

9 November 2023

OC230897

Tēnā koe [REDACTED]

I refer to your email dated Monday 16 October 2023, requesting the following under the Official Information Act 1982 (the Act):

“May I request correspondence from the Ministry of Transport and/or the Minister of Transport to the chair and/or members of the Speed Management Committee (appointed per <https://gazette.govt.nz/notice/id/2023-go2236>) in relation to items 13 - 20 of Cabinet Minute CAB-23-MIN-0080, dated between 12 March 2023 and 11 October 2023.

May I request correspondence from the Ministry of Transport and the Minister of Transport to Waka Kotahi in relation to items 13 - 20 of Cabinet Minute CAB-23-MIN-0080, dated between 12 March 2023 and 11 October 2023.”

Ten documents fall within the scope of your request and are detailed in the document schedule attached as Annex 1. The schedule outlines how the documents you requested have been treated under the Act.

Certain information is withheld under the following sections of the Act:

9(2)(a) to protect the privacy of natural persons

With regard to the information that has been withheld under section 9 of the Act, I am satisfied that the reasons for withholding the information at this time are not outweighed by public interest considerations that would make it desirable to make the information available.

You have the right to seek an investigation and review of this response by the Ombudsman, in accordance with section 28(3) of the Act. The relevant details can be found on the Ombudsman’s website www.ombudsman.parliament.nz

The Ministry publishes our Official Information Act responses and the information contained in our reply to you may be published on the Ministry website. Before publishing we will remove any personal or identifiable information.

Nāku noa, nā

A handwritten signature in black ink, appearing to be 'JH' followed by a series of loops and a long horizontal stroke.

Joanna Heard

Acting Manager, Safety

Schedule 1: Documents in scope of your request

Document Number	Date	Title	Information withheld
1	15 March 2023	RE Suggested changes to speed management in the Action Plan can you review ASAP please	Personal information withheld under section 9(2)(a)
2	20 March 2023	SM Cab recs	Personal information withheld under section 9(2)(a)
3	23 March 2023	RE: Comms from Waka Kotahi on refined focus for state highways	Personal information withheld under section 9(2)(a)
4	14 March 2023	Media query – ODT Road to Zero	Information out of scope has been removed. Personal information withheld under section 9(2)(a)
5	14 March 2023	Re: Waka Kotahi Key messages/media advisory – Government announcement on second tranche of policy reprioritisation	Personal information withheld under section 9(2)(a)
6	14 March 2023	RE: Media query: Wairarapa Times-Age: Speed Review	Personal information withheld under section 9(2)(a)
7	25 May 2023	Speed Management where to from here	Information out of scope has been removed. Personal information withheld under section 9(2)(a)
8	20 June 2023	RE: Outstanding item	Information out of scope has been removed. Personal information withheld under section 9(2)(a)
9	9 August 2023	Giving effect to Cabinet decisions to narrow State highway speed limit changes	Personal information withheld under section 9(2)(a)
9a	2 August 2023	Giving effect to Cabinet decisions to narrow state highway speed limit changes	Personal information withheld under section 9(2)(a)
9b		Letter - Giving effect to Cabinet decisions to narrow state highway speed limit changes	Personal information withheld under section 9(2)(a)
10	24 March 2023	RE: Copy of Cabinet minutes	Personal information withheld under section 9(2)(a)

Hugh Mazey

From: Jo Gould
Sent: Wednesday, 15 March 2023 11:53 am
To: Fabian Marsh; Iain McAuley
Subject: RE: Suggested changes to speed management in the Action Plan - can you review ASAP please

When are you free?

FYI, I've been asked by the Minister's Office to revise the papers in light of the PM's announcements

Jo Gould ([she / her](#))

M: [s 9\(2\)\(a\)](#) | E: j.Gould@transport.govt.nz | transport.govt.nz

[Redacted]

From: Fabian Marsh <Fabian.Marsh@nzta.govt.nz>
Sent: Wednesday, 15 March 2023 11:50 am
To: Jo Gould <J.Gould@transport.govt.nz>; Iain McAuley <Iain.McAuley@nzta.govt.nz>
Subject: RE: Suggested changes to speed management in the Action Plan - can you review ASAP please

Hi Jo,

It might be worth a call. I see no need to update or amend the action plan.

Regards,

Fabian

From: Jo Gould <J.Gould@transport.govt.nz>
Sent: Wednesday, 15 March 2023 11:43 am
To: Iain McAuley <Iain.McAuley@nzta.govt.nz>
Cc: Fabian Marsh <Fabian.Marsh@nzta.govt.nz>
Subject: Suggested changes to speed management in the Action Plan - can you review ASAP please

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Kia ora

I have to get a revised cabinet paper and RtZ Action Plan over to the Minister's Office ASAP, so they can start Ministerial consultation on the papers.

I need to reflect the recent Government announcements around slowing down the SH speed management programme. My tweaks are highlighted below. I'll need to flick this over to the Minister's Office by midday. Sorry, I realise this leaves next to no time to review, but we can still suggest changes to the Minister's Office up until when the paper is submitted to Cabinet Office. If you have any violent objections to the below, let me know as soon as you can please.

(note I haven't suggested we change the strategic target of 10,000 kms of speed management, in the second para. It's over the life of the RTZ strategy, and it is a strategic target, so I think we should keep this in if we can).

