

**To:** Kane Patena, Director of Land Transport

**CC:** Karina Morrow, Acting Senior Manager Regulatory Standards and Implementation

**From:** Brian Nijman, Principal Technical Advisor, Regulatory Technical, Regulatory Standards and Implementation, on behalf of Waka Kotahi's Speed Management Assessment Panel

**Date:** 2 February 2023

**Subject:** **Land Transport Rule: Setting of Speed Limits 2022—Director approval sought for speed limits changes—Wellington City Council**

---

**Purpose**

To recommend you, as Director of Land Transport, approve various speed limit reductions in Wellington City. Attachment 1 is a letter for your signature to Transitional Programme Manager, Transport Planning, Wellington City Council, approving the proposed speed limits, based on the assessment below.

**Background**

*Director power to consider Alternative Method proposal*

Clause 2.6 of the Land Transport Rule: Setting of Speed Limits 2022 (the Rule) [Attachment 2 refers] provides for the Director to give approval, under the Alternative Method, for an RCA to set a speed limit when a speed management plan is not applicable (including as a transitional provision, before an RCA's first speed management plan has been certified).

Clause 2.6(4) states: "(4) The Director must give their approval if they are satisfied that **good reason** exists for the proposed speed limit to be set before the next relevant plan is published (including before an interim plan has been published)".

The Alternative Method is applicable in this instance, as the Rule provides for it to be used to obtain Director approval for speed management proposals before the speed management plan has been certified.

Attachment 3 is the Terms of Reference for the Waka Kotahi Speed Management Assessment Panel (the Panel), which enables it to comment on whether a speed limit change proposal submitted for Director approval through a pathway other than a speed management plan, should be considered a plan for certification purposes.

*The proposals*

On 15 December 2022, Wellington City Council wrote to Waka Kotahi seeking your approval for speed reductions in Wellington City to support delivery of transitional walk, bike and bus improvements. The speed limit proposals are summarised overleaf and expanded upon in Attachment 4.

**Table 1: Speed limit proposals: Aro Valley**

Area	Street	Current speed limit (km/h)	Waka Kotahi's estimate of the Safe and Appropriate Speed (km/h)	Proposed speed limit (km/h)
Aro Valley	Aro Street – from 38 Aro St to 116 Aro St	30	30	No change
Aro Valley	Aro Street – from 38 Aro St to Willis St (150 metres)	50	40	30
Aro Valley	Aro Street – from 116 Aro St to 148 Aro St (150 metres)	50	40	30

