

SAFE SPEED PROGRAMME SPEED LIMIT REVIEW – Views of Interested Teams within Transport Services
V 2.0 - Based on Word Document Version 1.0

Purpose of this form is to record the views of interested teams within Transport Services on the speed limit review prior to going to external engagement with key stakeholders and the general public by the indicated close date (Normally two weeks).

| Legend | |
|--------|---------------------------|
| | Panelist Input Required |
| | NZ Transport Agency Input |
| | Automatic Input |

| | | | |
|-----------------------------|-------------------------|---------------------------|---------|
| 1. Corridor | SH5 - Taupo to Bay View | | |
| Date | 17/10/2020 | Version / Revision | Rev 0 |
| Region | Hawkes Bay | Site ID | 3.2.008 |
| Review Period Closes | 27 November 2020 | | |

| 2. Speed Review Manager Details (Regional Safety Engineer) | | | |
|--|---|---------------|--|
| Name | Ben Grapes (Hawkes Bay) / Etienne La Grange (Waikato) | Phone | section 9(2)(a) |
| Title | Regional Senior Safety Engineer | Mobile | section 9(2)(a) p |
| Organisation | Waka Kotahi NZ Transport Agency | Email | ben.grapes@nzta.govt.nz Etienne.LaGrange@nzta.govt.nz |

| 3. Reasons for Speed Review |
|---|
| <p>The SNP Speed Programme was formulated using the Pipeline Tool and validated via Megamaps. The majority of sections identified in the review are those which are part of the regional network and will result in the greatest reduction in deaths and serious injuries (DSI) through speed management. This corridor has been selected via these criteria and has recently been escalated due to a concerning spike in fatal crashes. In more summary:</p> <ul style="list-style-type: none"> • Since December 2019, six fatal crashes have resulted in nine fatalities on the section of SH5 between Napier and Taupo (125km length). All but one of these accidents happened on the Hawkes Bay section (Napier- Tarawera, 80km section). • There has been significant media attention. The prevalent theme of the concerns, including from the Mayor of Hastings District Council (HDC), local AA Council and an active truck driver, is that the road surface is unsafe and that there is not enough forward investment in improving this corridor. |

| 4. Map of State Highway Network Section(s) being reviewed |
|---|
|  |

5. Technical Assessment Summary Table

| 5. Technical Assessment Summary Table | | | | | | | | | | | | |
|---------------------------------------|---------------|-------------|-------------|-------------|--|------------------------------------|---|-----------------------------------|----------------------------------|---|--|--|
| Network Section No. | State Highway | RS / RP | | Length (km) | Physical Description of Location | Existing Posted Speed Limit (km/h) | Assessed Safe and Appropriate Speed Limit (SaAS) (km/h) | Top 10% DSI Savings Segment (Y/N) | Predicted DSI Savings [MegaMaps] | Mean Operating Speeds | Proposed Safe and Appropriate Speed limit (km/h) | Reasons proposed speed limit differs from SaAS |
| | | Start | End | | | | | | Unedited (Corridor) | | | |
| out of scope | | | | | | | | | | | | |
| 2 | 5 | 0169/8.980 | 0169/17.160 | 8.18 | Iwitihi to Start of Descent to Tarawera - Change in road alignment to curved, increased roadside hazards | 100 | 80 | N | 0.29 (0.07) | 95-100 (Megamaps) 85-90 (Mooven) | 80 | <ul style="list-style-type: none">• SMG technical assessment suggests SaAS = 80• Governing factor is IRR• Current mean operating speeds from MegaMaps are 95-100 km/h• Mooven data indicates average speeds between 85-90 km/h |
| 3 | 5 | 0169/17.160 | 0190/5.500 | 9.59 | Descent to Tarawera - Steeper descent and winding alignment | 100 | 80 | N | 0.29 (0.17) | 70-74 (Megamaps) 65-75 (Mooven) | <80 | <ul style="list-style-type: none">• SMG technical assessment suggests SaAS < 80• Governing factor is IRR• Current mean operating speeds from MegaMaps are 70-74 km/h• Mooven data indicates average speeds between 65-75 km/h |
| 4 | 5 | 0190/5.500 | 0204/9.500 | 17.254 | Tarawera to straight south of Te Haroto - Curved alignment, some minor residential and commercial activity, some steeper more winding sections, but generally curved | 100 | 80 | Y | 0.29 (error in MM) | 75-79; 90-95 (Megamaps) 75-85 (Mooven) | 80 | <ul style="list-style-type: none">• SMG technical assessment suggests SaAS = 80• Governing factor is personal risk• Current mean operating speeds from MegaMaps are 75-79 & 90-95 km/h• Mooven data indicates average speeds between 75-85 km/h |
| 5 | 5 | 0204/9.500 | 0249/7.000 | 40.908 | Te Haroto straight to Eskdale - Curved alignment through rural farmland | 100 | 80 | Y | 1.02 (0.63) | 85-89; 90-94 (Megamaps) 75-85 (Mooven) | 80 | <ul style="list-style-type: none">• SMG technical assessment suggests SaAS = 80• Governing factor is IRR• Current mean operating speeds from MegaMaps are 85-89 & 90-94 km/h• Mooven data indicates average speeds between 75-85 km/h |
| 6 | 5 | 0249/7.000 | 0249/12.464 | 5.464 | Eskdale to SH2 Intersection - Rural residential area on the outskirts of Napier | 100 | 80 | Y | 1.02 (0.12) | 90-94; 85-89 (Megamaps) 80-90 (Mooven) | 80 | <ul style="list-style-type: none">• SMG technical assessment suggests SaAS = 80• Governing factor is IRR• Current mean operating speeds from MegaMaps are 90-94 & 85-89 km/h• Mooven data indicates average speeds between 80-90 km/h |

