



If calling, please ask for Democratic Services

Regional Transport Committee

Tuesday 1 October 2024, 1.00pm

Taumata Kōrero, Council Chamber, Greater Wellington Regional Council,
100 Cuba St, Te Aro, Wellington

Quorum: *The Chair or Deputy Chair, and at least 50 percent of the remaining voting members, being five members*

Members

Adrienne Staples, Councillor (Chair)	Greater Wellington Regional Council
Daran Ponter, Councillor (Deputy Chair)	Greater Wellington Regional Council
Anita Baker, Mayor	Porirua City Council
Gary Caffell, Mayor	Masterton District Council
Simon Edwards, Councillor	Hutt City Councillor
David Gordon	KiwiRail
Wayne Guppy, Mayor	Upper Hutt City Council
Janet Holborow, Mayor	Kāpiti Coast District Council
Hon. Ron Mark, Mayor	Carterton District Council
Iona Pannett, Councillor	Wellington City Council
Melissa Sadler-Futter, Deputy Mayor	South Wairarapa District Council
Emma Speight	New Zealand Transport Agency – Waka Kotahi

Recommendations in reports are not to be construed as Council policy until adopted by Council

Regional Transport Committee¹

1 Purpose

Exercise the legislative functions and powers of a regional transport committee under the Land Transport Management Act 2003 (the LTMA).

2 Specific responsibilities

- 2.1 Prepare, for approval by Council, the Wellington Regional Land Transport Plan and any variations to it.
- 2.2 Adopt a policy that determines significance for variations made to, and activities included in, the Wellington Regional Land Transport Plan.
- 2.3 Review the implementation and delivery of the Wellington Regional Land Transport Plan.
- 2.4 Prepare and review speed management plans in accordance with the Land Transport Rule: Setting of Speed Limits 2022.
- 2.5 Advocate for investment in the Wellington Region's rail infrastructure.
- 2.6 Provide Council with any advice and assistance it may request in relation to its transport responsibilities.
- 2.7 Approve submissions to external organisations on matters that support contribution to the Wellington Regional Land Transport Plan's strategic objectives and direction.
- 2.8 Work closely with the Wellington Regional Leadership Committee to improve alignment and integration of regional transport and land use planning.

3 Members²

- 3.1 Council shall appoint:
 - a Two persons to represent Council
 - b One person from each territorial authority in the region (to represent that territorial authority)
 - c One person to represent the New Zealand Transport Agency.
- 3.2 KiwiRail must appoint the KiwiRail member³.
- 3.3 To assist the Committee in its decision-making, Council may appoint other non-local government advisors⁴.

¹ Adopted by Council on 24 November 2022 (Report 22.247).

² Section 105(2) of the LTMA.

³ Section 105A(3) of the LTMA.

⁴ Clause 31(3) of Schedule 7 to the Local Government Act 2002.

4 Voting entitlement

- 4.1 The KiwiRail member has full speaking rights, but no voting rights at any meeting of the Committee⁵.
- 4.2 The advisors appointed to the Committee have full speaking rights, but no voting entitlement on any matter.

5 Alternate members

- 5.1 The New Zealand Transport Agency and each territorial authority are each entitled to nominate an alternate member. This alternate may sit at the table, speak and vote at Committee meetings; but only if the appointed member is unable to attend.
- 5.2 KiwiRail may appoint an alternate KiwiRail member. This alternate may sit at the table and speak at Committee meetings, but only if the appointed KiwiRail member is unable to attend.

6 Quorum

The Chair or Deputy Chair, and at least 50 percent of the remaining voting members.

7 Chair and Deputy Chair

- 7.1 Council must appoint, from its representatives, the Chair and Deputy Chair⁶.
- 7.2 The Chair, or any other person presiding at the meeting, has a deliberative vote; and, in the case of an equality of votes, does not have a casting vote (and therefore the act or question is defeated, and the status quo is preserved)⁷.
- 7.3 The KiwiRail member must not be appointed as the Chair or Deputy Chair (or by any other process preside at any meeting)⁸.

8 Remuneration and expenses

The advisors appointed to the Committee (who are not otherwise being remunerated) may claim Greater Wellington's standard daily meeting fee and mileage allowances and expenses.

⁵ Section 105A(4) of the LTMA.

⁶ Section 105(6) of the LTMA.

⁷ Section 105(7) of the LTMA.

⁸ Section 105A(4) of the LTMA.

Regional Transport Committee

Tuesday 1 October 2024, 1.00pm

Taumata Kōrero - Council Chamber, Greater Wellington Regional Council
100 Cuba St, Te Aro, Wellington

Public Business

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Please note these minutes remain unconfirmed until the Regional Transport Committee meeting on 1 October 2024.

Report 24.393

Public minutes of the Regional Transport Committee meeting on Tuesday 23 July 2024

Taumata Kōrero, Council Chamber, Greater Wellington Regional Council
100 Cuba Street, Te Aro, Wellington at 10.00am

Members Present

Councillor Staples (Chair)	Greater Wellington Regional Council
Councillor Ponter (Deputy Chair)	Greater Wellington Regional Council
Mayor Baker	Porirua City Council
Mayor Caffell	Masterton District Council
Councillor Edwards	Hutt City Council
David Gordon	KiwiRail
Mayor Guppy	Upper Hutt City Council
Mayor Holborow	Kāpiti Coast District Council
Kesh Keshaboina	New Zealand Transport Agency – Waka Kotahi
Hon. Mayor Mark (from 10.02am)	Carterton District Council
Councillor Pannett	Wellington City Council
Deputy Mayor Sadler-Futter	South Wairarapa District Council

Mayors Baker, Caffell, Guppy, Holborow, and Mark, and Deputy Mayor Sadler-Futter participated at the meeting remotely via MS Teams and counted for the purpose of quorum in accordance with clause 25B of Schedule 7 to the Local Government Act 2002.

Karakia timatanga

The Committee Chair opened the meeting with a karakia timatanga.

Public Business

1 Apologies

There were no apologies

2 Declarations of conflicts of interest

There were no declarations of conflicts of interest.

Hon. Mayor Mark joined the meeting at 10.02am during the above item.

3 Public participation

Julie McLean, on behalf of the New Zealand equestrian community, spoke on horse riders as vulnerable road users and requested that road controlling authorities incorporate similar road user safety messages for horse riders as they do for cyclists.

4 Confirmation of the Public minutes of the Regional Transport Committee meeting on 16 May 2024 - Report 24.239

Moved: Cr Pannett / Cr Edwards

That the Committee confirms the Public minutes of the Regional Transport Committee meeting on 16 May 2024 - Report 24.239.

The motion was **carried**.

5 Confirmation of the Public minutes of the Regional Land Transport Plan 2021: 2024 Mid-Term Review Hearing Subcommittee meeting on Tuesday 9 July and Wednesday 10 July 2024 – Report 24.370

Moved: Cr Staples / Mayor Guppy

That the Committee confirms the Public minutes of the Regional Land Transport Plan 2021: 2024 Mid-Term Review Hearing Subcommittee meeting on Tuesday 9 July and Wednesday 10 July 2024 - Report 24.370.

The motion was **carried**.

6 Report of the Regional Land Transport Plan 2021: 2024 Mid-Term Review Hearing Subcommittee – Report 24.377

Councillor Staples spoke to the report.

Moved: Cr Staples / Mayor Guppy

That the Committee:

- 1 Approves the recommended amendments to the draft Wellington Regional Land Transport Plan 2021: 2024 Mid-Term Review agreed by the Subcommittee as outlined in Attachment 1.
- 2 Approves additional minor changes advised by Approved Organisations during the consultation period, as discussed in the hearing subcommittee.

The motion was **carried**.

7 Approval of the Regional Land Transport Plan 2021: 2024 Mid-Term Review – Report 24.378

Shan Lu, Principal Strategic Advisor, and Grant Fletcher, Head of Regional Transport, spoke to the report. An updated Attachment 1 was tabled.

Moved: Cr Ponter / Kesh Keshaboina

That the Committee:

- 1 Notes the Wellington Regional Land Transport Plan (RLTP) 2021: 2024 Mid-Term Review is compliant with the statutory requirements.
- 2 Approves the Wellington Regional Land Transport Plan (RLTP) 2021: 2024 Mid-Term Review (Attachment 1), including amendments recommended by the Regional Land Transport Plan Hearing Subcommittee.
- 3 Recommends to Greater Wellington Regional Council that it adopts the Wellington Regional Land Transport Plan 2021: 2024 Mid-Term Review.
- 4 Delegates to the Chair of the Regional Transport Committee and Chief Executive of Greater Wellington the ability to make minor editorial changes to the RLTP 2021: 2024 Mid-Term Review prior to its consideration by the Greater Wellington Regional Council.

Moved as an amendment (to be an additional motion, inserted before motion 2 above): Cr Edwards / Mayor Baker

- 2 Agrees to reorder the list of significant activities:
 - a Wellington Region Roads of National Significance Petone to Grenada to number 6
 - b RiverLink – Te Awa Kairangi Improvements to number 7

The amendment was **lost**.

The substantive motion was put and was **carried**.

Karakia whakamutunga

The Committee Chair closed the meeting with a karakia whakamutunga.

The public meeting closed at 10.37am.

Councillor A Staples

Chair

Date:

Regional Transport Committee
1 October 2024
Report 24.413



For Decision

UPDATE ON THE WELLINGTON REGIONAL SPEED MANAGEMENT PLAN

Te take mō te pūrongo

Purpose

1. To advise the Regional Transport Committee (the Committee) on the draft Land Transport Rule: Setting of Speed Limits 2024 (the Rule), which replaces the Setting of Speed Limits Rule 2022.

He tūtohu

Recommendations

That the Committee:

- 1 **Notes** that a Regional Speed Management Plan is no longer a requirement under the draft Setting of Speed Limits Rule 2024.
- 2 **Agrees** to cease work on the Wellington Regional Speed Management Plan 2024 (RSMP).
- 3 **Notes** that Road Controlling Authorities (RCAs) may continue to develop speed management plans at their discretion.

Te tāhū kōrero

Background

2. As per the Setting of Speed Limits Rule 2022, Regional Transport Committees were required to develop Regional Speed Management Plans (RSMP) with the Road Controlling Authorities (RCA) in their region.
3. The Setting of Speed Limits Amendment 2023 removed this requirement. On 13 December 2023, the Minister of Transport (the Minister) advised RCAs and the Committee of an amendment to the 2022 Rule, highlighting a number of significant changes. The Minister encouraged consideration of the new Rule before making any final decisions on Speed Management Plans, including the RSMP.
4. On 26 March 2024, the Committee agreed to pause work on progressing the RSMP until there was further clarity on the process, scope, and roles to be outlined in the revised Rule. It was understood that RCAs may continue local SMPs at their discretion.
5. The Government signalled through the Quarterly Action Plan that the Rule will be signed by the Minister of Transport by 30 September 2024. The essence of the Rule

is not expected to change significantly from the draft released in the June/July 2024 consultation ([Attachment 1](#)).

6. Key points to note:
 - a Speed management plans will no longer be mandatory for RCAs or the regional council.
 - b Speed management planning will be conducted road by road with a cost-benefit analysis required for each road (with some exclusions).
 - c By 31 December 2027, all roads must comply with new variable speed limits around schools. Speed reductions will be mandatory from 8-9.30am and 2.30-4pm on school days. Existing permanent slow speed zones will need to be updated to meet these new requirements.
 - d Certain speed limits reduced since 1 January 2020 are to be reversed by 1 July 2025, unless there is demonstrated public support to keep the lower speed.
7. The below table summarises these changes.

Timeline for reversing speed limits

Step	Who	Due by
Identify all roads in scope of reversal	All RCAs	As soon as practicable
Submit list of roads to be reversed to the Director	All local RCAs	3 March 2025
NZTA as RCA submits to the Director a list of State highways to retain lower speed limit, including confirmation of public support for the lower limit.	NZTA as RCA	3 March 2025
Director certifies the reversed (new) or retained speed limits for all roads in scope.	Director of Land Transport	1 May 2025
New speed limits uploaded into the National Speed Limit Register and new signs in the ground.	All RCAs	1 July 2025.

8. While the new Rule is not yet final, it is anticipated that any changes adopted post-consultation will not alter the essence of the Rule and the Committee’s obligations.

**Te tātaritanga
Analysis**

9. The Region’s local councils, as RCAs, were invited to provide input into this process. This feedback is reflected in the advice provided in this report.
10. Greater Wellington is not an RCA and does not have the technical expertise to develop an RSMP. Officers agreed speed management is best managed locally given the diverse nature of Wellington Region.
11. The policies and safety target in the RLTP 2024 support RCA efforts in achieving safer streets.

12. As there is no longer a requirement for an RSMP, and noting RCA views, officers propose that this work be discontinued.
13. RCAs may still continue to progress their local SMPs, ensuring consideration of any relevant changes required under the new Rule (once live).
14. The status of SMPs in the Wellington region is set out below::

Carterton District Council and South Wairarapa District Council.

15. After completing consultation on their combined speed management plan, Carterton District Council (CDC) and South Wairarapa District Council (SWDC) received their respective Council endorsement of recommended changes to their SMP. The plan was approved by the Director of Land Transport at NZTA in August 2024.

Hutt City Council

16. Hutt City Council (HCC) is proceeding with the implementation of its interim SMP, with reductions in speed limits around schools to have been completed before the start of the 2024 school year.

Kāpiti Coast District Council

17. Kāpiti Coast District Council (KCDC) has implemented 30km/h variable speed limits around thirteen schools in the first half of 2024 in accordance with the certified SMP.

Masterton District Council

18. Masterton District Council (MDC) remains committed to ensuring road safety for the community and has a certified SMP (endorsed by the Director of Land Transport at NZTA on 13 October 2023). The focus is on reducing speeds around schools. With recent proposed changes to the Rule, MDC will await national-level guidance before considering any further adjustments or changes, particularly for roads identified as high risk in their SMP.

Porirua City Council

19. In December 2023, Porirua City Council (PCC) submitted its SMP to the Director of Land Transport at NZTA for certification. The plan proposes reductions in speed limits near schools and marae during their peak operating hours. The plan has since been certified by the Director of Land Transport at NZTA, and PCC is currently working on its implementation plan.

Upper Hutt City Council

20. Upper Hutt City Council (UHCC) has deferred deliberations on its draft SMP until information on the new Rule and the revised approach to speed management is available.

Wellington City Council

21. Work on a Draft SMP has been on pause since June 2023. Wellington City Council (WCC) is waiting for the release of the final Rule before considering its next steps.

Ngā hua ahumoni

Financial implications

22. Each RCA is responsible for funding the development and implementation of SMPs. Any cost-benefit analysis, reversal of speed limits or removal of infrastructure, as required by the draft Rule, must be undertaken by the RCA.
23. Initial discussions on implementing changes that may arise under the new Rule suggest there could be challenges to achieving this. This will vary by council depending on existing budgets and the level of change required. At this stage there does not appear to be additional funding assistance available to RCAs.

Ngā Take e hāngai ana te iwi Māori

Implications for Māori

24. The proposed new Rule does not include specific requirements to engage, consult or partner with Māori separately. This is a change from the previous Rule.
25. Local RCAs will continue to engage directly with Māori on speed limit changes under the provisions in the Local Government Act 2002 and their own council procedures.

Te huritao ki te huringa o te āhuarangi

Consideration of climate change

26. Consideration of climate change will be undertaken by the RCA in development of an SMP and implementation of any speed changes, as per their own policies.

Ngā tikanga whakatau

Decision-making process

27. The matters requiring decision in this report were considered by officers against the decision-making requirements of Part 6 of the Local Government Act 2002.

Te hiranga

Significance

28. Officers considered the significance (as defined by Part 6 of the Local Government Act 2002) of these matters, taking into account Council's *Significance and Engagement Policy* and Greater Wellington's *Decision-making Guidelines*. Officers recommend that these matters are of low significance due to their administrative nature.

Te whakatūtakitaki

Engagement

29. Discussions with the Wellington Region's territorial authorities took place, in their capacity as RCAs, to form a collective view on the development of an RSMP.

Ngā tūāoma e whai ake nei

Next steps

30. The Government signalled through the Quarterly Action Plan that the Land Transport Rule: Setting of Speed Limits 2024 will be signed as final by the Minister of Transport by 30 September 2024.
31. Officers will review the Rule on its release and report to the Committee should the recommended position on discontinuing work on the RSMP need reconsideration.
32. RCAs may continue developing local SMPs at their discretion and submit directly to the NZ Transport Agency Waka Kotahi for approval.

Ngā āpitihanga

Attachments

Number	Title
1	Draft for consultation - Land Transport Rule Setting of Speed Limits 2024

Ngā kaiwaitohu

Signatories

Writer	Amelia Wilkins – Strategic Advisor, Regional Transport
Approvers	Grant Fletcher – Head of Regional Transport Luke Troy – Group Manager Strategy

He whakarāpopoto i ngā huritaonga Summary of considerations
<p><i>Fit with Council’s roles or with Committee’s terms of reference</i></p> <p>Under the Land Transport Rule: Setting of Speed Limits 2022 and per the Committee’s terms of reference, the Committee had the responsibility to consolidate information from RCAs into a Regional Speed Management Plan. A proposed amendment to the Rule is expected to mean development of speed management plans reverts to being discretionary.</p>
<p><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></p> <p>The development of speed management plans contributes to the Wellington Regional Land Transport Plan 2021 headline target of 40% fewer deaths and serious injuries on the region’s roads.</p>
<p><i>Internal consultation</i></p> <p>Greater Wellington officers consulted with the Wellington Region’s territorial authorities, as RCAs, in the development of this report.</p>
<p><i>Risks and impacts - legal / health and safety etc.</i></p> <p>There are no known risks with this report.</p>

DRAFT FOR CONSULTATION

Land Transport Rule Setting of Speed Limits 2024

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Attachment 1 to Report 24.413

Section 1 Preliminary provisions

1.1 Title

This Rule is Land Transport Rule: Setting of Speed Limits 2024.

1.2 Commencement

This Rule comes into force on [TBC].

1.3 Objective of Rule

The objective of this Rule is to contribute to an effective, efficient and safe land transport system by—

- (a) providing for an approach to speed management that considers speed limits alongside safety infrastructure and safety camera enforcement; and
- (b) empowering or requiring road controlling authorities to set speed limits for roads under their control, after considering safety, economic impacts and the views of road users and the community; and
- (c) setting out requirements road controlling authorities must comply with when setting speed limits, including having regard to any Ministerial Speed Objective.

1.4 Interpretation

- (1) In this Rule, unless the context otherwise requires,—

Act means the Land Transport Act 1998

Agency (as RCA) means the Agency when acting as a road controlling authority

Auckland Transport means the entity established under [section 38](#) of the Local Government (Auckland Council) Act 2009

category 1 school means any school that is not a category 2 school

category 2 school means a school that has been designated as a category 2 school under clause 5.2(1)

change, in relation to speed limits, safety cameras and safety infrastructure, includes to put something in place for the first time or to remove something without any replacement

current—

- (a) in relation to a plan, means the plan most recently published under this Rule; and

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- (b) in relation to a territorial authority speed management plan published under clause 3.6(5), also has the meaning given in clause 3.6(6)

cycle has the same meaning as in the [Land Transport \(Road User\) Rule 2004](#)

emergency has the meaning in clause 7.1(4)

emergency speed limit means a temporary speed limit set due to an emergency

financial year means a period of 12 months commencing on 1 July and ending with 30 June

GPS on land transport has the same meaning as in the [Land Transport Management Act 2003](#)

in the register, in relation to a speed limit, means the speed limit contained in a land transport record that has not been revoked

mean operating speed means the mean speed of traffic, including all classes of vehicle, measured in a way that is representative of all traffic speeds on the road over a 7-day period

Ministerial Speed Objective has the meaning in clause 3.13

outside the school gate, in relation to a road, means the section of the road immediately adjacent to a gate or other access used by students to enter or leave the school, usually measuring (with any reasonably practicable modifications):

- (a) 300 metres for a category 1 school; or
- (b) 600 metres for a category 2 school

permanent speed limit means a speed limit that is in force except when a seasonal, variable, or temporary speed limit is in force

regional council—

- (c) means a regional council within the meaning of [section 5\(1\)](#) of the Local Government Act 2002; and
- (d) includes a unitary authority; and
- (e) in relation to Auckland, means Auckland Transport

regional transport committee has the same meaning as in the [Land Transport Management Act 2003](#)

register has the same meaning as in [section 200A](#) of the Act

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Registrar has the same meaning as in [section 200A](#) of the Act
road has the same meaning as in the Act and includes a section of a road

safety camera means a camera used for the primary purpose of detecting offences under transport legislation of exceeding the speed limit

safety infrastructure means roading infrastructure intended to improve safety (for example, median barriers, rumble strips, raised crossings, and intersection treatments)

school means a registered school within the meaning of [section 10\(1\)](#) of the Education and Training Act 2020

school travel period, in relation to a school, means the period between 8 am and 9.30 am and the period between 2.30 pm and 4 pm on any day on which that school is open for instruction

seasonal speed limit means a type of speed limit that—

- (a) is the same for all 24 hours during any given day; and
- (a) is different for each of two or more specified periods during a calendar year

special event has the meaning in clause 7.1(3)

speed management committee means the committee continued under clause 3.18

State highway has the same meaning as in the [Land Transport Management Act 2003](#)

temporary speed limit means a speed limit set in accordance with Section 7

territorial authority—

- (a) means a road controlling authority that is a territorial authority within the meaning of the [Local Government Act 2002](#); and
- (b) includes a road controlling authority that is a unitary authority, Auckland Council or Auckland Transport; but
- (c) in clause 3.6, excludes a unitary authority, Auckland Council and Auckland Transport

unitary authority has the same meaning as in the [Local Government Act 2002](#)

variable speed limit—

- (a) means a type of speed limit where the speed limit in force on a road changes under certain conditions; and
- (b) excludes a seasonal speed limit

work has the meaning in clause 7.1(2).