ACTION	HOW WE WILL ACHIEVE IT	LEAD AGENCY/AGENCIES ^[1]
DELIVER INFRASTRUCTURE IMPROVEMENTS AND SPEED MANAGEMENT (INCLUDING AROUND SCHOOLS)	<p>The <i>Road to Zero</i> Speed and Infrastructure Programme (SIP), delivered by Waka Kotahi in partnership with local road controlling authorities, is a 10-year programme targeting safety improvements at parts of the network that offer the greatest potential to reduce deaths and serious injuries. The programme includes rolling out primary Safe System treatments such as median and roadside safety barriers, roundabouts, raised safety platforms and traffic calming, and supporting measures such as rumble strips, curve delineation and speed management, on state highways and local roads.</p> <p>Under the programme we will accelerate the roll-out of targeted safety improvements across New Zealand with a focus on primary Safe System transformational measures. The programme has strategic targets of 1,000 km of new median barriers, 4,000 kms of Supporting Safe System treatments, 10,000 kms of speed management and 1,300 Primary Safe System intersections by 2030. It has been estimated that this will require investment of at least \$5 billion over the 10-year period, or \$1.5 billion for each 3 year National Land Transport Programme period. We will also continue to innovate and trial Safe System infrastructure and speed measures to cost-effectively deliver safer roads.</p> <p>We will continue to invest in motorcycle road safety treatments on our highest risk motorcycle routes. CC will partner with local road controlling authorities and Waka Kotahi to deliver this action. We will also ensure opportunities to improve motorcycle safety are considered with other infrastructure improvements.</p> <p>We will support road controlling authorities to implement speed management changes using the framework set out in the new Land Transport Rule: Setting of Speed Limits 2022. The Rule brings together speed limit changes and safety infrastructure treatments (including proposed safety camera placements) into speed management plans. We will:</p> <ul style="list-style-type: none"> ✓ deliver a State Highway Speed Management Plan, grounded in the SIP. The initial focus will be on speed limit changes to the one percent of the State highway network that pose the highest risk to safety, and speed limit changes around schools, marae and in townships that State highways transit through • support road controlling authorities and regional councils to develop their speed management plans • support road controlling authorities to implement safer speeds around 40 percent of schools by 2024, and the remaining schools by 2027. <p>All the above interventions will increase the proportion of the road network that aligns to a safe and appropriate speed. [previously this read: All the above interventions will significantly increase the proportion of the road network that aligns to a safe and appropriate speed to approximately 25 percent of the network length by 2030.]</p> <p>We will continue to encourage walking and cycling and uptake of public transport as part of the SIP by implementing infrastructure that reduces vehicle speeds and makes it safer for people to walk and cycle along and across streets. The infrastructure can include</p>	Waka Kotahi, road controlling authorities and ACC

traffic calming, protected intersections, signal timing changes, raised crossings and separated cycleways. This will include improving journeys to school and public transport hubs.	
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^[1] This is intended to capture the agency that has key responsibility for progressing the action, so there is a clear line of accountability. Recognising that road safety is a shared responsibility, for many actions there will be a number of agencies and organisations critical to the successful delivery of this work.

RELEASED UNDER THE
OFFICIAL INFORMATION ACT 1982

Hugh Mazey

From: Jo Gould
Sent: Monday, 20 March 2023 11:25 am
To: mike.jk.creamer
Subject: SM Cab recs

Kia ora Mike

Maria asked me to send the Cabinet minute recommendations about the State Highway speed management plan through to you.

This is what the Minister's Office has provided to us, and the Office is happy that these are shared with Waka Kotahi (I understand that Richard May was sent these last week):

13. Agree to narrow the focus of the Speed Management Programme to the most dangerous one percent of state highways, and make targeted changes to speeds around schools, marae and in townships that State Highways transit.

14. Delegate to the Minister of Transport, in consultation with my [the Prime Minister's] office, the authority to make changes to the relevant Land Transport Rules if necessary to effect the previous recommendation;

15. Invite the Minister of Transport to instruct Waka Kotahi to improve its consultation practices in setting and resetting of speed limits, including by responding more directly to feedback from affected communities, and demonstrating how that feedback has been addressed;

Ngā mihi, Jo

Jo Gould ([she / her](#))

Kaitohutohu Mātāmua | Principal Adviser
Ngā Momo Neke me ngā take Haumaru | Mobility and Safety
Te Manatū Waka Ministry of Transport

M: [s 9\(2\)\(a\)](#) | E: j.gould@transport.govt.nz | transport.govt.nz



TE MANATŪ WAKA
MINISTRY OF TRANSPORT

Hāpaihia ana ngā tāngata o Aotearoa kia eke
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Hugh Mazey

From: Jo Gould
Sent: Thursday, 23 March 2023 2:14 pm
To: Mike Creamer
Subject: RE: Comms from Waka Kotahi on refined focus for state highways

Thanks for the offer Mike to chat about this. We have caught up with Fabian on this (at our regular fortnightly catch-ups), so we are feeling pretty well informed at the moment. Will be in touch if anything crops up.

Ngā mihi, Jo

Jo Gould ([she / her](#))

M: [s 9\(2\)\(a\)](#) | E: j.Gould@transport.govt.nz | transport.govt.nz

From: Mike Creamer <mike.jk.creamer@nzta.govt.nz>
Sent: Thursday, 23 March 2023 12:56 pm
To: Jo Gould <j.Gould@transport.govt.nz>
Subject: Comms from Waka Kotahi on refined focus for state highways

Hi Jo,

Waka Kotahi have sent out comms on the transport portion of the PM announcements of last week – more or less a holding statement saying that we'll do more work.

Not sure how much/little you want to see of this – happy to call and discuss if you want, I'm free (of meetings) this afternoon and 2pm tomorrow

Ngā mihi nui
 Mike

Mike Creamer (he/him) BE MBA(dist)

Programme Manager, Enterprise Change
 Tautoko umanga | Corporate Support

Email: mike.jk.creamer@nzta.govt.nz

Mobile: [s 9\(2\)\(a\)](#)

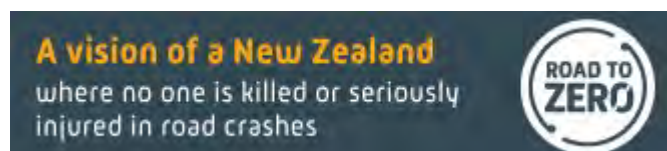
Waka Kotahi NZ Transport Agency

Majestic Centre, Level 7, 100 Willis Street
 PO Box 5084, Wellington 6140, New Zealand

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Out of Scope

From: Travis Mills <Travis.Mills@parliament.govt.nz>
Sent: Tuesday, 14 March 2023 12:55 PM
To: 'Media Mailbox' <media@transport.govt.nz>; Tony Frost (NZ Govt) <Tony.Frost@parliament.govt.nz>
Cc: Bianca Stables <bianca.stables@nzta.govt.nz>; Andy Knackstedt <Andrew.Knackstedt@nzta.govt.nz>
Subject: RE: Media query - ODT Road to Zero

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Thanks Anthony, Please send them our way :)

[Seemail]

Travis Mills (he/him) | Press Secretary to Hon Michael Wood

s 9(2)(a) | E Travis.Mills@parliament.govt.nz

Parliament Buildings, Wellington, New Zealand

Authorised by Michael Wood, Parliament Buildings, Wellington

From: Media Mailbox [<mailto:media@transport.govt.nz>]
Sent: Tuesday, 14 March 2023 12:44 PM
To: Travis Mills <Travis.Mills@parliament.govt.nz>; Tony Frost <Tony.Frost@parliament.govt.nz>
Cc: Bianca Stables <bianca.stables@nzta.govt.nz>; Andrew Knackstedt (NZTA) <Andrew.Knackstedt@nzta.govt.nz>
Subject: Media query - ODT Road to Zero

Hi Travis

Got this query below from the ODT.

