



**MINISTRY OF TRANSPORT**  
**TE MANATŪ WAKA**

Pursuant to sections 152, 157(1), 159A and 160(4) of the Land Transport Act 1998, and after having had regard to the criteria specified in section 164(2) of that Act

I, Hon Simeon Brown, Minister of Transport

make the following ordinary Rule:

Land Transport Rule: Setting of Speed Limits 2024.

Signed at Wellington ~~Wellington~~ Auckland

This 28<sup>th</sup> day of September 2024

Hon Simeon Brown

Minister of Transport

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

# Land Transport Rule

## Setting of Speed Limits 2024

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## Extent of consultation

The Ministry of Transport published a draft version of the Rule along with explanatory material on its website for public consultation on 13 June 2024. Notification of the consultation was sent by email to road controlling authorities, and published on the Beehive website. A notice was also published in the *Gazette* on 13 June 2024. Consultation was open for four weeks until 11 July 2024.

The Ministry received 8,180 submissions on the draft Rule. Officials analysed and considered the submissions before providing a final version of the draft Rule to the Minister of Transport for signing.

## **Section 1 Preliminary provisions**

### **1.1 Title**

This Rule is Land Transport Rule: Setting of Speed Limits 2024.

### **1.2 Commencement**

This Rule comes into force on 30 October 2024.

### **1.3 Objective of Rule**

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.

### **1.4 Interpretation**

(1) In this Rule, unless the context otherwise requires,—

**Act** means the Land Transport Act 1998

**Agency (as RCA)** means the Agency when acting as a road controlling authority

**Auckland Council** means the entity established under [section 6](#) of the Local Government (Auckland Council) Act 2009

**Auckland Transport** means the entity established under [section 38](#) of the Local Government (Auckland Council) Act 2009

**category 1 school** means any school that is not a category 2 school

**category 2 school** means a school that has been designated as a category 2 school under clause 5.2(1)

**change**, in relation to speed limits, safety cameras and safety infrastructure, includes to put something in place for the first time or to remove something without any replacement

**current**, in relation to a plan, means the plan most recently published under this Rule

**emergency** has the meaning in clause 7.1(4)

**emergency speed limit** means a temporary speed limit set due to an emergency

**financial year** means a period of 12 months commencing on 1 July and ending with 30 June

**GPS on land transport** has the same meaning as in the [Land Transport Management Act 2003](#)

**in the register**, in relation to a speed limit, means the speed limit contained in a land transport record that has not been revoked

**mean operating speed** means 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

**new road**—

- (a) means a road that has only recently been constructed and made available for public use; and
- (b) includes a future road in a speed limit area declared under clause 2.3

**outside the school gate**, 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

**permanent speed limit** means a speed limit that is in force except when a seasonal, variable, or temporary speed limit is in force

**register** has the same meaning as in [section 200A](#) of the Act

**Registrar** has the same meaning as in [section 200A](#) of the Act

**road** has the same meaning as in the Act and includes a section of a road

**safety camera** means a camera used for the primary purpose of detecting offences under land transport legislation of exceeding the speed limit

**safety infrastructure** means roading infrastructure intended to improve safety (for example, median barriers, rumble strips, raised crossings, and intersection treatments)

**school** means a registered school within the meaning of [section 10\(1\)](#) of the Education and Training Act 2020

**school travel period**, in relation to a school, means a school travel period set by a road controlling authority in accordance with Section 5

**seasonal speed limit** means a type of speed limit that—

- (a) is the same for all 24 hours during any given day; and
- (a) is different for each of two or more specified periods during a calendar year

**special event** has the meaning in clause 7.1(3)

**State highway** has the same meaning as in the [Land Transport Management Act 2003](#)

**temporary speed limit** means a speed limit set in accordance with Section 7

**territorial authority**—

- (a) means a road controlling authority that is a territorial authority within the meaning of the [Local Government Act 2002](#); and
- (b) includes a road controlling authority that is a unitary authority, Auckland Council or Auckland Transport

**unitary authority** has the same meaning as in the [Local Government Act 2002](#)

**variable speed limit**—

- (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

**work** has the meaning in clause 7.1(2).

- (2) A term that is used in this Rule and defined in the Act but not defined in this Rule has the meaning given in the Act (for example, Agency, Commissioner, Director, land transport record, and road controlling authority).



## Section 2      **Speed limits**

### *Ascertaining the applicable speed limit*

#### **2.1      Applicable speed limit for a road**

- (1)      The applicable speed limit for a road at any given time is—
- (a)      the speed limit for the road in the register and that is in force at the time; or
  - (b)      if paragraph (a) does not apply and a bylaw made before 19 May 2022 (the commencement date of the Land Transport Rule: Setting of Speed Limits 2022) sets the speed limit for the road, the speed limit set by the bylaw and that is in force at the time; or
  - (c)      if paragraphs (a) and (b) do not apply, a permanent speed limit of 100 km/h.
- (2)      For a seasonal speed limit that is in force, the applicable speed limit for the road at any given time is the speed limit in force at the time in accordance with the details of the speed limit in the register or bylaw (as the case may be).
- (3)      For a variable speed limit that is in force, the applicable speed limit for the road at any given time is the speed limit shown on signs at the time (provided the speed limit shown on the signs is in accordance with the details of the speed limit in the register or bylaw (as the case may be)).

#### *Emergency speed limit on register prevails*

- (4)      Despite subclauses (1) to (3), if at any given time there is an emergency speed limit for a road in the register, the applicable speed limit for the road at that time is the emergency speed limit (not the underlying permanent, variable or seasonal speed limit for the road in the register).

#### *Temporary speed limit applies despite register*

- (5)      Despite subclauses (1) to (4), if at any given time a temporary speed limit (other than an emergency speed limit) for the road has been set and is in force under Section 7, the applicable speed limit for the road at that time is the temporary speed limit (other than an emergency speed limit).

## *Setting speed limits*

### **2.2 Setting speed limits (other than temporary speed limits)**

- (1) A road controlling authority may set a speed limit for a road under its control (other than a temporary speed limit) under this Rule.
- (2) When setting a speed limit under subclause (1), a road controlling authority may specify a date on which the speed limit comes into force.
- (3) If a road controlling authority specifies a date on which the speed limit comes into force, that date must be no earlier than the day after the corresponding land transport record is created.

### **2.3 Declaring speed limit areas**

- (1) A road controlling authority may set a speed limit (other than a temporary speed limit) for a road or roads under its control by declaring a speed limit area.
- (2) When declaring a speed limit area, a road controlling authority must—
  - (a) identify the boundaries of the area to be designated as the speed limit area; and
  - (b) specify the speed limit that applies in the speed limit area; and
  - (c) specify that the speed limit applies to—
    - (i) all existing and any future roads in that area; or
    - (ii) all existing and any future roads in that area, except for one or more specified existing roads in that area.
- (3) For clarity, a road controlling authority that sets a speed limit (other than a temporary speed limit) by declaring a speed limit area must—
  - (a) do so using either the method in clause 2.5 or the method in clause 2.6; and
  - (b) otherwise comply with all provisions of this Rule that apply to a speed limit (other than a temporary speed limit) for a road.
- (4) References in any provisions of this Rule to a speed limit (other than a temporary speed limit) for a road must be taken as also applying to declaring a speed limit area.

**2.4 Setting temporary speed limits**

A road controlling authority may set a temporary speed limit for a road under its control in accordance with Section 7.

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

- (1) A road controlling authority may set a speed limit (other than a temporary speed limit) for a road under its control if—
- (a) the speed limit—
    - (i) is the same as the speed limit proposed for the road in the relevant plan; and
    - (ii) comes into force within the same timeframe as proposed in the relevant plan; and
    - (iii) is set for the same road as the road listed or described in the relevant plan; or
  - (b) the speed limit set for the road differs from the speed limit for the road proposed in the relevant plan, but the only differences are any of the following:
    - (i) the timeframe within which the speed limit comes into force;
    - (ii) a minor difference in the point on the road at which the speed limit changes.
- (2) In this Section 2, **relevant plan**—
- (a) means, in relation to a road that is a State highway, the State highway speed management plan most recently published under clause 3.4(6); and
  - (b) means, in relation to any other road, the territorial authority speed management plan most recently published under clause 3.5(3) that applies to that road; and
  - (c) includes any variation to any of those plans (*see* clause 3.10).