- (2) A term that is used in this Rule and defined in the Act but not defined in this Rule has the meaning given in the Act (for example, Agency, Commissioner, Director, land transport record, Minister, and road controlling authority).

Section 2 Speed limits

Ascertaining the applicable speed limit

2.1 Applicable speed limit for a road

- (1) The applicable speed limit for a road at any given time is—
 - (a) the speed limit for the road in the register and that is in force at the time; or
 - (b) if paragraph (a) does not apply and a bylaw made before 19 May 2022 (the commencement date of the Land Transport Rule: Setting of Speed Limits 2022) sets the speed limit for the road, the speed limit set by the bylaw and that is in force at the time; or
 - (c) if paragraphs (a) and (b) do not apply, a permanent speed limit of 100 km/h.
- (2) For a seasonal speed limit that is in force, the applicable speed limit for the road at any given time is the speed limit in force at the time in accordance with the details of the speed limit in the register or bylaw (as the case may be).
- (3) For a variable speed limit that is in force, the applicable speed limit for the road at any given time is the speed limit shown on signs at the time (provided the speed limit shown on the sign is in accordance with the details of the speed limit in the register or bylaw (as the case may be)).

Emergency speed limit on register prevails

- (4) Despite subclauses (1) to (3), if at any given time there is an emergency speed limit for a road in the register, the applicable speed limit for the road at that time is the emergency speed limit

(not the underlying permanent, variable or seasonal speed limit for the road in the register).

Temporary speed limit applies despite register

- (5) Despite subclauses (1) to (4), if at any given time a temporary speed limit (other than an emergency speed limit) for the road has been set and is in force under Section 7, the applicable speed limit for the road at that time is the temporary speed limit (other than an emergency speed limit).

Setting speed limits

2.2 Setting speed limits (other than temporary speed limits)

- (1) A road controlling authority may set a speed limit for a road under its control (other than a temporary speed limit) under this Rule.
- (2) When setting a speed limit under subclause (1), a road controlling authority may specify a date on which the speed limit comes into force.
- (3) If a road controlling authority specifies a date on which the speed limit comes into force, that date must be no earlier than the day after the corresponding land transport record is created.

2.3 Declaring speed limit areas

- (1) A road controlling authority may set a speed limit (other than a temporary speed limit) for a road or roads under its control by declaring a speed limit area.
- (2) When declaring a speed limit area, a road controlling authority must—
- (a) identify the boundaries of the area to be designated as the speed limit area; and
 - (b) specify the speed limit that applies in the speed limit area; and
 - (c) specify that the speed limit applies to—
 - (i) all existing and any future roads in that area; or
 - (ii) all existing and any future roads in that area, except for one or more specified existing roads in that area.
- (3) When declaring a speed limit area, a road controlling authority must comply with all provisions of this Rule that apply to a speed limit (other than a temporary speed limit) for a road.

- (4) References in any provisions of this Rule to a speed limit (other than a temporary speed limit) for a road must be taken as also applying to declaring a speed limit area.

2.4 Setting temporary speed limits

A road controlling authority may set a temporary speed limit for a road under its control in accordance with Section 7.

2.5 Method for all road controlling authorities to set speed limits: using a plan

- (1) A road controlling authority may set a speed limit (other than a temporary speed limit) for a road under its control if—
 - (a) the speed limit—
 - (i) is the same as the speed limit proposed for the road in the relevant plan; and
 - (ii) comes into force within the same timeframe as proposed in the relevant plan; and
 - (iii) is set for the same road as the road listed or described in the relevant plan; or
 - (b) the speed limit set for the road differs from the speed limit for the road proposed in the relevant plan, but the only differences are any of the following:
 - (i) the timeframe within which the speed limit comes into force;
 - (ii) a minor difference in the point on the road at which the speed limit changes.
- (2) In this Section 2, **plan**—
 - (a) means the most recently published—
 - (i) State highway speed management plan published under clause 3.4(8); and
 - (ii) regional speed management plan published under clause 3.5(13); and
 - (iii) territorial authority speed management plan published under clause 3.6(5), provided it is current; and
 - (b) includes any variation to any of those plans (*see* clause 3.8(4) and (5)).

- 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 (9).
- (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—
 - (i) have regard to any Ministerial Speed Objective and the road safety aspects of the GPS on land transport; and
 - (ii) undertake and have regard to the results of a cost-benefit analysis of the proposed speed limit in accordance with the requirements in clause 3.3; and
 - (iii) have regard to guidance and information developed and maintained by the Agency under clauses 3.14 and 3.15; 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) However, the Agency (as RCA) or a territorial authority does not need to comply with—
- (a) subclause (3)(a)(i) and (ii), if it is proposing a speed limit for a road outside the school gate; or
 - (b) subclause (3)(a)(ii), if it is proposing a speed limit for a new road.

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- (5) The Director must give their approval if the Agency (as RCA) or the territorial authority has confirmed to the Director that it has met the requirements in subclause (3).
- (6) 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 3.10, and included in the consultation documentation the cost-benefit analysis and an explanation of how the Ministerial Speed Objective and road safety aspects of the GPS have been had regard to; 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; or
 - (c) the proposed speed limit is for a road outside the school gate.
- (7) Clause 3.10 applies to any consultation under subclause (6)(a), with all necessary modifications.
- (8) Before setting the speed limit, the Agency (as RCA) or the territorial authority must consider any submissions received during any consultation under subclause (6)(a).
- (9) To avoid any doubt, the Agency (as RCA) or a territorial authority does not need to consult to set a speed limit under this clause for a road outside the school gate.
- (10) 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 (6)(a).

2.7 Additional method for other road controlling authorities to set speed limits: using Section 6 process

- (1) A road controlling authority that is not the Agency (as RCA) or a territorial authority (for example, an airport authority or the Department of Corrections) may also set a speed limit (other

than a temporary speed limit) for a road under its control in accordance with Section 6.

- (2) To avoid any doubt, this clause may be relied on whether or not the circumstances described in clause 2.5(1) apply.

Pilot Speed Limits

2.8 Certain road controlling authorities may set speed limits as part of a pilot

- (1) This clause applies if—
- (a) a road controlling authority that is a local authority, government department or Crown entity installs a pilot on a road in accordance with Section 3 of Land Transport Rule: Street Layouts 2023; and
 - (b) the applicable speed limit for the road under clause 2.1(1) immediately before the pilot is installed is 60 km/h or less.
- (2) As part of the pilot, the road controlling authority may set a speed limit for the road, provided it follows the requirements in this clause, and is consistent with the speed limit, or range of speed limits, specified in Schedule 4 for the class of road.
- (3) The road controlling authority must provide details to the Director of the speed limit, including the information that would need to be submitted to the Registrar under [section 200L](#) of the Act.
- (4) Once the road controlling authority that is the Agency (as RCA) or a 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), details of the speed limit.
- (5) A speed limit set under this clause may be a permanent, seasonal, or variable speed limit.
- (6) To provide further clarity, the road controlling authority may, when modifying a pilot under clause 3.6 of Land Transport Rule: Street Layouts 2023, set a speed limit for the road, provided it follows the requirements in this clause.
- (7) In this clause and clause 2.9, **pilot** and **road** have the same meaning as in Land Transport Rule: Street Layouts 2023.

2.9 Certain road controlling authorities may set speed limits when removing a pilot

- (1) This clause applies if a road controlling authority that is a local authority, government department or Crown entity needs to set a speed limit on a road in order to comply with its obligation under clause 3.12 of Land Transport Rule: Street Layouts 2023 to remove a pilot from the road.
- (2) As part of removing the pilot, the road controlling authority may set a speed limit for the road, provided it follows the requirements in this clause.
- (3) The speed limit that the road controlling authority sets for the road must be the speed limit that was the applicable speed limit for the road under clause 2.1(1) immediately before the pilot was installed.
- (4) The road controlling authority must provide details to the Director of the speed limit, including the information that would need to be submitted to the Registrar under [section 200L](#) of the Act.
- (5) Once the road controlling authority that is the Agency (as RCA) or a 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), details of the speed limit.

Registering speed limits

2.10 Speed limit set when land transport record created

A speed limit that is a permanent, seasonal, variable or emergency speed limit is set once a land transport record has been created for the speed limit (*see* the [Land Transport \(Register of Land Transport Records: Speed Limits\) Regulations 2022](#)).

2.11 Submitting information on speed limits to the Registrar

- (1) When setting a permanent, seasonal, variable or emergency speed limit for a road, a road controlling authority must submit to the Registrar the information required under [section 200L](#) of the Act.
- (2) When setting a temporary speed limit for a road (other than an emergency speed limit), a road controlling authority may submit

to the Registrar the information required under [section 200L](#) of the Act.

- (3) If a road controlling authority has submitted information to the Registrar on a temporary speed limit (including an emergency speed limit), the road controlling authority must, as soon as practicable after deciding to remove the temporary speed limit, submit to the Registrar the information required to remove the temporary speed limit from the register.

Installing traffic control devices

2.12 Traffic control devices installed before speed limits come into force

A road controlling authority must, before a speed limit comes into force on a road under its control, ensure that all traffic control devices installed on the road that indicate the speed limit—

- (a) comply with Section 8; and
- (b) comply with Land Transport Rule: Traffic Control Devices 2004.

Other matters

2.13 Change of road controlling authority, and boundary adjustments

- (1) Where the road controlling authority that has control of a road changes, the speed limit that applied to the road before the change of road controlling authority continues to apply, until the new road controlling authority sets a different speed limit for the road.
- (2) Where the boundaries of a region or territory are altered, and a road comes under a different region or under the control of a different road controlling authority, the plan that applied to the road before the alteration of the boundaries continues to apply to the road until a subsequent plan including the road is published.
- (3) Where a land transport record indicates that the road controlling authority has set a speed limit on a road to the boundary of its jurisdiction as shown on the land transport record (**shown boundary**), the speed limit indicated on the land transport record applies to the boundary of the road controlling authority's jurisdiction even if the shown boundary does not accurately

depict the boundary of the road controlling authority's jurisdiction.

2.14 Application of Rule

Nothing in this Rule applies to the setting of a speed limit solely for a footpath, cycle path or shared path separate from the speed limit for the adjoining roadway.

Section 3 Planning for speed management

3.1 Option to prepare speed management plans and requirement to meet deadlines

- (1) The Agency (as RCA), each territorial authority and each regional transport committee may prepare a speed management plan in accordance with this Section 3.
- (2) Each regional council may assist with the preparation of a speed management plan in accordance with this Section 3.
- (3) The Agency (as RCA), any territorial authority and any regional transport committee that chooses to prepare a speed management plan must prepare that plan in accordance with any deadlines set by the Agency under clause 3.7.

3.2 Mandatory considerations when preparing any speed management plan

- (1) When preparing or providing information for any speed management plan, the Agency (as RCA), each territorial authority and each regional transport committee must—
 - (a) have regard to any Ministerial Speed Objective and the road safety aspects of the GPS on land transport; and
 - (b) consider a range of speed management interventions, including changing speed limits and safety infrastructure; and
 - (c) undertake and have regard to the results of a cost-benefit analysis of the speed limit changes proposed for each road; and
 - (d) have regard to the guidance and information developed and maintained by the Agency under clauses 3.14 and 3.15.
- (2) The Agency (as RCA) and a territorial authority must, when providing information for any speed management plan to

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propose a change to 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.

- (3) However, subclauses (1)(a) to (c) and (2) do not apply to the extent that the Agency (as RCA), a territorial authority or a regional transport committee is preparing or providing information in respect of speed limits proposed for a road outside the school gate in accordance with Section 5 of this Rule.

3.3 Requirements for cost-benefit analyses

- (1) A cost-benefit analysis undertaken under this Rule must comply with this clause.
- (2) The cost-benefit analysis must include an assessment of the impact of each proposed speed limit change on the following matters:
 - (a) safety impacts (including in the number and severity of crashes); and
 - (b) travel time impacts (including changes in mean operating speed); and
 - (c) implementation costs (including planning, road signs and markings, installation costs, overheads, and consultation and administration costs).
- (3) Any positive impact must be treated as a benefit and any negative impact must be treated as a cost.
- (4) The benefits and costs must be calculated using values set out in the Agency's standardised guidance for assessing the monetised benefits and costs of proposed investments in land transport.
- (5) The Agency (as RCA), a territorial authority or a regional transport committee (as the case may be) must prepare an updated cost-benefit analysis, if the proposed speed limit for a road changes after the consultation required by clause 3.10.

Speed management plans

- 3.4 Process for preparing State highway speed management plan**
- (1) *Step 1 (first draft):* When preparing a State highway speed management plan, the Agency (as RCA) must—
 - (a) prepare a first draft State highway speed management plan, which must include proposed changes to speed limits on State highways; and
 - (b) provide the first draft to every territorial authority and every regional transport committee.
 - (2) *Step 2 (consultation draft):* The Agency (as RCA) must—
 - (a) consider any comments on the first draft State highway speed management plan received from territorial authorities and regional transport committees; and
 - (b) prepare a consultation draft State highway speed management plan to include the content required by clause 3.9 and a summary of the cost-benefit analysis prepared in accordance with clause 3.2(1)(c).
 - (3) *Step 3 (public consultation):* The Agency (as RCA) must—
 - (a) publish the consultation draft State highway speed management plan and the cost-benefit analysis prepared in accordance with clause 3.2(1)(c) on an Internet site; and
 - (b) consult on the consultation draft plan in accordance with clause 3.10.
 - (4) *Step 4 (final draft):* The Agency (as RCA) must—
 - (a) review and analyse any submissions received on the consultation draft State highway speed management plan (or on a consultation draft regional speed management plan being consulted on at the same time as the consultation draft State highway speed management plan, to the extent that the submissions relate to a State highway) and consider the submissions when finalising the draft State highway speed management plan; and
 - (b) consider any updated cost-benefit analysis that has been prepared under clause 3.3(5); and
 - (c) prepare a final draft State highway speed management plan; and

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- (d) submit the final draft plan to the speed management committee and the Director.
- (5) *Step 5 (speed management committee advice):* The speed management committee must review the final draft State highway speed management plan and provide advice to the Director on—
 - (a) the extent to which the final draft plan meets the requirements in clause 3.11(1); and
 - (b) any comment the committee considers the Director should make under clause 3.11(2).
- (6) *Step 6 (certification):* After receiving advice from the speed management committee, the Director must determine whether they are satisfied that the final draft State highway speed management plan meets the requirements in clause 3.11(1) and—
 - (a) if the Director is satisfied, they must certify the plan and provide a certificate to that effect; and
 - (b) if the Director is not satisfied—
 - (i) they must refer the final draft plan back to the Agency (as RCA) with recommendations for how to meet the requirements in clause 3.11(1); and
 - (ii) the Agency (as RCA) must have regard to the Director’s recommendations, make any edits to the final draft plan, and re-submit a final draft plan to the Director; and
 - (iii) the Director can then choose whether to seek further advice from the speed management committee (and may request the committee to give advice only on particular matters in the re-submitted final draft plan) or proceed directly to making a determination on the re-submitted final draft plan under this subclause.
- (7) If the Director disagrees with a material aspect of the speed management committee’s advice, the Director must—
 - (a) provide an explanation of why they disagree with the committee; and
 - (b) publish the explanation on an Internet site.
- (8) *Step 7 (publication):* Once the Director has certified a final draft State highway speed management plan, the Agency must publish, on an Internet site—

- (a) the plan; and
- (b) the certificate provided under subclause (6)(a).

3.5 Process for preparing regional speed management plans

(1) Where a region—

- (a) has a unitary authority, the unitary authority can perform the roles of both the regional council and a territorial authority under this clause; or
- (b) is Auckland, Auckland Transport can perform the roles of both the regional council and a territorial authority under this clause (and Auckland Council may also be a territorial authority).

(2) *Step 1 (territorial authority input):* When a regional speed management plan is being prepared, each territorial authority must provide the relevant regional transport committee with—

- (a) any cost-benefit analysis required by clause 3.2(1)(c); and
- (b) for the purposes of preparing to undertake consultation, the information required by clause 3.9(2) in relation to the roads under its control; or
- (c) its current territorial speed management plan published under clause 3.6(5) (if any).

Step 2 (consultation draft)

(3) To prepare a regional speed management plan, each regional transport committee must prepare a consultation draft regional speed management plan for its region by—

- (a) compiling the information received from territorial authorities in Step 1, including a summary of the cost-benefit information provided by each territorial authority (and may change the presentation of the information for the purpose of consolidating it into the consultation draft regional speed management plan); and
- (b) compiling any information received from other road controlling authorities that control roads in the region (for example, an airport authority or the Department of Corrections); and
- (c) if necessary, including, adding to or making edits to the content required by clause 3.9(1) to accurately describe the approach taken across the region; and

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- (d) making any further edits due to the process under subclauses (4) and (5); and
 - (e) include the content required by clause 3.9(4).
- (4) If a regional transport committee considers that there are inconsistent approaches to speed limits being taken across the region, it must—
 - (a) inform the relevant territorial authorities and suggest edits they could make to the information they provided in Step 1; and
 - (b) make any edits the territorial authorities provide; and
 - (c) only provide a consultation draft plan to the relevant regional council once satisfied the relevant territorial authorities have provided all edits or further edits they consider necessary.
- (5) Territorial authorities that receive suggested edits under subclause (4)(a) must use reasonable efforts to consider, discuss with one another, and agree the suggested edits or similar edits.

Step 3 (public consultation and territorial authority consideration)
- (6) Once a regional transport committee provides a consultation draft regional speed management plan to the relevant regional council, the regional council must facilitate public consultation by—
 - (a) publishing the consultation draft regional speed management plan (alongside any cost-benefit analysis provided by each territorial authority) on an Internet site and calling for submissions; and
 - (b) accepting written submissions on behalf of, and forwarding them to, road controlling authorities; and
 - (c) supporting territorial authorities in the region to consult the public (for example, by providing administrative support for collating submissions and submitters' views); and
 - (d) accepting written submissions on behalf of the Agency (as RCA) in relation to the consultation draft State highway speed management plan (if it is being consulted on at the same time as the consultation draft regional speed management plan), and promptly forwarding those submissions to the Agency (as RCA).

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- (7) Each territorial authority must (subject to subclause (8))—
- (a) consult in accordance with clause 3.10 on the consultation draft regional speed management plan (including the proposed speed limit changes for each road) as it relates to roads under its control, and may use the support of the relevant regional council to do so; and
 - (b) review and analyse any submissions received on the consultation draft plan that relate to roads under its control, and consider the submissions when finalising the draft regional speed management plan; and
 - (c) consider any updated cost-benefit analysis prepared in accordance with clause 3.3(5); and
 - (d) advise the regional transport committee of any changes that it wishes to make to the consultation draft plan in relation to roads under its control.
- (8) However, if a territorial authority has a current territorial authority speed management plan published under clause 3.6(5), it is only required by this clause to consult on information in the consultation draft regional speed management plan that is different from or not contained in the information described in its current territorial authority speed management plan.

