

## Auckland SH speed management guide implementation

The NZ Transport Agency (“the Transport Agency”) Speed Management Guide was first published in 2016 followed by supporting toolkits and engagement guidance and has been notified to all road controlling authorities. The material for engagement is on the NZTA website at <https://www.nzta.govt.nz/safety/speed-management-resources>.

The implementation of speed management requires partner and community engagement regarding both state highway and local roads. Hence close liaison between the Transport Agency and local authorities is necessary on an ongoing basis to ensure that the best means of addressing speed issues. The process for implementing speed management starts with assessment of the speed and the road environment and engagement with partners and the community to validate the worst areas and identify the most appropriate type of intervention.

The worst 10% of crash risk occurs over the entire country, i.e. there are SH sections within all regions and hence all regions are “Very High” according to the IAF. The programme focuses on these critical network sections within the regions where a speed limit change is significantly effective in producing safe and appropriate travel speeds and reducing DSI. The initial assessment has identified the priority for implementation of each region, of which Auckland, Waikato and Canterbury are the most urgent for commencement in year 1.

The NZTA Auckland SH Speed Management Guide Implementation is a significant component of the Nationwide Safe Networks Programme (SNP) announced by the Government in 2018. It is a part of the collaborative initiative that aims to save up to 160 deaths and serious injuries (DSI) every year across New Zealand’s highest risk state highways and local roads.

“Auckland SH speed management guide implementation” (the activity) seeks to deliver safety treatments such as speed management, delineation improvements, and threshold/channelization treatments to reinforce the safe and appropriate speed of the state highway in the Auckland region.

Using the criteria and methodologies as set out in the Speed Management Guide, the NZTA identified the SH1, SH16 and SH22 corridors for engagement pursuant to the Speed Management Programme. They are all subject to high traffic volumes and are not constructed to Motorway standards.

### Outline of process

The anticipated process stage are as follows, though some tasks may be undertaken in parallel:

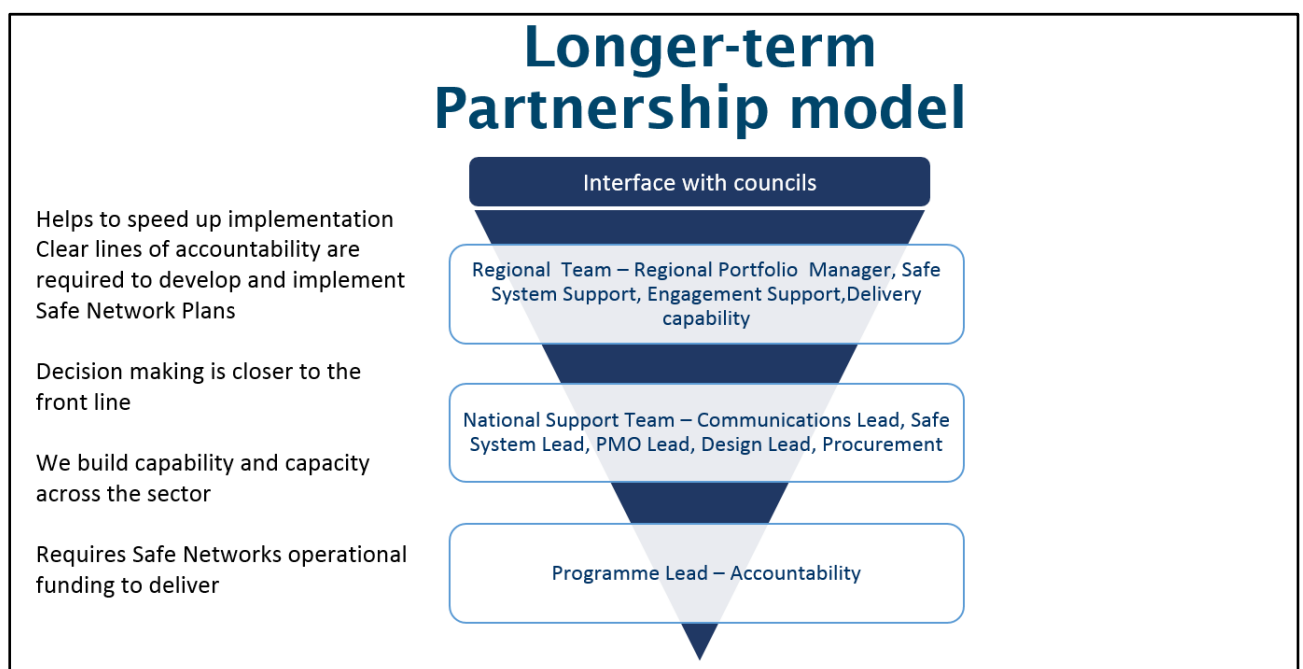
- Development;
  - 1.1 Identify Top 10% sites (via MegaMaps) and prepare work brief;
  - 1.2 Procurement & commission PS;
  - 1.3 Undertake Technical Assessments (validate MegaMaps output);
  - 1.4 Confirm sites for Board approval to engage & consult; and
  - 1.5 Finalise assessments and obtain Tier 4 approval.
- Communications and Engagement;
  - 2.1 Public & Stakeholder Engagement;
  - 2.2 Consultation; and
  - 2.3 Decision.
- Pre-Implementation;
  - 3.1 Prepare work brief;
  - 3.2 Procurement & commission PS;
  - 3.3 Undertake detailed design taking into account adjacent projects & project estimates; and
  - 3.4 Peer reviews, RSA, NZTA’s internal reviews.
- Notification and Gazetting;
  - 4.1 Notification; and
  - 4.2 Gazetting.
- Implementation;
  - 5.1 Prepare PW tender documentation;
  - 5.2 Procure and commission PW contract;
  - 5.3 Undertake construction; and
  - 5.4 Practical completion and project close-out.

## Ongoing engagement

NZTA will continue to engage with AT on the development of the Road Safety Programme Business Case which will set the direction for AT safety investment over the next 10 years.

### Planned

- Subject to confirmation by the NZTA Board, it is proposed that formal public and stakeholder engagement and consultation for the three State highway corridors identified, will commence in the 2018-2019 Financial year, in accord with the processes and methodologies set out in the Speed Management Guide and the legal requirements of the Land Transport Rule Setting of Speed Limits 2017
- The Auckland regional speed management changes for 2018/19 have been co-developed with Auckland Transport (AT) to ensure a co-ordinated, network wide solution. AT are currently consulting about local road network proposals and intend to have speed limit changes in place before the October local government elections.
- the Transport Agency has the opportunity to maximise the higher than usual levels of engagement with communities about road safety across Auckland as a result of AT's current consultation and would look to commence such consultation after AT has completed its.
- A general proposal of the partnership model proposed by the NZTA to undertake the implementation of the Speed Management programme is shown in the extract below



### Auckland RLTP inter-related section

Under Appendix 1 Auckland Transport capital programme (Table 1a AT proposed funded programme) there is an activity described as follows:

“Safer Communities and Speed Management: A programme of investment to address safety and operational deficiencies across Auckland's road, motorcycle, pedestrian and cycle networks and speed management interventions such as delivery of safety cameras at high risk urban intersections within the Auckland Region”