



18 May 2026

Joel MacManus  
joel@thespinoff.co.nz

Tēnā koe Joel,

**Request for Information – Local Government Official Information and Meetings Act (LGOIMA) 1987**

We refer to your official information request dated 23 April 2026, seeking information relating to Hutt City Council's financial and operational impacts arising from the 2025 reversal of school speed limits. Specifically, you requested:

*Could you please provide:*

- 1. Total expenditure by Hutt City Council implementing the 2025 school speed zone reversal, broken down by: design/engineering, signage removal, staff time, contract variations, and asset write-offs*
- 2. All emails, meeting minutes, and briefings between Hutt City Council leadership and NZTA or the Minister for Transport (Simeon Brown or Chris Bishop), discussing cost implications of the reversal, concerns about feasibility or timeline, or requests for funding or extensions*
- 3. All communications from the Minister for Transport, Ministry of Transport, or NZTA to Hutt City Council addressing cost of the reversal, funding responsibility, or responses to Council concerns*

**Answer:**

In response to your request about expenditure, Council has spent \$68,610.09 (excluding GST) on the school speed limit reversal to date.

Council has budgeted a total of \$352,000 for this work. This comprises \$252,000 in the 2025–2026 financial year and a further \$100,000 in 2026–2027.



The budget covers the removal of existing signage, installation of new signage, and the reuse of existing assets where possible. This activity is eligible for a 51 percent funding assistance rate from NZ Transport Agency Waka Kotahi.

A detailed breakdown of costs by category such as design or engineering, specific removal costs, and contractor pricing is not provided. This is because aspects of the work were procured through a tender process, and releasing detailed pricing information would be likely to unreasonably prejudice the commercial position of the suppliers involved.

In response to your request for communications, please refer to **Appendix 1** below which details the documents in scope of your request and Council's decision on its release.

Please note, some information has been withheld under section 7(2)(a) of the LGOIMA to protect the privacy of natural persons.

Council has considered whether the public interest in release of the withheld information outweighs the need to withhold it and has concluded that it does not.

You have the right to seek an investigation and review by the Ombudsman of this response. Information about how to make a complaint is available at: [Office of the Ombudsman - Complaints](#), or freephone 0800 802 602.

Please note that this response to your information request may be published on Hutt City Council's website: [Proactive releases - Hutt City Council](#).

Ngā mihi nui



Rebekah van der Splinter  
**Senior Advisor, Official Information and Privacy**

## Appendix 1: Documents for release

Number	Date	Document Type	Title/Subject Line	Redaction Grounds
1	1 July 2024	Draft Report	Submission on the Land Transport Rule Setting of Speed Limits Rule 2024	Released to you in full.
2	11 July 2024	Email	Lower Hutt City Council	Released to you in full.
3	28 September 2024	Letter	Letter from Hon Simeon Brown	Released to you in full.
4	26 February 2025	Letter	Re Land Transport Rule Setting of Speed Limits 2024	Some information withheld under section 7(2)(a).
5	7 April 2025	Report	Speed Limit Reversal	Released to you in full.
6	29 May 2025	Letter	Request For Extension – NSLR Implementation Timeframe	Some information withheld under section 7(2)(a).
7	26 June 2025	Letter	Land Transport Rule Setting of Speed Limits 2024 – Reversals	Some information withheld under section 7(2)(a).
8	25 July 2025	Letter	Land Transport Rule: Setting of Speed Limits 2024 – Hutt City Council	Some information withheld under section 7(2)(a).



## Infrastructure and Regulatory Committee

01 July 2024

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Report no: IARCC2024/3/182

### Submission on the Land Transport Rule: Setting of Speed Limits Rule 2024

#### Purpose of Report

1. To approve the submission to be made on 11 July 2024 from Council on proposed Ministry of Transport changes to the Setting of Speed Limits Rule.

#### Recommendations

That the Committee:

- (1) approves the submission to be made on 11 July 2024 on the proposed Setting of Speed Limits 2024 consultation; and
- (2) notes that the consultation closes on 11 July 2024.

