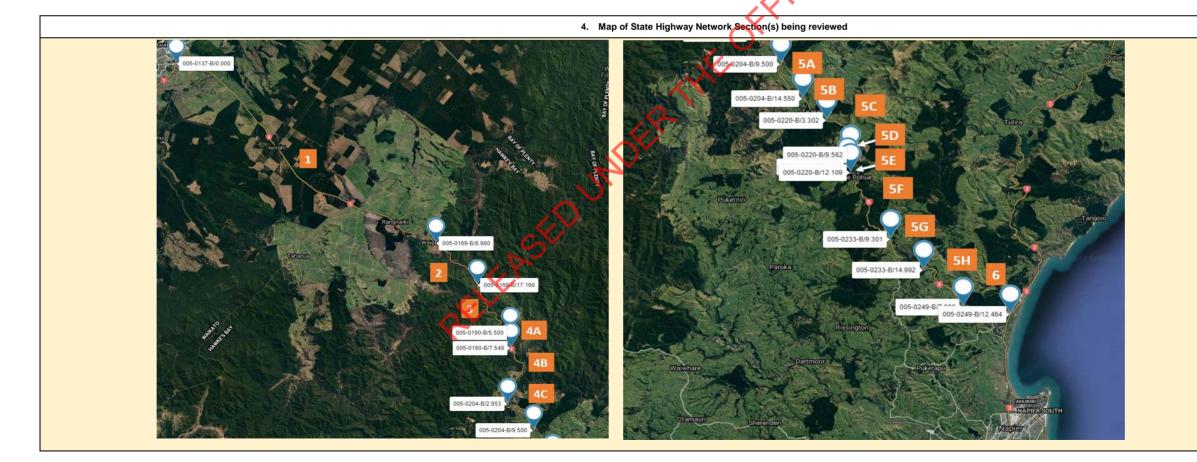


SAFE SPEED PROGRAMME SPEED LIMIT REVIEW – Views of Interested Teams within Transport Services

V 2.0 - Based on Word Document Version 1.0

					Legend
Purpose of this form is to	record the views	of interested teams within Transport Services on the speed limit review prior to going to exter	keholders and the	Panellist Input Required	
general public by the indi	icated close date (I	Normally two weeks).			NZ Transport Agency Input
					Automatic Input
1. Corridor Name	SH5 Taupo to	o Bayview			
Date		9/11/2021		Version / Revision	Rev 2
Region		Hawkes Bay		Site ID	SH5 Taupo to Napier
Review Period Closes					
		2. Speed Re	view Manager Details (Region	nal Safety Engineer)	
Name		F	Phone		
Title		Ν	Mobile		
Organisation		E	Email		
			3. Reasons for Speed Rev	view	

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 i through speed management. This corridor has been selected via these criteria.



	NOTES
	"TEMPLATE ONLY" will disappear once a title is input into Section 1
	Based on the document named "Sie ID X.X.XXX_Corridor Description_Safe Speed Programme Internal Engagement
	Revision #0, 1,2,3
	Obtain site ID from Project Manager
	Date DD/MM/YYYY
	l
	Dravida the heatenness of information
in deaths and sorious injuries (DSi)	Provide the background information which led to this review
in deaths and serious injuries (DSi)	
	Insert map or maps – please provide references to correlate to the Summary Table in Item 5
	l