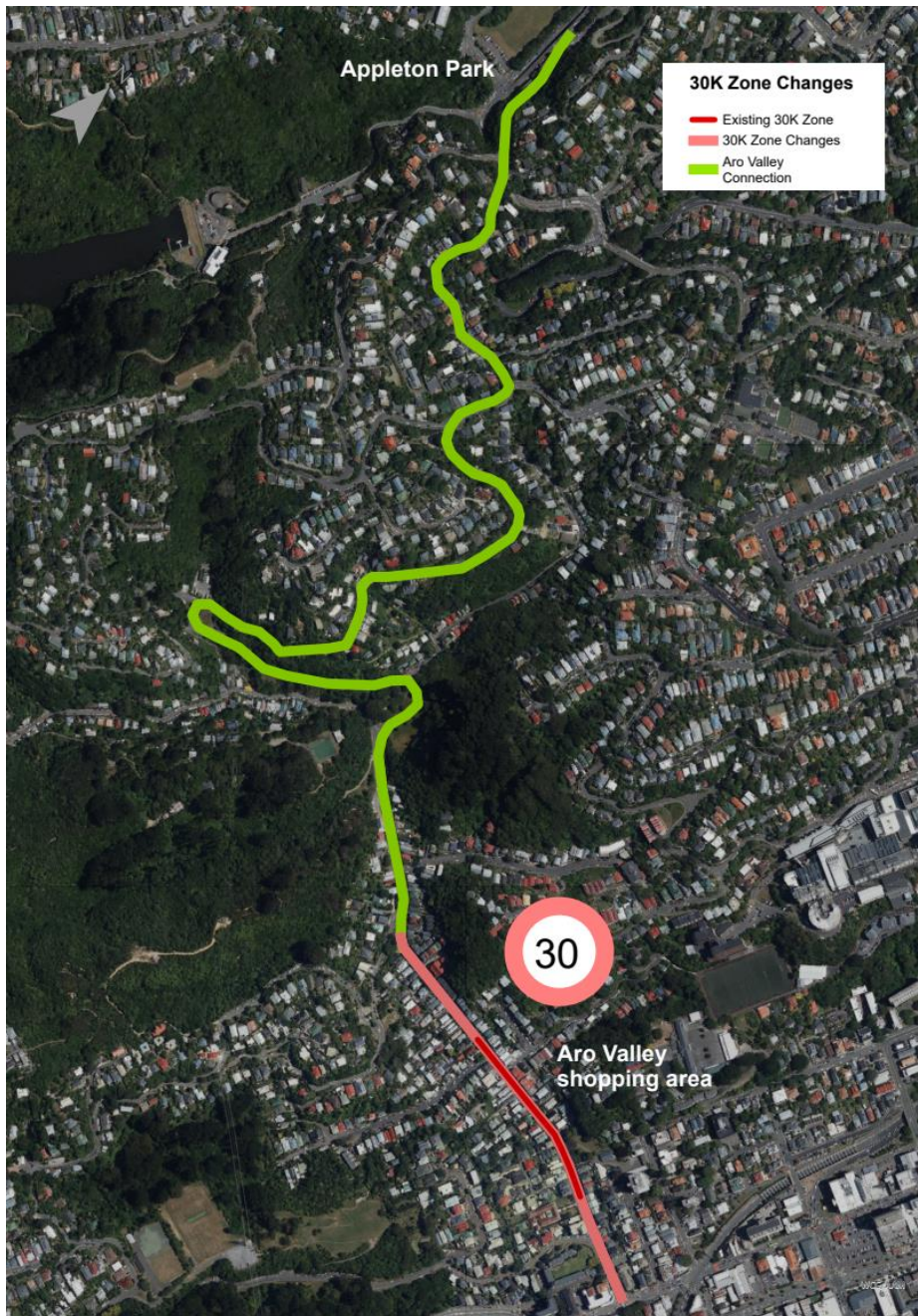
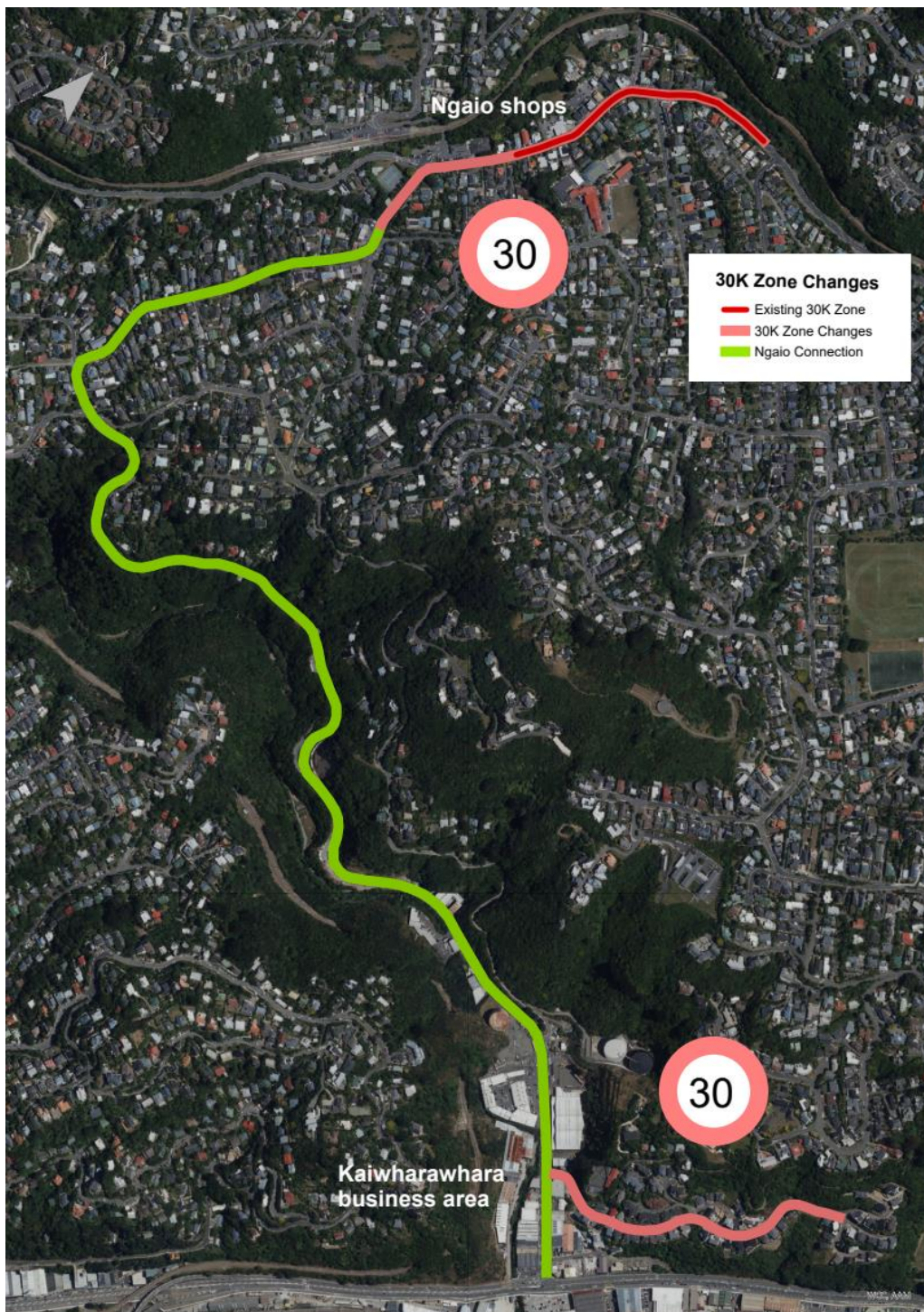


