



Guidance – Land Transport Rule: Setting of Speed Limits 2024

NZ Transport Agency Waka Kotahi

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More information and feedback

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Contents

1 INTRODUCTION.....	5
1.1 Purpose and scope of the Guide	5
1.2 Alignment with government direction and priorities.....	5
1.3 Required guidance.....	6
2 LAND TRANSPORT RULE: SETTING OF SPEED LIMITS 2024.....	10
2.1 What the Rule says	10
2.2 Speed limit reversals	11
3 HOW TO SET SPEED LIMITS.....	15
3.1 Speed management plans	17
3.2 Preparing a plan.....	20
3.3 Plan content and form	22
3.4 Consult and apply for plan certification	25
3.5 Set speed limits under a plan.....	27
3.6 Varying and replacing plans	27
3.7 Alternative method proposals.....	28
3.8 Preparing an alternative method proposal.....	29
3.9 Consult and apply for approval.....	31
3.10 Set speed limits under the alternative method	32
3.11 Pilot speed limits	33
4 SPEED LIMITS	35
4.1 Speed limits: general requirements.....	35
4.2 Permanent speed limits for different classes of road	37
4.3 Variable speed limits	39
4.4 Intersection speed zones (ISZ).....	41
4.5 Speed limits around schools	43
5 COST BENEFIT DISCLOSURE STATEMENTS	47
5.1 Cost benefit disclosure statement for proposed speed limit changes	47
5.2 How to complete cost benefit disclosure statements	48
5.3 Summaries of cost benefit disclosure statements	49
6 CONSULTATION AND ENGAGEMENT	50
6.1 Who and how to consult.....	51
6.2 What information to provide	53
6.3 Consider submissions.....	54
7 SIGNS AND OTHER INFRASTRUCTURE.....	55
7.1 Speed limit signs: general requirements	55

7.2 Maximum intervals between speed limit signs	55
7.3 Signs for variable speed limits	56
7.4 Signs for ISZ.....	60
7.5 Safety infrastructure	60
8 GLOSSARY	62
APPENDIX A: MONITORING AND EVALUATION.....	65

1 Introduction

This section discusses:

- the purpose and scope of this publication ‘Guidance – Land Transport Rule: Setting of Speed Limits 2024’ (the Guide)
- the Guide’s alignment with government direction and priorities
- required guidance under the Land Transport Rule: Setting of Speed Limits 2024 (the Rule).

1.1 Purpose and scope of the Guide

This Guide supports the Rule.¹ It includes guidance and information on different aspects of the Rule, including:

- how to set speed limits – different ways to do this and what’s involved
- requirements for speed limits and speed limit signs
- how to complete a cost benefit disclosure statement for proposed speed limit changes
- who and how to consult.

This Guide will be of most interest to road controlling authorities (RCAs) – including NZ Transport Agency Waka Kotahi (NZTA) for State highways – to help them set and manage speed limits for roads under their control. It will also be of interest to others contributing to speed management planning and proposals.

Note where this Guide says ‘must’ this relates to requirements under the Rule, and where this Guide says ‘should’ these are recommendations.

NZTA has three functions under the Rule:

- as a regulator – NZTA provides information and guidance to RCAs, sets deadlines and monitors compliance with the Rule
- as an RCA – NZTA is responsible for the State highway network, meaning it’s also an audience for this Guide in the same way as local RCAs
- as a certifier and approver – the Director of Land Transport certifies speed management plans and approves other speed limit proposals. This NZTA function is delegated to the Director to retain independence from NZTA as an RCA.

1.2 Alignment with government direction and priorities

This Guide is aligned with government direction and priorities for transport and road safety. As well as the Rule, this includes the Government Policy Statement (GPS) on land transport.

RCAs must have regard to the road safety aspects of the GPS on land transport when proposing to change or set speed limits.

¹ www.nzta.govt.nz/resources/rules/land-transport-rule-setting-of-speed-limits-2024/

Government Policy Statement on land transport 2024-34

The Government Policy Statement on land transport 2024-34 (GPS 2024)² guides how funding from the National Land Transport Fund will be invested. The four GPS 2024 strategic priorities are:

- economic growth and productivity
- increased maintenance and resilience
- safety
- value for money.

The GPS 2024 acknowledges speed is a contributing factor to road safety. It also acknowledges the Government's focus on safety improvements through building safer infrastructure, investing in safer drivers and requiring safer vehicles. It signals the Government's intention to reset the approach to setting speed limits (via the new Rule) to:

- deliver road safety in an efficient and cost-effective manner
- consider more directly public sentiment and acceptability
- support productivity and economic growth.

1.3 Required guidance

Clauses 3.12³ and 3.13⁴ of the Rule require NZTA to develop, maintain, and supply guidance and information to RCAs. This is provided as a package including:

- this Guide (PDF)
- MegaMaps⁵ geospatial tool for roading information, described below (online platform)
- optional impacts analysis tool (Excel spreadsheet)
nzta.govt.nz/assets/Safety/docs/speed-management-resources/Optional-Cost-Impact-Analysis-Tool.xlsx
- templates for submitting to the Director of Land Transport (the Director) (editable Word documents) nzta.govt.nz/safety/partners/speed-and-infrastructure/speed-limits/:
 - speed management plans nzta.govt.nz/assets/Safety/docs/speed-management-resources/speed-management-plan-template.docx
 - variations to speed management plans nzta.govt.nz/assets/Safety/docs/speed-management-resources/variation-to-a-speed-management-plan-template.docx
 - speed limit proposals using the alternative method nzta.govt.nz/assets/Safety/docs/speed-management-resources/alternative-method-proposal-template.docx
 - details of pilot speed limits nzta.govt.nz/assets/Safety/docs/speed-management-resources/pilot-template.docx.

² GPS 2024 was published in June 2024 and took effect on 1 July 2024. It is available at transport.govt.nz/area-of-interest/strategy-and-direction/government-policy-statement-on-land-transport-2024

³ Clause 3.12 Guidance on speed management

⁴ Clause 3.13 Agency must develop and maintain information

⁵ nzta.govt.nz/safety/partners/speed-and-infrastructure/speed-limits/mega-maps

NZTA is also responsible for managing the National Speed Limit Register⁶ (the register). The register is intended to provide a single source of truth on speed limits nationwide and is described below.

MegaMaps geospatial tool

The Rule requires NZTA to provide information about the road network. This is enabled via MegaMaps, an interactive digital platform RCAs and the public can use to view and review details for all New Zealand roads and streets.

MegaMaps is required to, and includes information on:

- the function and use of the road (this is shown through the One Network Framework (ONF) street categories layer)
- crash and injury risks for all road users (this is shown through the historic crash data layer)
- the characteristics of the road and roadsides (shown through the infrastructure layer)
- adjacent land use (shown through the infrastructure layer)
- the number of intersections and property accessways (shown through the infrastructure layer)
- traffic volume
- mean operating speeds
- any other matter NZTA considers appropriate.

Road classifications in the Rule versus the ONF

The road classifications in the Rule, used for specifying permanent speed limits, are similar but not identical to the street categories in NZTA's ONF. The ONF is used by RCAs for regional land transport plans and investment proposals.

Although the ONF is not directly applicable to setting speed limits, it is still relevant for establishing or identifying transport network function, performance measures, operating gaps and potential interventions for each road and street type.

For more about the ONF go to NZTA's website at nzta.govt.nz/planning-and-investment/planning/one-network-framework

Optional impacts analysis tool

RCAs may use the Ministry of Transport–NZTA's optional impacts analysis tool (the tool) to help them prepare cost benefit disclosure statements required by the Rule.⁷ The tool is available as an Excel spreadsheet from nzta.govt.nz/assets/Safety/docs/speed-management-resources/Optional-Cost-Impact-Analysis-Tool.xlsx

The tool gives RCAs a way to identify what they need to consider for a proposed speed limit change:

- estimated safety impacts

⁶ Under the Land Transport (Register of Land Transport Records—Speed Limits) Regulations 2022, available at www.legislation.govt.nz/regulation/public/2022/0120/latest/whole.html

⁷ Clause 3.3 Requirements for cost benefit disclosure statements

- estimated travel time impacts
- estimated implementation costs.

The tool also includes a user guide and explains some key assumptions and limitations.

Optional impacts analysis tool and the Monetised benefits and costs manual

The tool is intended to help RCAs prepare the cost benefit disclosure statements required by the Rule. These requirements are specific to the Rule and differ from standard cost benefit requirements.

The NZTA also has the *Monetised benefits and costs manual* (MBCM), providing the standard for the economic evaluation of land transport activities in New Zealand. The MBCM sets out economic evaluation procedures and values used in calculating cost benefit ratios needed for applications for investment.

The tool, or any other method used by RCAs to assess costs and benefits, is solely for the purposes of consultation on setting speed limits and cannot be used in place of MBCM processes for National Land Transport Fund-related applications.

Further information on requirements for cost benefit disclosure statements is provided in section 5 of this Guide.

Templates for plans and proposals

NZTA has prepared templates (editable Word documents) [nzta.govt.nz/safety/partners/speed-and-infrastructure/speed-limits/speed-management-guide] to help RCAs when submitting to the Director any:

- speed management plans⁸ (required⁹) nzta.govt.nz/assets/Safety/docs/speed-management-resources/speed-management-plan-template.docx
- variations to speed management plans¹⁰ nzta.govt.nz/assets/Safety/docs/speed-management-resources/variation-to-a-speed-management-plan-template.docx
- speed limit proposals using the alternative method¹¹ <https://www.nzta.govt.nz/assets/Safety/docs/speed-management-resources/alternative-method-proposal-template.docx>
- details of pilot speed limits.¹² <https://www.nzta.govt.nz/assets/Safety/docs/speed-management-resources/pilot-template.docx>

The templates outline content required by the Rule and give guidance on how to provide this.

National Speed Limit Register

The register is an online, publicly available maps-based source of speed limits for New Zealand roads. Most speed limits must be entered in the register to have legal effect.

⁸ Clause 2.5 Method for all road controlling authorities to set speed limits: using a plan

⁹ Clause 3.7(5) of clause 3.7 Content and form of plans

¹⁰ Clause 3.10 Varying and replacing speed management plans

¹¹ Clause 2.6 Alternative method for Agency (as RCA) or territorial authorities to set speed limits: Director approval

¹² Clause 2.8 Certain road controlling authorities may set speed limits as part of a pilot, clause 2.9 Certain road controlling authorities may set speed limits when removing a pilot

The register enables organisations responsible for speed management to record, update and share speed limit data in line with the Rule and Land Transport (Register of Land Transport Records—Speed Limits) Regulations 2022 requirements.

To register a speed limit an RCA must submit the required information to NZTA¹³ at least the day before the speed limit comes into force. NZTA then creates a land transport record in the register. The public and enforcement agencies can search the register by address or record name.

Information required for the register¹⁴

RCAs must give NZTA the following details at least the day before a speed limit comes into force:

- the geographical area (road or roads, part of a road or other described land) for which the speed limit is set
- the new speed limit in km/h
- the type of speed limit (permanent, seasonal, variable or temporary)
- the dates any seasonal speed limit will apply
- for variable speed limits the conditions under which each speed limit will apply
- the date the speed limit comes into force
- any end date for the speed limit
- a declaration that any legal requirements regarding setting the speed limit have been satisfied
- any other information NZTA requests.

¹³ nzta.govt.nz/safety/partners/speed-and-infrastructure/speed-limits/national-speed-limit-register

¹⁴ Land Transport (Register of Land Transport Records—Speed Limits) Regulations 2022, Clause 6 Information to be provided at registration

2 Land Transport Rule: Setting of Speed Limits 2024

This section discusses:

- what the Rule says and what's changed from the Land Transport Rule: Setting of Speed Limits 2022 (the 2022 Rule)
- speed limit reversals and deadlines.

2.1 What the Rule says

The Rule sets out what RCAs must do when proposing and setting speed limits on roads under their control. It came into force on 30 October 2024, revoking and replacing the 2022 Rule.

The Rule's objective

Clause 1.3 of the Rule says:

'The objective of this Rule is to contribute to an effective, efficient, and safe land transport system by—

- (a) providing for an approach to speed management that considers speed limits alongside safety infrastructure and safety camera enforcement; and*
- (b) empowering or requiring road controlling authorities to set speed limits for roads under their control, generally after considering safety, economic impacts and the views of road users and the community; and*
- (c) setting out requirements road controlling authorities must comply with when setting speed limits.'*¹⁵

The Rule provides RCAs with ways to set speed limits including via optional speed management plans, which must be certified by the Director, or via the alternative method, which needs the Director's approval.

The Rule also includes technical requirements for speed limits and speed limit signs.

Key changes from the 2022 Rule

- **Speed management plans are now optional** and no longer need to include a 10-year vision. There are now just two types of speed management plan: State highway plans (prepared by NZTA as RCA) and territorial authority plans. The Rule no longer includes regional speed management plans.
- **There's a new binding schedule of road classifications** specifying permanent speed limits or ranges of speed limits for each class of road. RCAs must align proposed speed limits with this schedule.
- RCAs must now explicitly consider **economic factors**, including the impact on travel times, when proposing speed limits. RCAs must complete and provide a cost benefit disclosure statement for each proposed change for consultation purposes.

¹⁵ Clause 1.3 Objective of Rule

- **Consultation requirements are now more explicit.** RCAs must publish summaries of submissions received during public consultation, explaining what has and hasn't changed as a result, and say why.
- Requirements for **speed limits around schools** have been changed. In most cases, variable speed limits will need to apply to roads outside a school gate during school pick up and drop off times. RCAs must make all reasonable efforts to comply with the Rule's requirements around schools by 1 July 2026.
- RCAs must **reverse some recent speed limit reductions** made between 1 January 2020 and when the Rule commenced on 30 October 2024 on certain roads. This includes most residential or neighbourhood streets around schools with 30km/h speed limits. Section 2.2 below has more details about speed limit reversals and deadlines.

2.2 Speed limit reversals

Clause 10.7 Certain speed limits in the register not in force on commencement must be reversed

Schedule 2 Transitional provisions

The Rule requires:

- all RCAs to reverse some speed limits in the register but not yet in force when the Rule commenced – as soon as practicable
- NZTA (as RCA) and territorial authorities to reverse some recent speed limit reductions on specified roads – new speed limits to be set by 1 May 2025 and in force no later than 1 July 2025.

Table 1 on page 13 outlines what to do and when for reversals, as well as other Rule deadlines for speed limits around schools.

