

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).

NOTES

"TEMPLATE ONLY" will disappear once a title is input into Section 1

Based on the document named "Site ID X.X.XXX_Corridor Description_Safe Speed Programme Internal Engagement

Legend

Panelist Input Required

NZ Transport Agency Input

Automatic Input

1. Corridor Name	SH5 Taupo to Bayview		
Date	9/11/2021	Version / Revision	Rev 2
Region	Hawkes Bay	Site ID	SH5 Taupo to Napier
Review Period Closes			

Revision #0, 1,2,3...


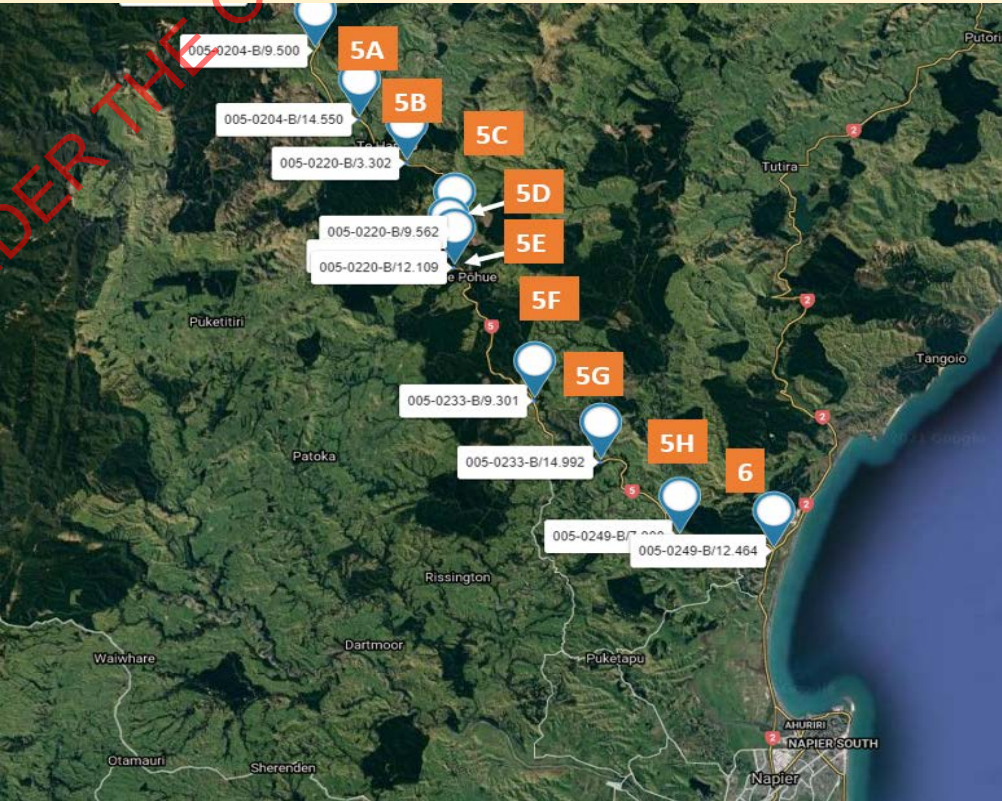
Obtain site ID from Project Manager

Date DD/MM/YYYY

2. Speed Review Manager Details (Regional Safety Engineer)			
Name		Phone	
Title		Mobile	
Organisation		Email	

3. Reasons for Speed Review
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.

Provide the background information which led to this review

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

Insert map or maps – please provide references to correlate to the Summary Table in Item 5

5. Technical Assessment Summary Table

Network Section No.	State Highway	RS / RP		Length (km)	Physical Description of Location [GPS co-ordinates, provide offsets from nearest side road or key landmark and locality, if applicable]	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] <i>Unedited (Corridor edited)</i>	Mean Operating Speeds [MegaMap, TomTom, Traffic counter (Specify Source)]	Proposed Safe and Appropriate Speed limit (km/h)	Reasons proposed speed limit differs from SaAS
		Start	End									
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	0	95-100 (Megamaps) 90-95 (Mooven)	100	<ul style="list-style-type: none"> 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	Iwitahi to Start of Descent to Tarawera - Change in road alignment to curved, increased roadside hazards	100	100	N	0.06	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	Y	0.49	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
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	<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*
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	<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*
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	<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*