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

- (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:
- (a) 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:
  - (b) for any other road, the Agency (as RCA) or the territorial authority must—
    - (i) have regard to the road safety aspects of the GPS on land transport; and
    - (ii) 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
    - (iii) have regard to guidance and information developed and maintained by the Agency under clauses 3.12 and 3.13; and
    - (iv) 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;
    - (v) have considered any submissions received during that consultation; and
    - (vi) 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—
- (a) subclause (2)(b)(ii), if it is proposing a speed limit for a new road; or
  - (b) subclause (2)(b)(iv) and (v), if—

- (i) a speed limit has already been proposed for the road in any relevant plan; and
  - (ii) 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
  - (iii) 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—
  - (a) may seek the Director's approval to set the speed limit for the road; and
  - (b) if it seeks that approval, must provide to the Director:
    - (i) 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
    - (ii) 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 any relevant plan or a hyperlink to any relevant plan—
  - (a) details of the speed limit; and
  - (b) whether or not the speed limit was consulted on under subclause (2)(b)(iv).

**2.7 Additional method for other road controlling authorities to set speed limits: using Section 6 process**

- (1) A road controlling authority that is not the Agency (as RCA) or a territorial authority (for example, an airport authority or the Department of Corrections) may also set a speed limit (other

than a temporary speed limit) for a road under its control in accordance with Section 6.

- (2) To avoid any doubt, this clause may be relied on whether or not the circumstances described in clause 2.5(1) apply.

### *Pilot Speed Limits*

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

- (1) This clause applies if—
- (a) a road controlling authority that is a local authority, government department or Crown entity installs a pilot on a road in accordance with Section 3 of Land Transport Rule: Street Layouts 2023; and
  - (b) the applicable speed limit for the road under clause 2.1(1) immediately before the pilot is installed is 60 km/h or less.
- (2) As part of the pilot, the road controlling authority may set a speed limit for the road, provided—
- (a) the road controlling authority follows the requirements in this clause; and
  - (b) if the speed limit set is a permanent speed limit, it is the speed limit specified, or a speed limit within the range of speed limits specified, in Schedule 3 for the class of road.
- (3) The road controlling authority must provide details to the Director of the speed limit, including the information that would need to be submitted to the Registrar under [section 200L](#) of the Act.
- (4) Once the road controlling authority that is the Agency (as RCA) or a territorial authority has set the speed limit, it must publish on an Internet site, alongside any relevant plan or a hyperlink to any relevant plan, details of the speed limit.
- (5) A speed limit set under this clause may be a permanent, seasonal, or variable speed limit.
- (6) To provide further clarity, the road controlling authority may, when modifying a pilot under clause 3.6 of Land Transport Rule: Street Layouts 2023, set a speed limit for the road, provided it follows the requirements in this clause.
- (7) In this clause and clause 2.9, **pilot** and **road** have the same meaning as in Land Transport Rule: Street Layouts 2023.

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

- (1) This clause applies if a road controlling authority that is a local authority, government department or Crown entity needs to set a speed limit on a road in order to comply with its obligation under clause 3.12 of Land Transport Rule: Street Layouts 2023 to remove a pilot from the road.
- (2) As part of removing the pilot, the road controlling authority may set a speed limit for the road, provided the road controlling authority follows the requirements in this clause.
- (3) The speed limit that the road controlling authority sets for the road must be the speed limit that was the applicable speed limit for the road under clause 2.1(1) immediately before the pilot was installed.
- (4) The road controlling authority must provide details to the Director of the speed limit, including the information that would need to be submitted to the Registrar under [section 200L](#) of the Act.
- (5) Once the road controlling authority that is the Agency (as RCA) or a territorial authority has set the speed limit, it must publish on an Internet site, alongside any relevant plan or a hyperlink to any relevant plan, details of the speed limit.

*Registering speed limits*

**2.10 Speed limit set when land transport record created**

A speed limit that is a permanent, seasonal, variable or emergency speed limit is set once a land transport record has been created for the speed limit (*see* the [Land Transport \(Register of Land Transport Records: Speed Limits\) Regulations 2022](#)).

**2.11 Submitting information on speed limits to the Registrar**

- (1) When setting a permanent, seasonal, variable or emergency speed limit for a road, a road controlling authority must submit to the Registrar the information required under [section 200L](#) of the Act.
- (2) When setting a temporary speed limit for a road (other than an emergency speed limit), a road controlling authority may submit to the Registrar the information required under [section 200L](#) of the Act.

- (3) If a road controlling authority has submitted information to the Registrar on a temporary speed limit (including an emergency speed limit), the road controlling authority must, as soon as practicable after deciding to remove the temporary speed limit, submit to the Registrar the information required to remove the temporary speed limit from the register.

*Installing traffic control devices*

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

A road controlling authority must, before a speed limit comes into force on a road under its control, ensure that all traffic control devices installed on the road that indicate the speed limit—

- (a) comply with Section 8; and
- (b) comply with Land Transport Rule: Traffic Control Devices 2004.

*Other matters*

**2.13 Change of road controlling authority, and boundary adjustments**

- (1) Where the road controlling authority that has control of a road changes, the speed limit that applied to the road before the change of road controlling authority continues to apply, until the new road controlling authority sets a different speed limit for the road.
- (2) Where the boundaries of a territory are altered, and a road comes under the control of a different road controlling authority, any plan that applied to the road before the alteration of the boundaries continues to apply to the road until any subsequent plan including the road is published.
- (3) Where a land transport record indicates that the road controlling authority has set a speed limit on a road to the boundary of its jurisdiction as shown on the land transport record (**shown boundary**), the speed limit indicated on the land transport record applies to the boundary of the road controlling authority's jurisdiction even if the shown boundary does not accurately depict the boundary of the road controlling authority's jurisdiction.



**2.14 Application of Rule**

Nothing in this Rule applies to the setting of a speed limit solely for a footpath, cycle path or shared path separate from the speed limit for the adjoining roadway.

**Section 3 Planning for speed management**

**3.1 Option to prepare speed management plans and requirement to meet deadlines**

- (1) The Agency (as RCA) and each territorial authority may prepare a speed management plan in accordance with this Section 3.
- (2) The Agency (as RCA) and any territorial authority that chooses to prepare a speed management plan must prepare that plan in accordance with any deadlines set by the Agency under clause 3.6.

**3.2 Mandatory considerations when preparing any speed management plan**

- (1) When preparing or providing information for any speed management plan, the Agency (as RCA) and each territorial authority must—
  - (a) have regard to the road safety aspects of the GPS on land transport; and
  - (b) consider a range of speed management interventions, including changing speed limits and safety infrastructure; and
  - (c) undertake and have regard to a cost benefit disclosure statement for the speed limit changes proposed for each road (other than any new road); and
  - (d) have regard to the guidance and information developed and maintained by the Agency under clauses 3.12 and 3.13.
- (2) The Agency (as RCA) and a territorial authority must, when preparing or providing information for any speed management plan to propose a change to 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, subclauses (1)(a) to (c) and (2) do not apply to the extent that the Agency (as RCA) or a territorial authority is preparing or providing information for any speed management plan in respect of speed limits proposed for a road outside the school gate in accordance with Section 5 of this Rule.

### **3.3 Requirements for cost benefit disclosure statements**

- (1) A cost benefit disclosure statement undertaken under this Rule must comply with this clause.
- (2) For each proposed speed limit change, the cost benefit disclosure statement must describe the following matters:
- (a) the estimated safety impacts of the proposed speed limit change; and
  - (b) the estimated travel time impacts of the proposed speed limit change; and
  - (c) the estimated implementation costs of the proposed speed limit change.
- (3) Subject to subclauses (4) and (5), the description of the estimated safety impacts referred to in subclause (2)(a) must cover, in respect of the road for which the speed limit change is proposed—
- (a) the number and severity of crashes on the road over the previous 5 years; and
  - (b) the estimated impact of the proposed speed limit change on the number and severity of crashes on the road in the next 5 years, expressed as an annual rate averaged over those 5 years.
- (4) Subclause (5) applies if—
- (a) the road for which the speed limit change is proposed did not exist for the whole of the 5-year period referred to in subclause (3)(a); or
  - (b) the applicable speed limit for the road changed during that period.
- (5) Despite subclause (3)(a), the period for which the number and severity of crashes on the road must be covered is the period during which—
- (a) the road existed; and
  - (b) the current applicable speed limit for the road was in force.

