

14 May 2024

Brent Alderton
Director of Land Transport
Brent.Alderton@nzta.govt.nz
Private Bag 6995
Marion Square
Wellington 6141
New Zealand

Dear Brent,

Director approval for speed limit change – Methven township north

New Zealand Transport Agency Waka Kotahi (NZTA) as Road Controlling Authority ('RCA') respectfully requests that the Director of Land Transport approves the setting of a permanent 60km/h speed limit at Methven township north, in accordance with clause 2.6(2)(a) of the Land Transport Rule: Setting of Speed Limits 2022 (the Rule). NZTA outlines the background below.

The proposal for Methven township north was consulted on and submitted for certification in the Interim State Highway Speed Management Plan (ISHSMP), under the Land Transport Rule: Setting of Speed Limits 2022. We acknowledge that since then, the Minister of Transport has signalled that a new Land Transport Rule is to be signed by the end of 2024. The Minister of Transport's office advises that reduced speed limits that are strongly supported by the community reflects the intent of the new legislation, so we understand our recommendation is aligned.

Background

We consulted on a speed limit reduction from 100km/h to 80km/h for a length of 800m from the current 100km/h threshold, out past the Ōpuke Hot Pools. We received unanimous support for a reduction through our consultation feedback, with submitters requesting a further reduction to 60km/h or even 50km/h. Feedback highlighted a formed path out to the pools, with people using this to walk to and from the pools as well as the racecourse further north, as rationale for a reduced speed. Submissions also identified residential growth opposite the pools. We reviewed this feedback and agreed that a reduction to 60km/h is safe and appropriate for the environment. We consider this to be a minor change under the Rule and it also evidences the genuine consultation process we undertook.

We believe there is a significant safety risk with pedestrians walking next to the state highway that will continue to grow with residential development, which would be mitigated by the reduced speed limit. This is the basis for seeking Director approval prior to the next plan.

Matters for Approval

NZTA wishes to complete the speed limit changes as set out in this letter under clause 2.6.

NZTA considers that the requirements for clause 2.6 have been met. In particular:

- For clause 2.6(3)(a) NZTA took into account the guidance and information developed and maintained by NZTA Waka Kotahi (Agency) under clauses 3.14 and 3.15 including the MegaMaps tool and One Network Framework for development of the technical aspects.
- For clause 2.6(3)(b) NZTA assessed the speed limits of the adjoining roads and considered the impact of the speed change and received feedback from adjacent RCAs.
- For clause 2.6(4) NZTA considers that there is a good reason for the proposed speed limits to be set.

- For clause 2.6(6) NZTA undertook consultation that aligns with the requirements of clause 3.9. Notably:
 - The consultation period was at least four weeks, from 14 November 2022 to 12 December 2022 as part of the Interim State Highway Speed Management Plan.
 - An opportunity to provide consultation feedback on Methven township north was offered via email. No specific feedback was received by rūnanga on this proposal through ISHSMP consultation
- For clause 2.6 (7) NZTA considered consultation submissions received.

Attachment B is a copy of the approved and signed memorandum that records the process undertaken for these speed limit changes.

If NZTA receives your approval for setting the speed limit pursuant to clause 2.6, it will complete the speed limit change in accordance with that clause, by creating and submitting a land transport record of the speed limit change and publishing online the information required under clause 2.6(8).

We appreciate your consideration of these proposals. Please contact me if you wish to discuss any aspect of this letter or require any further information.



Vanessa Browne

National Manager, Programme and Standards

Attachment B

Methven township north speed limit change memo

To Vanessa Browne, National Manager Programme and Standards
Transport Services

Cc James Hughes; Kirstan O'Donoghue; John Baillie

From Stephanie Robinson

Date 12/05/2024

Subject Methven township north speed limit change

Methven township north speed limit change

1. Scope

New Zealand Transport Agency Waka Kotahi (NZTA) as Road Controlling Authority (RCA) respectfully requests that the Director of Land Transport (Director) approves the proposed speed limit for Methven township north. This memo outlines the process that NZTA has undertaken to determine the proposed speed limits. It accompanies a letter to the Director requesting an alternative approach to setting these speed limits: *Director approval before next plan* (Cl.2.6, Speed Rule).

2. Background

The proposal for Methven township north was consulted on and submitted for certification in the Interim State Highway Speed Management Plan (ISHSMP), under the Land Transport Rule: Setting of Speed Limits 2022. We acknowledge that since then, the Minister of Transport has signalled that a new Land Transport Rule is to be signed by the end of 2024. The Minister of Transport's office advises that reduced speed limits that are strongly supported by the community remain in the intent of the new legislation and so we understand our recommendation is aligned.

3. Departures from the NZTA confirmed assessment of safe and appropriate (SAAS) speed limits

Clause 12.13(2) of the Rule requires an RCA to provide an explanation for any speed limit changes it proposes that do not align with the NZTA (as Regulator) confirmed assessment of the SAAS. The SAAS is a theoretical model considering a number of factors and displayed MegaMaps that all RCAs use when assessing speeds on their network.

This explanation, and the assessment that sits behind it, must be undertaken with consideration given to the matters in clause 3.2(1), being:

1. *When preparing or providing information for any speed management plan, the Agency (as RCA), each territorial authority and each regional transport committee must have regard to—*
 - a. *the road safety aspects of the GPS on land transport and any Government road safety strategy; and*
 - b. *the desirability of taking a whole-of-network approach to changing speed limits, safety cameras, and safety infrastructure, including considering a range of speed management interventions; and*
 - c. *the guidance and information developed and maintained by the Agency under clauses 3.14 and 3.15, including guidance on the use of mean operating speed when setting speed limits.*

This obligation does not apply when:

- the proposed speed limit is 70 km/h and the SAAS is 80 km/h
- the proposed speed limit is 90 km/h and the SAAS is 100 km/h
- where the proposed speed limit is to a road outside a school and complies with Section 5.

