from RCAs within a region and develop, consult on and finalise regional speed management plans. Provide a forum to encourage consistency across the network, managing interactions and implementation timing across RCAs, and working through any boundary issues with bordering regions. |
| Waka Kotahi (as regulator) | <ul style="list-style-type: none"> Certifies regional speed management plans prepared by regional transport committees to ensure they comply with requirements in the draft rule. Approves speed limit changes that are done outside the speed management planning cycle. Provides information and guidance on speed management to RCAs. Provides support and advice to the speed management committee, as well as playing an administration role. |
| Speed management committee | <ul style="list-style-type: none"> Certifies State highway speed management plans prepared by Waka Kotahi (as an RCA) to ensure they comply with the draft rule. Provides oversight of the information and guidance on speed management that Waka Kotahi (as regulator) provides under the draft rule, to ensure that the information is up to date and is fit for purpose. |

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| | |
|---|--|
| <i>Note: Appointments to the speed management committee would be made by the Minister of Transport.</i> | |
| Territorial authority RCAs | <ul style="list-style-type: none"> • Continues to make decisions about speed management treatments on their roads. • Provides input into the regional speed management plan to the regional transport committee. |
| Non-territorial authority RCAs | <ul style="list-style-type: none"> • Continues to make decisions about speed management treatments on their roads. • Can set speed limits either: <ul style="list-style-type: none"> ○ through the process for setting speed limits in designated locations, or ○ by including the change in the relevant regional speed management plan. |
| Registrar | <ul style="list-style-type: none"> • Certifies all permanent, variable and seasonal speed limits in the Register of Land Transport Records – the intent is that this would be the single source of truth for these speed limits. |

More information on the proposed new requirements is set out in the sections below.

2.2 Speed management plans

What is being proposed?

| |
|--|
| <p>Waka Kotahi (as an RCA) would prepare and consult on a State highway speed management plan for the State highway network.</p> <p>Territorial authority RCAs would each contribute to a regional speed management plan coordinated by regional transport committees.</p> |
|--|

It is proposed that speed management plans would set out the objectives, policies and measures for speed management on relevant roads for at least 10 financial years from the start of the plan, and include changes to speed limits (other than temporary and emergency speed limits), safety cameras and infrastructure on the relevant roads. Plans would be updated and consulted on again every three years.

The timing of both the State highway and regional speed management planning and consultation processes would be aligned with regional land transport planning to bring together speed management and infrastructure investment decisions. Waka Kotahi would be responsible for determining specific deadlines for each planning cycle.

It is intended that speed management plans must also:

- indicate how the plan is consistent with the road safety aspects of the Government Policy Statement (GPS) on land transport and any Government road safety strategy
- include an explanation of the approach to deciding whether to propose speed limit changes or infrastructure investments (including safety camera proposals)

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- include an implementation programme for at least 3 financial years from the start of the plan that sets out the timelines at which changes to speed limits, safety cameras and infrastructure on the relevant roads would be implemented
- include information about any speed limit area that an RCA has designated over relevant roads (see section 3.2.4 for more information on speed limit areas)
- include information about speed management treatments around schools, including a rationale for why any speed limits outside schools during school travel periods would be above 30 km/h, (see section 2.5 for more information on speed limits around schools)
- include a summary of changes to speed limits, safety cameras and infrastructure that have yet to fully take effect but have already been included in the implementation programme in a previous plan
- for any changes to speed limits that do not align with Waka Kotahi's view (as regulator) of what is the safe and appropriate speed for the road, include an explanation for why the change to the speed limit is being made.

Speed management plans would also describe the interactions where speed management proposals affect roads that interact across RCA responsibilities. This would include, for example, between local roads and State highways, and at the boundaries of regional speed management plans.

It is intended that when preparing a plan, each regional transport committee and Waka Kotahi (as an RCA) must have regard to the guidance and information developed and maintained by Waka Kotahi (as regulator).

Speed management plans would be consulted on to ensure local knowledge and community feedback is accounted for. All RCAs would be required to implement their proposals in final speed management plans. In order to give legal effect to new speed limits, RCAs would be required to lodge all speed limit changes for inclusion on the Register of Land Transport Records (see section 2.4 for more information on the Register of Land Transport Records).

How is this different from the existing process?

The development of speed management plans would replace and remove the current bylaw-making requirements when setting speed limits. It would also require RCAs and regional transport committees to consider speed management treatments across an entire region, rather than just on a road-by-road basis. Likewise, consultation would be done on the entire plan, rather than on a road-by-road basis.

Under the new framework, there would be greater emphasis on the expectation of RCAs to take a 'whole of network' approach to considering speed management changes. This includes consideration of infrastructure treatments (including safety cameras) in addition to, or instead of, speed limit changes to help achieve optimal road safety outcomes.

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Regional transport committees would play a greater role in speed management under the new framework. They would be responsible for collating input from RCAs within a region and updating draft regional speed management plans every three years.

This new framework would create a more coordinated approach to speed management, and it would encourage collaboration between RCAs and regional transport committees. The development of speed management plans and the process for certifying them would ensure there is greater accountability for speed management across the country. This would be particularly beneficial to the public, who would have far greater transparency of proposed speed management changes in their regions and across the country.

