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To: [Jo Gould](#); [Hugh Mazey](#); [Anita Waring](#); [Joanna Heard](#); [Andrew Challis](#)
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Subject: Speed Rule - proposed draft reversals provisions
Date: Friday, 26 July 2024 4:43:18 PM
Attachments: [image003.png](#)
[image002.png](#)

Kia ora koutou

Out of Scope

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The below is a summary of the problems we are seeking to avoid and the clause changes we suggest will achieve this:

Speed limit corrections

Several hundred speed limit corrections (mostly on State highways in mid-late 2022) followed the release of the National Speed Limits Register (NSLR). If not excluded from the required reversal process, the Rule will create significant administrative burden and cost for RCAs and NZTA as Regulator to reverse and then reinstate them.

Out of Scope

Situations where reversal would be inappropriate in light of changes to the road environment

There will be instances where speed limits have changed since 2020, due to changes in the road environment. For example, new residential developments, changes to road infrastructure needing a lower speed limit. If these instances are not excluded from reversal, this could lead to speed limits having to be reversed despite the road or road section not being able to safely

support the speed, or being unsafe for residents and other road users. It could also lead to breaches of resource consent conditions – we can provide you with more information on this next week if needed.

Examples of speed limit changes where there have been changes to the surrounding environment:

Road Name	Current Speed limit	Previous Speed limit	Road Classification	Reason Speed Limit Was Changed	Impact of Higher Speed Limits
SH1 Warkworth north	60km/h	100km/h	Interregional connector	State highway realignment – (Puhoi to Warkworth)	The roundabout at the end of the Puhoi to Warkworth alignment would have to be reconsidered. Physical changes would need to be made due to the risk of crashes/loss of control at higher speeds.
SH22 Drury to Paerata	80km/h	100km/h	Rural connector	Plan change - Paerata Rise development, Auranga development and Kiwirail – north of SH22 between Jesmond Road and Drury.	Glenbrook Road Roundabout – the roundabout would have to be reconsidered. Physical changes will need to be made, due to the risk of crashes/loss of control at higher speeds.
SH3 Palmerston North east	50km/h	80km/h	Peri-urban roads	Support the development of retirement village	Increased risk for turning vehicles on high volume roads driven by village residents.
SH1 Rakaia township	50km/h	70km/h	Urban Connectors	Urban growth and township development have changed the environment	Rural township that has grown with urban development. Unsafe environment for pedestrians.

A brief clause-by-clause analysis is below

Clause	Change and Rationale
Out of Scope	

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