



**WHAT ARE SPEED MANAGEMENT PLANS?**

*Speed management plans are 10 year plans, to be developed and published every 6 years, with allowance for variation every 3 years in line with the development of regional land transport plans. There would be processes in place to allow for out-of-cycle speed limit changes and minor variations to the plans in intervening periods if required. Speed management plans would be reviewed against the criteria set out below.*

**Speed management plans must:**

- **take a whole of network approach, consider speed limits and engineering changes in the relevant region, outlining:**
  - speed limit changes and safety infrastructure treatments proposed for the region over the relevant time period
  - where roads will be engineered up on strategically important routes
  - how speed limit changes and engineering changes will operate in tandem to manage safety risks, while maintaining network efficiency
  - consideration of connecting roads or surrounding areas where a particular priority road or area is being reviewed
- **address Government outcomes** outlined in the Road to Zero strategy, Action Plan and GPS
- **align with the safe and appropriate travel speed (SAAS), unless there is a good rationale not to, such as:**
  - adjustments to the boundaries of the application of a speed limit to support network management or safety
  - where land use or local circumstances have changed
  - where speed limits may need to be smoothed or take a network-based approach to support network management or safety (that is not accounted for in the SAAS)
  - where consultation identifies an effect on road users (that is not accounted for in the SAAS)
  - where, due to the function of the road, it is more appropriate to make engineering improvements to retain current speed limits
  - where the SAAS is considerably different from current mean travel speeds, incremental/transitional reductions in the speed limit could be considered
- **be consulted on by Regional Transport Committees/RCAs** to ensure robust analysis and local knowledge is accounted for (especially any effects on road users or communities not included in the analysis that went into the plan)
- **outline how they will be implemented** (e.g. sequence, time period, and costs), as well as proposed approaches to engineering changes, signage and information campaigns, and how affected users would be notified.

**In addition:**

- the **National Speed Management Plan** should cover how speed limits, safety infrastructure, enforcement and safety camera placements will work together to address speed management risks; and the interactions with regional speed management plans
- **Regional Speed Management Plans** should cover interactions with the National Speed Management Plan and the Regional Speed Management Plans of adjacent regions.

**THE NZ TRANSPORT AGENCY WILL HAVE NEW REGULATORY FUNCTIONS:**

- **Reviewing Regional Speed Management Plans** against criteria specified in the new rule, including ensuring RCAs have followed proper process, addressed required speed management priorities, conducted adequate consultation and provided an implementation plan
- **Keeping the safe and appropriate travel speeds analysis up-to-date** and making it publicly available
- **Providing a public register of speed limits** that is kept up-to-date and performing Registrar functions
- **Providing advice and recommendations** to the Speed Management Committee