Reversing certain speed limits not yet in force

As soon as practicable after the Rule commences, all RCAs must reverse any permanent, seasonal, or variable speed limits:

- set under the 2022 Rule's provisions for speed management plans or the alternative method, and
- in the register when the Rule commenced on 30 October 2024 but not yet in force (i.e. the speed limit's specified start date with new signs and road markings were not in place before the Rule's commencement), and
- that don't relate to specified roads.¹⁶

RCAs must stop the process by:

- setting the same speed limit in force when the Rule commenced on 30 October 2024
- submitting the required details for the register to NZTA.

Reversing some speed limit reductions on specified roads

The Rule's transitional provisions require NZTA (as RCA) and territorial authorities to make speed limit reversals and other changes on 'specified roads'. The Rule defines these roads as:

¹⁶ Clause 10.7 Certain speed limits in the register not in force on commencement must be reversed

- **local streets** (residential or neighbourhood streets) where these RCAs set a permanent speed limit of 30km/h on or after 1 January 2020 and the reason, or one of the reasons, was because there was a school in the area.
- **urban connectors and interregional connectors** (classes of road in Schedule 3 of the Rule) where these RCAs set a permanent speed limit on or after 1 January 2020 and the 'previous speed limit' (the most recent permanent speed limit before 1 January 2020) was higher than the 'amended speed limit' (the most recent permanent speed limit before the Rule commenced).

In most cases, RCAs must reverse recent speed limit reductions on specified roads by setting the same permanent speed limits as the ones previously in force on 31 December 2019.

RCAs must set these speed limits by 1 May 2025, to come into force no later than 1 July 2025. In the meantime, RCAs can't make any other speed limit changes on specified roads apart from setting a temporary or emergency speed limit.

The exceptions to these reversal requirements are:

- any reductions made to correct speed limit records under clause 12.6 of the 2022 Rule can be retained.
- speed limits on some roads outside school gates – RCAs must change these to variable speed limits instead, as explained below.
- some amended speed limits may stay, also explained below.

Some specified roads outside school gates require variable speed limits

If a specified road is both a local street (residential or neighbourhood street) and a road 'outside the school gate' (as defined in the Rule¹⁷) NZTA (as RCA) and territorial authorities must set a variable speed limit of 30km/h to apply during school travel periods.

As is the case for other specified roads, these speed limits must be set by 1 May 2025 and come into force no later than 1 July 2025. RCAs can't make any other speed limit changes in the meantime apart from setting a temporary speed limit.

Schools may have many different gates or access points. Refer to section 4.5 of this Guide for more about roads outside school gates and how to identify them.

Some amended speed limits may stay

In some cases NZTA (as RCA) and territorial authorities may keep an amended speed limit (i.e. a lower speed limit than the one in force before 1 January 2020) on a specified road. This is if it would be inappropriate to revert to the previous speed limit due to a significant change in surrounding land use since 31 December 2019.

As an example, a new residential development may have been built during this time.

¹⁷ Clause 1.4 Interpretation – note schools may have many different gates or access points.

NZTA (as RCA) may keep certain amended speed limits if satisfied of public acceptance

NZTA (as RCA) may also keep the amended speed limit (i.e. a lower speed limit than the one in force before 1 January 2020) on a specified road that’s an interregional connector if satisfied there is public acceptance for doing so.

To be satisfied of public acceptance NZTA (as RCA) must:

- separately identify each amended speed limit it wants to keep
- carry out a new consultation in accordance with clause 3.8 of the Rule, including making reasonable efforts to consult with affected parties.

Examples of interregional connectors NZTA (as RCA) may wish to consult on include high-crash areas and mountainous or hill corridors where the road alignment is tortuous.

To be satisfied of public acceptance will require NZTA (as RCA) to exercise judgement in each case, taking into account factors like:

- the overall proportion of submissions in favour of retaining the speed limit.
- the connection between the submitters and the road.
- whether support is from a cross section of road users or weighted to a particular group.

NZTA (as RCA) will need to determine whether there is public acceptance for the amended (lower) speed limit before 1 May 2025. This is the date set in the Rule for NZTA (as RCA) to provide NZTA (as regulator) with information about amended speed limits being retained – refer Table 1 below.

Table 1: Required Rule actions and deadlines

Who	Action	Due
All RCAs	Reverse certain speed limit changes in the register when the Rule commenced on 30 October 2024 but not yet in force.	As soon as practicable
NZTA (as RCA), territorial authorities	Provide NZTA (as regulator) a list of all specified roads, including the following details for each road: <ul style="list-style-type: none"> • the previous and amended speed limits • whether the road is a local street (residential or neighbourhood street) and outside a school gate • whether the amended speed limit has been kept and whether: <ul style="list-style-type: none"> – it was inappropriate to revert due to a significant change in surrounding land use since 31 December 2019 – NZTA (as RCA) is satisfied of public acceptance for keeping the lower speed limit on an interregional connector. 	Before 1 May 2025

Who	Action	Due
NZTA (as RCA), territorial authorities	Set speed limits for specified roads: <ul style="list-style-type: none"> • local streets (residential or neighbourhood streets) that are roads outside a school gate – variable speed limits of 30km/h during school travel periods • other specified roads requiring speed limit changes – the same as the previous speed limits. 	Before 1 May 2025
NZTA (as RCA), territorial authorities	Speed limits in force for specified roads requiring speed limit changes.	1 July 2025
NZTA (as RCA), territorial authorities	Meet other Rule deadlines for speed limits around schools: <ul style="list-style-type: none"> • Use reasonable efforts to comply with requirements in the Rule Section 5 Speed limits around schools. 	1 July 2026

3 How to set speed limits

This section outlines ways RCAs can set speed limits (Table 2) and provides more information on:

- speed management plans – in sections 3.1 to 3.6 of this Guide
- the alternative method for speed limit proposals – in sections 3.7 to 3.10
- setting speed limits as part of a pilot – in section 3.11.

Speed limit reversals are discussed earlier, in section 2.2 of this Guide.

Table 2: Ways to set speed limits

Method	Description	Key Rule references
Speed limit reversals	Requirements for reversing some speed limit reductions made before the Rule commenced, with associated deadlines.	Schedule 2 Transitional provisions
Speed management plans	Optional way to set speed limits. There are two types: <ul style="list-style-type: none"> • State highway speed management plan – prepared by NZTA (as RCA) for the State highway network • territorial authority speed management plan – prepared by territorial authorities (RCAs) for roads under their control. The Director must certify plans.	Clause 2.5 Method for all road controlling authorities to set speed limits: using a plan
Alternative method	Optional way for NZTA (as RCA) and territorial authorities to set speed limits either not covered by a current speed management plan or for when there isn't a plan. The Director must approve alternative method proposals.	Clause 2.6 Alternative method for Agency (as RCA) or territorial authorities to set speed limits: Director approval

Method	Description	Key Rule references
Additional method	<p>Optional way for RCAs other than NZTA or territorial authorities (e.g. airport authorities, Department of Conservation) to set permanent, seasonal or variable speed limits.</p> <p>Before setting a speed limit using the additional method these RCAs must:</p> <ul style="list-style-type: none"> • be satisfied the speed limit is suitable for the road, having regard to factors specified in the Rule • consult with the Commissioner of Police, NZTA (as regulator) and affected parties • take any feedback into account.¹⁸ <p>The Director’s approval or certification isn’t required.</p>	<p>Clause 2.7 Additional method for other road controlling authorities to set speed limits: using Section 6 process</p> <p>Section 6 Speed limits for roads not under the control of the Agency (as RCA) or a territorial authority</p>
Temporary speed limits	<p>Way to set temporary speed limits, as these aren’t covered by the other methods or plans. These are set when RCAs consider there’s a risk of danger to a worker or the public, or damage to a road.</p> <p>Temporary speed limits (other than emergency speed limits) are set by installing signs and traffic management plan approved in writing by the RCA. These need the Director’s approval to extend past 12 months.</p>	<p>Section 7 Temporary speed limits</p>
Emergency speed limits	<p>Temporary speed limits that can be set if there is a risk of danger, or risk of damage to a road, due to an emergency.¹⁹</p>	<p>Section 7 Temporary speed limits</p> <p>Clause 7.8 Process for setting an emergency speed limit</p> <p>Clause 7.9 How emergency speed limit is removed</p>

¹⁸ Clause 6.3 Process before setting speed limit under Section 6

¹⁹ Clause 7.1 Requirement to consider setting, and criteria for setting, temporary speed limits

Method	Description	Key Rule references
Pilot speed limits	Way to set speed limits as part of a pilot (street design trial). Can be used by an RCA that's a local authority, government department or Crown entity. Must provide details to the Director.	<p>Clause 2.8 Certain road controlling authorities may set speed limits as part of a pilot</p> <p>Clause 2.9 Certain road controlling authorities may set speed limits when removing a pilot</p>

3.1 Speed management plans

[Clause 2.5 Method for all road controlling authorities to set speed limits: using a plan](#)

[Section 3 Planning for speed management](#)

A speed management plan (plan) is an optional method for RCAs (NZTA (as RCA) and territorial authorities) to identify and consult on proposed speed limit changes. Plans provide details of proposed speed limits as a package. However, proposed speed limits must be presented separately for each road.

There are two types of plan:

- State highway
- territorial authority.

The Director must **certify** a plan before it can be used to set speed limits.

RCAs must meet any deadlines set by NZTA (as regulator) for preparing plans.²⁰ These deadlines generally align with the three-yearly National Land Transport Programme cycle.

RCAs can set a speed limit (other than a temporary speed limit) under a plan²¹ if:

- it's the same speed limit for the same road and comes into force within the same timeframe as proposed in the plan, or
- it differs from the speed limit proposed for the road in the plan, but the only difference is the timeframe or a minor difference in the point on the road where the speed limit changes.

Key entities involved in developing and implementing plans are listed in Table 3.

²⁰ Under clause 3.6 Agency may set deadlines. If NZTA (as regulator) sets any deadlines these are communicated directly to the relevant RCAs and published on the NZTA website www.nzta.govt.nz.

²¹ Clause 2.5 Method for all road controlling authorities to set speed limits: using a plan

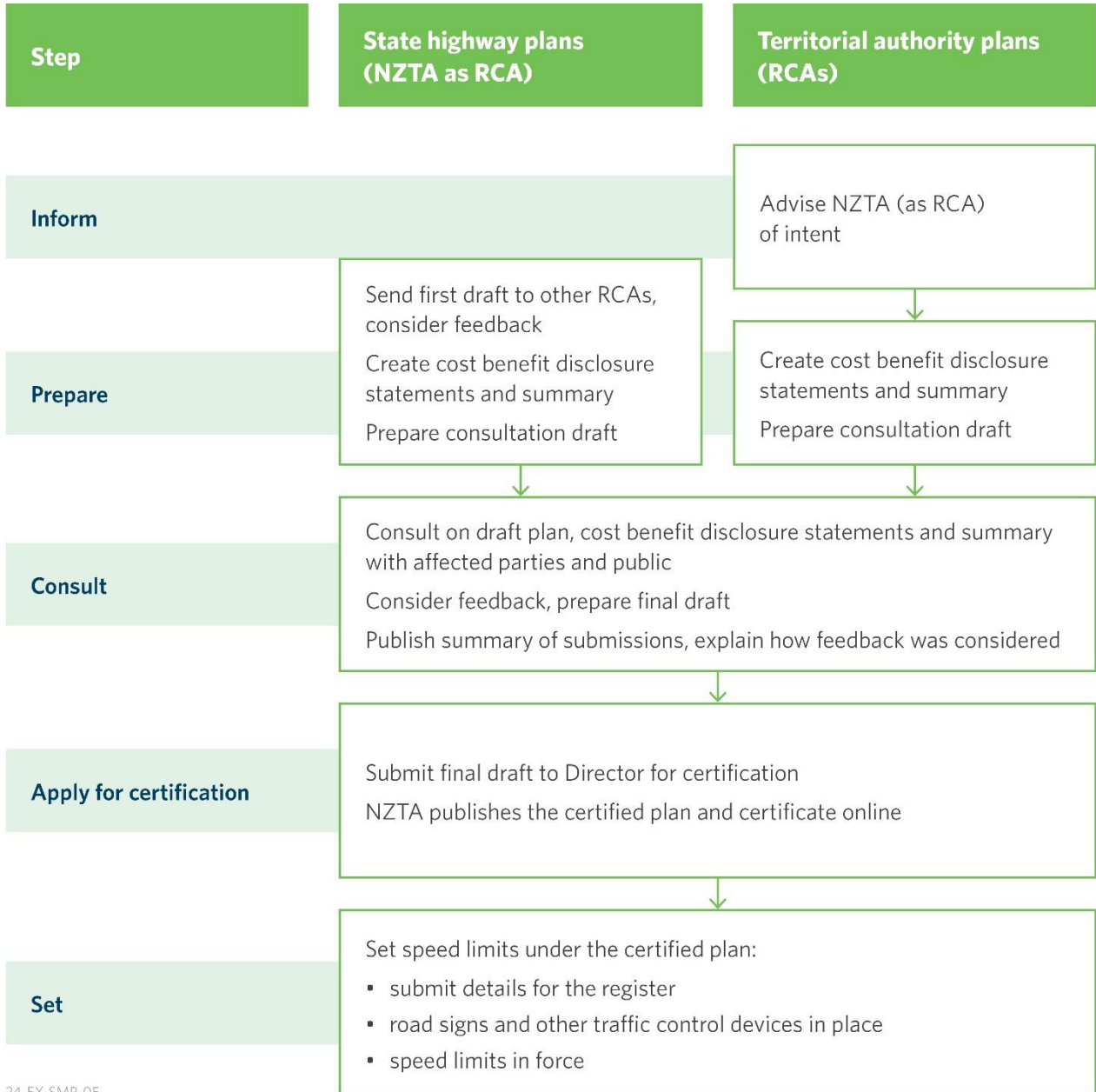
Table 3: Entities involved in developing and implementing plans

Entity	Role
NZTA (as regulator)	<ul style="list-style-type: none"> • Publishes plans and sets timeframes for them. • Provides guidance on preparing plans. • Develops and maintains speed management information (for example, this Guide and MegaMaps). • Manages the register.
NZTA (as RCA)	<ul style="list-style-type: none"> • Develops and implements State highway plans.
Territorial authorities	<ul style="list-style-type: none"> • Develop and implement territorial authority plans.
Director of Land Transport	<ul style="list-style-type: none"> • Assesses and certifies plans.

