

## MINO-920 Spending on speed reductions

14 December 2023

Providing information on the NZ Transport Agency Waka Kotahi (NZTA) spend on speed limit reductions and speed management plans.

### NZ Transport Agency Waka Kotahi's response:

#### *How much money has been spent on speed limit reductions each year for the last 6 years*

NZTA has undertaken planned speed reviews across the network as part of the Speed and Infrastructure Programme over the last five financial years and only holds information on costs for that time period.

Since 1 July 2019, the cost for speed management processes, which includes investigating and implementing safer speed limits, on the state highway network since is \$34 million (as at 30 November 2023). This is broken down by year as follows:

- 2019/20: \$5,460,888
- 2020/21: \$10,982,521
- 2021/22: \$7,195,670
- 2022/23: \$6,283,135
- 2023/24: \$3,893,555 (as at 30 November 2023)

Please note:

- Costs associated with the speed review process include things such as technical assessments, engagement, consultation and implementation. NZTA is unable to separate these costs by phase.
- This includes costs associated with speed reviews that have not been completed or that have not resulted in a change to speed limits (i.e. these costs cannot be directly related to where speed limits have been reduced).

#### *How much NZTA has provided to local councils through FAR rate subsidies for speed limit reductions and speed management plans.*

Developing speed management plans only became a requirement for Regional Transport Committees and Road Controlling Authorities in 2022, when the Land Transport Rule: Setting of Speed Limits 2022 (the Rule) took effect. Since then, NZTA has provided the following to approved organisations:

Organisation	Activity name	Total cost (approved)
Auckland Transport	Safe speeds – schools (Interim Speed Management Plan)	\$1,383,895
Wellington City Council	Speed management programme	\$476,269
Total		\$1,860,164

Any other work on speed management plans will likely sit within councils' low cost low risk (LCLR) programmes. NZTAs financial systems only report on LCLR programme spend as a single line item and therefore we are unable to correlate this to actual speed related investment on local roads.