2.2.1 Regional speed management plans

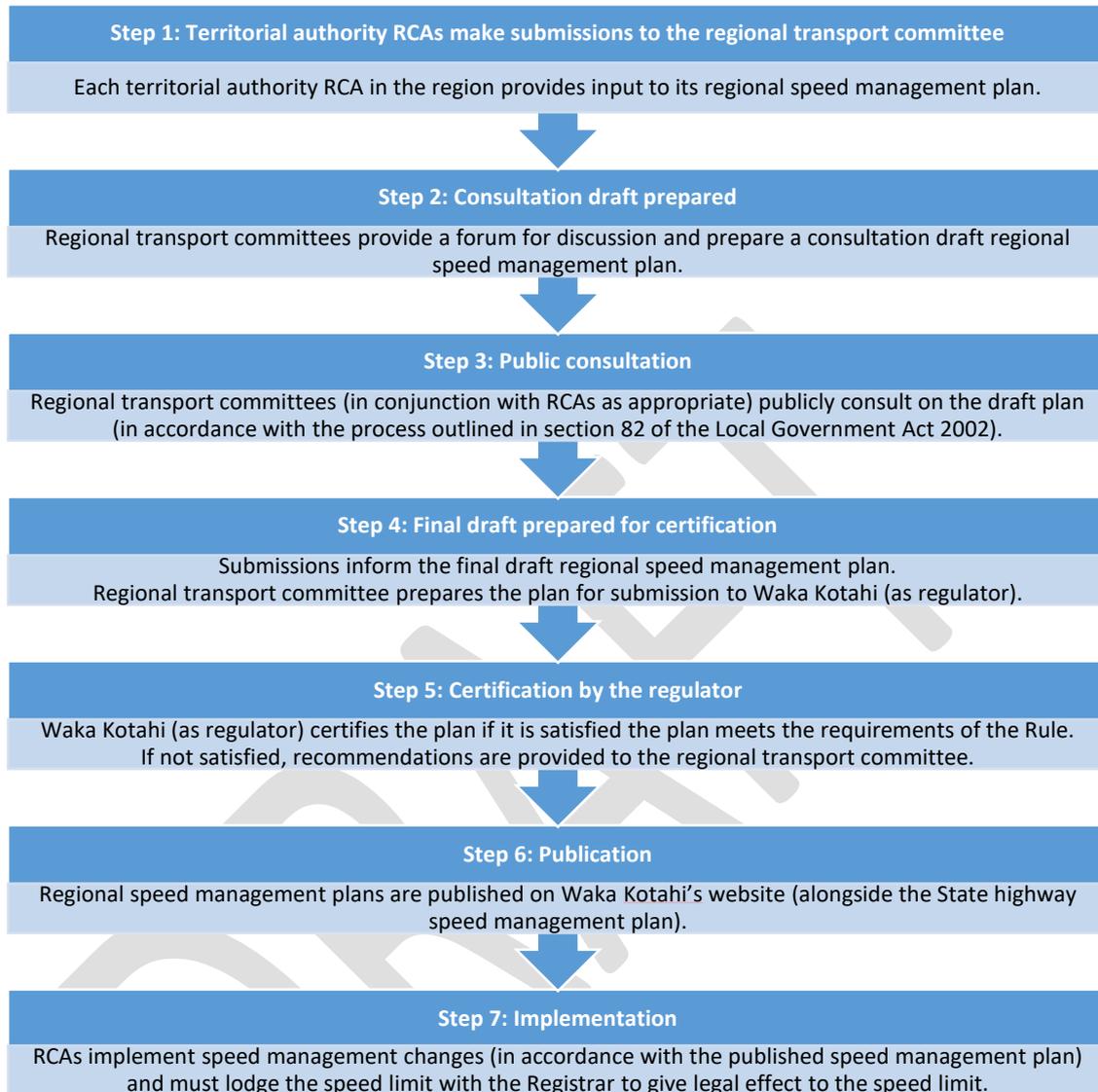
All territorial authority RCAs would continue to make decisions about speed management treatments on their roads.

Regional transport committees would be responsible for collating input from RCAs within a region and developing draft regional speed management plans.

It is intended that proposals must be included in a regional speed management plan, in accordance with the timelines set by the regulator. We expect the regulator would set timeframes to coincide with development of regional land transport plans, to allow for coordination of decisions about infrastructure investment and speed management. The contributions of RCAs would be coordinated by regional transport committees into regional speed management plans. These plans should be certified by the regulator.

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Process for making regional speed management plans



Role of regional transport committees

Regional transport committees would provide a forum to:

- encourage consistency across the network
- manage interactions and implementation timing across RCAs, including interactions between local roads and the State highway network
- work through any boundary issues with bordering regions.

Regional transport committees would also:

- carry out consultation activities on regional speed management plans with RCAs
- provide final draft regional speed management plans to Waka Kotahi (as regulator) for certification
- finalise regional speed management plans for publishing.