Figure 1: Proposed speed limits in Aro Valley

Table 1: Speed limit proposals: Ngaio/Kaiwharawhara

Area	Street	Current speed limit (km/h)	Waka Kotahi estimate of the Safe and Appropriate Speed (km/h)	Proposed speed limit (km/h)
Kaiwharawhara	Cameron St	50	30	30
Ngaio	Crofton Road (Ngaio roundabout to 2 Kenya St)	50	30	30



## Figure 2: Proposed speed limits in Ngaio and Kaiwharawhara

### Public consultation

Public consultation was carried out on the speed limit reductions, as part of the traffic resolution consultation for the street layout changes.

For the Ngaio and Kaiwharawhara proposed changes, 348 responses were received and 71% of submitters supported the proposed speed reductions. Some submitters wanted to see speed reductions extended to all of Kenya St, however this will be investigated as part of the council's wider speed management planning for the city, to be undertaken in 2023.

For the Aro Valley proposed changes, 555 responses were received and 82% of submitters support the proposed speed reduction on Aro St. Many submitters requested the safer speed zone to extend further up Aro St. Accordingly, a 150-metre extension of the existing 30 km/h speed zone is recommended from 116 to 148 Aro St. This aligns well with a raised platform that is being installed 120 metres west of the existing 30 km/h speed zone to slow vehicles.

The Wellington City Council Regulatory Processes Committee – Koata Hātepe – considered oral submissions on December 1 and approved the speed limit reductions at their committee meeting on December 14, 2022.

### Assessment

These proposals are consistent with the Waka Kotahi information and guidance on speed management and they meet the requirements of the Rule.