Step 4 (final draft)

- (9) Each regional transport committee must prepare a final draft regional speed management plan for its region by—
- (a) amending the consultation draft regional speed management plan to reflect any changes—
 - (i) that a territorial authority has advised under subclause (7)(d); and
 - (ii) from other road controlling authorities that provided information under subclause (3)(b); and
 - (b) if necessary, making edits to the content required by clause 3.9(1) to accurately describe the approach taken across the region; and
 - (c) making any further edits due to the process under subclauses (10) and (11); and
 - (d) if necessary, updating the content required by clause 3.9(4).

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- (10) If a regional transport committee considers that there are inconsistent approaches to speed limits being taken across the region, it must—
 - (a) inform the relevant territorial authorities and suggest edits they could make to the information they provided towards the plan; and
 - (b) make any edits the territorial authorities provide; and
 - (c) only provide a final draft plan to the Director once satisfied the relevant territorial authorities have provided all edits or further edits they deem necessary.
- (11) Territorial authorities that receive suggested edits under subclause (10)(a) must use reasonable efforts to consider, discuss with one other, and agree the suggested edits or similar edits.
- (12) *Step 5 (certification)*: The Director must determine whether they are satisfied that a final draft regional speed management plan meets the requirements in clause 3.11(1) and—
 - (a) if the Director is satisfied, they must certify the plan and provide a certificate to that effect; and
 - (b) if the Director is not satisfied—
 - (i) the Director must refer the final draft plan back to the regional transport committee with recommendations for how to meet the requirements in clause 3.11(1); and
 - (ii) the regional transport committee must repeat Step 4, after having regard to the Director’s recommendations.
- (13) *Step 6 (publication)*: Once the Director has certified a final draft regional speed management plan, the Agency must publish, on an Internet site—
 - (a) the plan; and
 - (b) the certificate provided under subclause (12)(a).

Territorial authority speed management plans ahead of regional process

3.6 Territorial authority speed management plans

- (1) To create a territorial authority speed management plan, a territorial authority must—
- (a) inform the relevant regional transport committee and the Agency (as RCA) of its intention to prepare such a plan; and
 - (b) prepare a consultation draft plan to include—
 - (i) information required by clause 3.9(1) and (2) in relation to roads under its control; and
 - (ii) a summary of the cost-benefit analysis that has been prepared in accordance with clause 3.2(1)(c); and
 - (iii) any relevant information received from road controlling authorities that are not the Agency (as RCA) and that control roads in the territory; and
 - (c) subject to subclause (2) and clause 3.8(3), publish the consultation draft plan and the cost-benefit analysis on an Internet site; and
 - (d) consult on the consultation draft plan (including proposed speed limit changes for each road) in accordance with clause 3.10; and
 - (e) review and analyse any submissions received on the consultation draft plan and consider the submissions when finalising the draft speed management plan; and
 - (f) consider any updated cost-benefit analysis prepared in accordance with clause 3.3(5); and
 - (g) prepare a final draft plan and submit it to the Director for certification (*see* subclause (4)).
- (2) However, a territorial authority must not publish a consultation draft territorial authority speed management plan if the relevant regional transport committee has notified the territorial authority of its intention to publish within the next 28 days a consultation draft regional speed management plan, at which point the territorial authority must instead join the process for preparing a consultation draft regional speed management plan at Step 1 (*see* clause 3.5(2)).

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- (3) At any stage a territorial authority can stop the process in subclause (1) and join the process for preparing a consultation draft regional speed management plan at Step 1 (*see* clause 3.5(2)).
- (4) The Director must consider whether they are satisfied that the final draft territorial authority speed management plan meets the requirements in clause 3.11(1) and—
 - (a) if they are satisfied, they must certify the plan and provide a certificate to that effect; and
 - (b) if they are not satisfied—
 - (i) they must refer the final draft plan back to the territorial authority with recommendations for how to meet the requirements in clause 3.11(1); and
 - (ii) the territorial authority must have regard to the Director’s recommendations, make any edits to the final draft plan, and repeat the step at subclause (1)(g).
- (5) Once the Director has certified the final draft plan, the Agency must publish, on an Internet site—
 - (a) the plan; and
 - (b) the certificate provided under subclause (4)(a).
- (6) A territorial authority speed management plan ceases to be **current** when a regional speed management plan that includes roads under the control of the relevant territorial authority has been published under clause 3.5(13).
- (7) In this clause, **territorial authority** excludes a unitary authority, Auckland Council and Auckland Transport.

Other details about preparing any speed management plans

3.7 Agency may set deadlines

- (1) The Agency may set deadlines for the commencement or completion of any of the requirements or events mentioned in clauses 3.4 to 3.6, including where a plan is being varied or replaced under clause 3.8, and may set different deadlines for different plans and different road controlling authorities.
- (2) In setting those deadlines, the Agency must have regard to the timeframes for the creation of regional land transport plans under the Land Transport Management Act 2003 and any Ministerial Speed Objective.

3.8 Reviewing, varying and replacing speed management plans

- (1) The Agency (as RCA), each territorial authority and each regional transport committee must periodically review the relevant plan or plans (as the case may be), in order to make a new plan or plans, in accordance with the deadlines set by the Agency.
- (2) In setting deadlines for the review of a plan, the Agency must—
 - (a) have regard to any Ministerial Speed Objective; and
 - (b) have regard to the timeframes for the creation of regional land transport plans under the Land Transport Management Act 2003; and
 - (c) set those deadlines so that, as far as reasonably practicable, each plan is reviewed every 3 years; and
 - (d) set a deadline for the publication of a consultation draft regional speed management plan (the event in clause 3.5(6)(a)); and
 - (e) notify the Agency (as RCA), the territorial authority or the regional transport committee (as the case may be) of the deadline set under subclause (2)(d) at least 6 months before the date of the deadline.
- (3) A territorial authority may publish a consultation draft territorial authority speed management plan under clause 3.6(1)(c) no earlier than 6 months before the deadline for the publication of a consultation draft regional speed management plan (that is, the deadline set under subclause (2)(d)).
- (4) The Agency (as RCA), a territorial authority or a regional transport committee may, during the currency of a plan, prepare a variation to a current plan or a new plan to replace a current plan, with the approval of the Director.
- (5) If the Director has approved the preparation of a variation or a new plan, the process set out in clauses 3.4 to 3.6 (as the case may be) must be followed as far as it is relevant and with any necessary modifications.

3.9 Content and form of plans

- (1) A plan must—
 - (a) include an explanation of how the plan has regard to any Ministerial Speed Objective, and is consistent with the road safety aspects of the GPS on land transport; and

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- (b) include a general explanation of how an approach to speed management that considers speed limits alongside safety infrastructure and safety camera enforcement was taken, including the approach when deciding whether to invest in making a road safer at higher speeds or to set a lower speed limit.
- (2) A plan must also—
 - (a) identify the changes (if any) being proposed to speed limits (other than temporary speed limits) and safety infrastructure on the relevant roads; and
 - (b) include an implementation programme for at least 3 financial years from the start of the plan that sets out—
 - (i) the changes (if any) being proposed to—
 - (A) speed limits on the relevant roads, including, to the extent practicable, information on each proposed speed limit relating to the geographical area of the proposed speed limit, the type of speed limit, the proposed speed limit expressed in kilometres per hour, and, for a seasonal or variable speed limit, the conditions under which each speed limit will apply (*see also* Section 4); and
 - (B) safety infrastructure on the relevant roads; and
 - (ii) the timeframe within which each change is proposed to occur; and
 - (c) in relation to schools, include any designation of a category 2 school; and
 - (d) include comment on any review relevant to the roads or region that has been completed under clause 3.17 since the previous plan published under clause 3.4(8) or 3.5(13).
- (3) A State highway speed management plan—
 - (a) must also include a general explanation of how the Agency (as RCA) has, when proposing a change to a speed limit, had regard under clause 3.2(2) to the desirability of a road under its control and an adjoining road under the control of another road controlling authority having the same speed limit, unless there is good reason for different speed limits; and

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- (b) may also include changes to safety cameras on roads that are not State highways.
- (4) A regional speed management plan must—
 - (a) identify, for any proposed change to a speed limit for a road under the control of a territorial authority (the **first road**) that adjoins a road under the control of another territorial authority (the **second road**), any instances where the speed limit for the first road is different or is proposed to differ from the speed limit for the second road; and
 - (b) include information from the State highway speed management plan (either the consultation draft or the published copy, depending on which has most recently become available) that relates to State highways in the region.
- (5) A plan may include discussion of other matters related to speed management on the relevant roads, including matters regarding temporary speed limits.
- (6) A plan must be in the form (if any) set by the Agency.

3.10 Consultation requirements

- (1) In this clause 3.10, **consultation principles** means the principles of consultation in section 82 of the Local Government Act 2002.
- (2) When required to consult under this Rule, the Agency (as RCA) and territorial authorities must give a time period of at least 4 weeks, notified on the Internet site where the relevant consultation draft speed management plan is published, for interested parties to make written submissions on the consultation draft plan.
- (3) When required to consult under this Rule, the Agency as (RCA) and territorial authorities must—
 - (a) consult on each proposed speed limit change; and
 - (b) consult in accordance with the consultation principles; and
 - (c) use reasonable efforts to consult on the proposed changes with the following groups:
 - (i) persons that use the roads for which speed limit changes are proposed, including freight users; and
 - (ii) local communities; and

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- (iii) businesses located on roads for which speed limit changes are proposed; and
 - (iv) schools located on roads for which speed limit changes are proposed; and
 - (v) road controlling authorities responsible for roads adjoining roads for which speed limit changes are proposed.
- (4) When a consultation draft regional speed management plan is being consulted on, each regional transport committee—
 - (a) must accept written submissions on behalf of the Agency (as RCA) in relation to the consultation draft State highway speed management plan if it is being consulted on at the same time as the consultation draft regional speed management plan; and
 - (b) must promptly forward any such submissions to the Agency (as RCA), for the Agency (as RCA) to consider.
- (5) If the Agency receives any submissions on a consultation draft regional speed management plan, it must promptly forward any such submissions to the relevant regional council.
- (6) To avoid any doubt, nothing in this Rule requires a regional council or territorial authority to consult in accordance with section 83 of the Local Government Act 2002.
- (7) When it is required to consult under this Rule, the Agency (as RCA) or a territorial authority (as the case may be) must do everything reasonably practicable to separately consult Māori affected by any proposed change in a draft plan that affects or is likely to affect—
 - (a) Māori land; or
 - (b) land subject to any Māori claims settlement Act; or
 - (c) Māori historical, cultural, or spiritual interests.
- (8) After consultation has occurred in accordance with this section, the Agency (as RCA) and territorial authorities must prepare and publish a summary of submissions received, including an explanation of how feedback from submitters was taken into account in the final draft plan.

3.11 Certification of, and comment on, plans

- (1) For the purposes of clauses 3.4(6), 3.5(12) and 3.6(4), the requirements are—

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- (a) the Agency (as RCA) or each territorial authority (as the case may be) has confirmed that the speed limits in the relevant plan comply with clause 4.5 (to the extent that clause 4.5 applies); and
 - (b) the Agency (as RCA) or each territorial authority (as the case may be) has confirmed that they have had regard to any Ministerial Speed Objective; and
 - (c) the Agency (as RCA) or each territorial authority (as the case may be) has confirmed that consultation has been carried out in accordance with clause 3.10 (and a regional council or regional transport committee may provide the confirmation on behalf of a territorial authority); and
 - (d) the Agency (as RCA) or each territorial authority (as the case may be) has confirmed that any requirement under this Rule to undertake and have regard to the results of a cost-benefit analysis has been met; and
 - (e) the Agency (as RCA), the regional transport committee or the territorial authority (as the case may be) has confirmed that the plan identifies all roads outside schools for which changes to speed limits are needed to set speed limits in accordance with Section 5; and
 - (f) the plan includes the content required by—
 - (i) clause 3.9(2)(b); and
 - (ii) clause 3.9(2)(d).
- (2) When assessing a final draft plan, the Director may also provide comment in writing on the extent to which, in their view, the plan—
- (a) is consistent with the road safety aspects of the GPS on land transport; and
 - (b) considers a range of speed management interventions (such as changing speed limits, safety cameras and safety infrastructure); and
 - (c) will lead to speed limits being set in compliance with this Rule; and
 - (d) has had regard under clause 3.2(2) to the desirability of a road under the control of one road controlling authority and an adjoining road under the control of another road controlling authority having the same speed limit, unless there is good reason for different speed limits.

- (3) The Director may, after providing comments under subclause (2) and giving the Agency (as RCA), regional transport committee or territorial authority (as the case may be) a reasonable time to consider those comments, publish the comments on an Internet site.

3.12 Publication copies of certified plans

A plan that is published under clauses 3.4(8), 3.5(13) or 3.6(5) may differ from the final draft plan to—

- (a) correct minor or technical errors or to change the format and visual presentation of its content; or
- (b) in the case of a regional speed management plan published under clause 3.5(13) that includes information about State highways and safety cameras, ensure that information is consistent with the State highway speed management plan most recently published under clause 3.4(8).

Ministerial speed objective

3.13 Minister may issue speed objective

- (1) The Minister may, by written notice to the Agency or the Director, issue a speed objective to set out the pace, scale and focus of the speed management changes that the Minister wishes road controlling authorities to achieve when proposing or setting speed limits under this Rule.
- (2) A Ministerial Speed Objective may form part of the GPS on land transport or be issued as a separate publicly available document.
- (3) To avoid any doubt, the Minister is not required to issue a Ministerial Speed Objective.

Agency to provide guidance and information to support speed management

3.14 Guidance on speed management

- (1) The Agency must develop and maintain guidance on speed management, which must include—
- (a) guidance on the speed limits for different classes of roads set out in Schedule 4, including how road controlling authorities should consider safety and economic factors

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when proposing or setting a speed limit within any specified range for each class of road; and

- (b) guidance for Agency (as RCA) on when a road has been designed and constructed, and will be managed and operated, to the standard necessary to safely support 110 km/h travel speeds; and
- (c) guidance on how to have regard to any Ministerial Speed Objective; and
- (d) guidance on undertaking the cost-benefit analysis required by this Rule; and
- (e) guidance on consultation requirements under this Rule; and
- (f) guidance on what the Agency considers is a point of obvious change in the roadside development or the road environment for the purposes of clause 4.8; and
- (g) guidance about setting variable speed limits outside schools, including guidance about categorising schools (*see* Section 5); and
- (h) guidance on maximum lengths between speed limit signs (*see* clause 8.2(2)).

- (2) The Agency must supply the guidance to road controlling authorities and regional transport committees.

3.15 Information about speed management for roads

- (1) The Agency must develop and maintain information about speed management for roads under the control of the Agency (as RCA) or a territorial authority.
- (2) When developing and maintaining information about speed management for a road under the control of the Agency (as RCA) or a territorial authority, the Agency must have regard to—
 - (a) the function and use of the road; and
 - (b) crash and injury risks for all road users; and
 - (c) the characteristics of the road and roadsides; and
 - (d) adjacent land use; and
 - (e) the number of intersections and property accessways; and
 - (f) traffic volume; and

- (g) any planned physical changes to the road and its infrastructure; and
- (h) the mean operating speed for the road; and
- (i) any other matter the Agency considers appropriate.

3.16 Agency must supply information

A road controlling authority or regional transport committee may request from the Agency information about speed management for any road under the control of the Agency (as RCA) or a territorial authority, and the Agency must supply the information to the requester if that information is available.

3.17 Agency may review implementation of speed management by a road controlling authority

- (1) The Agency may review a road controlling authority's changes to speed limits, safety cameras and safety infrastructure against any Ministerial Speed Objective, the road safety aspects of the GPS on land transport and the obligation in clause 5.3.
- (2) The Agency must give the road controlling authority an opportunity to comment on the draft findings of a review before completing a review.
- (3) Once a review has been completed, *see* clause 3.9(2)(d).

Speed management committee

3.18 Speed management committee established

- (1) The speed management committee that the Agency established in accordance with clause 3.18 of Land Transport Rule: Setting of Speed Limits 2022 is continued.
- (2) The Minister, not the Agency, may appoint members of the speed management committee.
- (3) The speed management committee must have no more than 9 members.
- (4) The provisions set out in Schedule 2 have effect according to their terms.

3.19 Purposes and functions of speed management committee

- (1) The purposes of the speed management committee are to—

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- (a) review draft State highway speed management plans and provide advice to the Director in accordance with this Rule; and
 - (b) provide oversight of the information and guidance on speed management that the Agency provides under this Rule, to ensure that the information is up to date and is fit for purpose.
- (2) The speed management committee may also provide comments to the Agency (as RCA) on a consultation draft State highway speed management plan during the consultation process, limiting its comments to the requirements in clause 3.11(1) or matters on which the Director may give comment under clause 3.11(2).
- (3) The speed management committee has the functions, duties, and powers provided in this clause, and in clauses 3.4 and 3.20.

3.20 Speed management committee oversight of Agency

- (1) The speed management committee may request that the Agency—
 - (a) provide comment to the committee about any information or guidance the Agency has provided; and
 - (b) provide or procure an independent review of any information or guidance the Agency has provided, and provide the outcome of the review to the committee.
- (2) The Agency must comply with any requests made under subclause (1).

Section 4 Technical requirements for speed limits

4.1 Application of clauses 4.2 to 4.4

Clauses 4.2 to 4.4 apply whenever—

- (a) in any plan, a change is proposed to a speed limit for a road; or
- (b) a road controlling authority sets a speed limit for a road.

4.2 Types of speed limit

- (1) A speed limit must be one of the following types:
 - (a) a permanent speed limit:
 - (b) a seasonal speed limit:

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- (c) a variable speed limit (*see also* clause 4.9):
- (d) a temporary speed limit (which must be set in accordance with Section 7).

(2) To provide further clarity, an emergency speed limit is a type of temporary speed limit that is set once a land transport record has been created for the speed limit.

4.3 Range of speed limits

(1) A speed limit must be one of the following:

- (a) 10 km/h:
- (b) 20 km/h:
- (c) 30 km/h:
- (d) 40 km/h:
- (e) 50 km/h:
- (f) 60 km/h:
- (g) 70 km/h:
- (h) 80 km/h:
- (i) 90 km/h:
- (j) 100 km/h:
- (k) 110 km/h.

(2) However, a road controlling authority may not set or propose a speed limit of 110 km/h for a road unless the road controlling authority is the Agency (as RCA).

4.4 Application of clauses 4.5 to 4.9

Clauses 4.5 to 4.9 apply whenever—

- (a) in any plan, a change is proposed to a speed limit for a road, except in the case of—
 - (i) a temporary speed limit; or
 - (ii) a road where the road controlling authority is not the Agency (as RCA) or a territorial authority; or
- (b) a territorial authority or the Agency (as RCA) sets a speed limit for a road (other than a temporary speed limit).

4.5 Speed limits for different classes of road

- (1) A speed limit for a class of road specified in Schedule 4 must be the speed limit specified, or a speed limit within the range of speed limits specified, in Schedule 4 for that class of road.
- (2) However, subclause (1) does not apply to any variable speed limit that the Agency (as RCA) or a territorial authority proposes or sets for a road outside the school gate in accordance with clauses 5.1 and 5.2.
- (3) *See also* clause 4.3(2).

4.6 Road lengths for speed limits

A road for which a speed limit is set under this Rule must be equal to or exceed the minimum length in the table in Schedule 1, unless one or more of the following applies:

- (a) the requirement is impracticable for the road:
- (b) the speed limit is less than 40 km/h:
- (c) the speed limit is for a road outside a school:
- (d) a lower speed limit is applied to a section of road as part of a variable speed limit.

4.7 Speed limits on adjoining roads

When a road controlling authority sets a speed limit for a road under this Rule (**main road**), it may also set the same speed limit on a short length of road under its control that adjoins the main road even though the short length of the adjoining road—

- (a) may not be equal to or exceed the minimum length in the table in Schedule 1; and
- (b) may not be specified in the relevant plan or in the approval sought from the Director under clause 2.6.

4.8 Point on road at which a speed limit changes

- (1) A road controlling authority must be satisfied that the point on a road at which a speed limit changes is at, or close to, a point of obvious change in the roadside development or the road environment.
- (2) For the purposes of this clause, the presence of a school nearby may be treated as an obvious change in the roadside development or the road environment.

(3) Subclause (1) does not apply to the point on a road at which a speed limit changes due to the operation of a variable speed limit.

(4) *See also* clause 8.1(1).

4.9 Variable speed limits

(1) The Agency (as RCA) or a territorial authority may set a variable speed limit only if it is satisfied that—

- (a) the speed limit needs to vary in order to be suitable for the road; and
- (b) a variable speed limit is necessary to address or manage one or more of the following:
 - (i) different numbers and types of road users or different traffic movements:
 - (ii) the effects of changing traffic volumes, including to ease congestion:
 - (iii) for emergency or temporary traffic management:
 - (iv) a crash risk posed by turning or crossing traffic:
 - (v) changing climatic conditions:
 - (vi) the presence of a school (*see also* Section 5):
 - (vii) the presence of a marae:
 - (viii) vehicles driving on a beach or riverbed.

