Narrator: Hello I’m Seb Brown a policy adviser at the Ministry of Transport.

I’ll be talking through the slides in this presentation so hopefully you can hear this without any issues.

The purpose of this presentation is for me to run through the details of the Government’s Tackling Unsafe Speeds programme, and to clarify the roles and responsibilities of road controlling authorities and regional transport committees.

I’ll begin by providing some background information and a summary of the Tackling Unsafe Speeds programme initiatives. I’ll then discuss each initiative in more detail.

The Tackling Unsafe Speeds programme was agreed by Cabinet in November 2019 and is a key action in the Road to Zero Action Plan.

This programme of work was developed in close collaboration with local government, and reflects the feedback we received.

The reason why I am talking to you about the Tackling Unsafe Speeds programme is because as part of this initiative, road controlling authorities and regional transport committees will have new speed management responsibilities.

I think it’s important that you have a good understanding of these.

The Ministry has engaged with Local Government New Zealand and a number of councils throughout the development of the Tackling Unsafe Speeds programme.

Examples include the Minister’s Local Government Road Safety Summit back in April 2018, the Speed Reference Group sessions in late 2018, and engagement with some councils in the first half of 2019.

This engagement has highlighted several problems local government has faced regarding speed management, particularly with the bylaw making requirements for setting speed limits.

More specifically, road controlling authorities have told us that they find the current process for setting speed limits resource intensive, time consuming and complex.

The current process also doesn’t encourage regional collaboration and speed management can often be done on a road-by-road basis.

We also sought feedback on potential interventions that would effectively address these challenges.

The Tackling Unsafe Speeds programme has been developed with this feedback in mind.

There are three components of the Tackling Unsafe Speeds programme. These are:

* Establishing a new regulatory framework for speed management, with the aim of improving the way road controlling authorities plan and implement speed limit changes.
* Transitioning to lower speed limits around schools – both urban and rural schools.
* Adopting a new ‘highly visible, no surprises’ approach to safety cameras.

Funding for the Tackling Unsafe Speeds programme will be sourced through the Road to Zero activity class of the GPS.

The Ministry of Transport has prepared a presentation specifically on the draft GPS, which I would encourage you to listen to. This is available on the Ministry’s website.

The next few slides will focus on the first initiative of the Tackling Unsafe Speeds programme, which is establishing a new regulatory framework for speed management.

This new framework aims to create a more streamlined, transparent and coordinated approach to speed management.

This slide provides a summary of responsibilities under this new framework.

Road controlling authorities (including the New Zealand Transport Agency) and regional transport committees will have clear roles and responsibilities.

The Agency will be required to develop a State Highway Speed Management Plan. This plan will outline speed management proposals on the State Highway network over a 10-year period. Road controlling authorities will be responsible for making speed management decisions about their local road network.

Individual road controlling authorities will outline speed management proposals on roads of their responsibility over a 10-year period.

Regional transport committees will collate speed management proposals from road controlling authorities into Regional Speed Management Plans.

These plans will outline speed management proposals on the local network within a particular region over a 10-year period.

In this slide, I’ll provide more detail about what speed management plans should contain.

Speed management plans will be 10-year plans, to be developed and published every 6 years, with a formal review every 3 years. Speed management plans will be developed in line with the development of regional land transport plans.

Road controlling authorities will be expected to take a ‘whole of network’ approach to considering speed limit changes. This includes consideration of not just speed limit changes, but also infrastructure investment and safety camera proposals. By aligning the development of speed management plans with the regional land transport planning process, it will enable road controlling authorities to factor in funding when deciding the most appropriate speed management intervention to implement.

Speed management plans will address Government priorities outlined in the road safety strategy and the GPS. They will propose speed limits that align with the safe and appropriate travel speed. If the speed limit proposal differs from this, an explanation must be provided. They will outline how and when speed limit changes will be implemented.

The expectation is that for the first 3 years of a plan, speed management interventions will be outlined in detail. For the subsequent years after this, we recognise that it will be difficult for road controlling authorities to plan exactly when certain changes will be made.

The expectation here will be that road controlling authorities provide, for example, an indication that a speed management review will take place on a particular stretch of road in the year X.

Speed management plans will be consulted on to ensure local knowledge and community feedback is accounted for.

The main difference from the current process is that consultation will be done on the entire plan, rather than on a road-by-road basis which is often what occurs at the moment.

It’s also worth clarifying that this approach will remove the current bylaw-making requirements when setting speed limits.

The Agency will formally assess and certify Regional Speed Management Plans. Plans will be assessed against criteria setout in a new Setting of Speed Limits Rule. An independent speed management committee will be established to assess and certify the Agency’s State Highway Speed Management Plan against the same criteria. This would be a due process test, rather than an opportunity to reconsider lots of speed limits on lots of different roads.