Would you like us to respond to this (and any others we might get) or would you prefer to respond directly?

Cheers

Anthony

From: s 9(2)(a)
Sent: Tuesday, 14 March 2023 12:39 pm
To: Media Mailbox <media@transport.govt.nz>
Subject: Road to Zero

Kia ora,

The prime minister's comments yesterday about speed-limit reduction work focusing on the most dangerous 1% of state highways raised some doubts for me about the status of the Road to Zero plan.

In the "What you need to know" section about Road to Zero, the ministry commented: Our previous road safety strategy was Safer Journeys, which had made some progress but was not implemented as intended. Although it was based on a sound approach and compelling evidence, it did not have sufficient buy-in, investment, leadership and accountability to achieve a significant reduction in deaths and injuries.

Given the refocusing signalled by the prime minister, as well as previously reported difficulties in tracking towards targets, might the commentary about Safer Journeys now apply to Road to Zero?

Regards,

s 9(2)(a)

Journalist

Otago Daily Times

s 9(2)(a)

MINISTRY OF TRANSPORT

Wellington (Head Office) | Ground Floor, 3 Queens Wharf | PO Box 3175 | Wellington 6011 | NEW ZEALAND | Tel: +64 4 439 9000 |

Auckland | NZ Government Auckland Policy Office | 45 Queen Street | PO Box 106238 | Auckland City | Auckland 1143 | NEW ZEALAND | Tel: +64 4 439 9000 |

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From: [Chris Jones](#)
To: [Jeff Trevella](#)
Subject: Re: Waka Kotahi Key messages/media advisory - Government announcement on second tranche of policy reprioritisation
Date: Tuesday, 14 March 2023 9:21:59 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.gif](#)
[image005.png](#)
[image001.png](#)

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thanks Jeff.

Chris Jones
Principal Adviser, Governance
Ministry of Transport – Te Manatū Waka

M [s 9\(2\)\(a\)](#) | c.jones@transport.govt.nz | www.transport.govt.nz

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From: Jeff Trevella <Jeff.Trevella@nzta.govt.nz>

Sent: 14 March 2023 07:01

To: Chris Jones <C.Jones@transport.govt.nz>; Emma Petrenas <E.Petrenas@transport.govt.nz>

Subject: Waka Kotahi Key messages/media advisory - Government announcement on second tranche of policy reprioritisation

Hello,

Please find to follow the key messages sent to the Board and ELT members last night.

Best wishes

Jeff Trevella

Executive Advisor
Office of the Chief Executive

Phone: [s 9\(2\)\(a\)](#)



KEY MESSAGES/MEDIA ADVISORY

13 March 2023

Topic: Government announcement on second tranche of policy reprioritisation

Background

On 13 March 2023, the Prime Minister announced the second tranche of Cabinet's decisions on the policy reprioritisation.

The announcement has implications for the Transport portfolio and Waka Kotahi. The Prime Minister stated that the deferral of a range of transport programmes ensures the agency can focus on post-Cyclone recovery.

In summary, Cabinet agreed to the following recommendations:

Speed management

- Narrow the focus of the Speed Management Programme to the most dangerous one percent of state highways, and make targeted changes to speeds around schools, marae and in townships that State Highways transit
- Delegate to the Minister of Transport the authority to make changes to the relevant Land Transport Rules if necessary to effect the previous recommendation
- Invite the Minister of Transport to instruct Waka Kotahi to improve its consultation practices in setting and resetting of speed limits, including by responding more directly to feedback from affected communities, and demonstrating how that feedback has been addressed

Social leasing

- Agree to stop work on the existing Social Leasing Scheme trials
- Invite the Minister of Transport to undertake further work on options to ensure a more equitable transition to a low-emissions vehicle fleet, with a particular focus on supporting the extension of existing community-run schemes

Clean Car Upgrade

- Agree to stop the Clean Car Upgrade Scheme

VKT reduction

- Focus the target for reducing light vehicle transport use to Tier 1 urban centres (Auckland, Hamilton, Tauranga, Wellington, Christchurch) initially
- Note that if any Tier 2 urban areas wish to proceed with targets on a faster track, the Ministry of Transport will support them to.

There will be staffing implications for teams working on these programmes. Affected staff were briefed this afternoon and this will continue to be worked through to appropriately end these workstreams.

The Road to Zero Executive Sub-Committee will request a briefing on what the speed management decision means for the overall Road to Zero targets and how to give effect to this direction.

The announcement also confirmed that transport projects in Auckland will be rolled out in stages, with work on Auckland Light Rail to continue alongside other city-shaping investments like a second Waitematā Harbour Crossing, more rapid busways, and better connections to growth areas like the North-West. ALR will be delivered in stages, with the first stage expected to be confirmed by the middle of 2023.

The Prime Minister's full press release is available [here](#).

Action



This advisory is for your information.



Waka Kotahi key messages

Speed management

- Waka Kotahi and local authorities are developing speed management plans as part of the Road to Zero strategy. The speed management plan for state highways which Waka Kotahi is developing primarily targets high-risk sections of state highway, as well as lowering speeds around many schools and some marae, and putting in place more intersection speed zones.
- In response to today's announcement Waka Kotahi will review our state highway speed management plan to ensure that the highest risk state highways are prioritised, alongside targeted changes to speeds around schools, marae and in townships which state highways transit. Waka Kotahi will await guidance from the Ministry of Transport on specific amendments to Land Transport Rules.

Clean Car Upgrade (scrappage and social leasing)

- Waka Kotahi will work to implement the Government's direction to close out these programmes in the coming weeks, in association with our partners and stakeholders.

Reducing light vehicle transport in main urban centres



- Reducing the amount of travel by light vehicles continues to be an important element of our efforts to reduce emissions.
- Cities identified as Tier 1 (Auckland, Hamilton, Tauranga, Wellington, Christchurch, Queenstown and Dunedin) will contribute 85% of that necessary change.
- This work is due to be apportioned across all of New Zealand however Tier 2 cities and towns contribute only about 15 percent of the change needed to achieve the national target and many of those areas lack widespread or effective public transport, making it more difficult to achieve their target.
- Many of those Tier 2 centres have also recently been substantially impacted by Cyclone Gabrielle or other severe weather events so the target for these communities has been removed.
- Those Tier 2 centres will still need to develop plans to meet the national 2035 target but for now, they are not required to do so.
- However, any Tier 2 centres still ready, able and keen to proceed with their targets and plans to reduce emissions would have the full support of the Ministry of Transport to support those efforts.