6. Other Projects on Corridor

- Maintenance investment:** We have been renewing around 1-6% of the SH5 Hawkes Bay section annually for the past six years. This will increase to 8% in the next construction season, and to over 10% for the next four years. This results from the significant increase in state highway maintenance funding in the 2021-2024 NLTP.
- Safety improvements:** Waka Kotahi has invested a considerable amount in 2019 with improving delineation on SH5 (structured line markings and rumble strips) between SH2 and north of Te Pohue. This was completed under the BOOST 2 initiative (categorised under the Safe Network Programme).
- Safe Network Programme (planned):** looking at short term interventions along the corridor based on the BOOST methodology. This would initially be approx. \$4-5M in 20/21 for delineation enhancements. Initial programming of safer corridor and transformation intervention works along SH5 for 21-24 and 24-27 but yet to be confirmed. Indicative value of around \$30+m for this work.
- Safety improvements:** Prior to the 17/18 funding year, yearly regional low cost low risk safety projects were delivered. These intersections were targeted at areas of known safety deficiencies and accident sites. Such as, motorcycle under rail at high-risk corners, guard rail and enhanced electronic curve/intersection warning signs. Post 17/18 funding year, there has been a considerable drop in regional low cost low risk allocations.
- Drive education:** Waka Kotahi is working with the NZ Police and Road Safety Co-ordinators to look at driver education, especially around the more prominent contributing factors of; incorrect lane or position, overtaking, poor handling, road factors, travel speed and weather.
- Enforcement:** NZ Police are reviewing their enforcement and deployment strategy used for SH5, with the action to increase data capturing, patrol presence, use of multiple types of enforcement vehicles, and the use of targeted operations.
- Hawkes Bay Transport Study Programme Business Case (PBC):** Commencing shortly, this will look holistically at the region and identify problem and interventions through a collaborative process. It is likely that any future capital investment would take place beyond the 21-24 NLTP. All Hawkes Bay councils are financial contributors to this PBC, and we expect safety to feature in the outcomes.

