



# Speed Management Planning Frequently Asked Questions (FAQs)

22 MAY 2023

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### ***More information***

If you have further queries, contact [speedmanagementprogramme@nzta.govt.nz](mailto:speedmanagementprogramme@nzta.govt.nz)

This document is available on Waka Kotahi NZ Transport Agency's website at <https://www.nzta.govt.nz/safety/partners/speed-and-infrastructure/safe-and-appropriate-speed-limits/speed-management-guide/>

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## Frequently asked questions (FAQs)

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### Land Transport Rule: Setting of Speed Limits 2022 (the Rule)

***What are the key components of the Rule?***

**The Land Transport Rule: Setting of Speed Limits 2022 (the Rule)**

- provides for a three-year regional land transport planning consultation process to bring together safety infrastructure investment decisions and speed limit decisions
- requires speed management plans to include a 10-year vision and 3-year implementation plan and take a whole of network approach considering speed limits alongside infrastructure improvements, safety cameras and enforcement across a region
- requires each road controlling authority (RCA) to use reasonable efforts to ensure speed limits outside schools do not exceed the maximum allowable under the Rule for at least 40% of schools by 30 June 2024 and 100% by 31 December 2027
- specifies that Māori, as the Crown's Treaty partner, must be provided opportunities to contribute to regional speed management plans and the state highway speed management plan and specifies Māori capability to do so must be fostered
- specifies that separate consultation is required with Māori affected by any proposed change in a regional speed management plan or state highway speed management plan
- requires regional transport committees to coordinate input from RCAs in their region to create a regional speed management plan
- requires regional councils to facilitate the administrative function of regional consultation on speed management plans
- gives the Director of Land Transport responsibility for certifying speed management plans
- establishes a National Speed Limit Register (NSLR) to provide the primary source for legal and enforceable speed limits, meaning speed limits are no longer set through bylaws

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***How does the framework fit within the Road to Zero 2020-2030 strategy?***

New Zealand's Road to Zero 2020-2030 road safety strategy sets us on a path to achieve Vision Zero, a vision where no one is killed or is seriously injured in road crashes. The speed management framework delivers part of the Road to Zero 2020-2022 action plan.

Speed plays an undeniable role in the high numbers of people being killed or seriously injured on New Zealand's roads. Even when speed doesn't cause the crash, it's what will most likely determine whether anyone is killed, injured, or is unharmed. When speed limits are safe for the road, simple mistakes are less likely to end in tragedy.

The speed management framework sets out a new approach to speed management planning which significantly changes the way speed limits are set and ensures decisions about speed limit changes are made (and described) in the context of safety-related infrastructure improvements and the placement of safety cameras.

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***Where can I find more information?***

For more information about the Rule, see

<https://www.nzta.govt.nz/safety/partners/speed-and-infrastructure/safe-and-appropriate-speed-limits/the-setting-of-speed-limits-rule/>

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***What is the purpose of the Guide?***

The Guide provides guidance and information required by the Land Transport Rule: Setting of Speed Limits 2022 (the Rule) and additional process and technical information, supporting the development of speed management plans.

It represents a new phase in delivering speed management by being a principles-based approach to setting speed limits and managing speeds.

The ‘*certification template for a speed management plan*’, outlined in the Guide, provides a sample table to help summarise this information. You can access the template on <https://www.nzta.govt.nz/assets/resources/speed-management-guide-road-to-zero-edition/certification-template-for-a-speed-management-plan.dotx>

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***What does the Guide cover?***

The Guide explains how to establish, engage and consult on, and set speed limits under the Rule. It contains information about:

- the four guiding principles for speed management – safety, community wellbeing, movement and place, and whole of system – [section 1](#)
  - selecting a speed limit within the safe speed range, including around schools, and linked to the One Network Framework street categories – [section 2](#)
  - developing a speed management plan – [section 3](#), especially the diagram on page 31
  - partnering with Māori – [appendix 2](#)
  - engagement and communication – [appendix 3](#)
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***What is the One Network Framework (ONF)?***

The One Network Framework (ONF) is a tool to classify roads and streets within New Zealand. It is used to determine transport network function, performance measures, operating gaps and potential interventions for each road and street type.

