



# Cabinet Economic Development Committee

## Minute of Decision

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### Tackling Unsafe Speeds Programme

**Portfolio** Associate Transport (Hon Julie Anne Genter)

On 23 October 2019, the Cabinet Economic Development Committee (DEV):

#### Background

- 1 **noted** that in March 2018, DEV noted proposals to tackle unsafe speeds by accelerating the implementation of the Speed Management Guide, investigating speed limits around schools, and considering new camera technologies [DEV-18-MIN-0025];
- 2 **noted** that in June 2019, DEV:
  - 2.1 authorised Transport Ministers to progress the Transport System 2019/20 Rules Programme [DEV-19-MIN-0165];
  - 2.2 agreed to the release of the consultation document *Road to Zero: Consultation on the 2020-2030 Road Safety Strategy*, which outlines the proposed Tackling Unsafe Speeds package;
  - 2.3 invited the Associate Minister of Transport (Hon Julie Anne Genter) to:
    - 2.3.1 report back to DEV in October 2019 seeking approval to the *Tackling Unsafe Speeds* Programme;
    - 2.3.2 issue drafting instructions to the Parliamentary Counsel Office to commence the drafting of the necessary legislative amendments ahead of final policy decisions being taken by Cabinet on the *Tackling Unsafe Speeds* programme;

[DEV-19-MIN-0175]
- 3 **noted** that the *Tackling Unsafe Speeds* programme is an action in the draft action plan, and has been consulted on as part of the *Road to Zero* public consultation;

#### Proposed changes

- 4 **agreed** to implement a new regulatory framework for speed management, with the following:
  - 4.1 road controlling authorities retain responsibility for setting speed limits for roads they control, including out of cycle changes and temporary limits;

- 4.2 the New Zealand Transport Agency (NZTA) develops a National Speed Management Plan containing proposed speed management reviews and speed limit changes across the entire State highway network;
  - 4.3 establish a Speed Management Committee to review the draft National Speed Management Plan against process criteria and provide independent advice to the NZTA;
  - 4.4 the NZTA provides guidance to all road controlling authorities and regional transport committees on recommended safe and appropriate speeds, and how to prepare, consult on and implement Regional Speed Management Plans;
  - 4.5 road controlling authorities determine their input to their Regional Speed Management Plan, which will include proposed speed management reviews and speed limit changes for local roads;
  - 4.6 regional transport committees collate the inputs of individual road controlling authorities to develop Regional Speed Management Plans and consult on those Plans (similar to the land transport planning process);
  - 4.7 the NZTA reviews Regional Speed Management Plans prior to their finalisation;
  - 4.8 road controlling authorities must implement speed limit changes as set out in the finalised speed management plans;
  - 4.9 speed management plans are required to support government priorities outlined in the *Road to Zero* Strategy and the Government Policy Statement on Land Transport;
  - 4.10 establish a publicly available Register of Road Instruments, which will be a single source of, and legal instrument for, all speed limits in the country;
  - 4.11 the NZTA, in its role as the Registrar of the register, is responsible for updating speed limits in the register, which will give legal effect to a speed limit change;
- 5 **agreed** that road controlling authorities be required to transition to safer speed limits around schools over the 10 years of the *Road to Zero* strategy, which will include:
- 5.1 reducing speed limits around urban schools to 30 km/h (variable or permanent speed limits), with the option of implementing 40 km/h speed limits if appropriate;
  - 5.2 reducing speed limits around rural schools to a maximum of 60 km/h;
- 6 **agreed** that road controlling authorities be required to consider safer speed limits on roads in urban centres where there are high numbers of active mode users;
- 7 **agreed** that government policy on safety cameras be as follows:
- 7.1 there should be a significant increased investment in additional safety cameras on the network, prioritised in the Government Policy Statement on Land Transport 2021/22 – 2030/31;
  - 7.2 safety cameras should be located on the highest risk parts of the network;
  - 7.3 safety cameras should be clearly signed as part of the investment in additional cameras so as to reduce excessive speeds on high-risk roads;

- 7.4 ownership and operation of the camera network should be transferred from New Zealand Police to the NZTA at an appropriate time agreed between NZTA, the Ministry of Transport and New Zealand Police;
- 8 **noted** that the Minister of Transport intends to report back on the draft Government Policy Statement on Land Transport 2021/22 – 2030/31 by early 2020, including on options for prioritising sufficient funding for investment in safety cameras;
- 9 **agreed** to make such changes as may be required to enable the NZTA to operate the camera network effectively, including changes to the process for approving vehicle surveillance devices and issuing infringement notices associated with approved vehicle surveillance devices;
- 10 **invited** the Minister of Police and Associate Minister of Transport (Hon Julie Anne Genter) to take such other actions as may be necessary or desirable (for example, making changes to Land Transport Rules) to give effect to government policy on safety cameras;

### Legislative implications

- 11 **noted** that the above decisions will principally be given effect to through a new setting of speed limits rule and other rules made under the Land Transport Act 1998, with supporting changes to the Land Transport Act 1998 and the Land Transport Management Act 2003, which will be included in the Regulatory Systems (Transport) Amendment Bill;
- 12 **noted** that a new setting of speed limits rule and associated changes is included in the Transport System 2019/20 Rules Programme [DEV-19-MIN-0165];
- 13 **noted** that the Regulatory System (Transport) Amendment Bill has a category 4 priority on the 2019 Legislation Programme (to be referred to select committee in 2019), and is expected to be considered by the Cabinet Legislation Committee in December 2019;
- 14 **invited** the Associate Minister of Transport (Hon Julie Anne Genter) to issue drafting instructions to the Parliamentary Counsel Office to give effect to the changes to primary legislation required to give effect to paragraphs 4 to 7 and 9 above, and to arrange for the relevant land transport rules to be drafted and consulted on;
- 15 **authorised** the Associate Minister of Transport (Hon Julie Anne Genter) to make any minor, technical, transitional or consequential changes that arise during the drafting of legislative amendments to reflect the proposals in the paper under DEV-19-SUB-0282.

Janine Harvey  
Committee Secretary

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**Hard-copy distribution: (see over)**

**Present:**

Hon Kelvin Davis  
Hon Grant Robertson (Chair)  
Hon Phil Twyford  
Hon Dr Megan Woods  
Hon David Parker  
Hon Nanaia Mahuta  
Hon Stuart Nash  
Hon Jenny Salesa  
Hon Damien O'Connor  
Hon Kris Faafoi  
Hon James Shaw  
Hon Julie Anne Genter  
Hon Eugenie Sage

**Officials present from:**

Office of the Prime Minister  
Officials Committee for DEV

**Hard-copy distribution:**

Associate Minister of Transport (Hon Julie Anne Genter)