

## Waikato Speed Management Project: summary of lessons learned for RCAs

Over 2016 the Waikato Regional Transport Committee (RTC) demonstrated the then draft Speed Management Guide at eight sites in the Waikato. Below is a summary of learnings and recommendations:

### Regional approach

- Ensure strong links with and effective communication between Road Controlling Authorities (RCA) and their elected members, through to and connecting with the Regional Transport Committee (RTC)
- Consider a consistent region wide approach via the RTC to apply the Guide

### Technical

- Ensure RCA roading and planning/strategy staff, senior managers, and political wing fully understand the Guide, its application, aims and benefits. Their buy-in is critical.
- Consider development of a network-wide speed management plan. Consider staged implementation to align with planning and funding cycles.
- Connect with neighbouring RCAs to ensure a joined up approach across the wider network.
- Potential to use the Road Safety Action Plan process to co-ordinate cross-boundary issues.
- Make use of emerging technology to build understanding around route choices and travel speeds on the network
- Automated methods of data collection are needed. It is expensive, unrealistic and potentially inaccurate to get tube counts done (which just record speed at a location, not along a route).
- Ensure consideration of all road users eg cyclists, walkers, motorcyclists etc
- Don't go straight to a solution – engage openly with stakeholders and the community first
- Draw on the expertise and experience of those who have already applied the Guide
- Make use of Transport Agency [contacts](#) for support/engagement/formal consultation

### Stakeholder and community engagement

- Ensure early and ongoing engagement with a wide range of stakeholders, ahead of community engagement. They can later be 'voices' for the project.
- Use early community engagement to 'test the pulse'. Can also bring out other unknown issues also important to locals. Consider [research](#) to get wider understanding of community perceptions.
- Identify technical and communications resource to support project including engagement and consultation and bylaw process
- Be armed with accurate and accessible statistics, facts, questions & answers and use a range of channels to connect with different audiences/groups/communities including through traffic, specific road user groups. Consider infographics to simplify/summarise information.
- Develop, share and update project messages. Draw on Better Conversations on Road Risk programme [messaging](#).
- Engage widely via a range of channels, keep sharing and connecting
- Link with media regularly to help connect with community, and across their media syndicate
- A DHB Health Impact Assessment (HIA) allowed broader engagement with the community around wider safety issues. This is useful in building a case for change.
- Make use of online [speed management resources](#)

### Implementation

- Have agreed spokesperson and messages, keep connecting/sharing beyond implementation
- Ensure budget for engagement, consultation and implementation processes – speed management is more than simply changing a sign