The ONF puts people, place and movement at the heart of planning and investment by:

- considering the role streets and roads play as places (destinations in their own right) as well as movement corridors
- considering the current and future network function
- classifying modal networks for multi-modal network planning, including off-road routes
- shifting the emphasis to the movement of people and goods, rather than vehicles

For more information, visit: <https://nzta.govt.nz/planning-and-investment/planning/one-network-framework/>

or email the ONF team if you have any questions: [ONF@nzta.govt.nz](mailto:ONF@nzta.govt.nz)

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***Can I provide feedback on the Guide?***

Yes, if you would like to provide feedback on the Guide please complete this online form on <https://www.nzta.govt.nz/safety/partners/speed-and-infrastructure/safe-and-appropriate-speed-limits/speed-management-guide/provide-feedback-on-the-speed-management-guide-road-to-zero-edition/>

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***Where can I find more information?***

For more information on the Guide see <https://www.nzta.govt.nz/safety/partners/speed-and-infrastructure/safe-and-appropriate-speed-limits/speed-management-guide/>

If you have any queries related to the Guide, please email us at [speedmanagementprogramme@nzta.govt.nz](mailto:speedmanagementprogramme@nzta.govt.nz)

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### **What is MegaMaps?**

MegaMaps is a geospatial tool that calculates a safe and appropriate speed limit for every road and street in New Zealand by applying the criteria set out in the Speed Management Framework in the *Speed Management Guide: Road to Zero edition* (the Guide). Like the Guide, it provides information and guidance that road controlling authorities (RCAs) must have regard to in their speed management planning.

### **What is a safe and appropriate speed limit?**

The 'safe and appropriate speed' (SAAS) is mainly derived from the function, safety and use of a road or street and is underpinned by the Safe System approach. So roads that have better safety features such as median barriers can support a higher safe and appropriate speed limit, such as 100km/h, than those that don't. In urban environments where there are high numbers of active road users (people walking, cycling, scooting, etc), the safe and appropriate speed limit is generally 30km/h. If a person is hit by a vehicle at this speed, they have a good chance of avoiding death or serious injury.

Safe and appropriate speed limits are a key lever in creating a safe transport system that puts all people, no matter their mode of transport, at its heart. Lower speed limits also equate to lower harmful emissions and noise pollution, making communities more attractive for living, working, or visiting.

The inputs into a safe and appropriate speed limit are:

- the Safe System speed thresholds for crash survivability
- the One Network Framework (ONF) street categories that reflect the movement and place functions of a street or road
- the infrastructure risk rating, which is a road assessment methodology to assess road safety risk
- the presence or planned implementation of safety infrastructure to reduce the risk of harm for people outside vehicles (for example, bike lanes and raised crossings).

For more information on safe and appropriate speed limits see [\*Speed management guide: Road to Zero edition\*](#), section 2.

### **How does MegaMaps relate to speed management planning?**

MegaMaps provides RCAs with the Waka Kotahi assessment of safe and appropriate speed limits for every road and street in the country where there is data.

It features the high benefit layer, which identifies the corridors and areas where speed management interventions would yield the greatest benefits. These corridors and areas are highlighted in a single layer to help guide RCAs speed management efforts over the next 10 years.

RCAs are encouraged to focus on this layer first when considering the proposed speed limit changes and safety upgrades in their speed management plans.

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***What happens if an RCA proposes a speed limit in its speed management plan that differs from the SAAS in MegaMaps?***

Under the Rule, RCAs must provide an explanation why they think the safe and appropriate speed limit should be different to the Waka Kotahi assessment. There are three possible reasons why the proposed speed limit change may differ from the SAAS:

- The ONF classification of the street or road is incorrect, and a moderated classification would give a different SAAS.
- There is locally available information that was not part of the national datasets used for MegaMaps (eg presence of cycling infrastructure) that justifies a different SAAS
- The RCA agrees with the SAAS in MegaMaps but is proposing a phased approach to reach the SAAS over time (eg reducing from 100 to 90 when the SAAS is 80, then from 90 to 80 at a later point in time).