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From: Andrew Knackstedt (NZTA)
Sent: Tuesday, 14 March 2023 2:58 pm
To: Media Mailbox; Felix Marwick; Anthony Bull; Bianca Stables
Subject: RE: Media query: Wairarapa Times-Age: Speed Review

Hi Ants,

Would prefer the words below for our bit – this is consistent with the responses we are providing, and Trav is happy with it also:

The Ministry is considering whether changes are needed to the speed management rule, to give effect to the recent announcements. In the meantime, Waka Kotahi will review the state highway speed management plan to ensure that the highest risk state highways are prioritised.

Cheers,

Andy

Andy Knackstedt / Senior Media Manager
Te Waka Kōtuitia Engagement and Partnerships
M 021 276 3222
E andrew.knackstedt@nzta.govt.nz / w.nzta.govt.nz

From: Media Mailbox <media@transport.govt.nz>
Sent: Tuesday, 14 March 2023 2:53 PM
To: Felix Marwick <Felix.Marwick@nzta.govt.nz>; Andy Knackstedt <Andrew.Knackstedt@nzta.govt.nz>; Anthony Bull <A.Bull@transport.govt.nz>; Bianca Stables <bianca.stables@nzta.govt.nz>
Subject: Re: Media query: Wairarapa Times-Age: Speed Review

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Other way around I think I'll double check though.

lol

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From: Felix Marwick <Felix.Marwick@nzta.govt.nz>
Sent: Tuesday, March 14, 2023 2:51:58 PM
To: Media Mailbox <media@transport.govt.nz>; Andrew Knackstedt (NZTA) <Andrew.Knackstedt@nzta.govt.nz>; Anthony Bull <A.Bull@transport.govt.nz>; Bianca Stables <bianca.stables@nzta.govt.nz>
Subject: RE: Media query: Wairarapa Times-Age: Speed Review

Can probably drop the WK reference given he already has a response from us -

Also, isn't the policy direction from MoT key to letting Waka Kotahi determine what measure will be used to identify the 1 percent?? (that was my understanding, but I could be wrong)

From: Media Mailbox <media@transport.govt.nz>

Sent: Tuesday, 14 March 2023 2:48 pm

To: Felix Marwick <Felix.Marwick@nzta.govt.nz>; Andy Knackstedt <Andrew.Knackstedt@nzta.govt.nz>; Anthony Bull <A.Bull@transport.govt.nz>; Bianca Stables <bianca.stables@nzta.govt.nz>

Subject: Re: Media query: Wairarapa Times-Age: Speed Review

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Thanks heaps team.

Looks at sending this shortly:

The Ministry is considering whether changes are needed to the speed management rule, to give effect to the recent announcements. In the meantime, Waka Kotahi is also working on identifying the one percent of the state highway network that poses the highest risk to safety, which will now be the focus of the speed limit changes

Will send by 330 unless any objections?

Cheers

Anthony .

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From: Felix Marwick <Felix.Marwick@nzta.govt.nz>

Sent: Tuesday, March 14, 2023 1:39:44 PM

To: Andrew Knackstedt (NZTA) <Andrew.Knackstedt@nzta.govt.nz>; Anthony Bull <A.Bull@transport.govt.nz>; Media Mailbox <media@transport.govt.nz>; Bianca Stables <bianca.stables@nzta.govt.nz>

Subject: RE: Media query: Wairarapa Times-Age: Speed Review

The response we sent to s 9(2)(a) earlier today is attached - it's in line with the statement we provided to the NZ Herald last night.

The only outstanding ISMS work that I'm aware of (off the top of my head) is the speed limits outside schools. The SH2 corridor speed limits were implemented in January this year. I believe reviews for SH53 were being looked at, but they can't progress until the 1% targets are clarified (and SH53 is unlikely to be part of them as it has lower DSI risks than other parts of the local SH network).

But, we wouldn't want to acknowledge that until the 1% issue is resolved.

Essentially, we're waiting for the policy direction to be set before we can outline the impacts.

Maybe something along the lines of:

"The Ministry is currently working through the implications of the policy change and how it will be implemented by Waka Kotahi. Once this work is complete and the new approach finalised, more details will be able to be provided on how specific regions and state highways will be affected. We aim to have this work completed by (date goes here)."

Cheers

Felix Marwick / Media Manager

Te Waka Kōtuitia Engagement and Partnerships

M s 9(2)(a)

E Felix.Marwick@nzta.govt.nz / w.nzta.govt.nz

Follow these social media accounts for important State Highway updates:

Traffic updates: journeys.nzta.govt.nz
Waka Kotahi Wellington Facebook: facebook.com/NZTAWgtn
Waka Kotahi South Island Facebook: facebook.com/NZTASouthIsland
Waka Kotahi Wellington Twitter: twitter.com/WakaKotahiWgtn
Waka Kotahi Top of the South Twitter: twitter.com/WakaKotahiTOTS

From: Andy Knackstedt <Andrew.Knackstedt@nzta.govt.nz>
Sent: Tuesday, 14 March 2023 1:26 pm
To: Anthony Bull <A.Bull@transport.govt.nz>; Media Mailbox <media@transport.govt.nz>; Bianca Stables <bianca.stables@nzta.govt.nz>
Cc: Felix Marwick <Felix.Marwick@nzta.govt.nz>
Subject: RE: Media query: Wairarapa Times-Age: Speed Review

Hi Ants,

Copying in Felix as he has been dealing with s 9(2)(a) on this one.

I've suggested an amendment to the third point in your response – Felix may have further suggestions.

Cheers,

Andy

Andy Knackstedt / Senior Media Manager
Te Waka Kōtuitia Engagement and Partnerships
M 021 276 3222
E andrew.knackstedt@nzta.govt.nz / [w nzta.govt.nz](https://www.nzta.govt.nz)

From: Anthony Bull <A.Bull@transport.govt.nz>
Sent: Tuesday, 14 March 2023 1:13 PM
To: Media Mailbox <media@transport.govt.nz>; Bianca Stables <bianca.stables@nzta.govt.nz>; Andy Knackstedt <Andrew.Knackstedt@nzta.govt.nz>
Subject: RE: Media query: Wairarapa Times-Age: Speed Review

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Hi again,

Just got told we're on a 230 deadline for this one – any thoughts?