(2) In any other case, the Agency (as RCA) or the territorial authority may set a variable speed limit only with the Director’s approval.

Section 5 Speed limits around schools

5.1 Speed limits outside the school gate of category 1 schools

(1) A road controlling authority must set the speed limit for a road outside the school gate of a category 1 school as a variable speed limit where 30 km/h is the speed limit in force during school travel periods.

(2) However, a road controlling authority is not required to set a speed limit in accordance with subclause (1) if, immediately before the commencement of this Rule, the applicable speed limit for a road outside a school (which may be a section longer than the road outside the school gate) was a variable speed limit

where 30 km/h or 40 km/h was the speed limit in force during school travel periods.

- (3) Despite subclause (1), a road controlling authority may set the speed limit for a road outside the school gate of a category 1 school as a permanent speed limit of 30 km/h if that is also the speed limit for the section of road adjoining the section of road outside the school gate.

5.2 Speed limits outside the school gate of category 2 schools

- (1) A road controlling authority may designate a school as a category 2 school by stating the designation in the relevant plan (*see also* clause 3.9(2)(c)) or when seeking the Director’s approval to set a speed limit for a road outside the school gate under clause 2.6.
- (2) A road controlling authority must set the speed limit for a road outside the school gate of a category 2 school as a variable speed limit where 60 km/h or less is the speed limit in force during school travel periods.
- (3) However, a road controlling authority is not required to set a speed limit in accordance with subclause (2) if, immediately before the commencement of this Rule, the applicable speed limit for a road outside a school (which may be a section longer than the road outside the school gate) was a variable speed limit where 60 km/or less was the speed limit in force during school travel periods.
- (4) Despite subclause (2), a road controlling authority may set the speed limit for a road outside the school gate of a category 2 school as a permanent speed limit of 60 km/h or less if that is also the speed limit for the section of road adjoining the section of road outside the school gate.

5.3 Implementation of new speed limits around schools

A road controlling authority must use reasonable efforts to ensure that all roads under its control have speed limits that comply with Section 5 set by 31 December 2027.

Section 6 Speed limits for roads not under the control of the Agency (as RCA) or a territorial authority

6.1 Application of Section 6

In Section 6, **road controlling authority** means a road controlling authority other than the Agency (as RCA) or a territorial authority.

6.2 Requirements for setting speed limit under Section 6

- (1) A speed limit set under Section 6 must—
- (a) be a permanent speed limit, a seasonal speed limit, or a variable speed limit; and
 - (b) be one of the speed limits in clause 4.3(1)(a) to (j).
- (2) Where a road controlling authority sets a variable speed limit under Section 6, the road controlling authority must (despite clause 4.4) comply with clause 4.9 as though references in that clause to “territorial authority” included the road controlling authority.

6.3 Process before setting speed limit under Section 6

- (1) Before setting a speed limit under Section 6, the road controlling authority must be satisfied that the speed limit is suitable for the road, having regard to—
- (a) the function and use of the road; and
 - (b) the numbers and types of road users, including pedestrians, cyclists, motorcyclists, and moped riders; and
 - (c) the characteristics of the road and roadsides; and
 - (d) adjacent land use; and
 - (e) any other matter the road controlling authority considers relevant to public safety; and
 - (f) any guidance and information developed and maintained by the Agency under clauses 3.14 and 3.15.
- (2) Before setting a speed limit under Section 6, the road controlling authority must—
- (a) consult with—
 - (i) the Commissioner; and
 - (ii) the Agency; and
 - (iii) any other persons or groups that the road controlling authority considers to be directly affected by the proposed speed limit, allowing those persons or

groups a reasonable time to make written submissions on the proposal; and

- (b) take into account any feedback received.

6.4 **Setting speed limit under Section 6**

To avoid any doubt—

- (a) a speed limit under Section 6 is still set as described in clause 2.10 and the road controlling authority must comply with clause 2.11; and
- (b) a road controlling authority can also set a temporary speed limit for a road under its control in accordance with Section 7.

Section 7 Temporary speed limits

7.1 **Requirement to consider setting, and criteria for setting, temporary speed limits**

- (1) A road controlling authority—
 - (a) must consider setting a temporary speed limit if, in the opinion of the road controlling authority, there is a risk of danger to a worker or the public, or a risk of damage to a road, due to—
 - (i) work occurring on or adjacent to a road that impacts the function of the road (including an ongoing work site outside of the hours of work); or
 - (ii) the presence of an unsafe road surface or structure; or
 - (iii) a special event; or
 - (iv) an emergency; and
 - (b) may set a temporary speed limit if the road controlling authority considers that there is such a risk.
- (2) In this Rule, **work** includes—
 - (a) work being actively undertaken on the surface of the road; and
 - (b) construction or landscape maintenance works being actively undertaken on or adjacent to the road.
- (3) In this Rule, **special event** means an event held over a short and defined period which would involve a significantly different use

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of a road, or affects the use of a road, to the extent that the speed limit in force may not be safe.

- (4) In this Rule, **emergency** means a situation that—
- (a) is the result of any happening, whether natural or otherwise (including, without limitation, any explosion, earthquake, eruption, tsunami, land movement, flood, storm, tornado, cyclone, serious fire, leakage or spillage of any dangerous gas or substance, technological failure, infestation, plague, epidemic, failure of or disruption to an emergency service or a lifeline utility, or actual or imminent attack or warlike act); and
 - (b) causes or may cause loss of life or injury or illness or distress or in any way endangers the safety of the public in any part of New Zealand.

7.2 How temporary speed limit is set, applies, and is removed

- (1) A temporary speed limit for a road (other than an emergency speed limit) is set and comes into force by installing signs in accordance with Section 8 and a traffic management plan approved in writing by the road controlling authority.
- (2) A temporary speed limit (including an emergency speed limit) must be—
- (a) one of the speed limits in clause 4.3(1)(a) to (h); and
 - (b) at least 10 km/h less than any permanent speed limit, or seasonal speed limit or variable speed limit that would otherwise be in force, for the road.
- (3) A temporary speed limit (other than an emergency speed limit)—
- (a) applies from the point on the road at which a temporary speed limit sign is installed to the point on the road at which a sign indicates that a different speed limit applies; and
 - (b) applies from the time a temporary speed limit sign is installed; and
 - (c) ceases to apply when the temporary speed limit signs are removed.
- (4) A temporary speed limit may only apply for longer than 12 months if the Director provides approval under subclause (5).

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- (5) The Director must give approval if they consider it is reasonable for the road controlling authority to consider a risk described in clause 7.1(1) remains in place in relation to the road (whether or not it is the same risk that led to the temporary speed limit first being put in place).
- (6) A road controlling authority that has set a temporary speed limit must take reasonably practicable steps so that the cause of the temporary speed limit is clear to a road user.
- (7) A person who is authorised to install a temporary speed limit sign in accordance with the traffic management plan in subclause (1)—
 - (a) may remove a temporary speed limit sign; and
 - (b) must remove the temporary speed limit signs and equipment used to install or support the signs as soon as the person is satisfied that the reason for the temporary speed limit no longer applies.
- (8) When a road controlling authority is satisfied that a temporary speed limit for a road is no longer necessary, it must remove the temporary speed limit.
- (9) Where a land transport record exists for a temporary speed limit, when the temporary speed limit signs are removed the road controlling authority must submit to the Registrar the information required to remove the temporary speed limit from the register (*see* clause 2.11(3)).

7.3 Director or Commissioner may require removal of temporary speed limit

The Director or the Commissioner may, at any time, require the removal of a temporary speed limit and the removal of accompanying signs and equipment used to install or support the signs, if satisfied that—

- (a) the reason for the temporary speed limit no longer applies; or
- (b) the temporary speed limit is not suitable for the road in the circumstances for which the speed limit was set.

7.4 Setting a temporary speed limit due to work occurring on or adjacent to a road

- (1) Before setting a temporary speed limit due to work occurring on or adjacent to a road that impacts the function of the road

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(including an ongoing work site outside of the hours of work), the road controlling authority must be satisfied that the speed limit is suitable for the road, having regard to—

- (a) the numbers and types of road users, including pedestrians, cyclists, motorcyclists, and moped riders, that use the road; and
- (b) the nature of the work; and
- (c) the nature and level of risk to persons working on or near the road; and
- (d) the nature and level of risk to the public.

(2) A temporary speed limit that is set due to work occurring on or adjacent to a road may apply for—

- (a) the period during which there is work occurring on or adjacent to a road that impacts the function of the road; or
- (b) specified times during the period in which there is work occurring on or adjacent to a road that impacts the function of the road.

7.5 Setting a temporary speed limit due to an unsafe road surface or structure

(1) Before setting a temporary speed limit due to the presence of an unsafe road surface or structure, the road controlling authority must be satisfied that the speed limit is suitable for the road, having regard to—

- (a) the numbers and types of road users, including pedestrians, cyclists, motorcyclists, and moped riders, that use the road; and
- (b) the nature of the unsafe road surface or structure; and
- (c) the nature and level of risk to the public.

(2) A temporary speed limit that is set due to the presence of an unsafe road surface or structure may apply for—

- (a) the period during which an unsafe road surface or structure is present; or
- (b) specified times during the period in which an unsafe road surface or structure is present.

7.6 Setting a temporary speed limit due to a special event

- (1) Before setting a temporary speed limit due to a special event, the road controlling authority must be satisfied that the speed limit is suitable for the road, having regard to—
- (a) the numbers and types of road users, including pedestrians, cyclists, motorcyclists, and moped riders, that use the road; and
 - (b) the nature of the special event; and
 - (c) the nature and level of risk to the public.
- (2) A temporary speed limit that is set due to a special event may apply for—
- (a) the period of the special event including any period of time before or after, and associated with, the event; or
 - (b) specified times during the period of the special event.

Emergency speed limits

7.7 Setting a temporary speed limit due to an emergency

Before setting a temporary speed limit due to an emergency, the road controlling authority must be satisfied that the speed limit is suitable for the road, having regard to—

- (a) the circumstances of the emergency; and
- (b) the numbers and types of road users, including pedestrians, cyclists, motorcyclists, and moped riders, that use the road; and
- (c) the needs of any community affected by the emergency; and
- (d) the nature and level of risk to the public; and
- (e) any other measures taken to reduce hazards and risks.

7.8 Process for setting an emergency speed limit

Where a road controlling authority sets an emergency speed limit, the road controlling authority must—

- (a) record in writing the reasons why it was satisfied that setting an emergency speed limit was necessary; and
- (b) to avoid any doubt, comply with clauses 2.10 and 2.11.

7.9 How emergency speed limit is removed

When a road controlling authority is satisfied that an emergency speed limit for a road is no longer necessary, it must—

- (a) decide to remove the emergency speed limit; and
- (b) submit required information to the Registrar (*see* clause 2.11(3)).

Section 8 Signs

8.1 Requirement to provide signs at, or near, point where speed limit changes

- (1) A road controlling authority must install a speed limit sign on the left-hand side of a road under its control at or near, and not more than 20 m from, the point on the road where a speed limit changes.
- (2) If the estimated two-way annual-average daily traffic at the point where a speed limit changes exceeds 500 vehicles, the road controlling authority must also install a speed limit sign on the right-hand side of the road, or on the central median where appropriate, at or near, and no more than 20 m from, that point (except in the case where the speed limit is a variable speed limit and an electronic variable speed limit sign has been installed).
- (3) Subclauses (1) and (2) do not apply to speed limits on beaches or riverbeds (but, to avoid any doubt, clause 2.12(b) still applies).
- (4) If a road user might not easily see, or readily understand or react to, a sign that is installed within 20 m of the point on the road where a speed limit changes, a road controlling authority may, despite subclauses (1) and (2), install speed limit signs more than 20 m, but as close to it as reasonably practicable, from that point.
- (5) A speed limit sign may be installed otherwise than as required by subclause (1) if—
 - (a) authorised under this Rule or any other legislation; or
 - (b) a road user might not easily see, or readily understand or react to, a sign that is installed on the left-hand side of the road; or
 - (c) the sign would be more effective if installed above a lane.

- (6) A speed limit sign may be installed otherwise than as required by subclause (2) if the sign would be more effective if installed above a lane.

8.2 Requirement to provide speed limit signs

- (1) A road controlling authority must install speed limit signs where they will be easily seen by road users and to which road users may readily react.
- (2) When installing speed limit signs, a road controlling authority must have regard to the Agency’s guidance on maximum lengths between speed limit signs.
- (3) Subclause (2) does not apply to speed limits on beaches or riverbeds (but, to avoid any doubt, clause 2.12(b) still applies).

8.3 Specific requirements for permanent, seasonal and variable speed limit signs

- (1) For a permanent speed limit, a seasonal speed limit or a variable speed limit, the speed limit shown on the associated signs installed by the road controlling authority must not be visible to road users until the speed limit comes into force.
- (2) For a seasonal speed limit, a road controlling authority must ensure that, at any given time, the speed limit on the associated signs installed by the road controlling authority show the speed limit that is in force at that time under the seasonal speed limit.

8.4 Agency may direct road controlling authority to install, modify, or remove signage

The Agency may direct a road controlling authority to install, modify, or remove a speed limit sign to comply with this Rule.

Section 9 Review of speed limits by Agency

9.1 Agency’s powers to monitor and direct a road controlling authority and to set, change or modify a speed limit

- (1) The Agency may monitor road controlling authorities and regional transport committees for compliance with this Rule.
- (2) The Agency must notify a road controlling authority in writing if it has reason to believe that the road controlling authority might not have complied with this Rule, and give the road controlling authority a reasonable opportunity to respond to the notification.

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- (3) If the Agency is not satisfied by a road controlling authority’s response to the notice under subclause (2), the Agency may issue directions to the road controlling authority regarding matters to be addressed.
- (4) If the Agency reasonably believes that a road controlling authority has not complied with this Rule in setting a speed limit, or proposing to change a speed limit, or that a speed limit set by a road controlling authority does not comply with this Rule, the Agency may direct the road controlling authority to do the following:
 - (a) set the speed limit in accordance with the Agency’s directions:
 - (b) review or change the procedures used by the road controlling authority to set speed limits or to propose to change speed limits to comply with this Rule:
 - (c) carry out the instructions in paragraph (a) and (b) within a stated period.
- (5) A road controlling authority must comply with directions given by the Agency under clause 9.1(3) or 9.1(4), or 8.4, or with the requirements of the Agency or the Commissioner under clause 7.3.
- (6) If a road controlling authority does not comply with directions given under clause 9.1(3), 9.1(4), or 8.4, or the requirements of the Agency or the Commissioner under clause 7.3, the Agency may exercise the power of the road controlling authority to set the speed limit under this Rule.

9.2 Ability to change speed limit where Agency has previously directed change to speed limit

If the Agency has given a direction under clause 9.1(4) to set a speed limit or exercised the powers of a road controlling authority to set a speed limit under clause 9.1(6), a road controlling authority may not change the speed limit from the speed limit directed or set by the Agency in the 3 years following the direction or setting, unless it has the Agency’s approval.

Section 10 Revocation, transitional provisions, and consequential amendments

10.1 2022 Rule revoked

Land Transport Rule: Setting of Speed Limits 2022 is revoked.

10.2 Status of speed management plans prepared in accordance with the Land Transport Rule: Setting of Speed Limits 2022

(1) The Director is not required to certify a draft speed management plan that has been submitted to the Director for certification under the Land Transport Rule: Setting of Speed Limits 2022 after the date on which this Rule comes into force.

(2) To avoid any doubt, any step taken in the development of any existing draft State highway, regional or territorial authority speed management plans (including certification) after the date this Rule comes into force does not have legal effect.

10.3 Retention of information developed under the 2022 Rule

(1) Despite clause 10.1, the details of a speed limit that is in force immediately before the commencement of this Rule (including any applicable speed management plan) that has been superseded by a new speed limit set in accordance with this Rule must be retained by the Agency (as RCA), a regional transport committee or a territorial authority (as the case may be) for a period of at least seven years from the date on which the new speed limit came into force.

(2) Despite clause 10.1, any conditions specified by the Agency by *Gazette* notice under clause 4.6 of the Land Transport Rule: Setting of Speed Limits 2017, or under clause 4.4(2)(a) of the Land Transport Rule: Setting of Speed Limits 2022, in relation to a speed limit of 110 km/h continue to apply to the speed limit.

10.4 Transitional provisions

Despite anything else in this Rule, the provisions of Schedule 3 apply according to their terms.

10.5 Amendments to Land Transport Rule: Traffic Control Devices 2004

(1) *[Placeholder for any consequential amendments.]*

Schedule 1
Road lengths for speed limits

Ref: clause 4.6

Speed limit (km/h)	Minimum length (m)
40	300
50	500
60	500
70	700
80	800
90	2000
100	2000
110	3000

Schedule 2 Speed management committee

Ref: clause 3.18(4)

Section 11 Speed management committee

11.1 Appointment of members

- (1) An appointment of a member to the speed management committee must be made by written notice to the member (with a copy to the committee).
- (2) The notice must—
 - (a) state the date on which the appointment takes effect which must not be earlier than the date on which the notice is received; and
 - (b) state the term of the appointment.
- (3) The Minister may only appoint a person who, in the Minister's opinion, has—
 - (a) the appropriate knowledge, skills, and experience in relation to speed management and road safety; or
 - (b) the appropriate knowledge, skills, and understanding of the impacts of speed management on local government, motorists, rural communities, vulnerable road users, freight carriers or enforcement matters; or
 - (c) has other appropriate knowledge, skills, and experience to assist the committee to achieve its purposes, perform its functions and duties, and exercise its powers.
- (4) A person is disqualified from being a member of the committee if they would be disqualified from being a member of a statutory entity under [section 30\(2\)](#) of the Crown Entities Act 2004.

11.2 Requirements before appointment

- (1) Before a person is appointed as a member of the committee, the person must—
 - (a) consent in writing to being a member; and
 - (b) certify that they are not disqualified from being a member (*see* clause 11.1(4)); and
 - (c) make a disclosure required by [section 96B](#) of the Land Transport Management Act 2003 (and for that purpose the relevant person is the Minister).

- (2) The committee must notify the Minister of a failure to comply with subclause (1)(c) as soon as practicable after becoming aware of the failure.

11.3 Chairperson and deputy chairperson of committee

Clauses 1 to 5 of [Schedule 5](#) of the Crown Entities Act 2004 apply as if the committee were a board of a Crown agent and with all other necessary modifications.

11.4 Procedure of committee

Clauses 6 to 14 of [Schedule 5](#) of the Crown Entities Act 2004 apply as if the committee were a board of a Crown agent and with all other necessary modifications.

11.5 Certain provisions of Crown Entities Act 2004 apply to committee and its members

- (1) The following provisions of the [Crown Entities Act 2004](#) apply as if the committee were a board of a Crown agent and with all other necessary modifications:
 - (a) section 32 (which relates to the term of office of members):
 - (b) section 34 (which relates to the validity of members' acts):
 - (c) section 35 (which relates to the validity of appointment of members):
 - (d) section 36(1) to (3) (which relates to the removal of members):
 - (e) section 41(a) and (b) (which relates to the process for removal of members):
 - (f) section 44 (which relates to the resignation of members):
 - (g) section 45 (which relates to members ceasing to hold office).
- (2) Clause 15 of [Schedule 5](#) of the Crown Entities Act 2004 applies as if the committee were a committee appointed under clause 14 of that Schedule and with all other necessary modifications.

11.6 Current members of committee continue in office

- (1) A person who, immediately before the commencement of this Rule, held office as a member of the speed management committee continues to hold that office.
- (2) The term of office of a person mentioned in subclause (1) expires on the date on which it would have expired if this Rule had not been made.

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- (3) Nothing in subclause (2) limits the ability under clause 11.5 to remove a member from office.

