

**Committee Members**

Chair: Peter Ewen

Cr Peter Haddock  
(WCRC)

Cr Phil Grafton (BDC)

Mayor Tania Gibson  
(GDC)

Cr Paddy Blanchfield (GDC)

Cr Reilly Burden (EDC)

James Caygill (NZTA)

Wayne Costello (DOC)



**WEST COAST**  
REGIONAL COUNCIL

**Meeting of the West Coast Regional Transport Committee**  
*(Te Huinga Tu)*

**Wednesday, 30 October 2024**

**9:30am**

**West Coast Regional Council Chambers,**

**388 Main South Road, Greymouth**

**and**

**Live Streamed via Council's Facebook Page:**

**<https://www.facebook.com/WestCoastRegionalCouncil>**



# West Coast Regional Transport Committee

## Meeting

*(Te Huinga Tu)*

### AGENDA

*(Rarangi Take)*

	<b>Pg No.</b>
<b>1. Welcome (<i>Haere mai</i>)</b>	
<b>2. Apologies (<i>Ngā Pa Pouri</i>)</b> Darryl Lew (WCRC)	
<b>3. Declaration of interest</b>	
<b>4. Confirmation of the minutes for meeting dated 5 July 2024</b>	1
<b>5. Public Forum</b>	
<b>6. Reports</b>	
<b>6.1 Total Mobility System Update</b>	5
6.1.1 Attachment 1 – NZTA Total Mobility Local Authority Guidance	10
6.1.2 Attachment 2 – Delegation Authority	33
6.1.3 Attachment 3 – Long Term Plan	34
6.1.4 Attachment 4– Implementation Plan	35

6.1.5 Attachment 5 – RLTP Funding 2024/25 to 2033/34	36
<b>6.2 Withdrawal of the Regional Speed Management Plan</b>	<b>37</b>
6.2.1 Attachment 7 – Final 31 January Draft West Coast Regional Speed Management Plan 2024-2026	41
6.2.2 Attachment 8 – West Coast Speed Management Submission signed 10 July 2024	87
6.2.3 Attachment 9 – Extra Information for RCA’s	91
6.2.4 Attachment 10 – Information Sheet	93
6.2.5 Attachment 11 – Land Transport Rule – Setting of Speed Limits 2024	94

**7. General Business**

**Meeting Close**



**D. Lew**

**Chief Executive**

**Purpose of Local Government**

The reports contained in this agenda address the requirements of the Local Government Act 2002 in relation to decision making. Unless otherwise stated, the recommended option promotes the social, economic, environmental, and cultural well-being of communities in the present and for the future.

**Health and Safety Emergency Procedure**

In the event of an emergency, please exit through the emergency door in the Council Chambers.

If you require assistance to exit, please see a staff member. Once you reach the bottom of the stairs make your way to the assembly point at the grassed area at the front of the building. Staff will guide you to an alternative route if necessary.

## **THE WEST COAST REGIONAL COUNCIL**

### **MINUTES OF THE REGIONAL TRANSPORT COMMITTEE MEETING HELD ON 5 JULY 2024 AT THE OFFICES OF THE WEST COAST REGIONAL COUNCIL 388 MAIN SOUTH ROAD, GREYMOUTH, COMMENCING AT 9.30AM**

#### **PRESENT:**

Chair P. Ewen (WCRC), Clr P. Haddock (WCRC), Mayor Tania Gibson (GDC), Clr P Grafton (GDC), Clr P Blanchfield (GDC), Mel Sutherland, Jocelyn Allen, Max Dickens, Lillie Sadler, Teresa Wyndham-Smith, Marianne Bimont, Kaya Clement.

#### **Apologies:**

Darrly Lew (WCRC), James Caygill (NZTA), Clr R Burden (WDC), François Tumanhai (Ngai Tahu)

**Moved:** T.Gibson, Second P. Ewen that the apologies are accepted

*Carried*

#### **Declarations of Interest:**

P. Haddock – TiGa Minerals – Will not be deliberating on the submission by TiGa

**Moved:** T. Gibson, Second P. Ewen

*Carried*

#### **Conformation of the Minutes dated 24 January 2024:**

**Moved:** P. Haddock, Second T. Gibson – That the minutes of the previous Regional Transport Committee meeting dated 24 January 2024 are confirmed to be true and correct.

*Carried*

## **Matters arising from the minutes of 24 January 2024:**

No matters arising from the previous RTC meeting minutes.

### **Reports:**

**7.1** DOC request changes to the DOC funding in the Regional Land Transport Plan.

**Moved:** P. Haddock, Second T. Gibson – That the report was received.

*Carried*

**Summary:** DOC is seeking an amendment to the Regional Land Transport Plan regarding the low-cost, low risk work category provision 2024-24. The Franz Josef Glacier Access Road lost a large section in the 2019 March flooding. This has been replaced at a significant cost. The level of protection needs to be improved. DOC has requested funding to be brought forward to upgrade the works in their submission. P.H commented that this is a good option as “we need to keep that road open”.

**Recommendation:** Approve the changes sought by the Department of Conservation to their funding programme in the Draft Regional Land Transport Plan 2024, as outlined in their letter in Attachment 6 of the report

**Moved:** P. Haddock, Second T Gibson.

*Carried*

**7.2** Joint Submission on NZTA Emergency Works Policy Review

**Recommendation:** The Committee to resolve that the report is received.

**Moved:** The report is received – Mayor T. Gibson, Second P. Ewen

*Carried*

**7.3** Speed Management Rule Consultation

**Moved:** The report is received – P. Haddock, Second T. Gibson

*Carried*

**Summary:** M Dickens stated he consulted with the 3 District Councils on the Speed Management plan as the new speed management rules that are currently in consultation effectively removing the District Councils ability to change the speed limits on their own roads. This report is outlining the submission that will be sent to the Ministry of Transport regarding the new Speed Management rules. Questions were raised around the old Speed Management rule with M. Dickens clarifying that this new rule will override the old one.

**Recommendation:** The report has been received. Approval for sending attachment 8 to the Ministry of Transport for consideration granted.

**Moved:** P. Haddock, Second Mayor T. Gibson

Submissions on the Regional Land Transport Plan were heard by the committee. Public excluded deliberations took place taking submissions into consideration.

**Meeting Closed.**



<b>5.1</b>	<b>Total Mobility System Update</b>
<b>Author</b>	Max Dickens, Policy Manager
<b>Authoriser</b>	Steven May, Acting Group Manager Regulatory and Policy
<b>Public Excluded</b>	No

---

### Report Purpose

This report provides an update on the switch from paper chits to a digital card system for Total Mobility.

### Report Summary

The West Coast is one of only two regions to still use paper chits instead of swipe cards for Total Mobility services. This report updates the Committee on the switch to the new system. It also provides an overview of the operational aspects behind the switch, and how Total Mobility will continue to progress going forward.

### Recommendations

***It is recommended that the Committee resolve to:***

1. Receive the report.
2. Note the draft contract with RideWise.
3. Note the draft contract with Placard.
4. Note the draft agreement between StringTM and WCRC.

### Issues and Discussion

#### Background

Total Mobility (TM) assists eligible people with long-term impairments to access appropriate transport to meet their daily needs and enhance their community participation. This assistance is provided in the form of subsidised door to door transport services wherever scheme transport providers operate. The West Coast only runs Total Mobility and does not have a regular bus or train service.