- (6) The description of the estimated travel time impacts referred to in subclause (2)(b) must cover—
- (a) the current mean operating speed on the road for which the speed limit change is proposed; and
  - (b) the estimated mean operating speed on the road once the proposed speed limit change is in effect; and
  - (c) the estimated impact of the proposed speed limit change on—
    - (i) individual vehicle journey time on the road; and
    - (ii) collective vehicle journey times on the road, which accounts for average annual daily traffic volumes.
- (7) The Agency (as RCA) or a territorial authority (as the case may be) must prepare an updated cost benefit disclosure statement, if the proposed speed limit for a road changes after any consultation required under this Rule.

*State highway speed management plans*

**3.4 Process for preparing State highway speed management plan**

- (1) *Step 1 (first draft):* When preparing a State highway speed management plan, the Agency (as RCA) must—
- (a) prepare a first draft State highway speed management plan, which must include proposed changes to speed limits on State highways; and
  - (b) provide the first draft to every territorial authority.
- (2) *Step 2 (consultation draft):* The Agency (as RCA) must—
- (a) consider any comments on the first draft State highway speed management plan received from territorial authorities; and
  - (b) prepare a consultation draft State highway speed management plan to include the content required by clause 3.7 and a summary of the cost benefit disclosure statement required under clause 3.2(1)(c).
- (3) *Step 3 (public consultation):* The Agency (as RCA) must—
- (a) publish the consultation draft State highway speed management plan and the cost benefit disclosure statement required under clause 3.2(1)(c) on an Internet site; and

- (b) consult on the consultation draft plan (including proposed speed limit changes for each road) in accordance with clause 3.8.
- (4) *Step 4 (final draft):* The Agency (as RCA) must—
  - (a) review and analyse any submissions received on the consultation draft State highway speed management plan and consider the submissions when finalising the draft State highway speed management plan; and
  - (b) consider any updated cost benefit disclosure statement that has been prepared under clause 3.3(7); and
  - (c) prepare a final draft State highway speed management plan; and
  - (d) submit the final draft plan to the Director.
- (5) *Step 5 (certification):* The Director must determine whether they are satisfied that the final draft State highway speed management plan meets the requirements in clause 3.9 and—
  - (a) if the Director is satisfied, they must certify the plan and provide a certificate to that effect; and
  - (b) if the Director is not satisfied—
    - (i) they must refer the final draft plan back to the Agency (as RCA) with recommendations for how to meet the requirements in clause 3.9; and
    - (ii) the Agency (as RCA) must have regard to the Director’s recommendations, make any edits to the final draft plan, and re-submit a final draft plan to the Director; and
    - (iii) the Director must make a determination on the re-submitted final draft plan under this subclause.
- (6) *Step 6 (publication):* Once the Director has certified a final draft State highway speed management plan, the Agency must publish, on an Internet site—
  - (a) the plan; and
  - (b) the certificate provided under subclause (5)(a).

*Territorial authority speed management plans*

- 3.5 Process for preparing territorial authority speed management plans**
- (1) To prepare a territorial authority speed management plan, a territorial authority must—
- (a) inform the Agency (as RCA) of its intention to prepare such a plan; and
  - (b) prepare a consultation draft plan to include—
    - (i) the content required by clause 3.7(1) and (2) in relation to roads under its control; and
    - (ii) a summary of the cost benefit disclosure statement required under clause 3.2(1)(c); and
    - (iii) any relevant information received from road controlling authorities that are not the Agency (as RCA) and that control roads in the territory; and
  - (c) publish the consultation draft plan and the cost benefit disclosure statement on an Internet site; and
  - (d) consult on the consultation draft plan (including proposed speed limit changes for each road) in accordance with clause 3.8; and
  - (e) review and analyse any submissions received on the consultation draft plan and consider the submissions when finalising the draft speed management plan; and
  - (f) consider any updated cost benefit disclosure statement prepared in accordance with clause 3.3(7); and
  - (g) prepare a final draft plan and submit it to the Director for certification.
- (2) The Director must determine whether they are satisfied that the final draft territorial authority speed management plan meets the requirements in clause 3.9 and—
- (a) if the Director is satisfied, they must certify the plan and provide a certificate to that effect; and
  - (b) if the Director is not satisfied—
    - (i) they must refer the final draft plan back to the territorial authority with recommendations for how to meet the requirements in clause 3.9; and

- (ii) the territorial authority must have regard to the Director's recommendations, make any edits to the final draft plan, and re-submit a final draft plan to the Director; and
  - (iii) the Director must make a determination on the re-submitted final draft plan under this subclause.
- (3) Once the Director has certified the final draft plan, the Agency must publish, on an Internet site—
  - (a) the plan; and
  - (b) the certificate provided under subclause (2)(a).

*Other details about preparing any speed management plans*

**3.6 Agency may set deadlines**

- (1) The Agency may set deadlines for the commencement or completion of any of the requirements or events mentioned in clauses 3.4 and 3.5, including where a plan is being varied or replaced under clause 3.10, and may set different deadlines for different plans and different road controlling authorities.
- (2) In setting those deadlines, the Agency must have regard to the timeframes for the creation of regional land transport plans under the Land Transport Management Act 2003.

**3.7 Content and form of plans**

- (1) A plan must—
  - (a) include an explanation of how the plan is consistent with the road safety aspects of the GPS on land transport; and
  - (b) include a general explanation of how an approach to speed management that considers speed limits alongside safety infrastructure and safety camera enforcement was taken, including the approach when deciding whether to invest in making a road safer at higher speeds or to set a lower speed limit.
- (2) A plan must also—
  - (a) identify the changes (if any) being proposed to speed limits (other than temporary speed limits) and safety infrastructure on the relevant roads; and
  - (b) include an implementation programme for at least 3 financial years from the start of the plan that sets out—

- (i) the changes (if any) being proposed to—
    - (A) speed limits on the relevant roads, including, to the extent practicable, information on each proposed speed limit relating to the geographical area of the proposed speed limit, the type of speed limit, the proposed speed limit expressed in kilometres per hour, and, for a seasonal or variable speed limit, the conditions under which each speed limit will apply (*see also* Section 4); and
    - (B) safety infrastructure on the relevant roads; and
  - (ii) the timeframe within which each change is proposed to occur; and
  - (c) in relation to schools, include any designation of a category 2 school.
- (3) A State highway speed management plan—
- (a) must also include a general explanation of how the Agency (as RCA) has, when proposing a change to a speed limit, had regard under clause 3.2(2) to the desirability of a road under its control and an adjoining road under the control of another road controlling authority having the same speed limit, unless there is good reason for different speed limits; and
  - (b) may also include changes to safety cameras on roads that are not State highways.
- (4) A plan may include discussion of other matters related to speed management on the roads to which the plan applies, including matters regarding temporary speed limits.
- (5) A plan must be in the form (if any) set by the Agency.

### **3.8 Consultation requirements**

- (1) In this clause 3.8, **consultation principles** means the principles of consultation in section 82 of the Local Government Act 2002.
- (2) When required to consult under this Rule, the Agency (as RCA) and territorial authorities must give a time period of at least 6 weeks, notified on an Internet site, for interested parties to make written submissions.
- (3) When required to consult under this Rule, the Agency as (RCA) and territorial authorities must—

- (a) consult on each proposed speed limit change; and
  - (b) consult in accordance with the consultation principles; and
  - (c) use reasonable efforts to consult on the proposed changes with the following groups:
    - (i) persons that use the roads for which speed limit changes are proposed, including freight users; and
    - (ii) local communities; and
    - (iii) businesses located on roads for which speed limit changes are proposed; and
    - (iv) schools located on roads for which speed limit changes are proposed; and
    - (v) road controlling authorities responsible for roads adjoining roads for which speed limit changes are proposed.
- (4) When required to consult under this Rule, the material that the Agency (as RCA) or the territorial authority (as the case may be) must publish as part of the consultation must include, in respect of each road for which a speed limit change is proposed—
- (a) the role and function of the road; and
  - (b) how the road is used, including the different types of road users; and
  - (c) why a speed limit change has been proposed rather than any other speed management intervention.
- (5) To avoid any doubt, nothing in this Rule requires a territorial authority to consult in accordance with section 83 of the Local Government Act 2002.
- (6) When it is required to consult under this Rule, the Agency (as RCA) or a territorial authority (as the case may be) must do everything reasonably practicable to separately consult Māori affected by any proposed change in a draft plan that affects or is likely to affect—
- (a) Māori land; or
  - (b) land subject to any Māori claims settlement Act.
- (7) After consultation has occurred in accordance with this section, the Agency (as RCA) and territorial authorities must prepare and publish a summary of submissions received, including an explanation of how feedback from submitters was taken into account in any final draft plan.



