### Using the Alternative Method Proposal Plan template

#### Objective

This template is designed to help Road Controlling Authorities meet the requirements of the Land Transport Rule: Setting of Speed Limits 2024 (the Rule) when they submit proposed speed limit changes to the Director of Land Transport for approval via an alternative method proposal.

#### Before you begin

* Read through the guidance on this page, which outlines the information required.
* Other resources available to help with speed management planning:
* Land Transport Rule: Setting of Speed Limits 2024: [link](https://nzta.govt.nz/assets/resources/rules/docs/land-transport-rule-setting-of-speed-limits-2024-signed.pdf)
* Guidance – Land Transport Rule: Setting of Speed Limits 2024: [link to Guidance](https://www.nzta.govt.nz/assets/Safety/docs/speed-management-resources/Guidance-Setting-of-Speed-Limits-Rule-2024-.pdf)
* MegaMaps: [link to webpage](https://www.nzta.govt.nz/safety/partners/speed-and-infrastructure/safe-and-appropriate-speed-limits/mega-maps/)

#### Rule requirements for an alternative method proposal

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| Clause 2.6 of Land Transport Rule: Setting of Speed Limits 2024 |
| 1. If the circumstances described in clause 2.5(1) do not apply, the Agency (as RCA) or a territorial authority may set a speed limit (other than a temporary speed limit) for a road under its control with the Director’s approval in accordance with this clause. 2. Step 1 (steps before seeking Director’s approval): When proposing a speed limit for a road for which it wishes to seek the Director’s approval under this clause, the Agency (as RCA) or the territorial authority must first comply with the following requirements:    1. for a road outside the school gate, the Agency (as RCA) or the territorial authority must have regard to guidance and information developed and maintained by the Agency under clauses 3.12 and 3.13:    2. for any other road, the Agency (as RCA) or the territorial authority must—       1. have regard to the road safety aspects of the GPS on land transport; and       2. undertake and have regard to the cost benefit disclosure statement for the proposed speed limit in accordance with the requirements in clause 3.3; and       3. have regard to guidance and information developed and maintained by the Agency under clauses 3.12 and 3.13; and       4. have recently consulted on the proposed speed limit in accordance with clause 3.8 and included in the consultation documentation the cost benefit disclosure statement and an explanation of how the road safety aspects of the GPS have been had regard to;       5. have considered any submissions received during that consultation; and       6. if proposing a speed limit for a road that adjoins a road under the control of another road controlling authority (the adjoining road), have regard to the desirability of the road under its control and the adjoining road having the same speed limit, unless there is good reason for different speed limits on each of those roads. 3. However, the agency (as RCA) or the territorial authority does not need to comply with –    1. Subclause (2)(b)(ii) if it is proposing a speed limit for a new road; or    2. Subclause (2)(b)(iv) and (v), if-       1. A speed limit has already been proposed for the road in any relevant plan; and       2. The Agency (as RCA) or the territorial authority wishes to seek the Director’s approval to set a different speed limit for that road; and       3. The Agency (as RCA) or the territorial authority considers that the different speed limit for which the Director’s approval is sought is only a minor deviation from the speed limit for the road proposed in the relevant plan. 4. Step 2 (seeking Director’s approval): If the Agency (as RCA) or the territorial authority has complied with all applicable requirements in subclause (2), the Agency (as RCA) or the territorial authority—    1. may seek the Director’s approval to set the speed limit for the road; and    2. If it seeks that approval, must provide to the Director:       1. details of the proposed speed limit, including the information that would need to be submitted to the Registrar under section 200L of the Act; and       2. confirmation that it has complied with all applicable requirements in subclause (2). 5. Step 3 (Director’s approval): The Director must give their approval if the Agency (as RCA) or the territorial authority has sought that approval and complied with subclause (4)(b) 6. Step 4 (publication): Once the Agency (as RCA) or the territorial authority has set the speed limit, it must publish on an Internet site, alongside relevant plan or a hyperlink to any relevant plan-    1. Details of the speed limit; and    2. Whether or not the speed limit was consulted on under subclause (2)(b)(iv) |

#### What to submit:

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| --- | --- |
| Please submit | Please do not submit |
| * The alternative method proposal, which includes:   + The summary of submissions and how any submissions were considered.   + A link to the cost benefit disclosure statements | * Each piece of feedback received. * Internal (Council or Agency as RCA) reports/memos and resolutions to approve the proposal for submission to the Director |

**Note:** The Using the Alternative Method Proposal template section has been designed to outline requirements for proposal content and can be deleted before submitting to the Director of Land Transport for approval.

1. This template is for final Alternative Method Proposal approval. It does not include information required in a consultation Alternative Method Proposal, such as:

* the role and function of the road
* 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 speed management intervention.

1. Disclosing a summary of submissions is not mandatory under the Rule. The NZTA Waka Kotahi (NZTA) will use this information to review the implementation of the rule and monitor consistency across RCAs.
2. This template is designed to assist RCAs meet their obligations under the Land Transport Rule: Setting of Speed Limits 2024.
3. The approval process under the Land Transport Rule: Setting of Speed Limits 2024 does not require the Director of Land Transport to check:

* the quality of consultation
* the accuracy of cost benefit disclosure statements.