Currently NZTA fund 55% of the taxi fare, 20% is funded by council and 25% is paid by the Total Mobility user. The current cap for these fares is \$30.00 (with the subsidy covering up to 75% of the \$30.00 fare).

*The West Coast Regional Council is one of only two public transport operators (PTOs) to still use the outdated paper chit system*

This chit system is unreliable, difficult to administer and susceptible to fraud. It also poses problems for those who wish to travel between regions. T

In addition to the chit system needing updating, other operational aspects of TM are inefficient and potentially not meeting NZTA guidance (Attachment 1). Staff have been working with NZTA and other organisations to assess and remedy shortcomings in our Total Mobility services, in particular:

- Processing new and repeating client's eligibility,
- Ad-hoc and informal administration of voucher books,
- Potentially inaccurate client information,
- Inaccurate or incomplete information previously provided to administrators and users.
- Potential gaps in services.

### **Current situation**

#### *Proposal*

Staff are looking to switch to a digital system under page 42 of the delegation manual<sup>1</sup> (Attachment 2) and page 58 of the Long Term Plan<sup>2</sup> (Attachment 3). This requires agreements with the following companies:

- RideWise to provide the main software and database.
- Placard to print cards.
- StringTM to provide compatible card readers for taxi companies who do not currently have them.

RideWise are one of the main digital TM system providers across the country. The contract would run until 30 June 2026 (Attachment 4), which lines up with the contracts that other PTOs have. This means that if national government decide to set new guidelines or implement the National Ticketing Solution,<sup>3</sup> we will be able to move with those changes. This agreement will also bring us up to date with the rest of the country.

---

<sup>1</sup><https://www.wcrc.govt.nz/repository/libraries/id:2459ikxj617q9ser65rr/hierarchy/Documents/Publications/Corporate%20Plans%20and%20Reports/Policies/Delegations%20Manual%20August%202024.pdf>

<sup>2</sup><https://www.wcrc.govt.nz/repository/libraries/id:2459ikxj617q9ser65rr/hierarchy/Documents/Council/Meetings%20C%20Agendas%20and%20Minutes/Council%20Meetings/2024/Council/25%20June%202024/Attachment%2018%20-%20Council%2025%20June%202024.pdf>

<sup>3</sup> <https://www.nzta.govt.nz/walking-cycling-and-public-transport/public-transport/national-ticketing-solution/>

The contract with RideWise will cost \$27,255, with the opportunity to extend for another 2 years. At this point NZTA will review all TM systems and provide guidance to PTOs about future decisions.

Placard provide the cards to the public through the post. This expected setup cost will be \$6687 (Attachment 5) for 980 users. The number of registered users may decrease initially as a result of updating the database. Over the longer term, raising public awareness and increased usability may result in an increase in uptake. However, either outcome will be manageable due to the significantly easier administration of the new system.

An implementation process to change from chits to cards is contained in Attachment 6. This includes key operational aspects such as clarifying responsibilities with assessors, database migration and public communications. Before going live there will be a testing phase which will include in and out of region testing to ensure all West Coast Total Mobility cards work in and out of the region.

Providers were contacted on 10 October 2024 to ensure they have the correct software to support the Ridewise system. Two of the taxi companies currently do not have software compatible with Ridewise. After investigating different options to resolve this, staff selected a digital system provider called StringTM. This provider was selected because:

- It is flexible as there is no fixed term contract. This is preferential as NZTA are likely to release new TM guidance in the next 18 months.
- It is quick and easy to administer and has very low upfront costs. Providers only need a cheap card scanner that we will provide to plug into their mobile phone.

WCRC have also offered to cover the additional administration costs (a \$3 per-trip fee) in order to ensure that vulnerable individuals continue to receive TM services. Based on the last 18 months of trip data, this will cost approximately \$2k per month – minus the expected NZTA subsidy. The alternative to utilising StringTM is asking taxi companies to manually enter trip information. This carries the same risks as the current chit system, and will take a significant amount of time to administer.

*Staff have also updated the assessor and eligibility process*

As part of the TM review staff have brought the process for assessing eligibility for TM in line with NZTA best-practice. Correspondence was last sent between 2008 – 2012 to healthcare providers. Staff will send out a new Memorandum of Understanding to formalise this agreement with healthcare providers. This will be published on our website.



The new process does not require the information to be sent to District Councils (DCs) as the DCs are whom distribute the paper taxi chits to TM users – it will instead be processed directly by WCRC. We will be reaching out to DCs informing them of the switch. However, members of the public are likely to still utilise their local DC offices to send through paperwork. We are happy to continue this arrangement as this may be the only practical means of sending information for users with limited mobility.

**Costs and Benefits**

The upfront costs for this switch will be \$35,885.00 (excluding GST). After factoring in the NZTA subsidy, the final cost to WCRC to switch to a card-based system will be \$14,354.00 + GST. Please see table below with the breakdown of these costs.

Upfront Ridewise implementation Costs (all amounts exclude GST)	
Administrative code (BIN Number – one off charge)	\$625.00
Setup cost and card readers with StringTM (for 2 of the taxi companies)	\$1,550.00
Card production	\$6,455.00
Configuration and Implementation of Ridewise (one off charge)	\$20,800.00
Software License, Support and Hosting services (per annum)	\$6,455.00
Net Total	\$35,885.00
NZTA Funding	<b>\$21,531.00</b>
<b>Total Cost to WCRC</b>	<b>\$14,354.00</b>

Table 1: Upfront Costs

Ongoing Implementation Costing		Monthly Average
StringTM transaction costs	\$3.00 per trip	\$2,050.20
Card Manufacturing for new TM users (per card)	\$5.35	\$96.35
Ridewise software subscription (Paid Annually)	\$13,520.00	\$751.11
Net Monthly Average Cost		\$2,897.66
NZTA Subsidy		<b>\$1738.60</b>
<b>Total Cost to WCRC</b>		<b>\$1,159.06</b>

Table 2: Ongoing Costs

The recently approved RLTP assigned \$1,183,807 across 2024/27 years for the continuation of a Total Mobility scheme (Attachment 7). NZTA fund 60% of requests under this code. We have received confirmation from NZTA that WCRC should be able to utilise funds sent under code 517 (Total Mobility Operations) for the switch to a card-based system. However please note that this was not a formal confirmation. Therefore, the final upfront cost to WCRC to switch to a card-based system is likely to

5

be \$14,354.00 + GST. This amount does not include the cost of council staff administering the change and upkeep.

Ongoing costs are contained in Table 2. StringTM charges and costs to make cards for new users have been estimated using the last 18 months of travel data.

### *Benefits*

The system will be easier to administer, less open to fraud, and will line our systems up with the rest of the country. Switching to a digital system will also save significant staff administration time, and the costs associated with paper books. The administration of the paper system currently utilises between 40–60% of the current Planning Technician’s workload. Once it is set up, it is expected that the new system will reduce this to around 10%. The booklets also cost around \$6k per year to purchase.

## **Considerations**

### **Implications/Risks**

Switching to a card-based system reduces risk for the WCRC as it will reduce the risk of fraud within the Total Mobility Scheme. National government is also developing a National Ticketing System (NTS). Updating our systems will leave our region more capable of integrating the new system if it is ever rolled out.

### **Tangata whenua views**

The switch to a digital system was part of the approved Long-Term Plan. Therefore, this matter has already been consulted on.

### **Views of affected parties**

The problems around taxi chits were raised multiple times by the public as part of the consultation on the Regional Public Transport Plan (RPTP).

