

Waka Kotahi (as RCA) Setting of Speeds on the State Highway network

ELT owners: Brett Gliddon, General Manager Transport Services; Karen Jones, General Manager Engagement and Partnerships

Issue owners: Dave Van Staden, Speed and Infrastructure Programme Director
John Baillie, SH SMP Program Director

Whāinga | Purpose: For decision

This paper seeks your approval on the process Waka Kotahi, as an RCA, will follow to determine speed changes on the state highway network. This process would be applied to progress the current NLTP speed changes, and the State highway Speed Management Plan (SH SMP) for 2024-27.

He kupu whakatau | Recommendations

Management recommends the Board:

- **Approves** the decision flow in this paper to help inform state highway speed limit decision making alongside the safe and appropriate speeds (SaAS) over the current and next NLTP periods.
- **Notes** the implications of applying these criteria on the pace of achieving safe and appropriate speeds on the state highway network.
- **Notes** the context for Waka Kotahi as an RCA when setting speeds.

Take matua | Key points

- The long-term success of Road to Zero (RtZ), and our ability to successfully progress changes to create a safe system, relies on buy-in from the public and stakeholders
- Some recent proposals to reduce speed limits on state highways from 100km/h to a SaAS of 80km/h have been met with significant public and stakeholder opposition.
- Waka Kotahi, as an RCA, has developed a proposed decision flow that takes a practical approach to speed limit changes, considering both the identified SaAS and the public level of acceptance for speed changes.

He kōrero mō tēnei kaupapa | Background

RtZ sets out the strategic objective of reducing deaths and serious injuries (DSI) by 40% by 2030. Changes to speed limits and safety infrastructure contribute almost half of the 40% reduction, targeting more than 600 DSI to be saved by 2030.

The Land Transport Rule: Setting of Speed Limits 2022 (the Rule) came into force on 19 May 2022. The Rule sets out roles and responsibilities for setting and reviewing speed limits. The Rule requires all RCAs to produce a Speed Management Plan (SMP) that has a ten-year vision and three-year implementation plan.

As an RCA, Waka Kotahi is required to produce an SMP for the state highway network that considers speed, and notes associated infrastructure, schools and safety cameras to provide a

transparent plan for the network. While the Rule seeks to achieve alignment to RtZ strategic outcomes and a safe system, all RCAs have flexibility on how they move towards achieving SaAS.

The current NLTP period, through to 2024, requires an interim SMP. The next NLTP period, 2024-27, requires a full SMP. As the RCA for the state highway network, we will be engaging with other RCAs on the SMP starting in August 2022. This process will be closely aligned with the current Speed and Infrastructure Programme (SIP), safety cameras, and NLTP/RLTP processes. To fit in with the NLTP process, public engagement on the state highway SMP will start early in 2023.

All future references to Waka Kotahi in this paper refer to our function as an RCA.

Kia mōhio mai koe | What you need to know

- Public buy-in is currently low for open road speed changes.
- There is strong support for some speed changes, however usually where collective risk is already low e.g., town fringes, schools, and maraes.
- Median barriers are the primary infrastructure treatment that allow speed limits to remain at 100 km/h. While we have a significant programme of barrier installation underway (RtZ Strategy targets 1,000km by 2030), these interventions are constrained by the pace of delivery, funding priority alongside other Government commitments and public buy-in in some areas.
- The application of the SaAS without a further practical lens applied would have significant changes across our network:
 - 76% of the state highway network is not at the SaAS.
 - 48% of the state highway network has a recommended SaAS of 80km/h versus its current 100 km/h.
- Road to zero indicates that just under half of the state highway network (4,600 km) needs to move to SaAS to achieve our 2030 DSI target.
- Speed limit changes contribute a large portion of the targeted reduction in DSI.

The proposed way forward

Being able to progress the RtZ speed programme relies on acceptance from the public and stakeholders. It is therefore proposed to apply a pragmatic approach to progressing the network towards SaAS over time and as social license is built.

The attached decision-flow (Attachment 1) has been developed to inform speed decision-making alongside the recommended SaAS over the current and next NLTP periods.

Waka Kotahi would first engage with other RCAs on the corridors that are modelled as high risk in their region. That feedback can then be used along with the decision flow questions to consider what changes to the SaAS might be considered. From there, proposed speed limits can be shared for each corridor through future engagement and consultation processes. The intention is to use the decision flow questions in an iterative way (i.e. continue to consider the questions) against each corridor as we continue to receive feedback and refine the proposed speed changes. Further detail is provided in Attachment 1.