The requirements for plans are mostly in Section 3 of the Rule. This includes the processes for developing a State highway or territorial authority plan (clauses 3.4 and 3.5 respectively), what RCAs must consider when preparing plans, required content, and who and how to consult.

Figure 1 outlines these key steps.

Figure 1: Key steps for plans



24-EX-SMP-05

3.2 Preparing a plan

This section outlines mandatory and other considerations for plans. Also refer to Appendix A: Monitoring and evaluation for guidance on speed management planning.

Mandatory considerations

[Clause 3.2 Mandatory considerations when preparing any speed management plan](#)

RCA's preparing or providing information for plans must have regard to guidance and information developed and maintained by NZTA under the Rule clauses 3.12 and 3.13²² – including this Guide.

RCA's must also:

- have regard to the road safety aspects of the GPS on land transport. This is not explicitly required for any roads outside a school gate but will be part of an RCA's overall considerations.
- have regard to a range of speed management interventions including changing speed limits and safety infrastructure, e.g. a mini-roundabout or signalised intersection with a new right turn bay. These considerations are not required for any roads outside a school gate.
- complete and consider a cost benefit disclosure statement for the proposed speed limit change for each road (other than for any roads outside a school gate or new roads) – refer to section 5 of this Guide.
- if the road adjoins a road under another RCA's control, consider the benefits of both roads having the same speed limit (other than for any roads outside a school gate). This requirement is to encourage consistency across the roading network, e.g. avoiding situations where speed limits change solely due to a change in the responsible RCA when a road's look and feel remains the same.

Proposing speed limits

Plans must identify proposed speed limits separately for each affected road.

Refer to section 4 of this Guide for details and guidance on:

- general requirements for speed limits
- the road classifications in Schedule 3 of the Rule and what to consider when selecting a permanent speed limit within a permitted range
- variable speed limits and intersection speed zones
- speed limits around schools. RCA's must use reasonable efforts to comply with the Rule's requirements for these by 1 July 2026 (and earlier, before 1 May 2025, for some specified roads) – refer to section 2.2 of this Guide.

Also refer to section 2.2 of this Guide for information about other specified roads requiring speed limit changes. These must be set by 1 May 2025 to come into force no later than 1 July 2025. In

²² Clause 3.12 Guidance on speed management, clause 3.13 Agency must develop and maintain information

the meantime, RCAs can't make any other speed limit changes on these roads apart from setting a temporary or emergency speed limit.

Proposing more than one speed limit for a road

RCAs may wish to consult on more than one speed limit within a permitted range for a road. For example, RCAs could consult on permanent speed limits of 80km/h and 90km/h for a rural connector.²³

This can help test public opinion for proposed speed limits, for example, in terms of safety and economic factors, as RCAs must complete a cost benefit disclosure statement for each proposed speed limit.

Addressing new developments

Plans can also address potential roading network expansions, for example, new residential developments or the expansion of existing developments. This can reduce the need for subsequent out-of-cycle speed limit proposals.

A plan could categorise such scenarios by area, roading and usage attributes and principles and criteria, consistent with those applied to comparable roads and environments. RCAs could refine this after stakeholder engagement and public consultation.

Other considerations when proposing speed limits for these areas could include:

- roadside environment, including the presence or absence of footpaths
- presence of vulnerable users
- projected average daily traffic flow
- data from monitoring and enforcement of adjoining or comparable areas.

Considering safety infrastructure

The Rule²⁴ requires RCAs to include in plans a general explanation of:

- how they've taken an approach to speed management to consider speed limits alongside safety infrastructure (for example, barriers and rumble strips) and safety camera enforcement.
- their approach when deciding whether to invest in making a road safer at higher speeds or set a lower speed limit.

This approach involves considering the best combination of these factors (i.e. speed limits, safety infrastructure and safety cameras) to most effectively and efficiently align with a road's function and the safety of all users.

RCAs develop their safety infrastructure projects and activities as part of their three-year Regional Land Transport Plans. These should be included in a plan where possible, even if indicative and subject to funding.

²³ As specified in Schedule 3 Permanent speed limits for different classes of road

²⁴ Clause 3.7 Content and form of plans

Plans provide a way to consult on proposed speed limits, not on safety infrastructure. Therefore, while a plan may outline options for safety infrastructure to support proposed speed limits this information doesn't need to be specific.

RCAs should continue to refer to NZTA guidance for safety infrastructure interventions, such as the Standard Safety Intervention Toolkit.²⁵ Section 7.5 of this Guide has more about safety infrastructure.

Safety cameras: regional involvement, national approach

NZTA is responsible for the national strategic approach to the safety camera network on State highways and local roads. NZTA engages with RCAs and other regional stakeholders to help understand proposed speed limit changes, infrastructure changes and how safety camera sites can support safe speed limits.

RCAs should include any available information about safety camera proposals on their network in any plan. However, plans are not a mechanism for consulting on safety cameras.

3.3 Plan content and form

Clause 3.7 Content and form of plans

The Rule specifies what plans must contain. Plans must be in the form (if any) set by NZTA as regulator. As of 30 October 2024, NZTA as regulator has set out a required form RCAs must use if choosing to use plans to set speed limits.

Table 4 summarises the required content for plans and includes some guidance.

Template for plans

RCAs must use the NZTA template (an editable Word document) for plans, available from nzta.govt.nz/assets/Safety/docs/speed-management-resources/speed-management-plan-template.docx. This template is intended to provide RCAs with some flexibility while still ensuring consistency between plans.

Table 4: Content of plans

Required content	Guidance
Confirm NZTA guidance and information provided under clauses 3.12 and 3.13 ²⁶ of the Rule has been considered.	Provide a statement outlining how guidance and information under clauses 3.12 and 3.13 have been used to develop the proposal. (Note these clauses essentially refer to this Guide and MegaMaps.)

²⁵ www.nzta.govt.nz/assets/resources/standard-safety-intervention-toolkit/standard-safety-intervention-toolkit.pdf

²⁶ Clause 3.12 Guidance on speed management, clause 3.13 Agency must develop and maintain information

Required content	Guidance
<p>Explain how the speed management approach in the plan has considered speed limits alongside:</p> <ul style="list-style-type: none"> • safety infrastructure • safety camera enforcement • why, or why not, investment to make a road safer at higher speeds is being proposed/not proposed • if a proposal to set a lower speed limit in place of investment is being made, why this is. 	<p>Provide a general explanation of the approach taken in relation to these elements.</p>
<p>Explain how the plan is consistent with the road safety aspects of the GPS on land transport.</p>	<p>If appropriate, accompany this explanation with maps or geospatial shape files to visually describe and support it.</p>
<p>Identify proposed speed limit changes (other than temporary speed limits) on the roads.</p> <p>Include an implementation programme for at least three financial years from the start of the plan setting out any proposed changes and timeframes including, to the extent practicable, information on each proposed speed limit relating to the:</p> <ul style="list-style-type: none"> • geographical area of the proposed speed limit • type of speed limit • proposed speed limit expressed in km/h • for a seasonal or variable speed limit, the conditions under which each speed limit will apply. 	<p>Present details of the proposed speed limit changes* and their implementation as:</p> <ul style="list-style-type: none"> • a table including the road’s: <ul style="list-style-type: none"> – name – start and end points – existing and proposed speed limits, speed limit type – implementation timeframe (e.g. Y1) – road classification under Schedule 3 of the Rule – dates/times for seasonal and variable speed limits • a map or maps, ideally text searchable. <p>*Note: If RCAs want to include any unimplemented speed limit proposals from a previous plan and the previous plan was certified under:</p> <ul style="list-style-type: none"> • the 2022 Rule – these are regarded as new proposals. • the current Rule – these proposals should be noted and included as appropriate. RCAs should determine if there has been a material change in circumstances (e.g. a significant change in adjacent land use). If so, they will need to consult again on these proposals.

Required content	Guidance
<p>Identify proposed safety infrastructure on the roads.</p> <p>Include an implementation programme for at least three financial years from the start of the plan setting out any proposed changes and timeframes.</p>	<p>Present details of the proposed safety infrastructure and its implementation as a table including implementation timeframes.</p>
<p>Identify all roads outside schools where RCAs need to make changes to set speed limits according to Section 5 of the Rule.</p> <p>List any schools designated as category 2 schools.</p>	<p>Section 5 of the Rule also requires RCAs to categorise all schools (as category 1 or category 2) and put the required speed limits in place by 1 July 2026. Refer to section 4.5 of this Guide for guidance on speed limits outside schools.</p> <p>For each school, provide this information as a table and include:</p> <ul style="list-style-type: none"> • the school's name • category (1 or 2) • roads outside a school gate²⁷ • speed limit details • school travel periods • proposed signage • implementation timeframes.
<p>Some roads controlled by one RCA adjoin roads controlled by another RCA. When proposing speed limit changes for these roads, explain how the benefits of having the same speed limit on both roads have been considered.</p>	<p>State highway plans must include a general explanation of this.</p> <p>Note that under clause 3.2(2) of the Rule²⁸ territorial authorities must also have regard to the benefits of their roads having the same speed limit as any adjoining roads controlled by other RCAs.</p>
<p>Cost benefit disclosure statements</p>	<p>Consultation drafts of plans must include a summary of, and be accompanied with, the cost benefit disclosure statement for any proposed speed limit change on each road. Refer to section 5 of this Guide for guidance on these.</p>
<p>Any relevant information received from other RCAs who control roads in the territory (excluding NZTA as RCA).</p>	<p>Consultation drafts of territorial authority plans must include these details.</p>

²⁷ Clause 1.4 Interpretation

²⁸ Clause 3.2 Mandatory considerations when preparing any speed management plan

3.4 Consult and apply for plan certification

This section outlines next steps in the planning process: consulting on the draft plan and applying to the Director for plan certification.

Consult on the plan

RCAs must get public feedback on plans and consider this feedback before applying for certification.

Refer to section 6 of this Guide for more details on the Rule’s consultation requirements, including who and how to consult and what information to provide.

RCAs must publish online:

- the draft plan
- for each affected road, details of its:
 - role and function
 - how it is used, including the different types of road users
 - why a speed limit change has been proposed rather than any other intervention
- cost benefit disclosure statements for any proposed speed limit change.

RCAs must allow at least six weeks for written submissions.

Once public consultation is complete, RCAs must consider the feedback they’ve received and update the plan as appropriate. If there are any changes to proposed speed limits, RCAs will also have to update the cost benefit disclosure statement for the affected road and consider the updated statement.

Once an RCA has completed consultation, and as part of releasing the final plan it wishes to use for certification, RCAs must publish a summary of submissions. This document must explain what plan changes were or weren’t made in response to consultation feedback and say why.

Applying for plan certification

RCAs must submit a final draft plan to the Director for certification.

The Director must certify the plan if satisfied it meets the requirements set out in the Rule.²⁹ This means being satisfied:

- the plan includes the required content
- RCAs have confirmed the requirements listed in Table 5 below are met.

Table 5: Confirmation requirements for plans

NZTA (as RCA), territorial authorities to confirm:	Guidance
Permanent speed limits will be set in accordance with the classifications in Schedule 3 of the Rule. ³⁰	Refer to section 4.2 of this Guide.

²⁹ Clause 3.9 Certification requirements for plans

³⁰ Section 3 Permanent speed limits for different classes of road

NZTA (as RCA), territorial authorities to confirm:	Guidance
Consultation has been carried out in accordance with clause 3.8 of the Rule. ³¹	<p>Provide a summary of submissions:</p> <ul style="list-style-type: none"> • Include consultation dates, activities and groups consulted with. • Explain how these submissions were considered and any changes made as a result. <p>There's no need to send in other material such as evidence of council approvals, the consultation draft plan or copies of individual submissions.</p>
Requirements to undertake and have regard to cost benefit disclosure statements have been met. ³²	Refer to section 5 of this Guide.
Identify all roads outside schools where speed limits must be set in accordance with Section 5 of the Rule. ³³	Refer to section 4.5 of this Guide.

If the Director isn't satisfied an RCA has met these requirements, they'll send the plan back with recommendations for how the RCA can remedy this. The RCA must respond to these recommendations before reapplying to the Director.

The Director will check the RCA has confirmed completion of all the required steps but does not have a role in re-evaluating RCA decisions.

Once the Director is satisfied, they must certify the plan and provide a certificate to show they've done so.³⁴ NZTA (as regulator) then publishes the certified plan and certificate online.

Submitting plans for certification

Please submit final draft plans to speedmanagementplanning@nzta.govt.nz for the Director to consider certifying. RCAs must use NZTA's (as regulator) template for plans. This is an editable Word document, available at nzta.govt.nz/safety/partners/speed-and-infrastructure/speed-limits.

<p><u>Please submit:</u></p> <ul style="list-style-type: none"> ✓ the final draft plan containing the information requested in the template for certification ✓ a summary of submissions. 	<p><u>Please do not submit:</u></p> <ul style="list-style-type: none"> ✗ the consultation draft plan ✗ each piece of feedback received ✗ internal reports/memos and resolutions to approve the plan for submission to the Director.
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³¹ Clause 3.8 Consultation requirements

³² Clause 3.3 Requirements for cost benefit disclosure statements

³³ Section 5 Speed limits around schools

³⁴ Clause 3.4(5)(a) Process for preparing State highway speed management plan, clause 3.5(2)(a) Process for preparing territorial authority speed management plans

3.5 Set speed limits under a plan

[Clause 2.10 Speed limit set when land transport record created](#)

[Clause 2.11 Submitting information on speed limits to the Registrar](#)

[Clause 2.12 Traffic control devices installed before speed limits come into force](#)

[Land Transport \(Register of Land Transport Records—Speed Limits\) Regulations 2022](#)

[Land Transport Rule: Traffic Control Devices 2004](#)

Legally setting a speed limit under a certified plan requires an entry in the register. RCAs must submit information for the register before the speed limit comes into force (refer to section 1.3, page 8 of this Guide for more about the register and what's required).

Road signs and other traffic control devices must also be installed before the speed limit comes into force. The Land Transport Rule: Traffic Control Devices 2004 (TCD Rule) has detailed requirements for signage.

RCAs may only set a speed limit under a certified plan³⁵ if it:

- is the same speed limit for the same road and comes into force within the same timeframe proposed in the plan,

or

- the only differences are the timeframe and/or a minor difference in the point on the road where the speed limit changes.

Example of a minor difference in the point where the speed limit changes

An RCA has set a speed limit for an unsealed section of rural road that is lower than the speed limit for the adjoining sealed section of rural road. The RCA then seals another 100m or so of this road and wants to shift the point where the speed limit reduces to reflect this.