## **Attachments**

Attachment 1: NZTA Total Mobility Local Authority Guidance

Attachment 2: Delegation Authority

Attachment 3: Long Term Plan

Attachment 4: Draft RideWise Contract

Attachment 5: Draft Placard Agreement

Attachment 6: Implementation Plan

Attachment 7: RLTP Funding

# Total Mobility scheme:

policy guide for local authorities





---

**Waka Kotahi NZ Transport Agency**

This edition: July 2023

First published July 2008

ISBN 978-0-478-30967-6

17-143

---

If you have further queries, call our contact centre on 0800 699 000 or write to us:

Waka Kotahi NZ Transport Agency  
Private Bag 6995  
Wellington 6141.

**Copyright information**

Copyright ©. This copyright work is licensed under the Creative Commons Attribution 4.0 International licence. In essence, you are free to copy, distribute and adapt the work, as long as you attribute the work to Waka Kotahi NZ Transport Agency and abide by the other licence terms. To view a copy of this licence, visit <http://creativecommons.org/licenses/by/4.0/>

The permission to reproduce material in this publication does not extend to any material for which the copyright is identified as being held by a third party. Authorisation to reproduce material belonging to a third party must be obtained from the copyright holder(s) concerned.

**Disclaimer**

Waka Kotahi has endeavoured to ensure material in this document is technically accurate and reflects legal requirements. However, the document does not override governing legislation. Waka Kotahi does not accept liability for any consequences arising from the use of this document. If the user of this document is unsure whether the material is correct, they should refer directly to the relevant legislation and contact Waka Kotahi.

# Contents

<b>1</b>	<b>Introduction</b>	<b>2</b>	<b>4.</b>	<b>Entitlement</b>	<b>9</b>
1.1	Purpose	2	4.1	Standardised subsidy	9
1.2	Background and context	2	4.2	Purpose of trip	9
1.3	Roles and responsibilities	2	4.3	No town boundary restrictions	9
1.4	Role of local authorities	3	4.4	Extending the Total Mobility area	9
<b>2</b>	<b>Total Mobility scheme</b>	<b>4</b>	4.5	Maximum subsidised fare	10
2.1	How does the Total Mobility scheme work?	4	4.6	No minimum fare	10
2.2	Scheme purpose	4	4.7	Trip allocation criteria	10
2.3	Central tenet	4	4.8	Travel for work	11
2.4	Parameters	4	4.9	Group travel	11
<b>3</b>	<b>Eligibility</b>	<b>5</b>	4.10	Inter-regional travel	11
3.1	General eligibility criteria	5	<b>5</b>	<b>Assessment services</b>	<b>12</b>
3.2	Eligibility and fluctuating need	5	5.1	Contract with assessment agencies	12
3.3	Eligibility and duration of impairment	6	5.2	Training for agency assessors	12
3.4	Eligibility of children	6	5.3	Estimating client trips	13
3.5	Eligibility of people in residential care	6	5.4	Financial contribution to assessment agencies	13
3.6	Applying the eligibility criteria	7	5.5	Access to disability sector agency	13
3.7	Ascertaining eligibility for the Total Mobility scheme	7	<b>6</b>	<b>Transport operators</b>	<b>14</b>
3.8	Reassessment of eligibility	8	6.1	Contracts with transport operators	14
3.9	Travel on public transport services	8	6.2	Private hire and volunteer organisations	14
3.10	Customer terms and conditions	8	6.3	Wheelchair accessible vehicles	15
			6.4	Driver training	16
			6.5	Driver terms and conditions	17
			<b>7</b>	<b>Administration and monitoring</b>	<b>18</b>
			7.1	Data and monitoring	18
			7.2	Achievement returns	18
			7.3	Customer satisfaction surveys	19
			<b>Appendix 1</b>		<b>20</b>
			Total Mobility review phase 1 and 2 criteria		20

# 1 Introduction

## 1.1 Purpose

The purpose of this guide is to achieve a nationally consistent approach for local authorities to administer the Total Mobility scheme in their respective regions.

This guide sets out the requirements, policy, principles, processes and explanatory notes to manage the Total Mobility scheme.

## 1.2 Background and context

The Total Mobility scheme is one of the mechanisms by which Waka Kotahi fulfils its responsibilities towards assisting the transport disadvantaged. Its origins date back to 1981.

Funded in partnership by local and central government, the Total Mobility scheme assists eligible people, with long term impairments to access appropriate transport to meet their daily needs and enhance their community participation. This assistance is provided in the form of subsidised door to door transport services wherever scheme transport providers operate. The Total Mobility scheme is intended to compliment the provision of public transport services, which are expected to be as accessible as possible to meet different mobility needs.

The last comprehensive review of the Total Mobility scheme was in 2005 and was undertaken by Manatū Waka (Ministry of Transport). The implementation of its recommendations has since been the focus of Waka Kotahi and regional councils. Since that review no substantive changes have been made. This latest edition of the guide provides greater clarity and explanation on the application and use of the scheme.

## 1.3 Roles and responsibilities

This guide was developed to assist regional council's total mobility coordinators and their team members, responsible for administering the Total Mobility scheme. It is important to note the roles and responsibilities of central and local governments within the Total Mobility scheme:

### **Te Manatū Waka Ministry of Transport**

Te Manatū Waka is responsible for setting the Total Mobility policy, including its funding source. Te Manatū Waka also leads the policy settings about the use of funds from the National Land Transport Fund (NLTF), and the co-funding arrangements with local government.

### **Waka Kotahi**

Waka Kotahi is responsible for the operational administration of the Total Mobility scheme, working with regional councils to administer and fund the scheme within their total provision of public transport services.

### **Local authorities**

Regional councils (and Auckland Transport (AT)) administer the Total Mobility scheme in their respective regions, and contract and co-fund Total Mobility services as part of their provision of regional public transport services.

## 1.4 Role of local authorities

As a co-investor of the Total Mobility scheme, Waka Kotahi has expectations of regional councils to administer the Total Mobility scheme effectively. Regional councils (and AT) must ensure the scheme's central tenet is delivered and policies are applied. It must be done by using systems and processes and managing the third party relationships effectively and efficiently. Regional councils should, by delivering the scheme, be able to demonstrate:

- consistent and robust administration
- being cost conscious and encouraging competition
- use evidence-based decision-making
- ensure ongoing risk management
- transparent and accountable processes and decisions.

Waka Kotahi expects regional councils' processes to be consistent with the guidelines in this document.



## 2 Total Mobility scheme

### 2.1 How does the Total Mobility scheme work?

The scheme is funded out of the public transport activity class of the NLTF in partnership with local government's regional rates. The provision of the scheme is consistent with the Land Transport Management Amendment Act 2013, which requires local government to consider the needs of transport-disadvantaged people when preparing any land transport programme and funding requirement.

The scheme provides a subsidy per trip of 75 percent, up to a maximum fare, to assist eligible people, with long term impairments to access appropriate transport to meet their daily needs and enhance their community participation.

### 2.2 Scheme purpose

**Funded in partnership by local and central government, the Total Mobility scheme assists eligible people, with long term impairments to access appropriate transport to meet their daily needs and enhance their community participation.**

This assistance is provided in the form of subsidised door to door transport services wherever scheme transport providers operate. The Total Mobility scheme is intended to compliment the provision of public transport services, which are expected to be as accessible as possible to meet different mobility needs.