**3.9 Certification requirements for plans**

For the purposes of clauses 3.4(5) and 3.5(2), the requirements are—

- (a) the Agency (as RCA) or each territorial authority (as the case may be) has confirmed that:
  - (i) the speed limits in the plan comply with clause 4.5 (to the extent that clause 4.5 applies); and
  - (ii) consultation has been carried out in accordance with clause 3.8; and
  - (iii) any requirement under this Rule to undertake and have regard to a cost benefit disclosure statement has been met; and
  - (iv) the plan identifies all roads outside schools for which changes to speed limits are needed to set speed limits in accordance with Section 5; and
- (b) the plan includes the content required by clause 3.7(2)(b) and (c).

**3.10 Varying and replacing speed management plans**

- (1) The Agency (as RCA) or a territorial authority may, during the currency of a plan, prepare a variation to a current plan or a new plan to replace a current plan.
- (2) The preparation of a variation or a new plan must follow the process set out in clause 3.4 or 3.5 (as the case may be) as far as it is relevant and with any necessary modifications.

**3.11 Publication copies of certified plans**

A plan that is published under clause 3.4(6) or 3.5(3) may differ from the final draft plan to correct minor or technical errors or to change the format and visual presentation of its content.

*Agency to provide guidance and information  
to support speed management*

**3.12 Guidance on speed management**

- (1) The Agency must develop and maintain guidance on speed management, which must include—
  - (a) guidance on the speed limits for different classes of roads set out in Schedule 3; and

- (b) guidance on undertaking the cost benefit disclosure statements required by this Rule; and
  - (c) guidance on consultation requirements under this Rule; and
  - (d) guidance on what the Agency considers is a point of obvious change in the roadside development or the road environment for the purposes of clause 4.8; and
  - (e) guidance about setting variable speed limits outside schools, including guidance about categorising schools (*see* Section 5) and about any reasonably practicable modifications to the lengths specified in the definition of “outside the school gate” in clause 1.4(1); and
  - (f) guidance on maximum lengths between speed limit signs (*see* clause 8.2(2)).
- (2) The Agency must supply the guidance to road controlling authorities.

**3.13 Agency must develop and maintain information**

The Agency must develop and maintain the following information for roads under the control of the Agency (as RCA) or a territorial authority—

- (a) the function and use of the road; and
- (b) crash and injury risks for all road users; and
- (c) the characteristics of the road and roadsides; and
- (d) adjacent land use; and
- (e) the number of intersections and property accessways; and
- (f) traffic volume; and
- (g) the mean operating speed for the road; and
- (h) any other matter the Agency considers appropriate.

**3.14 Agency must supply information**

A road controlling authority may request from the Agency information specified in clause 3.13 for any road under the control of the Agency (as RCA) or a territorial authority, and the Agency must supply the information to the requester if that information is available.

**3.15 Agency may review implementation of speed management by a road controlling authority**

- (1) The Agency may review a road controlling authority's changes to speed limits, safety cameras and safety infrastructure against the road safety aspects of the GPS on land transport and the obligation in clause 5.4.
- (2) The Agency must give the road controlling authority an opportunity to comment on the draft findings of a review before completing a review.

**Section 4 Technical requirements for speed limits**

**4.1 Application of clauses 4.2 and 4.3**

Clauses 4.2 and 4.3 apply whenever—

- (a) a change is proposed to a speed limit for a road; or
- (b) a road controlling authority sets a speed limit for a road.

**4.2 Types of speed limit**

- (1) A speed limit must be one of the following types:
  - (a) a permanent speed limit;
  - (b) a seasonal speed limit;
  - (c) a variable speed limit (*see also* clause 4.9);
  - (d) a temporary speed limit (which must be set in accordance with Section 7).
- (2) To provide further clarity, an emergency speed limit is a type of temporary speed limit that is set once a land transport record has been created for the speed limit.

**4.3 Range of speed limits**

- (1) A speed limit must be one of the following:
  - (a) 10 km/h;
  - (b) 20 km/h;
  - (c) 30 km/h;
  - (d) 40 km/h;
  - (e) 50 km/h;
  - (f) 60 km/h;
  - (g) 70 km/h;

- (h) 80 km/h:
  - (i) 90 km/h:
  - (j) 100 km/h:
  - (k) 110 km/h
  - (l) 120 km/h.
- (2) A road controlling authority may not set or propose a speed limit of 110 km/h or 120 km/h for a road unless—
- (a) the road controlling authority is the Agency (as RCA); and
  - (b) the Agency (as RCA) is satisfied that the road has been designed and constructed, and will be maintained, to the standard necessary to safely support travel speeds of 110 km/h or 120 km/h (as the case may be).

#### **4.4 Application of clauses 4.5 to 4.9**

Clauses 4.5 to 4.9 apply whenever—

- (a) a change is proposed to a speed limit for a road, except in the case of—
  - (i) a temporary speed limit; or
  - (ii) a road where the road controlling authority is not the Agency (as RCA) or a territorial authority; or
- (b) a territorial authority or the Agency (as RCA) sets a speed limit for a road (other than a temporary speed limit).

#### **4.5 Permanent speed limits for different classes of road**

- (1) A permanent speed limit for a road of a class specified in Schedule 3 must be the speed limit specified, or a speed limit within the range of speed limits specified, in Schedule 3 for that class of road.
- (2) *See also* clause 4.3(2).

#### **4.6 Road lengths for speed limits**

A road for which a speed limit is set under this Rule must be equal to or exceed the minimum length in the table in Schedule 1, unless one or more of the following applies:

- (a) the requirement is impracticable for the road:
- (b) the speed limit is less than 40 km/h:
- (c) the speed limit is for a road outside the school gate:

- (d) a lower speed limit is applied to a section of road as part of a variable speed limit.

#### **4.7 Speed limits on adjoining roads**

When a road controlling authority sets a speed limit for a road under this Rule (**main road**), it may also set the same speed limit on a short length of road under its control that adjoins the main road even though the short length of the adjoining road—

- (a) may not be equal to or exceed the minimum length in the table in Schedule 1; and
- (b) may not be specified in any plan that applies to the adjoining road or in the approval sought from the Director under clause 2.6.

#### **4.8 Point on road at which a speed limit changes**

- (1) A road controlling authority must be satisfied that the point on a road at which a speed limit changes is at, or close to, a point of obvious change in the roadside development or the road environment.
- (2) Subclause (1) does not apply to the point on a road at which a speed limit changes due to the operation of a variable speed limit.
- (3) *See also* clause 8.1(1).

#### **4.9 Variable speed limits**

- (1) The Agency (as RCA) or a territorial authority may set a variable speed limit only if it is satisfied that—
  - (a) the speed limit needs to vary in order to be suitable for the road; and
  - (b) a variable speed limit is necessary to address or manage one or more of the following:
    - (i) different numbers and types of road users or different traffic movements;
    - (ii) the effects of changing traffic volumes, including to ease congestion;
    - (iii) for emergency or temporary traffic management;
    - (iv) a crash risk posed by turning or crossing traffic;
    - (v) changing climatic conditions;
    - (vi) the presence of a school (*see also* Section 5):

- (vii) the presence of a marae:
  - (viii) vehicles driving on a beach or riverbed.
- (2) In any other case, the Agency (as RCA) or the territorial authority may set a variable speed limit only with the Director's approval.
- (3) However, this clause does not apply to any variable speed limit that the Agency (as RCA) or a territorial authority proposes or sets for a road outside the school gate in accordance with clause 5.1 or 5.2.