Kind regards,

Anthony

From: Media Mailbox
Sent: Tuesday, 14 March 2023 12:51 pm
To: Bianca Stables <bianca.stables@nzta.govt.nz>; Andrew Knackstedt (NZTA) <Andrew.Knackstedt@nzta.govt.nz>
Subject: Media query: Wairarapa Times-Age: Speed Review

Hi team

Got a specific one re speed review that might be okay for us to answer (noting im keen for the MO to pick up wider 'what does this mean for R2Z' queries'.

But looking to respond to this particular query with the below. This is based on convos MoT policy have had with WK policy this morning:

- Work is underway in Waka Kotahi to focus the state highway speed management programme on the one percent of the state highway network that poses the highest risk to safety.
- In addition, Waka Kotahi will continue to progress speed management changes around schools, marae and in townships that State highways transit through.
- Waka Kotahi will need to work through what the policy changes may mean for currently proposed state highway speed limit changes ~~this means for the proposed speed changes in the interim State highway speed management plan, which included proposed speed limit changes to sections of SH2 through the Wairarapa. Waka Kotahi is also considering community feedback received during consultation on the draft interim plan.~~

Hows that?

Kind regards,

Anthony

From: s 9(2)(a)
Sent: Tuesday, 14 March 2023 9:43 am
To: Media Mailbox <media@transport.govt.nz>
Subject: Wairarapa Times-Age: Speed Review

Hi team,

The PM announced a reprioritisation of Waka Kotahi's speed reviews, confining them to the most dangerous 1 per cent of roads.

Waka Kotahi said it would await guidance from the Ministry of Transport on specific amendments to Land Transport Rules.

Will this reprioritisation of speed reviews mean anything for Wairarapa?

Kind regards,

s 9(2)(a)

Reporter

s 9(2)(a)

Work hours: 8:00am– 4:30pm Monday - Friday



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Hugh Mazey

Out of Scope

From: Bryan Sherritt <B.Sherritt@transport.govt.nz>**Sent:** Thursday, 25 May 2023 12:08 pm**To:** Mike Creamer <mike.jk.creamer@nzta.govt.nz>; Jo Gould <J.Gould@transport.govt.nz>; Wayne Church <W.Church@transport.govt.nz>; Mahria Sangster <Mahria.Sangster@nzta.govt.nz>; Dominic Cowell-Smith <D.Cowell-Smith@transport.govt.nz>**Cc:** Fabian Marsh <Fabian.Marsh@nzta.govt.nz>**Subject:** Speed Management where to from here

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Hi Mike

Out of Scope

Interestingly, I had a conversation with the Minister, last week on a range of RtZ issues, in preparation for the Ministerial Oversight Group meeting on 1 June 2023. The Minister was clearly looking for an improved approach in how we talk about speed management and how we bring communities along, not to say that we have not had a fair crack at this – because we have – but what we need is to look at a different/improved engagement approach. There

is obviously concern about the pushback on speed management and the political mileage that is being made from that pushback. To this end I know that Fabian has been keen to start some work on our RtZ narratives – including speed – in an effort to lift our collective performance in this space.

Once we have that local engagement and narrative right, then an approach like your proposal, ie a full state highway speed management plan – based on an iterative 1%, must then be a viable option (there may be others). I would be looking at more than 1% a year.

The government direction around the 1% high risk roads as I understand it will have minimal impact on the Interim State Highway Speed Management plan, so the impact on what we would have achieved in 2023 in terms of actual application of safe and appropriate speeds, is not that large, so the focus must be on full state highway speed management plan that I understand we are due to consult on in late 2023 (ie post election).

To sit back and say that we are going to literally adopt the direction without understanding and addressing the concern (ie the pushback) that led to the direction in the first place is unambitious and will not result in any possibility of the direction being altered in the future, and this will put the achievement of RTZ outcomes at risk.

In reality this should be a call to action.

I would be more than happy to have a further conversation on this.

Ngā mihi

Bryan Sherritt

Director Road to Zero | Kaiwhakahaere Rautaki

Te Manatū Waka Ministry of Transport

M: s 9(2)(a) | E: b.sherritt@transport.govt.nz | transport.govt.nz

From: Mike Creamer <mike.jk.creamer@nzta.govt.nz>

Sent: Thursday, 25 May 2023 9:05 am

To: Bryan Sherritt <B.Sherritt@transport.govt.nz>; Jo Gould <J.Gould@transport.govt.nz>; Wayne Church <W.Church@transport.govt.nz>; Mahria Sangster <Mahria.Sangster@nzta.govt.nz>; Dominic Cowell-Smith <D.Cowell-Smith@transport.govt.nz>

Subject: RE: Update on SMC appointment process

Hi Bryan

Out of Scope

There is a bit of 'wait and see' happening here. The current thinking is that the most dangerous 1% cannot be exceeded, and since much of those roads were covered in the interim state highway plan there is little to consider in the 'full' 24/27 state highway plan.

I proposed a way forward, where dealing with the most dangerous 1% (the first percentile, if you will) would then leave a 'new' most dangerous 1% (i.e. the second percentile), and a state highway plan could address roads in that incremental way (perhaps 1% per year). While the state highway project felt this was a good approach the senior management did not, and have stayed with an absolute 1% until directed otherwise.

So in short, the approach is expected to be the same in both plans – a low volume of roads that cause harm, and a focus on schools, marae and urban centres.

Ngā mihi nui

Mike

From: Bryan Sherritt <B.Sherritt@transport.govt.nz>

Sent: Monday, 8 May 2023 10:32 am

To: Mike Creamer <mike.jk.creamer@nzta.govt.nz>; Jo Gould <J.Gould@transport.govt.nz>; Wayne Church <W.Church@transport.govt.nz>; Mahria Sangster <Mahria.Sangster@nzta.govt.nz>; Dominic Cowell-Smith <D.Cowell-Smith@transport.govt.nz>

Subject: RE: Update on SMC appointment process

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Hi Mike

Has there been a conversation about what happens beyond the Interim state highway speed management plan? My assumption is that your comments below relate to the interim plan that we have consulted on?

What will be the approach for the first full state highway speed management plan which I understand is timed for after the general election? Will our approach be the same as for the initial plan and as you have described below?

Happy to chat about this if that is easier.