5. Technical Assessment Summary Table																				
		RS /		RS / RP		RS / RP		RS / RP					Physical Description of Location [GPS co-ordinates, provide offsets		Assessed Safe and	Top 10% DSI Savings	Predicted DSI Savings [MegaMaps]	Mean Operating Speeds [MegaMap,	Proposed Safe and	Reasons proposed speed limit differs from
Network Section No.	State Highway	Start	End	Length (km)	from nearest side road or key landmark and locality, if applicable]	(km/h)	Appropriate Speed Limit (SaAS) (km/h)	Segment (Y/N)	Unedited (Corridor edited)	TomTom, Traffic counter (Specify Source)]	limit (km/h)	SaAS								
1	5	0137/0.000	0169/8.980	41.08	SH1 Intersection to Hakwe's Bay Region / Iwitahi - Long straight sections through rural farmland and forest blocks, narrow shoulders, some roadside hazards	100	100	Y	TION	95-100 (Megamaps) 90-95 (Mooven)	100	 SMG technical assessment suggests SaAS = 100 Current mean operating speeds from MegaMaps are 95-100 km/h Mooven data indicates average speeds between 90-95 km/h 								
2	5	0169/8.980	0169/17.160	8.18	lwitahi to Start of Descent to Tarawera - Change in road alignment to curved, increased roadside hazards	100	100	NFORM	0.06	95-100 (Megamaps) 85-90 (Mooven)	80	 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	C3QAL	Y	0.49	70-74 (Megamaps) 65-75 (Mooven)	<80	 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 								
4A	5	0190/5.500	0190/7.550	2.05	Tarawera - Curved alignment, some minor residential and commercial activity	100	80	Y	0.06	75-79; 90-95 (Megamaps) 75-85 (Mooven)*	80	 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* 								
4B	5	0190/7.550	0204/2.950	8.654	Tarawera through the Awahohonu Forest section - Curved alignment, several passing lanes on either side	100	80	Y	0.15	75-79; 90-95 (Megamaps) 75-85 (Mooven)*	80	 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* 								
4C	5	0204/2.950	0204/9.500	6.55	Te Haroto - Curved alignment, over hill, several passing lanes	100	60	Y	0.83	75-95 (Megamaps) 75-85 (Mooven)*	<80	 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* 								



5A	5	0204/9.500	0204/14.550	5.05	Te Haroto to Mad Mile - Curved alignment through rural farmland, with several passing lanes and straighter sections of highway	100	80	Ν	0.12	89 (Megamaps) 75-85 (Mooven)*	80
5B	5	0204/14.550	0220/3.300	3.705	Mohaka Bridge / Te Haroto Section - Curved through cutting with some embankments, intersections and more curved than previous section	100	80	Ν	0.08	89 (Megamaps) 75-85 (Mooven)*	80
5C	5	0220/3.300	0220/9.560	6.26	Titiokura Summit - Curved alignment over hill	100	80	N	ATOM	89 (Megamaps) 75-85 (Mooven)*	80
5D	5	0220/9.560	0220/11.030	1.465	Titiokura Summit to Te Pohue Lake - Curved alignment	100	80	NFOR	0.11	89 (Megamaps) 75-85 (Mooven)*	<80
5E	5	0220/11.030	0220/12.110	1.08	Te Pohue	100	-1C80A	N	0.03	89 (Megamaps) 75-85 (Mooven)*	<80
5F	5	0220/12.110	0233/9.300	10.223	Te Puhoe to Glengarry	100	80	Ν	0.36	89 (Megamaps) 75-85 (Mooven)*	80
5G	5	0233/9.300	0233/14.990	5.69	Glengarry	100	80	Ν	0.13	89 (Megamaps) 75-85 (Mooven)*	80
5н	5	0233/14.990	0249/7.000	7.429	Glengarry to Eskdale - Curved alignment through rural farmland	100	80	Ν	0.24	90 (Megamaps) 75-85 (Mooven)*	80
6	5	0249/7.000	0249/12.464	5.464	Eskdale to SH2 Intersection - Rural residential area on the outskirts of Napier	100	80	Ν	0.17	90-94; 85-89 (Megamaps) 80-90 (Mooven)	<80

 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* 	
	Unhide additional rows if required
 SMG technical assessment suggests SaAS = 80 Governing factor is IRR Current mean operating speeds from MegaMaps are 90-94 & 85-89 km/h Magyon data indicates average 	
 Mooven data indicates average speeds between 80-90 km/h 	



