OC260666

4 September 2026

[redacted]

Dear [redacted],

Thank you for your email received by the Ministry for Cities, Environment, Regions and Transport (the Ministry) on 11 August 2026, requesting the following under the Official Information Act 1982 (the Act):

> "1. The completed ministerial decision table or signed decision page showing the agree/disagree selections for options 7.b, 7.c and 7.d in the post-consultation advice dated 7 August 2024. The blank table in the proactive release is not required.
> 2. The final paper or memorandum directly accompanying that decision which records the reasons for accepting or rejecting those three options. I do not request the wider Rule-development file.
> 3. Final meeting minutes, action notes or substantive correspondence between the Minister of Transport or Ministry officials and the New Zealand Automobile Association, Brake New Zealand, Cycling Action Network, Living Streets Aotearoa or Bike Auckland, but only where the record specifically addressed compulsory reversal of post-2020 permanent 30 km/h local streets, whether school presence could be one of several reasons for a limit, or options 7.b-7.d. Limit this item to records provided to the Minister, recording a Ministry policy response, or resulting in an action, recommendation or change to the option set.
>
> Meaning of substantive and exclusions:
> For item 3, 'substantive' means a record that conveys or responds to a policy proposal, evidential claim, requested change, recommendation or decision capable of affecting the design of the listed reversal provisions. Please exclude consultation submissions, campaign or form messages, media enquiries, routine scheduling, duplicate chains, general speed-management communications, and legal advice subject to legal professional privilege.
>
> Public material and consultation:
> For responsive public material, a direct URL and precise page reference are sufficient. If the completed decision record or any item
> 3 records are not held, please confirm that. If one item would require substantial collation, identify it and consult me before refusing the remainder or beginning chargeable work. I do not authorise charges at this stage."

This request replaced the earlier request of 26 July 2026, made by [redacted] relating to the same subject.

The Ministry has identified one document within the scope of parts 1 and 2 of your request. The Ministry does not hold a signed decision paper. The document provided is an email dated 14 August 2024, with the subject "Direction on the new speed rule post consultation" and confirms the Minister's comments in relation to the advice provided on 7 August 2024.

I would like to clarify that the reference to an "attached table" in the document refers to the version of the decision table referenced in part 1 of your request.

I am releasing this document to you with certain information withheld under section 9(2)(a) of the Act 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.

The Ministry is refusing part 3 of your request in full under section 18(e) of the Act, on the basis that the document alleged to contain the information requested does not exist or, despite reasonable efforts to locate it, cannot be found.

If you would like to discuss this decision with us, please do not hesitate to contact us at OIA@mcert.govt.nz.

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.

Please note that due to the public interest in our work the Ministry publishes Official Information Act responses. This response may be published on the Ministry's website, with any personal or identifying information removed before publication.

Nāku noa, nā

Joanna Heard

Joanna Heard
Manager Road Safety Policy
Ministry for Cities, Environment, Regions and Transport

From: Abby McRoberts
To: Jo Gould
Cc: Joanna Heard; Hugh Mazey; Anita Waring; Paul O"Connell; Chris Nees; Helen FionaWhite
Subject: RE: Direction on the new speed rule post consultation
Date: Wednesday, 14 August 2024 10:28:39 am
Attachments: image001.jpg

Kia ora Jo,
Thank you for typing this all up and the call before! I have checked this against my notes and we're aligned.
As discussed, I will:

- Check in Office about Q1, option 5c and Q7, option 7g as the Minister said he was happy to receive more advice on this. For now, you will proceed on the basis this is an agree and update the Rule as appropriate. I will let you know asap if a different approach should be taken.
- Confirm Q7 option 7e is the correct interpretation of the Minister's direction.

Ngā mihi,
Abby

Abby McRoberts
Private Secretary (Transport) | Office of Hon Simeon Brown
Minister of Transport | Minister for Auckland | Minister for Energy I Minister for Local Government

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From: Jo Gould
Sent: Tuesday, August 13, 2024 2:04 PM
To: Abby McRoberts
Cc: Joanna Heard ; Hugh Mazey ; Anita Waring ; Paul O'Connell ; Chris Nees ; Helen FionaWhite
Subject: Direction on the new speed rule post consultation
Kia ora Abby
Here is a summary of the decisions we noted at the meeting last night with the Minister on the attached table. Unless we hear otherwise from you, we will work with NZTA to update the Rule to reflect these decisions.