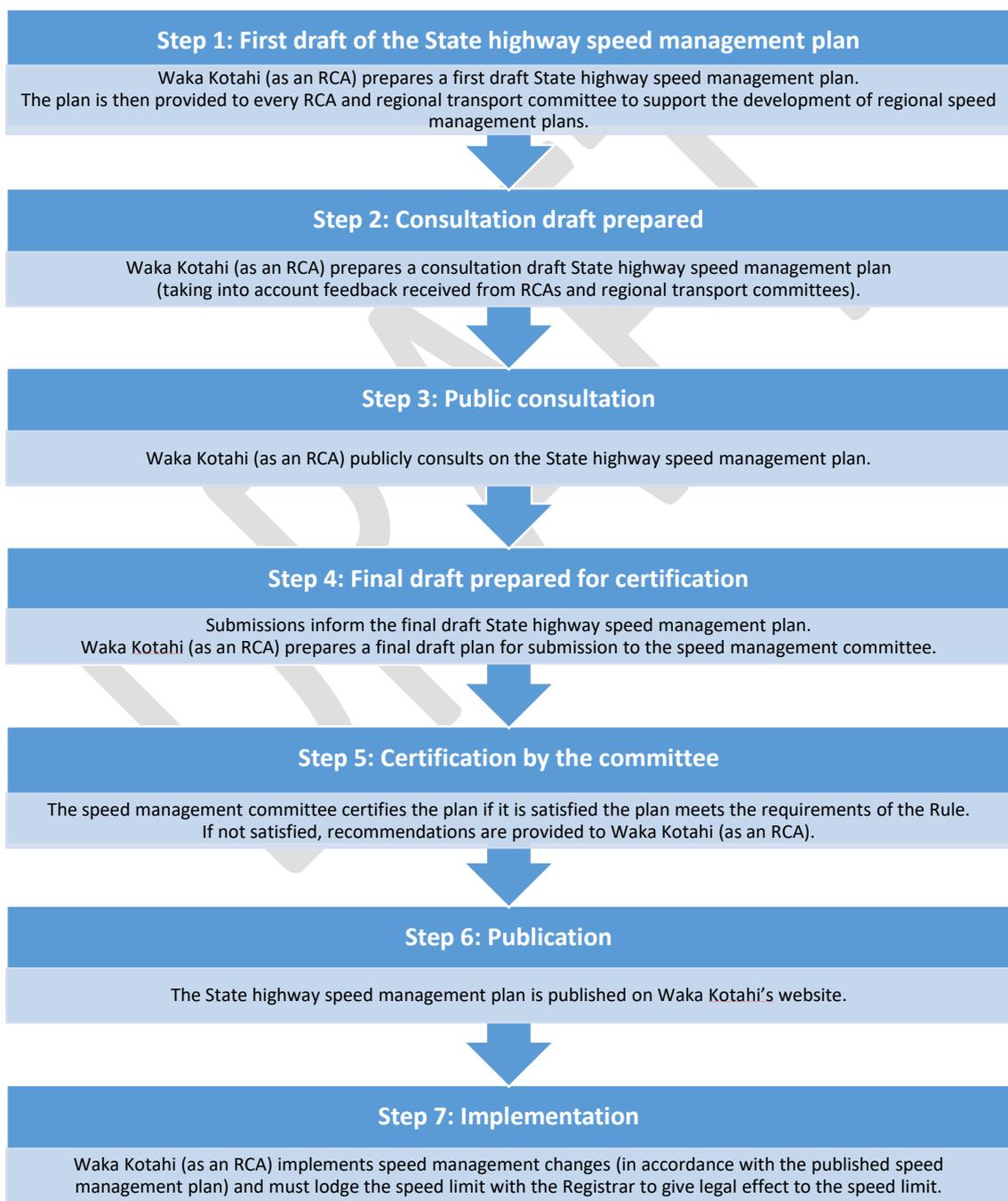
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2.2.2 State highway speed management plans

Waka Kotahi (as an RCA) would continue to make decisions about speed management treatments on the State highway network.

It is intended that proposals must be included in a State highway speed management plan, in accordance with the timelines set by the regulator. These plans must be certified by an independent speed management committee (refer section 2.3).

Process for making State highway speed management plan



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2.2.3 Consultation on plans

In general, the consultation process for speed management plans is expected to align with the consultation process for regional land transport plans.

The draft rule would provide flexibility for each region to determine the extent of the involvement of the regional transport committee, individual RCAs and Waka Kotahi (as regulator) in the consultation process. Consultation on regional and State highway speed management plans could be carried out in conjunction with one another and in conjunction with the relevant regional land transport plans, or the regional council's long-term plan or annual plan.

In order to fulfill the consultation requirements of the draft rule, regional transport committees and RCAs should meet similar requirements to those for regional land transport plans:

- consult in accordance with the consultation principles specified in section 82 of the Local Government Act 2002
- take reasonably practicable steps to consult Māori affected by any proposed change in a draft plan that affects or is likely to affect:
 - Māori land
 - land subject to any Māori claims settlement Act
 - Māori historical, cultural, or spiritual interests.
- establish and maintain processes to provide opportunities for Māori to contribute to the preparation of the plan.

2.2.4 Certification of plans

Waka Kotahi (as regulator) would formally certify regional speed management plans. Plans would be assessed against requirements set out in the draft rule.

An independent speed management committee would be established to certify Waka Kotahi's State highway speed management plan against the same requirements.

Certification would be a test to confirm that requirements in the rule had been met, rather than an opportunity to override decisions about individual speed management interventions. The regulator or the speed management committee would need to be satisfied that:

- the regional transport committee or Waka Kotahi (as an RCA), as the case may be, has confirmed that consultation has been carried out in accordance with the draft rule
- the plan complies with the content requirements as set out in the draft rule
- the plan takes a whole-of-network approach by including consideration of a range of speed management interventions
- the plan is consistent with the road safety aspects of the GPS on land transport and any Government road safety strategy

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- the plan includes an implementation programme for at least 3 financial years from the start of the plan that sets out the times at which the changes (if any) being proposed to speed limits, safety cameras and infrastructure on the relevant roads are proposed to come into force
- where the plan includes changes to speed limits that do not align with the regulator’s view of what is the safe and appropriate speed for the road, the plan also includes an explanation for why the change to the speed limit is being proposed.

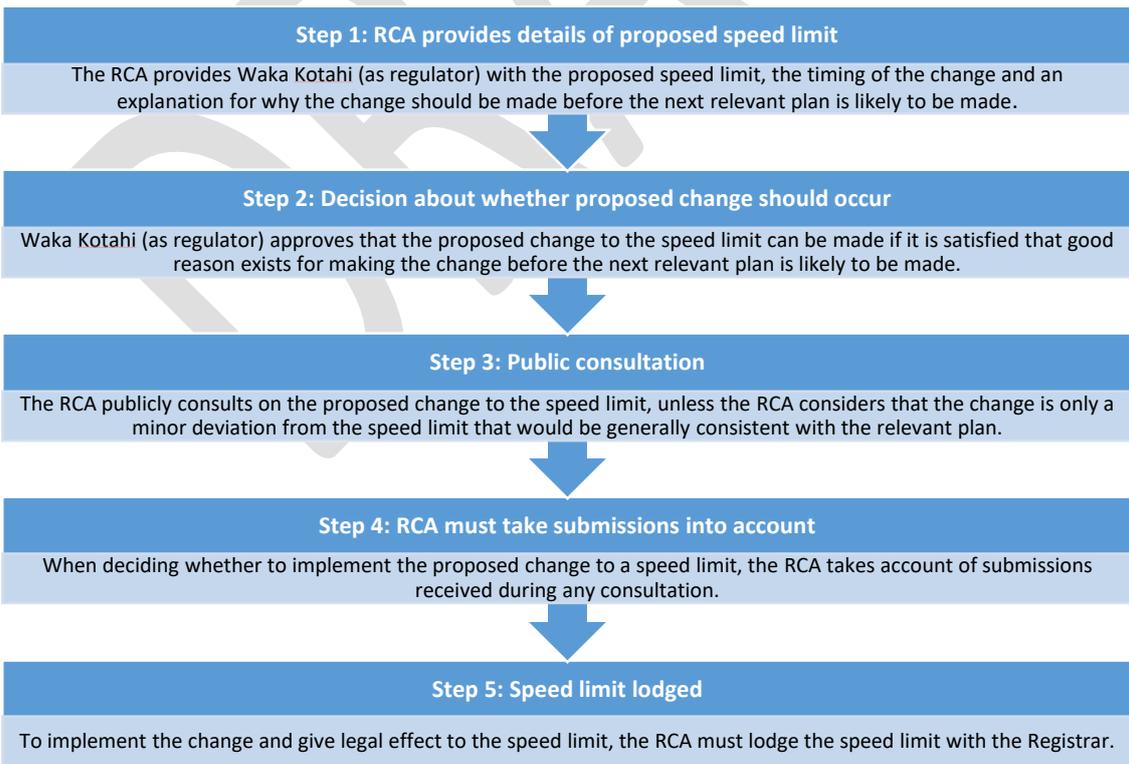
RCA’s would need to provide a declaration that they have followed due process. If the regulator or the speed management committee is satisfied that the requirements in the rule have been met, it must certify the plan.