Note in this scenario, most communities would not expect to be consulted on this change. However, the RCA may wish to inform affected residents and businesses.

3.6 Varying and replacing plans

[Clause 3.10 Varying and replacing speed management plans](#)

RCAs can vary a current plan or replace it with a new one at any time. The Director must certify any variations or new plans.

Varying a plan is appropriate if RCAs want to change a speed limit proposal in that plan, for example, to amend or extend the speed limit on the affected road. If RCAs want to propose a new speed limit unrelated to a plan they could include this in a new plan or via an alternative method proposal³⁶ – refer to section 3.7 below for more information on alternative method proposals.

³⁵ Clause 2.5 Method for all road controlling authorities to set speed limits: using a plan

³⁶ Clause 2.6 Alternative method for Agency (as RCA) or territorial authorities to set speed limits: Director approval

When varying or replacing plans RCAs must follow the process in clause 3.4 of the Rule for State highway plans or clause 3.5 for territorial authority plans.

Submitting variations to plans and new plans for certification

Please submit variations to plans and new plans to speedmanagementplanning@nzta.govt.nz for the Director to consider certifying.

NZTA’s templates for variations to plans and new plans (editable Word documents) are available at nzta.govt.nz/safety/partners/speed-and-infrastructure/speed-limits/speed-management-guide.

3.7 Alternative method proposals

Clause 2.6 Alternative method for Agency (as RCA) or territorial authorities to set speed limits: Director approval

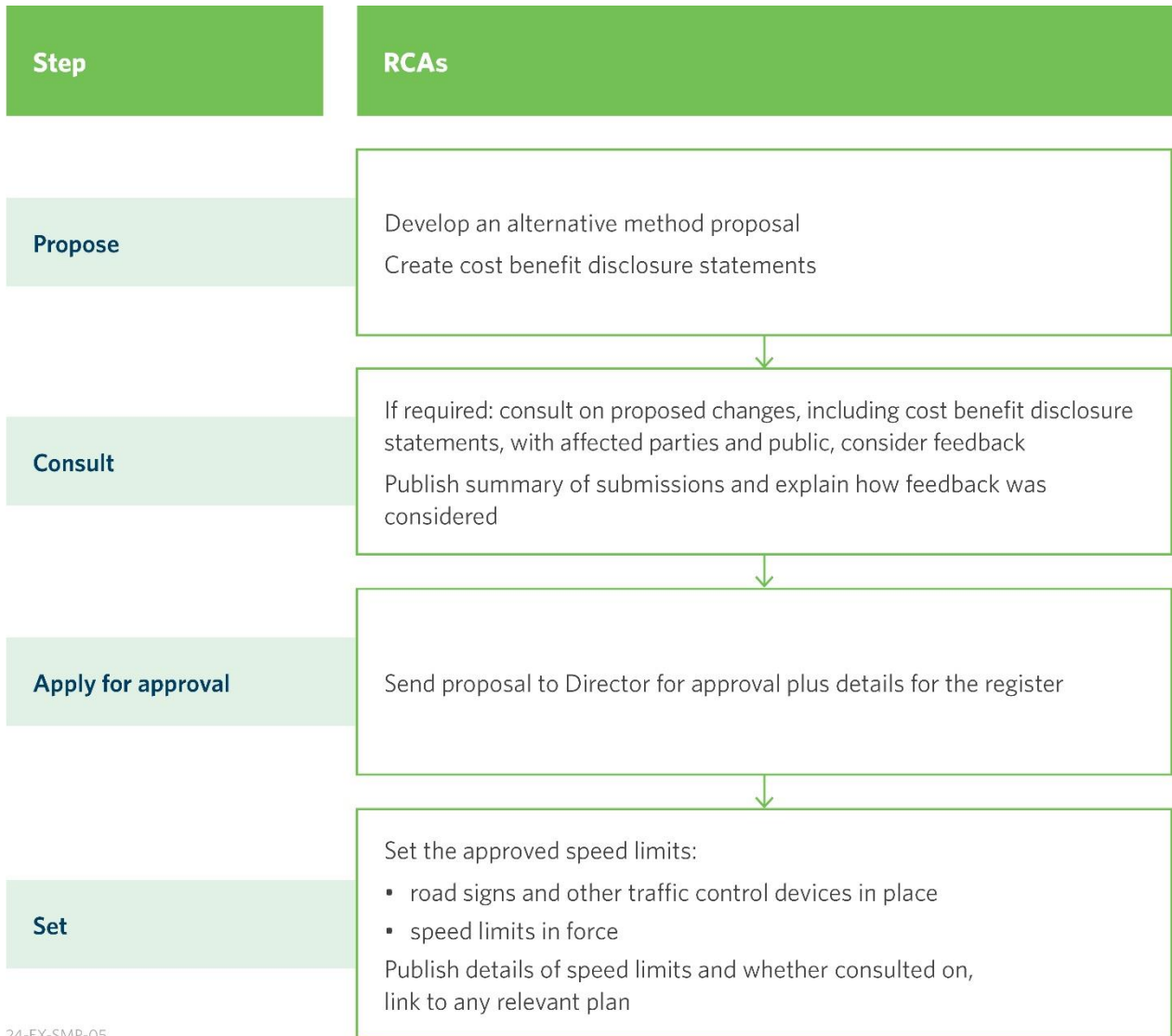
NZTA (as RCA) or territorial authorities can set speed limits under the alternative method in clause 2.6 of the Rule. Director **approval** is required for an alternative method proposal.

Examples of situations where the alternative method could be considered are when:

- there’s no relevant plan
- setting speed limits for new roads is not provided for in a relevant plan
- land use has changed since any relevant plan was published – for example, a new school or residential development
- new design and planning, such as the installation of a roundabout, needs addressing before a plan is certified
- a speed limit change has been piloted and the pilot’s two-year time limit expires before the next plan.

Figure 2 outlines key steps for using the alternative method for proposed speed limits, then setting these speed limits.

Figure 2: Key steps for alternative method proposals



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3.8 Preparing an alternative method proposal

Proposing speed limits

RCAs proposing speed limits using the alternative method must meet the Rule’s requirements for speed limits, just as they must do when proposing speed limits in plans. Refer to section 4 of this Guide for more information and guidance on:

- general requirements for speed limits
- the road classifications in Schedule 3 of the Rule and what to consider when selecting a permanent speed limit within the permitted range
- variable speed limits and intersection speed zones
- speed limits around schools. RCAs must use reasonable efforts to comply with the Rule’s requirements for these by 1 July 2026 (and earlier, before 1 May 2025, for some specified roads – refer to section 2.2 of this Guide).

Also refer to section 2.2 of this Guide regarding other specified roads requiring speed limit changes. These must be set by 1 May 2025 to come into force no later than 1 July 2025. In the meantime, RCAs can't make any other speed limit changes on these roads apart from setting a temporary or emergency speed limit.

Speed limit information to consider

Before applying to the Director to approve an alternative method proposal, RCAs must consider this Guide and the other information developed and maintained by NZTA under clauses 3.12 and 3.13 of the Rule.³⁷

RCAs must also:

- have regard to the road safety aspects of the GPS on land transport. This is not explicitly required for any roads outside a school gate but will be part of an RCA's overall considerations.
- undertake and have regard to the cost benefit disclosure statement for each proposed speed limit change (other than for any roads outside a school gate or new roads) – refer to section 5 of this Guide.
- if the road adjoins a road under another RCA's control, consider the benefits of both roads having the same speed limit (other than for any roads outside a school gate).
- have recently consulted on the proposed speed limit and considered any submissions, unless the RCA:
 - has already proposed a speed limit for the road in any relevant plan, and
 - now wants to propose a different speed limit for the road, and
 - considers this different speed limit is only a minor deviation from the one in the plan.

Minor deviations

RCAs may decide what constitutes a minor deviation from a proposed speed limit in a relevant plan. A minor deviation typically involves a proposal the public would not expect to be consulted on.

Examples could include a minor change in the start or end point of a new speed limit, or to the operating times of a variable speed limit.

³⁷ Clause 3.12 Guidance on speed management, clause 3.13 Agency must develop and maintain information

3.9 Consult and apply for approval

Clause 2.6 Alternative method for Agency (as RCA) or territorial authorities to set speed limits: Director approval

If RCAs are required to consult on an alternative method proposal³⁸ they must:

- meet the consultation requirements in clause 3.8 of the Rule – refer to section 6 of this Guide
- include in the consultation documents the cost benefit disclosure statement for each proposed speed limit and an explanation of how they considered the road safety aspects of the GPS on land transport
- publish a summary of submissions after consultation closes, explaining how they took submissions into account.

Once the steps above have been completed, the RCA must submit the alternative method proposal to the Director for approval before setting speed limits. Table 6 outlines what must be provided to support this process.

Submitting an alternative method proposal

Please submit alternative method proposals to speedmanagementplanning@nzta.govt.nz for the Director to consider approving.

NZTA’s template for proposal submissions (an editable Word document) is available at nzta.govt.nz/assets/Safety/docs/speed-management-resources/alternative-method-proposal-template.docx.

Table 6: Content of alternative method proposals

Required content	Guidance
Provide details of the proposed speed limits, including information required for the register.	<p>Refer to NZTA’s template for proposals nzta.govt.nz/assets/Safety/docs/speed-management-resources/alternative-method-proposal-template.docx.</p> <p>The information required for the register is listed on page 8 of this Guide. NZTA’s website has guidance on entering this information³⁹ nzta.govt.nz/safety/partners/speed-and-infrastructure/speed-limits/national-speed-limit-register.</p>

³⁸ This is required unless:

- there’s a relevant plan and the RCA considers a proposed speed limit is only a minor deviation from the one proposed in the plan, or
- speed limits are only proposed for roads outside the school gate.

³⁹ nzta.govt.nz/safety/partners/speed-and-infrastructure/speed-limits/national-speed-limit-register

Required content	Guidance
Confirm NZTA guidance and information provided under clauses 3.12 and 3.13 ⁴⁰ of the Rule has been considered.	Provide a statement outlining how information under clauses 3.12 and 3.13 has been used to develop the proposal. (Note these clauses essentially refer to this Guide and MegaMaps.)
Confirm the road safety aspects of the GPS on land transport have been considered.	Provide a statement outlining how the road safety aspects of the GPS have been used to develop the proposal. Note this is not required for roads outside a school gate.
Provide a cost benefit disclosure statement for each proposed speed limit.	Refer to section 5 of this Guide for more information on how to comply with this requirement. Note this is not required for roads outside a school gate or new roads.
Confirm consideration of the benefits of having the same speed limits on any adjoining road under the control of another RCA.	If there's a good reason for having different speed limits on these roads say what this is. Not required for roads outside a school gate.
Confirm consultation was carried out if required and any submissions were considered.	Provide a summary of any submissions including details of consultation dates, activities and groups consulted with. However, there's no need to send in other details such as council approvals or copies of individual submissions. Consultation isn't required for: <ul style="list-style-type: none"> • roads outside a school gate • a minor deviation from a previously proposed speed limit in an existing plan (refer to clause (2.6(3) of the Rule).
<p>Note:</p> <p>While not required by the Rule, it's useful to include details of safety infrastructure if:</p> <ul style="list-style-type: none"> • supporting infrastructure will be installed as part of the same project as a speed limit change, or • a speed limit change is necessary to support upcoming infrastructure changes. 	

3.10 Set speed limits under the alternative method

[Clause 2.10 Speed limit set when land transport record created](#)

[Clause 2.11 Submitting information on speed limits to the Registrar](#)

⁴⁰ Clause 3.12 Guidance on speed management, clause 3.13 Agency must develop and maintain information

Clause 2.12 Traffic control devices installed before speed limits come into force

Land Transport Rule: Traffic Control Devices 2004

Once the Director has approved a speed limit under the alternative method, RCAs may go ahead and set that speed limit. As the alternative method requires RCAs to submit information required for the register when applying for approval, they don't need to do this again before the speed limit comes into force.

Road signs and other traffic control devices must also be installed before the speed limit comes into force. The TCD Rule has detailed requirements for signage.

After setting the speed limit RCAs must publish online:⁴¹

- details of the speed limit
- whether it was consulted on, including a summary of submissions and responses to any feedback
- a link to the relevant plan (if any).

3.11 Pilot speed limits

Clause 2.8 Certain road controlling authorities may set speed limits as part of a pilot

Clause 2.9 Certain road controlling authorities may set speed limits when removing a pilot

Land Transport Rule: Street Layouts 2023

Any RCA that is a local authority, government department or Crown entity may set a speed limit as part of a pilot if:

- the pilot is installed in accordance with the Land Transport Rule: Street Layouts 2023, and
- the speed limit on the road immediately before the pilot is 60km/h or less.

Pilots allow communities to test and experience street layout changes and provide feedback. This process helps RCAs decide whether to make such changes permanent. Street layout changes⁴² can include setting new speed limits as well as things like installing special vehicle lanes, installing traffic calming devices, and changing the intended use of car parks.

Pilots can be in place for up to two years but may be modified or ended early.

RCAs can set a permanent, seasonal, or variable speed limit as part of a pilot. To do so they must:

- for permanent speed limits: ensure the speed limit is consistent with the speed limit, or range of speed limits, specified in Schedule 3 of the Rule for the class of road.
- provide details of the speed limit to the Director, including the pilot's start and end date and other information required for the register

⁴¹ Clause 2.6(6) Step 4 (publication) of Clause 2.6 Alternative method for Agency (as RCA) or territorial authority to set speed limits: Director approval

⁴² 'Street layout change' is defined in clause 3.1(3) of the Land Transport Rule: Street Layouts 2023, available at www.nzta.govt.nz/assets/resources/rules/docs/street-layouts-rule-2023.pdf

- once the speed limit has been set, publish the details online (and link to any relevant plan).

If RCAs want to revert to the previous speed limit when the pilot ends, they must:

- provide details to the Director, including the pilot's end date and other information required for the register
- once the speed limit has been set, publish the details online (and link to any relevant plan).

Notifying speed limit changes for pilots

RCAs should notify the Director at least four weeks before making any speed limit changes as part of a pilot or before ending a pilot and reverting to the previous speed limit.

RCAs should send the required details to speedmanagementplanning@nzta.govt.nz and advise how the speed limit change meets the Rule's requirements in clause 2.8 or 2.9⁴³ as appropriate.

Please use NZTA's template for pilots, an editable Word document available at nzta.govt.nz/assets/Safety/docs/speed-management-resources/pilot-template.docx.

