

MINISTERIAL BRIEFING NOTE

Subject	Speed management plans – progress to date
Date	12 December 2023
Briefing number	BRI-2917

Contact(s) for telephone discussion (if required)				
Name	Position	Direct line	Cell phone	1 st contact
Brent Alderton	Director of Land Transport	s 9(2)(a)		✓

Action taken by Office of the Minister

- ☐ Noted
- ☐ Seen by Minister
- ☐ Agreed
- ☐ Feedback provided
- ☐ Forwarded to
- ☐ Needs change [please specify]
- ☐ Withdrawn
- ☐ Overtaken by events

Released under the Official Information Act 1982

12 December 2023

Hon Simeon Brown – Minister of Transport

SPEED MANAGEMENT PLANS – PROGRESS TO DATE

Purpose

1. This briefing provides you with information on speed management plans, including the progress of each Regional Transport Committee and Road Controlling Authority (RCA) in delivering their speed management plan. This includes NZ Transport Agency (NZTA) as the RCA for state highways.

Background

2. At present, Regional Transport Committees and RCAs are required by the Land Transport Rule: Setting of Speed Limits 2022 (the Rule) to present their approach to speed management as a three-year plan (Speed Management Plan) for certification. This mandatory requirement will be removed with the immediate changes to be made as part of the Land Transport Rule: Setting of Speed Limits Amendment 2023 (the Amendment Rule).
3. Under the current Rule, NZTA (as Regulator) sets general and specific deadlines for speed management plans, a function that will sit with the Minister of Transport once the Amendment Rule comes into force. Under current Rule arrangements, NZTA's power to set deadlines is delegated to the Director of Land Transport. In line with this delegation, and the 2024-27 National Land Transport Programme, on 5 April 2023 the then-Director of Land Transport advised Regional Transport Committees and RCAs of:
 - a. a deadline of 5 October 2023 for publishing draft speed management plans.
 - b. a deadline of 29 March 2024 to submit the final speed management plans for certification.
 - c. an ability to request Director of Land Transport approval to extend one or both deadlines, particularly in response to extraordinary events.
4. NZTA, as RCA for state highways, was granted an extension to publish its draft speed management plan for consultation by 15 February 2024, and to submit its speed management plan for certification by 15 July 2024. This extension was granted after a decision by the previous Cabinet in March 2023 to narrow NZTA's speed management programme to focus on the most dangerous 1% of state highways.
5. While speed management plans must include a three-year implementation plan, the 11 Regional Transport Committees and 68 RCAs ultimately determine the extent of change they wish to progress in any given period, having regard to the safety elements of the Government Policy Statement on Land Transport (GPS) and the Government Road Safety Strategy. Both of these refer to Road to Zero, which set target of reducing deaths and serious injuries (DSIs) by 40% by 2030.

6. Speeds around schools have separate deadlines specified in the Rule (these will be revoked via the Amendment Rule). The Rule divides schools into two categories based on the risk profile of the school's location and the roads around them. It specifies that for Category 1 schools, the speed limit must be set to 30km/h or 40 km/h, and for Category 2 schools it can be set up to 60km/h. Further information about each of the categories is provided below:

- **Category 1** - are schools with 30 km/h (fixed or variable) speed limits, or 40 km/h limits if they were in place on 20 April 2021 (when the Rule came into force). However, these 40 km/h limits are required to be reviewed in the first speed management plans to be certified under the Rule, and if considered safe and appropriate: the school would be classified as either Category 2 (outlined below) or Category 1 with a 30 km/h limit.

Category 1 schools are more likely to be in areas with existing 50 km/h speed limits. These areas potentially have high numbers of vulnerable road users nearby (pedestrians, cyclists, micro-mobility users) with consequently higher risk of death or serious injury in a collision with a motor vehicle.