Schedule 3 Transitional provisions

Ref: clause 10.4

Section 12 Transitional provisions

12.1 Interpretation

- (1) In this Schedule 3, unless the context otherwise requires,—
- amended speed limit**, in relation to a specified road, means the most recent permanent speed limit that has been set for that road before the commencement of this Rule:
- previous speed limit**, in relation to a specified road, means the speed limit that was in force for that road on 31 December 2019:
- public acceptance**, in relation to an amended speed limit, means public support for the amended speed limit as ascertained through a public consultation process that meets the requirements in clause 3.10, with any necessary modifications and undertaken after the commencement of this rule:
- specified road**—
- (a) means a road that is a local street for which the Agency (as RCA) or the territorial authority set a permanent speed limit of 30 km/h on or after 1 January 2020 because there is a school in the area; or
 - (b) means a road -
 - (i) that is an urban connector or an interregional connector (as those classes of road are described in Schedule 4); and
 - (ii) for which the Agency (as RCA) or a territorial authority set a permanent speed limit on or after 1 January 2020; and
 - (iii) for which the previous speed limit is higher than the amended speed limit:

reversal date means 1 July 2025.

12.2 Agency (as RCA) and territorial authorities to provide certain information on specified roads to the Director

- (1) As soon as practicable after the commencement of this Rule, the Agency (as RCA) and each territorial authority must—
- (a) identify all specified roads within their control; and

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- (b) provide to the Director a list of the specified roads within their control that includes, in respect of each specified road, its previous speed limit and its amended speed limit.
- (2) On or before 3 March 2025, the Agency (as RCA) may give written notice to the Director if it wishes, in respect of any specified road within its control, to retain the amended speed limit for that road.
- (3) The Agency (as RCA) may give a notice under subclause (2) only if—
 - (a) the road is an interregional connector (as that class of road is described in Schedule 4); and
 - (b) the Agency (as RCA) is satisfied that there is public acceptance for the amended speed limit for that road; and
 - (c) the Agency (as RCA) certifies to the Director, in that notice, that it is so satisfied.
- (4) On or before 3 March 2025, the Agency (as RCA) and a territorial authority must give written notice to the Director, in respect of any specified road within its control that is a local street and that is a road outside the school gate, to change the speed limit for that road to a variable speed limit where 30 km/h is the speed limit in force during school travel periods.
- (5) On or before 3 March 2025, the Agency (as RCA) and a territorial authority must give written notice to the Director, in respect of any specified road within its control that is a local street and that is not a road outside the school gate, to change the speed limit for that road to the previous speed limit.

12.3 When amended speed limits or new variable speed limits for specified roads must be certified

- (1) If the Director receives a notice under clause 12.2(2), (4) or (5) in respect of a specified road, the Director must,
 - (a) before 1 May 2025, certify the amended speed limit (in the case of a notice under clause 12.2(2)) or the new speed limit (in the case of a notice under clause 12.2(4) or (5)), and provide a certificate to that effect; and
 - (b) set a new speed limit for that road where –
 - (ii) in the case of a notice under clause 12.2(4), the speed limit for that road is a variable

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- speed limit where 30 km/h is the speed limit in force during school travel periods; and
 - (iii) in the case of a notice under clause 12.2(5), the speed limit for that road is the previous speed limit; and
 - (c) submit to the Registrar the information required under section 200L of the Act.
- (2) The new speed limit under subclause (1) must come into force on a date on or after 1 May 2025 and no later than the reversal date.

12.4 When amended speed limits for specified roads must be reversed

- (1) If no speed limit has been certified under clause 12.3(1)(a) in respect of a specified road, the Director must, before 1 May 2025, reverse the amended speed limit for that road by—
- (a) setting a permanent speed limit for that road that is the same as the previous speed limit; and
 - (b) providing a certificate to that effect.
- (2) If the Director reverses an amended speed limit under subclause (1)—
- (a) the new permanent speed limit must come into force on a date on or after 1 May 2025 and no later than the reversal date; and
 - (b) the Director must submit to the Registrar the information required under section 200L of the Act.
- (3) For the purpose of subclause (2)(b), references in regulations 6 to 8 of the Land Transport (Register of Land Transport Records—Speed Limits Regulations) 2022 to the “road controlling authority” must be treated as though they referred to the Director.

12.5 Speed limits for specified roads may not otherwise be set before reversal date

The Agency (as RCA) and each territorial authority may not set a speed limit for a specified road before the close of the reversal date.

Schedule 4

Speed limits for different classes of road

Ref: clause 4.5

Section 13 Speed limits for different classes of road

13.1 Definitions for speed limit classifications

In this Schedule 4, **high risk crash types** means crash types that are most likely to result in death and serious injury.

13.2 Speed limits for different classes of road

For the purposes of clause 4.5—

- (a) each class of road is set out in column 2 of Tables 1 to 3; and
- (b) the permitted speed limit, or permitted range of speed limits, for each class of road are set out in column 4 of Tables 1 to 3.

Table 1
Urban street classifications

Number	Class of road	Description	Speed Limit
1	Urban streets	Residential and neighbourhood streets, and streets that provide access to and support businesses, shops, on-street activity and services.	50 km/h
2	Civic spaces	Streets mainly intended for localised on-street activity with little or no through movement	10 – 20 km/h
3	Urban connectors	Streets that provide for the movement of people and goods between different parts of urban areas, with low levels of interaction between the adjacent land use and the street	50 – 80 km/h
4	Urban transit corridors	Urban motorways and corridors that provide for movement of people and goods within an urban environment	80 – 100 km/h

Table 2
Rural street classifications

Number	Class of road	Description	Speed Limit
5	Peri-urban roads	Roads that primarily provide access from residential property on the urban fringe, where the predominant adjacent land use is residential, but usually at a lower density than in urban residential locations	50 – 80 km/h
6	Stopping places	Rural destinations that increase activity on the roadside and directly uses the road for access	50 – 80 km/h
7	Rural roads	Roads that primarily provide access to rural land for people who live there and support the land-use activity being undertaken	80 – 100 km/h
8	Rural connectors	Roads that provide a link between rural roads and interregional connectors	80 – 100 km/h
9	Interregional connectors	Roads that provide for movement of people and goods between regions and strategic centres in a rural context.	100 km/h
10	Expressway	State highways that are median divided, with two or more traffic lanes in each direction, grade separated intersections, access controlled, with a straight or curved alignment.	100-110km/h

Table 3
Exceptions to Tables 1 and 2

Number	Class of road	Description	Speed Limit
11	Beaches	Beaches to which the public have access	10 – 60 km/h
12	Unconventional, low-volume or low speed road types	Parking areas, beach access points, riverbeds, cultural and recreational reserve or similar	10 – 30 km/h

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13	Unsealed roads	Roads that are unsealed	60 – 80 km/h
14	Urban streets with significant levels of pedestrian and/or cycling activity	Main streets, residential and neighbourhood streets with significant levels of pedestrian and/or cycling activity	40 km/h
15	Urban intersection speed zone	Can be variable or permanent speed limit to address high risk crash types at an intersection	30 – 40 km/h
16	Rural intersection speed zone	Can be variable or permanent speed limit to address high risk crash types at an intersection	60 – 70 km/h
17	Mountainous or hill corridors	Roads where the alignment is tortuous	60 – 80 km/h

Regional Transport Committee
1 October 2024
Report 24.423



For Information

**PROGRESS REPORT ON THE WELLINGTON REGIONAL LAND
TRANSPORT PLAN PROGRAMME OF ACTIVITIES 2021-24 (JULY 2023 -
JUNE 2024)**

Te take mō te pūrongo

Purpose

1. To provide the Regional Transport Committee (the Committee) with the final progress report (1 July 2023 – 30 June 2024) on committed and significant activities in the Wellington Regional Land Transport Plan Programme 2021-24.

Te tāhū kōrero

Background

2. The Wellington Regional Land Transport Plan 2021-31 (the RLTP) is a statutory document developed under the Land Transport Management Act 2003 (the Act). The RLTP outlines the Wellington Region's long-term vision and identifies regional priorities, setting the direction for the Wellington Region's transport network for the next 10 to 30 years. The programme section details the intended transport investments over a six-year period.
3. The activities outlined in the RLTP's programme section are submitted by the New Zealand Transport Agency - Waka Kotahi (NZTA) and Approved Organisations (AOs). In the Wellington Region, these AOs include the eight territorial authorities, the Department of Conservation (DoC), KiwiRail, and the Greater Wellington Regional Council (Greater Wellington).
4. This report covers a combined 12-month period instead of six. The previous six-monthly progress report was deferred due to the high priority of preparing and finalising the mid-term review of the RLTP, which in turn was delayed by the change to transport investment priorities brought about by the change in central government.

Monitoring requirements

5. Section 16(6)(e) of the Act requires regular monitoring to assess implementation of the RLTP. This is done in two ways: through the Annual Monitoring Report (AMR) and the six-monthly progress reports.
6. The AMR is provided to the Committee at the last meeting of the calendar year and helps to track the progress of strategic objectives and outcomes. The Technical

Advisory Group also agreed to provide six-monthly progress reports to the Committee on significant projects and other projects of regional interest.

7. [Attachment 1](#) provides updates on significant and committed activities for the final period of the Wellington RLTP Programme 2021-24 (1 July 2023 – 30 June 2024). ‘Significant’ activities are large new transport projects with a cost of over \$2 million, while ‘committed’ activities signify those that have carried over from the Wellington RLTP Programme 2018-21.

Variations to the RLTP

8. No variations have been made to the RLTP 2021-31 between July 2023 and June 2024.

Te tātaritanga

Analysis

9. Key developments under the Wellington RLTP Programme 2021-24 (as well as policy changes) are set out in paragraphs 10 to 22 for the 12-month period from 1 July 2023 – 30 June 2024. As the period of this report ends on 30 June, the impacts of forward funding decisions and the National Land Transport Fund 2024-27 (NLTF) are outside of the scope of the analysis.

Rail

10. As also signalled in Budget 2023, Budget 2024 confirmed funding commitment to the Lower North Island Rail Integrated Mobility (LNIRIM) project. A final shortlist of Expression of Interest (EOI) respondents has been confirmed for providing a proposal to design, build and maintain 18 x 4-car low emission multiple units for improving the passenger rail service, capacity and frequency on Wairarapa and Manawatū lines. The LNIRIM team are finalising Request for Proposal documentation that will be issued to the shortlisted EOI respondents, targeting contract award by mid-2025.

Public transport

11. Overall, the performance of Metlink’s bus services have significantly improved, delivering a higher level of service compared to previous years. From 28 January 2024, Metlink has delivered to the full bus timetable, with all previously suspended trips reinstated. Bus services performance for the year achieved 99.0% reliability (target: 98%) (how often Metlink runs services as planned) and 94.0% punctuality (target: 95%) (how often Metlink buses depart their starting point on time.) The majority of the bus network achieved well over the 95% target for punctuality, with lower scores in Wellington City and the Wairarapa where external environmental factors (e.g. traffic congestion) affect network performance.
12. On 28 January 2024, Metlink introduced the new Route 4 linking Strathmore Park and Northland bus routes to provide improved cross-city public transport access to Wellington CBD, Wellington Regional Hospital, and Victoria University of Wellington’s Kelburn campus. The new Route 4, and extension to Wellington Station for the Route 20 gave effect to the final Wellington City Bus Network Review Actions resolved by Council in 2019. At this time additional peak capacity was also

added to a number of corridors of the city including Karori, Newtown and Hataitai supporting patronage growth.

13. Metlink experienced record patronage on the bus network in FY 2023-24, with 26.13 million trips recorded on the network in the year to 30 June 2024.

Wellington Rapid Transit Bus Corridors Programme

14. Following the 2023 General Election, the Government signalled that it would withdraw Crown funding support from Let's Get Wellington Moving (LGWM). NZTA, Greater Wellington, and Wellington City Council (WCC) formally agreed to disestablish LGWM in February 2024. Subsequently, on 30 May 2024, the Regional Council agreed to enter into a partnership agreement with WCC to prioritise the accelerated development of the Wellington Rapid Transit Bus Corridors Programme. The Programme incorporates re-scoped elements of LGWM and includes a joint programme of work with WCC to deliver bus prioritisation on key corridors and a programme of work led by Greater Wellington to develop and implement a regional rapid transit bus prioritisation strategic plan. Subsequent NLTP funding decisions have affected this programme.

Other activities

15. **Te Ara Tupua**, which provides walking & cycling and resilience benefits, is in the construction phase. The first of six seawalls on the western end of Pito-One foreshore is now in construction, and the 56 reef units have been installed, mitigating loss of rocky reef habitat during construction.
16. The construction of the **Aotea Quay roundabout** was finished in April 2024.
17. Porirua's **Transport Strategy Refresh** and **Active Transport Plan** have progressed with external funding. The draft Transport Strategy is finished and both plans are expected to go out for public consultation in late 2024.

Policy changes

18. The **Government Policy Statement on land transport 2024** (GPS) was released in June 2024, signalling the Government's expectations on what it wants to achieve from its investment in land transport through the National Land Transport Fund (NLTF). The announcement included a reinvigorated Roads of National Significance programme, strong focus on Maintenance, Operations and Renewals of the road network and a commitment to maintaining existing public transport services. Funding for public transport infrastructure and service improvements and low-cost low-risk activities have largely not been funded. Funding decisions were announced in September 2024 (these results, however, are outside of the scope of this report). AOs are in the process of understanding the effects of NLTF decisions on activity prioritisation for 2024-27 (which is beyond the scope of this progress report).
19. The draft **Wellington Regional Land Transport Plan: Mid Term Review 2024** was open for consultation in May and June 2024, with hearings scheduled in July. This had been delayed to ensure the RLTP was consistent with the draft GPS.
20. Key proposed updates from RLTP 2021 included an increased priority weighting for the Resilience investment priority from 10 to 20 per cent, and corresponding

decrease in Public Transport Capacity from 40 to 30 per cent. Public Transport Capacity remained the highest weighted priority, with Travel Choice remaining unchanged at 20 per cent, and Strategic Access and Safety each on 15 per cent.

21. In December 2023, the Minister announced revisions to the Land Transport Rule: Setting of Speed Limits and recommended an immediate halt to preparation and delivery of plans. The draft Rule released for consultation in June 2024 removed the requirement for Regional Transport Committees to facilitate the delivery of **Regional Speed Management Plans** (RSMP). More information on Wellington Region's recommended approach is available in the Update on the Wellington Regional Speed Management Plan - Report 24.413, included in this meeting.

Emerging issues and opportunities

22. Cost escalation and uncertainty around funding remain key issues for delivery of projects across the region. This is due to a combination of influences including the continuing industry-wide resourcing constraints and cost inflation.
23. The direction of the Government has created significant change in cancelling, rescoping, or reprioritising projects within the 2021-24 programme. This was observed at a large scale with the dissolution of Let's Get Wellington Moving, the withdrawal of funding from the Inter-Island Resilient Connection project, and the reintroduction of Roads of National Significance.
24. Speed management planning activities in the 2021-24 programme have largely paused, and Road Controlling Authorities are awaiting guidance under the new Rule.
25. Some areas of the Wellington Region are still affected by the after-effects of Cyclones Gabrielle and Hale and major flooding. In the Wairarapa, for example, emergency works have been prioritised over some planned projects. The draft RLTP 2024 highlights the importance of resilience work by proposing an increase in the priority weighting from 10 to 20 per cent.
26. Work going forward will consider the effects of NTLF 2024-27 funding decisions on both existing and new transport activities in the region. Issues and opportunities arising as a result of these decisions are outside of the scope of this report.

Ngā hua ahumoni

Financial implications

27. There are no financial implications from the matters for decision. Funding to implement the RLTP 2021 has been considered by each of the plan's partners.

Ngā Take e hāngai ana te iwi Māori

Implications for Māori

28. Sections 18G and 18H of the LTMA outline requirements for approved organisations to consult with Māori and seek Māori contribution to decision making.

29. AOs have their own relationships with mana whenua. Engagement with mana whenua partners takes place during both LTP and officer level planning processes, for transport activities submitted to the RLTP.

Te huritao ki te huringa o te āhuarangi

Consideration of climate change

30. In March 2024, the Committee approved the Wellington Transport Emissions Reduction Pathway (WTERP), which sets out the pathway that will help our region achieve the transport emissions reduction target set in the Government’s Emissions Reduction Plan. This plan takes into account activities listed in the RLTP 2021.

Ngā tūāoma e whai ake nei

Next steps

31. The mid-term review of the Wellington Regional Land Transport Plan 2021 was finalised in July 2024, bringing together the programme of significant transport activities proposed across the Wellington Region for 2024-27. The next progress report (scheduled for the March 2025 meeting of the Committee) will include any new significant activities receiving funding under the National Land Transport Fund for the next triennium and will continue to report on any committed activities.
32. The FY 2023/24 Annual Monitoring Report on the RLTP will be presented to the November meeting of the Committee.

Ngā āpitihanga

Attachment

Number	Title
1	Update on Significant and Committed Activities – RLTP 2021-24 (June 2023 – July 2024)

Ngā kaiwaitohu







Signatories

Writer	Amelia Wilkins – Strategic Advisor, Regional Transport
Approvers	Grant Fletcher – Head of Regional Transport Luke Troy – Group Manager Strategy

<p style="text-align: center;">He whakarāpopoto i ngā huritaonga Summary of considerations</p>
<p><i>Fit with Council’s roles or with Committee’s terms of reference</i></p> <p>The Committee has the responsibility to “review the implementation and delivery of the Wellington Regional Land Transport Plan.”</p>
<p><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></p> <p>This report provides the two final six-monthly updates on significant and committed activities in the Wellington Regional Land Transport Plan 2021.</p>
<p><i>Internal consultation</i></p> <p>To receive updates on the activities listed in Attachment 1, engagement was undertaken with Greater Wellington Regional Council officers, territorial authorities in the Wellington region, New Zealand Transport Agency Waka Kotahi, and KiwiRail.</p>
<p><i>Risks and impacts - legal / health and safety etc.</i></p> <p>There are no risks arising from this report.</p>






Progress Report on the Wellington RLTP 2021-24

Update on Significant Activities | 1 July 2023 – 30 June 2024*

Programme name	Project name, description and updates	Lead agency	Activity class	RLTP status	RLTP expected timing	6 Year Cost (2021-27) (\$m)	Current stage	Overall	Time	Scope	Cost
Improve long distance rail services 	Project Name: End-of-Life rail signal system replacement										
	Network infrastructure safety and capacity improvements within the Wellington Region. Current infrastructure needs replacing and upgrades.		Public transport infrastructure	Planned – Significant – 1	21-31	91.35	Detailed business case				
	Update Notes: Team established and stakeholder engagement well underway, with 3 vendors shortlisted for competitive dialogue (following the completion of the Expression of Interest).										
	Project Name: Manawatū and Wairarapa line fleet renewal and service increase										
	Ageing and inefficient Manawatū and Wairarapa rail assets require renewal to improve their carbon footprint, the customer experience, safety and resilience.		Public transport infrastructure	Planned – Significant – 1	21-28	489.34	Implementation				
	Update Notes: Funding for project from Government announced in May as part of Budget 2023. Project progressing, shortlisted EOI respondents confirmed. Request for Proposal documentation issued to the shortlisted EOI respondents, targeting contract award by mid-2025.										
	Project Name: Additional network capacity improvements										
	Additional capacity improvements aligned with the long-distance rolling stock business case (beyond those delivered by the NZ Upgrade programme – Wairarapa and Wellington rail improvements).		Public transport infrastructure	Planned – Significant – 1	21-24	1.00	Indicative business case				
	Update Notes: Study identifying the additional network capacity improvements needed for each subsequent step up in timetable frequency has been completed and is now being used to inform long term programme development.										
	Project Name: National ticketing system										
The Wellington Region’s implementation of a contactless national ticketing system for public transport, which enables a consistent technology-based ticketing network across multiple modes throughout New Zealand.		Public transport infrastructure	Planned – Significant – 2	16-26	44.32	Implementation					
Update Notes: Metlink continues to work with NZTA and Public Transport Authorities across New Zealand to confirm how business requirements will be met within the Cubic solution. Design of the aspects of the ticketing system (which has both national and regional design components) is nearing completion. The transition strategy for GW has been agreed and the customer transition is expected to start in Q2 2026. Work on system / interface development has now commenced, in parallel with the Future State Operating Model and Service Catalogue.											
Project Name: Additional metro (electrified) rolling stock to meet future capacity requirements											
Additional rolling stock for the electrified Wellington Region to keep pace with patronage demand and required capacity increases – approximately 15 x 4 cars.		Public transport infrastructure	Planned – Significant – 3	21-24	78.45	Indicative business case					
Update Notes: Funding has been approved by NZTA for the development of a business case for additional metro rolling stock. The development of a business case is scheduled to be commenced in Q2 24/25.											
Project Name: Rail capacity step change (10-minute timetable)											

*NOTE: The period of this progress report does not include the release of the results of the National Land Transport Fund 2024-27. These updates reflect project status as at 30 June 2024.