If RCAs want to retain a speed limit set as part of a pilot they don't have to wait until the pilot ends, as long as the public has had a reasonable opportunity to provide feedback.⁴⁴

Permanently retaining a pilot speed limit requires an application to the Director, either as part of a plan or using the alternative method. This is to avoid the land transport record created for the pilot speed limit expiring at the end of the pilot's set period.

⁴³ Clause 2.8 Certain road controlling authorities may set speed limits as part of a pilot, clause 2.9 Certain road controlling authorities may set speed limits when removing a pilot

⁴⁴ Refer to clause 3.5 of the Land Transport Rule: Street Layouts 2023, available at www.nzta.govt.nz/assets/resources/rules/docs/street-layouts-rule-2023.pdf

4 Speed limits

This section discusses:

- general requirements for speed limits including types and range of speed limit, minimum road lengths and the point on a road at which a speed limit changes
- permanent speed limits for different classes of road and selecting speed limits within the permitted range
- variable speed limits
- intersection speed zones
- speed limits around schools.

4.1 Speed limits: general requirements

Types and range of speed limit

[Clause 4.2 Types of speed limit](#)

[Clause 4.3 Range of speed limits](#)

Speed limits must be one of the following types, as defined in the Rule:⁴⁵

- **permanent** – ‘a speed limit that is in force except when a seasonal, variable, or temporary speed limit is in force’
- **seasonal** – ‘a type of speed limit that (a) is the same for all 24 hours during any given day; and (b) is different for each of two or more specified periods during a calendar year’
- **variable** – ‘(a) means a type of speed limit where the speed limit in force on a road changes under certain conditions; and (b) excludes a seasonal speed limit’, or
- **temporary** – ‘a speed limit set in accordance with the Rule Section 7’ (includes emergency speed limits).

Speed limits set under the Rule must be one of the following:

10km/h	50km/h	90km/h
20km/h	60km/h	100km/h
30/km/h	70km/h	110km/h
40km/h	80km/h	120km/h

Only NZTA (as RCA) may propose or set speed limits of 110km/h or 120km/h on expressways. These speed limits can only be set if NZTA (as RCA) is satisfied the expressway is designed, constructed and maintained to the standard needed to safely support these speeds.

Permanent speed limits for the roads classified in Schedule 3 of the Rule must be set in accordance with that schedule – refer to section 4.2 of this Guide.

⁴⁵ Clause 1.4 Interpretation

Minimum road lengths

[Clause 4.6 Road lengths for speed limits](#)

[Schedule 1 Road lengths for speed limits](#)

The Rule sets the minimum length a road must be for speed limits 40km/h and above (refer to Table 7 below).

These requirements don't apply to roads outside a school gate, as the Rule specifies lengths for these roads⁴⁶ – refer to section 4.5 of this Guide.

RCAs can also set speed limits of 40km/h and above on a shorter section of road than the minimum specified if:

- the minimum length is impractical for the road, e.g. it's a short cul-de-sac
- the road adjoins a main road and has the same speed limit as the main road
- they're setting a variable speed limit and it's lower than the speed limit in force on that section of road.

Despite these exceptions, RCAs should carefully consider the potential effects of shorter road lengths and/or multiple speed limit changes along a particular road.

Table 7: Required minimum road lengths for speed limits

Minimum road lengths (Rule Schedule 1)		Changes from the 2022 Rule
Speed limit (km/h)	Minimum road length (m)	
40	300	New requirement.
50	500	No change.
60	500	Previously 600m.
70	700	No change.
80	800	No change.
90	2000	No change.
100	2000	No change.
110	3000	New requirement.
120	3000	New requirement.

The Rule does not set minimum road lengths for speed limits of 30km/h or less.

- In general, minimum road lengths of 300m are recommended for these lower speed limits. That's because road users tend to disregard a speed limit sign if they can already see a sign ahead displaying a different speed limit.
- In some cases, shorter road lengths may be more acceptable. Examples are urban areas where short streets link urban connectors, or where lower speed limits complement traffic calming approaches.

⁴⁶ Clause 1.4 Interpretation

Point on road at which a speed limit changes

Clause 4.8 Point on road at which a speed limit changes

RCAs must be satisfied the point on a road when a speed limit changes is at, or close to, a point of obvious change in:

- roadside development, or
- road environment.

There are a couple of things to note:

- This requirement doesn't apply if a speed limit is changing to a variable speed limit.
- Either a change in roadside development or a change in road environment is enough to satisfy this requirement – it doesn't need to be both.

Some examples of obvious changes in **roadside development** are:

- a change in land use alongside the road – for example, when leaving a town centre and reaching the outskirts
- a change in the types of crash possible – for example, a rural road with few or no driveways, side streets or intersections might undergo changes when a new subdivision is built so it now has multiple accessways to properties
- a change in the types of activity occurring next to the road – for example, a rural road may have a lookout or beach access location, with carparking alongside the road and people crossing the road as a result.

Some examples of obvious changes in **road environment** are:

- the road's design and infrastructure features – for example, separated cycle lanes and traffic calming features
- where the road becomes a lot narrower and/or windier
- closer, more hazardous roadside – for example, continuous mature vegetation.

4.2 Permanent speed limits for different classes of road

Clause 4.5 Permanent speed limits for different classes of road, Schedule 3 Permanent speed limits for different classes of road

Schedule 3 of the Rule specifies a permanent speed limit or range of speed limits for different classes of road. It does this in three tables:

- Table 1 Urban street classifications
- Table 2 Rural street classifications
- Table 3 Alternative permanent speed limits for certain roads in Tables 1 and 2.

Confirming the class of road

RCAs can confirm the class or classes for a particular road by:

- referring to the descriptions in Schedule 3 Tables 1, 2 and 3 of the Rule and applying their knowledge and existing information of roads under their control – for example, whether a particular road is used by significant numbers of pedestrians and/or cyclists
- using MegaMaps for more detailed information.

Schedule 3 of the Rule, not the One Network Framework, is used for permanent speed limits

The road classifications in Schedule 3 of the Rule are similar, but not identical, to the street categories in the One Network Framework (ONF). The ONF is used by RCAs for regional land transport plans and investment proposals. There is no direct legal or process link between Schedule 3 of the Rule and the ONF. RCAs must refer to Schedule 3 of the Rule when proposing or setting speed limits and the ONF for regional land transport plans and investment proposals.

Selecting a permanent speed limit

When proposing a speed limit change, the Rule requires RCAs to set the permanent speed limit for a road as specified in Schedule 3 of the Rule for that class of road.

For most classes of road there’s a speed limit range to choose from. For example, speed limits on rural connectors can be between 80–100km/h.

In some cases there’s only a single speed limit:

- urban streets – 50km/h
- urban streets with significant levels of pedestrian and/or cycling activity – 40km/h
- urban streets with no footpaths – 40km/h
- interregional connectors – 100km/h.

Permanent speed limits for urban and rural street classifications are illustrated below. The shaded cells indicate permitted speed limits.

Refer to Table 3 of the Rule⁴⁷ for alternative permanent speed limits for certain roads.

Table 8: Permitted permanent speed limits for urban and rural street classifications

Permanent speed limit/ range	Urban street classifications (Table 1 of the Rule)				Rural street classifications (Table 2 of the Rule)					
	Urban streets	Civic spaces	Urban connectors	Urban transit corridors	Peri-urban roads	Stopping places	Rural roads	Rural connectors	Interregional connectors	Expressway
10/km/h										
20km/h										
30km/h										
40km/h										
50km/h										
60km/h										
70km/h										
80km/h										
90km/h										
100km/h										
110km/h										
120km/h										

⁴⁷ Table 3 Alternative permanent speed limits for certain roads in Tables 1 and 2

When selecting a speed limit within the permitted range for a road RCAs must have regard to:

- any applicable requirements for minimum road lengths⁴⁸
- findings of the cost benefit disclosure statement in relation to the road
- any feedback received through public engagement and consultation.

RCAs should also consider:

- the road's function and use
- type and number of road users
- crash and injury risks for all road users
- quality of the road and roadside infrastructure including intersections and access
- adjacent land use
- any other matter the RCA considers relevant to public safety.

Beaches with public access

RCAs may set permanent speed limits between 10km/h and 60km/h for beaches the public can access (Schedule 3, Table 3 of the Rule).

RCAs should review the speed limits of beaches accessible by vehicles, and consider:

- crash types that have occurred
- the unpredictability of beach surfaces for driving on
- any conservation and environmental matters.

A 60km/h maximum speed limit is only recommended for beaches in isolated locations, where the only people using them are likely to be in vehicles. For busier beaches, 10–30km/h may be more appropriate.

Seasonal speed limits may suit beaches busy in summer but less busy in winter. RCAs can also set variable speed limits for beaches under clause 4.9 of the Rule if they are satisfied variability is needed.

4.3 Variable speed limits

Clause 4.9 Variable speed limits

Setting variable speed limits can be an effective way to address road safety and traffic management priorities. Variable speed limits can apply to specific times or events. They can also be activated by certain weather or traffic conditions. For example, a variable speed limit using electronic signage could be triggered by vehicles nearing an intersection.

The Rule's requirements for minimum road lengths don't apply to variable speed limits if they're:

- lower than the speed limit otherwise in force on the road, or
- for a road outside a school gate.

Section 7.3 of this Guide has more information about variable speed limit signs.

⁴⁸ Clause 4.6 Road lengths for speed limits

When variable speed limits can be set

Variable speed limits must be set for most roads outside a school gate, as per section 4.5 of this Guide. If an RCA wishes to set a variable speed limit on another road, they must be satisfied:

- the speed limit needs to vary to be suitable for the road, and
- a variable speed limit is necessary to address or manage one or more of the following:
 - different numbers and types of road users or different traffic movements
 - the effects of changing traffic volumes, including to ease congestion
 - for emergency or temporary traffic management
 - a crash risk posed by turning or crossing traffic
 - changing climatic conditions
 - the presence of a school
 - the presence of a marae (discussed below)
 - vehicles driving on a beach or riverbed.

Other examples of when variable speed limits may be suitable include some intersection speed zones (refer to section 4.4 of this Guide), as part of a pilot (section 3.11 of this Guide), and for managed motorways.

Any other variable speed limit requires the Director's approval.

Variable speed limits around marae

Variable speed limits may be appropriate around marae, especially in rural areas where the permanent speed limit could be too high in some circumstances.

Variable speed limits around marae, including multi-speed variable speed limits in some cases, are most likely to be appropriate when:

- kaupapa at the marae generate significant changes in the volume of traffic entering and exiting the marae
- kaupapa at the marae such as tangi require processions of people to walk on the road, for example, from wharenui to urupā
- vehicles have to make complex or dangerous turns to access the marae entrance and a vehicle-activated variable speed limit would improve safety.

Example of a multi-speed variable speed limit outside a marae

In mid-2023, NZTA implemented new variable speed limits outside the Mahimaru and Kareponia marae following the involvement of iwi, hapū partners and the local community.⁴⁹ Both marae are on State Highway 10 in Northland.

The changes include a new multi-speed variable speed limit around the Kareponia marae. This involves a 60km/h variable speed limit outside the marae itself, creating safer vehicle access at certain times, and a 30km/h variable speed limit area encompassing the Kareponia marae and the urupā to keep people safe when they're walking along the State highway during tangi.

⁴⁹ www.nzta.govt.nz/media-releases (July 31 2023) – 'First variable speed limit unveiled outside Northland marae'.

Considerations when setting variable speed limits

RCA's setting variable speed limits may consider the following. (These considerations mostly relate to the use of electronic signage. They won't apply in every case.)

- when the variable speed limit will apply:
 - hours of regular operation
 - conditions for special operations (for example, during events)
- how variable speed limit areas will be designed:
 - where the variable speed limit will apply (for example, to a particular section of road, side streets, an area)
 - if permanent speed limit changes are needed on the same road and/or adjacent roads to support the variable speed limit
 - where signs will be located
- how the variable speed limit will be operated if electronic signage is used:
 - if signs will be operated automatically, manually or both and what the process is
 - whether the conditions of operation are clear in the register
 - how a secure operation system will be procured and implemented so signs can be activated and deactivated simultaneously
 - for schools and marae: if the operation system will be operated onsite by the school or marae, remotely by the RCA or both (further requirements for school variable speed limits are outlined in section 4.5 of this Guide)
- how information will be captured and shared:
 - if there's a process for monitoring and evaluating the impact of the variable speed limit, adjusting dates and times of operation, or transitioning to a permanent speed limit (with the permanent speed limit in line with the Rule's requirements in Schedule 3)
 - if operation times are stored automatically and retrievable by the RCA if needed for enforcement or evaluation, or if they need to keep a manual log of dates and times of operation.

4.4 Intersection speed zones (ISZ)

[Clause 4.5 Permanent speed limits for different classes of road](#)

[Clause 4.9 Variable speed limits](#)

ISZ are installed on the major approaches to intersections to help reduce the speeds of approaching vehicles. They make it easier and safer for people to pull into or out of a side road while maintaining higher speed limits along the corridor. ISZ give drivers more time to react to mistakes and avoid collisions, meaning crashes are less likely and the outcome of any crash is less severe.

Schedule 3 of the Rule specifies permanent speed limits for ISZ with a history of high-risk crash types (those most likely to result in death and serious injury) as:

- 30–70km/h for urban ISZ
- 60–70km/h for rural ISZ.

Requirements for minimum road lengths⁵⁰ are discussed in section 4.1 of this Guide. As noted in that section, the minimums don't apply in some cases, including if a road:

- adjoins a main road and has the same speed limit as the main road, or
- has a variable speed limit lower than the speed limit otherwise in force.

Signs for ISZ are discussed in section 7.4 of this Guide.

Urban intersections

An ISZ may be appropriate for urban streets, urban connectors and urban transit corridors with a posted speed limit of between 50km/h and 100km/h.

- An ISZ with a speed limit of 30–40km/h could be considered where there are significant levels of pedestrian and/or cycling activity and a history of high-risk crashes between vehicle drivers and people walking, cycling, scooting etc.
- A ISZ of 40–50km/h could be considered where there are lower levels of pedestrian and/or cycling activity but there's still a history of side impact crashes associated with crossing and turning vehicles.

Rural intersections

An ISZ may be appropriate for peri-urban roads, stopping places, rural roads, rural connectors and interregional connectors with a posted speed limit of between 80km/h and 100km/h.