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	N	0.12	89 (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*
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	N	0.08	89 (Megamaps) 75-85 (Mooven)*	80	
5C	5	0220/3.300	0220/9.560	6.26	Titikura Summit - Curved alignment over hill	100	80	N	0.51	89 (Megamaps) 75-85 (Mooven)*	80	
5D	5	0220/9.560	0220/11.030	1.465	Titikura Summit to Te Pohue Lake - Curved alignment	100	80	N	0.11	89 (Megamaps) 75-85 (Mooven)*	<80	
5E	5	0220/11.030	0220/12.110	1.08	Te Pohue	100	80	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	N	0.36	89 (Megamaps) 75-85 (Mooven)*	80	
5G	5	0233/9.300	0233/14.990	5.69	Glengarry	100	80	N	0.13	89 (Megamaps) 75-85 (Mooven)*	80	
5H	5	0233/14.990	0249/7.000	7.429	Glengarry to Eskdale - Curved alignment through rural farmland	100	80	N	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	N	0.17	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

Unhide additional rows if required

6. Other Projects on Corridor

7. Supporting Information for the Review

Safe and Appropriate Speed Technical Assessment

[Insert InfoHub link to the Technical Assessment, if any]	
[Insert InfoHub link to the TA Review Feedback document]	

Insert InfoHub link to the Technical Assessment, if any
Insert InfoHub link to the TA Feedback form

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)

Include ONRC Classification, GPS Top 10%

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 - 1 km 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)		

Reference the source of this information

7.1.3. Travel Time Impact along the Corridor

Travel Time Cost (Lower Bound) - Mean Speed to Proposed Speed Limit	0:05:21	More
Travel Time Cost (Upper Bound) - Current Speed Limit to Proposed Speed Limit	0:11:25	More
[indicate the methodology to determine the travel time]	See 'Travel Time' Tab	

Indicate the methodology to determine the travel time

7.1.4.Crash Data along the Corridor

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

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]	

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

Map section # (if Any)	SH	RS/RP		Length (km)	Measures required (Infrastructure / Education - Behaviour change)
1	5	0137/0.000	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
4A	5	0190/5.500	0190/7.550	2.05	<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
4B	5	0190/7.550	0204/2.950	8.65	<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
4C	5	0204/2.950	0204/9.500	6.55	<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
5A	5	0204/9.500	0204/14.550	5.05	<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
5B	5	0204/14.550	0220/3.300	3.71	<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

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

Unhide additional rows if required

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

7.3. Collaboration with TLAs

7.4. Issues and Risks

Issues and Risks	Mitigation

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		Date Start	TBC
Title	Regional Safety Engineer	Date End	TBC
Engagement Comments:			
Close-out Responses			

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	TBC
Title	Principal Road Safety Advisor	Date End	TBC
Engagement Comments:			
Close-out Responses			

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	Date Start	TBC
Title	Safe Systems Lead	Date End	TBC
Engagement Comments:			
Close-out Responses			

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	TBC
Title	Manager, System Management	Date End	TBC
Engagement Comments:			
Close-out Responses			

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	TBC
Title	Journey Manager - System Optimisation	Date End	TBC
Engagement Comments:			
Close-out Responses			
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	Date Start	TBC
Title	Regional RMA Planner	Date End	TBC
Engagement Comments:			
Close-out Responses			
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	TBC
Title	Inter-regional Journeys National Manager	Date End	TBC
Engagement Comments:			
Close-out Responses			

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	TBC
Title	Area Programme Manager - National	Date End	TBC
Engagement Comments:			
Close-out Responses			

8.9 Summary of Views from Interested Teams - Themes and Response <small>[Speed Review Manager details what is considered as an outcome of this engagement. Complete Section 9 and Include revised speed map if any.]</small>	