### 2.3 Central tenet

**The scheme is founded on the central tenet that people with impairments who are unable to use buses, trains or ferries as a result of their disability, should be assisted with a subsidised alternative by local and central government.**

The central tenet reflects the legislative requirement under the Land Transport Management Act 2003 for local and central government to consider the needs of people who are transport disadvantaged.

The scheme is primarily a transport service, and is no more a social, health or disability service than any other type of transport service. Anybody would be at risk of social isolation and adverse health outcomes if they did not have adequate access to appropriate transport. The scheme provides its members with access to transport and the means to participate in their communities in whatever way they choose.

### 2.4 Parameters

The following elements clarify the limits of service provision within a finite budget. These parameters are already consistent with common practice:

- Provision of subsidised transport assistance to people with impairments.
- Provision of a transport alternative through a subsidised door-to-door transport service.
- Limited amount of subsidised transport assistance available.
- Limited to areas where Total Mobility scheme transport providers operate.
- Subject to nationally consistent eligibility criteria.
- Subject to some regional variation of entitlements to reflect local differences.



# 3 Eligibility

## 3.1 General eligibility criteria

An eligible person must have an impairment that prevents them from undertaking any one or more of the following five components of a journey unaccompanied, on a bus, train or ferry in a safe and dignified manner:

- Getting to the place from where the transport departs.
- Getting onto the transport.
- Riding securely.
- Getting off the transport.
- Getting to the destination.

These journey components are consistent with the approach outlined by the Human Rights Commission, which describes an accessible journey as follows: 'for a person to get from their home to a destination and then home again requires a number of linked steps. All these steps are of equal importance. If one link is broken or inadequate, the whole journey becomes impractical' (Human Rights Commission, 2005).

An impairment may be psychological, psychiatric, physical, neurological, intellectual, sensory or other. It is not the impairment itself that determines eligibility for Total Mobility – rather, it is the effect that the impairment has on the individual's ability to undertake the components of the journey.

Total Mobility schemes may operate in areas that have taxis or other Total Mobility transport operators, but not buses, trains or ferries. In the case of such areas without a public passenger transport system, eligibility must be determined with reference to hypothetical rather than actual journeys. If hypothetical journeys are used, an uncomplicated commonsense approach should be able to ascertain eligibility.

People who meet the criteria for the Total Mobility scheme and have an impairment that has lasted, or is expected to last, for six months or more that prevents them from being able to undertake any one of the specified components of a journey, are eligible for the Total Mobility scheme.

## 3.2 Eligibility and fluctuating need

**People with impairments who meet the criteria for the Total Mobility scheme and are able to use bus, train or ferry services some of the time, but not all of the time, should be eligible for the scheme.**

This is intended to cover situations where an impairment is fluctuating (eg epilepsy), or the impairment is constant and non-fluctuating but is affected by environmental changes (eg people with a visual impairment that makes independent travel at night difficult). This may also include people with impairments (such as Alzheimer's) that restrict travel on buses, trains or ferries to very familiar routes.

The fact that a person may be able to undertake all five journey components some (but not all) of the time does not therefore affect their eligibility. However, this will affect their level of need for Total Mobility trips, which will logically be less than if they were unable to use bus, train or ferry services at any time.

Where practical, a scheme user should be encouraged to use public transport.

### 3.3 Eligibility and duration of impairment

People who meet the criteria for the Total Mobility scheme and have an impairment that has lasted, or is expected to last, for six months or more should be eligible for the scheme.

A person whose impairment is permanent and who meets the criteria is eligible for Total Mobility. A person who has an impairment that has already lasted for six months or more may be considered eligible (provided they meet the criteria). Whether the impairment is expected to last another six months is immaterial to the person's eligibility and does not imply a six-month stand-down period before a person can become eligible for Total Mobility.

### 3.4 Eligibility of children

Children with impairments who meet the criteria for the Total Mobility scheme should be eligible for the scheme.

The scheme should be available to children to support their independent participation in the community, in ways that are similar to other children in their peer group who do not have impairments. This could include trips to visit friends or to see a movie. If the child's impairment prevents them from being able to use a bus, train or ferry and it is reasonable to expect that children in their peer group can independently use such transport, then the child should be eligible for the scheme.

It is not intended that the scheme should be a substitute for transport services that are the responsibility of other government agencies, such as the Ministry of Education. However, for education related travel funded by students, the Total Mobility Scheme would apply for a student that was a member of the scheme.

### 3.5 Eligibility of people in residential care

People with impairments who meet the criteria for the Total Mobility scheme and live in residential care should be eligible for the scheme.

The scheme is available to people who live in rest homes to support their independent participation in the community. This may be to visit friends or family, to go shopping.

The scheme should not be a substitute for transport services that are the responsibility of the rest home provider, or be used by the rest home to provide transport for organised activities. For example, rest home providers are responsible for meeting the cost of transporting residents for stipulated health and medical services, including needs assessment and service coordination services, laboratory services, radiological services, dental services, specialist medical services and podiatry services.

While rest home providers must ensure that residents also have access to services such as advocacy services, voluntary organisations (eg Stroke Foundation) and socialisation outside the residential facility, they are not responsible for meeting the costs of transport for these.

In the case of facilities that are privately funded, that is; not under contract to the government to provide care, residents of those facilities are eligible to use Total Mobility for medical trips.

### 3.6 Applying the eligibility criteria

When undertaking an assessment of a prospective client (or, in some instances, with the aid of an authorised representative) the following criteria need to be applied:

- An impairment may be physical, psychological, neurological, intellectual, sensory or other.
- It is not the impairment itself that determines eligibility for Total Mobility – rather, it is the effect that the impairment has on the individual’s ability to undertake the components of the journey.
- It must be the impairment that prevents the individual from undertaking the journey, not any other reason, for example:
  - › having too much shopping to take on the bus
  - › preferring taxis rather than buses
  - › not having a public transport route nearby.
- ‘Safe’ generally means ‘free from harm or danger’. In the Total Mobility context, examples of ‘unsafe’ might include:
  - › a component of the journey causing an increase in the risk of a significant deterioration in the person’s condition (eg epileptic seizure or breathing difficulties)
  - › a component of the journey exposing the person’s impairment-related vulnerabilities to possible exploitation (eg vulnerabilities related to an intellectual or psychiatric impairment)
  - › a component of the journey (eg getting on to or off the transport) being risky for the person to attempt, because of their impairment.
- ‘Dignified’ generally means in a manner that does not bring disrespect or humiliation. In the Total Mobility context, examples of ‘undignified’ might include:
  - › a person depending on help from a stranger (who may or may not agree to help)
  - › a person’s impairment-related vulnerabilities being unduly exposed
  - › a person being expected to get on to or off the transport in a way that compromises their dignity (eg crawling).

A medical certificate is not required to establish eligibility for Total Mobility, and should not be required as part of the eligibility assessment. It is not the impairment itself that determines eligibility, but whether the impairment prevents the prospective client from undertaking the journey. However, if the impairment is not clearly evident to the assessment facilitator, then a medical certificate may be requested.

### 3.7 Ascertaining eligibility for the Total Mobility scheme

**A key role for the Total Mobility assessment facilitator is to work with the prospective Total Mobility client to determine whether that person meets the eligibility criteria for the Total Mobility scheme.**

If a prospective Total Mobility user meets the eligibility criteria, they must be recognised and accepted as eligible. Eligibility then entitles the client to receive subsidised transport assistance via the Total Mobility scheme.