#### Background

2. The Ministry of Transport has sought feedback on proposed changes to the Setting of Speed Limits Rule. This consultation closes on 11 July 2024 and the consultation document is attached as Appendix 1 to the report.
3. The process for making speed limit changes sits in the Land Transport Act 1988 (the Act). The Act enables the Minister of Transport to set speed limits for roads and empowers road controlling authorities (RCAs) by setting out the criteria procedures to be complied with when setting speed limits.
4. The Setting of Speed Limits Rule was last changed by the previous government on 1 January 2020. This change resulted in speed restrictions around schools, on arterial roads and state highways. The consultation document proposes to reverse these speed limit reductions.
5. Road Controlling Authorities have been asked to provide feedback on seven proposals as set out in the consultation document.
6. The consultation document is silent on the availability of funding to achieve the objectives placing potential burden on Council budgets and works programmes.

### Discussion

7. A summary of the main points of our submission is set out below.
- a) Council does not fully agree with the proposal to require a cost benefit analysis for speed limit changes;
  - b) Council agrees with the proposal to retain the intent of the Local Government Act 2002 consultation requirements, thereby retaining existing consultation requirements;
  - c) Council does not agree with the proposal to require variable speed limits outside school gates;
  - d) Council does not fully support the proposed reversing of speed limits set under the current Speed Limit Setting Rule (2022).
  - e) The draft rule does not provide sufficient evidence of the effectiveness of reversing speed limits and does not discuss how funding will be made available.

### Options

8. Approval is sought for the Consultation Submission.

### Climate Change Impact and Considerations

9. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.
10. There is no direct climate change implication.

### Consultation

11. No external consultation or engagement was made.

### Legal Considerations

12. No legal process implications are foreseen to making this submission.

### Financial Considerations

13. The consultation document does provide sufficient detail on the funding availability for the reversal of permanent 30kph zones around schools by 1 July 2025 or the introduction of variable speed signs outside school gates by 31 December 2027.

### Appendices

No.	Title	Page
1	Appendix 1 - Council Submission on the Draft Land Transport Rule 2024	155

**Author:** Paul Hewitt, Head of Transport

**Approved By:** Jon Kingsbury, Director Economy & Development



# Hutt City Council Setting of Speed Limits 2024 consultation feedback

11 July 2024

## Introduction

This document represents Hutt City Council's response to the draft Land Transport Rule: Setting of Speed Limits Rule 2024 (the draft Speed Rule) that was released for public consultation on 13 June 2024.

Our feedback is set out under each of the proposals below.

## Engagement feedback proposal

### Proposal 1 – Cost benefit analysis for all speed limit changes

Hutt City Council supports making well-informed decisions and developing an understanding of how decisions impact people, as well as the inclusion of economic benefits in the decision-making process.

Hutt City Council does not agree with sole reliance on crash statistics in the Cost-Benefit Analysis because they are likely to be underreported. The primary source of crash data used by Hutt City Council (and other Road Controlling Authorities) is the Crash Analysis System database. According to information provided by NZTA, the agency recognises that only one-fifth of all crashes are reported or recorded.

Furthermore, it is recognised that travel time equals distance divided by average speed. However, calculating the travel time saved by increasing speed is difficult due to its non-linear function. Provided that there is no association between safety and travel time with the Cost Benefit Analysis, the criteria set in the draft is deemed unsatisfactory.

### Proposal 2 – Strengthen consultation requirements

We agree with the consultation requirements to follow the principles from the *Local Government Act 2002*.

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Private Bag 31912, Lower Hutt 5040



/huttcitycouncil

0800 488 824

contact@huttcity.govt.nz  
www.huttcity.govt.nz

The pattern at the top of this page is inspired by the natural landforms, hills, river, and coastline surrounding Lower Hutt. It represents our people, our place, and our home.

**Proposal 3 – Require variable speed limits outside school gates**

Hutt City Council disagrees with this proposal. Changing the speed limits that were previously approved to operate at lower speeds (i.e., 30km/h) is likely to cause public opposition, as the perception of safety from the lower speed zones has already taken hold.

In 2023, Hutt City Council received approval to change the speed limits around 43 suburban schools, with these changes receiving support from the public. Reversing these speed limits will likely cause safety issues around schools, due to changed or variable speeds when schools and the public are already used to the safer, lower speeds to protect our tamariki and rangatahi. A wider area approach was undertaken to reduce the propensity of parents to drop kids off near school gates.

When the speed limit changes were proposed by Hutt City Council in 2023, an area-wide approach was recommended. The consultation document suggests implementing variable speed limit changes only on roads immediately adjacent to the schools. Limiting speed limits to operate exclusively near school gates (e.g. within 300m) will not provide a safer environment for whanau to travel to school.