Ngā mihi

Bryan Sherritt

Director Road to Zero | Kaiwhakahaere Rautaki

Te Manatū Waka Ministry of Transport

M: s 9(2)(a) | E: b.sherritt@transport.govt.nz | transport.govt.nz

From: Mike Creamer <mike.jk.creamer@nzta.govt.nz>

Sent: Monday, 8 May 2023 10:21 am

To: Bryan Sherritt <B.Sherritt@transport.govt.nz>; Jo Gould <J.Gould@transport.govt.nz>; Wayne Church <W.Church@transport.govt.nz>; Mahria Sangster <Mahria.Sangster@nzta.govt.nz>; Dominic Cowell-Smith <D.Cowell-Smith@transport.govt.nz>

Subject: RE: Update on SMC appointment process

Hi – the conversation here at Waka Kotahi reflects Jo's comments that the nature of the plan is unchanged, there will be speed limits set around schools, marae, intersections, and there will be consideration of infrastructure and safety cameras. The most dangerous road segments will be fewer, but still present.

Ngā mihi nui

Mike

From: Bryan Sherritt <B.Sherritt@transport.govt.nz>

Sent: Monday, 8 May 2023 10:10 am

To: Jo Gould <J.Gould@transport.govt.nz>; Wayne Church <W.Church@transport.govt.nz>; Mahria Sangster <Mahria.Sangster@nzta.govt.nz>; Dominic Cowell-Smith <D.Cowell-Smith@transport.govt.nz>; Mike Creamer <mike.jk.creamer@nzta.govt.nz>

Subject: RE: Update on SMC appointment process

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Hi Jo

Yes, I would be happy to have a chat with Bill.

It would be good to confirm my understanding in relation to Bill's questions, to make sure I am on the same page with everybody else, beforehand though.

Ngā mihi

Bryan Sherritt

Director Road to Zero | Kaiwhakahaere Rautaki

Te Manatū Waka Ministry of Transport

M: s 9(2)(a) | E: b.sherritt@transport.govt.nz | transport.govt.nz

From: Jo Gould <J.Gould@transport.govt.nz>

Sent: Monday, 8 May 2023 9:54 am

To: Wayne Church <W.Church@transport.govt.nz>; Mahria Sangster <Mahria.Sangster@nzta.govt.nz>; Dominic Cowell-Smith <D.Cowell-Smith@transport.govt.nz>; Mike Creamer <mike.jk.creamer@nzta.govt.nz>; Bryan Sherritt <B.Sherritt@transport.govt.nz>

Subject: RE: Update on SMC appointment process

Thanks Wayne for the update. A couple of comments in response from me below.

Ngā mihi, Jo

Jo Gould ([she / her](#))

M: s 9(2)(a) | E: j.Gould@transport.govt.nz | transport.govt.nz

From: Wayne Church <W.Church@transport.govt.nz>

Sent: Monday, 8 May 2023 9:33 am

To: Mahria Sangster <Mahria.Sangster@nzta.govt.nz>; Dominic Cowell-Smith <D.Cowell-Smith@transport.govt.nz>; Jo Gould <J.Gould@transport.govt.nz>; Mike Creamer <mike.jk.creamer@nzta.govt.nz>

Subject: RE: Update on SMC appointment process

Mōrena koutou

Out of Scope

Out of Scope



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Thank you and if you need anything further please get in touch.

Ngā mihi, nā

Wayne Church

Kaitohutohu, Kāwanatanga | Governance

Te Manatū Waka Ministry of Transport

E: w.church@transport.govt.nz | transport.govt.nz



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OFFICIAL INFORMATION ACT 198

Hugh Mazey

From: Bryan Sherritt
Sent: Tuesday, 20 June 2023 2:39 pm
To: Mike Creamer
Subject: RE: Outstanding item

Hi Mike

One of my learned colleagues in the Ministry has provided the following:

Under clause 3.13 of the Rule, the Minister can give Waka Kotahi written notice to require any publicly available document (or documents) be treated as the Government road safety strategy for the purposes of the Rule.

The Minister gave notice in May 2022 to the Chair of Waka Kotahi that Road to Zero: New Zealand's Road Safety Strategy 2020 – 2030 must be treated as the Government road safety strategy for the purpose of the Rule. This means that Waka Kotahi (as a Road Controlling Authority) must have regard to the Strategy when preparing any State highway speed management plan (a requirement of clause 3.2(1) of the Rule). Waka Kotahi must also ensure that State highway speed management plan includes an explanation of how the plan is consistent with the Strategy (clause 3.8(1)(b) of the Rule).

Given that the government decision to narrow the focus of the Speed Management Programme (to the most dangerous one percent of the State highway network, and targeted changes to speeds around schools, marae and in townships that State highways transit) is reflected in the new RTZ Action Plan, not the Strategy, we need the Minister to notify Waka Kotahi that both the Road to Zero Strategy and the new Action Plan should be treated as the Government road safety strategy for the purposes of the Rule. Before the Minister can do that, we need to publish the new Action Plan.

Te Manatū Waka has drafted a briefing and letter for the Minister that can go over once the Action Plan is publicly available.

So, my take is that the red part of your email below is partly correct, there is something that Waka Kotahi is waiting on from Te Manatu Waka, but to my understanding it's not a change in the rule, it is the advice from the Minister to Waka Kotahi that both the RtZ Strategy and the new Action Plan are to be treated as the Government Road Safety Strategy for the purposes of the rule.

I believe that the way the Action Plan has been worded in relation to this matter gives effect to the government direction as follows

- *deliver a State Highway Speed Management Plan, grounded in the SIP. The initial focus for speed limit changes will be on the one percent of the State highway network that poses the highest risk to safety, and speed limit changes around schools, marae and in townships that State highways transit through*

But I believe it also gives us the ability to move beyond the "initial focus" should the government or Waka Kotahi so desire.

Hope this is helpful.

It will be sad to see you move on Mike, I too have enjoyed our interactions and I will be doing my very best to achieve as many impactful outcomes as I can for road safety – and the way that the speed management

framework/rule/guidelines/register etc have been set up has made things a whole lot more possible in this space so thank you for your contribution to this good work.