The single proposal has been assessed and differs from the SAAS. The reason for the departure is explained in the table below (Table 1).

Table 1: Rationale for the departure from the safe and appropriate speed

Reason Reference #	Reason	Why a departure from the SAAS is necessary
1	The One Network Framework (ONF) classification for the road has changed from what was considered to assess the SAAS	To reflect the present environment of the road corridor. This can be because of urban growth, infrastructure changes, or a more in depth or longer-term analysis of the ONF classification.

In the speed limit tables under 3. Proposed speed limit changes, where the departure from the SAAS has occurred this is noted in the 'Safe and Appropriate Speed (SAAS) departure information' column using the following format:

“Departure from SAAS considered appropriate for Reason 1, as outlined in Table 1 of this plan”.

4. Proposed speed limit change

The proposed speed limit is detailed in the following table.

Table 2: Proposed speed limit details

State highway and ISHSMP map reference number	Location	Existing speed limit (km/h)	Consulted speed limit	Proposed speed limit (km/h)	Speed limit type	Length (km)	Implementation timeframe	Further information
77-1	Methven township north – north of the speed zone out past Ōpuke Thermal Pools (Canterbury)	100	80	60	Permanent Speed	0.6	25-26	SAAS is 80km/h <i>Departure from SAAS considered appropriate for Reason 1, as outlined in Table 1 of this plan</i>

5. Māori Partnership

The focus on Māori partnership has been at the broader level with engagement throughout the Christchurch Southern Motorway project historically and at a strategic level in partnership on future long-term infrastructure projects. This partnership prioritises opportunities to weave mana whenua values and cultural themes – such as concepts of travel and place – into infrastructure.

An opportunity to provide consultation feedback on Methven township north was offered via email. No specific feedback was received by rūnanga on this proposal through ISHSMP consultation.

6. Consultation and Feedback

Formal consultation on the ISHSMP was undertaken over a four-week period from 14 November to 12 December 2022. The consultation information was available via the NZTA webpage and hard copy information sheets with supporting submission form. It was promoted via partner and stakeholder engagement, media releases, and advertising in print and online media. Submissions were received via the online survey, email, and hard-copy forms.

6.1. Proposal feedback themes and NZTA response

The table below sets out the themes from consultation feedback and our response as NZTA for Methven township north.

Table 3: Proposal feedback themes and NZTA response

Proposal and SH	Feedback from consultation	NZTA response
<p>Methven township north (SH77)</p>	<p>31 submissions support a reduced speed limit in this area but want a reduction to 60km/h or even 50km/h instead of the proposed 80km/h to extend from Methven township past Ōpuke Hot Pools to the walkway/Mount Harding Racecourse, citing these factors and safety hazards:</p> <ul style="list-style-type: none"> - Ōpuke Hot Pools has increased vehicular and pedestrian traffic (locals and tourists) in the area; also the main access for residents/families to the Methven walkway with young children and their pets - busy during winter ski season with lots of traffic, late at nights at hot pools - people also walking to/from Methven Racecourse - footpath on one side of the road only. - Camrose Estate residential subdivision continues to grow, opposite the pools. 	<p>We have heard strong support to reduce the speed limit further than what was proposed at consultation.</p> <p>Considering the additional local information provided by submitters, we have reduced the proposed speed limit from 80km/h to 60km/h.</p> <p>Safety themes raised in feedback and further investigation suggested a lower speed limit of 60km/h would be more appropriate due to current road use and environment.</p> <p>Requests to extend the length of the speed limit change are covered by the proposal.</p>

7. Requirements of the Speed Rule

The Land Transport Rule: Setting of Speed Limits 2022 sets the process for making new and altering existing speed limits. The Rule has provision for 'out of cycle' certification by using Clause 2.6 'Alternative method for Agency (as RCA) or territorial authorities to set speed limits: Director approval before next plan'.

For the Methven township north speed change:



- Transport Services provides details of the proposed speed limit and seeks the Director's approval to set these.
- It can be confirmed that regard was taken of the guidance and information developed and maintained by the Agency and that discussions with adjoining RCA have taken place with regards to aligned speed limit.
- Consultation was undertaken over a four-week period and that clause 3.9 was applied. All submissions to the consultation were considered.

8. Transport Services Recommendation

Transport Services recommend that the Director of Land Transport approves the project required speed changes from the Interim State Highway Speed Management Plan as listed below.


State Hwy	Corridor Name	Description	Start (NZTM)	End (NZTM)	Length (km)	Speed Limit (km/h)
77	Methven township north	North of the speed zone out past Ōpuke Thermal Pools	1490993, 5168742	1490990, 5169267	0.6	60

Outcome Endorsement

Name	Position	Date	Signature
Kirstan O'Donoghue	Team Lead, Road Safety, SaSS, Transport Services-Programme and Standards	13/05/24	
James Hughes	Lead Advisor Safety, Transport Services-Programme and Standards	13/05/24	

Decision

This decision is made by the National Manager, Programme and Standards, Transport Services, Office of GM TS in accord with the authority residing in NZTA.

Name	Position	Date	Signature
Vanessa Browne	National Manager Programme and Standards, Transport Services, Office of GM TS	15/05/24	



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Methven Racecourse

Methven walkway
Fairy wren walk

Holmes Rd

Ōpuke Thermal
Pools & Spa

Camrose Ave

Racecourse Ave

Graceell

Mt Hutt Motel