

Implementing the Land Transport Rule: Setting of Speed Limits 2024

Presentation to RCA Forum
26 November 2024

Iain McAuley
Manager Regulatory Technical
NZTA



Outline

- Scope
- Key New Rule Changes
- What Stays the Same?
- Key Dates
- Guidance, Information and Tools
- Cost-benefit Disclosure Statements
- How We Can Help

Scope

In scope

- Implementing the new Rule and meeting its requirements
- Navigating the process for speed management plans and speed limit proposals
- Guidance, information and tools

Out of scope

- Policy decisions behind the new Rule
- Funding questions

Key New Rule Changes

Information provision and process

- Proposed new speed limits must consider safety, travel time, economic impacts, views of road users and community
- New requirement to publish cost-benefit disclosure statement alongside consultation
- Speed management plans now optional and regional plans no longer required
- 10-year vision no longer required, Speed Management Committee disestablished

Key New Rule Changes

Reversals and schools

- Reversal of speed limits reduced since 1 Jan 2020, on:
 - Local roads where one of the reasons a 30km/h speed limit was introduced was the presence of a school in the area
 - Urban connectors
 - Interregional connectors
- All roads outside school gates to have variable speed limits during drop-off and pick-up times

Key New Rule Changes

Consultation requirements

- Allow at least six weeks for public consultation (2022 Rule was four weeks)
- New content requirements for speed limit plans and proposals include:
 - describing the function and use of a road
 - if a speed is proposed to lower, outlining why speed limit reduction is being proposed and not speed management intervention
- Make reasonable efforts to consult with groups specified in the new Rule
- Separately consult Māori where speed limit proposals may affect Māori land

Key New Rule Changes

Not required to consult on:

- Reversals on specified roads
- Changing speed limits on roads outside the school gate from a permanent limit to a variable limit

Must publish summary of submissions

- This summary must show how consultation feedback was considered

Key New Rule Changes

Setting new speed limits

- Any new speed limit proposals or plans must align with the classification of speed limits specified in Schedule 3 of the new Rule
- Each proposal must include a cost-benefit disclosure statement published alongside the consultation document

What Stays the Same?

- Mechanisms to change speed limits
 - Speed Management Plans (Plans)
 - Alternative Method Proposals (Proposals)
 - Variations to Plans
- Taking an integrated approach considering speed limit changes, safety infrastructure and safety cameras
- Plans and Proposals will still need to be certified (Plans) and approved (Proposals) by the Director of Land Transport and will be published on NZTA's website

Key Dates

1 May 2025

- RCAs must provide a list of specified roads and the treatment to NZTA (as Regulator)
- RCAs must enter speed records into the National Speed Limits Register

1 July 2025

- Reversals must come into force before 1 July 2025

1 July 2026

- RCAs must use reasonable efforts to treat all their schools

Guidance, Information and Tools

- **Guidance**

Supports the development of plans and proposals for setting speed limits, including reversals <https://www.nzta.govt.nz/assets/Safety/docs/speed-management-resources/guidance-setting-of-speed-limits-rule-2024.pdf>

- **Information**

MegaMaps is a geospatial tool providing information on speed limits, crash data, collective and personal risk, Infrastructure Risk Rating, mean operating speeds, traffic volumes and the One Network Framework

- **Tools**

- Optional Impacts Analysis Tool – provides a way RCAs could calculate impacts to inform the development of cost-benefit disclosure statements.
- NSLR: provides a technology-enabled and maps-based central source of all fixed speed limits for roads in New Zealand



Cost Benefit Disclosure Statements

Required content

- Estimated safety impacts
- Estimated travel time impacts
- Implementation costs

RCAs can use this Ministry of Transport-NZTA Optional Impacts Analysis Tool (the Tool) to help prepare cost-benefit disclosure statements <https://www.nzta.govt.nz/assets/Safety/docs/speed-management-resources/Optional-Cost-Impact-Analysis-Tool.xlsx> This site also includes a user guide setting out key Tool assumptions and limitations.

RCAs should state whether they have used this Tool or their own modelling tools in preparing cost benefit disclosure statements, and explain the assumptions underlying their modelling.

How We Can Help

- Local NZTA staff can assist you with process and funding queries
- NZTA (as Regulator) staff can assist you with new Rule clarifications, Plans, Proposals and Guidance and Information queries, contactable via:
speedmanagementprogramme@nzta.govt.nz
- Admin support for the NSLR
 - NZTA (as Regulator) staff can help you with inputting records in the NSLR if you submit this information before the 1 May 2025 deadline to:

Thank you

Questions?