If the regulator or the speed management committee is not satisfied, it must refer the plan back to the regional transport committee or Waka Kotahi (as an RCA) with recommendations for how the plan should be varied to meet the requirements in the draft rule.

2.2.5 Out of cycle process for setting speed limits

We recognise that there could be situations where speed limits need to be set outside of the standard, three-yearly planning process. For example, if a new subdivision is built.

An RCA may change a speed limit, despite that change not being included in the relevant plan, by following the process below. Waka Kotahi must approve the speed limit.



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2.3 Independent speed management committee

What is being proposed?

An independent speed management committee (the committee) would be established under the draft rule to:

- certify State highway speed management plans prepared by Waka Kotahi (as an RCA) to ensure they comply with the draft rule
- provide oversight of the information and guidance on speed management that the regulator provides under the draft rule, to ensure that the information is up to date and is fit for purpose.

The committee may request that Waka Kotahi (as regulator):

- provide comment about any information or guidance the regulator has provided
- procure an independent review of any information or guidance the regulator has provided.

The committee would be supported, advised and administered by Waka Kotahi. Appointments to the committee would be made by the Minister of Transport, on advice from the Ministry of Transport.

The NZTA Bill includes an enabling provisions to allow rules to require Waka Kotahi to establish a committee for the purposes of speed management. This legislation would allow the draft rule to require Waka Kotahi to establish a speed management committee.

How is this different from the existing process?

The establishment of the committee is a new component under the new framework. At the moment, Waka Kotahi is the regulator for the speed management functions carried out by Waka Kotahi (as an RCA). However, Waka Kotahi would remain the regulator for some functions carried out by Waka Kotahi (as an RCA), including in relation to temporary speed limits and 110 km/h speed limits.

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2.4 Register of Land Transport Records

What is being proposed?

The principal way a speed limit would be set is by entering the speed limit into a national publicly-searchable register. This register would be a single source of truth, and would give legal effect to all permanent, variable and seasonal speed limits in the country.

The NZTA Bill establishes a Register of Land Transport Records (the Register). This is intended to be a source of truth for, and give legal effect to, categories of land transport decisions that are specified in regulations under the Land Transport Act 1998 (LTA). Waka Kotahi is the Registrar of the Register.

We intend for speed limits to be the first category of decisions that are required to be included in the Register.

RCAs would be responsible for providing Waka Kotahi, as Registrar, with the necessary details of a speed limit change. These could include:

- geospatial information about the speed limit
- the date on which the speed limit enters into force (which must not be earlier than the date the speed limit is entered in the register)
- the category of speed limit (ie permanent, variable or seasonal speed limit)
- for seasonal limits, the relevant dates and corresponding speed limits
- for variable speed limits, the relevant conditions and corresponding speed limits
- any other information required by the Registrar.

Upon receiving this information, the Registrar would be required to create a land transport record and include the record on the Register (assuming the lodgment meets any criteria the Registrar must check against). RCAs would be responsible for ensuring speed limit signage is changed at the time a new speed limit comes into effect. Signage requirements are intended to remain consistent with the 2017 rule.

A speed limit would have legal effect from the in-force date on the Register.

In the short to medium term, temporary and emergency speed limits would not be entered into the Register. The process to enable temporary and emergency speed limits to be legally enforceable would be the same as the process under the 2017 rule. In the long term, we expect the Register to be able to accommodate temporary and emergency speed limits.

2.4.1 Bylaws

The NZTA Bill enables regulations under the LTA to require the creation of a land transport record³ for any bylaw and to manage conflicts and overlaps between land transport records and bylaws (including by requiring a bylaw, or part of a bylaw, to be amended, replaced or revoked).

³ A 'land transport record' would give legal effect to approved land transport decisions (for example, permanent speed limits).

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The intention is for bylaws to no longer form part of the speed limit setting process. RCAs would have a period of time to transfer all existing bylaws onto the Register. All future permanent, variable and seasonal speed limits would be given legal effect through inclusion on the register.

Once the draft rule is in place, if RCAs choose to set speed limits through a bylaw making power outside the rule, they would be required to immediately create a land transport record for the speed limit. In addition, the bylaw (or the speed limit component of the bylaw if the bylaw contains decisions on multiple things) would be required to be revoked once it is entered into the Register.

How is this different from the existing process?

The establishment of the Register is a new component under the new framework. As indicated above, the draft rule would no longer refer to the creation of bylaws.

