

Report No.	20-25
Information Only - No Decision Required	

PROPOSED APPROACH TO SPEED MANAGEMENT

1. PURPOSE

- 1.1. This report is to provide an outline of the proposed approach to speed management in New Zealand.

2. EXECUTIVE SUMMARY

- 2.1. The Ministry of Transport is the policy lead on this programme of work. The new framework will primarily affect councils and the **NZ Transport Agency (NZTA)** and how they plan, consult on and implement speed management changes. The aim of the changes is to improve the process by removing some of the confusion and encouraging regional collaboration. This is a draft proposal and is yet to be confirmed as Government Policy.

3. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 20-25 and Annex.

4. FINANCIAL IMPACT

- 4.1. No financial impact as a result of this report.

5. COMMUNITY ENGAGEMENT

- 5.1. None required. Consultation will be undertaken as required during the development of Regional Speed Management Plans.

6. SIGNIFICANT BUSINESS RISK IMPACT

- 6.1. There is no significant risk to the business from this report.

7. BACKGROUND

- 7.1. New Zealand's roads can be unforgiving and the speed limits are not always safe for the road. The safety of a road's design and the speed we travel on it influence both the risk of a crash and whether we survive it.
- 7.2. By improving the safety of our roads, streets and footpaths, and setting and maintaining safe travel speeds, we can save lives and prevent injuries.
- 7.3. Approximately 87% of our current speed limits are not appropriate for the conditions of our roads. Reducing travel speeds across parts of the network is one of the most efficient and immediate things we could do to reduce trauma.
- 7.4. There is agreement from stakeholders about the importance of tackling infrastructure and travel speeds together. Roads and streets can be engineered up to support existing or higher travel speeds, or speeds lowered to reflect the context and risk of streets and surrounding environment.

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- 7.5. There has been a call for enforcing safe speed limits as a priority. Stakeholders noted the need to address both the highest risk parts of the network, where the greatest potential road safety improvements lie and the areas where safe infrastructure and safe speeds can help to promote active, liveable communities.
- 7.6. New Zealand's Road Safety Strategy 2020-2030, *Road to Zero*, has an objective to improve road safety in our cities and regions through infrastructure improvements and speed management.
- 7.7. The Government is investing in the *Tackling Unsafe Speeds* programme as a key action in the initial *Road to Zero* action plan. Implementing the *Tackling Unsafe Speeds* proposal requires legislative changes.
- 7.8. The *Tackling Unsafe Speeds* proposals will be funded through the **National Land Transport Fund (NLTF)**.
- 7.9. There will be no change to default speed limits on the network, although there will be new requirements for safer speed limits outside all schools.
- 7.10. Whatever the speed limit, improved compliance and enforcement of the limit plays a vital role in improving the safety of all road users.

8. NEXT STEPS

- 8.1. A new regulatory framework is required with changes to the Land Transport Act 1998, the Land Transport Management Act 2003, the Railways Act 2005 and the Land Transport Setting of Speed Limits Rule.
- 8.2. The Transport and Infrastructure Committee called for submissions on the Land Transport **(NZTA)** Legislation Amendment Bill at the end of 2019. The bill seeks to strengthen the regulatory leadership of the **NZTA** by setting up a new regulatory structure, establishing the position of Director of Land Transport, and centralising regulatory authority. To support the policy objective, the bill also aims to strengthen **NZTA's** role in relation to key regulatory interventions, including speed management and enforcement.
- 8.3. Horizons Regional Council submitted largely in support of this bill, while also stressing any planned changes must result in a streamlined and democratic process. More clarity was requested that the process be holistic and any Minister input takes into account local **Road Controlling Authority (RCA)** expertise and community context. We also requested more clarity on the process/content of SMPs and guidelines for implementation.
- 8.4. Sustained improvement in speed management will require everyone involved in road safety to work to build the support of our communities by explaining and demonstrating the benefits of lower speeds.
- 8.5. **RCAs** and **NZTA** are to develop and consult on first Speed Management Plans and plan for safer speed limits around schools.

9. ABOUT PROPOSED SPEED MANAGEMENT PLANS

- 9.1. Speed Management Plans enables **RCAs** to set speed limits, propose safety infrastructure treatments and plan for safer speed limits around schools.
- 9.2. This approach will remove the current bylaw-making requirements. All speed limits will formally come into force through inclusion on a national Register.
- 9.3. Speed Management Plans are 10 year plans, to be developed and published every six years, with allowance for variation every three years in line with the development of **Regional Land Transport Plans (RLTP)**.
- 9.4. There will be processes in place to allow for out of cycle speed limit changes and minor variations to the plans in intervening periods if required.

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- 9.5. There will be no blanket reductions to speed limits. Speed Management Plans will be focussed on high risk roads where communities have expressed strong support for safer speeds. In these areas, **RCAs** will be required to consider whether engineering improvements or speed limit adjustments make the most sense.
- 9.6. National Speed Management Plan (for state highways)
- Developed by **NZTA** (as an **RCA**)
 - Reviewed by a new *Speed Management Committee*
- 9.7. Regional Speed Management Plan (for local roads)
- Developed by **RCAs**, pulled together by **Regional Transport Committees (RTC)**
 - Reviewed by the **NZTA**
- 9.8. From 2021, **RCAs** will be required to work collaboratively with their **RTC** and **NZTA** to produce Regional Speed Management Plans.
- 9.9. By the end of 2021, draft versions of all Speed Management Plans are expected to be publicly available. These plans will be finalised in 2022.
- 9.10. **RCAs** will be required to reduce speed limits around urban schools to 30km/h [or 40km/h where appropriate] and around rural schools to a maximum of 60km/h. These could be variable speed limits where appropriate.
- 9.11. By 2022 there must be a plan for all schools to have lower speed limits in place over the 10 years of the *Road to Zero* strategy. By 2024, expectation is that 40 percent of schools will have speed limits in compliance with the Rule.

10. CRITERIA FOR SPEED MANAGEMENT PLANS

- 10.1. Speed Management Plans must:
- take a whole of network approach, consider speed limits and engineering changes in the relevant region,
 - address Government outcomes,
 - align with the **safe and appropriate travel speed (SAAS)**,
 - be consulted on by **RTC/RCAs**,
 - Outline how they will be implemented.
- 10.2. In addition, the National Speed Management Plan and Regional Speed Management Plans should interact with each other and with adjacent regions.
- 10.3. **NZTA** will review Regional Speed Management Plans against criteria specified in the new rule, including **RCAs** have followed proper process, addressed required speed management priorities, conducted adequate consultation and provided an implementation plan.

11. COMMENT

- 11.1. It is this Officers' opinion there will be an impact on council to carry out the duties required to plan, consult and implement Speed Management Plans as outlined in the proposed *Tackling Unsafe Speeds* strategy. At this stage until more is known the impact of the proposed strategy is difficult to quantify with regard to resources that will be required.
- 11.2. When more information is known on the implications to **RTC/RCAs** in carrying out the proposed approach to speed management, this will be communicated to the **RTC**.

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12. SIGNIFICANCE

12.1. This is not a significant decision according to the Council's Policy on Significance and Engagement.

Alastair Mayston
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ANNEXES

A Appendix 1: Summary of the Tackling Unsafe Speeds Programme