

Street Pilots

Reshaping Streets fact sheet

July 2023

Reshaping Streets is a package of regulatory changes that enables communities and Road Controlling Authorities (RCAs) to work together to modify existing streets to provide more space for people to move around using a variety of transport options.

The Reshaping Streets package of regulatory changes will be enacted as the *Land Transport Rule Street Layouts 2023*. As part of Reshaping Streets, RCAs will have the option to conduct Street Pilots.

What is a Street Pilot?

Street Pilots enable RCAs to pilot, or make short-term changes to streets, to test different layouts and features. These low cost and adaptable modifications to existing streets allow communities to experience changes in real time and provide feedback, which is then used to adapt the pilot to ensure it works for the community.

The purpose of a Street Pilot is to test a change to a street layout, and to achieve one or more of the following outcomes:

- Improve the access and mobility for pedestrians, cyclists, riders of mobility devices and riders of wheeled recreational devices.
- Protect and promote public health and safety.
- Support environmental sustainability (including emissions reductions).
- Create public spaces that enhance liveability for people (through placemaking).

RCAs are already using Street Pilots in New Zealand but have been using rules that are outdated and not designed with Street Pilots in mind. Reshaping Streets provides a clear framework to enable RCAs to run Street Pilots.

What are the benefits of Street Pilots?

Street Pilots enable RCAs to quickly roll out low-cost changes to streets, providing the benefits of street changes to the community earlier than if the project was implemented permanently. At Waka Kotahi we call the best practice approach to Street Pilots 'Adaptive Urbanism', and we are working with councils across the country to implement Street Pilots via our Streets for People programme.

[More information on Streets for People.](#)

Using an Adaptive Urbanism approach puts people first in the street design process. It enables communities to be directly involved in the way a project is created, delivered and adapted.

This collaborative approach means those that use the street help co-design the space with transport planners, creating a design that is informed by their experiences and aspirations.

These designs are then consulted on while the project is installed as a Street Pilot, giving communities something real to respond to in their feedback. The feedback can be used to adapt the Street Pilot in real time to ensure it works for the community. This feedback combined with other monitoring data about how a pilot works in practice is then used to inform any permanent changes.

Conducting a Street Pilot before implementing a permanent version gives all parties involved the confidence that the proposed solution will be effective. It also provides an opportunity to socialise and discuss the desired project outcomes and deliberate on potential solutions throughout the design process and during project delivery.



'Create the Vibe' was a Street Pilot launched as part of the 2019-2021 Innovating Streets for People Programme.
Photo credit: Thames Coromandel District Council

How does a Street Pilot work?

An RCA may choose to install a street layout change as part of a Street Pilot. A street layout change means a change to the way a street or road is set up and could include a range of things including piloting bus stops, cycle lanes or paths, pedestrian crossings, footpath extensions, traffic calming, using modal filters, and other traffic control devices.

Two types of RCAs are able to implement Street Pilots: government RCAs such as local authorities and Waka Kotahi, and government partnerships such as partnerships between local authorities and community representatives/organisations.

Notification

Prior to installing a Street Pilot, an RCA must notify:

- The public, including people and businesses who will/could be impacted by the pilot.
- Relevant partners
- Emergency services
- Utility operators

Notification must be given at least four weeks prior to the start of the Street Pilot and needs to be provided in a reasonable way. The level and scale of the Street Pilot will impact the level and means of notification.

In this notification RCAs must include details of the Street Pilot including the objective of the pilot, where it will be located, what layout changes will be installed, the period during which the Street Pilot is expected to operate and how the public can provide feedback to the RCA on the pilot.

Characteristics of a Street Pilot

As part of a Street Pilot, RCAs can pilot a speed limit change, provided the permanent speed limit is 60km/h or less. Pilot speed limits must accompany other changes to the road and cannot be trialled on their own. A pilot speed limit can only apply for the duration of the Street Pilot.

Traffic Control Device trials can be introduced at the same time as Street Pilots. RCAs are expected to notify the public about where the trial will be held, the placement of the Traffic Control Device and the purpose of the trial. RCAs should also provide a link to the gazette notice in this notification. This removes the requirement in 3.4 of the Traffic Control Device Rule to provide 2 weeks' notice in at least 2 newspapers.

Street Pilots are a form of consultation and any feedback received about the Street Pilot, or other information collected such as monitoring data can be used to inform decision making around future permanent changes. RCAs need to be satisfied that their consultation and decision-making processes meet their statutory requirements under the Local Government Act 2002.

Duration of a Street Pilot

A Street Pilot can be installed for a maximum period of two years. There is no minimum period. If something unexpected occurs that makes it difficult to monitor or test the true impacts of the pilot, RCAs can put it on pause. In this case RCAs can remove the Street Pilot completely and reinstall and restart the two-year period at a more appropriate time or keep the installation (or parts of the installation) in place and notify the public the Street Pilot is paused. The two-year maximum applies even if a Street Pilot has been paused for a period.

If, in the view of the RCA, modifications would improve the Street Pilot, the RCA can make changes while collecting feedback. Modifications do not impact the two-year maximum trial duration. Modifications should not fundamentally change the layout or objective of a Street Pilot. RCAs are not required to notify the public of changes to the pilot but should consider whether further notification is appropriate.

The end of a Street Pilot

RCAs can decide to make piloted changes (or a part of a change) permanent at the end of a Street Pilot. They are not required to carry out additional consultation on a change to a street layout if that change has been tested and consulted on as part of a pilot. If an RCA decides to make a piloted change permanent, they must notify the public before the end of the two-year period. There is no time limit for permanent infrastructure to be installed.

If a Street Pilot is to be removed, RCAs must reasonably notify partners, emergency services, utility providers and the public that the pilot will be removed, when it will be removed, and whether the removal process will impact travel/movement or other issues.

Further Guidance

Waka Kotahi recommends using an Adaptive Urbanism approach for carrying out Street Pilots. Guidance on this approach is provided in the [Tactical Urbanism Handbook](#), which will be replaced by mid-2024 with the Adaptive Urbanism Handbooks.

For more information about our current and past Adaptive Urbanism programmes, see the [Streets for People webpage](#).

For further information about how to implement a Street Pilot please email Reshaping.Streets@nzta.govt.nz



This factsheet is a general guide only. It doesn't replace legal advice, and exact procedures depend on current legislation and local processes.

For more information about the Reshaping Streets package of rule changes, please email Reshaping.Streets@nzta.govt.nz.

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