- **Category 2** school areas provide for a maximum 60 km/h speed limit in areas of comparatively lower road user risk. Where these higher speed limits are used (40 km/h, 50 km/h, or 60 km/h) the Rule required them to be reviewed once after three years. If, after review, the limits were not assessed as safe and appropriate, these schools would need to be re-categorised as Category 1, with a 30 km/h speed limit.

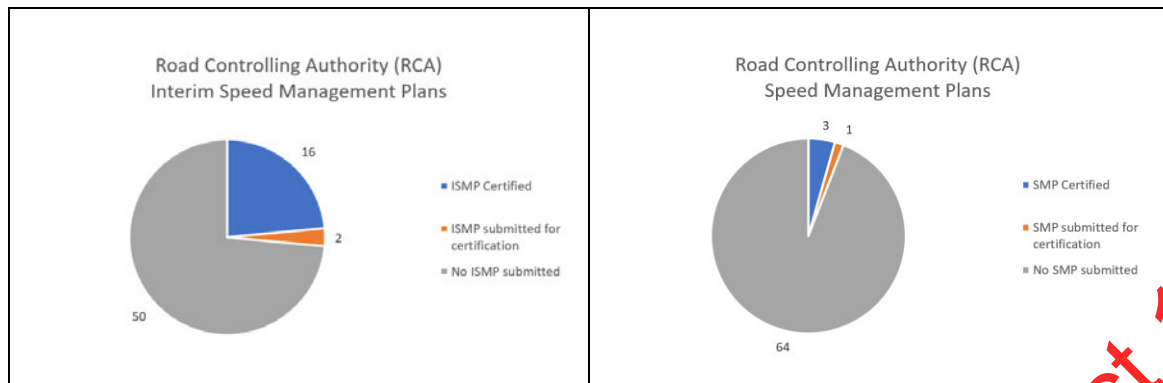
7. In addition to setting speed limits via interim and full speed management plans, RCAs may set speed limits through Alternative Method Proposals submitted under Clause 2.6 of the Rule. Clause 2.6 provides for the Director to give approval for RTAs to set a speed limit when a speed management plan is not applicable (including as a transitional provision before a RCA's first speed management plan has been certified). Appendix 1 provides a list of speed limits that have been set through an Alternative Method Proposal.

The Process

8. Appendix 2 sets out the current speed management planning processes for NZTA (as RCA), and all other Regional Councils and RCAs.

Current Status of all speed management plans

9. Detailed information on the progress of regional transport committees and road controlling authorities in delivering speed management plans is provided as Appendix 1.
10. Some Regional Transport Committees and RCAs have been compiling both interim and full speed management plans. An interim speed management plan is an option provided for Regional Councils and RTAs under the Rule's transitional provisions. There has never been a requirement for Regional Councils and RTAs to develop interim speed management plans, and some elected to only do full speed management plans.
11. The graphs below illustrate progress on both full and interim speed management plans:



12. No Regional Transport Committees and 25% (17 of 68) of RCAs have submitted interim speed management plans. No Regional Transport Committees and 6% (4 of 68) of RCAs have submitted full speed management plans. A breakdown of speed management plans submitted to date has been provided in Appendix 1.

13. We are aware some Regional Transport Committees and RTAs have paused speed management plan development pending recent announcements and the issuing of the Amendment Rule.

It is recommended that you:

1. **Note** the contents of this briefing

Brent Alderton

Brent Alderton

Director of Land Transport

Hon Simeon Brown, Minister of Transport

Date: 2023

Appendix 1 - Current Speed Management Plan Progress

Table 1 – Interim and Full Speed management plans submitted to date:

