

Land Transport Rule Setting of Speed Limits

**Consolidated Rule
with amendments incorporated
as at
1 December 2016**

The consolidation of the Rule and its amendments is intended to provide up-to-date details of the current requirements. It is not the official version of the Rule.

Preface

The consolidated Rule brings together the requirements relating to the setting of speed limits on New Zealand roads in the principal Rule and its amendments. These Rules were produced, under an agreement with the Secretary for Transport, by the NZ Transport Agency (NZTA) or its predecessor land transport Crown entities. They were signed into law by the Minister of Transport or his or her delegate under the *Land Transport Act 1998*.

The principal Rule

Land Transport Rule: Setting of Speed Limits 2003 (the Rule), which came into force on 5 April 2004 (as notified in the *New Zealand Gazette* of 4 March 2004), established procedures whereby road controlling authorities may set enforceable speed limits on roads within their jurisdictions. The purpose of the procedures is to ensure that the risk to public safety is minimized, and that the freedom of road users to travel on New Zealand roads at speeds that are reasonable and appropriate is protected through checks and balances on the actions of road controlling authorities.

Amendment 1

Following public consultation, the Rule was amended with effect from 15 September 2005 to allow road controlling authorities to set two new speed limits of 10 km/h and 90 km/h. The amendment Rule provides road controlling authorities with the option of setting a new speed limit of 90 km/h on rural roads (subject to the NZTA's approval).

Amendment 2

The Rule was further amended, with effect from 29 June 2007, to amend references in the Rule to the time limit for road controlling authorities to review Limited Speed Zones, comply with specific requirements for permanent and holiday speed limit signs, designate urban traffic areas, validate saved speed limits and establish a register of speed limits. The time limit was extended from 2005 until 2009, in line with the amended date set by Parliament for the repeal of the *Transport Act 1962*. The amendment also amended two definitions and corrected an error in Schedule 1 of the Rule.

Amendment 3

The Rule was amended with effect from 1 December 2016 to make changes consulted on in *Land Transport Rule: Omnibus Amendment 2016* that—

- clarify that the rural speed limit is the default speed limit on all motorways, not just those in rural areas:
- allow temporary speed limits to be 10km/h less than the permanent speed limit in areas where the permanent speed limit is 50km/h or less:
- clarify that variable speed limits may be set for safe or efficient traffic management:
- allow, in specified circumstances, a speed limit sign to be placed more than 20 metres from the point a speed limit changes, but as close to that point as is reasonably practicable:
- allow a road controlling authority to mark the speed limit on the road surface at places other than alongside a speed limit sign.