The new framework would replace and remove the bylaw-making requirements under the 2017 rule when setting speed limits. Existing speed limits set out in bylaws and council resolutions would be required to be transferred to the Register. The draft rule would contain transitional provisions to enable this to happen (refer section 4).

This would ensure the Register is the single source of truth for all permanent, variable and seasonal speed limits and that bylaws are divorced from the speed limit setting process.

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2.5 Mandatory speed limits around schools

What is being proposed?

In November 2019, Cabinet agreed that RCAs be required to transition to safer speed limits around schools over the 10 years of the *Road to Zero* strategy, which would include:

- reducing speed limits around urban schools to 30 km/h (variable or permanent speed limits), with the option of implementing 40 km/h speed limits if appropriate
- reducing speed limits around rural schools to a maximum of 60 km/h (variable or permanent speed limits).

2.5.1 Urban schools

It is intended that an RCA must set the speed limit outside an urban school as:

- a variable speed limit where 30 km/h is the speed limit in force during school travel periods
- a permanent speed limit of 30 km/h.

Under certain conditions, an RCA may set the speed limit outside an urban school as:

- a variable speed limit where 40 km/h is the speed limit in force during school travel periods
- a permanent speed limit of 40 km/h.

RCAs should include, in the relevant speed management plan, an explanation for setting the speed limit outside the school at 40 km/h instead of 30 km/h.

2.5.2 Rural schools

It is intended that RCA must designate a school as a rural school by indicating in the relevant speed management plan if:

- the school is not in a speed limit area of 50 km/h or lower
- the RCA has had regard to any guidance provided by the regulator about speed limits outside schools

An RCA must set the speed limit outside a rural school as:

- a variable speed limit where 60 km/h or less is the speed limit in force during school travel periods
- a maximum permanent speed limit of 60 km/h.

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2.5.3 Additional information

RCAs would be required to achieve lower speed limits around all schools within their area of responsibility over the 10 years of the *Road to Zero* strategy.

An RCA may determine what sections of road are considered “outside a school” (and therefore must have the lower speed limit applied), having regard to typical or expected routes for pedestrians to access the school and the purpose of encouraging children to make greater use of active modes of transport to and from school. Infrastructure changes on some roads may be installed to support the introduction 30 km/h speed limits.

RCAs would be encouraged to consider speed management treatments in the broader area around a school to improve safety and access for children who may use active modes of transport to get to and from school. Consideration of appropriate speed management interventions in the wider vicinity of a school requires more planning than simply reducing the speed limit on the road outside a school entrance. This is why RCAs have 10 years to make necessary changes.

How is this different from the existing process?

Currently, there is no requirement for RCAs to set certain speed limits around schools.

The Speed Management Guide and Safer Journeys for Schools Guide encourage:

- 40 km/h permanent or variable speed limits outside urban schools
- 60 km/h variable speed limits where there is an identified turning traffic risk. This generally applies outside rural schools, where there is a permanent 80 km/h speed limit or where the mean operating speed is 80 km/h if the posted speed limit is 100 km/h.

3. Other differences between the 2017 rule and the draft rule

3.1 Summary

The 2017 rule established a new speed limit setting mechanism focused on assisting RCAs to set safe and appropriate speed limits, in particular in areas where there are high-benefit opportunities for the optimisation of safety and efficiency. The 2017 rule established a new obligation for Waka Kotahi to develop and maintain information about speed for all roads, and to supply the above information to RCAs.

Feedback from local government and key stakeholders suggests that these elements of the 2017 rule are working effectively. However, through monitoring of the 2017 rule, we have heard that some components of the 2017 rule are not working so well in practice.

The 2017 rule is also focused on reviewing, proposing and setting speed limits on a road-by-road basis. The current process for setting speed limits does not encourage regional collaboration among RCAs and speed limit changes are often carried out on an ad hoc, road-by-road basis. In addition to being resource intensive, this leads to communities having little visibility about speed management changes across their region, and in some cases a lack of accountability around speed management.

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The new regulatory framework would create a more transparent and coordinated approach to speed management through encouraging collaboration between RCAs and regional transport committees. Waka Kotahi would also be more involved in the early engagement with RCAs and providing speed management guidance, including guidance relating to the issues described in this section. The development of speed management plans and the process for certifying them would ensure there is greater transparency and accountability for speed management across the country.

To deliver the intent of the proposed planning process for RCAs, some of the requirements in the 2017 rule would no longer need to be prescribed in the draft rule. Instead, RCAs would determine what speed management changes are appropriate on their networks, having regard to the guidance provided by Waka Kotahi (as regulator).

3.2 Components of the draft rule that we are proposing to change

There are number of components of the 2017 rule that we are proposing to change under the draft rule to help embed the new regulatory framework. This reflects feedback the Ministry has received from local government and key stakeholders. These components are outlined below.

3.2.1 70 km/h, 90 km/h and 110 km/h speed limits

What is being proposed?

We propose to allow RCAs to set 70 or 90 km/h speed limits without the requirement to obtain approval from Waka Kotahi.

It is intended that these changes must be signalled in speed management plans, or set using the appropriate process if they are done outside of the speed management planning process.

RCAs would continue to be required to seek approval from Waka Kotahi (as regulator) before setting a 110 km/h speed limit.

How is this different from the existing process?

Under the 2017 rule, RCAs must obtain approval from Waka Kotahi before they can set 70 or 90 km/h speed limits. RCAs would be able to set 70 and 90 km/h speed limits, having regard to guidance prepared by Waka Kotahi as regulator.

Why is this change being proposed?

The requirement for RCAs to obtain approval from Waka Kotahi before they can set 70 or 90 km/h speed limits was to phase out 70 and 90 km/h speed limits. The reasons for this include:

- at higher travel speeds, road users can have trouble differentiating speed differences of just 10 km/h

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- when using 20 km/h increments for speed limits between 60 km/h and 100 km/h, there are fewer and more distinct speed limit categories for people to understand and recall.