It should be noted that Total Mobility assistance will not be provided for travel that is already funded. Scenarios involving part or full funding from other sources may be as follows (all examples are for people who meet the eligibility criteria for Total Mobility):

- **Person A** receives funding for 100 percent of their transport costs. They cannot also receive Total Mobility assistance.
- **Person B** receives 100 percent funding for specified travel from another source, but no funding for other discretionary travel. They can receive Total Mobility assistance for that travel that is not funded from another source.
- **Person C** receives funding for half the fare. They can receive Total Mobility assistance to cover the other half.
- **Person D** receives no other travel funding. They can receive Total Mobility assistance for half the fare up to the regionally defined cap.

### 3.8 Reassessment of eligibility

People who meet the criteria for the Total Mobility scheme and have an impairment that has lasted, or is expected to last, for six months or more should be eligible for the scheme.

People who are currently on the Total Mobility scheme do not need to have their eligibility reassessed, although local authorities may choose to reassess to ensure the effectiveness of the service being provided.

If a client has a permanent impairment, they should only be assessed once, unless there is a significant change in their condition that may affect their eligibility for Total Mobility.

A scheme user's eligibility only needs to be reassessed in the case of temporary/finite-term impairments (see section 3.3). In the case of temporary impairments, a timeframe for reassessment should be indicated, appropriate to the individual's circumstances. In some instances, the expected duration of the impairment may be difficult to predict, eg recovery from stroke or head injury. The due date for reassessment should be negotiated between the client and the assessment facilitator, with regard to what might reasonably be expected.

Reassessing a scheme user's eligibility is at the discretion of the local authority (regional councils and AT) particularly if significant changes to either the user's condition or where the region's transport services have made journeys more accessible.

### 3.9 Travel on public transport services

Where practical, a scheme user should be encouraged to use public transport as Total Mobility is a component of a local authority's public transport network.

Total Mobility should be aligned to the wider public transport approach. The promotion of accessible public transport (ie kneeling buses) as an alternative to using Total Mobility should be explored by local authorities.

### 3.10 Customer terms and conditions

Local authorities must ensure the expectations of Total Mobility scheme users are clearly defined by ensuring a cohesive set of terms and conditions of use are developed and circulated to users of the Total Mobility scheme. Consideration should be given to the following when developing these terms and conditions:

- Intent of the scheme.
- Eligibility and use of card/vouchers.
- General terms.
- Standard conditions of use.
- Circumstances of potential breach of use.

## 4. Entitlement

### 4.1 Standardised subsidy

The fare subsidy for the Total Mobility scheme is set at 75 percent off the standard fare charged by the transport operators.

### 4.2 Purpose of trip

There are no restrictions on the purpose of the trip for the Total Mobility scheme.

Any limiting of the purpose of allocated trips is inconsistent with the purpose and central tenet of the scheme, which is concerned with providing access to subsidised transport, rather than prescribing appropriate or inappropriate destinations.

The scheme should not be a substitute for transport services that should more appropriately be the responsibility of other government agencies, such as those in the health sector or by the Accident Compensation Corporation (ACC), or that would be appropriate for employers to provide.

### 4.3 No town boundary restrictions

Users of the scheme should not be confined to travel within town boundaries.

Any regional restriction disadvantages those who wish to travel in or to a destination that is just outside a town boundary and could prevent members from being able to engage in activities in nearby towns, where many key services and activities may be located. This is a particularly significant issue for those living in small provincial or country towns.

### 4.4 Extending the Total Mobility area

Local authorities are encouraged to investigate the possibility of contracting transport services operating in areas that are not currently covered by the Total Mobility scheme, to provide a scheme service.

In some regions, there may be transport services in areas where there is no Total Mobility scheme provided. Extending the scheme into these areas should be investigated by the local authority if there is a current unmet need.

This does not mean that there must be a Total Mobility service operating in every rural area in each region, but if a transport operator is operating in an area where there is no Total Mobility service expresses an interest in providing one, then the local authority should investigate contracting its services. Similarly, a local authority may initiate the extension of the Total Mobility scheme into areas where there is both an unmet need and a willing potential operator that meets the local authority's criteria for joining. **The criteria can be found in chapter 9 here.**

## 4.5 Maximum subsidised fare

Local authorities determine maximum subsidised fares for the Total Mobility scheme in consultation with Waka Kotahi. Local authorities will review them at least every three years.

The maximum subsidised fare needs to reflect the purpose of the total mobility scheme, it is important that they are established at a level that is adequate and appropriate for each town/region operating a Total Mobility service.

At a minimum the maximum fare in each region should be reviewed every three years to ensure that these fares take into account increases in tariff rates, fuel prices etc. When fares are reviewed, the following information may be helpful in determining a reasonable maximum fare:

- Average cost per trip.
- Average subsidy.
- Historical maximum and average fare data.
- Current and historical usage of the scheme.
- Distance and time based travel factors.
- Benchmarking fares from similar regions.
- Relevant demographic data.
- Congestion.
- Customer satisfaction survey.

This information is intended to assist local authorities with developing a simplified method of reviewing the maximum subsidised fare which could be undertaken annually as part of a monitoring procedure.

## 4.6 No minimum fare

The Total Mobility scheme has no minimum fare threshold.

Any minimum fare penalises scheme members who only make short trips. The policy of one transaction per trip applies.

## 4.7 Trip allocation criteria

Local authorities are encouraged to consider the following when allocating Total Mobility trips:

- The needs of the individual user.
- Budget constraints of the council.
- Alignment with other regions' methods of trip allocation.

These criteria are intended to ensure that the level of trip allocation is adequate to reflect the scheme's purpose, and is reasonably consistent with the allocation level provided in other regions.

6.1.3 A

A majority of local authorities already take into account the needs of the user when allocating trips either by having no limit on the number of trips a user can make or by allowing users to request more trip vouchers if their initial allocation is insufficient. Local authorities that strictly limit the number of trips a user is given will need to adopt a more flexible approach.

## 4.8 travel for work

Total Mobility scheme members may use the scheme to travel to and from their place of employment as this is a personal cost.

Total Mobility Scheme members may not use the scheme for travel that is required in the course of performing work duties; the full cost of this travel should be met or reimbursed by the employer or entity that contracted the work to be done.

## 4.9 Group travel

For personal group trips that are not a formal 'organised' activity, for example, a family going out on a social trip together, it is not necessary for all passengers to be Total Mobility scheme users.

There is no limit on the number of passengers that can accompany a Total Mobility scheme user on a personal trip, but the Total Mobility scheme user must be in the vehicle for the duration of the trip, and the trip must be for the direct benefit of the Total Mobility scheme user. Therefore, it is not acceptable for a Total Mobility scheme user to be taken along on a trip simply so the other passenger(s) can get a cheaper ride.

If the Total Mobility scheme user leaves the vehicle and the trip continues with only non-card holders, the Total Mobility subsidy would not apply for the rest of the trip. In this case the Total Mobility card should be processed before the Total Mobility scheme user leaves the vehicle and then a normal unsubsidised trip would begin.

This can be difficult for drivers to judge or to enforce, so it is important to inform a client at the time of the eligibility assessment. Local authorities should cover this in Total Mobility scheme user terms and conditions.

## 4.10 Inter-regional travel

Total Mobility scheme users can access the Total Mobility scheme where it operates throughout New Zealand.

There is variability between local authorities as a mixture of electronic cards and paper-based vouchers are used for Total Mobility travel.