The decision flow considers areas with existing public acceptance, the actual operating speed, areas where transformational infrastructure is proposed or could be considered within the next five years and the level of collective risk on the network. The process indicates areas where the SaAS speed is still recommended, areas where an interim speed of 90 might be appropriate and areas that may be retained at 100 km/h.

For sections on our network with high collective risk but low public acceptance the process firstly requires consideration of all options to reduce speed including engineering up, but if this is not feasible, then the speed would be set to the SaAS – which will be 80 km/h on 100 km/h sections.

Application of the decision flow process allows Waka Kotahi to work towards the RtZ targets as fast as possible, while taking into account the level of social licence, the ability to enforce changes, and the impact of any infrastructure changes on network efficiency. It also enables Waka Kotahi to operate in a way that is consistent with the rule. As social licence increases, the decision flow, by default, changes the recommended speed.

Adoption of the decision-flow would help improve the transparency of the decision-making process, and ensure all options are considered before any changes to speeds are made.

He whakaaro anō | Other key considerations

Ō tātou hononga | Partner, community and stakeholder considerations

State highway SMPs require engagement with communities, Māori, Road Controlling Authorities, Regional Transport Committees, police, and stakeholders such as the AA and the Land Transport Forum. A significant engagement programme will run for around 18 months and align with advertising campaigns to lift social licence and public engagement.

Ngā tūraru matua | Key risks and how we will manage them

| Key risk | Management |
|---|---|
| Use of the decision flow creates a disjointed speed approach by treating sections of road rather than corridors | While the process allows for consideration of parts of a corridor, an overall assessment would be made at each stage to ensure an integrated and predictable speed management approach through the corridor. |
| Perception around commitment to RTZ | Communications and engagement, internally and externally, will continue to be clear that Waka Kotahi is committed to achieving SaAs and that a balanced approach is required as social licence is built and that the overall goal in the 10 years is to achieve RtZ. Social licence will continue to be built through marketing. The ten-year strategy in the SH SMP will be consistent with RtZ. |
| Public acceptance remains low in some areas, particularly where infrastructure is lower priority. | The RtZ communications, marketing and engagement program will include all elements of safe system including speed, infrastructure, mobile and police enforcement. |
| Social license for 80 km/h will take years to develop and a program that is weighted towards that is likely to delay achieving our RtZ goals. | The programme will continue to be updated to leverage changing social licence. |