The ‘*certification template for a speed management plan*’ provides a sample table to help summarise this information. You can access the template on <https://www.nzta.govt.nz/assets/resources/speed-management-guide-road-to-zero-edition/certification-template-for-a-speed-management-plan.dotx>

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***How do I request access to MegaMaps?***

If you require access to MegaMaps, request a logon by emailing [service@nzta.govt.nz](mailto:service@nzta.govt.nz)

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***Why do I need to request a log on?***

MegaMaps is hosted on the Waka Kotahi internal corporate information network – Sign On

Sign On is how Waka Kotahi manages the identity of people who access our internal corporate information network – and use our applications and resources. It is powered by a system called Okta.

‘Identity management’ means that the Waka Kotahi has a system to ensure that people are who they say they are – and their right to access those applications and resources is verified.

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***How do I use MegaMaps?***

For guidance on using MegaMaps, see the MegaMaps resources on <https://www.nzta.govt.nz/safety/partners/speed-and-infrastructure/safe-and-appropriate-speed-limits/mega-maps/>

This resource includes an e-learning module and a user guide.

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***Can I provide feedback?***

Yes, please send us an email to [speedmanagementprogramme@nzta.govt.nz](mailto:speedmanagementprogramme@nzta.govt.nz)

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***What can I do if I need help with MegaMaps?***

If you need help using MegaMaps, contact our service desk [service@nzta.govt.nz](mailto:service@nzta.govt.nz)

If you need help to clarify information provided in MegaMaps, email your query to [speedmanagementprogramme@nzta.govt.nz](mailto:speedmanagementprogramme@nzta.govt.nz)

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***Will you be updating MegaMaps***

Yes. We released an updated second edition on 14 April, MegaMaps: Road to Zero edition 2, to update several of the data layers, and will continue to keep it updated.

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***Where can I find more information?***

For more information on MegaMaps see <https://www.nzta.govt.nz/safety/partners/speed-and-infrastructure/safe-and-appropriate-speed-limits/mega-maps/>

We also have a number of resources on the webpage including:

- [Getting started in MegaMaps eLearning](#)
  - [MegaMaps for Speed Management Planning](#)
  - [Advanced features in MegaMaps eLearning](#)
  - [MegaMaps user and interpretation guide](#)
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## Speed Management Planning Process

### ***What is a speed management plan?***

A speed management plan is a state highway, regional or road controlling authority plan that outlines a 10-year vision and a 3-year implementation plan for a whole-of-network approach to speed management.

The speed management plan discusses the plan for the area's speed limits (including around schools and kura), safety infrastructure (such as median barriers), placement of safety cameras, monitoring and enforcement.

### ***When do plans need to be ready?***

From 19 May 2022 to 30 June 2024, RCAs need a speed management plan only if they are changing a speed limit during that time period.

Full plans need to be developed from early 2023 in time for the 2024–27 National Land Transport Programme planning cycle.

### ***What are the speed management plan deadlines that Waka Kotahi has set?***

Waka Kotahi has set the following default deadlines for preparing speed management plans:

Default deadlines		Deadline description
<b>Deadline 1</b>	5 October 2023	The final date for the publication of any consultation draft speed management plan.
<b>Deadline 2</b>	29 March 2024	The final date for submitting the final draft speed management plan for certification.

Please note the deadlines described in the table above have been set with the intention of creating a flexible mechanism that caters for those dealing with extraordinary events and issues, as well as encouraging those who are willing and able to push ahead with their speed management ambitions. The approach taken is to set **default** deadlines which encourage those who want to push ahead, and at the same time to enable '**specific**' deadlines (see below) for all RCAs or regional councils who are dealing with extraordinary events.