Progress Report on the Wellington RLTP 2021-24

Programme name	Project name, description and updates	Lead agency	Activity class	RLTP status	RLTP expected timing	6 Year Cost (2021-27) (\$m)	Current stage	Overall	Time	Scope	Cost	
Let's Get Wellington Moving early delivery 	Network infrastructure improvements to enable a 10-minute timetable for rail to keep up with the capacity (patronage growth) demands and to meet mode shift goals. Infrastructure improvements will need to be undertaken to improve accessibility, health and safety, and encourage mode share.		Public transport infrastructure	Planned – Significant-4	21-24	72.33	Indicative business case	Red	Red	Red	Red	
	Update Notes: Wellington Rail Plan Programme Business Case endorsed by the NZ Transport Agency Waka Kotahi (NZTA) board at their meeting on 9 November 2023. Note that this endorsement does not commit NZTA to funding any future activities. Indicative Business Case to request Point of Entry funding has been submitted.											
	Project Name: Let's Get Wellington Moving early delivery – Golden Mile											
	A project to make it better for people walking and on bikes, and to give buses more priority from Lambton Quay to Courtenay Place.		Public transport infrastructure	Planned – Significant – 5	21-24	87.68	Pre-implementation	Green	Green	Yellow	Green	
	Update Notes: On 17 December 2023 the Government, Mayor of Wellington City Council, and Chair of Greater Wellington Regional Council jointly announced they had agreed in principle to dissolve LGWM. Subsequently, on 30 May 2024, Council agreed to enter into a partnership agreement with Wellington City Council to prioritise the accelerated development of the Wellington Rapid Transit Bus Corridors Programme. The results of these discussions are included in the RLTP 2024.											
	WCC are leading the design completion and contract award for Golden Mile. Enabling works anticipated to commence Jan 2025, with main works in Courtney Place anticipated mid-2025. WCC is working with GWRC to confirm bus shelter scope & funding. WCC is also working the GWRC officers around a temporary bus diversion route for Courtney Place construction. WCC are also incorporating must-do 3 water renewals into the construction scope (funded separately). * Excludes bus shelter & WWL funding											
	Project Name: Let's Get Wellington Moving early delivery – central city and SH1 walking cycling and safer speed											
	Minor improvements for people walking, cycling and travelling by bus. Measures include crossing improvements, signal changes, bus detection, pedestrian countdown timers and safer speeds.		Road to Zero, Walking and cycling	Planned – Significant – 5	19-21	5.21	Implementation	Green	Green	Green	Green	
Update Notes: Activity complete												
Project Name: Let's Get Wellington Moving early delivery – Aotea Quay, Thorndon Quay/Hutt Road												
New roundabout at Aotea Quay. Improve bus priority, intersections, pedestrian crossings and cycle facilities on Thorndon Quay and Hutt Road.		Public transport infrastructure	Planned – Significant – 5	19-25	59.70*	Implementation	Green	Green	Red	Green		
Update Notes: Construction of Aotea Quay roundabout was completed April 2024. Construction 50% through on Thorndon Quay, tracking on time & budget (anticipate mid 2025). WCC is working with NZTA to confirm Jardin Mile/Connection scope & funding. WCC has descoped Hutt Road improvements. *Excludes Jardin Mile/Connection & new bus shelters												
Project Name: Let's Get Wellington Moving managing travel demand												








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Progress Report on the Wellington RLTP 2021-24

Programme name	Project name, description and updates	Lead agency	Activity class	RLTP status	RLTP expected timing	6 Year Cost (2021-27) (\$m)	Current stage	Overall	Time	Scope	Cost	
Let's Get Wellington Moving 	Encouraging mode shift, travel at alternative times and increased car occupancy. Includes enhancement of existing travel demand management programmes.		State highway improvements	Planned – Significant – 6	21-27	32.81	Implementation					
	Update Notes: WCC and Greater Wellington have both made some provision in their draft LTPs and RLTP/NLTP bid for implementing planned Travel Behaviour Change initiatives going forward, linked to capital projects. Project Name: Let's Get Wellington Moving mass rapid transit											
	Mass rapid transit system to connect Wellington Railway Station with Wellington Regional Hospital, Newtown, Miramar and the airport.		Public transport infrastructure	Planned – Significant – 6	19-35	630.21	Detailed business case	N/A	N/A	N/A	N/A	
	Update Notes: Work on LGWM MRT has stopped as a result of the dissolution of LGWM. Project Name: Let's Get Wellington Moving reconfigure urban corridors (Let's Get Wellington Moving city streets)											
	Improve Wellington City streets for people walking, cycling and travelling by bus in a way that supports liveability and urban outcomes.		Walking and cycling, Public transport infrastructure	Planned – Significant – 6	19-30	246.73	Single-stage business case					
	Update Notes: Rescoped aspects as part of new agreement with GW and WCC, as stated above. Project Name: Let's Get Wellington Moving regional highway access (Let's Get Wellington Moving strategic highways improvements)											
Package of improvements to address state highway pinch points around the Basin Reserve and Mt Victoria Tunnel that are future-proofed and support the city's development.		State highway improvements	Planned – Significant – 6	21-31	376.89	Detailed business case						
Update Notes: Now under Roads of National Significance as announced in GPS 2024. Project Name: Resilient port and multi-user ferry terminal access												
Improvements to achieve increase regional resilience and improve freight, passenger access and connections as part of changes to the port and ferry terminal location and layout.		State highway improvements	Planned – Significant – 7	21-26	160.00	Indicative business case	N/A	N/A	N/A	N/A		
Update Notes: Access upgrades to enable ferry upgrades have ceased work under this project due to the removal of funding for the Inter-Island Resilient Connection Project. Project Name: Road to Zero LCLR speed management												
Reductions of speed limits to a safe and appropriate speed.		Road to Zero	Planned – Significant – 8	21-31	2.83	Business case	N/A	N/A	N/A	N/A		
Update Notes: Work is on hold until the release of the new Land Transport Rule: Setting of Speed Limits 2024 Project Name: Road to Zero LCLR infrastructure												
A programme of minor safety infrastructure improvements.		Road to Zero	Planned – Significant – 8	21-31	5.19	Business case						
Update Notes: Current stage close out.												







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Progress Report on the Wellington RLTP 2021-24

Programme name	Project name, description and updates	Lead agency	Activity class	RLTP status	RLTP expected timing	6 Year Cost (2021-27) (\$m)	Current stage	Overall	Time	Scope	Cost	
Eastern Porirua Regeneration 	Project Name: SH2 Remutaka Safe system interventions that may include a mix of responses that will be confirmed through refinement of the project scope and a design process. Interventions could range from reductions in speed, median and roadside barriers at appropriate locations, to wider shoulders, improved visibility, rumble strips, improvements to skid resistance, improved delineation, turning facilities and active signals, speed warning signs and intersection upgrades.		Road to Zero	Planned – Significant – 8	21-23	28.36	Implementation					
	Update Notes: This project delivers safety related improvements along SH2 Remutaka corridor. SH2 Twin Lakes Rd to SH2 Twin Bdg is in Implementation phase and near completion.											
	Project Name: SH2 Hutt Valley Safe system interventions that may include a mix of responses that will be confirmed through refinement of the project scope and a design process. Interventions could range from reductions in speed, median and roadside barriers at appropriate locations, to wider shoulders, improved visibility, rumble strips, improvements to skid resistance, improved delineation, turning facilities and active signals, speed warning signs and intersection upgrades.		Road to Zero	Planned – Significant – 8	21-30	16.16	Implementation					
	Update Notes: This project delivers safety improvements on intersections on SH2 in Hutt Valley. Two (Hebden Cr and Liverton Rd) intersections have been delivered. NZTA is considering safety options for Moonshine Hill Rd intersection and Owen St intersection which pushed out the deadline											
	Project Name: SH2 Masterton to Carterton corridor improvements, Norfolk Road and Ngaumatawa Road											
	Median protection and roadside hazard protection safety interventions, including a median barrier between Waingawa Bridge and Chester Road, and roadside barriers at high-risk locations. A rural roundabout standard safety intervention at the SH2 and Norfolk Road intersection. An urban roundabout standard safety intervention at the SH2 and Ngaumatawa Road intersection.		Road to Zero	Planned – Significant – 8	21-23	26.15	Implementation					
	Update Notes: Under construction.											
	Project Name: Eastern Porirua Regeneration project											
	Deliver transport infrastructure improvements as part of the Eastern Porirua Regeneration project being undertaken by Kāinga Ora and supported by Porirua City Council, Waka Kotahi and Greater Wellington. The project includes the redesign and reconfiguration of streets to support the redevelopment of state houses, town centres, schools and parks while significantly increasing the use of active modes and public transport.	 	Local roads improvements, Walking and cycling	Planned – Significant – 9	21-31	69.92	Programme business case					
	Update Notes: Programme business case being led by Kāinga Ora is currently on hold. Kāinga Ora organised public consultation occurred early 2023. Consultation results have been discussed with the Steering Group and input in the Draft PBC. Level of housing development is currently under review and changes to the GPS mean that the majority of the initiatives are likely to be funded by NZTA.											
Project Name: Porirua bus hub improvements												
Improvements to address health and safety, security concerns and accessibility challenges.		Public Transport Infrastructure	Planned – Significant – 9	21-24	5.77	On hold						





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Programme name	Project name, description and updates	Lead agency	Activity class	RLTP status	RLTP expected timing	6 Year Cost (2021-27) (\$m)	Current stage	Overall	Time	Scope	Cost
	Update Notes: Transport choices funding was not provided for the project. We have included in this LTP and awaiting NLTF funding decision.										
	Project Name: SH1 city centre – east Porirua severance project (walking and cycling bridge connecting eastern Porirua to railway station and CBD)										
	Business case (and associated pre-implementation and implementation phases) to identify potential solutions to improve active mode connectivity between eastern Porirua and Porirua Station and city centre.		State highway improvements	Planned – Significant – 9	23-27	31.00	Single-stage business case	N/A	N/A	N/A	N/A
	Update Notes: This is a Kainga Ora led project. Currently on hold pending Porirua City Council and Kainga Ora progress on Eastern Porirua Regeneration project.										
	Project Name: New charging and layover areas for electric vehicle fleet										
	Introduction of the electric vehicle fleet requires a charging facility outside of the bus depots in Wellington. This is a long-term solution to mitigate spatial and contractual challenges with the Lambton interchange.		Public Transport Infrastructure	Planned – Significant – 10	23-24	4.31	Deferred				
	Update Notes: CBD EV bus layover/depot project has been deferred to 24/25 due to funding constraints. Note that while this project has been delayed, consultants have been engaged to look at layover requirements for current and future requirements within the CBD.										
	Project Name: Riverlink improvements										
	Local road improvements and a new cycle and pedestrian bridge between the Lower Hutt CBD and relocated Melling Station. Complements SH2 Melling intersection improvements funded through the NZ Upgrade programme, which is looking at ways to reduce congestion and improve access and safety on SH2 at the Melling and Block Road intersections.		Walking and cycling, Local roads improvements	Planned – Significant – 11	21-30	47.09	Single-stage business case				
	Update Notes: The RiverLink project is currently in the procurement phase for Detailed Design and Construction. The outcome of this phase will be known later this year.										
Project Name: Access Kenepuru											
A package of local road, walking and cycling improvements required due to the impact of Transmission Gully motorway and significant residential and commercial growth in Kenepuru Landing.		Local roads improvements, Walking and cycling	Planned – Significant – 12	21-24	25.61	Implementation					
Update Notes: Project is facing increased cost escalation plus Council have significant funding constraints meaning some of the projects in this programme are being deferred. Construction of the Raihia/Kenepuru roundabout has recently been completed.											
Paraparumu Town Centre Connections 	Project Name: Paraparumu Town Centre Connections – single-stage business case and east-west link										
	Paraparumu Town Centre Connections – link road project supports key developments in the town centre, improves safety, enables increased mode choice, and addresses inadequate east-west connections, congestion on the arterial road network and increased traffic on residential streets. This project includes the single-stage business case for both the Town Centre Connections east-west link and Paraparumu town centres accessibility improvements projects, and the pre-implementation and implementation of the east-west link. The link road will connect Ihakara Street and Arawhata Road and is an enabler of the accessibility improvements project, as well as being linked to projects already underway, such as the town centres and revocation projects.		Local roads improvements	Planned – Significant – 13	21-24	24.88	Single-stage business case				






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Programme name	Project name, description and updates	Lead agency	Activity class	RLTP status	RLTP expected timing	6 Year Cost (2021-27) (\$m)	Current stage	Overall	Time	Scope	Cost
	Funding approved by Waka Kotahi is \$500,000 for business case only. Pre implementation and implementation funding is identified as probable and KCDC is continuing with SSBC. Technical reports have been commissioned and findings will be taken into account into the road design and layout. Discussions are ongoing with the current owner of the property. KCDC have included this project as a significant activity in the 2024-27 RLTP.										
	Project Name: Paraparaumu Town Centre Connections – accessibility improvements										
	Paraparaumu Town Centre Connections – accessibility improvements project supports key developments in the town centre, improves safety, enables increased mode choice, and addresses inadequate east-west connections, congestion on the arterial road network and increased traffic on residential streets. This project involves the development of active mode infrastructure, including cycling and pedestrian links to both the town centre and the railway station, supports public transport connectivity around the town centre, and improves the transport environment on Rimu Road through measures to reduce speed and increase safety and amenity. This is connected to the Paraparaumu Town Centre Connections single-stage business case, town centres project and revocation works.		Local roads improvements	Planned – Significant –13	22-25	5.92	Construction				
	Update Notes: P5 (Transport Hub) construction, this project is not subsidised. Construction work is largely completed with some minor work to be completed before public transport can operate from the Transport Hub.										
	Project Name: Real-time information systems replacement										
	Upgrade the real-time information system to provide more accurate and reliable data for both users and operators.		Public transport infrastructure	Planned – Significant – 14	21-30	24.13	Implementation				
	Update Notes: All on bus equipment has been ordered. 10 Trial Buses have been pre-wired and 2 fully kitted out to be used as a Pilot. Most of the management software is in place, but all integration aspects are taking longer than anticipated. Trial signs have been ordered and are ready for installation. Overall project timeframe has been pushed out.										
	Project Name: Cross Valley Connections										
	Early stages of a programme to improve the resilience of the southern Lower Hutt transport network, including active mode and public transport improvements, an increase in transport movement options at the intersection of Gracefield Road and Wainuiomata Hill Road and a new, more resilient multi-modal east-west connection further up the valley from the current Esplanade alignment.		Local roads improvements	Planned – Significant – 15	21-31	27.70	Single-stage business case				
	Update Notes: The Programme Business Case was completed in 2021. The HCC is currently updating the investment objectives to bring in alignment with updated Council strategies. Next step would be to work with NZ Transport Agency Waka Kotahi on next steps for the project.										
	Project Name: SH1 and SH2 improved regional east-west access										
	Further investigation (and associated pre-implementation, property and implementation phases) of a multi-modal west-east link between SH1 (Grenada) and SH2 Petone in parallel with other multi-modal transport solutions for improving regional west-east access to enable new areas for housing and improve regional access and resilience.		State highway improvements	Planned – Significant – 16	21-34	54.00	Indicative business case	N/A	N/A	N/A	N/A
	Update Notes: Work paused when Government announced reintroduction of RoNS. To continue with further clarity and direction from Minister.										
	Project Name: Chaytor Street retaining walls earthquake strengthening										






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Programme name	Project name, description and updates	Lead agency	Activity class	RLTP status	RLTP expected timing	6 Year Cost (2021-27) (\$m)	Current stage	Overall	Time	Scope	Cost
Wellington Region Resilience Programme 	Detailed design, monitoring and construction to earthquake strengthen retaining walls on Chaytor Street in Karori, which strengthens a key emergency lifelines route.	Absolutely Positively Wellington City Council Me Heke Ki Pōneke	Local road improvements	Planned – Significant – 16	21-22	7.00	Implementation	Red	Red	Green	Red
	Update Notes: Included in RLTP 2021-2024 but not included in 2021-2024 NLTP. Dependent on NZTA funding approval. Project Name: Road resilience improvement – Grosvenor Terrace (RW237 and RW243)										
	Strengthen two retaining walls on Grosvenor Terrace, which is part of the Wadestown route resilience improvement of a key emergency lifelines route.	Absolutely Positively Wellington City Council Me Heke Ki Pōneke	Local road improvements	Planned – Significant – 16	21-24	5.25	Implementation				
	Update Notes: Included in RLTP 2021-2024 but not included in 2021-2024 NLTP. Consent approved in May 2024. Build from October 24 to September 25. Project Name: Eastern Hutt Road retaining wall strengthening project										
	Strengthen a vulnerable section of Eastern Hutt Road (a regionally significant lifeline route) supported by a crib wall and steep unstable river bank and improve resilience of access between the Lower Hutt Valley and Upper Hutt in large natural hazard events, such as earthquakes and storms, and improve connectivity for emergency response and recovery after such events.		Local roads improvements	Planned – Significant – 16	21-23	5.00	Single-stage business case				
	Update Notes: Business case looking at the resilience of Eastern Hutt Rd has been submitted and awaiting review. Funding has been sought as part of the 2024 - 27 RLTP for projects that stem from the business case work. Project Name: SH1 resilience – Ngauranga to SH58										
	Develop and implement options to address resilience problems on the SH1 network between Ngauranga and SH58, including the SH58 corridor.		State highway improvements	Planned – Significant – 16	22-24	21.58	Detailed business case				
	Update Notes: This activity included minor resilience work now complete. Project Name: SH2 resilience – Ngauranga to SH58										
	Develop and implement options to address resilience problems on the SH2 network between Ngauranga and SH58.		State highway improvements	Planned – Significant – 16	22-23	25.21	Detailed business case				
	Update Notes: This activity included minor resilience work now complete. Project Name: Mataikona Road improvements resilience project										
Improvements to prevent erosions of approximately 10km of road that lies less than 20m from the high-tide area and is subject to attack by storm surges. Unable to be successfully managed through ongoing maintenance.		Local roads improvements	Planned – Significant – 16	21-24	10.20	Single-stage business case completed					
Update Notes: Stantec completed an SSBC, reviewed by a third-party consultant. The review categorised the SSBC as low priority under NZTA (Waka Kotahi) funding guidelines, making full route improvement funding unlikely. The recommendation is to submit a hybrid package of transport improvements addressing critical and high risks over three NLTP periods, with each project costing no more than \$2 million. ○ Update RLTP with the recommended funding strategy											




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Programme name	Project name, description and updates	Lead agency	Activity class	RLTP status	RLTP expected timing	6 Year Cost (2021-27) (\$m)	Current stage	Overall	Time	Scope	Cost	
Electric vehicle bus fleet 1 	<ul style="list-style-type: none"> o Include local high-risk projects under LCLR funding submissions for the 2024-2027 NLTP bid 											
	Project Name: Electric vehicle bus fleet 1 – Electric vehicle growth buses											
	Twenty-six additional buses to maintain service according to patronage growth projections in the Wellington Region. Greater Wellington policy is for all new buses post-2021 to be electric vehicles.		Public transport infrastructure	Planned – Significant – 17	21-24	31.47	Implementation					
	Update Notes: All of the Transit growth buses were delivered. Sixteen Kinetic growth buses will be delayed until early 2025. 14 interim diesel growth buses introduced for Kinetic in Jan 2024. The Mana growth bus will be delivered in early 2025.											
	Project Name: Waterloo Station – Priority Development Area											
	Replace ageing and unsafe building infrastructure at Waterloo Station with a mixed-use transport/commercial Transit Oriented Development		Public transport infrastructure	Planned – Significant – 18	23-27	115	Design being undertaken					
	Update Notes: Phase III implementation initiated through Council resolutions in May 2024. Phase II results and recommendations accepted. Key partner work e.g. with HCC and KiwiRail progressing & project now highlighted in HCC draft Spatial Plan.											
	Project Name: Level crossing safety upgrades											
	A programme to improve safety at road level crossings and pedestrian level crossings that do not meet the latest safety standards.		Public transport infrastructure, Local roads improvements	Planned – Significant – 19	21-24	51.39	Indicative business case					
	Update Notes: Wellington Rail Programme Business Case has been formally submitted to NZTA but is likely to be delayed going to the NZTA Board for endorsement until mid-2023. WMUP 7 Network Capacity Study is nearing completion and provides key option analysis for this Indicative Business Case. This will be transferring to a KiwiRail led initiative in the next RNIP / NLTP.											
Project Name: East corridor – Evans Bay stage 2												
Create a protected bike lane linking recently upgraded sections of cycleways.	Absolutely Positively Wellington City Council Me Heke Ki Pōneke	Walking and cycling	Planned – Significant – 20	24-27	12	Implementation						
Update Notes: Work is underway with first seawall in construction, awaiting NLTP funding decisions for investment of the bike path.												
Project Name: Tupua Horo Nuku Eastern Bays shared path												
Develop a safe and connected walking and cycling facility for communities along the Eastern Bays between Point Howard and Eastbourne, including upgrading of supporting seawalls providing the road and underground services with increased protection from the effects of climate change.		Walking and cycling	Planned – Significant – 21	21-27	14.50	Implementation						
Update Notes: Construction of Tupua Horo Nuku is continuing with completion due in August 2026.												
Project Name: Speed management programme (Wellington City)												