Scheme users who have obtained an electronic card must use this in all regions where electronic Total Mobility cards are available. Where a voucher system is currently operating, the Total Mobility scheme user must present proof of ID and a relevant out of town travel voucher.

Local authorities need to include on their out of town travel voucher the following as a minimum requirement:

- Trip date
- Customer name
- Unique customer number
- Pick-up location
- Pick-up time
- Drop-off location
- Drop-off time
- Unique voucher number
- Vehicle ID
- Driver ID
- Total fare
- Amount paid by customer
- Hoist indicator
- Number of passengers
- Operator name.

# 5 Assessment services

## 5.1 Contract with assessment agencies

Local authorities must enter into contracts with assessment agencies.

The role of the assessment agency, and assessment facilitator, is to ascertain whether a person with impairments is eligible for the Total Mobility scheme. The role is one of guiding, assisting and confirming that the information given by the prospective scheme user is accurate.

The role of the assessment facilitator helps to ensure that people who meet the eligibility criteria for Total Mobility get access to Total Mobility trips appropriate to their needs.

Consideration should be given to the following when developing these contracts:

- Appointing an assessment facilitator
- Scope of assessments
- Undertaking assessments
- Conflicts of interest
- Data collection for administrative records
- Assessment facilitator responsibilities
- Local authority obligations
- Audit requirements
- Confidentiality
- Use of administrative system
- Fees (if applicable)
- Health and safety
- Disputes resolution
- Termination.

More information on service quality and performance management, supply of vouchers and/or electronic cards and attendance at meetings may also be added if required.

## 5.2 Training for agency assessors

It is up to each local authority to ensure appropriate training is provided to assessors to assist in the consistent application of the eligibility criteria.

The local authority will determine who will conduct the training. It may be that one of the existing Total Mobility assessment facilitators is appointed as 'Chief Assessor' and made responsible for training new assessors as they are appointed and for conducting the periodic 'refresher' training sessions for more experienced assessment facilitators. Another option is for the Total Mobility coordinator to facilitate training sessions for all agencies/facilitators that provide Total Mobility assessments in their region. Training requirements are outlined below:

- Initial training for new assessment facilitators (to be completed prior to conducting any Total Mobility assessments).
- Ongoing training through attendance training workshops at least once a year (or as otherwise specified by the local authority).
- The cost of providing the training will be financially assisted by Waka Kotahi at the local authority's funding assistance rate through work category 517: Total Mobility operations.



### 5.3 Estimating client trips

The self-assessed needs model for Total Mobility centres around the fact that each individual's need for trips is unique to them and their particular situation. The role of the 'assessor' is to guide the individual Total Mobility client through the process, and to help them request a number of trips that realistically matches their need.

The purpose of travel is irrelevant to this entitlement.

Note: the assessment facilitator does not have a role in 'rationing' trips. The important thing is to have realistic requests, so that the client's request doesn't leave them in a position where they do not have enough trips. Neither should they end up with a surplus of allocated trips that they have no need for.

### 5.4 Financial contribution to assessment agencies

The Waka Kotahi funding policy allows regional authorities to support assessment agencies through their existing administration budgets, and to receive financial assistance from Waka Kotahi. A local authority needs to consider the following funding principles for financial contributions to assessment agencies:

- Assessment agencies have an important role to play in supporting the Total Mobility scheme.
- Any funding arrangements should involve a contribution from local government, Waka Kotahi and users.
- Regional authorities should, but are not required, to make a funding contribution to assessment agencies.
- The contribution from Waka Kotahi will be no more than \$15 per user per annum.
- Funding is available through the Total Mobility administration activity class.
- This financial support should be used to support assessment agencies to conduct Total Mobility eligibility assessments, distribute vouchers and/or cards and undertake associated administrative tasks.
- Applications for financial assistance from assessment agencies will be considered by local authorities on a case-by-case basis.

### 5.5 Access to disability sector agency

**Potential members of the Total Mobility scheme have the option to be assessed by a disability sector agency in every region.**

It is important that potential Total Mobility scheme members have access to at least one relatively low-cost (or no-cost) assessment agency in their region. Disability sector agencies play a vital role in supporting the scheme by providing these services at little or no cost to the applicant.

In regions where general practitioners are the most prevalent assessment facilitators, there must be at least one disability sector agency/facilitator in each region that can provide a Total Mobility assessment for potential members who do not wish to go to a doctor. This may be in the form of a recognised disability sector agency or an independent assessor employed by the local authority to undertake Total Mobility assessments.

# 6 Transport operators

## 6.1 Contracts with transport operators

Local authorities must enter into contracts with individual transport operators providing Total Mobility services in their region.

Consideration should be given to the following when developing these contracts:

- General conditions
- Contract term and termination
- Health and safety of employees
- Safety of passengers
- Resolutions of disputes
- Audit provision
- Fare schedules
- Licensing requirements
- Complaints
- Rules of operation
  - › Fares
  - › Electronic card rules
  - › Invoice and payments
  - › GPS tracking data
- Safety standards
- Driver training
- Use of administrative system
- Confidentiality and privacy
- Hours of service
- Indemnity
- Variations to contract.

Local authorities should undertake regular procedural audits to ensure that the operators providing Total Mobility services in their region are fully meeting the requirements laid out in their contracted terms and conditions.

## 6.2 Private hire and volunteer transport operators

Private hire and volunteer transport operators are entitled to become transport operators of the Total Mobility scheme provided the local authority's criteria for joining the scheme is met. As with other transport services, operators will be required to meet legal licensing requirements and have appropriate contracts with the relevant local authority.

Operator licensing requirements can be found here: <http://nzta.govt.nz/commercial-driving/taxis-shuttles-buses-and-other-passenger-services/new-passenger-service-rules-2017/>

6.1.3 Attachment 3

Attachment 3

Type text here

## 6.3 Wheelchair accessible vehicles

A wheelchair accessible vehicle is used to transport Total Mobility scheme users who are unable to get in and out of a wheelchair accessible vehicle without the use of a hoist or ramp. Local authorities are required to ensure this information is obtained during the assessment of a potential client.

Wheelchair hoists are intended for the purpose of lifting people that are appropriately restrained in their wheelchair during operation, including being lifted in the vehicle and while being transported. All Total Mobility passengers who are lifted into and transported in a wheelchair accessible vehicle must be restrained at all times with either a harness belt, lap belt or lap-sash belt to ensure the safety of the Total Mobility passenger.

If a Total Mobility scheme user is able to be safely restrained while using a wheelchair accessible vehicle then a flat rate payment can be claimed for people who use wheelchairs, walking frames or other mobility devices who reasonably require the use of a hoist to get in and out of the vehicle.

### 6.3.1 Wheelchair hoist fee (flat rate payment)

**Waka Kotahi encourages adequate provision of wheelchair-accessible vehicles by providing a flat rate payment (in addition to the fare) to the transport operator for each trip taken by a Total Mobility scheme passenger using a wheelchair hoist.**

A flat rate payment of \$10 (excluding GST) is to be paid to Total Mobility transport operators for each Total Mobility trip that requires the use of a wheelchair hoist because the customer is unable to transfer in and out of the wheelchair accessible vehicle independently. The payment is fully funded by Waka Kotahi and transport operators in all regions are eligible for this payment. This flat rate payment is captured through the **Work category 521: Total Mobility flat rate payments** which are designated specifically for flat rate payments, with a 100 percent financial assistance rate.