However, we have heard from a number of RCAs that New Zealand roads do not necessarily fall into three distinct 60, 80 and 100 km/h self-explaining categories. On certain types of roads, 70 and 90 km/h speed limits may be suitable and some RCAs would like to have the ability to set these speed limits based on their knowledge of the local road network. RCAs may also find these speed limits are a useful 'interim' speed limit.

3.2.2 Variable speed limits

What is being proposed?

We propose to allow RCAs to set variable speed limits without the requirement to obtain approval from Waka Kotahi.

RCAs would be able to set variable speed limits in certain circumstances specified in the draft rule. Waka Kotahi would retain approval powers outside these circumstances for some variable speed limits (we expect these cases to be rare).

An RCA would be able to set a variable speed limit through the relevant speed management plan if it is satisfied that:

- a) the speed limit needs to vary in order to be safe and appropriate
- b) it is necessary to address or manage one or more of the following situations or environments:
 - i. different numbers and types of road users or different traffic movements
 - ii. the effects of changing traffic volumes, including to ease congestion
 - iii. for emergency or temporary traffic management
 - iv. a crash risk posed by turning or crossing traffic
 - v. changing environmental conditions
 - vi. the presence of a school (refer section 2.5).

If an RCA is not satisfied of the required matters above, it may only set a variable speed limit if it has Waka Kotahi's (as regulator) approval.

How is this different from the existing process?

The 2017 rule specifies the circumstances, when variable speed limits may apply, and requires RCAs to obtain approval from Waka Kotahi before they can set variable speed limits (Waka Kotahi has provided general approval for 40 km/h variable speed limits outside schools in the *New Zealand Gazette*). Under the draft rule, RCAs would be able to set variable speed limits, having regard to guidance prepared by Waka Kotahi (as regulator).

Why is this change being proposed?

A number of RCAs have indicated their desire to set variable speed limits without the requirement to obtain approval from Waka Kotahi. This change would provide greater flexibility for RCAs to be able to do this. The new framework would support this change through improved speed management transparency and accountability, and guidance from

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Waka Kotahi (as regulator) on what variable speed limits are safe and appropriate in different situations.

3.2.3 Mean operating speed

What is being proposed?

Under the 2017 rule, when setting a permanent, seasonal, or variable speed limit, an RCA must aim to achieve a mean operating speed less than 10 percent above that speed limit.

We propose to remove this clause.

The mean operating speed would remain a component of Waka Kotahi’s guidance as an issue RCAs must have regard to when setting speed limits. However, it would not be a regulatory requirement for RCAs to aim to achieve mean operating speeds less than 10 percent above that speed limit.

How is this different from the existing process?

As noted above, currently RCAs must aim to achieve a mean operating speed less than 10 percent above any permanent, seasonal, or variable speed limit. If they cannot do this, the proposed speed limit may not be approved.

Why is this change being proposed?

The requirement for RCAs to demonstrate how they will achieve a mean operating speed less than 10 percent above a speed limit prevents some speed limits from being implemented. This requirement is particularly strict for lower speed limit areas. For example, some RCAs have been unable to implement 30 km/h variable speed limits around schools.

Under the draft rule, RCAs would be required to set 30 km/h speed limits outside urban schools. In some cases, an RCA might consider a variable 30 km/h speed limit to be more appropriate than a permanent speed limit. There are a range of considerations to balance in this situations, but the installation of permanent infrastructure to slow traffic down is not always appropriate, where an RCA would like to support higher travel speeds outside school hours. Mean operating speeds would remain a key consideration for RCAs but would not be a formal restriction in the draft rule.

Waka Kotahi (as regulator) would provide guidance to RCAs on how they can encourage vehicles to travel at lower speeds in these situations.

3.2.4 Urban traffic areas

What is being proposed?

We propose to replace ‘urban traffic areas’ with ‘speed limit areas’ to allow RCAs to have greater flexibility in setting speed limit zones.

The 2017 rule provides for an urban speed limit of 50 km/h, which is set by designating an area as an ‘urban traffic area’. We are proposing to replace these with ‘speed limit areas’

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that would allow RCAs to set a speed limit across the area (and it would not have to be 50 km/h). RCAs are increasingly considering urban speed limit areas that are not 50 km/h, for example, low traffic volume, residential areas of 40 km/h.

It is intended that speed limit areas must be specified in speed management plans. A speed limit area would allow an RCA to define the boundaries of an area, propose a speed limit, consult on this proposal, and submit it to the Registrar.

How is this different from the existing process?

Under the 2017 rule, 50 km/h is the only blanket speed limit that can be set by defining the boundaries of an area. 'Speed limit areas' would allow a range of speed limits to be set in this way.

Why is this change being proposed?

As noted above, replacing 'urban traffic areas' with 'speed limit areas' would allow RCAs to have greater flexibility and ability to set widespread speed limits other than 50 km/h. This reflects feedback from a number of RCAs who have indicated their desire to do this.

3.2.5 Waka Kotahi's role as regulator

Waka Kotahi (as regulator) would continue in its role as regulator of speed management in New Zealand, although there would be some changes to its powers and functions as part of the new regulatory framework.

Waka Kotahi (as regulator) would continue in its regulatory stewardship role and provide guidance to support speed management throughout the country. However, as part of the new regulatory framework Waka Kotahi's (as regulator) role would change in the following ways:

- Removal of some of its approval powers (refer sections 3.2.1, 3.2.2 and 3.2.3)
- Providing additional guidance to the sector, including on speed limits around schools, setting 70 and 90 km/h speed limits and setting variable speed limits
- Certifying regional speed management plans (refer section 2.2.4)
- Establishing an independent speed management committee to perform some of its regulatory oversight of Waka Kotahi (as RCA) (refer section 2.3)
- Its existing role of ensuring compliance with the 2017 rule would be carried out in the context of the draft rule.

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3.3 Components of the draft rule that would remain unchanged

There are number of components of the 2017 rule that we are proposing to keep the same (or keep relatively similar) under the draft rule. These are outlined below.