**Proposal 4 – Introduce a Ministerial Speed Objective**

We believe it is too early to introduce changes to the expectations placed on Road Controlling Authorities regarding setting speed limits. The objectives do not provide evidence that reversing the speed limits will effectively improve transport safety and/or enhance access and mobility.

Councils know their communities the best and are, therefore, best placed to determine what the appropriate speeds and conditions are for their jurisdiction.

Without knowing what the proposed Ministerial speed objective could contain, it is difficult to provide any constructive feedback.

Page 3 of the draft states that “the exact impacts are difficult to quantify”. Council disagrees with this statement, as it is possible to use quantitative data to compare the results of the speed limit changes before and after the current speed limits.

**Proposal 5 – Changes to speed limit classifications**

Hutt City Council partially agrees with these changes. We are not in favour of increasing speed limits in areas where there is a high demand from pedestrians, cyclists and other vulnerable road users who may be exposed to unsafe speeding environments.

Additionally, Council does not support increasing speeds in urban connector areas and beach areas. Our strong preference is for speeds in places like community centres, CBDs, beaches and shopping centres to remain under the current settings.

**Proposal 6 – Update the Director’s criteria for assessing speed management plans for certification**

Hutt City Council understands that should the draft rule be finalised as presented, the Director’s criteria for assessing plans will be updated.

To reiterate our position, we oppose the use of underreported crash statistics in the Cost Benefit Analysis, the increase of speed limits in high pedestrian areas, and the reversal of recent speed limit changes around schools.

**Proposal 7 – Reverse recent speed limit reductions**

Hutt City Council does not support the proposed reversing of speed limits, particularly in school zones and areas with high pedestrian and cyclist demand.

The draft does not provide sufficient evidence of the effectiveness of reversing the speed limits and lacks clarity how funding will be distributed to Road Controlling Authorities to implement such changes. Council seeks more clarity on these issues.

For a Road Controlling Authority, reversing speed limits requires alternative speed control methods to be considered such as the implementation of traffic calming measures (e.g. raised crossings, chicanes etc). Provided that the GPS does not prioritise the implementation of such devices, HCC is concerned that alternative methods may not be effectively implemented due to budget constraints.

The consultation seeks feedback on the cost of implementing the changes. Excluding the removal of recently installed signage, the requirement for other traffic control engineering devices will vary to establish an estimated cost.

**Conclusion**

Hutt City Council does not agree with the intent of the proposed changes to the Land Transport Rule: Setting of Speed Limits 2024 (the draft rule).

We believe that the increases in safety for tamariki and rangatahi around our schools would be undone by the proposed changes that we have implemented around 43 schools over the past year. As noted in this submission, we believe that Councils are the best placed to set the appropriate speeds and safety for our communities under the settings of the current rule.

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**From:** Paul Hewitt  
**Sent:** Thursday, 11 July 2024 8:04 pm  
**To:** speedrule@transport.govt.nz  
**Cc:** Jon Kingsbury; Andrea Mitchell; Evandro Scherer  
**Subject:** Lower Hutt City Council -  
**Attachments:** Hutt City Council Speed Rule Review Consultation feedback 11 July 2024.docx

Kia ora,

Please find attached Hutt City Council's submission on the draft Setting of Speed Limits Rule (2024) consultation.

Regards  
Paul

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# Hutt City Council Setting of Speed Limits 2024 consultation feedback

11 July 2024

## Introduction

This document represents Hutt City Council's response to the draft Land Transport Rule: Setting of Speed Limits Rule 2024 (the draft Speed Rule) that was released for public consultation on 13 June 2024.

Hutt City Council has undertaken considerable work since the publication of the Setting of Speed Limit Rule (2022). Three speed management plans have been approved by council for roads around CBD Schools, Non-CBD Schools and City Wide. Hutt City has also implemented the Non-CBD School Speed Management Plan. The cost to-date for development of the plans, consultation and implementation of 400 signs across 43 schools is approximately \$570,000.

Hutt City Council believes that the Council and Community have the best understanding of what speed limits are appropriate to create safe environments for all network users and the Setting of Speed Limits Rule should empower RCA's to incorporate this.

Our feedback is set out under each of the proposals below.

## Engagement feedback proposal

### Proposal 1 – Cost benefit analysis for all speed limit changes

Hutt City Council supports making well-informed decisions and developing an understanding of how decisions impact people, as well as the inclusion of economic benefits in the decision-making process.

