Civic spaces

WAKA KOTAHI NZ TRANSPORT AGENCY

One Network Framework

Civic spaces are roads or streets where people can relax and move freely. There is usually street furniture and other amenities to encourage and support people to linger and spend time in these spaces. There are very high numbers of pedestrians moving around and through the space while there is little or no through movement for motor vehicles.

Safe and appropriate speeds for civic spaces

Civic spaces are typically designed as shared space environments and have low speed limits to reinforce the mixing of different modes. People spending time in these spaces are usually given priority over vehicle movement, and the safe and appropriate speed for these streets is set at 10km/h.

Local streets

WAKA KOTAHI NZ TRANSPORT AGENCY

One Network Framework

Local streets provide quiet and safe residential access for all ages and abilities. They are part of the fabric of our neighbourhoods and facilitate local community access. Local streets are the most common and most diverse streets in urban areas. There are low levels of on-street activity and movement by people walking, cycling, and driving. They are generally important parts of walking and cycling networks and should support these transport choices for local trips.

Safe and appropriate speeds for local streets

All local streets have a safe and appropriate speed of 30km/h, which supports community wellbeing and is consistent with the Safe System. It also helps to accommodate the wide variety of local street designs throughout New Zealand – from those that are narrow or have traffic calming to encourage safe speeds to those that are straight and wide.

Activity streets

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One Network Framework

Activity streets provide access to shops, entertainment venues, community facilities and commercial, trades and industrial businesses for all people, whether walking, cycling, using public transport, or driving. Activity streets are where people spend a significant amount of time, working, shopping, eating, residing, and undertaking recreation. They support medium to high levels of people walking, cycling, using public transport, or driving through the area.

Safe and appropriate speeds for activity streets

Activity streets have a variety of purposes and people access these destinations by walking, cycling, public transport and motor vehicles (including freight). In recognition of this, the safe and appropriate speed for these streets is set at 30km/h.

The safe and appropriate speed on these streets can be increased to 40km/h where there are formal cycling facilities, either on-road or separated, and where pedestrian crossing facilities are provided at intersections and mid-block to reflect crossing desire lines.

Main streets

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Main streets have lots of people walking around – with people working, visiting shops, businesses, and entertainment venues. They aim to support businesses and public life while making sure there are excellent connections with the wider transport network. Main streets need to balance the interaction between the movement of people and goods and on-street activity. They support medium to high levels of people walking, cycling, using public transport, or driving through the area.

Safe and appropriate speeds for main streets

Main streets tend to see a high degree of interaction between people walking, cycling, using public transport, and using the street for a variety of purposes. In recognition of this, the safe and appropriate speed for these streets is set at 30km/h.

The safe and appropriate speed on these streets can be increased to 40km/h where there are formal cycling facilities, either on-road or separated, and where pedestrian crossing facilities are provided at intersections and mid-block to reflect crossing desire lines.

City hubs

WAKA KOTAHI NZ TRANSPORT AGENCY

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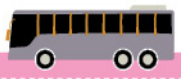
City hubs are dense and vibrant places as they are the central point of a city where people spend time working, shopping, meeting other people, visiting entertainment venues and businesses. They support very high levels of people walking, cycling, and using public transport through the area.



Safe and appropriate speeds for city hubs

City hubs tend to see a high degree of interaction between people walking, cycling, using public transport, and using the street for a variety of purposes. In recognition of this, the safe and appropriate speed for these streets is set at 30km/h.

The safe and appropriate speed on these streets can be increased to 40km/h where there are formal cycling facilities, either on-road or separated, and where pedestrian crossing facilities are provided at intersections and mid-block to reflect crossing desire lines.

Transit corridors

WAKA KOTAHI NZ TRANSPORT AGENCY

One Network Framework

Transit corridors make it fast and efficient for people and goods to move within urban areas. They are mass transit corridors for private motor vehicles, freight and public transport, and include motorways and urban expressways. They are usually separated from surrounding land use so there are no people walking or cycling on these roads. Transit corridors also include heavy rail networks and bus ways.

Safe and appropriate speeds for transit corridors

Most Transit corridors will have a safe and appropriate speed of 80km/h. However, a safe and appropriate speed of 100km/h is permissible where motorways enter the urban environment and meet the criteria set out in the Speed Management Guide. Transit corridors that do not satisfy two or more of the criteria for a safe and appropriate speed of 100km/h are possibly classified inappropriately and may be better classified as an urban connector.

Urban connectors

WAKA KOTAHI NZ TRANSPORT AGENCY

One Network Framework

Urban connectors make it safe, reliable, and efficient for people and goods to move between different parts of urban areas. There are high levels of motor vehicle traffic, including freight. They often support public transport and provide major routes for people cycling. There are low levels of pedestrian activity associated with people moving along the road.