7. Supporting Information for the Review

Safe and Appropriate Speed Technical Assessment

| | |
|-------------------------|---|
| Technical Assessment | https://infohub.nzta.govt.nz/otcs/cs.dll/Overview/47153015 |
| TA Review Form Feedback | https://infohub.nzta.govt.nz/otcs/cs.dll/Overview/47164548 |

7.1. Background Data for the SH Corridor Under Review

7.1.1. Characteristics of the Corridor

| | |
|---|--------------------|
| ONRC Classification | Regional Strategic |
| Government Policy Statement (GPS) Top 10% | Yes (Partial) |

7.1.2. Traffic Volume (AADT) along the Corridor

| Count Location | Count Year | AADT | Heavy Commercial Vehicles % |
|--|---|------|-----------------------------|
| 005-0135/2.5 - 278m past Crown Rd (Taupo) | 2018 | 4539 | 20.9 |
| 005-0150/0.1 - Virtual site at Old regional boundary | 2018 | 4539 | 20.9 |
| 005-0220/10.18 - TE POHUE - Telemetry Site 23 - 1km Nth of Oakmere Station Gateway | 2018 | 3140 | 15.5 |
| 005-0249/10.26 - ESKDALE - Telemetry Site 101 - (WIM Site) | 2018 | 4334 | 16.5 |
| [reference the source of this information] | NZTA State highway volumes by region (NZTA website) | | |

7.1.3. Travel Time Impact along the Corridor

| | | |
|--|---------|------|
| Travel Time Cost (Lower Bound) - Mean Speed to Proposed Speed Limit | 0:05:47 | More |
| Travel Time Cost (Upper Bound) - Current Speed Limit to Proposed Speed Limit | 0:18:22 | More |
| <small>(indicate the methodology to determine the travel time)</small> See "Travel Time" tab | | |

7.1.4. Crash Data along the Corridor

10-year Crash Statistics

| | |
|---|------|
| 10-year Period Start | 2010 |
| 10-year Period End | 2019 |
| Total crashes | 641 |
| Total Injuries - All | 250 |
| Total Injuries - Fatal | 11 |
| Total Injuries - Serious | 55 |
| Total Injuries - Minor | 184 |
| <small>(Insert InfoHub link to the crash stats received from statistical analysis)</small> | |
| https://infohub.nzta.govt.nz/otcs/cs.dll?func=ll&objaction=overview&objid=48084130 | |

NB: Due to the media attention of the route, numerous supporting CAS extracts have been done over the past 12 months. Therefore RE-CONFIRM stats via STATSTICAL ANALYSIS prior to external engagement

7.2. Other Measures that may be required to support the proposed safe and appropriate speed limit

| Map section # (if Any) | SH | RS/RP | | Length (km) | Measures required (Infrastructure / Education - Behaviour change) |
|------------------------|----|-------------|-------------|-------------|--|
| 1 | 5 | 137/0.000 | 0169/8.980 | 41.08 | <ul style="list-style-type: none"> • Install additional speed repeater signs • Consider shoulder widening and the installation of a central median barrier (where practical to install) • Consider further line marking improvements, e.g. wide edgeline and / or wide centreline, extending existing ATP edgeline and centreline markings |
| 2 | 5 | 0169/8.980 | 0169/17.160 | 8.18 | <ul style="list-style-type: none"> • Install threshold speed signs • Install additional speed repeater signs • Consider further line marking improvements, e.g. wide edgeline • Consider extending the roadside barrier to protect steep embankment hazards |
| 3 | 5 | 0169/17.160 | 0190/5.500 | 9.59 | <ul style="list-style-type: none"> • Install threshold speed signs and consider pavement marking symbols at the speed change point where the road surface is suitable • Consider further line marking improvements, e.g. wide edgeline • Consider extending the roadside barrier to protect steep embankment hazards |
| 4 | 5 | 0190/5.500 | 0204/9.500 | 17.25 | <ul style="list-style-type: none"> • Install additional speed repeater signs • Consider further line marking improvements, e.g. wide edgeline • Consider passing lane improvements, such as lengthening and improving deficient merge/diverge areas |
| 5 | 5 | 0204/9.500 | 0249/7.000 | 40.91 | <ul style="list-style-type: none"> • Install additional speed repeater signs • Consider further line marking improvements, e.g. wide edgeline • Consider passing lane improvements, such as lengthening and improving deficient merge/diverge areas |
| 6 | 5 | 0249/7.000 | 0249/12.464 | 5.46 | <ul style="list-style-type: none"> • Install threshold speed signs and consider pavement marking symbols at the speed change point where the road surface is suitable • Consider localised shoulder widening • Consider further line marking improvements, e.g. wide edgeline • Consider removing, relocating or protecting roadside hazards, such as drainage ditches, power poles and vegetation |