Hutt City Council does not agree with the use of crash statistics in the Cost-Benefit Analysis because they are likely to be underreported. The primary source of crash data used by Hutt City Council (and other Road Controlling Authorities) is the Crash Analysis

System database. According to information provided by NZTA, the agency recognises that only one-fifth of all crashes are reported or recorded.

Furthermore, it is recognised that travel time equals distance divided by average speed. However, calculating the travel time saved by increasing speed is difficult due to its non-linear function. Provided that there is no association between safety and travel time with the Cost Benefit Analysis, the criteria set in the draft is deemed unsatisfactory.

### **Proposal 2 – Strengthen consultation requirements**

We agree with the consultation requirements to follow the principles from the *Local Government Act 2002*.

### **Proposal 3 – Require variable speed limits outside school gates**

Hutt City Council disagrees with this proposal. Changing the speed limits that were previously approved to operate at lower speeds (i.e., 30km/h) is likely to cause public opposition, as the perception of safety from the lower speed zones has already taken hold.

Since the sign-off of the School Speed Limits 2022, Council has been working broadly with Community Boards; undertaking public consultation with the community and key stakeholders. In 2023, Hutt City Council received approval to change the speed limits around 43 suburban schools, with these changes receiving support from the public. Feedback during consultation for these changes received 75% support from the community and 100% support from schools. Reversing these speed limits will likely cause safety issues and confusion around schools, due to changed or variable speeds when schools and the public are already used to the safer, lower speeds to protect our tamariki and rangatahi.

When the speed limit changes were proposed by Hutt City Council in 2023, an area-wide approach was recommended. The consultation document suggests implementing variable speed limit changes only on roads immediately adjacent to the schools. Limiting speed limits to operate exclusively near school gates (e.g. within 300m) will not provide a safer environment for whanau to travel to school.

### **Proposal 4 – Introduce a Ministerial Speed Objective**

We believe it is too early to introduce changes to the expectations placed on Road Controlling Authorities regarding setting speed limits. The objectives do not provide evidence that reversing the speed limits will effectively improve transport safety and/or enhance access and mobility.

Councils know their communities the best and are, therefore, best placed to determine what the appropriate speeds and conditions are for their jurisdiction.

Without knowing what the proposed Ministerial speed objective could contain, it is difficult to provide any constructive feedback.

Page 3 of the draft states that “the exact impacts are difficult to quantify”. Council disagrees with this statement, as it is possible to use quantitative data to compare the results of the speed limit changes before and after the current speed limits.

Hutt City Council believes speed limit changes need to be based on a number of considerations including the environment of the road, pedestrian and cyclist usage, location of shops, schools and other amenities to make well informed decisions about speed limits.

### **Proposal 5 – Changes to speed limit classifications**

Hutt City Council partially agrees with these changes. We are not in favour of increasing speed limits in areas where there is a high demand from pedestrians, cyclists and other vulnerable road users who may be exposed to unsafe speeding environments.

Additionally, Council does not support increasing speeds in urban connector areas and beach areas. Our strong preference is for speeds in places like community centres, CBDs, beaches and shopping centres to remain under the current settings.

### **Proposal 6 – Update the Director’s criteria for assessing speed management plans for certification**

Hutt City Council understands that should the draft rule be finalised as presented, the Director’s criteria for assessing plans will be updated.

To reiterate our position, we oppose the use of underreported crash statistics in the Cost Benefit Analysis, the increase of speed limits in high pedestrian areas, and the reversal of recent speed limit changes around schools.

### **Proposal 7 – Reverse recent speed limit reductions**

Hutt City Council does not support the proposed reversing of speed limits, particularly in school zones and areas with high pedestrian and cyclist demand.

The draft does not provide sufficient evidence of the effectiveness of reversing the speed limits and lacks clarity how funding will be distributed to Road Controlling Authorities to implement such changes. Council seeks more clarity on these issues.

The reversing of speed limits also creates an opportunity cost. To-date Hutt City Council has spent approximately \$570,000 on implementing speed limit changes. The money to reverse these changes is estimated to be of a similar order and is money that could have been diverted to other road safety measures.

For a Road Controlling Authority, reversing speed limits requires alternative speed control methods to be considered such as the implementation of traffic calming measures (e.g. raised crossings, chicanes etc). Provided that the GPS does not prioritise the implementation of such devices, HCC is concerned that alternative methods may not be effectively implemented due to budget constraints.