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Programme name	Project name, description and updates	Lead agency	Activity class	RLTP status	RLTP expected timing	6 Year Cost (2021-27) (\$m)	Current stage	Overall	Time	Scope	Cost
	Lower speed limits near 40 per cent of schools by 2024 and remaining school by 2030, in line with the Road to Zero safety strategy.	Absolutely Positively Wellington City Council Me Heke Ki Pōneke	Road to Zero	Planned – Significant – 22	22-24	8.00	Pre-implementation				
Update Notes: Council will be further considering speed limit changes around the city after the release of Final Land Transport Rule: Setting of Speed Limits 2024.											
Project Name: Rail infrastructure resilience upgrades											
	Improve the resilience of the rail network in Wellington against natural events, such as sea-level rise, earthquakes and storm events.	 Greater Wellington Te Pane Matua Taiao	Public transport infrastructure	Planned – Significant – 23	21-24	45.39	Indicative business case				
Update Notes: The assessment framework for the Wellington Metro Rail Network for slopes has provided priority rankings for slope risks. Design and cost to remedy slope stability issues are to be completed for high and medium slope risks – note, extra funding is likely to be required to deliver this work (funding requested under RNIP 25 - KiwiRail are unlikely to know whether this funding has been granted until Q1 24/25). Under Government budget 2024 additional funding in FY25 may be allocated to KiwiRail to address some priority slopes. GWRC await revised workbank from KiwiRail early in Q1 (FY25).											
Project Name: Newtown – Berhampore cycleways											
	Create protected bike lanes and other multi-modal improvements linking Newtown to Island Bay.	Absolutely Positively Wellington City Council Me Heke Ki Pōneke	Walking and cycling improvements	Planned – Significant – 24	21-27	24.80	Implementation				
Update Notes: Council has had Streets for People funding approved for a transitional project. Project expected to be completed in October 2024.											
Project Name: Porirua CBD to Titahi Bay shared path – Stage 2: Wi Neera to Onepoto											
	Construct a shared cycling and pedestrian pathway, improve coastal resilience improvements, and restore more natural harbour margin, enhancing landscape, natural character and ecological values along Titahi Bay Road.	 porirua city	Walking and cycling	Planned – Significant – 25	21-23	16.40	Implementation				
Update Notes: Resource consent for the shared pathway approved in April 2023 and request for additional funding approved in July 2023 for the pre-implementation phase. Implementation now scheduled within the NLTP 2024-27 funding period. The total estimated cost has increased and some value engineering may be required.											
Project Name: Tawa to Johnsonville Connection cycleway											
	Create protected bike lanes on regionally significant routes.	Absolutely Positively Wellington City Council Me Heke Ki Pōneke	Walking and cycling	Planned – Significant – 26	23-24	12.36	On hold				
Update Notes: An indicative business case has been completed, WCC have reprioritised funding. Tawa to Johnsonville will be looked at again in the 2027-30 LTP.											
Project Name: Fergusson Drive arterial link improvements											
	Intersection and other improvements to accommodate growing demand on the main route linking Upper Hutt to the state highway and the wider Wellington Region.	 Te Kaunihera o Te Awa Kairangi ki Uta Upper Hutt City Council	Local road improvements	Planned – Significant – 27	21-29	11.47	Single-stage business case				
Update Notes: Probable funding for single-stage business case. No updates from the last progress report.											
Project Name: Wellington Regional Hospital travel demand management initiative											


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	A joint project with Capital & Coast District Health Board to change travel behaviour associated with trips to and from Wellington Regional Hospital. This will increase public transport and active mode share, and improve network throughput (the number of people that can be moved along a particular corridor). \$3.33m contribution from CCDHB. Update Notes: Wellington Regional Hospital staff participated in a pilot project to assess the effectiveness of personalised journey planning delivered via the GW Call Centre. Currently in the evaluation phase. Procurement of a carpool service was completed and preparation for a trial of carpooling for staff working at the Newtown campus was undertaken.		Public transport services	Planned – Significant – 28	21-30	5.44	Implementation				
Project Name: SH1 Ngauranga Gorge improvements (walking and cycling)											
	Minor cycling improvements within Ngauranga Gorge to improve safety and access for cyclists on the strategic cycling network.		Walking and cycling	Planned – Significant – 29	21-22	4.23	Single-stage business case				
Update Notes: To be considered as part of dissolution of LGWM programme.											
Project Name: Cycling micro-mobility											
	Complete the network of connected cycleways and shared pathways in Hutt City, linking those developed under the Walk and Cycle the Hutt 2014–19 strategy, including the Wainuiomata Hill shared path, Eastern Bays shared path and the beltway cycleway. Update Notes: Wainuomata and Beltway shared paths have been completed. Designs for Taita and Avalon have been progressed with construction to be self-funded by HCC. Eastern Bays shared path is in construction due for completion in 2026.		Walking and cycling	Planned – Significant – 30	21-26	15.35	Single-stage business case				
Project Name: Totara Park Road and SH2 intersection capacity increase											
	A project to reduce queuing and travel delays (including delays for buses connecting to train services) from turning traffic at the Totara Park Road and SH2 intersection. Update Notes: NLTP Unfunded. No updates from the last progress report.		Local road improvements	Planned – Significant – 31	21-22	2.42	Implementation				
Project Name: SH1 Tawa through CBD – Interim optimisation measures											
	Interim measures to partially address a significant gap in mismatched demand and capacity and journey time reliability in a major urban area. It is expected that the interventions will have a reduced benefit period as the scenarios developed as part of Let’s Get Wellington Moving will provide medium- to long-term improvements. The activities include optimisation of the signalised intersections through the inner city, off- and on-ramp merges and other activities to improve traffic flow from Tawa to the Wellington CBD. Update Notes: Now being considered as part of 2024-27 SHIP		State highway improvements	Planned – Significant – 32	21-25	34.22	Pre-implementation				
Project Name: Silverstream pipe bridge											
	Addition of a cycling and pedestrian connection to the pipe bridge being constructed by Wellington Water. This connects the river trail on each side of the river at the northern boundary of Hutt City. Update Notes: No funding from Waka Kotahi. Construction of the pipeline bridge commenced without a shared path early 2023 and is progressing on track to be completed mid-2025.		Walking and cycling	Planned – Significant – 33	22-23	11.00	Implementation	N/A	N/A	N/A	N/A
Project Name: Electric vehicle bus fleet 2 – Electric vehicle conversion of double-decker diesel buses											


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Electric vehicle bus fleet 2 	Convert seven of Transit’s large, peak-use double-decker diesel buses to electric vehicles using New Zealand-based industry.	 Greater Wellington Te Pane Matua Taiao	Public transport infrastructure	Planned – Significant – 34	21-24	2.88	Project cancelled	N/A	N/A	N/A	N/A	
	Update Notes: Original POE BC was not approved. A single Double Decker (DD) bus was successfully converted. Based on the success of this conversion & now that the costs are known, considering expanding the scope of the project to include the conversion of all transferring diesel DD buses. Project cancelled due to low affordability.											
	Project Name: Accelerated rollout of street lighting LEDs and CMS											
	Provide additional lights to fix dark spots and ensure compliance with the national lighting standard AS/NZS 1158.	Absolutely Positively Wellington City Council Me Heke Ki Pōneke	Local road improvements	Planned – Significant – 35	21-31	3.72	Implementation					
	Update Notes: Project has restarted and only have 5% left of the infill lights left to be connected and livened.											
	Project Name: Wellington City Council cycleway											
	Long-term permanent solutions to implement the Wellington Cycling Master Plan.	Absolutely Positively Wellington City Council Me Heke Ki Pōneke	Walking and cycling	Planned – Significant – 36	24-27	65.57	Implementation					
	Update Notes: The WCC LTP has reduced the funding dedicated to the rollout of the bike network, however there remains an expectation to deliver the remainder of the network within the 10 years subject to NLTP co-investment.											
	Project Name: Accelerated cycleway programme											
	Deliver low cost, tactical solutions across the strategic cycling network.	Absolutely Positively Wellington City Council Me Heke Ki Pōneke	Walking and cycling	Planned – Significant – 37	21-23	24.31	Implementation					
Update Notes: The 3-year accelerated programme has now been completed with minor construction still being undertaken to complete the work in Karori, Newtown and Wadestown.												
Project Name: Smarter connections												
Improve Park & Ride and bicycle facilities to improve connectivity between the station and the community.	 Greater Wellington Te Pane Matua Taiao	Public transport infrastructure	Planned – Significant – 38	23-24	6.10	Single-stage business case						
Update Notes: Wellington Rail Plan Programme Business Case endorsed by the NZ Transport Agency Waka Kotahi (Waka Kotahi) board at their meeting on 9 November 2023. Note that this endorsement does not commit NZTA to funding any future activities. Commencement of this business case has not yet occurred due to other rail network priorities.												
Project Name: Wellington Cable Car structures strengthening												
Strengthen structures that support the Wellington Cable Car.	Absolutely Positively Wellington City Council Me Heke Ki Pōneke	Local road improvements	Planned – Significant – 39	21-23	6.90	Single-stage business case						
Update Notes: NLTP unfunded.												

*NOTE: The period of this progress report does not include the release of the results of the National Land Transport Fund 2024-27. These updates reflect project status as at 30 June 2024.






Progress Report on the Wellington RLTP 2021-24

Programme name	Project name, description and updates	Lead agency	Activity class	RLTP status	RLTP expected timing	6 Year Cost (2021-27) (\$m)	Current stage	Overall	Time	Scope	Cost
Project Name: Legacy Property Acquisition – Wellington											
	This activity is about the ongoing property acquisition by Waka Kotahi to ensure it meets its statutory and legal obligations for property by gazetting areas properly on the network. It is also ensuring property activity is appropriately managed and delivered throughout its tenure as a Waka Kotahi asset. Waka Kotahi is now looking to be actively responsive in this space; previously this has been funded retrospectively.		State highway improvements	Planned – Significant – 40	21-24	6.30	Implementation				
Update Notes: Project continues as required.											

***NOTE: The period of this progress report does not include the release of the results of the National Land Transport Fund 2024-27. These updates reflect project status as at 30 June 2024.**







Progress Report on the Wellington RLTP 2021-24

Update on Committed Activities | 1 July 2023 – 30 June 2024

Project name, description and updates	Lead agency	Activity class	RLTP status	RLTP expected timing	6 Year Cost (2021-27) (\$m)	Current stage	Overall	Time	Scope	Cost
Project Name: Matangi 1 trains and rail upgrades - debt servicing (\$23m)										
The Crown's commitment to fund the debt servicing costs on \$23 million of residual costs for the Matangi Trains project and the Wellington Area Rail Upgrade projects. This project now also includes an extension to the approval for an additional capital cost of \$11.22 million, which is the cost of upgrading the 48 two-car Matangi units to essentially the same standard as the newer Matangi-2 units. This was approved by the NZ Transport Agency on 13 June 2013.		Public transport infrastructure	Committed	21-32	20.12	Implementation				
Update Notes: Trains all delivered.										
Project Name: Matangi 2 trains - debt servicing										
Procurement of 35 additional Matangi units from Hyundai Rotem.		Public transport infrastructure	Committed	21-40	86.71	Implementation				
Update Notes: Trains all delivered.										
Project Name: Longer distance-rolling stock and service improvement										
Replacement of all existing longer-distance rail rolling stock on the Wairarapa and Manawātū lines with a fleet of 15 four-car units, with supporting improvements to maintenance facilities, stations and network infrastructure.		Public transport infrastructure	Committed	20-28	4.25	Implementation				
Update Notes: Funding for project from Government announced in May as part of budget 2023. Project progressing, shortlisted EOI respondents confirmed. Request for Proposal documentation issued to the shortlisted EOI respondents, targeting contract award by mid-2025.										
Project Name: Unlocking capacity and improving resilience infrastructure										
Infrastructure network capacity improvements on the Wellington metro railway network (over the next four years) to remove key network constraints and to improve peak service frequency and capacity and provide a higher quality passenger rail service.		Public transport infrastructure	Committed	18-23	69.40	Detailed design awaiting further funding approval				
Update Notes: Cost increases are placing pressure on this project. We are now managing the rail infrastructure projects as a programme of work and are looking at cost and scope options across the programme. A further cost scope adjustment has been submitted to deliver the required substation upgrades. Obtaining this additional funding, and delivery of the substation upgrades is now on the critical path for the change in peak service frequencies. Looking like service change will be delayed until FY 26 now. Lead agency likely to change to KiwiRail (at their request).										
Project Name: Wellington metro rail track infrastructure—catch-up renewal										
A package of catch-up renewals for track and civil engineering infrastructure approaching the end of its useful life. The primary focus is the Wairarapa line as well as other critical track infrastructure on the busiest parts of the network.		Public transport infrastructure	Committed	18-24	147.18	Implementation				
Update Notes: Cost increases are placing pressure on this project. We are now managing the rail infrastructure projects as a programme of work and are looking at cost and scope options across the programme.										
Project Name: Transport analytics (across the Wellington Region) - Model build - Greater Wellington share										



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Progress Report on the Wellington RLTP 2021-24

Project name, description and updates	Lead agency	Activity class	RLTP status	RLTP expected timing	6 Year Cost (2021-27) (\$m)	Current stage	Overall	Time	Scope	Cost
Updating of the Regional Strategic Transport Model to ensure behavioural assumptions are up to date, improve confidence in the modelling system and provide more efficient information to decision makers.		Investment management (incl. transport planning)	Committed	19-26	1.00	Implementation	N/A	N/A	N/A	N/A
Update Notes: Complete										
Project Name: Hutt City Cycling & Micro-mobility Connectivity Assessment										
Complete the network of connected cycleways and shared pathways in Hutt City, linking those developed under the Walk and Cycle the Hutt 2014–19 strategy, including the Wainuiomata Hill shared path, Eastern Bays shared path and the beltway cycleway.		Walking and cycling	Committed	19-21	0.37	Single-Stage Business Case				
Update Notes: Completed and endorsed by NZTA for funding.										
Project Name: NZ Upgrade Programme SH2 Melling – Riverlink										
Transport improvements at Melling will provide for a safer, more resilient and accessible transport system in Lower Hutt, as well as supporting flood protection and revitalisation of the Hutt Valley. The Melling Transport Improvements are part of RiverLink - a partnership between Hutt City Council, Greater Wellington Regional Council and Waka Kotahi NZ Transport Agency working together with our Mana Whenua partners – Ngati Toa Rangatira and Taranaki Whanui ki te Upoko o te Ika - to deliver three separate but interdependent projects: Flood protection, the Making Places Urban Development Plan, and Melling Transport Improvements.		External Funding	Committed	20-26	\$\$\$	Implementation				
Update Notes: Now in implementation phase. Project is in an Interim Project Alliance Agreement (IPAA) phase. Will become a Road of Regional Significance under GPS 2024.										
Project Name: NZ Upgrade programme SH58 safety improvements – Stage 2										
Safety improvements to 6.36km of SH58 between Mt Cecil Road and Bradley Road in Pauatahanui. Improvements include two new roundabouts, road and shoulder widening, curve straightening, increased visibility, median and edge safety barriers, and structural asphalt pavement.		External Funding	Committed	20-23	340.00	Implementation				
Update Notes: The SH58 Safety Improvements are being staged as follows: Stage 1 SH2 to Mount Cecil Road (completed); Stage 2A Mount Cecil Road to Moonshine Road (nearly completed construction); Stage 2B Moonshine Road to TG consenting complete. Will become a Road of Regional Significance under GPS 2024.										
Project Name: Weigh Right Mackays Crossing										
Replacement weigh station for Plimmerton.		State highway improvements	Committed	17-23	1.54	Implementation				
Update Notes: This is expected to be committed through 24-27 NLTP to completion.										
Project Name: Wellington RoNS (5) – Transmission Gully										
A new expressway between Mackays Crossing and Linden		State highway improvements	Committed	09-21	902.63	Post-construction				
Update Notes: Complete										
Project Name: Wellington RoNS (6) – SH1 Mackays to Peka Peka Expressway										

***NOTE: The period of this progress report does not include the release of the results of the National Land Transport Fund 2024-27. These updates reflect project status as at 30 June 2024.**

Progress Report on the Wellington RLTP 2021-24

Project name, description and updates	Lead agency	Activity class	RLTP status	RLTP expected timing	6 Year Cost (2021-27) (\$m)	Current stage	Overall	Time	Scope	Cost
Design and construction of a new 18-km four-lane SH1 built to expressway standards between Poplar Avenue and Peka Peka Road, including rehabilitation of the existing SH1 through to Mackays Crossing for safety and efficiency purposes.	 NZ TRANSPORT AGENCY WAKA KOTAHĪ	State highway improvements	Committed	10-21	17.21	Post-construction				
Update Notes: The construction of this section of SH1 is complete and the revocation process is underway.										
Project Name: Wellington RoNS (7) – SH1 Peka Peka to Ōtaki Expressway										
Revocation of the old SH1 from Peka Peka to Ōtaki. This activity is the development of this section of the Wellington RoNS.	 NZ TRANSPORT AGENCY WAKA KOTAHĪ	State highway improvements	Committed	15-26	91.35	Construction				
Update Notes: Now operational. Revocation processes underway.										
Project Name: Te Ara Tupua Ngā Ūranga – Pito-one										
Implementation of a walking and cycling link between Wellington and Lower Hutt to deliver a safe, connected and attractive route, enabling more people to walk or bike and connect with local paths in Wellington and the Hutt Valley.	 NZ TRANSPORT AGENCY WAKA KOTAHĪ	Walking & cycling, State highway improvements	Committed	20-23	289.00	Implementation				
Update Notes: Now in construction. Delays mean completion is now expected in 2026.										
Project Name: Wellington cycle network – Evans Bay Stg1 (Eastern package)										
Package of cycling improvements associated with the eastern suburbs UCP package.	Absolutely Positively Wellington City Council Me Heke Ki Pōneke	Walking & cycling	Committed	18-21	10	Implementation				
Update Notes: Last section of Stage 1 cycleway between Little Karaka Bay and Weka Bay under construction – started April 2023 and expected completion Sept 2024.										
Project Name: Emergency works, July/August 2017										
Slips clearance, scaling, geotechnical investigation, engineering consultancy, barrier placements and design and build of solutions to mitigate risk at two significant slip sites on Ngaio Gorge Road.	Absolutely Positively Wellington City Council Me Heke Ki Pōneke	Local road maintenance	Committed	17-22	7.79	Construction completed				
Update Notes: Project complete in June. Came in over time and above the \$10m budget at \$13m. Project review and lessons learned underway.										

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Progress Report on the Wellington RLTP 2021-24

Health Indicator Definition Green Amber Red	Green	Amber	Red
<p>Overall Project Status</p> <p>The project overall status is determined by a top down assessment and a combinations of the 3 individual health indicators.</p>	<p>Successful delivery appears probable or highly likely. There are no major outstanding risks or issues that at this stage appear to significantly threaten delivery.</p>	<p>Successful delivery appears feasible but major risks or issues are apparent in a number of key areas requiring management attention. These appear resolvable at this stage and, if addressed promptly, should not present a cost/schedule overrun or loss/delay of benefits.</p>	<p>Successful delivery of the project is in doubt, and changes are required to ensure successful completion. There are major issues which do not appear to be manageable or resolvable without significant changes being made.</p>
<p>Time</p> <p>Work and schedule planned and tracked.</p>	<p>Current phase will be completed as the baseline schedule completion date OR Overall project will be completed as the baseline schedule completion date.</p>	<p>Current phase will be completed between 5% and 10% after the baseline schedule completion date OR Overall project will be completed between 5% and 10% after the baseline schedule completion date. (Note: 5-10% is equivalent to around a 1 month time overrun, on a 1 year project)</p>	<p>Current phase will be completed in excess of 10% after the baseline schedule completion date OR Overall project will be completed in excess of 10% after the baseline schedule completion date.</p>
<p>Scope</p> <p>Project deliverables are planned and tracked.</p>	<p>Scope will be delivered as agreed in the Business Case (including any approved Change Requests). Note: for projects BC is under development or to be developed, the scope rate as Green.</p>	<p>Scope change(s) may be required, but they do not change the overall outcomes of the project. However, these changes may put the delivery date at risk.</p>	<p>Significant scope change(s) may be required that change the overall outcomes of the project. These changes mean: the projects scope and benefits need to be re-examined OR the project will not meet approved delivery date (scope creep).</p>
<p>Cost</p> <p>Financials are planned and tracked.</p>	<p>Current phase forecast is on or below approved allocation OR Overall project cost forecast is on or below official project estimate.</p>	<p>Current phase forecast is no greater than 5% above approved allocation OR Overall project cost forecast is no greater than 5% above official project estimate.</p>	<p>Current phase forecast is greater than 5% above approved allocation; OR Overall project cost forecast is greater than 5% above official project estimate.</p>

***NOTE: The period of this progress report does not include the release of the results of the National Land Transport Fund 2024-27. These updates reflect project status as at 30 June 2024.**

Regional Transport Committee
1 October 2024
Report 24.379



For Information

NZ TRANSPORT AGENCY WAKA KOTAHI UPDATE – OCTOBER 2024

Te take mō te pūrongo

Purpose

1. To update the Regional Transport Committee (the Committee) on New Zealand Transport Agency Waka Kotahi (NZTA) initiatives, current work, and work being undertaken in the Wellington Region.