### ***Why has Waka Kotahi set these deadlines?***

The Land Transport Rule: Setting of Speed Limits 2022 (the Rule) allows Waka Kotahi to set deadlines for the commencement or completion of activities relating to speed management plans (SMPs). The Rule also allows Waka Kotahi to set different deadlines for different plans and different road controlling authorities.

The deadlines are based on the Rule assumption that consultation on regional SMPs would by and large be completed before consultation on RLTPs begins, in order to avoid the requirement (under the Local Government Act 2002 s83) for public hearings.

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***What should I do if I need different deadlines?***

If you need to request a new deadline, please discuss with your Area Programme manager and then email [speedmanagementplanning@nzta.govt.nz](mailto:speedmanagementplanning@nzta.govt.nz) (copying your Area Programme Manager) providing the following information:

- the dates for the new deadlines
  - the rationale for changing the deadlines, including
    - what is the impact on the regional speed management plan?
    - what are the risks associated with moving the deadlines?
    - what is the benefit of moving the deadlines?
    - what is the impact on meeting the schools' targets?
  - any other mitigation you might have considered.
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***How long does it take Waka Kotahi to make decisions on the deadlines?***

Once the request for a 'specific' deadline has been submitted to Waka Kotahi, we expect the review process to take two weeks.

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***Can we consult on an incomplete regional SMP in order to meet the deadline, if, for example, a TA has been unable to contribute its SMP in time?***

For any regional speed management plan where an RCA has not provided information on expected speed changes, the regional speed management plan should simply note the information has not been provided and alignment of speeds across the RCAs in the regional area is therefore on a best endeavours basis. This situation may apply:

- to one (or more) RCAs within the regional council's territory, including Waka Kotahi (as RCA)
- where an RCA has no speeds that it wants or needs to change
- where an RCA has received a specific deadline date that is later than the RSMP dates can accommodate.

The regional speed management plan can

- be submitted for certification without all of the region's RCA plans available, noting the plan should briefly list the missing information; or
  - have a specific regional speed management plan deadline date that allows all RCA plans to be included; or
  - once certified be (optionally) replaced (s3.7(4)) with a variation to the current plan that contains all RCA plans.
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***Who can I contact if I have further questions?***

If you have any questions or concerns, you can email us at [speedmanagementprogramme@nzta.govt.nz](mailto:speedmanagementprogramme@nzta.govt.nz) or contact your Area Programme Manager.

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***I'm involved in developing my council's plan – where do I start?***

You should become familiar with

- the **Speed Management Guide: Road to Zero edition** (the Guide), which covers everything about developing a speed management plan, including timeframes and approval processes as well as consultation and engagement requirements
  - **One Network Framework** which categorises streets and roads according to both their movement and place function
  - The **Land Transport Rule: Setting of Speed Limits 2022 (the Rule)** which specifies the content and process for speed management plans and Waka Kotahi guidance
  - **Road to Zero** which is New Zealand's road safety strategy. It commits us to a vision of Aotearoa New Zealand where no one is killed or seriously injured in road crashes with a target of a 40% reduction in deaths and serious injuries on our roads and streets by 2030
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***How are speed management plans certified?***

The Director of Land Transport certifies speed management plans. The Director receives advice on certification from an independent Speed Management Committee for state highway speed management plans, and from an internal Waka Kotahi Panel for all other RCA plans.

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***What support is available to enable the development of the speed management plans?***

The Guide establishes principles for speed management, outlines the framework for setting speed limits and the process for developing a speed management plan.

MegaMaps: Road to Zero edition 2, which accompanies the Guide, is a geospatial tool that calculates a safe and appropriate speed for every road in New Zealand by applying the criteria set out in the Speed Management Framework in the Guide. It provides the information road controlling authorities (RCAs) need for speed management planning.

The safe and appropriate speed is based on several inputs including speed limit ranges for each of the new One Network Framework (ONF) street categories and the infrastructure risk rating (IRR).