The consultation seeks feedback on the cost of implementing the changes. Excluding the removal of recently installed signage, the requirement for other traffic control engineering devices will vary to establish an estimated cost.

## Conclusion

Hutt City Council does not agree with the intent of the proposed changes to the Land Transport Rule: Setting of Speed Limits 2024 (the draft rule).

We believe that the increases in safety for tamariki and rangatahi around our schools would be undone by the proposed changes that we have implemented around 43 schools over the past year. As noted in this submission, we believe that Councils are the best placed to set the appropriate speeds and safety for our communities under the settings of the current rule.

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Minister for Energy  
Minister of Local Government  
Minister of Transport  
Minister for Auckland  
Deputy Leader of the House



Dear Mayor and Chief Executive

I am writing to inform you I have signed the new Land Transport Rule: Setting of Speed Limits 2024. The new Rule will deliver on the Government's commitment to reverse blanket speed limit reductions and introduce a more balanced approach to setting speeds.

As you will be aware, the draft Rule was open for consultation earlier this year. The Ministry of Transport received over 8,100 submissions on the Rule. There was overall support for the proposals. I have considered the feedback received and made some changes to the Rule in response. The key changes are:

- road controlling authorities (RCAs) are required to publish a cost benefit disclosure statement.
- the requirement for variable speed limits outside schools has been amended to allow more flexibility and the implementation deadline for school speed limits has been brought forward.
- the new Rule no longer includes the regional speed management plan approach, Speed Management Committee or the proposed Ministerial Speed Objective.

The new Rule comes into effect on 30 October 2024 and outlines the requirements to reverse certain speed limits. The key dates for RCAs are:

- By **1 May 2025**, RCAs must identify the roads subject to reversals and register the new speed limits.
- By **1 July 2025**, all reversed speed limits must be in force, with new signs and road markings in place (any stretches outside school gates must be variable).
- By **1 July 2026**, all roads outside school gates must have variable speed limits implemented.

The new Rule will be available on the NZTA website. The Ministry of Transport will publish the relevant Cabinet paper, summary of submissions and final Regulatory Impact Assessment on its website shortly.

Your sincerely

Hon Simeon Brown  
**Minister of Transport**



26 February 2025

Tēnā koutou

**Re: Land Transport Rule: Setting of Speed Limits 2024**

Further to our mid-January letter to Road Controlling Authority (RCA) Chief Executives this is a quick follow-up to remind you we're here to assist if you have any queries.

We're aware the new Rule is significantly different from the 2022 Rule and the complexities may be challenging for RCAs to work through to determine the relevant impacts and actions. Part of our role is to provide information and guidance to help RCAs with this.

As a reminder, RCAs are required to submit their reversals lists to NZTA by 1 May 2025 and to then upload the records in the NSLR. Please allow up to 10 working days for us to enter the records in the NSLR.

More information and applicable documents are on our website:

- [Speed limits](#)
- [Guidance – Land Transport Rule: Setting of Speed Limits 2024 \[PDF, 1.8 MB\] - updated January 2025](#)
- [National Speed Limit Register user guide for Reversals \[PDF, 591 KB\]](#)
- [Reversals template \[XLSX, 347 KB\]](#)
- [Speed Management Plan template \[DOCX, 774 KB\]](#)
- [Alternative Method Proposal template \[DOCX, 775 KB\]](#)

If you want a copy of our 16 January letter, which notified RCAs of the updated guidance and included tips on updating the NSLR, please email [speedmanagementprogramme@nzta.govt.nz](mailto:speedmanagementprogramme@nzta.govt.nz).

For more information on applying for funding to implement the Rule please read the 3 December [NLTP bulletin](#). Please get your applications in as soon as possible.

**Questions can be directed as follows:**

- Development and policy intent of the new Rule: [speedrule@transport.govt.nz](mailto:speedrule@transport.govt.nz)
- Interpreting and applying the Rule / Amendment Rule, the Guidance, NSLR or MegaMaps please email NZTA (as regulator): [speedmanagementprogramme@nzta.govt.nz](mailto:speedmanagementprogramme@nzta.govt.nz).
- Co-investment via the National Land Transport Fund for reasonable and unavoidable costs to comply with the Rule, talk to your region's NZTA Maintenance and Operations Investment Advisor or email [ts\\_mo\\_investmentadvisors@nzta.govt.nz](mailto:ts_mo_investmentadvisors@nzta.govt.nz)
- State highway speed limits: [speedmanagement@nzta.govt.nz](mailto:speedmanagement@nzta.govt.nz)
- Signage procurement support or advice: [procurement@nzta.govt.nz](mailto:procurement@nzta.govt.nz)