3.3.1 Default speed limits

Under the 2017 rule, the default rural speed limit is 100 km/h. This applies on all roads that are motorways and all roads not within a designated urban traffic area. We propose to retain the default speed limit of 100 km/h. This would apply on all roads in which a speed limit has not otherwise been set.

Note: As outlined in the previous section, the 2017 rule also provides for an urban speed limit of 50 km/h, which is set by designating an area as an 'urban traffic area'. We are proposing to replace 'urban traffic areas' with 'speed limit areas' to enable RCAs to apply a speed limit other than 50 km/h to a defined area.

3.3.2 Temporary and emergency speed limits

The process for setting temporary and emergency speed limits would be the same as the process under the 2017 rule.

Temporary and emergency speed limits do not have to be included in speed management plans and in the short to medium term, would not be entered into the Register.

Temporary and emergency speed limits would continue to take precedence over a permanent, variable or seasonal speed limit in the Register.

3.3.3 Signs and road markings

All signs and road marking requirements would remain the same as the requirements in the 2017 rule.

3.3.4 Speed limits in designated locations

An RCA (other than a territorial authority or Waka Kotahi (as an RCA)) may set a speed limit for a road in a designated location.

Examples of designated locations include a car park, airport or beach.

Before setting a speed limit on road in a designated location, an RCA must consult with Waka Kotahi (as regulator), the Commissioner of Police and any other persons or groups who the RCA considers to be affected by the proposed speed limit.

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In general, this section of the draft rule remains largely unchanged from the 2017 rule. However, under the draft rule a speed limit set in a designated location must be entered on the Register for it to be a legally enforceable⁴ speed limit.

A speed limit for a road in a designated location can also be set if the RCA makes a submission to the relevant regional transport committee for inclusion in the relevant regional speed management plan. In this case, consultation on the proposed speed limit(s) would be done as part of the consultation on the regional speed management plan.

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⁴ By legally enforceable, we mean that infringement notices could be issued and prosecution action could be taken against drivers. The owner of a private car park can still, for example, trespass a person who breaches its conditions of use by not adhering to speed limit signs, even if these speed limits are not entered on the register.

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4. Transition

The draft rule introduces a new regulatory framework for speed management and there are three key elements to the transition. These include:

- 1) Migrating existing bylaws into the Register
- 2) Preparing transitional speed management plans
- 3) Introducing safer speed limits outside schools

4.1 Migrating bylaws

The Register is being developed by Waka Kotahi to allow RCAs to submit their existing permanent, variable and seasonal speed limits set through bylaws to the Registrar. This would include urban traffic areas. Roads without a bylaw that sets the speed limit are deemed to have the default speed limit of 100 km/h.

Subject to the Register being fully operational, RCAs would be expected to work with Waka Kotahi to migrate all the speed limits on their road network into the Register over the 12 months from the draft rule coming into force.

4.2 Transitional speed management plans

The draft rule is expected to be signed in early 2021. We appreciate this does not provide enough time to coordinate a full speed management planning process alongside the GPS 2021 and Regional Land Transport Plan 2021 processes. However, RCAs would be encouraged to begin incorporating the new framework into their thinking during these 2021 planning processes.

Over the course of 2021 and 2022, RCAs and regional transport committees would work with Waka Kotahi to prepare transitional speed management plans. Over this time, RCAs and regional transport committees could choose to consult on and finalise these transitional plans. Transitional plans would provide the flexibility for RCAs to progress speed management changes while the new processes are implemented. Alternatively, RCAs individually could consult on and set speed limits.

From 2023, the new speed management framework would be in place. RCAs and regional transport committees would be required to prepare, consult on and finalise speed management plans alongside the GPS 2024 and RLTP 2024 processes.

4.3 Safer speed limits outside schools

As discussed above, the Government has agreed that RCAs would be required to ensure lower speed limits outside all schools by 2030 (ie over the life of the *Road to Zero* strategy).

Vehicle speed and pedestrian casualty risk

This report summarises the research on the relationship between speed and pedestrian casualty risk. It does not intend to establish a precise position on the pedestrian casualty risk at different impact speeds, but rather to present the range of evidence available. It remains the responsibility of anyone citing research to understand its relevance to a particular proposal.

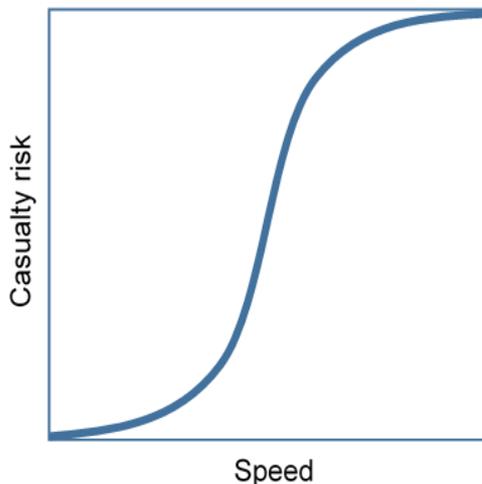
Speed and kinetic energy

Vehicle speed is one of the main factors in determining a pedestrian’s probability of death if struck by a motor vehicle. Because kinetic energy is equal to half weight multiplied by speed squared, speed has an exponential impact on collision force. For example, a vehicle travelling 80km/h will produce 300% more kinetic energy than if it were travelling 40km/h.

Casualty risk curve

Research on the relationship between speed and pedestrian casualty risk typically produces an “s” shaped casualty risk curve, as illustrated in figure 1. This s-curve shows that slight differences in vehicle speed when travelling very slow (i.e. less than 20km/h) and very fast (i.e. more than 80km/h) have negligible impacts on casualty risk. For example, whether a vehicle is traveling 5km/h or 10km/h makes little difference to the survivability of a pedestrian. Likewise, a vehicle travelling 100km/h is virtually just as likely to result in pedestrian death as a vehicle travelling 120km/h. However, there is notable disagreement amongst experts on the casualty risk at “moderate” speeds, as demonstrated in table 1.