## **Section 5 Speed limits around schools**

### **5.1 Speed limits outside the school gate of category 1 schools**

- (1) A road controlling authority must set the speed limit for a road outside the school gate of a category 1 school as a variable speed limit where 30 km/h is the speed limit in force during school travel periods.
- (2) However, a road controlling authority is not required to set a speed limit in accordance with subclause (1) if, immediately before the commencement of this Rule, the applicable speed limit for a road outside a school (which may be a section longer than the road outside the school gate) was a variable speed limit where 30 km/h or 40 km/h was the speed limit in force during school travel periods.
- (3) Despite subclause (1), a road controlling authority may retain any permanent speed limit of 30 km/h for a road outside the school gate of a category 1 school that is in force on the commencement of this Rule if that speed limit—
  - (a) is also the speed limit for the section of road adjoining the section of road outside the school gate; and
  - (b) neither the road outside the school gate nor the section of road in paragraph (a) is a specified road for which the speed limit must be reversed under clause 11.2.
- (4) Despite subclause (1), a road controlling authority may set the speed limit for a road outside the school gate of a category 1 school as a permanent speed limit of 30 km/h if—
  - (a) the road controlling authority sets, at the same time, a permanent speed limit of 30 km/h for the section of road adjoining the section of road outside the school gate; and

- (b) a permanent speed limit of 30 km/h may be set for both the road outside the school gate and the section of road in paragraph (a) in accordance with clause 4.5 and Schedule 3.

## **5.2 Speed limits outside the school gate of category 2 schools**

- (1) A road controlling authority may designate a school as a category 2 school by stating the designation in a plan (*see also* clause 3.7(2)(c)) or when seeking the Director's approval to set a speed limit for a road outside the school gate under clause 2.6.
- (2) A road controlling authority must set the speed limit for a road outside the school gate of a category 2 school as a variable speed limit where 60 km/h or less is the speed limit in force during school travel periods.
- (3) However, a road controlling authority is not required to set a speed limit in accordance with subclause (2) if, immediately before the commencement of this Rule, the applicable speed limit for a road outside a school (which may be a section longer than the road outside the school gate) was a variable speed limit where 60 km/or less was the speed limit in force during school travel periods.
- (4) Despite subclause (2), a road controlling authority may retain any permanent speed limit of 60 km/h or less for a road outside the school gate of a category 2 school that is in force on the commencement of this Rule if that speed limit—
  - (a) is also the speed limit for the section of road adjoining the section of road outside the school gate; and
  - (b) neither the road outside the school gate nor the section of road in paragraph (a) is a specified road for which the speed limit must be reversed under clause 11.2.
- (5) Despite subclause (2), a road controlling authority may set the speed limit for a road outside the school gate of a category 2 school as a permanent speed limit of 60 km/h or less if—
  - (a) the road controlling authority sets, at the same time, the same permanent speed limit for the section of road adjoining the section of road outside the school gate; and
  - (b) that permanent speed limit may be set for both the road outside the school gate and the section of road in paragraph (a) in accordance with clause 4.5 and Schedule 3.

### **5.3 School travel periods**

- (1) When setting a variable speed limit for a road outside the school gate under clause 5.1(1) or 5.2(2), a road controlling authority must also set the school travel periods during which the variable speed limit is in force on that road.
- (2) School travel periods set by a road controlling authority under subclause (1) must comply with the following requirements:
  - (a) there must be a school travel period for the start of the school day and another school travel period for the end of the school day:
  - (b) school travel periods must occur only on days on which the school is open for instruction:
  - (c) the school travel period for the start of the school day—
    - (i) must not begin any earlier than 45 minutes before the start of the school day; and
    - (ii) must end no later than 45 minutes after the start of the school day:
  - (d) the school travel period for the end of the school day—
    - (i) must not begin any earlier than 45 minutes before the end of the school day; and
    - (ii) must end no later than 45 minutes after the end of the school day.
- (3) The school travel periods set by a road controlling authority under subclause (1) may also include one or more periods on a day on which the school is open for instruction (other than the school travel periods in clause 5.3(2)(a)), if—
  - (a) each of those other periods lasts no longer than 10 minutes; and
  - (b) during each of those other periods, significant numbers of children cross the road or enter or leave vehicles at the side of the road (for example, when arriving at or leaving a school sports event or other excursion); and
  - (c) an electronic variable speed limit sign is in operation during each of those other periods.



**5.4 Implementation of new speed limits around schools**

A road controlling authority must use reasonable efforts to ensure that all roads under its control have speed limits that comply with Section 5 set by 1 July 2026.

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

**6.1 Application of Section 6**

In Section 6, **road controlling authority** means a road controlling authority other than the Agency (as RCA) or a territorial authority.

**6.2 Requirements for setting speed limit under Section 6**

- (1) A speed limit set under Section 6 must—
- (a) be a permanent speed limit, a seasonal speed limit, or a variable speed limit; and
  - (b) be one of the speed limits in clause 4.3(1)(a) to (j).
- (2) Where a road controlling authority sets a variable speed limit under Section 6, the road controlling authority must (despite clause 4.4) comply with clause 4.9 as though references in that clause to “territorial authority” included the road controlling authority.

**6.3 Process before setting speed limit under Section 6**

- (1) Before setting a speed limit under Section 6, the road controlling authority must be satisfied that the speed limit is suitable for the road, having regard to—
- (a) the function and use of the road; and
  - (b) the numbers and types of road users, including pedestrians, cyclists, motorcyclists, and moped riders; and
  - (c) the characteristics of the road and roadsides; and
  - (d) adjacent land use; and
  - (e) any other matter the road controlling authority considers relevant to public safety; and
  - (f) any guidance and information developed and maintained by the Agency under clauses 3.12 and 3.13.
- (2) Before setting a speed limit under Section 6, the road controlling authority must—

- (a) consult with—
  - (i) the Commissioner; and
  - (ii) the Agency; and
  - (iii) any other persons or groups that the road controlling authority considers to be directly affected by the proposed speed limit, allowing those persons or groups a reasonable time to make written submissions on the proposal; and
- (b) take into account any feedback received.

#### **6.4 Setting speed limit under Section 6**

To avoid any doubt—

- (a) a speed limit under Section 6 is still set as described in clause 2.10 and the road controlling authority must comply with clause 2.11; and
- (b) a road controlling authority can also set a temporary speed limit for a road under its control in accordance with Section 7.

### **Section 7 Temporary speed limits**

#### **7.1 Requirement to consider setting, and criteria for setting, temporary speed limits**

- (1) A road controlling authority—
  - (a) must consider setting a temporary speed limit if, in the opinion of the road controlling authority, there is a risk of danger to a worker or the public, or a risk of damage to a road, due to—
    - (i) work occurring on or adjacent to a road that impacts the function of the road (including an ongoing work site outside of the hours of work); or
    - (ii) the presence of an unsafe road surface or structure; or
    - (iii) a special event; or
    - (iv) an emergency; and
  - (b) may set a temporary speed limit if the road controlling authority considers that there is such a risk.
- (2) In this Rule, **work** includes—

- (a) work being actively undertaken on the surface of the road;  
and
  - (b) construction or landscape maintenance works being actively undertaken on or adjacent to the road.
- (3) In this Rule, **special event** means an event held over a short and defined period which would involve a significantly different use of a road, or affects the use of a road, to the extent that the speed limit in force may not be safe.
- (4) In this Rule, **emergency** means a situation that—
- (a) is the result of any happening, whether natural or otherwise (including, without limitation, any explosion, earthquake, eruption, tsunami, land movement, flood, storm, tornado, cyclone, serious fire, leakage or spillage of any dangerous gas or substance, technological failure, infestation, plague, epidemic, failure of or disruption to an emergency service or a lifeline utility, or actual or imminent attack or warlike act); and
  - (b) causes or may cause loss of life or injury or illness or distress or in any way endangers the safety of the public in any part of New Zealand.