The two instances where the proposed speed limit is lower than Waka Kotahi's estimate of the safe and appropriate speed is explained by the fact that Aro Street is part of Wellington City Council's cycle network. A 30 km/h speed limit is appropriate where active modes are present.

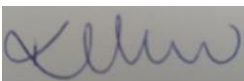
### Conclusion

In light of the information above, the Panel considers the 'good reason' condition under Clause 2.6 has as being met for the proposals to reduce speed limits in the Wellington city, and we therefore support the proposals presented.



Brian Nijman  
Principal Advisor, Regulatory Technical  
Regulatory Standards and Implementation  
02/February/2023

### Endorsed



Karina Morrow  
Acting Senior Manager Regulatory Standards and Implementation  
08 /February/2023

### Attachments

- Attachment 1 Proposed letter for signature to Wellington City Council, approving the proposed speed limits under the Alternative Method provided for under Clause 2.6 of the Land Transport Rule: Setting of Speed Limits 2022
- Attachment 2 Land Transport Rule: Setting of Speed Limits 2022—Clause 2.6: *Alternative method for Agency (as RCA) or territorial authorities to set speed limits: Director approval before next plan* (extract)
- Attachment 3 Waka Kotahi Speed Management Assessment Panel—Terms of Reference
- Attachment 4 Speed limit proposals in Wellington City

**Recommendations**

1. **Approve** the proposed speed limits on roads in Wellington city, as proposed by Wellington City Council.  Yes  No
2. **Sign** the enclose letter to the Transport Planning, Wellington City Council, advising your approval of these proposals under the Alternative Method pathway, as provided for under Clause 2.6 of the Land Transport Rule: Setting of Speed Limits 2022.  Yes  No

Signed



**Kane Patena**

Director of Land Transport

09 / February /2022

## Attachment 1:

### Letter to Wellington City Council, approving the proposed speed limits

Chews Lane Office



50 Victoria Street  
Private Bag 6995  
Wellington 6141

New Zealand  
[www.nzta.govt.nz](http://www.nzta.govt.nz)

3 February 2023

Claire Pascoe  
Transitional Programme Manager  
Transport Planning  
Wellington City Council

[claire.pascoe@wcc.govt.nz](mailto:claire.pascoe@wcc.govt.nz)

Dear Claire,

#### **Land Transport Rule: Setting of Speed Limits 2022—Director approval to set speed limits**

Thank you for your email dated 15 December 2022, requesting Director of Land Transport approval for various speed limits in Wellington city, in accordance with the Alternative Method process provided for under Clause 2.6 of the Land Transport Rule: Setting of Speed Limits 2022.

I am satisfied, in line with Clause 2.6(4), good reason exists for the proposed speed limits. I therefore approve these proposals.

If you have any questions, please do not hesitate to get in contact with Karina Morrow (Acting Senior Manager Regulatory Standards and Implementation Te Rōpū Waeture - Regulatory Services Group) ([karina.morrow@nzta.govt.nz](mailto:karina.morrow@nzta.govt.nz)).

Your sincerely,

A handwritten signature in blue ink, appearing to read 'Kane Patena'.

Kane Patena Director of Land Transport

## Attachment 2:

### Land Transport Rule: Setting of Speed Limits 2022—Clause 2.6: *Alternative method to set speed limits: Director approval before next plan*