Fig 1: Typical S-curve relationship



| Table 1: Prominent casualty risk studies | | | | |
|---|--|---------|---------|--------------------------|
| Study author(s) and year of publication | Fatality risk (%) for different impact speeds¹ | | | Adjusted for bias |
| | 30 km/h | 50 km/h | 70 km/h | |
| Yaksich (1964) | 22 | 65 | 100 | No |
| Ashton (1982) | 5 | 50 | 90 | No |
| Anderson et al. (1997) | 10 | 84 | 100 | No |
| Davis (2001) | 1 | 10 | 50 | Yes |
| Hannawald & Kauer (2004) | 4 | 14 | 39 | No |
| Cuerden et al. (2007) | 2 | 12 | 33 | No |
| Oh et al. (2008) | 7 | 34 | 77 | No |
| Rosen & Sander (2009) | 2 | 8 | 38 | Yes |
| Richards (2010) | 1 | 8 | 45 | Yes |
| Kong & Yang (2010) | 3 | 26 | 82 | Yes |
| Tefft (2011) | 6 | 22 | 55 | Yes |

Why do the results differ so much?

Table 1 reveals significant variation in casualty risk both within and between the three reported speeds. The primary cause of this variation is due to bias introduced by outcome-based sampling. Outcome-based sampling bias occurs because many non-fatal vehicle-pedestrian incidents go unreported. Therefore, studies that do not adjust for this bias will generally produce higher risk probabilities.

There are many other differences between the studies, although in the event of a crash, regardless of its cause, the speed of impact is the most important determinant of the severity of injuries sustained and the probability of death and serious injury. Some studies exclude certain vehicle types, such as SUVs. Some studies exclude certain segments of the population, such as children. Sample sizes vary from study to study, and the population characteristics, such as age and physical resiliency, differ depending on the nation studied. Moreover, vehicle fleets differ between the studies, with size, shape, and weight of the vehicles all being important contributors to the casualty risk.

This should be considered when comparing the results of the studies. Regardless of whether they have been adjusted for bias, research that yields comparatively larger fatality risk percentages account for the most extreme situations in relation to vehicle size and pedestrian vulnerability.

This is an important consideration when applying the vision and principles of Road to Zero: New Zealand's road safety strategy. Under this approach, speed limits should be set considering the potential risk to the most vulnerable members of the population.

Medical treatment is another important consideration in estimating pedestrian casualty risk. As emergency response technology and capacity improve over time, pedestrians would be more likely to survive serious accidents with vehicles. Medical treatment also differs between countries. Kong and Yang (2010) specifically mention this as a likely reason why the risk they

¹ All results have been rounded to the nearest whole number and have, where necessary, been interpolated from miles per hour.

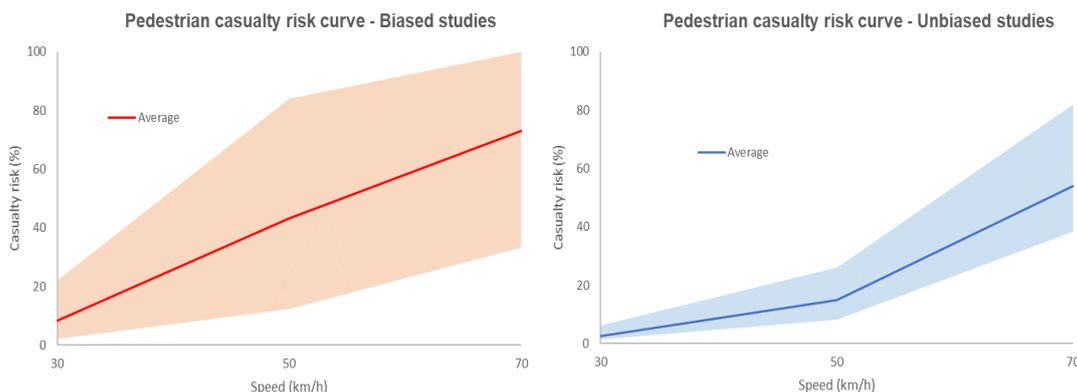


calculated for Chinese pedestrians struck at 70km/h is so much higher than the risk estimated by many of the other contemporary studies.

Estimating impact speed is another inherent complication in researching the relationship between vehicle speed and pedestrian casualty risk. Various methods have been used to identify impact speed, including: relying on driver-reported speeds, using witness/police estimates, assuming the vehicles were travelling the posted speed limit, and some have even used the length of tyre skid marks to determine vehicle speed.

Given the aforementioned issues, it is not surprising that pedestrian casualty risk estimates vary so much between studies. However, there is a noticeable difference between the earlier, biased, research, and the later work that has been adjusted for bias, as illustrated in figure 2.

Figure 2: Biased vs Unbiased casualty risk curves



Interpreting the results

Based on the average of unbiased estimates, illustrated in figure 2, the risk of pedestrian death when struck by a vehicle travelling 30km/h is 2.6%, at 50km/h is 14.8%, and at 70km/h is 54%. This is significantly different to the average of biased estimates of 8.3%, 43.2%, and 73.2% respectively.

However, all of the risk estimates reported thus far are absolute risk rates. When it comes to decision making it is more informative to consider changes in relative risk, i.e. the increase or decrease in likelihood of pedestrian death if the speed was increased or decreased by a certain amount.

Although the difference in casualty risk between a pedestrian being struck by a vehicle travelling 30km/h, and one travelling 50km/h, is only 12.2 percentage points in absolute terms, the relative risk varies substantially depending on which direction the speed changes.² For example, if the speed limit in a particular area was originally 30km/h, and this increased to 50km/h, the relative risk of pedestrian death if struck by a vehicle would rise by 470%.³ On the other hand, if the speed limit was originally 50km/h, and this decreased to 30km/h, the relative risk of pedestrian death if struck by a vehicle would reduce by 82%.⁴

² The relative risk percent simply varies depending on what speed is selected as the base, or reference, speed when computing the percentage change formula.

³ $(12.2 \div 2.6) \times 100$

⁴ $(12.2 \div 14.8) \times 100$

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