Ngā mihi

s7(2)(a)

Iain McAuley  
Manager, Regulatory Technical



# Long Term Plan/Annual Plan Subcommittee

07 April 2025

Report no: LTPAP2025/2/129

## Speed Limit Reversal

### Purpose of Report

1. The purpose of this report is to seek approval for the funding of speed limit reversals required under the Land Transport Rule: Setting of Speed Limits (2024).

### Recommendations

That the Subcommittee recommends that Council:

- (1) receives and notes the report;
- (2) notes the Setting of Speed Limits 2024 – Speed Limit Changes around schools and Marine Drive was considered by the Infrastructure and Regulatory Committee at its meeting on 13 March 2025, report IARCC2025/1/40;
- (3) approves the net funding of \$0.17M for the Speed Limit Reversals under the Land Transport Rule: Setting of Speed Limits 2024; and
- (4) approves the net reduction of \$0.17M for the Road Network Improvements budget in 2025-26 to offset the cost of the Speed Limit Reversals.

### Background

2. In October 2024, central government introduced the Land Transport Rule: Setting of Speed Limits 2024, aligning the rule with the Government Policy Statement on transport. The new rule requires the following:
  - a. reversing permanent speed limits around schools to 50kph, or making them variable outside school gates;
  - b. reducing variable speed limits outside school to a maximum length of 300m, applicable only to outside school gates;
  - c. reversing all other speed reductions made since 2020 to their previous speed values;
  - d. introducing variable speed limits at school gates for schools without current speed reductions.

3. During 2023 and 2024, speed limits on roads surrounding 43 schools where either lowered or had variable speed limits installed. These speed limits changes were undertaken under the Land Transport Rule: Setting of Speed Limits 2022 (Speed Rule 2022).
4. The Setting of Speed Limits 2024 rule requires the reversal of the reduced speed limits that were implemented around 43 schools in Lower Hutt City. The speed limits must now revert to the permanent limits that were in place prior to the reductions, or to variable speed limits operating at school gates.
5. At the meeting on 25 March 2025, recorded in Minute No C 25120(4), Council approved officers to work with schools to implement the changes required under the Setting of Speed Limits 2024 Rule.

**RESOLVED:** (Cr Edwards/Cr Stallinger) **Minute No. C 25120(4)**

*"That Council:*

- (1) receives and notes the information;*
- (2) notes that the reversal of reduced speed limits and the installation of variable speed limits is required by the Land Transport Rule: Setting of Speed Limits 2024;*
- (3) approves officers to work with schools to make changes that comply with the Land Transport Rule - Setting Speed Limits 2024 and maximise the safety of students travelling to and from school; and*
- (4) directs officers to complete the work required to maintain Marine Drive at 50km/h due to the significant change of land use since the speed was lowered in accordance with the Eastbourne Speed review, which was a consent condition for Tupua Horo Nuku."*

### Discussion

6. The necessity to undertake the reversal of speed limits as required by the Speed Setting Rule 2024 was not included in the Long-Term Plan 2024-34 approved by Council.
7. The estimated cost of reversing speed limits set under the 2022 Rule is \$352,000. This allows for the removal and reuse of existing signs and the installation of static variable speed signs at school gates.
8. NZTA has confirmed that a subsidy of 51% will be available for works undertaken to reverse the speed limit changes. This NZTA subsidy has been incorporated into the financial allowances in shown in the table 1 below.
9. The required funding for meeting the rule will need to be provided through the Annual Plan 2025-26 and offset against existing Transport budgets.

10. It is proposed that the funding required to comply with the Setting of Speed Limits 2024 rule be offset by a reduction in the budget for Road Network Improvements project. The allocated budgets for 2025/2026 and 2026/2027 for Road Network Improvements are shown in Table 2. Works currently identified under this budget in 2025/2026 include a pedestrian crossing on Eastern Hutt Road at Pomare Station, improvements at the Laings Road/Myrtle Street intersection and installing measures to deter anti-social driving at locations including Harcourt Werry Drive, Reynolds Bach Drive and Gracefield Road. With the proposed budget reduction, the Eastern Hutt Road crossing and Laings Road/Myrtle Street improvements will be able to proceed along with one anti-social driving site. Remaining anti-social driving sites will need to be deferred to later years.
11. The speed limits on Marine Drive, Eastbourne are not included in the speed limit reversals. Marine Drive aligns with exclusion provisions in the Speed Setting Rule 2024.