Waka Kotahi regional staff will support RCAs with the speed management planning process. You can access the plan template on <https://www.nzta.govt.nz/assets/resources/speed-management-guide-road-to-zero-edition/certification-template-for-a-speed-management-plan.dotx>

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<b><i>Who must we engage and consult with when developing a plan?</i></b>	<p>Consultation on these speed management plans should be undertaken every three years.</p> <p>All RCAs must consult on all speed limit changes according to the requirements of section 82 of the Local Government Act 2002 (but not section 83). Separate and early engagement with Māori is required, otherwise RCAs can determine who and how they consult, as they do for any other council decision.</p> <p>Waka Kotahi encourages early engagement with your communities to build their understanding about and support for potential changes to speed limits and other speed management interventions (such as safety cameras and lower speeds around schools and kura).</p> <p>For more information, about communication and engagement, see <u><a href="#">Speed management guide: Road to Zero edition</a></u>, appendix 2</p>
<b><i>Must we engage with Māori before we consult the public on an interim speed management plan?</i></b>	<p>The Rule has specific requirements for Māori contributions to speed management plans. Waka Kotahi as an RCA and Regional Councils must establish a process to provide opportunities for Māori to contribute to the preparation of speed management plans, including:</p> <ul style="list-style-type: none"> <li>• fostering the development of Māori capacity to contribute to the preparation of the plan</li> <li>• providing relevant information to Māori early to enable their contribution.</li> </ul> <p>For more information, about partnership with Māori communication and engagement, see <u><a href="#">Speed management guide: Road to Zero edition</a></u>, appendix 2.</p>
<b><i>I'm a council, how can we be sure our plan complies with the new land transport rule?</i></b>	<p>If you follow the principles set out in the Guide, your speed management plan will deliver safe and appropriate speed limits in line with both Road to Zero and the Rule.</p> <p>Your Waka Kotahi Area Programme Manager is available to engage on the certification process of your speed management plan. We encourage you to do this early in the process. Alternatively, you can email us at <u><a href="mailto:speedmanagementplanning@nzta.govt.nz">speedmanagementplanning@nzta.govt.nz</a></u></p>
<b><i>How do I submit a plan?</i></b>	<p>Speed management plans are submitted to Waka Kotahi via file upload to CoreShare. This enables the secure receipt of plans, some of which would be too large to be received by email.</p> <p>RCAs request CoreShare access by emailing the speed management planning inbox <u><a href="mailto:speedmanagementplanning@nzta.govt.nz">speedmanagementplanning@nzta.govt.nz</a></u></p>
<b><i>Who will certify the plan?</i></b>	<p>The Director of Land Transport is responsible for certifying the plans.</p> <p>Your Area Programme Manager is your first point of contact for the certification process of your speed management plan. We encourage you to do this early in the process.</p>

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***What is the process for out of cycle changes to speed limits?***

Setting a speed limit or limits out of cycle (when the change is not included in the current speed management plan) can occur via the 'Alternative Process' (see clause 2.6 of the Rule).

Section 3.7 of the Rule provides for review, variation and replacement of plans. Also, one or more territorial plans can be included in a subsequent regional plan. An RCA can have more than one interim plan at once, such as plans covering different matters (eg, one plan could deal solely with rural Intersection Speed Zones, while another deals with lowering urban speed limits).

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***Is there funding available to develop and implement speed management plans?***

Yes. RCAs should submit their bids for funding the development and implementation of speed management plans through the Regional Land Transport Planning (RLTP) process. RCAs should seek specific investment advice from the Waka Kotahi Planning and Investment Knowledge Base for the appropriate NLTP investment period.

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***Where can I find more information?***

Your Area Programme Manager can provide support for you on the certification process of the speed management plan.

For more information about the speed management planning process see <https://www.nzta.govt.nz/safety/partners/speed-and-infrastructure/safe-and-appropriate-speed-limits/speed-management-guide/speed-management-planning-process/> and the '*certification template for a speed management plan*' provides a sample table to help summarise this information. You can access the template on <https://www.nzta.govt.nz/assets/resources/speed-management-guide-road-to-zero-edition/certification-template-for-a-speed-management-plan.dotx>

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**National Speed Limit Register (NSLR)**

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***What is NSLR***

NSLR is the primary source for legal speed limits on New Zealand's roads and streets. These are viewable on a geospatial map and can be searched on. A speed limit certificate can be generated.