Te horopaki

Context

2. NZTA regularly updates the Committee on the NZTA’s programmes and initiatives included in the Wellington Regional Land Transport Plan, and on matters of significant regional interest. The update ([Attachment 1 – New Zealand Transport Agency Waka Kotahi October 2024 presentation](#)) is presented to the Committee by the NZTA member.

Ngā tūāoma e whai ake nei

Next steps

3. The NZTA member will speak to [Attachment 1](#) at the Committee’s meeting on 1 October 2024.

Ngā āpitihanga

Attachment

Number	Title
1	New Zealand Transport Agency Waka Kotahi October 2024 presentation

Ngā kaiwaitohu

Signatories

Writer	Emma Hope – Senior Strategic Advisor, Regional Transport
Approver	Emma Speight – Director, Regional Relationships, New Zealand Transport Agency – Waka Kotahi

He whakarāpopoto i ngā huritaonga Summary of considerations
<i>Fit with Council's roles or with Committee's terms of reference</i> The Waka Kotahi update (Attachment 1) reviews the implementation and delivery of Waka Kotahi's initiatives and programmes that are included in the Wellington Regional Land Transport Plan.
<i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i> The update contributes to the delivery of the Wellington Regional Land Transport Plan.
<i>Internal consultation</i> There was no internal consultation.
<i>Risks and impacts - legal / health and safety etc.</i> Risks and impacts are described to the extent advised in Attachment 1 .

Attachment 1 to Report 24.379

Regional Transport Committee

Presentation to Greater Wellington Regional Transport Committee

1 October 2024



Te Kāwanatanga o Aotearoa
New Zealand Government

Time of use charging

- The Government is drafting legislation that will allow for time of use charging.
- This is a form of road pricing used to improve traffic flow, relieve congestion, and make better use of our transport network. It does this by charging road users at different times or locations.
- This charge will prompt some road users to change their time, route, or method of travel - or not travel at all.
- Overall, this will result in faster and more reliable journeys.
- The purpose is to manage demand - in some cases net revenue may be generated to invest in other transport initiatives.
- Time of use charging is different to tolling. Tolling is used to generate revenue; to recover the costs of the road.
- It is also different to congestion charging which is a variable charge that aims to improve journeys across an entire network. Congestion charging targets congestion at peak times.
- Travel times per kilometre in our major cities are higher than in comparable cities in Australia.



Consultation on setting speed limits

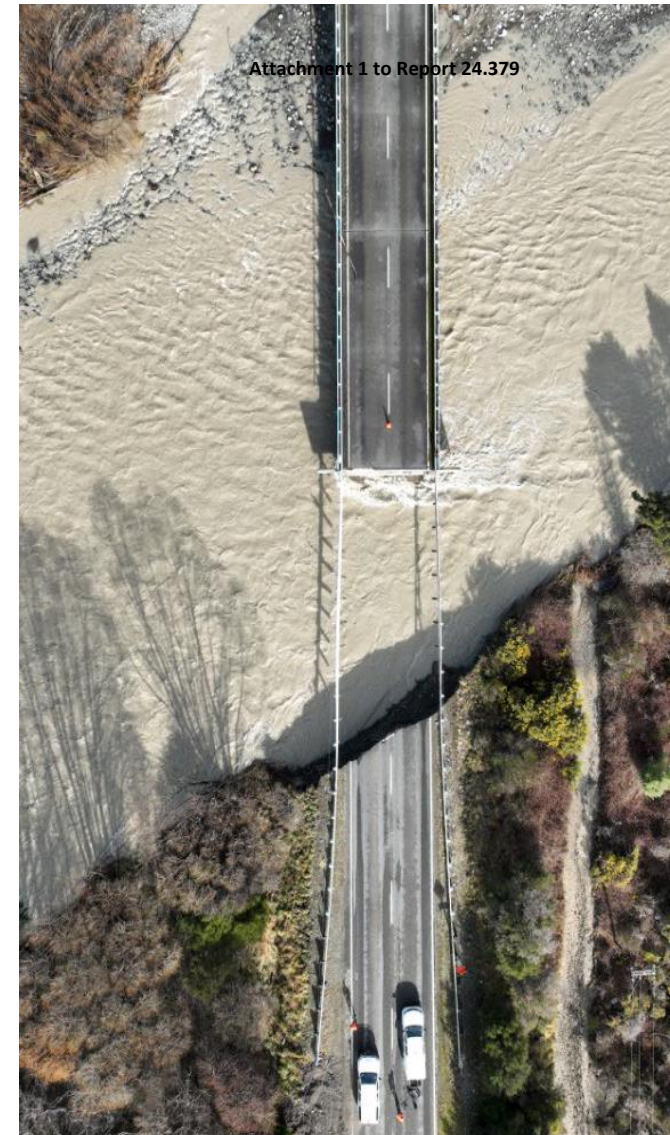
Draft Land Transport Rule: Setting of Speed Limits 2024

- Public consultation closed 11 July 2024. MoT are working through the feedback and should have an outcome in the following months.
- The draft rule sets out criteria, requirements and procedures to be followed by RCAs when reviewing and setting speed limits for roads within their jurisdictions.
- It proposes an approach to setting speed limits that seeks to ensure economic impacts – including travel times – and the views of local road users and communities are considered, alongside safety, when setting speed limits.
- The proposed rule and the consultation document are available on the Ministry of Transport website.
- Feedback and questions can be sent to speedrule@transport.govt.nz.



Emergency works policies review

- More frequent and intense weather-related events are putting increasing pressure on the funding available for emergency works response and recovery.
- In recent years, emergency works funding has significantly exceeded its National Land Transport Fund (NLTF) allocation.
- We've had to rely on substantial Crown funding for severe nationally significant weather events.
- We've reviewed our current emergency works policies and Funding Assistance Rates (FAR) to make sure the policies are fit for purpose and the NLTF can sustainably fund emergency works in 2024-27.
- Following public consultation, policy and process changes have been published - these can be found on our website.
- Decisions on FAR will be made by the end of 2024. If approved, these would take effect on 1 July 2025.



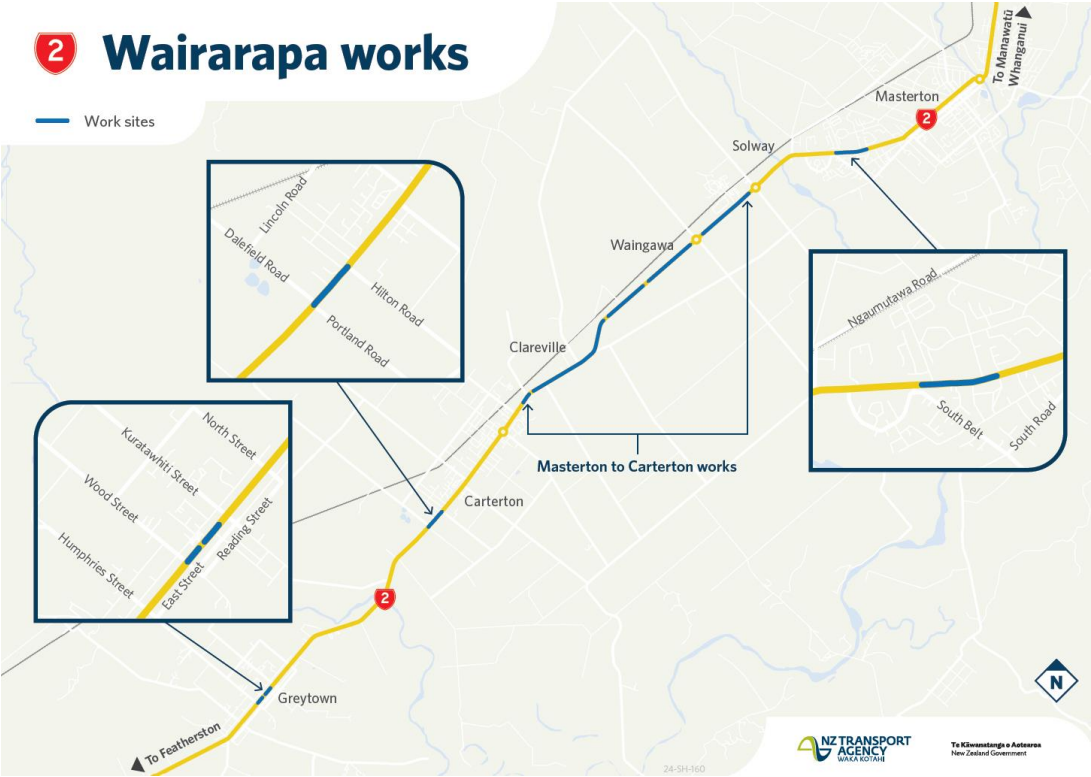
Greater Wellington Regional Update

October 2024

Wairarapa Road Rebuild Locations 2025

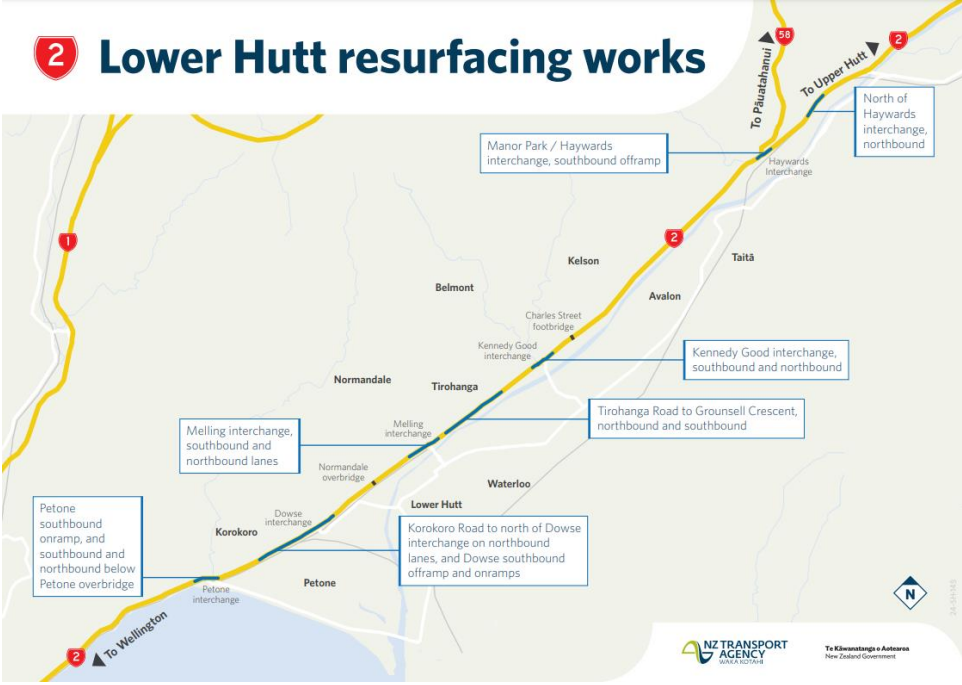
Significant investment in road rebuilds in Greytown, Carterton and Masterton to make the roads stronger and more resilient, requiring less maintenance in future.

2 Wairarapa works

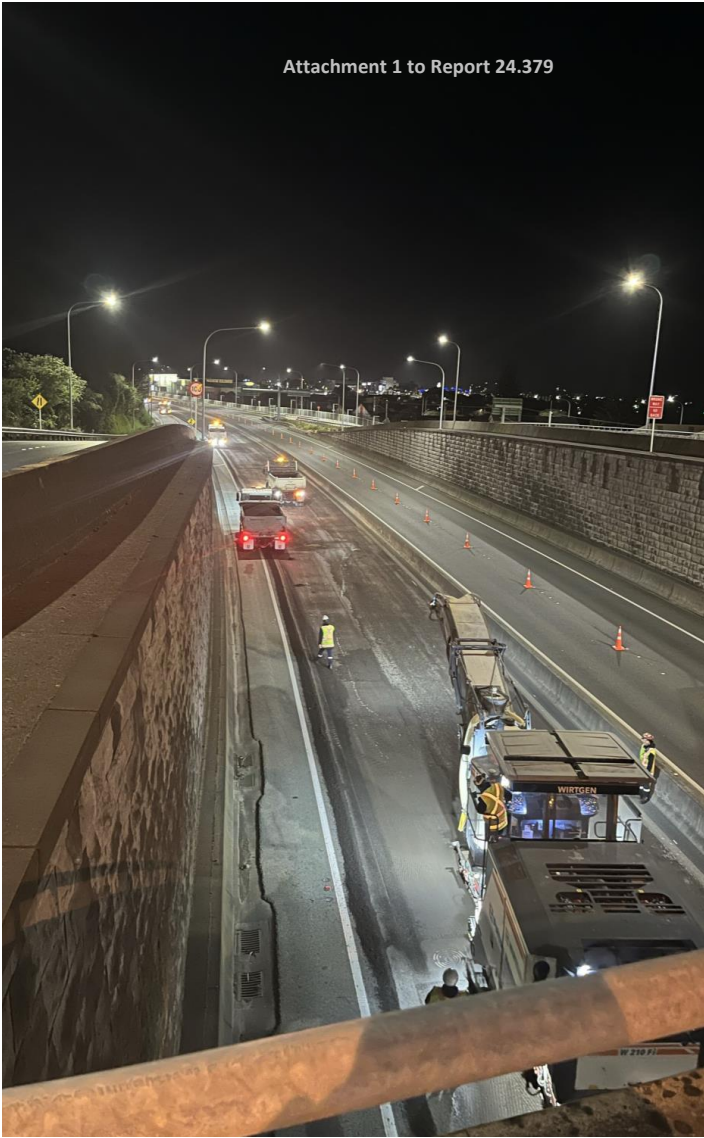


Early Maintenance Programme Progress

- 20% of programmed preseals complete (as at 19 September)
- Major [SH2 Hutt Valley resurfacing project](#) underway
 - Resurfacing through Petone, Korokoro, Tirohanga, Melling, Belmont, and Totara Park



NZ Transport Agency



Attachment 1 to Report 24.379

National Land Transport Programme 2024-27

Announced September 2024

NZ Transport Agency

NLTP Wellington Overview

Attachment 1 to Report 24.379

\$3.3 billion total forecast investment



\$331 million
Forecast
pothole
prevention



\$337 million
Forecast
maintenance
operations



\$1.1 billion
Forecast
improvements



\$1.3 billion
Forecast
public
transport

Roads of National Significance (RoNS) Projects

Funding in this NLTP will enable NZTA to carry out investigation and design work for two major RoNS during the 2024-2027 period, bringing these projects towards construction in future years.

Petone to Grenada Link Road and the Cross Valley Link project

- Outcomes:
 - unlock land for housing
 - improve resilience
 - support economic growth
- Working to initiate project looking at form and function.
- Will look at previous project design but must consider alternatives/variations as well.

SH1 from Wellington CBD to the airport including a second Mount Victoria Tunnel and Basin Reserve upgrade

- Outcomes:
 - reduce congestion
 - improve safety
 - support housing development
 - boost economic growth.
- Working to get more information on long tunnel alternative to enable informed options selection.

Public Transport

National Land Transport Programme 2024-27

- **\$1.3 billion** forecast public transport investment in Greater Wellington region
 - **\$843.9 million** public transport services
- **Lower North Island Rail Integrated Mobility** new trains for the Capital Connection (Manawatu) and Wairarapa train lines.
 - **\$802.9 million** central government funding (NLTF and Crown) through to 2030
- Rollout of national integrated ticketing solution to Greater Wellington network



Resilience & Safety

National Land Transport Programme 2024-27

- **\$331 million** forecast pothole prevention to ensure roads are safe to drive and resilient
 - **\$116 million** for State Highways
- New resilience projects
 - Eastern Hutt Road Resilience work
 - Retaining wall strengthening Chaytor Street, Karori
- Projects benefiting resilience (committed)
 - Te Ara Tupua (Ngā Ūranga ki Pito-One)
 - Tupua Horo Nuku (Eastern Bays – seawall and path)
 - Te Awa Kairangi – RiverLink
- Safety
 - Commercial Vehicle Safety Centre at Mackays Crossing – new truck weigh station for heavy vehicles using SH1/SH59
 - Low-cost low-risk programme of safety improvements

NZ Transport Agency



Project Updates

Kāpiti Expressway 110km/h speed limit

- Proposed 110km/h speed limit on M2PP and PP2O sections of expressway
 - 24.5km stretch from Poplar Ave to Otaki which meets design safety standards
- Consultation was from 22 April to 20 May 2024
- 3313 submissions received
 - 48 from organisations
 - Remainder from individuals
 - >90% support/strong support
- Proposed change has been approved by Director of Land Transport, announced by Minister on 3 September.
- Speed limit signs to change through October.
- Implementation is likely to be in November.

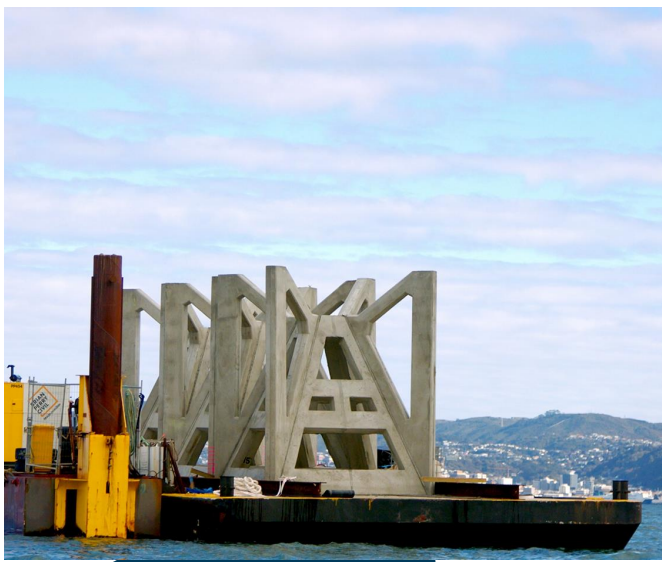




Te Ara Tupua

Attachment 1 to Report 24.379

- Project team recently celebrated achieving halfway to completion.
- Completed reef enhancement
- Construction is progressing well:
 - 2,871 Interlocking concrete units placed out of 6,661 required
 - 892 Vertical seawall units placed out of 2,523 required
 - 9,183 m³ Uranga (landing) core placed out of 17,615 m³ required
 - 281 m of seawall foundations poured out of 702m required





Melling Transport Improvements

(Part of Te Wai Takamori o Te Awa Kairangi)

- The status of the Melling Transport Improvements remains in the Interim Project Alliance Agreement (IPAA) phase.
- Completion of the programmes IPAA phase, including market testing of cost estimates, is needed to establish what final design, construction method, and costing will be.
- We anticipate the Project Alliance Agreement to be finalised at the end of 2024, with construction on the transport improvements set to begin in early 2025.



SH58 safety improvements

- Safety improvements between Western Hutt Road (SH2) to Mount Cecil Road are complete.
- Work between Harris Road and east of Moonshine Road is 95 percent completed.
- The last stage from Moonshine Road to Transmission Gully has achieved its consenting requirements with Porirua City Council and affected landowners.
- We have been in commercial negotiations with the contractors regarding the final stage. We expect to share an update soon.



Hei konā mai



Te Kāwanatanga o Aotearoa
New Zealand Government