6.	Other	Projects	on	Corridor
----	-------	----------	----	----------

							N982
							NACT
							MATION ACT 1982
				7.	Supporting Information for th	ne Review	K
Safe and Appropriate Speed	Technical Assessment						R
	[Insert InfoHub link to the Technical Ass	sessment, if any]					
	[Insert InfoHub link to the TA Review Fee	edback document]					
-	the SH Corridor Under Review tics of the Corridor						
	ONRC Classification	Regional Strateg	jic				
	Government Policy Statement (GPS) Top 10%	Yes (Partial)					
7.1.2.Traffic Volum	ne (AADT) along the Corridor						
	Count Location		Count Year	AADT	Heavy Commercial Vehicles %		
	005-0135/2.5 - 278m past Crow	n Rd (Taupo)	2018	4539	20.9		
	005-0150/0.1 - Virtual site at Old	d regional	2018	4539	20.9		
	boundary 005-0220/10.18 - TE POHUE -Tel 1km Nth of Oakmere Station Gat	emetry Site 23 -	2018	3140	15.5		
	005-0249/10.26 - ESKDALE - Tele (WiM Site)	Supertury Cite 101	2018	4334	16.5		
	[reference the source of this information]		NZTA State high	way volumes by region (NZTA v	vebsite)		
7.1.3.Travel Time	Impact along the Corridor			LA		I	
	Travel Time Cost (Lower Bound) - Mean S	peed to Proposed Sp	eed Limit	Y	0:05:21	More	
	Travel Time Cost (Upper Bound) – Current	t Speed Limit to Prop	osed Speed Limit		0:11:25	More	

Insert InfoHub link to the Technical Assessment. if anv Insert InfoHub link to the TA Feedback form Include ONRC Classification, GPS Top 10% Reference the source of this information Indicate the methodology to determine the travel time



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	
[Insert InfoHub link to the crash stats received from statistical analysis]		

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

ata a	liong the Corridor					
	10-year Crash Statist	ics				
	10-year Period Star	rt				2010
	10-year Period End	I				2019
	Total crashes					641
	Total Injuries – All					250
	Total Injuries – Fat	al				
	Total Injuries – Ser	ious				55
	Total Injuries – Mir	ıor				184
	[Insert InfoHub link to the second se	he crash stats receive	ed from statistical analy	sis]		
hat n	nay be required to sup	port the proposed s	afe and appropriate s	peed limit		2010 2019 641 250 11 55 184
	Map section # (if	SH		S/RP	Length (km)	Measures required (Infrastructure / Education - Behaviour change)
	Any)					
	1	5	0137/0.000	0169/8.980	41.08	 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	 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	 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
	4A	5	0190/5.500	0190/7.550	2.05	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
	4B	5	0190/7.550	0204/2.950	8.65	 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
	4C	5	0204/2.950	0204/9.500	6.55	 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
	5A	5	0204/9.500	0204/14.550	5.05	 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
	5B	5	0204/14.550	0220/3.300	3.71	 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

Request to be made to StatisticalAnalysis@nzta.govt.nz

Insert InfoHub link to the crash stats received from statistical analysis





5C	5	0220/3.300	0220/9.560	6.26	 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
5D	5	0220/9.560	0220/11.030	1.47	 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
5E	5	0220/11.030	0220/12.110	1.08	 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
5F	5	0220/12.110	0233/9.300	10.22	 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
5G	5	0233/9.300	0233/14.990	5.69	 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
5H	5	0233/14.990	0249/7.000	7.43	 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	 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

grig mens.such as lengths. . and consider pavement marking s, . and .