7.3. Collaboration with TLAs

| |
|---|
| <p>There has been previous public messaging regarding NZTA's intent with progressing a speed review on SH5 - this has been through media forums, and key stakeholders.</p> <p>Although, no specific collaboration / engagement has been done with TLA's and key stakeholder organisations, there has been reputative media attention regarding the sentiment of the route and the call for action.</p> <p>Previous (HDC) community meeting at Te Pohue raised and re-iterated the sentiment from the recent fatal crashes and the disruption it causes (both from the road death and network resilience point of views) and also the safety hot spots. These being unsafe intersections, speeds too fast through the rural settlements and areas of pavement defects.</p> <p>Correspondence (received in confidence) was received from the driver from one of the fatal incidents - this provides great supporting commentary regarding the observation that driver behaviour and speed are the main issues (as opposed to the media stance of the road being a fault).</p> |
|---|

7.4. Issues and Risks

| Issues and Risks | Mitigation |
|---|--|
| The delivery timeframe for the speed review to occur and, in particular, the risk of further death and serious injury crashes, as well as the on-going media risk raised through Media channels and / or Ministerial. | The project team now needs to ensure momentum a is continued and gateway approvals are meet in a timely manner. Key stakeholder engagement phases needs to commence as soon as possible and we are need to be transparent with our intent and timeframes as there is a reputational risk if no action is taken or demonstrated to be underway. |
| Other speed reviews (SH51) in the region and their own importance/merit to also progress in a timely manner. | Best align high priority corridors in the region and decide whether or not a regional approach at be taken. |
| Submissions from either Engagement or Consultation want differing speeds than proposed or opposed to the entire corridor (or sections) having a lower speed | The proposed sections have been technically reviewed in accordance with the Speed Management Guide and current GPS objectives. Safe and appropriate speeds have been proposed as per the governing infrastructure risk rating criteria and have considered the balance between local and regional needs. |

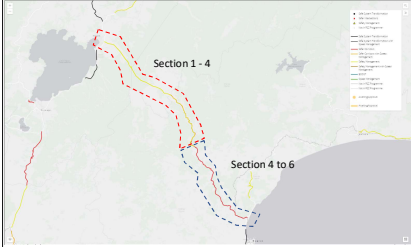
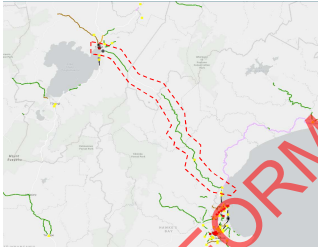
8. Views of Teams within Transport Services and Responses

[Recipients to provide feedback within the relevant boxes below. Two week period review period then closed. Speed Review Manager to consider and provide close-out comments following close of review period]

8.1 Regional Safety Engineer

(Reflect on what they know about the corridor and the impact on their area of interest, community sentiment, upcoming works that may affect implementation, effects on people's journeys, etc)