9. Speed Limit Recommended for External Engagement (Populate when completing the close out process for Section 8 to recommend speed limits 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* (MegaMaps corridor editor)	Existing Posted Speed Limit (km/h)	Recommended Speed limit (km/h)
		Start	End							
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	100
2	5	0169/8.980	0169/17.160	8.18	-38.917657,176.469075	-38.967623,176.527234	Iwitahi to Start of Descent to Tarawera - Change in road alignment to curved, increased roadside hazards	0.06	100	80
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	<80
4A	5	0190/5.500	0190/7.550	2.05	-39.024430,176.571852	-39.04241182,176.57322731	Tarawera - Curved alignment, some minor residential and commercial activity	0.06	100	80

4B	5	0190/7.550	0204/2.950	8.654	-39.04241182,176.57322731	-39.10852949,176.56876374	Tarawera through the Awahohonu Forest section - Curved alignment, several passing lanes on either side	0.15	100	80	Unhide additional rows if required
4C	5	0204/2.950	0204/9.500	6.55	-39.10852949,176.56876374	-39.14018688,176.60483461	Te Haroto - Curved alignment, over hill, several passing lanes	0.83	100	<80	

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

5A	5	0204/9.500	0204/14.550	5.05	-39.14018688,176.60483461	-39.17532012,176.63080257	Te Haroto to Mad Mile - Curved alignment through rural farmland, with several passing lanes and straighter sections of highway	0.12	100	80
5B	5	0204/14.550	0220/3.300	3.705	-39.17532012,176.63080257	-39.19748043,176.65862700	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	-39.23266671,176.68703600	Titikura Summit - Curved alignment over hill	0.51	100	80
5D	5	0220/9.560	0220/11.030	1.465	-39.23266671,176.68703600	-39.24494481,176.68330100	Titikura 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	-39.25108233,176.68716743	Te Pohue	0.03	100	<80
5F	5	0220/12.110	0233/9.300	10.223	-39.25108233,176.68716743	-39.31895154,176.73400847	Te Puhoe to Glengarry	0.36	100	80
5G	5	0233/9.300	0233/14.990	5.69	-39.31895154,176.73400847	-39.35042963,176.77337728	Glengarry	0.13	100	80
5H	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

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

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:			

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

Name	Title
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

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

Sector	IR4 Form
OPPP	8.1
SNP	8.3
System Design	8.6
Design Portfolio 4	8.7
Transport Services	8.8

Journey Manager, System Optimisation

Andrea Williamson

Neil Beckett

Tresca Forrester

Nigel D'Ath

Peter Brown

Wayne Sharplin

Hannah Thompson

Helen Harris

Neil Fisher

Tresca Forrester

Wayne Sharplin

Helen Harris

Hannah Thompson

Neil Fisher

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

Revision History

Rev	Date	Comments
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

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

Prepared by	Reviewed
section 9(2)(a) privacy (UCL)	section 9(2)(a) privacy (UCL)
section 9(2)(a) privacy (UCL)	
Charlotte French (NZTA)	

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

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)
1	41.08	100	80	95	4.864736842
2	8.18	100	80	90	0.681666667
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
Total	76.10			Minutes	5.36
				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 (h:mm:ss)
Travel Time Cost (Upper Bound) – Current Speed Limit to Proposed Speed Limit (h:mm:ss)

Travel Time Cost (Upper Bound) (mins)	Travel Time Cost (Lower Bound) (h:mm:ss)	Travel Time Cost (Upper Bound) (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

hours
check (google maps)

0:05:21 More
0:11:25 More

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

Travel Time (current mean speed) mins	Travel Time (Proposed SL) mins	Lower Bound	Travel Time (current SL) mins	Travel Time (Proposed SL) mins	Upper Bound
25.95	30.81		24.65	30.81	
5.45	6.14		4.91	6.14	
7.67	7.19		5.75	7.19	
1.54	1.54		1.23	1.54	
6.49	6.49		5.19	6.49	
4.62	4.91		3.93	4.91	
51.72	57.08	-5.36	45.66	57.08	-11.42

1hr, 25mins

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982