1. The Director of Land Transport must approve a speed limit where the RCA confirms procedural requirements under the Land Transport Rule: Setting of Speed Limits 2024 have been meet.
2. The information requested in this template will be used to monitor the implementation of the Land Transport Rule: Setting of Speed Limits 2024.
3. Appendix A Maps - please include maps with a key clearly illustrating the proposed speed limit changes. This is important for uploading speed limits into the National Speed Limit Register.

[Insert RCA name]

Alternative Method Proposal

National Land Transport Programme (NLTP)

period [August 202x to July 202x]

#### Alternative Method Proposal Contents

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# Strategic Context

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| Text in this box is provided as guidance, and can be deleted before the proposal is submitted:  Provide an overview on how the alternative method proposal has regard to road safety aspects of the GPS on land transport. |

# Consultation

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| Text in this box is provided as guidance, and can be deleted before the proposal is submitted:  Provide a summary overview that includes information on:  Consultation dates and activities used to consult on the proposed changes with the following groups in accordance with clause 3.8 (3)(c) of the Land Transport Rule: Setting of Speed Limits 2024   * people who use the road for which speed limit changes are proposed * freight users * local communities * businesses located on roads for which speed limit changes are proposed * schools located on roads for which speed limit changes are proposed * road controlling authorities responsible for roads adjoining roads for which speed limit changes are proposed   What has been done to separately consult with Māori on any proposed change affecting or likely to affect Māori land or land subject to any Māori claims settlement Act.  The feedback received, and how submissions were considered and if any changes were made what were the specific outcomes. |

# Cost Benefit Disclosure Statements

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| Text in this box is provided as guidance, and can be deleted before the proposal is submitted:  Please provide a link to the relevant published Cost Benefit Disclosure Statements here |

# Implementation

## Table 1 – Speed limit changes

| Road (Include the start and end locations) | Existing speed limit (km/h) | Proposed speed limit (km/h) | Speed limit type | Year of commencement | Road Classification | If seasonal, provide start and finish dates.  If variable, provide operational times |
| --- | --- | --- | --- | --- | --- | --- |
| eg: Road A – from intersection with Road B to Road C | 80 | 60 | Permanent | 2025 | Rural Stopping Place |  |
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## Table 2 – Speed limits around Schools

| Name of School | Road/s outside the school | Category 1 or 2 | Speed limit type | Year of commencement | Road classification | Signage (electronic or static) |
| --- | --- | --- | --- | --- | --- | --- |
| eg: School A | Road D | 1 | Variable | 2025 | Urban | Static |
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| Text in this box is provided as guidance, and can be deleted before the proposal is submitted:  For schools designated Category 2, provide an explanation of why this categorisation is appropriate, eg entranceway design (off-road parking and/or off-road pick up/drop off facilities, safety infrastructure (separated footpath and cycle lanes)) |

## Table 3 – Safety Infrastructure changes

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| Text in this box is provided as guidance, and can be deleted before the proposal is submitted:  While not required by the Rule, it’s useful to include details of safety infrastructure in the table below, if 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. |

| Name of Road (include start and end point) | Proposed infrastructure changes | Year of commencement | Further information |
| --- | --- | --- | --- |
| eg:Street A between Street B and Street C | Rumble strips (audio tactile markings) down the centreline and edge lines | 2025 |  |
| eg: Street D between State Highway E and Street F | Mark a centreline | 2025 | School C and School D |
|  |  |  |  |
|  |  |  |  |

# Declaration

I [insert name], [insert role] from [name of RCA] declare that:

| Description | Yes/No |
| --- | --- |
| This proposal provides details to the Director of the proposed speed limit, including the information that would need to be submitted to the Registrar under section 200L of the *Land Transport Act 1998* |  |
| Consultation has been carried out in accordance with clause 3.8 of the Land Transport Rule: Setting of Speed Limits 2024 |  |
| Requirements on a cost benefit disclosure statement have been met in accordance with clause 3.3 of the Land Transport Rule: Setting of Speed Limits 2024 |  |
| Speed limits proposed comply with clause 4.5 (to the extent that clause 4.5 applies) of the Land Transport Rule: Setting of Speed Limits 2024 |  |
| This proposal identifies all roads outside schools for which changes to speed limits are needed to set speed limits in accordance with Section 5 of the Land Transport Rule: Setting of Speed Limits 2024 |  |
| Legal requirements in relation to setting the speed limit have been satisfied outlined under section 200L of the *Land Transport Act 1998* |  |

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| Signature: |  | Date: |  |

# Appendix

## Appendix A - Maps

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| Text and the map in this box is provided as guidance, and can be deleted before the proposal is submitted:  Please provide maps (preferably text searchable) to support the speed limit proposals listed in tables in the Implementation section.  Please include a key for each image  **Proposed changes to the Brixton Area: Tate Road, Raleigh Street, Devon Road, and Waitara Road** |