### Options

12. The options available to Council are:
  - a. approve the requested funding including a reduction in the budget for Road network Improvements.
  - b. retain existing speed limits with no changes, thereby risking non-compliance; OR
  - c. provides direction on specific amendments as the subcommittee deems appropriate for recommendation to Council.

### Climate Change Impact and Considerations

13. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.

### Consultation

14. The Speed Setting Rule 2024 does not set a requirement for consultation to be undertaken for the reversal of speed limits set under the Speed Setting Rule 2022.
15. It is intended that all schools affected by the changes will be contacted via email. The email will outline the proposed changes, explain the reasons for their implementation, and include a map illustrating the changes specific to each school. Feedback will be sought on the appropriateness of the proposed sign locations and the identified school entrances.

### Legal Considerations

16. Section 11 of the Land Transport Rule: Setting of Speed Limits 2024 requires the reversal of speed limits set using the Land Transport Rule: Setting of Speed Limits 2022.

### Financial Considerations

17. Funding for the Speed Limit Reversals is not included in the Long Term Plan 2024-2034, nor is it currently included in the Draft Annual Plan 2025-26.
18. NZTA has confirmed that a 51% funding assistance rate (FAR) will be applied to the speed reversal.
19. There is a proposed offsetting reduction in capital expenditure under Road Network Improvements project in 2025-26 and 2026-27. The budget will be reduced by the net between the capital cost and subsidies for the Speed Limit Reversals, which will mean a reduction in the Road Network Improvements budget in 2025-26 and 2026-27 of \$0.17M.
20. The finance tables below are based on the borrowing of \$0.35M (Capex), with revenue covering NZTA subsidy. As there is a proposed offsetting reduction in other capital there is no additional operating costs to cover interest and depreciation.

Table 1: Revenue Budgets

The presented figures are uninflated											
\$M	2024 /25	2025 /26	2026 /27	2027 /28	2028 /29	2029 /30	2030 /31	2031 /32	2032 /33	2033 /34	Total
Draft Annual Plan 2025-26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Annual Plan 2025-26	0.00	(0.13)	(0.05)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.18
Variance	0.00	0.13	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.18

Table 2: Capital Expenditure Budget – Road Network Improvements budget reduction.

The presented figures are uninflated											
\$M	2024 /25	2025 /26	2026 /27	2027 /28	2028 /29	2029 /30	2030 /31	2031 /32	2032 /33	2033 /34	Total
Draft Annual Plan 2025-26	0.78	0.83	0.89	0.82	0.80	0.81	0.81	0.87	0.89	0.91	8.41
Final Annual Plan 2025-26	0.00	0.71	0.84	0.82	0.80	0.81	0.81	0.87	0.89	0.91	8.24
Variance	0.00	0.12	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17

Table 3: Capital Expenditure Budget - Speed Limit Reversals new budget.

The presented figures are uninflated											
\$M	2024 /25	2025 /26	2026 /27	2027 /28	2028 /29	2029 /30	2030 /31	2031 /32	2032 /33	2033 /34	Total
Draft Annual Plan 2025-26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Annual Plan 2025-26	0.00	0.25	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.35
Variance	0.00	(0.25)	(0.10)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	(0.35)

### Appendices

There are no appendices for this report.

**Author:** Paul Hewitt  
Head of Transport

**Reviewed By:** Philip Benseman  
Senior Management Accountant

**Approved By:** Jon Kingsbury  
Director Economy & Development



Thursday, 29 May 2025

Land Transport New Zealand

Attn: Brent Alderton, Director of Land Transport

Dear Brent,

### **REQUEST FOR EXTENSION – NSLR IMPLEMENTATION TIMEFRAME**

I am writing on behalf of Hutt City Council to request an extension to the timeframe for implementing speed limit reversals as mandated in the *National Speed Limit Register (NSLR) User Guide: Speed Limit Reversals*, published by Waka Kotahi on 15 January 2025.