Unhide additional rows if required



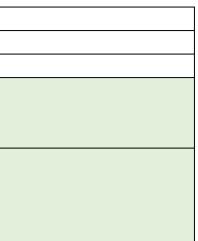
		1982
7.4. Issues and Risks		Ś
	Issues and Risks	Mitigation
		QN.
		- FOX
	8. Views of	Teams within Transport Services and Responses
	[Recipients to provide feedback within the relevant boxes below. Two week period r	eview period then closed. Speed Review Manager to consider and provide close-out comments following close of review period]
	(Reflect on what they know about the corridor and the impact on their area	8.1 Regional Safety Engineer of interest, community sentiment, upcoming works that may affect implementation, effects on people's journeys, etc)
Name		Date Start TBC
Title	Regional Safety Engineer	Date End
Engagement Comments:		THE
Close-out Responses	M	jet-
	REFERSED	

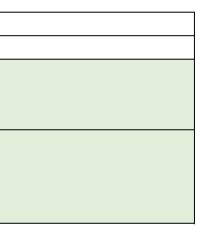


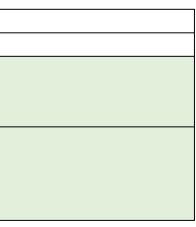




	(Reflect on what they know about the corridor and the impact on their area	8.2 OPPP, Transport Ser of interest. community sentiment	vices t, upcoming works that may affect implementation, effects on people's journeys, etc)
Name	Mike Pilgrim	Date Start	Твс
Title	Principal Road Safety Advisor	Date End	твс
Engagement Comments:			1982
Close-out Responses			MACT
	8.3 Safe Net (Reflect on what they know about the corridor and the impact on their area	work Programme, Project Deliv of interest, community sentiment	very, Transport Services t, upcoming works that may affect implementation, effects on people's journeys, etc)
Name	Michael Brown	Date Start	твс
Title	Safe Systems Lead	Date End	твс
Engagement Comments:			almi
Close-out Responses			FICIALITY
	(Reflect on what they know about the corridor and the impact on their area	anager, System Management, T	ransport Services t, upcoming works that may affect implementation, effects on people's journeys, etc)
Name	Oliver Postings	Date Start	твс
Title	Manager, System Management	Date End	твс
Engagement Comments:	AU GJ		
Close-out Responses	OFFIC		









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	Hannah Thompson		Date Start	твс				
Title	Journey Manager - System Optimisation		Date End	твс				
Engagement Comments:				1982				
Close-out Responses				ONACI				
	(Focus on what they kn	8.6 Region ow about the corridor and the impact on their area	al RMA Planner, System Desig of interest, community sentiment,	n, Transport Services , upcoming works that may affect implementation, effects on people's journeys, etc)				
Name	Aaron Hudson		Date Start	твс				
Title	Regional RMA Planner		Date End	твс				
Engagement Comments:				ALM				
Close-out Responses			E OF	FIC.				
	(Focus on what they kn	8.7 ow about the corridor and the impact on their area		onal Journeys upcoming works that may affect implementation, effects on people's journeys, etc)				
Name	Michelle Te Wharau		Date Start	твс				
Title	Inter-regional Journeys National Manager	4	Date End	твс				
Engagement Comments:		CEP UI						
Close-out Responses		RELEASED						





r								
	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	твс					
Title	Area Programme Manager - National	Date End	твс					
Engagement Comments:			1982					
Close-out Responses			ACI					

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.]
NA
R
AF
CIA

	9. Speed Limit Recommended for External Engagement (Populate when completing the close out process for Section 8 to recommend speed limits for external engagement)										
		RS/RP				THE	Physical Description of Location	Assessed DSI Savings*	Existing Posted Speed		
Network Section No.	State Highway	Start	End	Length (km)	GPS Co-ordinates	s (START/END)	[provide offsets from nearest side road or key landmark and locality, if applicable]	r key (MegaMaps corridor editor)	Limit (km/h)		
1	5	0137/0.000	0169/8.980	41.08	-38.704438 176.112186	-38.917657,176.469075	SH1 Intersection to Hakwe's Bay Region / Iwitahi - Long straight sections through rural farmland and forest blocks, narrow shoulders, some roadside hazards	0	100		
2	5	0169/8.980	0169/17.160	8.18	38.917657,176.469075	-38.967623,176.527234	lwitahi to Start of Descent to Tarawera - Change in road alignment to curved, increased roadside hazards	0.06	100		
3	5	0169/17.160	0190/5.500	9.59	-38.967623,176.527234	-39.024430,176.571852	Descent to Tarawera - Steeper descent and winding alignment	0.49	100		
4A	5	0190/5.500	0190/7.550	2.05	-39.024430,176.571852	- 39.04241182,176.57322 731	Tarawera - Curved alignment, some minor residential and commercial activity	0.06	100		