Ngā mihi

Bryan Sherritt

Director Road to Zero | Kaiwhakahaere Rautaki

Te Manatū Waka Ministry of Transport

M: s 9(2)(a) | E: b.sherritt@transport.govt.nz | transport.govt.nz

From: Mike Creamer <mike.jk.creamer@nzta.govt.nz>

Sent: Tuesday, 20 June 2023 9:54 am

To: Bryan Sherritt <B.Sherritt@transport.govt.nz>

Subject: Outstanding item

Hey Bryan,

One of the Speed Management reports was tagged with a note that reads:

Legislation – still awaiting confirmation from Te Manatū Waka about whether a change to the Land Transport Rule: Setting of Speed Limits 2022 is required to give effect to government's announcement on SH speeds in March 2023.

Out of Scope

but that aside it seems like Waka Kotahi are waiting on a response from MoT ... do you know if a response is likely to be forthcoming? My assumption on this is that MoT would be guided by advice from WK, and we'd already said we didn't think a Rule change (for the 1%) was required

Separately, I was chatting with Fabian about the state highway speed management plan and opined that WK (as RCA) was unlikely to seek permission to progress beyond the top 1% of most dangerous roads and therefore the 24/27 speed management plan would concentrate on schools, marae, vulnerable users (as most of the 1% is addressed in the interim plan). Fabian and I agreed that having the Minister provide updated direction on state highways might be helpful so he was intending to talk with you on this.

Finally – the Speed Management programme is about to close as everyone seems happy with the progress and the outcomes, which means my contract ends in a couple of weeks. If I don't see you before then I've really enjoyed our interactions and hope that material progress can be made on road safety.

Ngā mihi

Mike

Mike Creamer (he/him) BE MBA(dist)

Programme Manager, Enterprise Change

Tautoko umanga | Corporate Support

Email: mike.jk.creamer@nzta.govt.nz

Mobile: s 9(2)(a)

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Hugh Mazey

From: Helen White
Sent: Wednesday, 9 August 2023 9:01 am
To: Anna Cleary
Cc: Dominic Cowell-Smith
Subject: Giving effect to Cabinet decisions to narrow State highway speed limit changes
Attachments: OC230472 Annex One - Letter to Waka Kotahi confirming Road to Zero Strategy.pdf; OC230472 Annex One - Letter to Waka Kotahi confirming Road to Zero Strategy.docx; OC230472 Giving effect to Cabinet decisions to narrow State highway speed limit changes - Briefing - Policy.docx; OC230472 Giving effect to Cabinet decisions to narrow State highway speed limit changes - Briefing - Policy.pdf

Hi Anna

Good to chat yesterday, apologies for the oversight on this one. Please find attached advice to Minister on how the Government can give effect to Cabinet's decision to narrow the focus of the speed management programme.

This has been provided to the office but will not be considered/actioned until the Action Plan is published (I don't have a set date on this, just know it will be after the GPS).

Any questions please let me know.

Cheers
Helen

Helen White
Manager, Mobility & Safety
Kaiwhakahaere, Ngā Momo Neke me ngā take Haumarua
Te Manatū Waka Ministry of Transport
M: s 9(2)(a)



2 August 2023

OC230472

Hon David Parker

Minister of Transport

GIVING EFFECT TO CABINET DECISIONS TO NARROW STATE HIGHWAY SPEED LIMIT CHANGES

Purpose

To provide a letter for your signature that formally notifies Waka Kotahi NZ Transport Agency (Waka Kotahi) of the Government's expectation that the focus of the State highway speed management plan will be on the highest-risk one percent of State highways, and make targeted changes to speeds around schools, marae and in townships that State highways transit.

Key points

- In May 2022, the Land Transport (Setting of Speed Limits) Rule 2022 (the Rule) came into force. The Rule introduced a framework for speed management to improve how road controlling authorities (RCAs) consult on and implement speed limit changes.
- Under the Rule, RCAs must develop speed management plans (SMPs) every three years. SMPs enable RCAs to implement proposals for safety infrastructure improvements, safety cameras and speed limit changes to help achieve a safe transport system. Waka Kotahi is responsible for developing a State highway SMP.
- In March 2023, as part of the Government's reprioritisation plan, Cabinet:
 - agreed to narrow the focus of the speed management programme to the most dangerous one percent of state highways, and make targeted changes to speeds around schools, marae and in townships that State highways transit
 - delegated to the Minister of Transport, in consultation with the Prime Minister's office, the authority to make changes to the Rule if necessary to give effect to the previous recommendation
 - invited the Minister of Transport to instruct Waka Kotahi to improve its consultation practices in setting speed limits, including by responding more directly to feedback from affected communities, and demonstrating how that feedback has been addressed.
- We have reviewed the Rule and do not consider it required amendment. However, to give effect to these Cabinet decisions, we recommend notifying Waka Kotahi that the *Road to Zero: Action Plan 2023-2025* (the Action Plan) is treated as part of the

Government's road safety strategy, in addition to *Road to Zero: New Zealand's Road Safety Strategy 2020-2030* (Road to Zero).

- Clause 3.13 of the Rule provides for the Minister of Transport to issue a Government road safety strategy for the purpose of the Rule. This is achieved by notifying Waka Kotahi or the Director of Land Transport of certain publicly available document(s) that must be treated as the Government road safety strategy. Clause 3.13 allows for multiple documents to be treated as the Government road safety strategy for the purposes of the Rule.
- On 23 May 2022, the then-Minister of Transport notified Waka Kotahi that Road to Zero is to be treated as the Government road safety strategy. The Road to Zero Strategy should continue to be treated as the Government road safety strategy as it sets out the Government's vision for road safety and defines key focus areas over the next decade, which includes speed management.
- The Action Plan is also an appropriate strategy in relation to the Rule as it sets out particular actions relating to speed management. Following Cabinet announcements, the Action Plan was amended to include reference that initial focus for the State highway speed management plan will be on the one percent of the State highway network that poses the highest risk to safety. We consider the Action Plan provides sufficient direction to give effect to Cabinet decisions.
- The practical effect of issuing a Government road safety strategy under the Rule is RCAs (including Waka Kotahi) must have regard to the strategy when setting speed limits. For example, RCAs must consider the Government road safety strategy as a mandatory consideration under clause 3.2(1)(a) when preparing any speed management plan. Clause 3.8(1)(b) requires speed management plans to include an explanation of how that plan is consistent with the road safety aspects of any Government road safety strategy.
- A draft letter to Waka Kotahi notifying it that Road to Zero Strategy and the Action Plan are to be treated as the Government road safety strategies for the purposes of the Rule, is attached for your consideration as **Annex One**.
- The letter also sets an expectation that Waka Kotahi will improve its consultation practices in line with the third Cabinet decision above. Should you agree, we recommend you sign and issue this letter once the Action Plan is published (we expect this to be in late July 2023).