1. Cost benefit analysis

Minister agreed to progress with **option 1b**, which would require a *description* and *publication* of the key costs and benefits of a proposed speed limit change. The description could include the estimated:

- safety impacts. This would cover the road safety issues that are being addressed through the proposed speed limit changes (including the number and severity of crashes on the road(s) in recent years), and the estimated impact of the speed limit changes on the future number and severity of crashes.
- travel time impacts. This would include information on current mean operating speeds, the estimated impact of the speed limit change on mean operating speeds, and the estimated impact on journey times.
- implementation costs.

2. Consultation

Minister agreed to largely retain the consultation requirements, but progress with a **modified option 2b** (increase minimum consultation timeframe to 6 weeks), and with **option 2c: i**n addition to disclosing safety and travel time impacts, and implementation costs, require the following information to be published as part of the consultation material:

- the role and function of the road(s) that are proposed to have new speed limits
- how the road(s) is/are used, including the different types of road users
- why speed limit changes are proposed, rather than any other intervention.

3. Variable speed limits outside schools

Minister agreed to progress with **option 3c**: provide more flexibility in the setting of variable speed limits outside of schools, for example:

- removing the set times for drop off and pick up and allow RCAs to set variable speed limits that suit each school (i.e. by changing the definition of 'school travel period' to mean the start and end time of each school day with up to 30 minutes either side of the bell).
- enabling electronic or static signs on the main road and leave it to RCA discretion to determine what works best for each location. The Minister noted a preference for the current static sign to be available for use in areas where the higher speed limit (i.e. outside drop off and pick up times) is 50 km/h or less. The Minister indicated he would like to discuss this further with NZTA to ensure that there is some "standardisation and common sense" in the approach taken to signs under the Traffic Control Devices Rule.
- for schools that have electronic signs, enabling lower speed limits to be switched on for 10 minutes outside drop off and pick up times when there is significant activity outside of the school (for example a school assembly or

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sports event)(this is possible under the current rule and guidance).

The Minister also confirmed that existing variable speed limits outside schools could be retained.

4. Ministerial speed objective

Minister confirmed **option 4b** (remove the option of a Ministerial Speed Objective and rely on the current tool of the GPS to signal the Government's objectives for speed management).

5. Speed limit classifications

Minister confirmed **option 5a** (retain as drafted, with the clarification that the speed limit classifications apply only to permanent speed limits) and **option 5c** (include an additional exception for interregional connectors that have a history of serious road crashes and allow 70 – 90 km/h to be set on these stretches – we will continue to work with NZTA on how this exception is defined).

6. Director's criteria

Minister confirmed **option 6a** (retain, and update the criteria to align with any changes to the Rule).

7. Reversals

Minister confirmed that he wants to largely retain the reversal provisions (**option 7a**), with:

- clarification that the reversal requirement for local roads with permanent 30 km/h applies where *one of the reasons* for introducing the lower speed limit was because there is a school in the area (**option 7c**)
- exemption process where the reversal would be inappropriate due to changes in surrounding land use (for example, new residential developments) (**modified option 7d**)
- clarification that reversals for urban connectors only applies where the urban connector has two or more lanes in one direction and where there is a median strip (**modified option 7e**)
- clarification that speed limit reductions made to correct speed limit records are not subject to the reversals (**option 7f**)
- removal of the Director certification process for the reversals (**option 7g**), and discuss with NZTA how the reversal deadline could be met and the schools deadline brought forward by one year (to the end of 2026). Subject to that discussion, possible further discussion with select RCAs on meeting the deadlines.

8. Speed management committee

Minister confirmed **option 8b** (remove the committee).

9. Regional speed management plans

Minister confirmed **option 9b** (remove option for regional speed management plans).

10. Enabling 120 kph

Minister confirmed **option 10a** (Include option for 120km/h on roads built and maintained to a standard to safely support this higher speed limit to future proof the Rule).

Ngā mihi, Jo

MINISTRY OF TRANSPORT

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