RCA	Interim SMP	Full SMP	SMP references speed limits outside schools
Auckland Transport			
Ashburton District Council	Certified		Y
Buller District Council			
Carterton District Council			
Central Hawke's Bay District Council			
Central Otago District Council	Certified		Y
Chatham Islands Council			
Christchurch City Council	Certified		Y
Clutha District Council			
Dunedin City Council	Certified		Y
Far North District Council	2 x Certified ISMPs		Y
Gisborne District Council	Certified		Y
Gore District Council			
Grey District Council			
Hamilton City Council	Certified		Y
Hastings District Council			
Hauraki District Council	Certified		Y
Horowhenua District Council			
Hurunui District Council			
Hutt City Council		Submitted for certification; yet to be provided to the Director of Land Transport for consideration	Y
Invercargill City Council	Certified		Y
Kaikoura District Council			
Kaipara District Council			
Kapiti Coast District Council		Certified	Y
Kawerau District Council			
Mackenzie District Council			
Manawatu District Council			
Marlborough District Council			
Masterton District Council		Certified	Y
Matamata-Piako District Council		Certified	Y
Napier City Council			
Nelson City Council			
New Plymouth District Council	Certified		Y
Opotiki District Council	Certified		Y
Otorohanga District Council			
Palmerston North City Council			

RCA	Interim SMP	Full SMP	SMP references speed limits outside schools
Queenstown-Lakes District Council			
Rangitikei District Council			
Rotorua District Council			
Ruapehu District Council			
Selwyn District Council			
South Taranaki District Council	Certified		Y
South Waikato District Council			
South Wairarapa District Council			
Southland District Council			
Stratford District Council	Certified		Y
Tararua District Council			
Tasman District Council			
Taupo District Council	Certified		Y
Tauranga City Council			
Thames-Coromandel District Council			
Timaru District Council	Submitted for certification; yet to be provided to the Director of Land Transport for consideration		Y
Upper Hutt City Council			
Waikato District Council			
Waimakariri District Council			
Waimate District Council			
Waipa District Council			
Wairoa District Council			
Waitaki District Council	Certified		Y
Waitomo District Council			
Wellington City Council			
Western Bay of Plenty District Council			
Westland District Council			
Whakatane District Council			
Whangarei District Council			
Whangarei District Council	2 x Certified ISMPs		Y
NZ Transport Agency (RCA for State highways)	Submitted for certification; yet to be provided to the Director of Land Transport for consideration		Y

Table 2 - Alternative Method proposals submitted to date

RCA	Description	Status
Far North District Council	North Hokianga Schools	Submitted for approval
Far North District Council	Moerewa - Otiria Rd, Moerewa School, Station Rd	Approved
Hutt City Council	Schools	Approved
Hutt City Council	Marine Drive	Approved
NZTA	SH - Lower North Island - SH1 SH57 SH2	Approved
NZTA	SH60 Motueka	Approved
NZTA	SH1 Puhoi to Warkworth	Approved
NZTA	SH30 Tikitere to Whakatane	Approved
NZTA	SH3 Raynes Road intersection	Approved
NZTA	SH10 Marae VSL	Approved
NZTA	Far North and Auckland	Approved, but not published
NZTA	Construction works nearing completion	Submitted for approval
NZTA	SH3 Junction Street ISZ	Approved, but not published
NZTA	SH3 Palmerston North - Ashurst	Approved
NZTA	SH1 Hampton Downs - Tahamere	Approved
NZTA	SH5 and SH30 - Rotorua Urban and Bay of Plenty	Approved
NZTA	SH75 and SH73 - Christchurch and Akaroa and SH 74 Lyttelton	Approved
NZTA	SH3 Napier Road	Approved
NZTA	SH2 Wairarapa	Approved
Porirua City Council	Raiha Street	Approved
Tasman District Council	Motueka Steiner School	Approved
Upper Hutt City Council	Alexander Road - Messines Avenue and Moonshine Road – Kirton Drive	Approved
Waimakariri District Council	Smith St, Kaipoi	Approved
Wellington City Council	Transitional walk, bike and bus improvements - Aro St, Cameron St and Crofton Rd	Approved
Wellington City Council	Transitional walk, bike and bus improvements - Kilbirnie Connections	Approved
Wellington City Council	Transitional walk, bike and bus improvements - Thorndon Connections	Submitted for approval
Whakatane District Council	Schools	Approved

Appendix 2 Speed management planning processes