## **7.2 How temporary speed limit is set, applies, and is removed**

- (1) A temporary speed limit for a road (other than an emergency speed limit) is set and comes into force by installing signs in accordance with Section 8 and a traffic management plan approved in writing by the road controlling authority.
- (2) A temporary speed limit (including an emergency speed limit) must be—
- (a) one of the speed limits in clause 4.3(1)(a) to (h); and
  - (b) at least 10 km/h less than any permanent speed limit, or seasonal speed limit or variable speed limit that would otherwise be in force, for the road.
- (3) A temporary speed limit (other than an emergency speed limit)—
- (a) applies from the point on the road at which a temporary speed limit sign is installed to the point on the road at which a sign indicates that a different speed limit applies; and

- (b) applies from the time a temporary speed limit sign is installed; and
  - (c) ceases to apply when the temporary speed limit signs are removed.
- (4) A temporary speed limit may only apply for longer than 12 months if the Director provides approval under subclause (5).
- (5) The Director must give approval if they consider it is reasonable for the road controlling authority to consider a risk described in clause 7.1(1) remains in place in relation to the road (whether or not it is the same risk that led to the temporary speed limit first being put in place).
- (6) A road controlling authority that has set a temporary speed limit must take reasonably practicable steps so that the cause of the temporary speed limit is clear to a road user.
- (7) A person who is authorised to install a temporary speed limit sign in accordance with the traffic management plan in subclause (1)—
  - (a) may remove a temporary speed limit sign; and
  - (b) must remove the temporary speed limit signs and equipment used to install or support the signs as soon as the person is satisfied that the reason for the temporary speed limit no longer applies.
- (8) When a road controlling authority is satisfied that a temporary speed limit for a road is no longer necessary, it must remove the temporary speed limit.
- (9) Where a land transport record exists for a temporary speed limit, when the temporary speed limit signs are removed the road controlling authority must submit to the Registrar the information required to remove the temporary speed limit from the register (*see* clause 2.11(3)).

### **7.3 Director or Commissioner may require removal of temporary speed limit**

The Director or the Commissioner may, at any time, require the removal of a temporary speed limit and the removal of accompanying signs and equipment used to install or support the signs, if satisfied that—

- (a) the reason for the temporary speed limit no longer applies;  
or

- (b) the temporary speed limit is not suitable for the road in the circumstances for which the speed limit was set.

**7.4 Setting a temporary speed limit due to work occurring on or adjacent to a road**

- (1) Before setting a temporary speed limit due to work occurring on or adjacent to a road that impacts the function of the road (including an ongoing work site outside of the hours of work), the road controlling authority must be satisfied that the speed limit is suitable for the road, having regard to—
  - (a) the numbers and types of road users, including pedestrians, cyclists, motorcyclists, and moped riders, that use the road; and
  - (b) the nature of the work; and
  - (c) the nature and level of risk to persons working on or near the road; and
  - (d) the nature and level of risk to the public.
- (2) A temporary speed limit that is set due to work occurring on or adjacent to a road may apply for—
  - (a) the period during which there is work occurring on or adjacent to a road that impacts the function of the road; or
  - (b) specified times during the period in which there is work occurring on or adjacent to a road that impacts the function of the road.

**7.5 Setting a temporary speed limit due to an unsafe road surface or structure**

- (1) Before setting a temporary speed limit due to the presence of an unsafe road surface or structure, the road controlling authority must be satisfied that the speed limit is suitable for the road, having regard to—
  - (a) the numbers and types of road users, including pedestrians, cyclists, motorcyclists, and moped riders, that use the road; and
  - (b) the nature of the unsafe road surface or structure; and
  - (c) the nature and level of risk to the public.
- (2) A temporary speed limit that is set due to the presence of an unsafe road surface or structure may apply for—

- (a) the period during which an unsafe road surface or structure is present; or
- (b) specified times during the period in which an unsafe road surface or structure is present.

**7.6 Setting a temporary speed limit due to a special event**

- (1) Before setting a temporary speed limit due to a special event, the road controlling authority must be satisfied that the speed limit is suitable for the road, having regard to—
  - (a) the numbers and types of road users, including pedestrians, cyclists, motorcyclists, and moped riders, that use the road; and
  - (b) the nature of the special event; and
  - (c) the nature and level of risk to the public.
- (2) A temporary speed limit that is set due to a special event may apply for—
  - (a) the period of the special event including any period of time before or after, and associated with, the event; or
  - (b) specified times during the period of the special event.

*Emergency speed limits*

**7.7 Setting a temporary speed limit due to an emergency**

- Before setting a temporary speed limit due to an emergency, the road controlling authority must be satisfied that the speed limit is suitable for the road, having regard to—
- (a) the circumstances of the emergency; and
  - (b) the numbers and types of road users, including pedestrians, cyclists, motorcyclists, and moped riders, that use the road; and
  - (c) the needs of any community affected by the emergency; and
  - (d) the nature and level of risk to the public; and
  - (e) any other measures taken to reduce hazards and risks.

**7.8 Process for setting an emergency speed limit**

Where a road controlling authority sets an emergency speed limit, the road controlling authority must—

- (a) record in writing the reasons why it was satisfied that setting an emergency speed limit was necessary; and
- (b) to avoid any doubt, comply with clauses 2.10 and 2.11.

## **7.9 How emergency speed limit is removed**

When a road controlling authority is satisfied that an emergency speed limit for a road is no longer necessary, it must—

- (a) decide to remove the emergency speed limit; and
- (b) submit required information to the Registrar (*see* clause 2.11(3)).

## **Section 8 Signs**

### **8.1 Requirement to provide signs at, or near, point where speed limit changes**

- (1) A road controlling authority must install a speed limit sign on the left-hand side of a road under its control at or near, and not more than 20 m from, the point on the road where a speed limit changes.
- (2) If the estimated two-way annual-average daily traffic at the point where a speed limit changes exceeds 500 vehicles, the road controlling authority must also install a speed limit sign on the right-hand side of the road, or on the central median where appropriate, at or near, and no more than 20 m from, that point (except in the case where the speed limit is a variable speed limit and an electronic variable speed limit sign has been installed).
- (3) Subclauses (1) and (2) do not apply to speed limits on beaches or riverbeds (but, to avoid any doubt, clause 2.12(b) still applies).
- (4) If a road user might not easily see, or readily understand or react to, a sign that is installed within 20 m of the point on the road where a speed limit changes, a road controlling authority may, despite subclauses (1) and (2), install speed limit signs more than 20 m, but as close to it as reasonably practicable, from that point.
- (5) A speed limit sign may be installed otherwise than as required by subclause (1) if—
  - (a) authorised under this Rule or any other legislation; or

- (b) a road user might not easily see, or readily understand or react to, a sign that is installed on the left-hand side of the road; or
  - (c) the sign would be more effective if installed above a lane.
- (6) A speed limit sign may be installed otherwise than as required by subclause (2) if the sign would be more effective if installed above a lane.

## **8.2 Requirement to provide speed limit signs**

- (1) A road controlling authority must install speed limit signs where they will be easily seen by road users and to which road users may readily react.
- (2) When installing speed limit signs, a road controlling authority must have regard to the Agency's guidance on maximum lengths between speed limit signs.
- (3) Subclause (2) does not apply to speed limits on beaches or riverbeds (but, to avoid any doubt, clause 2.12(b) still applies).

## **8.3 Specific requirements for permanent, seasonal and variable speed limit signs**

- (1) For a permanent speed limit, a seasonal speed limit or a variable speed limit, the speed limit shown on the associated signs installed by the road controlling authority must not be visible to road users until the speed limit comes into force.
- (2) For a seasonal speed limit, a road controlling authority must ensure that, at any given time, the speed limit on the associated signs installed by the road controlling authority shows the speed limit that is in force at that time under the seasonal speed limit.

## **8.4 Agency may direct road controlling authority to install, modify, or remove signage**

The Agency may direct a road controlling authority to install, modify, or remove a speed limit sign to comply with this Rule.

## **Section 9 Review of speed limits by Agency**

### **9.1 Agency's powers to monitor and direct a road controlling authority and to set, change or modify a speed limit**

- (1) The Agency may monitor road controlling authorities for compliance with this Rule.



- (2) The Agency must notify a road controlling authority in writing if it has reason to believe that the road controlling authority might not have complied with this Rule, and give the road controlling authority a reasonable opportunity to respond to the notification.
- (3) If the Agency is not satisfied by a road controlling authority's response to the notice under subclause (2), the Agency may issue directions to the road controlling authority regarding matters to be addressed.
- (4) If the Agency reasonably believes that a road controlling authority has not complied with this Rule in setting a speed limit, or proposing to change a speed limit, or that a speed limit set by a road controlling authority does not comply with this Rule, the Agency may direct the road controlling authority to do the following:
  - (a) set the speed limit in accordance with the Agency's directions:
  - (b) review or change the procedures used by the road controlling authority to set speed limits or to propose to change speed limits to comply with this Rule:
  - (c) carry out the instructions in paragraph (a) and (b) within a stated period.
- (5) A road controlling authority must comply with directions given by the Agency under subclause (3) or (4), or clause 8.4, or with the requirements of the Agency or the Commissioner under clause 7.3.
- (6) If a road controlling authority does not comply with directions given under subclause (3) or (4), or clause 8.4, or the requirements of the Agency or the Commissioner under clause 7.3, the Agency may exercise the power of the road controlling authority to:
  - (a) set the speed limit under this Rule:
  - (b) remove a temporary speed limit (and remove the accompanying signs and equipment):
  - (c) install, modify, or remove a speed limit sign.