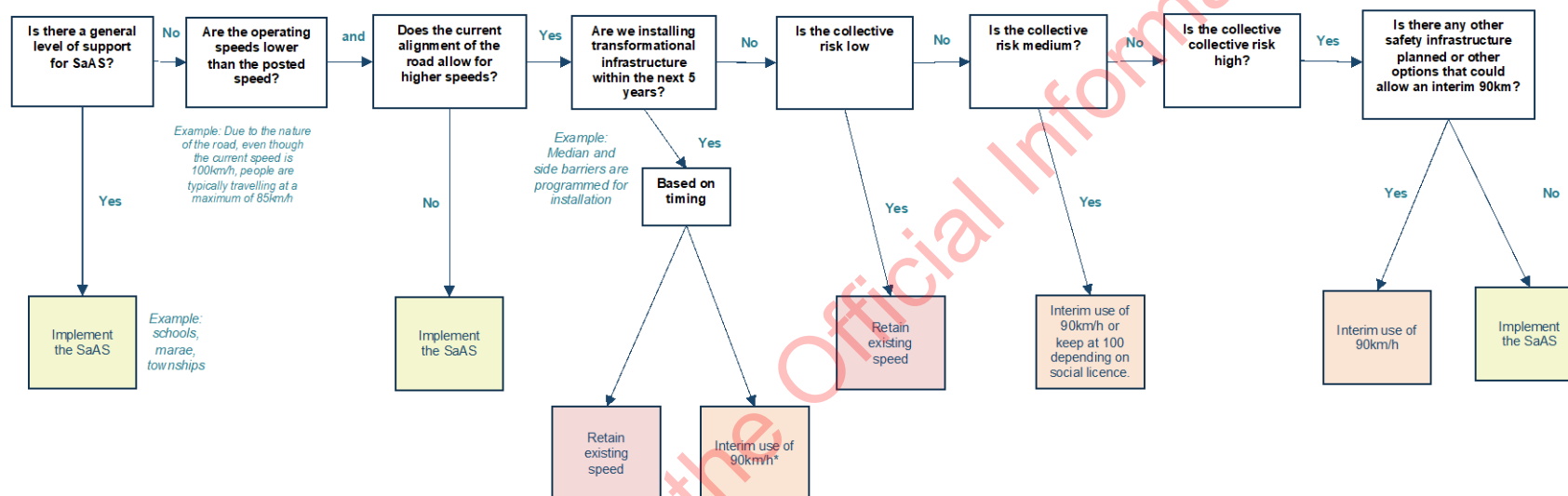
Ngā whakapiringa | Attachments

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| Attachment 1 | Proposed Decision Flow for SH Speeds |
| Attachment 2 | Waka Kotahi internal process for setting SH speeds |
| Attachment 3 | MegaMaps calculated 80 km/h SaAS for the NZ SH Network |

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Attachment 1

Proposed decision flow for setting State Highway speeds.



Note

Decisions will be made on sections of a corridor rather than a whole corridor – no blanket speed changes.

To ensure consistency and safety the proposed changes will be reviewed by regional and HO safety teams e.g., not going from 100 to 60 (for a school) then back to 100 and then down to 60 for a Marae over a short space.

Social licence will be assessed through regional feedback, RtZ marketing feedback, sentiment data and local feedback on similar proposals. This will be done at multiple steps in the process – before engagement with RCA's and before public engagement and after public engagement.

All 90 km/h have to be reviewed every 3 years.

Attachment 2

Waka Kotahi process for setting state highway speeds

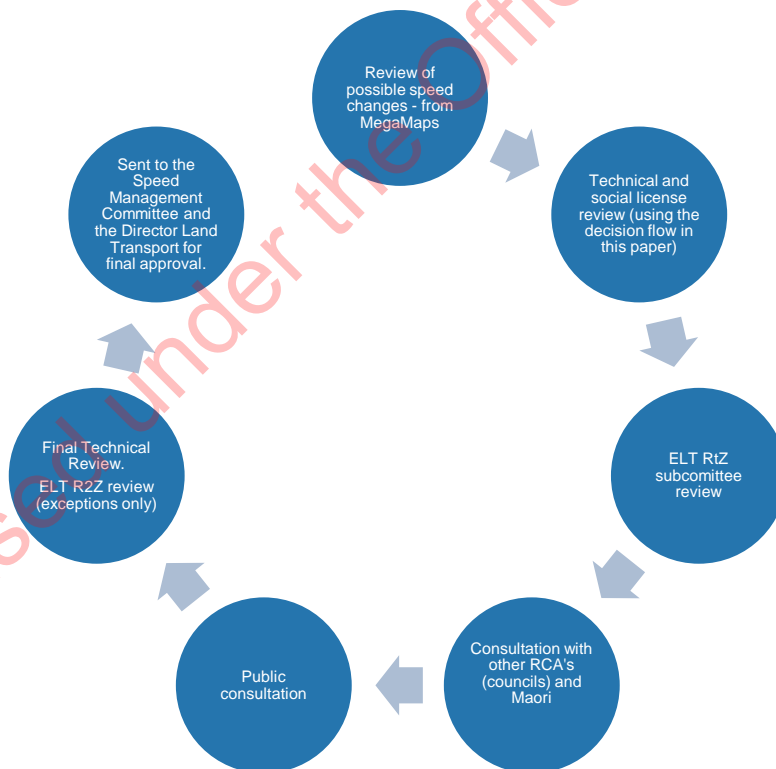
In approaching speed reviews on the state highway network, Waka Kotahi applies the criteria for determining the SaAS from the Rule and Speed Management Guide. The assessment of SaAS must have regard to the function and use of the road; crash and injury risks for all road users; road and roadside characteristics; adjacent land use; traffic volume; mean operating speed for the road; any planned physical changes to the road and its infrastructure; and the principles and outcomes of RtZ. These are all then applied in Waka Kotahi's tool, MegaMaps, that recommends the SaAS for the corridor.

The application of a decision flow for the setting of speeds limits will then be applied in our decision-making at several points. It will first be applied when we are developing the initial programme – before we go out and talk to external parties. Each time we receive feedback, from other RCA's or via public engagement, we will re-review these questions and what further changes we may wish to make to a particular corridor.

