

Land Transport Rule: Setting of Speed Limits 2021

Overview

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What are Land Transport Rules?

- Secondary legislation made by the Minister of Transport or their delegate under the *Land Transport Act 1998*
- Rules contain detailed requirements to achieve policy outcomes on land transport issues
- Most Rules are drafted by Waka Kotahi, working closely with the Ministry of Transport
- Waka Kotahi undertakes consultation on proposed changes to Rules on behalf of the Minister
- Consultation feedback is considered in preparing final Rules for the Minister to sign
- The Director of Land Transport – a statutory officer that is an employee within Waka Kotahi – will be responsible for ensuring RCAs comply with the new Rule

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Aligning decisions about infrastructure investment, speed management and safety camera placement.

To be aligned with the land transport planning process.

A short history

- In 2018, the Ministry of Transport facilitated reference groups as part of the development of the Road to Zero strategy.
- Feedback was the current bylaw making process for setting speed limits is resource-intensive, time-consuming and complex.
- In November 2019, *Tackling Unsafe Speeds* was announced.
- In late 2019 and early 2020, the Ministry of Transport and Waka Kotahi policy staff held targeted engagement meetings with RCAs to discuss issues with the current process.
- In July 2020, RTCs and RCAs received an explanatory note on policy process to date.

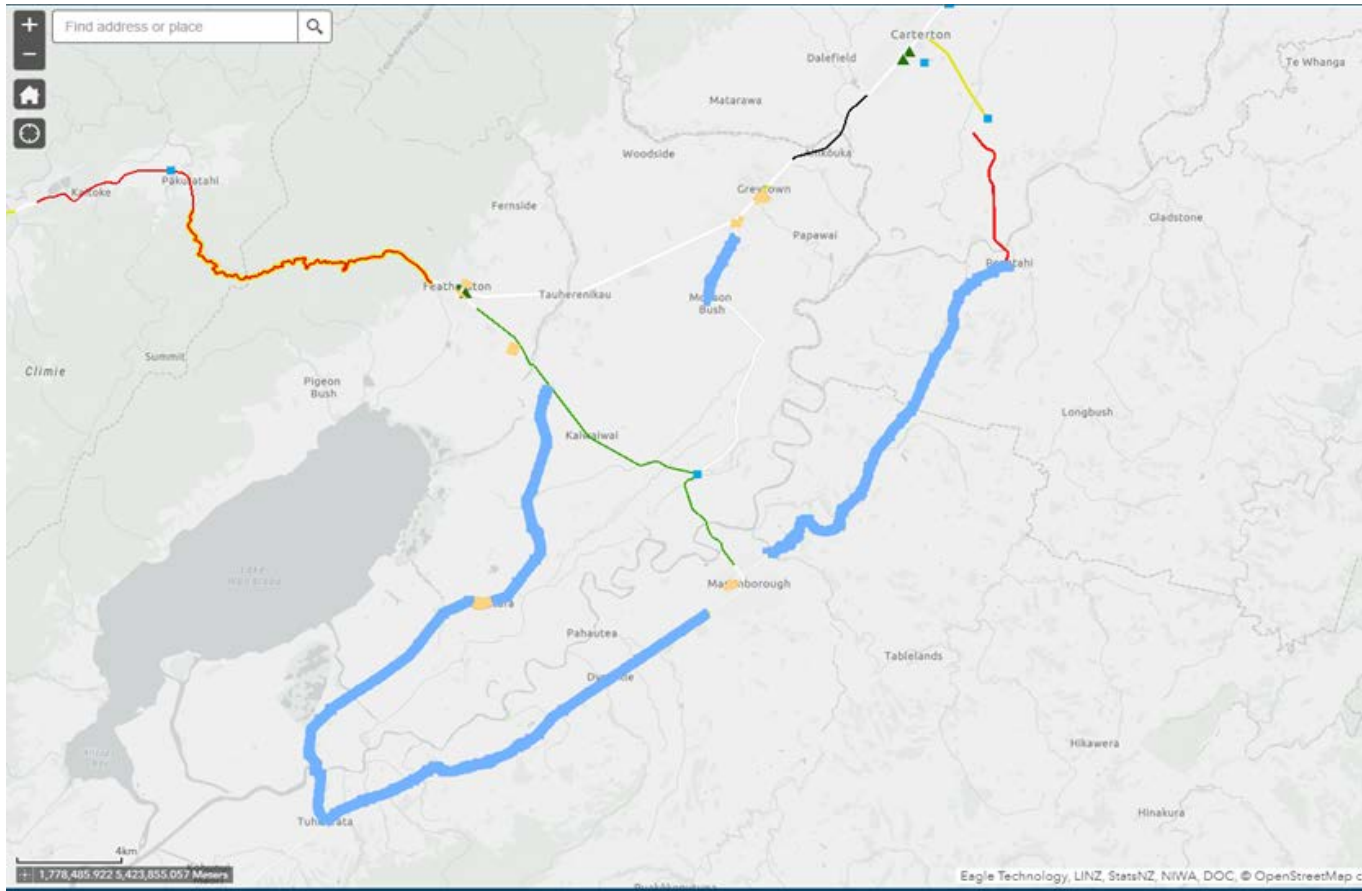
Speed management plans

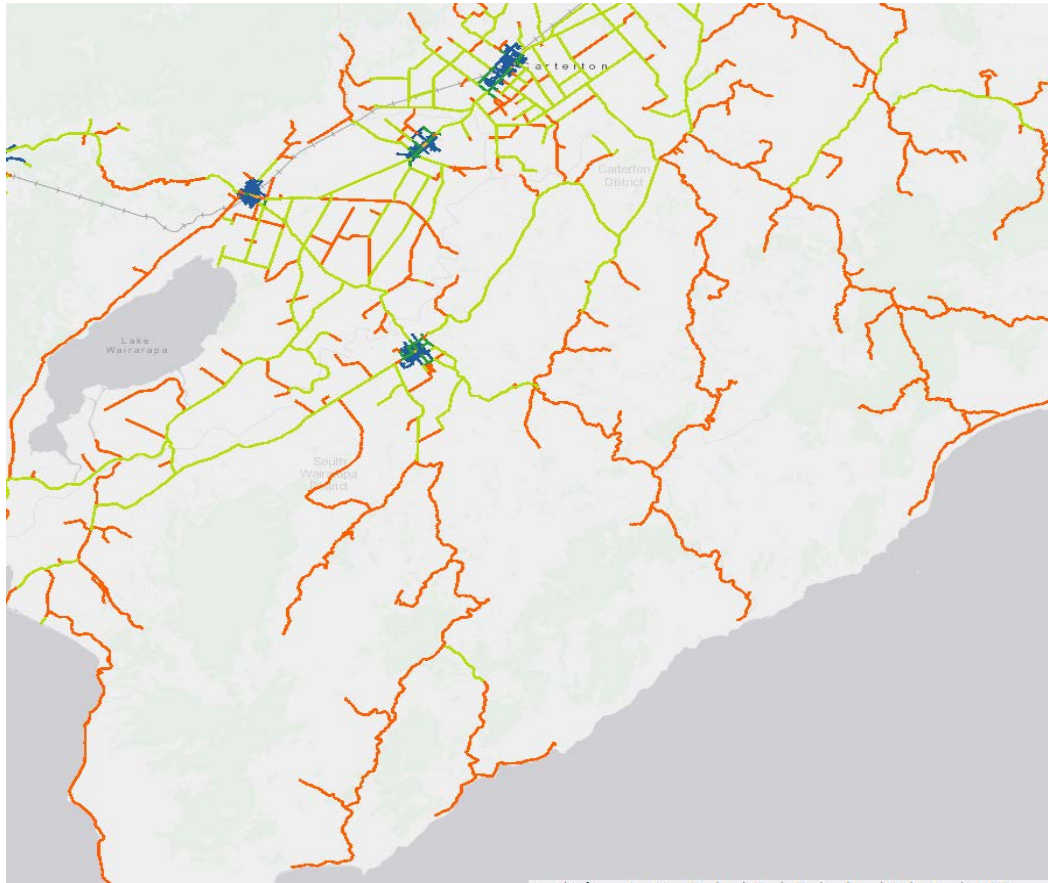


- 10 year speed management plans
- Detailed speed limit changes for the first three years, years 4-10 are high level principles
- Plans collated at a regional level by RTCs with input from RCAs
- Plan contain speed limit changes, installation of safety infrastructure and safety camera placement

RTC vs RCA role

RTC role	RCA role
<ul style="list-style-type: none">• Collate input from RCAs within a region and develop, consult on and finalise regional plans• Provide a forum to encourage consistency across boundaries and manage implementation timings• Providing final draft plans to Waka Kotahi for certification	<ul style="list-style-type: none">• Continue to make decisions about speed management treatments on their roads – more flexibility of setting 70km/h, 90 km/h and variable speed limits.• Provide input into the regional plan• Consider and respond to any responses received during consultation





Lower speed limits around schools



Includes a transition to lower speed limits around schools

Urban schools – 30km/h (or 40 km/h in some circumstances), can include variables

Rural schools – 60km/h, can include variables

Consultation requirements



- Consultation every three years, with the plan refreshed every six year
- Joint consultation process, where practicable, between RTC and Waka Kotahi (for state highways)
- Need to meet requirements of Local Government Act 2002
- Additional requirements for consulting with iwi

Questions?