| Name | Ben Grapes (Hawkes Bay) / Etienne La Grange (Waikato) | Date Start | 13 November 2020 |
|----------------------|--|------------|------------------|
| Title | Regional Safety Engineer | Date End | 27 November 2020 |
| Engagement Comments: | <p>Safe System Summary: Humans make mistakes yet should not be killed nor seriously injured by them, therefore the SH5 corridor is currently not providing a safe and forgiving system.</p> <ul style="list-style-type: none"> •The SH5 (Napier to Tarawera) corridor is deemed a high risk rural road due to the poor safety performance record and the trend is deteriorating at a higher rate than the regional (or National) trend. •The noticeable (5 year) trends on SH5 are the percentage of crashes occurring in wet conditions (62%) and the high percentage of loss of control crashes (64%). •The two noticeable contributing factors to the death and serious injury crashes that are considerable higher than national or regional average are road factors and travel speed. •Waka Kotahi has implemented safety interventions over past years, although this has not sustained a reduction in the number of DSI crashes on the corridor. <p>Although the overall form of the corridor improvement strategy is Safe System Transformation Works, it is not believed this will give all the specific measures that may be most appropriate nor in a timely manner to reduce the risk of death or serious injury. Because:</p> <ul style="list-style-type: none"> •The environmental / topographical constraints of the SH5 corridor. •The noted contributing crash factors and trends on SH5 (i.e. high percentage of wet crashes, loss of control on bends, travel speed, etc). •The volume of traffic on SH5. <p>Safe System Transformation Works are likely to involve a long-term period of incubation and implementation given the higher cost of infrastructure-type treatments.</p> <p>Therefore, it is recommended that the ideal treatment philosophy strategy would be a balance of all treatment philosophies but with a greater emphasis on Safer Corridors and Safety Management (Safe Speeds is a major part of this). This will help provide short to medium term safety treatments which are cost effective and can have a high impact on reducing the risk.</p> <p>Section 9(2)(g)(i) free and frank</p> | | |

| 8.2 OPPP, Transport Services | | | |
|--|---|------------|------------------|
| (Reflect on what they know about the corridor and the impact on their area of interest, community sentiment, upcoming works that may affect implementation, effects on people's journeys, etc) | | | |
| Name | Mike Pilgrim | Date Start | 13 November 2020 |
| Title | Principal Road Safety Advisor | Date End | 27 November 2020 |
| Engagement Comments: | <p>section 9(2)(g)(i) free and frank</p> | | |
| | | | |
| 8.3 Safe Network Programme, Project Delivery, Transport Services | | | |
| (Reflect on what they know about the corridor and the impact on their area of interest, community sentiment, upcoming works that may affect implementation, effects on people's journeys, etc) | | | |
| Name | Michael Brown / Jason Chow | Date Start | 13 November 2020 |
| Title | Safe Systems Lead / Safe System Support | Date End | 27 November 2020 |
| Engagement Comments: | <p>Safe System Lead endorse the proposed speed limit changes All six sections are in the Safe Networks Pipeline (SNP) tool. From Section 1 to 4, Safety Management is proposed under NLTP1. Section 4 to 6, Safer Corridors is proposed under NLTP2. (Refer to SNP figure below) Under RZZ, Section 1 to 6 are proposed to have Speed Management except within the Bay of Plenty boundary.</p> <p>section 9(2)(g)(i) free and frank</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>Safe Networks Pipeline Tool</p>  </div> <div style="text-align: center;"> <p>R2Z</p>  </div> </div> | | |

8.4 Manager, System Management, Transport Services

(Reflect on what they know about the corridor and the impact on their area of interest, community sentiment, upcoming works that may affect implementation, effects on people's journeys, etc)

| | | | |
|----------------------|-----------------------------------|------------|------------------|
| Name | Oliver Postings | Date Start | 13 November 2020 |
| Title | Manager, System Management | Date End | 27 November 2020 |
| Engagement Comments: | section 9(2)(g)(i) free and frank | | |
| | | | |
| | | | |
| | | | |

8.5 Journey Manager, System Optimisation, Transport Services

(Focus on what they know about the corridor and the impact on their area of interest, community sentiment, upcoming works that may affect implementation, effects on people's journeys, etc)

| | | | |
|----------------------|---------------------------------------|------------|------------------|
| Name | Helen Harris / Liam Ryan | Date Start | 13 November 2020 |
| Title | Journey Manager - System Optimisation | Date End | 27 November 2020 |
| Engagement Comments: | No comment received. | | |

8.6 Regional RMA Planner, System Design, Transport Services

(Focus on what they know about the corridor and the impact on their area of interest, community sentiment, upcoming works that may affect implementation, effects on people's journeys, etc)

| | | | |
|----------------------|-----------------------------------|------------|------------------|
| Name | Aaron Hudson/ Claudia Jones | Date Start | 13 November 2020 |
| Title | Regional RMA Planner | Date End | 27 November 2020 |
| Engagement Comments: | section 9(2)(g)(i) free and frank | | |
| | | | |
| | | | |