**9.2 Ability to change speed limit where Agency has previously directed change to speed limit**

If the Agency has given a direction under clause 9.1(4) to set a speed limit or exercised the powers of a road controlling

authority to set a speed limit under clause 9.1(6), a road controlling authority may not change the speed limit from the speed limit directed or set by the Agency in the 3 years following the direction or setting, unless it has the Agency's approval.

## **Section 10      Revocation, transitional provisions, and consequential amendments**

### **10.1              2022 Rule revoked**

Land Transport Rule: Setting of Speed Limits 2022 is revoked.

### **10.2              Speed limits in the register in force on commencement continue to have effect**

For clarity, a speed limit in the register that is in force on the commencement of this Rule continues to have effect.

### **10.3              Existing temporary speed limits not in the register continue to have effect**

(1) This clause applies if, immediately before the commencement of this Rule—

(a) a temporary speed limit (other than an emergency speed limit) was the applicable speed limit for a road under clause 2.1(5) of the Land Transport Rule: Setting of Speed Limits 2022; and

(b) the temporary speed limit was not in the register.

(2) A temporary speed limit to which subclause (1) applies remains the applicable speed limit for the road until either—

(a) the temporary speed limit is removed in accordance with this Rule; or

(b) a land transport record in respect of the temporary speed limit for that road has effect under [section 200H](#) of the Act (in which case the applicable speed limit becomes, in accordance with clause 2.1(1), the speed limit for the road in the register).

### **10.4              Speed management committee disestablished**

For clarity, the speed management committee that the Agency established in accordance with clause 3.18 of Land Transport Rule: Setting of Speed Limits 2022 is disestablished.

**10.5 Certain speed limit increases may proceed under the 2022 Rule**

- (1) This clause applies if, on the commencement of this Rule—
  - (a) the Agency (as RCA) or a territorial authority has sought the Director’s approval to set a speed limit for a road under clause 2.6 of the Land Transport Rule: Setting of Speed Limits 2022; and
  - (b) the Agency (as RCA) or the territorial authority has completed the consultation required under clause 2.6(5)(a) of that Rule; and
  - (c) the speed limit for which the Agency (as RCA) or the territorial authority has sought approval:
    - (i) is not in the register; and
    - (ii) is higher than the speed limit that is in the register.
- (2) Despite clause 10.1, the Agency (as RCA) or the territorial authority may set the speed limit for the road in accordance with clause 2.6 of the Land Transport Rule: Setting of Speed Limits 2022, as if—
  - (a) clause 2.6 of that Rule were in force; and
  - (b) the Director had already given their approval under clause 2.6(4) of that Rule.

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

- (1) The Director is not required to certify a draft speed management plan that has been submitted to the Director for certification under the Land Transport Rule: Setting of Speed Limits 2022 after the date on which this Rule comes into force.
- (2) To avoid any doubt, any step taken in the development of any existing draft State highway, regional or territorial authority speed management plan (including certification) after the date this Rule comes into force does not have legal effect.

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

- (1) This clause applies to any speed limit (not being a temporary speed limit or an emergency speed limit) for a road that—

- (a) was set by a road controlling authority, before the commencement of this Rule, under clause 2.5 or 2.6 of the Land Transport Rule: Setting of Speed Limits 2022; and
  - (b) is in the register on the commencement of this Rule; and
  - (c) is not in force on the commencement of this Rule; and
  - (d) is not a specified road as defined in clause 11.1(1).
- (2) As soon as practicable after the commencement of this Rule, a road controlling authority that has set a speed limit to which subclause (1) applies must reverse that speed limit by—
- (a) setting a speed limit for that road that is the same as the permanent, seasonal or variable speed limit (as the case may be) that was in force for that road on the commencement of this Rule; and
  - (b) submitting to the Registrar the information required under [section 200L](#) of the Act.

#### **10.8 Retention of information developed under the 2022 Rule**

- (1) Despite clause 10.1, the details of a speed limit that is in force immediately before the commencement of this Rule (including any applicable speed management plan) that has been superseded by a new speed limit set in accordance with this Rule must be retained by the Agency (as RCA), a regional transport committee or a territorial authority (as the case may be) for a period of at least 7 years from the date on which the new speed limit came into force.
- (2) Despite clause 10.1, any conditions specified by the Agency by *Gazette* notice under clause 4.6 of the Land Transport Rule: Setting of Speed Limits 2017, or under clause 4.4(2)(a) of the Land Transport Rule: Setting of Speed Limits 2022, in relation to a speed limit of 110 km/h continue to apply to the speed limit.

#### **10.9 Transitional provisions**

Despite anything else in this Rule, the provisions of Schedule 2 apply according to their terms.

#### **10.10 Amendments to Land Transport Rule: Street Layouts 2023**

- (1) In clause 3.1(3)(h), replace “2022, clauses 2.7A and 2.7B” with “2024, clauses 2.8 and 2.9”.
- (2) Revoke Section 6 and the Schedule.

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

- (1) In clause 4.2(1), replace “*Section 9 of Land Transport Rule: Setting of Speed Limits 2022*” with “*Section 8 of Land Transport Rule: Setting of Speed Limits 2024*”.
- (2) In Schedule 1, replace item R1-6.1 with the item R1-6.1 in Schedule 4 of this Rule.

**Schedule 1**  
**Road lengths for speed limits**

Ref: clause 4.6

<b>Speed limit (km/h)</b>	<b>Minimum length (m)</b>
40	300
50	500
60	500
70	700
80	800
90	2000
100	2000
110	3000
120	3000

## Schedule 2 Transitional provisions

Ref: clause 10.9

### Section 11 Transitional provisions

#### 11.1 Interpretation

(1) In this Schedule 2, unless the context otherwise requires,—

**amended speed limit**, in relation to a specified road, means the most recent permanent speed limit that has been set for that road before the commencement of this Rule:

**previous speed limit**, in relation to a specified road, means—

- (a) the permanent speed limit that was in force for that road on 31 December 2019; or
- (b) if the speed limit in force for that road on 31 December 2019 was not a permanent speed limit, the most recent permanent speed limit in force for that road before 31 December 2019:

**public acceptance**, in relation to an amended speed limit, means public support for the amended speed limit as ascertained through a public consultation process that meets the requirements in clause 3.8, with any necessary modifications and undertaken following the commencement of this rule:

**specified road** means—

- (a) a road—
  - (i) that is a local street (residential or neighbourhood street); and
  - (ii) for which the Agency (as RCA) or the territorial authority set a permanent speed limit of 30 km/h on or after 1 January 2020; and
  - (iii) the reason or one of the reasons for setting that speed limit was because there is a school in the area; or
- (b) a road—
  - (i) that is an urban connector or an interregional connector (as those classes of road are described in Schedule 3); and

- (ii) for which the Agency (as RCA) or a territorial authority set a permanent speed limit on or after 1 January 2020; and
- (iii) for which the previous speed limit is higher than the amended speed limit:

**reversal date** means 1 July 2025.

## **11.2 General rule: amended speed limits for specified roads must be reversed**

- (1) Before 1 May 2025, the Agency (as RCA) and each territorial authority must reverse the amended speed limit for each specified road within its control by—
  - (a) setting a permanent speed limit for that road that is the same as the previous speed limit; and
  - (b) submitting to the Registrar the information required under [section 200L](#) of the Act.
- (2) The permanent speed limit set under subclause (1)(a) must come into force no later than the reversal date.
- (3) However, this clause does not apply—
  - (a) if clause 11.3 or 11.4 applies; or
  - (b) in respect of any specified road to the extent that the amended speed limit for that road is a speed limit that was set using the process under clause 12.6 of the Land Transport Rule: Setting of Speed Limits 2022 (which relates to correcting speed limits during the pre-interim period under that Rule).