For example, criteria could include whether consultation requirements were met and whether plans contain all the elements required in the Rule.

As I mentioned earlier, each individual road controlling authority will be responsible for speed management decisions on their local road network. Regional transport committees will be responsible for collating input from road controlling authorities within a region and developing draft Regional Speed Management Plans.

Regional transport committees will provide a forum to:

* encourage consistency across the network;
* manage interactions and implementation timing across road controlling authorities, including between local roads and the State highway network; and
* work through any boundary issues with bordering regions.

Regional transport committees will also:

* carry out consultation activities on Regional Speed Management Plans with road controlling authorities
* provide final draft Regional Speed Management Plans to the Agency for certification
* finalise Regional Speed Management Plans for publishing.

The principal way a speed limit is set will be by entering the speed limit into a national publicly searchable register. This register will be a single source of truth, and will give legal effect to all permanent, variable and seasonal speed limits in the country.

In the short to medium term, temporary and emergency speed limits will not be entered into the register. There will be separate processes to enable temporary and emergency speed limits to be legally enforceable.

We expect these processes to be similar to the current processes for setting these speed limits.

In the long term, we expect the register to be able to accommodate temporary and emergency speed limits.

Speed limit signage will be changed at the time a new speed limit comes into effect. We recognise that there may be situations where speed limits will need to be set outside of the usual planning process. For example, if a new subdivision is built. There will be processes in place to allow for out-of-cycle speed limit changes and minor variations to speed management plans in intervening

periods if required.

The next two slides will focus on the second initiative of the Tackling Unsafe Speeds programme, which is transitioning to lower speed limits around schools. Road controlling authorities will be required to reduce speed limits around urban schools to 30 km/h. These can be variable or permanent speed limits. A road controlling authority can implement a 40 km/h speed limit if it includes a rationale for doing so in its relevant speed management plan.

Road controlling authorities will be required to implement a maximum speed limit of 60 km/h around rural schools. Again, these can be variable or permanent speed limits. Road controlling authorities will be required to achieve compliance with the new speed limit requirements around all schools within their area of responsibility over the 10 years of the Road to Zero strategy. In order to introduce 30 km/h speed limits, some roads outside schools may require infrastructure changes to provide a noticeably different road context around the school.

Road controlling authorities will be encouraged to consider speed management treatments in the broader area around a school to improve safety and access for children who may use active modes of transport to get to and from school.

Consideration of appropriate speed management interventions in the wider vicinity of a school requires more planning than simply reducing the speed limit on the road outside a school entrance. This is why we have given road controlling authorities 10 years to make necessary changes.

There will be an interim target. This target is for road controlling authorities to aim to have speed limits outside at least 40 percent of schools that comply with the new speed limit requirements within the first three years of speed management plans being in place.

The next two slides will focus on the third initiative of the Tackling Unsafe Speeds programme, which is adopting a new approach to safety cameras. This approach includes the following components:

* Additional safety cameras will be rolled out and installed on the highest risk parts of the network and signalled in speed management plans.
* Cameras will be made clearly visible and well signposted so that road users have advanced warning they are approaching a camera.
* Public messaging will be focused on explaining the purpose of safety cameras, the risks of speeding and why they are located in certain locations.

We want the public to understand that they are not enforcement, revenue-gathering tools, but instead are speed management tools aimed at reducing the likelihood of motorists travelling at excessive speeds on high risk parts of the network.

Implementing this new approach to safety cameras will occur over the next 10 year Road to Zero period. Ownership and operational responsibilities of the camera network will be transferred from Police to the New Zealand Transport Agency. This will enable the Agency to incorporate camera placement into its broader speed management planning process. It will also help to shift public perceptions that safety cameras are an enforcement, revenue-gathering tool. A new processing system will also be established. This will allow for the introduction of more cameras and different types of cameras, including average speed cameras.

I’ll quickly run through what the next steps are.

The Ministry is in the process of amending the current Setting of Speed Limits Rule to give effect to the Tackling Unsafe Speeds programme. There are some enabling provisions related to speed in the Land Transport (NZTA) Legislation Amendment Bill, which is currently going through the parliamentary process. We were initially expecting to be in a position to publicly consult on a new draft Setting of Speed Limits Rule in the second quarter of this year. However, as a result of the COVID-19 pandemic, this timeframe is now uncertain.

The Minister also needs to seek Cabinet agreement before this can occur. Following public consultation and finalisation of the new Rule, Ministerial agreement to the new Rule will be sought. Again, timing for this is currently uncertain.

Thank you for taking the time to listen to this. I look forward to engaging with you further as we make progress on implementing the Tackling Unsafe Speeds programme.