8.7 Design Portfolio 4, Inter-Regional Journeys

(Focus on what they know about the corridor and the impact on their area of interest, community sentiment, upcoming works that may affect implementation, effects on people's journeys, etc)

| | | | |
|----------------------|--|------------|------------------|
| Name | Michelle Te Wharau | Date Start | 13 November 2020 |
| Title | Inter-regional Journeys National Manager | Date End | 27 November 2020 |
| Engagement Comments: | No comment received. | | |

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

| 8.8 Area Programme Manager, Transport Services (Focus on what they know about the corridor and the impact on their area of interest, community sentiment, upcoming works that may affect implementation, effects on people's journeys, etc) | | | |
|--|-----------------------------------|------------|------------------|
| Name | Jeanine Foster | Date Start | 13 November 2020 |
| Title | Area Programme Manager - National | Date End | 27 November 2020 |
| Engagement Comments: | No comment received. | | |

| 8.9 Summary of Views from Interested Teams - Themes and Response [Speed Review Manager details what is considered as an outcome of this engagement. Complete Section 9 and Include revised speed map if any.] | |
|---|--|
| 1) General conscious that 100 km/h is not safe and appropriate for SH5 2) The noted future R22 investment, and in particular Section 1, is not planned to transform the cross section (i.e. engineer up the road). Other noted investment compliments the speed management proposal 3) Raised concerns on the differing road environments between some of the sections and how we may tell the story as to why they are both considered safe and appropriate at 80 km/h 4) Point 3 above reflects the need to ensure robust engagement is completed prior to formal consultation | |

9. Speed Limit Recommended for External Engagement
(Populate when completing the close out process for Section 8 to recommend speed limits for external engagement)

9.1 Viability Meeting Discussions

General overview provided by BG and MP. A description of the corridor's environment was given and this sees 3 notable changes. These being:
1) Te Pohue North- for 40km north through to 15kms north of the Waipunga Falls- windy, curvilinear sections of high speed rural environment. Variable weather systems ranging from snow, ice, heavy rain to intense heat and wind.
2) Rangitikei Plains has straight long sections with minimal shoulder width and no asset issues but known notable high speed rural environment.
3) Eskdale - similar environment to the Taupo end of the highway. Moderate curves and open environment.

NZTA internal consensus is that the existing 100km/h over the full length is not safe and appropriate, nor aligns to the Speed Management Guide 2016. There has been raised concerns on the differing road environments between some of the sections and how we may tell the story as to why they are both considered safe and appropriate at 80 km/h.

Generally, Sections 2 to 5 are considered self-explaining and Section 1 and 6 are considered challenging conversations.

An important point to highlight is that the noted future R22 investment, and in particular Section 1, is not planned to transform the cross section (i.e. engineer up the road) and as well as Section 1 (and 6) contributing to ~30% of the 10 year DSI history, therefore concluding that some form of action should be taken. With Speed Management being an appropriate intervention and safe system outcome, albeit it may be a challenging conversation. The other noted investment compliments the speed management proposal on the entire corridor.

Discussion regarding communication plan: GLT have emphasised the Agency's strong desire to improve safety on the corridor and escalate the speed review process, where possible, on SH5 and SH51. An option for this to occur is going straight to consultation on SH5 (and inc. SH51), with some light, targeted engagement immediately prior. Reflecting the desire to have an expedited process for both corridors, the below has been the suggested action plan:

Advisory phone call to key stakeholders in support to email notification informing the NZTA are planning to review speeds on these corridors

Internal Alignment

| Name | Title | Date | Comments | Endorsed |
|----------------|-------------------------------------|------------|-----------------------------------|----------|
| Andrew Burdett | Speed Management Programme Lead | 12/01/2021 | section 9(2)(g)(i) free and frank | |
| Mike Pilgrim | Principal Road Safety Advisor, OPPP | 13/01/2021 | section 9(2)(g)(i) free and frank | |
| Ben Grapes | Senior Safety Engineer | 12/01/2021 | section 9(2)(g)(i) free and frank | |