## **11.3 Exception: roads outside school gate**

- (1) Despite clause 11.2, the Agency (as RCA) and each territorial authority must, before 1 May 2025, set a variable speed limit where 30 km/h is the speed limit in force during school travel periods (and submit to the Registrar the information required under [section 200L](#) of the Act) for any specified road within its control that is—
  - (a) a local street (residential or neighbourhood street); and
  - (b) a road outside the school gate.
- (2) The new speed limit under subclause (1) must come into force no later than the reversal date.



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

- (1) Despite clause 11.2, the Agency (as RCA) and a territorial authority may retain the amended speed limit in respect of any specified road within its control only if it would be inappropriate to revert to the previous speed limit due to a significant change in the land use adjacent to the road (for example, where a new residential development has been built) since 31 December 2019.
- (2) Despite clause 11.2, the Agency (as RCA) may also retain the amended speed limit in respect of any specified road within its control if—
  - (a) the road is an interregional connector (as that class of road is described in Schedule 3); and
  - (b) the Agency (as RCA) is satisfied that there is public acceptance for the amended speed limit for that road.

**11.5 Speed limits for specified roads may not otherwise be set before reversal date**

- (1) The Agency (as RCA) and each territorial authority may not set a speed limit for a specified road before the close of the reversal date except under clause 11.2 or 11.3.
- (2) Despite subclause (1), the Agency (as RCA) and each territorial authority may set a temporary speed limit (including an emergency speed limit) for a specified road before the close of the reversal date.

**11.6 Agency (as RCA) and territorial authorities to provide certain information on specified roads to the Agency**

- (1) Before 1 May 2025, the Agency (as RCA) and each territorial authority must provide to the Agency a list of all specified roads within its control.
- (2) The list provided under subclause (1) must include, in respect of each specified road—
  - (a) its previous speed limit;
  - (b) its amended speed limit;
  - (c) whether the specified road is a local street (residential or neighbourhood street) that is also a road outside the school gate; and

- (d) whether it has retained the amended speed limit under clause 11.4.

### Schedule 3

## Permanent speed limits for different classes of road

Ref: clause 4.5

### Section 12 Permanent speed limits for different classes of road

#### 12.1 Definitions for speed limit classifications

In this Schedule 3, **high risk crash types** means crash types that are most likely to result, or have resulted, in death and serious injury.

#### 12.2 Permanent speed limits for different classes of road

For the purposes of clause 4.5—

- (a) each class of road is set out in column 2 of Tables 1 to 3; and
- (b) the permitted permanent speed limit, or permitted range of permanent speed limits, for each class of road in Table 1 is set out in column 4 of that table; and
- (c) the permitted permanent speed limit, or permitted range of permanent speed limits, for each class of road in Table 2 is set out in column 4 of that table; and
- (d) if a road is of a class set out in Table 3, a road controlling authority may (but is not required to) set, for that road, the alternative permanent speed limit specified in (or a permanent speed limit within the range of alternative permanent speed limits specified in) Table 3 instead of any permanent speed limit permitted in Table 1 or 2 (as the case may be).

**Table 1**  
**Urban street classifications**

<b>Number</b>	<b>Class of road</b>	<b>Description</b>	<b>Speed Limit</b>
1	Urban streets	Residential and neighbourhood streets, and streets that provide access to and support businesses, shops, on-street activity and services	50 km/h
2	Civic spaces	Streets mainly intended for localised on-street activity with little or no through movement	10 – 20 km/h

3	Urban connectors	Streets that provide for the movement of people and goods between different parts of urban areas, with low levels of interaction between the adjacent land use and the street	50 – 80 km/h
4	Urban transit corridors	Urban motorways and corridors that provide for movement of people and goods within an urban environment	80 – 100 km/h

**Table 2**  
**Rural street classifications**

<b>Number</b>	<b>Class of road</b>	<b>Description</b>	<b>Speed Limit</b>
5	Peri-urban roads	Roads that primarily provide access from residential property on the urban fringe or in a rural residential area, where the predominant adjacent land use is residential, but usually at a lower density than in urban residential locations	50 – 80 km/h
6	Stopping places	Rural destinations that increase activity on the roadside and directly uses the road for access	50 – 80 km/h
7	Rural roads	Roads that primarily provide access to rural land for people who live there and support the land-use activity being undertaken	80 – 100 km/h
8	Rural connectors	Roads that provide a link between rural roads and interregional connectors	80 – 100 km/h
9	Interregional connectors	Roads that provide for movement of people and goods between regions and strategic centres in a rural context	100 km/h
10	Expressway	State highways that are median divided, with two or more traffic lanes in each direction, grade separated intersections, access controlled, with a straight or curved alignment	100 – 120km/h

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

<b>Number</b>	<b>Class of road</b>	<b>Description</b>	<b>Speed Limit</b>
11	Beaches	Beaches to which the public have access	10 – 60 km/h
12	Unconventional, low-volume or low speed road types	Parking areas, beach access points, riverbeds, cultural and recreational reserve or similar	10 – 30 km/h
13	Unsealed rural roads	Rural roads that are unsealed	60 – 80 km/h
14	Urban streets with significant levels of pedestrian and/or cycling activity	Residential and neighbourhood streets, and streets that provide access to and support businesses, shops, on-street activity and services that have significant levels of pedestrian and/or cycling activity	40 km/h
15	Urban streets with no footpaths	Residential and neighbourhood streets with pedestrian activity and no footpaths	40 km/h
16	Urban intersection speed zone	Intersections that have a history of high risk crash types	30 – 70 km/h
17	Rural intersection speed zone	Intersections that have a history of high risk crash types	60 – 70 km/h
18	Mountainous or hill corridors	Roads where the alignment is tortuous	60 – 80 km/h

## Schedule 4 Amendment to Schedule 1 of the Land Transport Rule: Traffic Control Devices 2004

Ref: clause 10.11(2)

### **R1-6.1 School static variable speed sign**

*Highest speed limit is the number of km/h shown on the sign that applies to a road outside a school gate during the time specified.*

*May be used on the road outside the school and on No exit or Give-way or Stop sign controlled side roads adjacent to the road outside the school where the road outside the school is signed with either R1-6 or R1-6.1 signs.*

*Two options.*

#### **Option A**

Note: Option A must be used where the applicable speed limit on the road approaching the section of road outside the school gate (or approaching the adjacent road, as the case may be) is less than 60 km/h.

**Shape and size** 900 x 1350 mm

**Background** white (R)

**Border** red (R) 30 mm

<b>Legend</b>	<b>Description</b>	<b>Colour</b>	<b>Size</b>
	R1-1,	black, red (R) and white	R1-1 750 mm diameter
	Above		
	'[time of day that static variable speed limit applies]'	black	'[hours]' and '[minutes]'
	for example, '8:30-9:00 AM'	black	80/12.4 'AM' or 'PM' 60/9.6
	'2:30-3:00 PM',	black	'[hours]' and '[minutes]' 80/12.4, 'AM' 60/9.6
	'SCHOOL DAYS',	black	'[hours]' and '[minutes]' 80/12.4, 'AM' 60/9.6
			80/12.4

Note: May be supplemented by W16-5.1

W16-5.1 as for W16-5.1 750 x 500 mm

**Option B**

Note: Option B must be used where the applicable permanent, variable or seasonal speed limit on the road approaching the section of road outside the school gate (or approaching the adjacent road, as the case may be) is or may be 60 km/h or higher.

**Shape and size** 1200 x 1600 mm

**Background** white (R)

**Border** red (R) 40 mm

<b>Legend</b>	<b>Description</b>	<b>Colour</b>	<b>Size</b>
	R1-1,	black, red (R) and white	R1-1 900 mm diameter
	Above		
	‘[time of day that static variable speed limit applies]’	black	‘[hours]’ and ‘[minutes]’ 105/16.4 ‘AM’ or ‘PM’ 75/11.7
	for example, ‘8:30-9:00 AM’	black	‘[hours]’ and ‘[minutes]’ 105/16.4, ‘AM’ 75/11.7
	‘2:30-3:00 PM’,	black	‘[hours]’ and ‘[minutes]’ 105/16.4, ‘PM’ 75/11.7
	‘SCHOOL DAYS’,	black	105/16.4

Note: May be supplemented by W16-5.1  
W16-5.1 as for W16-5.1 900 x 600 mm