-										
4B	5	0190/7.550	0204/2.950	8.654	- 39.04241182,176.57322731	- 39.10852949,176.56876 374	Tarawera through the Awahohonu Forest section - Curved alignment, several passing lanes on either side	0.15	100	80
4C	5	0204/2.950	0204/9.500	6.55	- 39.10852949,176.56876374	- 39.14018688,176.60483 461	Te Haroto - Curved alignment, over hill, several passing lanes	0.83	100	<80
				<u>p</u> t			Te Haroto - Curved alignment, over hill, several passing lanes	MATION	ACT	5

Unhide additional rows if required



						-					
54	5	0204/9.500	0204/14.550	5.05	- 39.14018688,176.60483461	- 39.17532012,176.63080 257	Te Haroto to Mad Mile - Curved alignment through rural farmland, with several passing lanes and straighter sections of highway	0.12	100	80	
58	5	0204/14.550	0220/3.300	3.705	- 39.17532012,176.63080257	- 39.19748043,176.65862 700	Mohaka Bridge / Te Haroto Section - Curved through cutting with some embankments, intersections and more curved than previous section	0.08	100	80	
5C	5	0220/3.300	0220/9.560	6.26	- 39.19748043,176.65862700	- 39.23266671,176.68703 600	Titiokura Summit - Curved alignment over hill	0.51	100	80	
5D	5	0220/9.560	0220/11.030	1.465	- 39.23266671,176.68703600	- 39.24494481,176.68330 100	Titiokura Summit to Te Pohue Lake - Curved alignment	0.11	100	<80	
5E	5	0220/11.030	0220/12.110	1.08	- 39.24494481,176.68330100	- 39.25108233,176.68716 743	Te Pohue	0.03	100	<80	
5F	5	0220/12.110	0233/9.300	10.223	- 39.25108233,176.68716743	- 39.31895154,176.73400 847	Te Puhoe to Glengarry	0.36	100	80	
5G	5	0233/9.300	0233/14.990	5.69	- 39.31895154,176.73400847	- 39.35042963,176.77337 728	Glengany	0.13	100	80	
5н	5	0233/14.990	0249/7.000	7.429	- 39.35042963,176.77337728	-39.387568,176.820157	Glengarry to Eskdale - Curved alignment through rural farmland	0.24	100	80	
6	5	0249/7.000	0249/12.464	5.464	-39.387568,176.820157	-39.395376,176.875677	Eskdale to SH2 Intersection - Rural residential area on the outskirts of Napier	0.17	100	<80	
L											
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, De	Portfolio Manager, Design Portfolio 5, System Performance, System Design, Transport Services									
	JUN										