The objectives of the flat rate payment are to:

- increase the financial viability of operating wheelchair-accessible vehicles in recognition of the vital part they play in meeting the needs of the transport disadvantaged
- increase the availability of such services to Total Mobility users at peak times
- encourage industry to provide an adequate number of wheelchair-accessible vehicles.

Although this payment is fully funded by Waka Kotahi, the assistance of local authorities is required to administer the payment to Total Mobility transport operators, as legislation prevents Waka Kotahi from making payments from the National Land Transport Fund directly to transport operators.

These conditions must be specified in contracts between the local authority and each Total Mobility transport operator, or agreed to in a separate flat payment contract between the two parties, before the transport operator will be eligible for the payment and before Waka Kotahi will accept payment claims from the local authority.

In order to process the payment for wheelchair-assisted Total Mobility trips, local authorities will need to be able to distinguish between hoist and non-hoist trips. Claims made for the payments will need to be verified as part of the regular procedural audit function. of Waka Kotahi.

### 6.3.2 Criteria for eligibility for wheelchair hoist fee

To be eligible for this flat rate payment through the **Work category 521: Total Mobility flat rate payments**, the following criteria must be met by the transport operator:

- the transport operator must be contracted by the local authority to provide Total Mobility transport services
- the fare meter must not operate while Total Mobility passengers are being loaded into or out of the wheelchair accessible vehicle
- Total Mobility scheme users who cannot transfer in and out of a wheelchair accessible vehicle independently and cannot get into a wheelchair accessible vehicle without the use of a hoist or ramp
- only one payment may be claimed for each trip taken by a Total Mobility scheme user using the wheelchair hoist (the payment is for each passenger carried per trip), and
- the transport operator must pass the payment on to the owner of the wheelchair accessible vehicle if the vehicle is not owned by the transport operator.

### 6.3.3 Safety standards for a wheelchair accessible vehicle

All wheelchair hoists (and/or ramps and winches) must be inspected and certified as safe for use by an approved engineer of low volume vehicles, and the hoists (and/or ramps and winches) must be maintained at certificate of fitness standard at all times.

All Total Mobility passengers who are transported in a wheelchair accessible vehicle must be restrained with one of the following:

- harness belt
- lap belt
- lap-sash belt.

All practicable attempts to secure passengers travelling in a wheelchair in a hoist vehicle will be made. However, drivers will not be permitted to carry any passengers who refuse to wear the appropriate seatbelt.

## 6.4 Driver training

Each new driver should be provided with Total Mobility induction explaining the essential elements of Total Mobility services prior to being fully trained in the courses set out below. The transport operator will ensure that all drivers have been trained in:

- NZQA unit standard 1748 (Passenger service: demonstrate skills required to assist passengers with special needs), and/or
- a council-approved training course to an equivalent standard.

The transport operator will ensure that all drivers of wheelchair accessible vehicles are trained in:

- NZQA unit standard 1748 (Passenger service: demonstrate skills required to assist passengers with special needs), and
- NZQA Unit Standard 15165 (Transport passengers in wheelchairs using Total Mobility vehicles equipped with hoist or ramp), or
- Regional council-approved training courses to an equivalent standard.

A driver register should be provided to the local authority annually (or at an agreed period between the transport operator and the local authority) to verify this training has occurred.

## 6.5 Driver terms and conditions

Local authorities should ensure the expectations of transport drivers are clearly defined by ensuring a cohesive set of terms and conditions are developed and circulated to all drivers operating the Total Mobility scheme. Consideration should be given to the following when developing these terms and conditions:

- Driver declaration
- General terms
- Requirements prior to undertaking a Total Mobility trip
- Accepting and processing vouchers and/or electronic cards
- Completing and recording the trip
- Payment of hoist fees
- Carriage of Total Mobility scheme users including from other regions.

# 7 Administration and monitoring

## 7.1 Data and monitoring

To ensure the efficacy and ongoing viability of the Total Mobility scheme, Waka Kotahi must undertake monitoring of current demand and consider future demands on the scheme. Information relating to Total Mobility trips and the costs associated with providing the trips will need to be verified as part of the regular procedural audit function of Waka Kotahi.

## 7.2 Achievement returns

Monthly and annual achievement reports are submitted by regional authorities using the Waka Kotahi Transport Investment Online (TIO) tool.

Currently regions submit achievement returns that record patronage and financial claims. This data enables some Total Mobility trends to be monitored but is insufficient by itself to provide a sound basis for policy decisions.

Data from Total Mobility activity that is captured in TIO includes:

- Client data – number of active clients.
- Transport operator data – number of wheelchair hoist vehicles.
- Assessment agency data – number of assessment agencies and assessment agency contracts.

Local authorities should collect information that is available, which could assist with analysing trends and can be shared with Waka Kotahi. This could include:

- Client data
  - › Number of clients requiring the use of the wheelchair hoist.
  - › Age and gender of client.
  - › Nature of the impairment (physical sensory, intellectual, neurological).
  - › Number of clients who can use public transport some of the time.
- Transport operator data
  - › Number of providers by type (commercial transport operator).
  - › Average age of wheelchair hoist vehicles/hoists.
  - › Number of providers who have been removed from the scheme due to contract breaches/misconduct.
- Assessment agency data
  - › Cost of assessment/membership of assessment agency - Assessment agency contracts.
- Financial performance
  - › Subsidy (Waka Kotahi and local share).
  - › Maximum fare subsidy.
  - › Percentage of trips higher than the maximum fare subsidy.
  - › Number of trips.
  - › Costs/number of hoist replacements.
  - › Number of wheelchair hoist flat payments.
  - › Number of wheelchair hoist trips (ie How many hoist trips carried more than one passenger).

## 7.3 Customer satisfaction surveys

Customer satisfaction surveys need to be undertaken to determine the service quality that is provided, from the perspective of Total Mobility scheme users.

What Waka Kotahi needs to know is that the service provided is safe, comfortable, affordable and any improvements which may improve the Total Mobility scheme. This information can be obtained by customer user surveys and can be tracked over time and reported every three years.

# Appendix 1

## Total Mobility review phase 1 and 2 criteria

### Phase 1 criteria

- The following people should be included if they meet the eligibility criteria:
  - › People with impairments who meet eligibility for TM some of the time.
  - › People with an impairment that has lasted or is expected to last six months or longer.
  - › Children.
  - › People who live in residential care.
- The Waka Kotahi *Total Mobility scheme: policy guide for local authorities* is being used by assessment agencies.
- The minimum fare threshold has been removed.
- There are no restrictions on the purpose of the trip.
- The fare subsidy is always 75 percent.

### Phase 2 criteria

- A process is in place to make sure the maximum fare subsidy will be reviewed every three years
  - check when it was last reviewed.
- The maximum fare subsidy (as above) has been applied.
- There are no town boundary restrictions.
- The needs of users, budget constraints and other region's approaches are considered when allocating vouchers.
- Contracts with assessment agencies have been implemented.
- Assessment training has been conducted with the all assessors - and plans are in place to continue with assessment training.
- Potential users can be assessed by a voluntary disability sector agency.
- Contracts with transport providers have been implemented/signed.
- Investigations - are there areas in your region where taxis operate that don't currently provide total mobility?