In these areas an ISZ with a speed limit of 60km/h or 70km/h could be considered to address a history of high-risk crash types involving crossing or turning type movements. When considering whether to set a 60km/h or 70km/h speed limit, RCAs should consider factors like the:

- intersection type
- geometric design and layout
- level of control (e.g. give way signs, stop signs, traffic signals)
- surrounding environment
- sight visibility.

Considering variable speed limits for ISZ

RCAs may consider a variable speed limit is more appropriate than a permanent speed limit for a particular ISZ. Variable speed limits for ISZ are sensor activated and do not have set times.

Section 7.4 of this Guide has more about electronic variable speed limit signs for ISZ (there are no approved static signs).

Variable speed limits for ISZ may be appropriate when traffic volumes approaching the intersection from side roads are:

- high enough that people travelling on the main road would expect the variable speed limit to be activated

but

⁵⁰ Clause 4.6 Road lengths for speed limits

- not so high the variable speed limit is activated most of the time – if so, a permanent speed limit is probably a better option.

In urban areas, piloting a variable speed limit at an ISZ could be a useful way to determine whether it's appropriate.

Section 4.3 of this Guide has more about setting variable speed limits.

4.5 Speed limits around schools

| [Section 5 Speed limits around schools](#)

This section discusses the requirements for speed limits around schools in Section 5 of the Rule. It first explains some key terms (category 1 and 2 schools, roads outside a school gate,⁵¹ and school travel periods).

Section 7.3 of this Guide has more information about signs for variable speed limits, including around schools.

Deadlines for setting speed limits around schools

The Rule⁵² requires RCAs to meet deadlines for setting speed limits around schools:

- Set speed limits for some specified roads by 1 May 2025, to be in force no later than 1 July 2025 – refer to section 2.2 of this Guide.
- Use reasonable efforts to comply with Section 5 of the Rule by 1 July 2026 (this includes setting the required speed limits, identifying roads outside school gates and setting school travel periods).

Engaging with schools to help meet deadlines

RCAs will need to work with each school in their region to meet these deadlines. RCAs and schools should work together to plan changes and provide detailed information to their communities about the changes when made.

Further guidance on engaging with schools, including the importance of engaging early with schools, is detailed in this Guide at section 6 Consultation and engagement.

School categories

All schools are either category 1 or category 2.⁵³ Schools are category 1 unless RCAs designate them category 2. RCAs can do this either:

- when seeking the Director's approval to set a speed limit for a road outside a school gate under the alternative method

or

- by stating this in a plan.⁵⁴

⁵¹ Clause 1.4 Interpretation

⁵² Clause 5.4 Implementation of new speed limits around schools, clause 10.9 Transitional provisions

⁵³ Clause 1.4 Interpretation

⁵⁴ Clause 5.2(1) of clause 5.2 Speed limits outside the school gate of category 2 schools

Category 1 schools are more likely to be in areas with:

- existing speed limits of 50km/h or less
- higher risk to vulnerable road users – for example, more nearby housing so pupils may walk or cycle to school
- there are other vulnerable road users in the vicinity – for example, pedestrians, cyclists, micro-mobility users.

Category 2 schools are more likely to be in rural areas with:

- higher existing speed limits
- comparatively less risk to vulnerable road users – for example, pupils are usually driven or take a bus to school as distance makes active transport modes less practical, and there's off-road parking and/or pick up/drop off spaces
- other mitigating features for higher speed limits – for example, safety infrastructure such as dedicated cycle lanes.

Roads outside school gates

The Rule sets speed limit requirements for roads '**outside the school gate**', which it defines as:

'the section of the road immediately adjacent to a gate or other access used by students to enter or leave the school, usually measuring (with any reasonably practicable modifications):

- (a) 300 metres for a category 1 school, or
- (b) 600 metres for a category 2 school'.⁵⁵

Schools may have many different gates or access points. RCAs should work with schools to identify the relevant ones, i.e. gates and access points next to a road and used by students entering and leaving school.

RCAs should then apply the specified lengths for roads outside a school gate wherever possible, ideally with a school gate in the middle, i.e.:

- 300m total road length, 150m either side of a school gate for a category 1 school
- 600m total road length, 300m either side of a school gate for a category 2 school.

As these lengths won't work in every case, the Rule allows some variation.

In deciding a sensible and reasonable approach for each relevant school gate or access point, RCAs should consider the road environment and resulting sign placement needs. Reasonably practicable modifications to suit a school's individual circumstances include extending the length of road treated as outside a school gate to:

- cover a long drop off zone
- meet another school gate along the same road or around a corner
- include a cluster of schools, to avoid having a short section of road with no variable speed limit
- meet a nearby intersection or other feature showing a more reasonable point of change.

⁵⁵ Clause 1.4 Interpretation

School travel periods

RCAs setting variable speed limits for roads outside a school gate under Section 5 of the Rule must set school travel periods for a school at the same time.

School travel periods are the periods of time when variable speed limits apply. They're only on days when the school is open for instruction.

RCAs must set one school travel period at the start and one at the end of each school day for up to 45 minutes either side of the bell.

RCAs can also set one or more school travel periods at other times if significant numbers of children will be crossing the road or entering or leaving vehicles at the roadside. This could be when children are going to or from school sports events and other outings.

These additional school travel periods must be no longer than 10 minutes each and signalled with electronic variable speed limit signs. RCAs should work with schools to determine if any additional periods are needed and if so, when.

Considerations for school travel periods

When setting school travel periods it's worth considering the limited time available to road users to read any static variable speed limit signs. Depending on the circumstances, it may be helpful to reduce the amount of information road users have to process by:

- making morning and afternoon school travel periods the same length of time, for example, both 40 minutes long
- using round numbers, for example, '8.20–9.00am' instead of '8.15–8.55am'
- if possible, setting consistent school travel periods for schools in the same area.

Required speed limits for roads outside school gates

RCAs must set speed limits for roads outside a school gate during school travel periods as:

- 30km/h variable speed limits for category 1 schools
- 60km/h or less variable speed limits for category 2 schools.

There are a few exceptions, as explained below.

Existing variable speed limits outside schools can remain if these cover a wider area than 'outside the school gate'.⁵⁶

RCAs may also keep any permanent speed limits for roads outside a school gate of 30km/h (category 1 schools) or 60km/h or less (category 2 schools) if:

- it's the speed limit for the adjoining section of road, and
- neither the road outside a school gate or an adjoining section of road is a specified road covered by the Rule's transitional provisions⁵⁷ (refer to section 2.2 of this Guide).

Finally, RCAs may set a permanent speed limit for a road outside a school gate as 30km/h (category 1 schools) or 60km/h or less (category 2 schools) if:

⁵⁶ Clause 5.1(2) Speed limits outside the school gate of category 1 schools, Clause 5.2(3) Speed limits outside the school gate of category 2 schools

⁵⁷ Schedule 2 Transitional provisions

- this speed limit is permitted under Schedule 3 of the Rule⁵⁸ for the road outside a school gate and an adjoining section of road, and
- they set this permanent speed limit for the adjoining section of road at the same time.

⁵⁸ Schedule 3 Permanent speed limits for different classes of road

5 Cost benefit disclosure statements

Clause 3.3 Requirements for cost benefit disclosure statements

This section discusses:

- cost benefit disclosure statements required by the Rule
- how to complete cost benefit disclosure statements and the Ministry of Transport–NZTA’s optional impacts analysis tool (the tool)
- summaries of cost benefit disclosure statements.

5.1 Cost benefit disclosure statement for proposed speed limit changes

Generally, cost benefit analysis is a systematic way to evaluate a proposal’s impact, forming part of the evidence base for decision-making.

The Rule requires a cost benefit disclosure statement. RCAs must complete cost benefit disclosure statements for each proposed speed limit change, unless it’s for:

- a road outside a school gate, or
- a new road.

RCAs must describe the anticipated impacts listed in Table 9 and may also consider other impacts in their cost benefit disclosure statements.

Table 9: Required content for cost benefit disclosure statements

Required content	Guidance
<p>Estimated safety impacts</p> <ul style="list-style-type: none"> • Number and severity of crashes on the affected road over the previous five years. • Estimated impact of the proposed speed limit change on the number and severity of crashes on the road in the next five years, expressed as an annual rate averaged over those five years. 	<p>If the road has existed for less than five years or the speed limit has changed in this time, the relevant period is when the road existed, and the current speed limit was in force.</p> <p>The ‘impact’ of the proposed speed limit change should be shown as the change in the expected number and severity of crashes relative to an estimated counterfactual (i.e. where the speed limit does not change).</p>

Required content	Guidance
<p>Estimated travel time impacts</p> <ul style="list-style-type: none"> • Current mean operating speed on the road. • Estimated mean operating speed on the road once the proposed speed limit change is in effect. • Estimated impact of the proposed speed limit change on: <ul style="list-style-type: none"> – individual vehicle journey time on the road – collective vehicle journey times on the road, accounting for average annual daily traffic volumes. 	<p>Refer to the mean operating speeds layer in MegaMaps for information on current travel speeds and journey times.</p> <p>Use the tool nzta.govt.nz/assets/Safety/docs/speed-management-resources/Optional-Cost-Impact-Analysis-Tool.xlsx to estimate the impacts of a change in the speed limit on travel speeds and journey times. The tool will provide estimated increases/decreases in:</p> <ul style="list-style-type: none"> • expected mean operating speeds (km/h) • average change in individual journey time (minutes and seconds) • average annual aggregate change in journey times, i.e. the average change in journey time multiplied by total traffic (hours).
<p>Estimated implementation costs</p>	<p>Implementation costs may include such things as planning, road signs and markings, installation costs, overheads, and consultation and administration costs.</p>

5.2 How to complete cost benefit disclosure statements

RCA's may use the tool (Excel spreadsheet) nzta.govt.nz/assets/Safety/docs/speed-management-resources/Optional-Cost-Impact-Analysis-Tool.xlsx to help them prepare cost benefit disclosure statements. This tool helps RCA's consider the safety and travel time impacts of proposed speed limit changes. It also includes a user guide setting out key assumptions and limitations.

To complete a cost benefit disclosure statement RCA's should follow these steps:

1. Model the required future impacts, either using the tool or their own tools, assuming a proposed speed limit change.
2. Model the same future impacts assuming the speed limit does not change, i.e. the counterfactual.
3. Compare the expected difference in impacts.
4. Repeat steps 1-3 above for other impacts if desired.

Using the results of this modelling RCA's can then write a short description of the estimated impacts for each proposed speed limit change. RCA's should state whether they have used the tool or their own modelling tools in the cost benefit disclosure statement and explain the assumptions underlying their modelling.

Additional background on cost benefit

Monetised values are not required for a cost benefit disclosure statement under the Rule. The cost benefit disclosure statement has no legal bearing on any National Land Transport Plan and National Land Transport Fund processes and procedures.

The NZTA's *Monetised benefits and costs manual* (MBCM)⁵⁹, used by RCAs for other purposes, may still be a useful reference. The MBCM explains more about cost benefit analyses, why they're used, and how to interpret the results. It also contains standardised methodologies for measuring (for example) changes in crashes and travel times.

5.3 Summaries of cost benefit disclosure statements

RCAs consulting on plans must also provide a summary of each cost benefit disclosure statement.⁶⁰

These summaries should give people a high-level understanding of the overall safety and travel time impacts and implementation costs of the proposed speed limit change. Anyone wanting more details can refer to the full cost benefit disclosure statement.

⁵⁹ www.nzta.govt.nz/resources/monetised-benefits-and-costs-manual

⁶⁰ Clause 3.4(2)(b) of clause 3.4 Process for preparing State highway speed management plan, clause 3.5(1)(b)(ii) of clause 3.5 Process for preparing territorial authority speed management plans

6 Consultation and engagement

Clause 3.8 Consultation requirements

This section:

- discusses the consultation requirements in clause 3.8 of the Rule⁶¹
- provides guidance on engaging with key partners, stakeholders, and the public.

NZTA (as RCA) and territorial authorities must meet the consultation requirements in clause 3.8 when:

- preparing or varying a plan
- proposing most speed limit changes via the alternative method⁶²
- NZTA (as RCA) wants to keep a lower speed limit set before the Rule commenced – refer to section 2.2 of this Guide.

If RCAs include in a plan any unimplemented speed limit proposals from a previous plan:

- developed, consulted on and certified **under the 2022 Rule** it no longer has legal effect.⁶³ These proposals are regarded as new proposals, so RCAs will have to consult again on them (aside from the exceptions below), to meet the current Rule's consultation requirements.
- certified **under the Rule**, as noted earlier in Table 4: Content of plans, RCAs should determine if there has been a material change in circumstances. If there has, they will need to consult again on these proposals.

RCAs aren't required to consult on the following, but should still determine the appropriate level of communication in each case:

- speed limit changes required to comply with reversals requirements (refer to clauses 10.7 and 10.9 of the Rule⁶⁴)
- speed limit changes required to comply with requirements for variable speed limits around schools (refer to Section 5 of the Rule⁶⁵)
- a minor deviation from a previously proposed speed limit in an existing plan (refer to clause (2.6(2), (3) of the Rule⁶⁶).

⁶¹ These requirements are consistent with the *Local Government Act 2002*, with some additions.

⁶² RCAs don't have to meet the consultation requirements in clause 3.8 of the Rule for an alternative method proposal if it's for a:

- road outside a school gate
- speed limit already proposed for the road in a relevant plan, and the RCA wants to set a different speed limit it views as only a minor deviation from what is in the plan – clause 2.6(2), (3).

⁶³ Clause 10.6 Status of speed management plans prepared in accordance with 2022 Rule

⁶⁴ Clause 10.7 Certain speed limits in the register not in force on commencement must be reversed, clause 10.9 Transitional provisions

⁶⁵ Section 5 Speed limits around schools

⁶⁶ Clause 2.6 Alternative method for Agency (as RCA) or territorial authorities to set speed limits: Director approval

Some RCA speed limit proposals have different consultation requirements

Non-territorial RCAs such as airport authorities or the Department of Conservation don't have to meet the consultation requirements in clause 3.8.⁶⁷ However, they must consult with the Commissioner of Police, NZTA (as regulator), and any other people or groups they consider are directly affected by the proposed speed limits.

They must also give those people or groups a reasonable time to make submissions and consider any feedback into account before making changes.

Further guidance: the IAP2 engagement framework

For more guidance on consultation RCAs may wish to refer to the International Association for Public Participation's IAP2 engagement framework (<https://iap2.org>). This framework is internationally recognised as reflecting best practice. It is used by many central government agencies including NZTA.