9.2 Speed Limit Recommended for External Engagement

| Network Section No. | State Highway | RS / RP | | Length (km) | GPS Co-ordinates (START / END) | | Physical Description of Location [provide offsets from nearest side road or key landmark and locality, if applicable] | Assessed DSI Savings* | Existing Posted Speed Limit (km/h) | Recommended Speed limit (km/h) |
|---------------------|---------------|-------------|-------------|-------------|--------------------------------|------------------|--|-----------------------|------------------------------------|--------------------------------|
| | | Start | End | | | | | | | |
| 1 | 5 | 137/0.100 | 0169/8.710 | 40.6 | 1870749, 5711412 | 1900686, 5686742 | SH1 Intersection to Hakwe's Bay Region / Iwitihi - Long straight sections through rural | (error in MM) | 100 | 80 |
| 2 | 5 | 0169/8.710 | 0169/17.160 | 8.45 | 1900686, 5686742 | 1905604, 5680860 | 1160m south-west of Matea Road (near the Hawke's Bay Regional Boundary) to 130m west of Waipunga Road (Esk Valley) | 0.07 | 100 | 80 |
| 3 | 5 | 0169/17.160 | 0190/5.500 | 9.6 | 1905604, 5680860 | 1909241, 5674416 | | 0.17 | 100 | 80 |
| 4 | 5 | 0190/5.500 | 0204/9.500 | 17.2 | 1909241, 5674416 | 1911573, 5661475 | | (error in MM) | 100 | 80 |
| 5 | 5 | 0204/9.500 | 0249/7.000 | 41 | 1911573, 5661475 | 1929046, 5633232 | | 0.63 | 100 | 80 |
| 6 | 5 | 0249/7.000 | 0249/12.300 | 5.3 | 1929046, 5633232 | 1933726, 5632304 | Eskdale to SH2 Intersection - Rural residential area on the outskirts of Napier | 0.12 | 100 | 80 |

122.15

10. Approval for External Engagement [Approver to provide comments within the relevant box below and attached signature]

(Focus on what they know about the corridor and the impact on their area of interest, community sentiment, upcoming works that may affect implementation, effects on people's journeys, etc)

| | | | |
|-----------|--|-----------|--|
| Name | Graham O'Connell | Date | |
| Title | Portfolio Manager, Design Portfolio 5, System Performance, System Design, Transport Services | Signature | |
| Comments: | Approved via email dated 16/11/2021 | | |

Tim Kidd

From: Graham O'Connell
Sent: Monday, 16 November 2020 9:06 AM
To: Kirstan O'Donoghue
Cc: Tim Kidd; Ben Grapes; Etienne La Grange
Subject: RE: SH5 Taupo to Bay View

Approved

From: Kirstan O'Donoghue <Kirstan.O'Donoghue@nzta.govt.nz>
Sent: Friday, 13 November 2020 4:39 PM
To: Graham O'Connell <Graham.OConnell@nzta.govt.nz>
Cc: Tim Kidd <Tim.Kidd@nzta.govt.nz>; Ben Grapes <Ben.Grapes@nzta.govt.nz>; Etienne La Grange <Etienne.LaGrange@nzta.govt.nz>
Subject: SH5 Taupo to Bay View

Hi Graham

Another IR for your ok - it is missing CAS data and travel time calcs but these are being completed now and there is some urgency on this corridor.

<https://infohub.transporthub.govt.nz/otcs/cs.dll?func=ll&objaction=overview&objid=47424239>

Have a nice weekend 😊

Ngā mihi,

Kirstan O'Donoghue, BEng (Hons), CEng, CMEngNZ / Senior Safety Engineer
Transport Services Group

section 9(2)(a) privacy

E Kirstan.O'Donoghue@nzta.govt.nz / w nzta.govt.nz

Waka Kotahi NZ Transport Agency

Level 6 Majestic Centre / 100 Willis Street
Wellington 6011, New Zealand