Safe and appropriate speeds for urban connectors

Urban connectors that have no median divider or travel through residential areas will have a safe and appropriate speed of 40km/h. The safe and appropriate speed on these urban connectors can be increased to 50km/h where separated cycling facilities are provided.

Urban connectors that have a median divider and travel through non-residential areas, or carry high volumes of vehicles and have more than one lane travelling in each direction will typically have a safe and appropriate speed of 50km/h.

The safe and appropriate speed can be increased to 60km/h where walking and cycling facilities are separated from traffic and no on-street parking is provided.

Stopping places

WAKA KOTAHI NZ TRANSPORT AGENCY

One Network Framework

Stopping places are rural destinations that increase activity on the roadside and directly uses the road for access. There are more people walking, cycling, and driving in these locations, including people often crossing the road.

Safe and appropriate speeds for stopping places

While the baseline safe and appropriate speed for stopping places is 60km/h, the way land around the stopping place is used should also be considered.

The safe and appropriate speed for stopping places must not be higher than the surrounding sections of rural roads.

Peri-urban roads

WAKA KOTAHI NZ TRANSPORT AGENCY

One Network Framework

Stopping places are rural destinations that increase activity on the roadside and directly uses the road for access. There are more people walking, cycling, and driving in these locations, including people often crossing the road.

Safe and appropriate speeds for peri-urban roads

Given the variety of areas they can be found in, there are a broad range of safe and appropriate speeds for peri-urban roads.

The baseline safe and appropriate speed for peri-urban roads is 60km/h. For peri-urban roads where formal rural land is being developed for residential properties, the safe and appropriate speed will be 50km/h. As urban land use intensifies, the levels of people walking and cycling will increase, and cycle lanes, footpaths and crossing facilities can be expected.

A safe and appropriate speed of 80km/h is possible for peri-urban roads that are more rural in nature, if they have centreline markings, and either edgeline markings or edge delineation such as marker posts.

Rural roads

WAKA KOTAHI NZ TRANSPORT AGENCY

One Network Framework

Rural roads provide access to rural land. They are the most common and diverse roads in rural areas. There is low levels of traffic and roadside activity from local people going about their daily lives. Some rural roads are important for freight, collecting dairy and forestry and other primary produce from their source, while others, where volumes of vehicle traffic are very low, can provide safe and pleasant recreational and tourism routes.

Safe and appropriate speeds for rural roads

Most rural roads will have a safe and appropriate speed of 60km/h. However, to make sure there is consistency across the transport network, some rural roads may have a safe and appropriate speed of 80km/h if they are sealed and straight, or if any curving or winding still has a satisfactory width across the road.

Rural roads with a safe and appropriate speed of 80km/h must have a centreline, edgeline markings, and edge delineation such as edge marker posts as a minimum.

Rural connectors

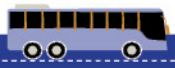
WAKA KOTAHI NZ TRANSPORT AGENCY

One Network Framework

Rural connectors make it easy for people and goods to move between different parts of rural areas, and link rural roads with interregional connectors. They support an increased level of traffic moving through the area, while also providing access from the land they pass through. Land around rural connectors is usually farmland and covers a vast range of agricultural, horticultural, vinicultural, forestry and other land uses. These roads may also run through national parks or other natural areas. There are low levels of roadside activity related to the way surrounding land is used.

Safe and appropriate speeds for rural connectors

Rural connectors have the same criteria for safe and appropriate speeds as interregional connectors. However, they will typically have lower volumes than interregional connectors and will often be constructed to a slightly lower standard. As such, the majority of rural connectors will have a safe and appropriate speed of 60km/h or 80km/h, with few having a safe and appropriate speed of 100km/h.



Interregional connectors

WAKA KOTAHI NZ TRANSPORT AGENCY

One Network Framework

These are national State Highways that make it safe, reliable, and efficient to move people and goods between and within regions. These roads run through farmland and natural areas so there are low levels of roadside activity. These roads carry significant levels of motor vehicle traffic, including freight. There are people cycling on the routes that connect the New Zealand Cycle Trail.

Safe and appropriate speeds for interregional connectors

Interregional connectors have a wide range of safe and appropriate speeds from 60km/h to 110km/h.

To have a safe and appropriate speed of 110km/h, an interregional connector will be a transport corridor at least 5km in length, and has:

- stereotype is dual carriageway or median divided
- alignment is straight or curved
- two or more lanes in each direction
- an annual average daily traffic of less than 25,000 vehicles per direction
- intersections that are grade separated and have spacing of 1.5km or more.

Note: Approval is required from Waka Kotahi for a speed limit of 110km/h.

The implications of increased emissions from a 110km/h speed limit should be considered.

Otherwise, an interregional connector has a safe and appropriate speed of 80km/h.

Where an interregional connector is particularly windy or narrow, a safe and appropriate speed would be 60km/h.