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***How does the National Speed Limit Register fit into the speed management planning process?***

Once a speed management plan has been certified and published, updates can be made to speed limits in the National Speed Limit Register using the URL issued to the RCA.

Speed limit changes can be future dated or made closer to the time they come into force and signs are installed.

For guidance on how to use the NSLR please see the resources page here <https://www.nzta.govt.nz/safety/partners/speed-and-infrastructure/safe-and-appropriate-speed-limits/national-speed-limit-register/>

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***Is there a prescribed time period for road controlling authorities to add new records or update old records once the Director of Land Transport has certified a speed management plan?***

No, there is no prescribed time period. This reflects a road controlling authority's sovereignty over its own roads. Waka Kotahi will monitor the implementation programmes in speed management plans to see if RCAs have submitted scheduled speed limit changes into NSLR.

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***How long does it take for speed limit records, once submitted for loading, to appear in NSLR?***

Speed management plans take approximately 25 working days from submission to approval, publication and loading into NSLR.

Once you have been notified that the Director has certified your speed management plan, you can load the approved speed limit changes into NSLR and submit to Waka Kotahi for certification. Waka Kotahi may examine some or all of the submitted speed limit records. Please allow a minimum of 10 working days from the date you submit an approved speed limit record to Waka Kotahi for certification to the Start Date selected in the record.

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***Will all speed limits be in the National Speed Limit Register?***

All legal permanent, variable, emergency (a subcategory of temporary) and seasonal speed limits are in the NSLR.

Temporary speed limits (other than emergency speed limits) are not included in the NSLR at this time.

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***Can anyone use NSLR?***

Designated users responsible for speed management (as requested by each road controlling authority) and individuals within Waka Kotahi responsible for speed management, have access to NSLR for setting speed limits.

RCA users can only create or update speed limit records within their area.

NSLR is also available to the public via a web application where speed limits can be searched and certified copies of speed limit records downloaded. <https://speedlimits.nzta.govt.nz>

The dataset is also available on the open data portal for data consumers and the public to access and use.

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***Who is responsible for ensuring the speed limits on NSLR are correct?***

Each council is responsible for updating its records in the National Speed Limit Register. Waka Kotahi is responsible for administering the register.

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***Is there a record of people in roles within RCAs that can be accessed?***

To get a list of users that have been set up in the NSLR for your RCA, please email: [geospatialsystems@nzta.govt.nz](mailto:geospatialsystems@nzta.govt.nz)

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***Is there a limit to the number of RCA staff who can be given an access account for the NSLR?***

No, there is no limit to the number of assigned staff that can be set up with access to NSLR access. Our Geospatial Systems team will need to set up each person with an account. To request a new user account please email us at [geospatialsystems@nzta.govt.nz](mailto:geospatialsystems@nzta.govt.nz)

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***How do we go about getting an access account for those staff?***

To set up access for a new user please email us at [geospatialsystems@nzta.govt.nz](mailto:geospatialsystems@nzta.govt.nz)

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***I have access to NSLR but don't know how to use it, is there training available?***

Yes, we have e-learning material and user guides available.

You can access our learning modules here

<https://www.nzta.govt.nz/learning-modules/nslr/index.html> and our user guides here

<https://www.nzta.govt.nz/assets/Safety/docs/speed-management-resources/national-speed-limit-register/user-guide-national-speed-limit-register.pdf>

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***What do I do if I'm having problems with NSLR?***

If you are having problems or need help using NSLR please contact [geospatialsystems@nzta.govt.nz](mailto:geospatialsystems@nzta.govt.nz)

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***Where can I find  
more information?***

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For more information on NSLR please see  
<https://www.nzta.govt.nz/safety/partners/speed-and-infrastructure/safe-and-appropriate-speed-limits/national-speed-limit-register/>

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