

ANNEX 8

INDEPENDENT SPEED MANAGEMENT COMMITTEE

JOB DESCRIPTION FOR MEMBERS

Context

In November 2019, the Government agreed to the Tackling Unsafe Speeds programme. The programme includes three components:

- introducing a new regulatory framework for speed management to improve how road controlling authorities plan for, consult on, and implement speed management changes
- transitioning to lower speed limits around schools to improve safety and encourage more children to use active modes of transport
- adopting a new approach to road safety cameras to reduce excessive speeds on our highest risk roads.

As part of the new regulatory framework, the speed management process will be connected to the regional land transport planning process, bringing together decisions about infrastructure investment and speed management. The aim of this alignment is to ensure a more transparent process for speed management infrastructure, planning, and implementation around New Zealand.

Waka Kotahi NZ Transport Agency (Waka Kotahi) is the road controlling authority for the State highway network in New Zealand, and reports to the Waka Kotahi Board. Under the Land Transport Rule: Setting of Speed Limits 2022 in its role as a road controlling authority, Waka Kotahi will be required to produce a State highway speed management plan every three years.

State highway speed management plans must identify speed management proposals and set out the objectives, policies, and measures for managing speed on the State highway network for at least 10 financial years from the start of the plan. Once a State highway speed management plan has been finalised and published, Waka Kotahi (as a road controlling authority) will be responsible for implementing the agreed changes in the plan.

State highway speed management plans must also include an implementation programme for at least three financial years from the start of the plan, setting out:

- changes (if any) being proposed to speed limits, road safety cameras, and safety infrastructure on the State highway network
- the timeframe within which each change is proposed to occur.

All speed limits formally come into force through inclusion on the National Speed Limit Register.

Purpose of Speed Management Committee

The purpose of the Speed Management Committee (the Committee) is to:

- review the draft State highway speed management plan and provide advice to the Director of Land Transport (the Director) in accordance with this Rule prior to the Director providing final certification
- provide oversight and procure independent reviews to comment on the information and guidance on speed management Waka Kotahi (as regulator) provides under the Rule, to ensure this information is up-to-date and fit-for-purpose.

The Committee may also provide comments to Waka Kotahi (as road controlling authority)

on a consultation draft plan during the consultation process.

Responsibilities

When reviewing the State highway speed management plans, the Committee must provide the Director with its view on whether it is satisfied the plans include the following:

- an implementation programme for at least three financial years from the start of the State highway speed management plan, setting out the changes (if any) being proposed to speed limits (including, to the extent practicable, the information that would need to be submitted to the Registrar to set the proposed speed limit), safety cameras and safety infrastructure on the relevant roads, and the timeframe within which each change is proposed to occur
- the outcome of reviews of all speed limits of 70 km/h or 90 km/h
- any designation of a category two school; and an explanation for why, having regard to any guidance provided by Waka Kotahi about speed limits outside schools, the speed limit outside the category two school is safe and appropriate for the road
- comment on any changes to speed limits, safety cameras and safety infrastructure that were included in the implementation programme in the previous plan (if any) that have not been implemented
- for any changes being proposed to a speed limit that do not align with Waka Kotahi's confirmed assessment of what is the safe and appropriate speed limit for the road, an explanation for why the road controlling authority proposes a speed limit that differs from Waka Kotahi's confirmed assessment
- comment on any review relevant to the region that has been completed by Waka Kotahi since the previous plan was published.

When reviewing State highway speed management plans, the Committee may also provide comment in writing on the extent to which, in its view, the plan:

- sets out the objectives, policies, and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan
- is consistent with the road safety aspects of the Government Policy Statement on Land Transport and any Government road safety strategy
- takes a whole-of-network approach to changing speed limits, safety cameras and safety infrastructure, including when deciding whether to invest in safety infrastructure to support higher speeds or to set a lower speed limit
- is likely to lead to speed limits set in compliance with the Rule
- supports coherence in speed limits for adjoining roads under the control of different road controlling authorities
- is likely to lead to compliance with the timeframes for when safer speed limits around schools must be implemented (that is, each road controlling authority must ensure at least 40 percent of schools under its control have speed limits that comply with the Rule by 30 June 2024; 100 percent of speed limits must comply by 31 December 2027).

Appointment of members

The Minister of Transport will appoint committee members by written notice. The Committee will comprise of up to nine members selected for their expertise in their specialist areas. This includes the following:

- appropriate knowledge, skills, and experience regarding speed management and

road safety

- appropriate knowledge, skills, and understanding of the impacts of speed management on local government, motorists, rural communities, vulnerable road users, freight carriers, or enforcement matters
- other appropriate knowledge, skills, and experience to help the Committee achieve its purposes, perform its functions and duties, and exercise its powers.

Members are not appointed as representatives of their primary employer or any other organisation.

Committee term lengths

The term of the appointment will be three years or less.

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TE MANATŪ WAKA MINISTRY OF TRANSPORT