The aforementioned guide mandates Road Controlling Authorities (RCAs) to reverse speed limits where speed limits were reduced using the 2022 speed limit setting rule. For Hutt City Council this requires the reversal of speed limits on 214 roads around 47 schools that were lowered in late 2024 to early 2025. The estimated cost to fulfil this mandated work is estimated cost of \$352k. This cost does not include the likely reputational issues raised from the many schools who had supported the lowering of speed limits to keep Tamariki safe.

Hutt City Council is appreciative of the 51% subsidy for the speed limit reversal funded by NZTA. Council has met and considered the requirement for the 49% local funding share against the other pressures on Council funding and will enable funding the undertaking of this mandate over the 2025-26 and 2026-27 financial years.

In the lead up to the funding decision by Council, Hutt City Council officers made progress on the pre-construction requirements to have affected road sections certified in the NSLR, and speed limit records were submitted in line with the original 30 June 2025 implementation timeframe. With consideration to the availability of funding to undertake this work, we are seeking your approval to extend the implementation date of the speed limit reversals over the 2025/26 and 2026/27 financial years.

Council remains fully committed to meeting its obligations under the *Land Transport Rule: Setting of Speed Limits 2024* and to working closely with Waka Kotahi to ensure the accurate and timely completion of this important programme.

We appreciate your consideration of this request and would welcome the opportunity to provide any further information required.

Ngā mihi

s7(2)(a)

**Paul Hewitt**

Head of Transport  
Hutt City Council

RELEASED UNDER THE LOCAL GOVERNMENT OFFICIAL INFORMATION AND MEETINGS ACT 1987

26 June 2025

Paul Hewitt  
Head of Transport  
Hutt City Council

Dear Paul

**Land Transport Rule: Setting of Speed Limits 2024 - Reversals**

Thank you for your letter of 25 May 2025.

As you are aware the Land Transport Rule: Setting of Speed Limits Rule 2024 (the Rule) requires Road Controlling Authorities to implement any speed limit reversals on specified roads by 1 July 2025. You've indicated that you're unable to meet this deadline and have requested an extension until 2027.

There are no provisions in the Rule to allow the Director of Land Transport to grant extensions to the 1 July deadline, known since the Rule was announced in September 2024.

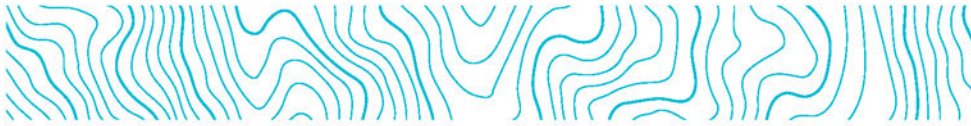
We're keen to understand why Hutt City Council has not planned for and prioritised meeting this statutory deadline. We're also keen to better understand why you cannot implement all your reversals until 2027, which would be a significant breach of the Rule, particularly given your National Land Transport Fund subsidy has been approved and can be utilised incrementally.

We'd like to collaborate with you through our Director of Regional Relationships, Emma Speight, and your local NZTA investment advisor Ashwin Nazareth to clarify these matters and if possible expedite your implementation programme.

Yours sincerely

s7(2)(a)

Brent Alderton  
Director of Land Transport



25 July 2025

Emma Speight  
Director of Regional Relationships  
New Zealand Transport Agency  
Email: Emma.Speight@nzta.govt.nz

Kia ora Emma,

**Land Transport Rule: Setting of Speed Limits 2024 – Hutt City Council**

I am contacting you following the letter received from Brent Alderton on 26 June 2025 asking for Hutt City Council to collaborate with you in relation to the reversal of speed limits reduced under the 2020 rule.

As you may be aware, Hutt City Council went through a sizeable programme of implementing speed limit reductions around 41 schools across the city in late 2023 and early 2024. To make the changes required by the new rule, 214 roads require speed limit changes encompassing 47 schools. The estimated cost for this work is \$325k.

Our Council leaders have had a natural reluctance to make the changes as the earlier speed limit reductions were made in the best interest of the safety of the children in our city. The local share of the funding required has now been secured and work is underway to progress the speed limits changes and variable speed limit zones to comply with the Setting of Speed Limits Rule 2024. Information about the rollout is available on our website [here](#).

Hutt City Council is committed to complying with the changes required under the 2024 rule and fully expects all necessary speed limits to be reversed by the end of December 2025 at the latest.

I am available to answer any further questions you may have on this.

Ngā mihi,

s7(2)(a)



**Jon Kingsbury**  
Director Economy and Development  
Hutt City Council