Examples of the IAP2 engagement framework in action include:

- Department of the Prime Minister and Cabinet: Resources for community engagement: www.dpmc.govt.nz/our-programmes/policy-project/policy-methods-toolbox/community-engagement
- NZTA: Public engagement guidelines: www.nzta.govt.nz/resources/public-engagement-guidelines

6.1 Who and how to consult

Follow consultation principles

The Rule requires RCAs to consult according to the principles in section 82 of the *Local Government Act 2002*.

These principles include:

- giving people who will or may be affected by, or who have an interest in, the plan or proposal access to information, including the consultation purpose and scope of decisions to be made after considering their views
- encouraging interested people to provide feedback and giving them a reasonable opportunity to do so
- receiving feedback with an open mind and considering it
- giving people who present their views access to a record or description of decisions and explanatory material
- having processes in place for consulting with Māori according to the above.

Consult with interested parties

RCAs must use reasonable efforts to consult on the proposed speed limit changes with:

- people who use the roads subject to these changes, including freight users
- businesses and schools located on these roads or in surrounding areas
- local communities

⁶⁷ Section 6 Speed limits for roads not under the control of the Agency (as RCA) or a territorial authority

- local government, including RCAs responsible for roads in adjoining areas
- Māori.

RCAs must do everything reasonably practicable to separately consult Māori on any proposed change affecting or likely to affect Māori land or land subject to any Māori claims settlement Act.

RCAs should also identify any other people, groups, and organisations they think have an interest in the process and its outcomes (for example, emergency services).

RCAs may find it useful to:

- **map** stakeholder groups to identify their potential level of interest and the likely impact of any changes on them.
- **analyse** each stakeholder group’s potential perspectives and interests to understand how they might feel about and react to the speed limit proposals and the issues they might want to be engaged on – this helps with planning the best ways to engage and communicate with each group.
- **investigate** community demographics to engage in the best places, at the best times, and using methods to hear broader perspectives. Examples include sporting, charity, faith-based and other community groups; ethnic groups; businesses and business groups; disabled people, and people who work nights.
- **research** previous engagement themes by talking to local elected representatives; gather and review feedback from related infrastructure or road safety projects, or from recent speed management or land transport planning processes; and test whether this feedback is still an ongoing concern at meetings, workshops, or hui.

Engaging early

After identifying the relevant people, groups, and organisations it is best practice to engage with them early on. This can help RCAs decide whether they have identified all the relevant parties, potential impacts, and levels of influence. It also gives time to address any gaps and then develop and adjust the consultation and associated communication plans.

RCAs should aim to engage with schools early on when preparing to comply with the requirements for variable speed limits on roads outside a school gate, and developing speed limit proposals, plans or variations to plans. This is important to ensure RCAs and schools:

- understand the Rule’s requirements, including variable speed limits on roads outside a school gate
- can establish relevant gates and access points
- discuss the timeframes.

To improve the effectiveness of consultation it’s helpful to consider which engagement method(s) are most appropriate for different groups and plan accordingly.

RCAs are encouraged to improve public participation throughout the process by:

- using a range of communication and marketing channels
- tailoring collateral to suit affected and interested groups of people.

Holding events, hui, workshops, and webinars are also useful options to consider.

Seek submissions

RCA must consult on each proposed speed limit change, which means identifying and discussing proposed changes for each road separately in consultation. This gives people an opportunity to provide targeted feedback.

RCA must publish the required consultation documents online and give people at least six weeks to send in written submissions. Deadlines for submissions should be clear.

6.2 What information to provide

Publish consultation documents online

RCA must publish the following information for public consultation:

- details of the proposed speed limits (for consultation on alternative method proposals) or the draft plan (for consultation on plans)
- for each affected road: details of its role and function; how the road is used, including the different types of road users; and why a speed limit change has been proposed rather than any other intervention
- associated cost benefit disclosure statements for any changes (this doesn't apply to new roads) – refer to section 5 of this Guide
- an explanation of how the RCA has considered the road safety aspects of the GPS on land transport (this should already be included in draft plans as it's part of required plan content).

Communicating effectively

Consultation documents and related material should:

- set out what's being proposed and why
- explain how people's feedback will inform or influence decisions, noting what is open to change and what isn't (i.e. even though matters such as safety infrastructure may be discussed, only speed limit proposals are open to change under this consultation)
- outline the process for setting new speed limits and what happens once consultation closes.

It's a good idea to use a variety of communication channels to tell people and groups about consultation. RCA should consider providing:

- answers to frequently asked questions including how to submit feedback (e.g. online, post and/or phone) and key contacts
- user-friendly maps – for example, these could be labelled with coloured highlights and linked to more detailed information
- illustrations of some affected roads to help explain proposed speed limit changes
- descriptions of indicative safety infrastructure and/or safety camera placement
- translations into te reo Māori and other languages as appropriate for the local community
- alternative formats for information, taking account of accessibility standards so content is useful, readable and inclusive.

Online surveys can be an economically and administratively efficient way of collecting feedback for both RCA and submitting parties.

6.3 Consider submissions

After public consultation closes RCAs must prepare and publish a summary of submissions. This summary must explain how feedback from submitters was taken into account.

- **Alternative method proposals:** when seeking the Director's approval RCAs must confirm they've carried out any required consultation and considered the feedback.
- **Plans:** when applying to the Director for certification RCAs must confirm they've carried out consultation and considered the feedback.

Summaries of submissions

RCAs should provide:

- a description of what was consulted on, what did and didn't change after consultation, and why/why not. This helps provide transparency around decision making.
- details (e.g. in a table) of themes in submitters' feedback and the number and proportion of submissions for and against the proposed changes
- information about engagement with, and feedback from, Māori.

Ongoing communication with interested people, groups and communities is also important to keep them informed of next steps. This communication should be tailored to support the implementation of each speed limit change, or when NZTA (as RCA) wants to keep a lower speed limit set before the Rule commenced.⁶⁸

For example, once work starts on speed limit signs or other infrastructure RCAs may need to provide real-time journey advice to help people move safely around any construction sites or detours.

⁶⁸ Clause 11.4 Further exception: amended speed limits may be retained for certain specified roads

7 Signs and other infrastructure

Section 8 Signs

Clause 10.11 Amendments to Land Transport Rule: Traffic Control Devices 2004

Land Transport Rule: Traffic Control Devices 2004

This section provides information and guidance about the Rule's requirements for speed limit signs and other infrastructure, including:

- maximum intervals between speed limit signs
- signs for variable speed limits
- signs for intersection speed zones
- safety infrastructure, including thresholds.

Refer to the TCD Rule for specifications for speed limit signs and requirements for other traffic control devices, road markings and other infrastructure.

NZTA's website also has detailed specifications.⁶⁹

7.1 Speed limit signs: general requirements

Speed limit signs display maximum enforceable speed limits. Unless these signs are for speed limits on beaches or riverbeds RCAs must install them:

- where road users can easily see and react to them
- on the left-hand side of a road at or near, and not more than 20m from, the point on the road where a speed limit changes
- if estimated two-way annual average daily traffic is more than 500 vehicles at the point a speed limit changes, RCAs must install another speed limit sign on the right-hand side of the road or on the central median where appropriate (unless it's for a variable speed limit and there's already an electronic variable speed limit sign).

However, if road users mightn't easily see, readily understand or react to a speed limit sign in these locations RCAs may install a sign more than 20m from, but as close as reasonably practicable to, the point on the road where a speed limit changes.

The Rule also sets out other cases where RCAs can put a speed limit sign elsewhere, for example, if it would be more effective installed above a lane.

For permanent, seasonal or variable speed limits, the speed limit shown on the associated signs mustn't be visible to road users until the speed limit comes into force.

7.2 Maximum intervals between speed limit signs

Repeater signs are signs repeating the speed limit in force along a particular road. These are appropriate in some circumstances, generally where the speed limit is between 60km/h and 90km/h.

⁶⁹ www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/?category=&term=R1&start=0

Repeater signs aren't usually needed if, given the nature of a particular length of road, road users would reasonably understand the speed limit on the last sign remains in force for the whole length of the road.

RCAs must consider this guidance on maximum lengths between speed limit signs, except for speed limits on beaches or riverbeds.⁷⁰ Table 10 lists recommended maximum intervals between signs for speed limits of 60–90km/h.

RCAs deciding whether to use repeater signs should consider:

- monitoring mean operating speeds as well as speed limits on adjacent and connecting roads
- installing repeater signs within the recommended intervals.

Table 10: Recommended maximum intervals between speed limit signs

Permanent or seasonal speed limit (km/h)	Recommended maximum interval between signs (km)
60	2.0
70	2.4
80	2.7
90	3.0
Note: The recommended intervals do not apply to beaches or riverbeds.	

7.3 Signs for variable speed limits

Schedule 4 Amendment to Schedule 1 of the Land Transport Rule: Traffic Control Devices 2004 – R1-6.1 School static variable speed sign

Land Transport Rule: Traffic Control Devices 2004

Every variable speed limit application has a specific permitted sign or sign set. Variable speed limits are not legal or enforceable unless the correct sign set, installed according to the sign set's associated conditions, is used – refer to the TCD Rule and sign specifications on the NZTA website for details.⁷¹

Electronic variable speed limit signs

These signs are appropriate in most cases. They must be used for any school travel periods set outside school pick up/drop off times.

⁷⁰ Clause 8.2(2), (3) Requirement to provide speed limit signs

⁷¹ www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/?category=&term=R1&start=0

Static variable speed limit signs

The only static variable speed limit signs are for variable speed limits around schools. As noted above, if any school travel periods are set outside school pick up/drop off times electronic variable speed limit signs must be used instead.

Consequential amendments to the TCD Rule made when the Rule came into force⁷² replaced the previous school static variable speed limit sign (sign R1-6.1) with a new sign with two size options:⁷³

- Option 1 – must be used where the speed limit on the road approaching a school gate is less than 60km/h.
- Option 2 (a larger sign) – must be used where the applicable permanent, variable or seasonal speed limit on a road approaching a school gate is 60km/h or higher.

However, static variable signs installed before the Rule commenced don't need replacing if they provide the correct details, i.e. the times on them match the school travel periods set under the Rule.

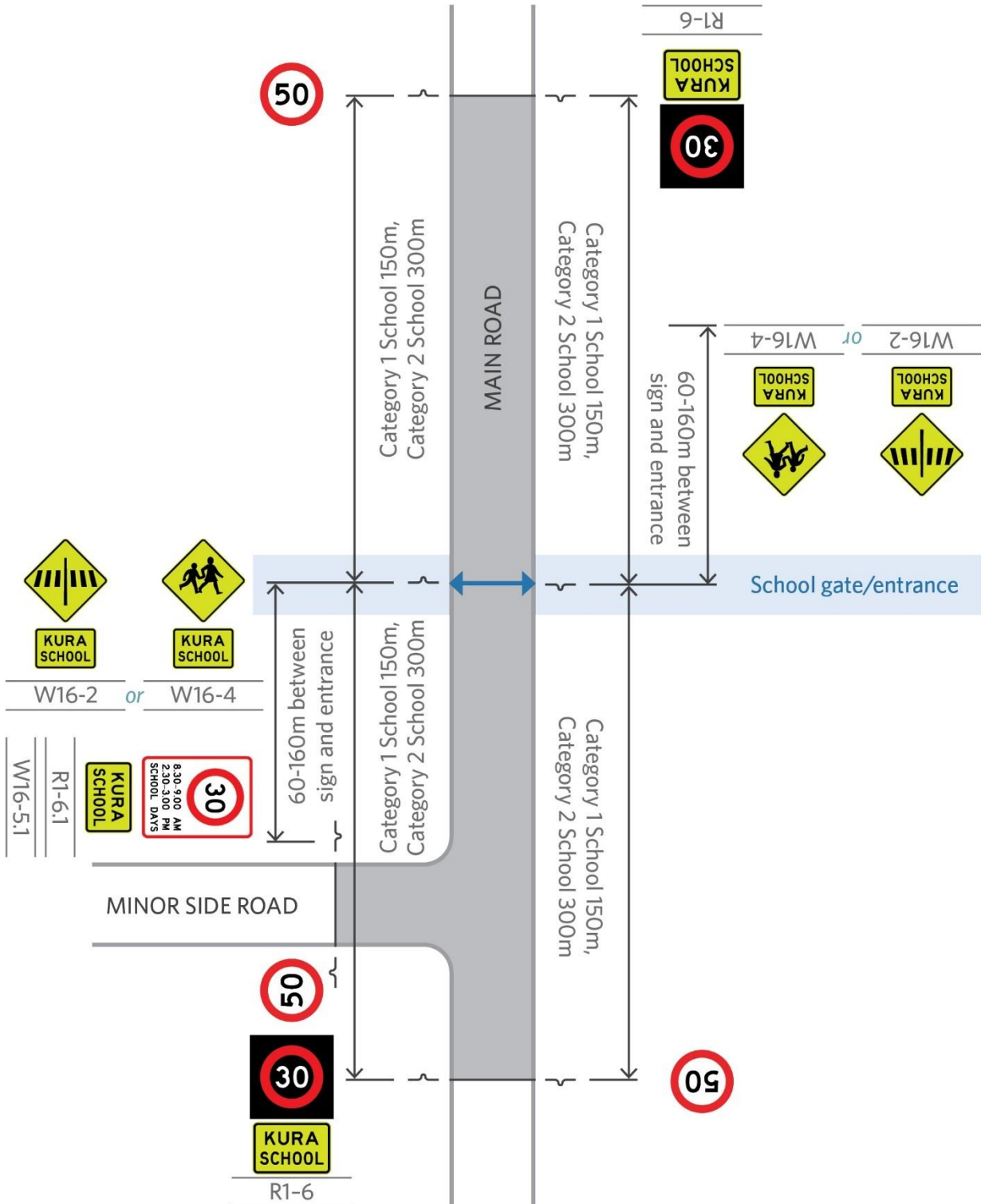
RCAs can put a supplementary sign saying 'Kura/School' below a school static variable speed sign if they choose.

Figure 3 and Figure 4 provide examples of variable speed limit signs outside schools.