_		
ſ		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
	Comments:	REFERSED



REFERSED UNDER THE OFFICIAL INFORMATION ACT 1982

SMP Site 12 - SH5 Taupo to Bay View Internal Engagement Form_Rev2.xlsx Page 13

SMP Site 12 - SH5 Taupo to Bay View



Mike Pilgrim Principal Road Safety Advisor Michael Brown Safe System Lead Aaron Hudson RMA Regional Planner Michelle Te Wharau Inter-regional Journeys Manager Jeanine Foster Area Programme Manager Region Manager, System Management Auckland Mark Owen Waikato Cara Lauder Nelson Andrew James Northland Jacqui Hori-Holt Bay of Plenty Rob Campbell West Coast Peter Connors Hawkes Bay Oliver Postings Southland Graeme Hall Man-Wang Ross l'Anson Tasman Andrew James Canterbury Peter Connors Otago Graeme Hall Gisbourne Oliver Postings Taranaki Ross l'Anson Canterbury Deter Connors Manour Manour Marker Kether Marker Manour Marker Manour Manour Marker Manour Manour Marker Manour Marker Manour Manour Manour Marker Manour Manour Manour Manour Marker Manour Manour Mano	Safe System Lead RMA Regional Planner au Inter-regional Journeys Manager Area Programme Manager Manager, System Management Mark Owen Cara Lauder Andrew James Jacqui Hori-Holt Rob Campbell Peter Connors Oliver Postings Graeme Hall Ross l'Anson Andrew James Peter Connors Graeme Hall Oliver Postings Ross l'Anson	Mike Pilgrim	Title	
Michael Brown Safe System Lead Aaron Hudson RMA Regional Planner Michelle Te Wharau Inter-regional Journeys Manager Jeanine Foster Area Programme Manager Region Manager, System Management Auckland Mark Owen Waikato Cara Lauder Nelson Andrew James Northland Jacqui Hori-Holt Bay of Plenty Rob Campbell West Coast Peter Connors Hawkes Bay Oliver Postings Southland Graeme Hall Man-Wang Ross l'Anson Tasman Andrew James Canterbury Peter Connors Otago Graeme Hall Gisbourne Oliver Postings Taranaki Ross l'Anson	Safe System Lead RMA Regional Planner au Inter-regional Journeys Manager Area Programme Manager Manager, System Management Mark Owen Cara Lauder Andrew James Jacqui Hori-Holt Rob Campbell Peter Connors Oliver Postings Graeme Hall Ross l'Anson Andrew James Peter Connors Graeme Hall Oliver Postings Ross l'Anson		Principal Road Safety Advisor	
Michelle Te Wharau Inter-regional Journeys Manager Jeanine Foster Area Programme Manager Region Manager, System Management Auckland Mark Owen Waikato Cara Lauder Nelson Andrew James Northland Jacqui Hori-Holt Bay of Plenty Rob Campbell West Coast Peter Connors Hawkes Bay Oliver Postings Southland Graeme Hall Man-Wang Ross l'Anson Tasman Andrew James Canterbury Peter Connors Otago Graeme Hall Gisbourne Oliver Postings Taranaki Ross l'Anson	au Inter-regional Journeys Manager Area Programme Manager Manager, System Management Mark Owen Cara Lauder Andrew James Jacqui Hori-Holt Rob Campbell Peter Connors Oliver Postings Graeme Hall Ross l'Anson Andrew James Peter Connors Graeme Hall Oliver Postings Ross l'Anson Andrew James Peter Connors Graeme Hall Oliver Postings Ross l'Anson Andrew James Peter Connors Graeme Hall Oliver Postings Ross l'Anson	Michael Brown	Safe System Lead	
Tasman Andrew James Canterbury Peter Connors Otago Graeme Hall Gisbourne Oliver Postings Taranaki Ross l'Anson	Andrew James Peter Connors Graeme Hall Oliver Postings Ross l'Anson	Aaron Hudson	RMA Regional Planner	
Tasman Andrew James Canterbury Peter Connors Otago Graeme Hall Gisbourne Oliver Postings Taranaki Ross l'Anson	Andrew James Peter Connors Graeme Hall Oliver Postings Ross l'Anson	Michelle Te Wharau	Inter-regional Journeys Manager	
Tasman Andrew James Canterbury Peter Connors Otago Graeme Hall Gisbourne Oliver Postings Taranaki Ross l'Anson	Andrew James Peter Connors Graeme Hall Oliver Postings Ross l'Anson	Jeanine Foster	Area Programme Manager	
Tasman Andrew James Canterbury Peter Connors Otago Graeme Hall Gisbourne Oliver Postings Taranaki Ross l'Anson	Andrew James Peter Connors Graeme Hall Oliver Postings Ross l'Anson			, O
Tasman Andrew James Canterbury Peter Connors Otago Graeme Hall Gisbourne Oliver Postings Taranaki Ross l'Anson	Andrew James Peter Connors Graeme Hall Oliver Postings Ross l'Anson		Manager, System Management	
Tasman Andrew James Canterbury Peter Connors Otago Graeme Hall Gisbourne Oliver Postings Taranaki Ross l'Anson	Andrew James Peter Connors Graeme Hall Oliver Postings Ross l'Anson		Mark Owen	\sim
Tasman Andrew James Canterbury Peter Connors Otago Graeme Hall Gisbourne Oliver Postings Taranaki Ross l'Anson	Andrew James Peter Connors Graeme Hall Oliver Postings Ross l'Anson		Cara Lauder	
Tasman Andrew James Canterbury Peter Connors Otago Graeme Hall Gisbourne Oliver Postings Taranaki Ross l'Anson	Andrew James Peter Connors Graeme Hall Oliver Postings Ross l'Anson		Andrew James	
Tasman Andrew James Canterbury Peter Connors Otago Graeme Hall Gisbourne Oliver Postings Taranaki Ross l'Anson	Andrew James Peter Connors Graeme Hall Oliver Postings Ross l'Anson		Jacqui Hori-Holt	~
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SMP Site 12 - SH5 Taupo to Bay View