Recommendations

We recommend you:

- | | | |
|---|---|----------|
| 1 | agree to notify Waka Kotahi that <i>Road to Zero: Action Plan 2023-2025</i> be treated as the Government road safety strategy for the purposes of the Land Transport (Setting of Speed Limits) Rule 2022, along with the <i>Road to Zero</i> Strategy. | Yes / No |
|---|---|----------|

- 2 **sign** the attached letter and send it to Dr Paul Reynolds, Waka Kotahi Chair, once the Action Plan has been published. Yes / No



Helen White
Manager, Mobility and Safety
 2 / 08 / 2023

Hon David Parker
Minister of Transport
 / /

Minister's office to complete:

- ☐ Approved
 ☐ Declined
☐ Seen by Minister
 ☐ Not seen by Minister
☐ Overtaken by events

Comments

Contacts

Name	Telephone	First contact
Helen White, Manager, Mobility and Safety	s 9(2)(a)	✓
Dominic Cowell-Smith, Adviser, Mobility and Safety		

**ANNEX ONE – LETTER TO WAKA KOTAHI NZ TRANSPORT
AGENCY**

RELEASED UNDER THE
OFFICIAL INFORMATION ACT 198

Dr Paul Reynolds
Chair
Waka Kotahi NZ Transport Agency
s 9(2)(a)

Dear Dr Paul Reynolds

Under clause 3.13 of the Land Transport (Setting of Speed Limits) Rule 2022 (the Rule), as Minister of Transport I can require any publicly available documents to be treated as the Government road safety strategy.

In practice, this means that road controlling authorities must have regard to those documents when preparing speed management plans under the Rule.

On 23 May 2022, the then Minister of Transport provided written notice to Waka Kotahi NZ Transport Agency (Waka Kotahi) that *Road to Zero: New Zealand's Road Safety Strategy 2020-2030* was to be treated as the Government road safety strategy for the purposes of the Rule. This document should continue to be treated as the Government road safety strategy.

This letter is written notice under clause 3.13 of the Rule that the *Road to Zero: Action Plan 2023-2025* must also be treated as the Government road safety strategy for the purposes of the Rule.

Given the public interest in the setting and resetting of speed limits, it is timely to remind Waka Kotahi of the importance of ensuring appropriate mechanisms are in place to support engagement and consultation on any speed limit changes. I expect that when Waka Kotahi formally responds to feedback from affected communities on any speed limit changes, the agency clearly explains how that feedback has been addressed.

Yours sincerely

Hon David Parker
Minister of Transport

Copy to: Nicole Rosie, Chief Executive, Waka Kotahi NZ Transport Agency
Neil Cook, Acting Director of Land Transport, Waka Kotahi NZ Transport Agency

Hugh Mazey

From: Hugh Mazey
Sent: Friday, 24 March 2023 10:00 am
To: Deidre Hills; Helen White
Cc: Fabian Marsh
Subject: RE: Copy of Cabinet minutes

Kia ora Deidre,

I have followed up with the Minister's Office and they have advised they don't have the full minute just the specific recommendations that Helen has sent below.

Ngā mihi

Hugh

Hugh Mazey (he / him / Mr)

M: [s 9\(2\)\(a\)](tel:0922222222) | E: h.mazey@transport.govt.nz | transport.govt.nz



TE MANATŪ WAKA
 MINISTRY OF TRANSPORT

Hāpaihia ana ngā tāngata o Aotearoa kia eke
 Enabling New Zealanders to flourish

From: Deidre Hills <Deidre.Hills@nzta.govt.nz>
Sent: Thursday, 23 March 2023 1:39 pm
To: Helen White <h.white@transport.govt.nz>
Cc: Fabian Marsh <Fabian.Marsh@nzta.govt.nz>; Hugh Mazey <H.Mazey@transport.govt.nz>
Subject: RE: Copy of Cabinet minutes

Hi Helen, that would be great if you could please follow up with the Minister's office to share the Cabinet minutes.

Many thanks
 Deidre

From: Helen White <h.white@transport.govt.nz>
Sent: Wednesday, 22 March 2023 5:03 pm
To: Deidre Hills <Deidre.Hills@nzta.govt.nz>
Cc: Fabian Marsh <Fabian.Marsh@nzta.govt.nz>; Hugh Mazey <H.Mazey@transport.govt.nz>
Subject: RE: Copy of Cabinet minutes

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Hi Deidre

We can follow up with the Minister's office to confirm whether we can share the Cabinet minute (and potentially request it as we may not have access in Cabinet given it was a DPMC/PM paper). Let me know if you need us to do this

In the meantime, the Minister's office have shared the recommendations included in the reprioritisation paper earlier in the week (I've copied below) – note this is written from the PM perspective, so "in consultation with my office" is reference to the PM/DPMC.

13. Agree to narrow the focus of the Speed Management Programme to the most dangerous one percent of state highways, and make targeted changes to speeds around schools, marae and in townships that State Highways transit.
14. Delegate to the Minister of Transport, in consultation with my office, the authority to make changes to the relevant Land Transport Rules if necessary to effect the previous recommendation;
15. Invite the Minister of Transport to instruct Waka Kotahi to improve its consultation practices in setting and resetting of speed limits, including by responding more directly to feedback from affected communities, and demonstrating how that feedback has been addressed;

From: Deidre Hills <Deidre.Hills@nzta.govt.nz>
Sent: Wednesday, March 22, 2023 4:42 PM
To: Helen White <h.white@transport.govt.nz>
Cc: Fabian Marsh <Fabian.Marsh@nzta.govt.nz>
Subject: Copy of Cabinet minutes

Hi Helen,

I work on the Road to Zero portfolio within Waka Kohati and we'd like to get a copy of Cabinet minutes to attached to our next Governance Group meeting, are you able to email them to me please?

Many thanks
Deidre

Deidre Hills

Principal Project Manager, Road to Zero

Email: deidre.hills@nzta.govt.nz

Mobile: s 9(2)(a)

Waka Kotahi NZ Transport Agency

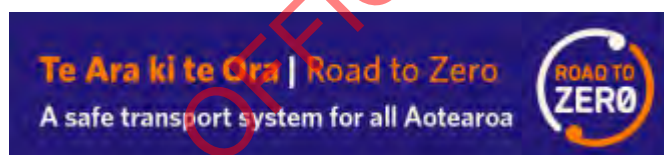
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