⁷² Clause 10.11 Amendments to Land Transport Rule: Traffic Control Devices 2004

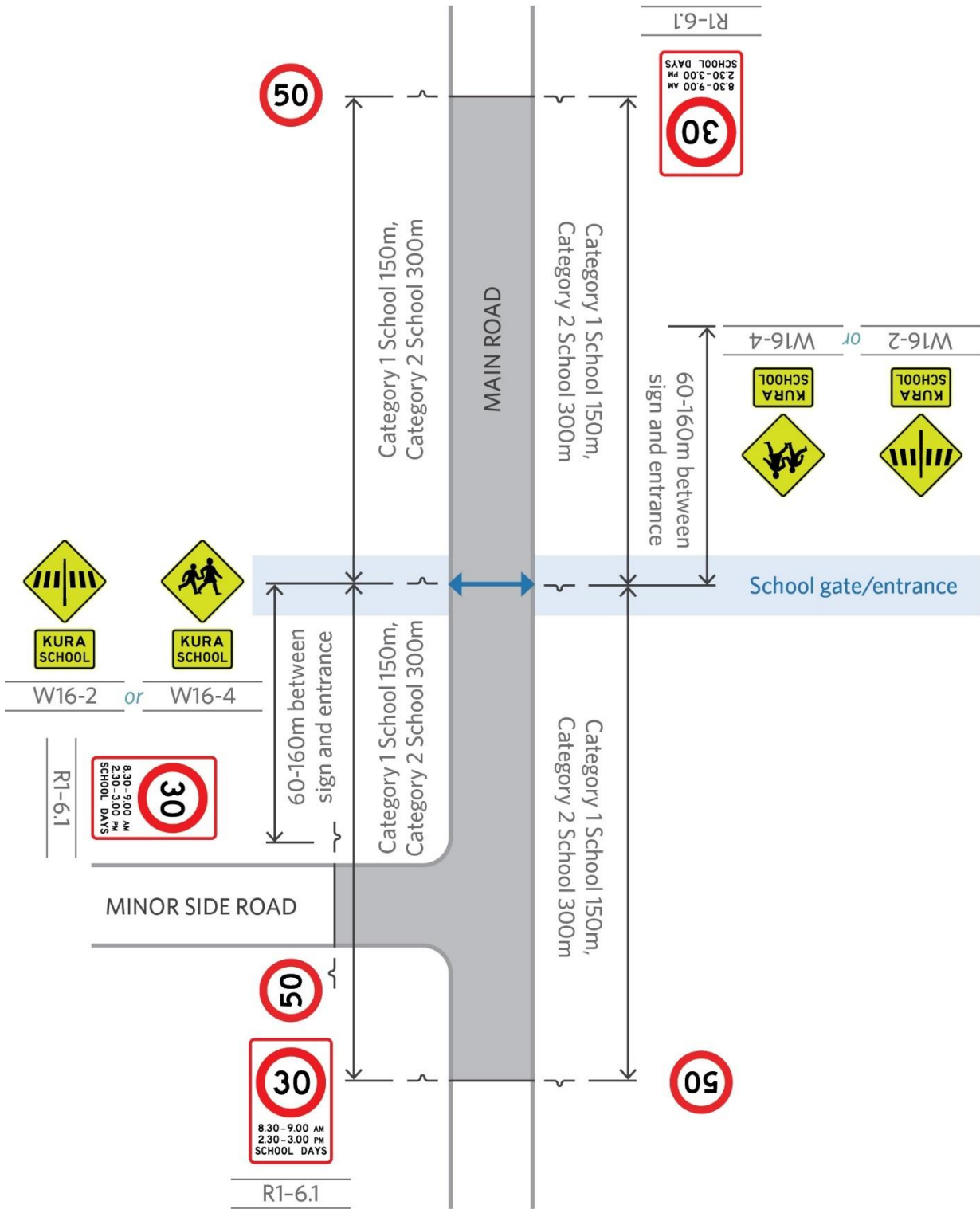
⁷³ Refer to Schedule 4 of the Rule (Amendments to Schedule 1 of the Land Transport Rule: Traffic Control Devices 2004) for detailed specifications.

Figure 3: Example of variable speed limit outside a school (electronic variable speed signs on road outside a school gate)



24-EX-SMP-05

Figure 4: Example of variable speed limit outside a school (school static variable speed signs)



24-EX-SMP-05

7.4 Signs for ISZ

Under the TCD Rule, speed limit signs for rural ISZ must be either:

- permanent speed limit signs with a W11-4 controlled side road warning sign mounted below, or
- electronic variable speed limit signs with the appropriate format (W11-2 for controlled crossroads) – refer to the NZTA webpage ‘Intelligent transport systems – standards and specifications’ for technical details.⁷⁴

The TCD Rule doesn’t specify static variable speed limit signs for ISZ. That’s because variable speed limits at ISZ are generally activated by approaching vehicles rather than applying at specified times.

The TCD Rule doesn’t specify signs for urban ISZ. If RCAs wish to pursue urban ISZ they should contact NZTA (as regulator) and arrange a trial to help determine appropriate sign specifications to meet TCD Rule requirements.

7.5 Safety infrastructure

Clause 3.7 Content and form of plans

The Rule requires RCAs to consider safety infrastructure when preparing plans.⁷⁵ The Rule defines this term as ‘roading infrastructure intended to improve safety (for example, median barriers, rumble strips, raised crossings, and intersection treatments)’.⁷⁶

The TCD Rule also contains details and requirements for safety infrastructure. The main reference is in clause 7.9 of the TCD Rule, which says RCAs may provide traffic control devices including kerbs, road humps, chicanes, or slow points on or next to a road to:

- channel traffic movement
- restrict traffic speed
- discourage through vehicles or vehicles of an inappropriate design or size from using this road if there are alternative routes
- continue a pedestrian or cycle route and alert drivers to the presence of pedestrians or cyclists.

The TCD Rule requires:

- permanent growth or objects put on these traffic control devices must not impair people’s visibility.
- if these traffic control devices are intended to reduce vehicle travelling speeds they must be illuminated or have reflective delineators or reflective signs to make them visible.

RCAs should also refer to NZTA guidance for safety infrastructure interventions, such as the Standard Safety Intervention Toolkit.⁷⁷

⁷⁴ www.nzta.govt.nz/roads-and-rail/intelligent-transport-systems/standards-and-specifications/

⁷⁵ Clause 3.2 Mandatory considerations when preparing any speed management plan

⁷⁶ Clause 1.4 Interpretation

⁷⁷ www.nzta.govt.nz/assets/resources/standard-safety-intervention-toolkit/standard-safety-intervention-toolkit.pdf

Trialling safety infrastructure

Trialling safety infrastructure can be a useful way to test a new approach and engage the public before committing to a permanent design.

This can be done as part of a pilot: refer to section 3.11 of this Guide and the Land Transport Rule: Street Layouts 2023⁷⁸ for more details.

Thresholds

Thresholds are an example of safety infrastructure. They're especially useful where a change in roadside development or road environment, such as a speed limit change, is not immediately obvious on approach.

Thresholds may involve one or more of:

- speed limit signs
- gateways
- place name signs
- road markings
- kerb buildouts
- plantings.

Figure 5: Speed threshold treatment example



⁷⁸ www.nzta.govt.nz/assets/resources/rules/docs/street-layouts-rule-2023.pdf

8 Glossary

Term	Explanation
2022 Rule	Land Transport Rule: Setting of Speed Limits 2022 (revoked).
Agency	NZ Transport Agency Waka Kotahi (NZTA).
Alternative method proposal	Proposal for speed limits using the method in clause 2.6 of the Rule (Alternative method for Agency (as RCA) or territorial authorities to set speed limits: Director approval).
Cost benefit disclosure statement	A statement describing estimated safety impacts, travel time impacts and implementation costs of proposed speed limit changes as required by the Rule (clause 3.3 Requirements for cost benefit disclosure statements).
Current plan	The plan most recently published under the Rule.
Director of Land Transport	Appointed by the NZTA Board, responsible for certifying and commenting on plans and approving alternative method proposals. Many NZTA functions (as regulator) are delegated to the Director to retain independence from NZTA as an RCA.
DSI	Death and serious injury.
Emergency speed limit	Defined in the Rule as ‘a temporary speed limit set due to an emergency’. ⁷⁹
Government Policy Statement on land transport	The Government’s document outlining how money from the National Land Transport Fund will be allocated through NZTA towards achieving the government’s transport priorities.
ISZ	Intersection speed zone.
km/h	Kilometres per hour.
Mean operating speed	Defined in the Rule as ‘the mean speed of traffic, including all classes of vehicle, measured in a way that is representative of all traffic speeds on the road over a 7-day period’. ⁸⁰
MegaMaps	An online geospatial tool managed by NZTA and designed to provide RCAs with speed management information for their road networks.
Ministry of Transport	Ministry of Transport Te Manatū Waka, the government’s principal transport policy adviser. The Ministry of Transport is responsible for leading and generating transport policy, including assisting with the vision and strategic direction for the future of transport in New Zealand.
NZTA	NZ Transport Agency Waka Kotahi, the government agency with statutory functions to manage the funding and regulation of the land transport system and manage the state highway network.

⁷⁹ Clause 1.4 Interpretation

⁸⁰ Clause 1.4 Interpretation

Term	Explanation
ONF	One Network Framework, a framework developed by NZTA to help establish transport network function, performance measures, operating gaps and potential interventions for each road and street type.
Optional impacts analysis tool	Optional tool developed by the Ministry of Transport and NZTA to assist RCAs to prepare cost benefit disclosure statements.
Outside the school gate	Schools may have many different gates or access points. This term is defined in the Rule as ‘in relation to a road, means the section of the road immediately adjacent to a gate or other access used by students to enter or leave the school, usually measuring (with any reasonably practicable modifications): (a) 300 metres for a category 1 school; or (b) 600 metres for a category 2 school’. ⁸¹
Permanent speed limit	Defined in the Rule as ‘a speed limit that is in force except when a seasonal, variable, or temporary speed limit is in force’. ⁸²
Plan	Speed management plan developed in accordance with the Rule (Section 3 Planning for speed management).
Register	National Speed Limit Register, an online, maps-based, central source of speed limits for New Zealand roads. Most speed limits must be entered in the register to have legal effect.
RCA	Road controlling authority, the body responsible for the management of particular sections of road. Local councils (territorial authorities) are generally the RCAs for local roads, while NZTA is the RCA for State highways. Non-territorial RCAs can include supermarkets, airports and government departments with roading they control, e.g. Department of Conservation.
Rule	Land Transport Rule: Setting of Speed Limits 2024, the current rule specifying how speed limits are set, which came into force on 30 October 2024.
Safety camera	Defined in the Rule as ‘a camera used for the primary purpose of detecting offences under land transport legislation of exceeding the speed limit’. ⁸³
Safety infrastructure	Defined in the Rule as ‘roading infrastructure intended to improve safety (for example, median barriers, rumble strips, raised crossings, and intersection treatments)’. ⁸⁴

⁸¹ Clause 1.4 Interpretation

⁸² Clause 1.4 Interpretation

⁸³ Clause 1.4 Interpretation

⁸⁴ Clause 1.4 Interpretation

Term	Explanation
School travel period	Defined in the Rule as ‘in relation to a school, means a school travel period set by a road controlling authority in accordance with Section 5’. ⁸⁵
Seasonal speed limit	Defined in the Rule as ‘a type of speed limit that— (a) is the same for all 24 hours during any given day; and (b) is different for each of two or more specified periods during a calendar year’. ⁸⁶
TCD Rule	Land Transport Rule: Traffic Control Devices 2004. This rule specifies the design, construction, installation, operation, and maintenance of traffic control devices (including signs) and RCAs’ functions and responsibilities in providing these.
Temporary speed limit	Defined in the Rule as ‘a speed limit set in accordance with Section 7’. ⁸⁷
Territorial authority	Defined in the Rule as: ‘(a) means a road controlling authority that is a territorial authority within the meaning of the <i>Local Government Act 2002</i> ; and (b) includes a road controlling authority that is a unitary authority, Auckland Council or Auckland Transport’. ⁸⁸
Traffic control device	Defined in <i>the Land Transport Act 1998</i> as ‘including any sign, signal, or notice; or traffic calming device; or marking or road surface treatment used on a road for the purpose of traffic control’. ⁸⁹
Variable speed limit	Defined in the Rule as: ‘(a) means a type of speed limit where the speed limit in force on a road changes under certain conditions; and (b) excludes a seasonal speed limit’. ⁹⁰

⁸⁵ Clause 1.4 Interpretation

⁸⁶ Clause 1.4 Interpretation

⁸⁷ Clause 1.4 Interpretation

⁸⁸ Clause 1.4 Interpretation

⁸⁹ *Land Transport Act 1998*, Part 1 s 2

⁹⁰ Clause 1.4 Interpretation

Appendix A: Monitoring and evaluation

This Appendix provides guidance for RCAs about:

- why monitoring and evaluation are important for speed limit setting and speed management planning
- what NZTA and the Ministry of Transport monitor nationally
- what RCAs may consider doing in their area.

Why monitoring and evaluation are important

Regular monitoring and evaluation involves:

- measuring what's working and what isn't
- continually learning how systems can be improved
- sharing the results.

This helps keep speed management on track to achieve the desired outcomes.

RCAs should integrate monitoring and evaluation at all stages of speed management planning:

- at the start – to provide baseline data to inform speed limit proposals and plans
- during – to monitor changes
- after implementing any changes – to evaluate their effectiveness.

This helps RCAs monitor and evaluate speed management interventions to:

- track progress towards identified key performance indicators
- test and measure the effectiveness of interventions and share results
- communicate progress to political leaders, policy makers and communities
- identify any unintended outcomes, whether positive or negative
- identify the need for any additional speed management interventions
- use this information to inform either new speed limit proposals or updates/variations to plans.

National speed management monitoring

NZTA collects national data on several speed management indicators. This includes:

- annual surveys of travel speeds across the network
- annual surveys of the proportion of traffic exceeding the speed limit
- monitoring New Zealand Police speed enforcement activity levels
- monitoring safety camera activity levels
- measuring intervention rates of safety infrastructure, such as rumble strips
- monitoring DSIs where unsafe speed was a contributing factor
- annual surveys to gauge public attitudes to speed
- individual corridor evaluations of the effectiveness of speed management.

NZTA will also measure the following indicators relevant to the Rule:

- the proportion of schools with reduced speed limits
- the proportion of relevant roads where the speed limit has been reversed.

The Ministry of Transport and NZTA also work together and with other government agencies to monitor road safety outcomes in New Zealand.

Taking a local approach

As well as drawing on national data, RCAs should consider carrying out their own monitoring and evaluation where appropriate. This could include:

- before and after data on travel speeds
- before and after surveys of the degree of public support for changes
- any changes in crashes and DSIs, including near misses.