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Transport Services	8.8

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Revision History

	Rev	Date	Comments	1
	0.0	9/07/2020	Initial template setup	
	1	26/09/2020		
	2	21/10/2020	CAS Stats requierd by Panellist to input. Automation added to Section 8. Drop down menu added in Region. Other cosmetic updates	1982
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# **Travel Time Calculation** For input into Table 7.1.3

Section	Length (km)	Existing speed Limit	Proposed Speed Limit	Mean Speed (Mooven)	Travel Time Cost (Lower Bound) (mins)	0
1	41.08	100	80	95	4.864736842	o'r
2	8.18	100	80	90	0.681666667	,00
3	9.59	100	80	75	-0.4795	
4	2.05	100	80	80	0	
5	8.65	100	80	80	0	~
6	6.55	100	80	85	0.288970588	Y
Tota	76.10			Minutes	<b>5.36</b> 0:05:21	2
74		Impact along the C	orridor	Time (h:mm:ss)	0.05:21	

7.1.3. Travel Time Impact along the Corridor

Travel Time Cost (Lower Bound) - Mean Speed to Proposed Speed Limit (himm:ss)

a. .attoPro Travel Time Cost (Upper Bound) - Current Speed Limit to Proposed Speed Limit (h:mm:ss)

(mins) (h:mm:ss) (h:mm:ss) 6.162 0:04:52 0:06:10 1.227 0:00:41 0:01:14 1.4385 0:00:29 0:01:26 0:3075 0:00:00 0:00:18 1.2981 0:00:00 0:01:18 0.9825 0:00:17 0:00:59 11.42 0:11:25 0:05:21 More 0:11:25 More 0:11:25 More 0:11:25 More	Travel Time Cost (Upper Bound) (mins)	Travel Time Co (Lower Bound) (h:mm:ss)	st Cost ( Bound	-				
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Travel Time						
(current mean	Travel Time		Travel Time	Travel Time		
speed)	(Proposed SL)		(current SL)	(Proposed SL)		
mins	mins	Lower Bound	mins	mins	Upper Bound	
25.95	30.81		24.6	5 30.81		~98
5.45	6.14		4.9	1 6.14		,00
7.67	7.19		5.7	5 7.19		
1.54	1.54		1.2	3 1.54		
6.49	6.49		5.1	9 6.49		
4.62	4.91		3.9	3 4.91	2r	
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