#### Rule extract from Section 2—Speed Limits

- 2.6 Alternative method for Agency (as RCA) or territorial authorities to set speed limits: Director approval before next plan**
- (1) If the circumstances described in clause 2.5(1) do not apply, the Agency (as RCA) or a territorial authority may set a speed limit (other than a temporary speed limit) for a road under its control only with the Director's approval and after following the process in subclauses (2) to (7).
- (2) The Agency (as RCA) or a territorial authority must—
- (a) seek the Director's approval to set the speed limit for the road; and
  - (b) provide details to the Director of the proposed speed limit, including the information that would need to be submitted to the Registrar under section 200L of the Act.
- (3) Before seeking the Director's approval under subclause (2), the Agency (as RCA) or a territorial authority must—
- (a) when proposing the speed limit, have regard to guidance and information developed and maintained by the Agency under clauses 3.14 and 3.15, including the guidance on the use of mean operating speed when setting speed limits; and
  - (b) when proposing a speed limit for a road that adjoins a road under the control of another road controlling authority (the **adjoining road**), have regard to the desirability of the road under its control and the adjoining road having the same speed limit, unless there is good reason for different speed limits on each of those roads.
- (4) The Director must give their approval if they are satisfied that good reason exists for the proposed speed limit to be set before the next relevant plan is published (including before an interim plan has been published).
- (5) If the Director gives their approval, the Agency (as RCA) or the territorial authority may proceed to set the proposed speed limit only if—
- (a) the Agency (as RCA) or the territorial authority consults on, or has recently consulted on, the proposed speed limit in accordance with clause 3.9; or
  - (b) the Agency (as RCA) or the territorial authority considers that the proposed speed limit is only a minor deviation from the speed limit for the road proposed in the relevant plan.
- (6) Clause 3.9 applies to any consultation under subclause (5)(a), with all necessary modifications.
- (7) Before setting the speed limit, the Agency (as RCA) or the territorial authority must consider any submissions received during any consultation under subclause (5)(a).
- (8) Once the Agency (as RCA) or the territorial authority has set the speed limit, it must publish on an Internet site, alongside the relevant plan or a hyperlink to the relevant plan (unless a plan has not yet been published)—
- (a) details of the speed limit; and
  - (b) whether or not the speed limit was consulted on under subclause (5)(a).

# Attachment 3: Speed Management Assessment Panel—Terms of Reference

## TERMS OF REFERENCE FOR SPEED MANAGEMENT PLAN ASSESSMENT PANEL REVISION 1.3 OCTOBER 2022

### Purpose

The assessment panel (the Panel) supports the Regulatory Technical team in providing a balance of advice to the Director of Land Transport regarding the certification of speed management plans submitted by Road Controlling Authorities (RCAs) and/or Regional Transport Committees (RTCs).

The panel ensures both regulatory processes are followed and principles from the Road to Zero strategy are incorporated in the advice.

### Frequency of Panel meetings

Panel meetings are coordinated by the Regulatory Technical team at an appropriate frequency, to assess speed management plans submitted for certification. The frequency of panel meetings in September and October 2022 is fortnightly.

### Speed Management Plans Assessed

It is anticipated that the panel will primarily assess interim and full speed management plans submitted by Road Controlling Authorities and Regional Transport Committees.

To support RCAs in developing their first speed management plans, the panel may agree to review early draft speed management plans and provided guidance, where this is requested by RCAs.

The panel may assess speed limit change requests submitted by RCAs in an alternative pathway to speed management plans, where this is requested by the Facilitator.

The panel may also assess the interim State Highway Speed Management Plan for 2021-2024, should the Speed Management Committee not be up and running at the time.

### Panel Details

The assessment panel is cross functional and is made up of the following members:

Role	Team represented	Number
Facilitator	Regulatory Technical team	1
Secretariat	Regulatory Technical team	1
Panel member	Speed and Urban Mobility	1
Panel member	Safe System Support	1
Panel member	Road Safety team (to address Māori contributions to speed management planning)	1

The facilitator is responsible for facilitating healthy discussion at panel meetings.

The minimum number of members for a panel meeting is two - the facilitator and one panel member.

Panel decisions may only be made by the facilitator and panel members.



## Panel Invitees

The facilitator may invite subject matter experts from across Waka Kotahi, as appropriate. In keeping with taking a no surprises approach and bringing together representatives to inform the assessment, examples include:

- Area programme managers or directors of regional relationships may be invited to provide deeper background information on submitted speed management plans or RCs/RCA.
- Speed management programme members or senior regulatory technical team members may be invited to observe the assessment panel process.

While panel invitees may contribute to panel meetings, they do not participate in panel decisions.