We are also investigating how we may apply the framework to our GIS tools, particularly the Pipeline Development Tool, which would assist in overall programme development and ensure the application of safety treatments on a corridor are integrated with our strategy.

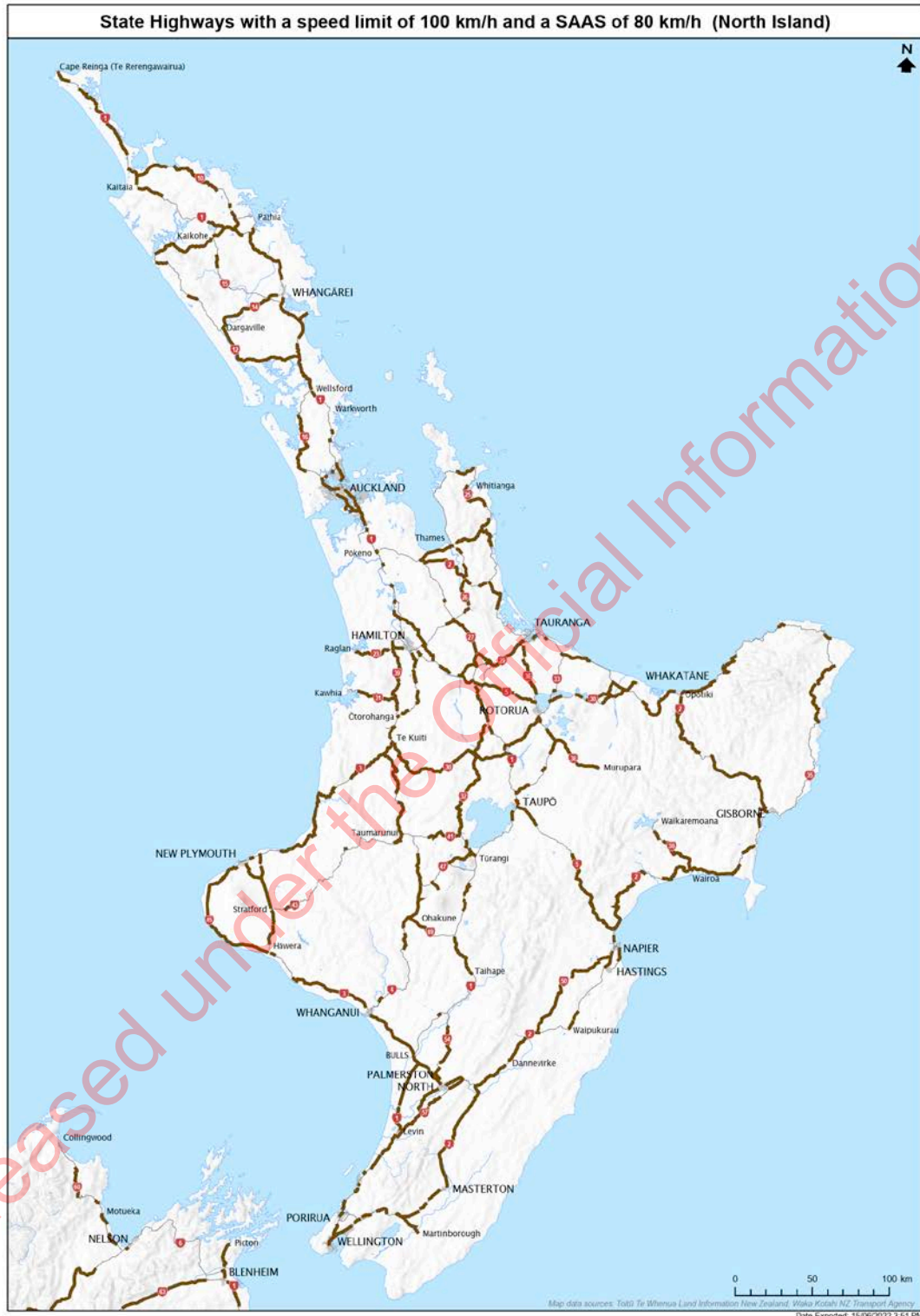
The framework would also be applied during the lifecycle of speed review projects. Reassessing decision-making prior to an external engagement or consultation would ensure that the project considers changes in infrastructure investment along a corridor.

These recommended speeds go through the following steps before speeds are set:



Attachment 3

MegaMaps calculated 80 km/h SaAS for the NZ SH Network



State Highways with a speed limit of 100 km/h and a SAAS of 80 km/h (South Island)