## Panel Responsibilities

- Review panel documentation prior to the panel meeting.
- Assess interim and full speed management plans in a consistent manner, following a robust and transparent assessment process.
- Provide a technical assessment of speed management plan content regarding speed limits, road safety infrastructure and signage.
- Provide advice to the Director of Land Transport based on its' speed management plan assessment. This advice is provided (to the Director) in a coordinated and consistent way, with respect to Road Controlling Authorities and Regional Councils.
- The facilitator has overall responsibility for providing advice to the Director of Land Transport. Comments regarding plan content or presentation may also be provided as appropriate.
- The panel can comment on whether a speed limit change proposal submitted for Director approval through a pathway other than a speed management plan, should be considered a plan for certification purposes.
- Capturing issues with the current setting of speed limits rule 2022, or with information and guidance provided, to inform potential refinements in Agency speed management guidance and regulatory practice.

## Running of Panel Meetings

The Secretariat and the Facilitator are responsible for agreeing the panel meeting agenda

- Meeting agenda example:
  - General discussion on speed management plan content and presentation.
  - Comments from technical assessment (infrastructure, variable speed signs etc.).
  - Are any proposed speed limit changes different to Safe and Appropriate Speeds?
  - Panel advice to Director, regarding assessed plans.
  - Any other business eg discussion on speed management plans comments/feedback, Opportunities for improvement (to be signalled to other RCAs developing their plans) etc.

The Secretariat is responsible for distributing the meeting papers to attendees in advance. Where possible, papers should be distributed three days before the panel meeting.

Key points and recommendations from the panel discussion are recorded. Panel meeting records are maintained in InfoHub.

## Turnaround time for Speed Management Plan certification

- Waka Kotahi aims to assess and certify speed management plans within a 5-week (25 working day) timeframe. This timeframe starts when plans are received by Waka Kotahi and ends when RCAs or RTCs are notified of the publishing of their certified plan. It assumes sufficient time for the panel to meet and provide advice to the Director of Land Transport, the Director to assess the speed management plan & panel advice and for speed management plan certification and publishing.
- Speed management plans, submitted by RCAs should be acknowledged within 2 working days.

## Assessment of Speed Management Plan content

1. The Panel should be satisfied that the speed management plans:
  - Address the Rules' content and form requirements for plans
  - (Full speed management plans) set out the objectives, policies and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan.
  - Are consistent with the road safety aspects of the current Government Policy Statement on Land Transport and any current Government road safety strategy.
  - Take a whole-of-network approach by including consideration of a range of speed management interventions [e.g., changing speed limits, safety cameras and safety infrastructure].
  - Take heed of the desirability of a road under the control of one RCA and an adjoining road under the control of another RCA having the same speed limit, unless there is good reason for different speed limits.
  - Include an implementation programme for at least three financial years from the start of the SMP setting out the changes (if any) being proposed to speed limits (including, to the extent practicable, the information that would need to be submitted to the Registrar to set the proposed speed limit), safety cameras and safety infrastructure on the relevant roads and the timeframe within which each change is proposed to occur.
  - Consider any:
    - explanation required under the Setting of Speed Limits Rule 2022 for speed limits proposed of 70 km/h or 90 km/h which are higher than the Agency's estimate of safe and appropriate speed, and
    - plan content provided in relation to any designation of a category 2 school, must include an explanation for why, having regard to any guidance provided by the Agency about speed limits outside schools, the speed limit outside the category 2 school is safe and appropriate for the road.
    - discussion provided of other matters related to speed management on the relevant roads, including matters regarding safety infrastructure changes, temporary speed limits, and safety cameras.
  - For any changes being proposed to a speed limit that do not align with the Agency's confirmed assessment of what is the safe and appropriate speed limit for the road, an explanation for why the road controlling authority proposes a speed limit that differs from the Agency's confirmed assessment, and
  - Comment on any review relevant to the region that has been completed since the previous plan published.
2. The Panel should be satisfied with an RCAs' confirmation that it has undertaken appropriate consultation on their speed management plan, including Māori contribution to plan development.
  - a) Demonstrate and/or reference an understanding of Māori interests in speed management identifying which iwi (tribe), hāpu (subtribe), hāpori (community) and kura (schools) may be affected.
  - b) Overview of how Māori have been included and/or an outline of the reasons why they may not have been included.
  - c) Comment on any capacity challenges for including Māori contributions and how Māori may contribute in future.

3. Where potential refinements in Agency speed management guidance and regulatory practice are identified, these should be communicated to the relevant Waka Kotahi teams, by the Facilitator.
4. Where agreed with the panel, Area Programme Managers may informally share panel feedback regarding “good practice”, with other RCAs developing their speed management plans, to improve the consistency across speed management plans.

## Attachment 4: Proposed speed limit reductions in Wellington City



Date: 15 December 2022

Approval for speed limit changes using the Alternative Method  
Aro St, Cameron St and Crofton Road, Wellington

### Proposed speed limit reductions in Wellington City to support delivery of transitional walk, bike and bus improvements

On 12 October Wellington City Council obtained authorisation from Waka Kotahi to use the alternative method for setting speed limits for Aro St, Cameron St and Crofton Road under the Land Transport Rule: Setting of Speed Limits 2022. The Council undertook public consultation between Oct 31 to November 21 in respect of the proposed speed limit change, and on 14 December 2022 the Council (Regulatory Processes Committee) determined under rule 2.6(5) that the Committee:

*Set a permanent speed limit for Cameron Street between Kaiwharawhara Road and the intersection with Brash/Hervey and Satchell Way to 30km/h, coming into force when design changes are installed in 2023, pending Waka Kotahi approval.*

*Set a permanent speed limit on Crofton Road between 11 Ottawa Road through the Ngaio roundabout to 2 Kenya Street to 30km/h, coming into force when design changes are installed in 2023, pending Waka Kotahi approval.*

*Set a permanent speed limit of 30 km/h on Aro Street between 148 Aro Street and Willis Street, coming into force when design changes are installed in 2023, pending Waka Kotahi approval*

Absolutely Positively  
**Wellington City Council**  
Me Heke Ki Pōneke

In accordance with Waka Kotahi authorisation, this memo sets out the background to the Council decision, and seeks final authorisation by Waka Kotahi for the speed limit change to enable the issuing of the appropriate land transport record.

### **Background to transitional programme**

On 23 September 2021, Councillors gave approval to consult on a connected citywide bike network that will make streets safer and healthier for everyone.

Officers had been asked to look at how the delivery of a bike network could be accelerated, and a new approach was developed to deliver the proposed routes faster.

The transitional programme approach uses adaptable materials so that interim improvements can be installed quickly, and people can start using the routes faster, and then give feedback so the route changes can be refined further for future permanent improvements.

This new approach and the full bike network plan, [Paneke Pōneke](#), went out for consultation in November 2021, and was approved by Councillors on 10 March 2022.

Through Paneke Pōneke and the Bus Priority Action Plan, the transitional programme is rebalancing how we use our existing street space to give people more options for how they get around.

These changes will make it easier for people on bikes, scooters, and buses to move safely around the city.

### **Scope and rationale for speed limit reductions**

While the transitional programme aims to deliver safe, protected bike lanes wherever possible, there are some areas where this is not able to be delivered. In these areas, where no physical protection can be provided, safer speeds are sometimes sought to reduce the risk of conflict between people on bikes and vehicles.

While extensive network-wide speed changes in Wellington City will be considered as part of a city-wide speed management plan in 2023, endorsement by Waka Kotahi was obtained to make small speed changes to support improved safety as part of the rapid roll-out of the Ngaio and Aro Valley Connections projects, to be delivered in early 2023.

The maps below indicate the sections of the Ngaio and Aro Valley routes that have been approved by Wellington City Council for speed limit reductions, following public consultation in November 2022.

The table below outlines that both the proposed changes in Ngaio and Kaiwharawhara align with the Safe and Appropriate Speed (SAAS) in MegaMaps. The two Aro Valley changes are in areas that MegaMaps identifies as having a 40kph SAAS. For these two short sections of narrow road, 30kph is sought to align with best practice for safe cycling in shared environments and to provide consistency on the network for road users.



### Safe and appropriate speeds

Area	Street	Current speed limit	Safe and Appropriate Speed	Proposed speed limit
Aro Valley	Aro St – from 38 Aro St to 116 Aro St	30	30	No change
Aro Valley	Aro St – from 38 Aro St to Willis St (150 metres)	50	40	30
Aro Valley	Aro St – from 116 Aro St to 148 Aro St (150 metres)	50	40	30
Kaiwharawhara	Cameron St	50	30	30
Ngaio	Crofton Rd (from Ngaio roundabout to 2 Kenya St)	50	30	30

### Results of public consultation

Public consultation was recently undertaken on the speed limit reductions, as part of the traffic resolution consultation for the street layout changes.

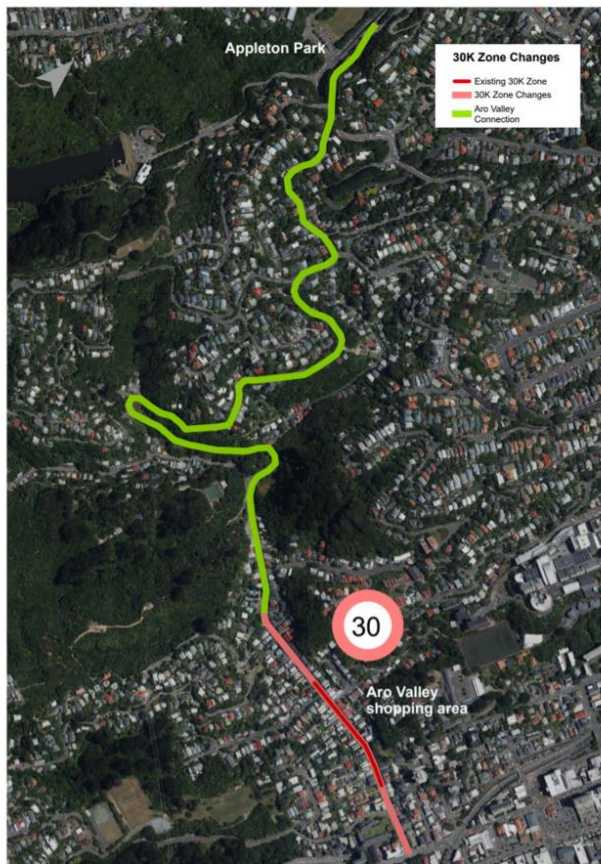
For the Ngaio and Kaiwharawhara proposed changes, 348 responses were received and 71% of submitters supported the proposed speed reductions. Some submitters wanted to see speed reductions extended to all of Kenya St, however this will be investigated as part of the council's wider speed management planning for the city, to be undertaken in 2023.

For the Aro Valley proposed changes, 555 responses were received and 82% of submitters support the proposed speed reduction on Aro St. Many submitters requested the safer speed zone to extend further up Aro St. Accordingly, a 150-metre extension of the existing 30kph speed zone is recommended from 116 to 148 Aro St. This aligns well with a raised platform that is being installed 120 metres west of the existing 30 kph speed zone to slow vehicles.

The Wellington City Council Regulatory Processes Committee – Koata Hātepe – considered oral submissions on December 1 and approved the speed limit reductions at their committee meeting on December 14, 2022. Submissions received can be found at: [LINK](#)



## MAP OF ARO VALLEY SPEED CHANGE PROPOSALS



## MAP OF NGAIO/KAIWHARAWHARA SPEED CHANGE PROPOSALS

### Approval sought

Wellington City Council are seeking approval from the Director of Land Transport, Waka Kotahi to approve these changes, as outlined in the Setting the Speed Limit Rule, 2022.