Position/s	Delegation
Chief Executive and one other Group Manager jointly for all contracts & services	\$300,000
Chief Executive alone	\$200,000
Group Managers <ul style="list-style-type: none"> <li>• Office of the Chief Executive</li> <li>• Regulatory and Policy</li> <li>• Environmental Science</li> <li>• Information Services</li> </ul>	\$100,000
Group Managers <ul style="list-style-type: none"> <li>• Corporate Services</li> <li>• Catchment Management</li> <li>• Council Business Unit</li> </ul>	\$150,000

## 6.1.3 Attachment 3

### Key projects for years 1 to 3

Council will deliver the following key projects:

#### ▶ Regional Land Transport Plan

- Undertake an interim review of the Regional Land Transport Plan in year 3.

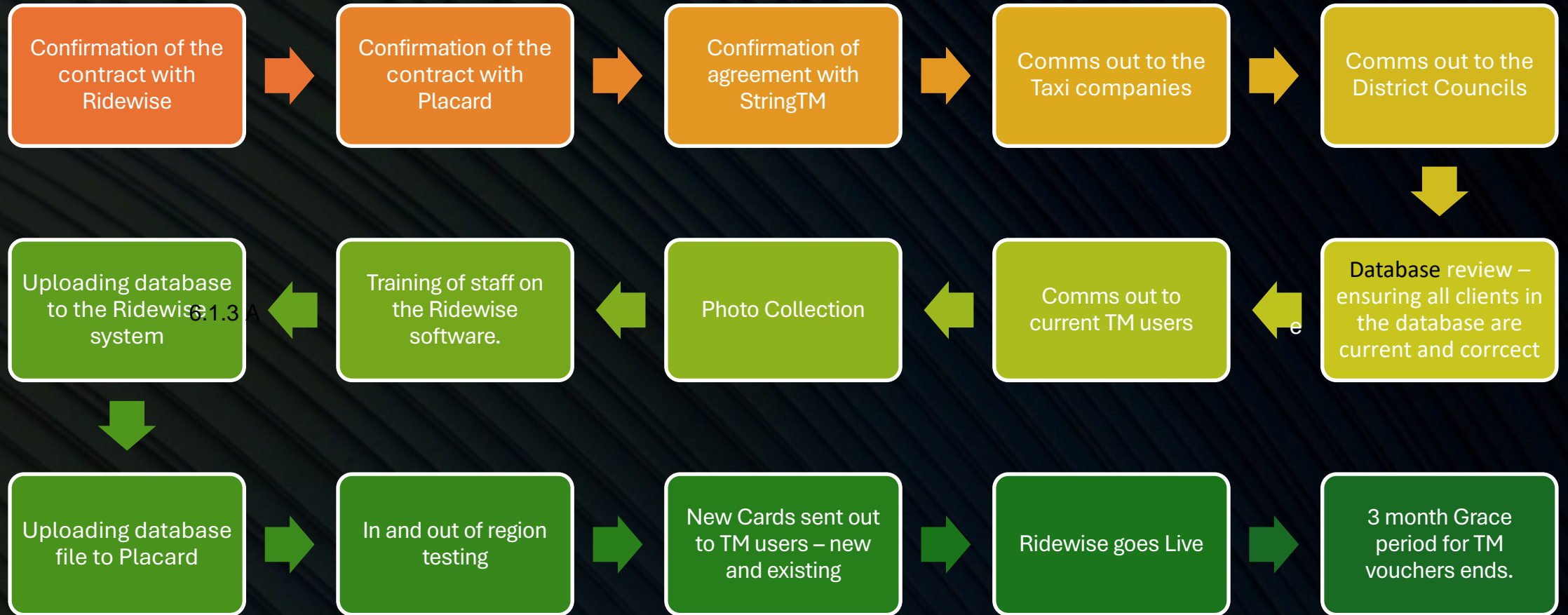
#### ▶ Total Mobility

- Replace the current paper voucher system with permanent Total Mobility Scheme user ID cards in year 1.

#### ▶ Regional Public Transport Plan

- Undertaken investigation as to the demand for public transport services, and form that these may take, in year 3.

# Implementation



## REGIONAL TRANSPORT PROGRAMME AND FUNDING

### WEST COAST REGIONAL COUNCIL

	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
<b>Subsidised Activities</b>										
<b>Expenditure (by GPS Activity Class)</b>										
Road safety promotion	\$37,069	\$36,269	\$33,338	\$28,135	\$8,135	\$32,538	\$8,935	\$28,135	\$32,538	\$8,935
Total Mobility Services	\$412,833	\$393,070	\$377,904	\$376,337	\$400,724	\$451,169	\$454,576	\$483,809	\$539,403	\$548,279
Investment Management	\$111,869	\$80,008	\$104,971	\$66,771	\$66,874	\$105,278	\$67,085	\$67,190	\$105,597	\$67,408
<b>Total Expenditure</b>	<b>\$561,771</b>	<b>\$509,347</b>	<b>\$516,214</b>	<b>\$471,243</b>	<b>\$475,732</b>	<b>\$588,985</b>	<b>\$530,596</b>	<b>\$579,134</b>	<b>\$677,539</b>	<b>\$624,622</b>
<b>Revenue for Subsidised Activities</b>										
Approved Organisation Revenue	\$171,174	\$149,112	\$146,345	\$128,988	\$128,303	\$164,444	\$142,063	\$155,901	\$186,511	\$165,477
National Land Transport Fund Revenue	\$390,597	\$360,235	\$369,869	\$342,255	\$347,429	\$424,541	\$388,533	\$423,233	\$491,028	\$459,145
<b>Total Revenue</b>	<b>\$561,771</b>	<b>\$509,347</b>	<b>\$516,214</b>	<b>\$471,243</b>	<b>\$475,732</b>	<b>\$588,985</b>	<b>\$530,596</b>	<b>\$579,134</b>	<b>\$677,539</b>	<b>\$624,622</b>



**5.2 Withdrawal of the Regional Speed Management Plan****Author** Max Dickens, Policy Manager**Authoriser** Steven May, Acting Group Manager Regulatory & Policy**Public** No**Excluded****Report Purpose**

This report requests the Regional Transport Committee's approval to withdraw the Draft West Coast Regional Speed Management Plan following the Minister of Transport signing the new Land Transport Rule: Setting of Speed Limits Rule 2024.

**Report Summary**

The Minister of Transport announced on 28 September 2024 that he had signed a new Speed Limit Rule (Attachment 10) that would reverse some speed limit changes that have been implemented since 2019 and remove the ability to submit regional Speed Management Plans. The new Rule applies blanket permissible speed limits going forwards and significantly limits the ability of District Councils to implement speed changes in the future. The Rule comes into effect on 30 October 2024 and mandated reversals must be completed by 1 July 2025.

**Recommendations**

***It is recommended that the Committee resolve to:***

1. *Receive this report.*
2. *Approve the formal withdrawal of the Draft West Coast Regional Speed Management Plan (2024).*

**Issues and Discussion****Background**

*The four Councils on the West Coast decided to develop a single, Regional Speed Management Plan (RSMP/The Plan) to improve efficiency and coordination.*

The Plan (Attachment 6) mainly adhered to the minimum requirements to lower limits around schools. However, it also included some small, fixed speed zones around schools, a handful of roads that are regularly raised by local residents as a cause for concern, or were more appropriate at a lower speed. The Plan was publicly consulted on from 14 March 2024 to 16 April 2024.

In December 2023 the Minister of Transport sent a letter to all Councils instructing them to halt all speed changes and await the release of the new national Rule. Consultation on the draft national Rule ran from 13 June 2024 to 11 July 2024. On 5 July 2024, RTC approved a combined submission from the West Coast Councils on the draft Rule (Attachment 7).

### **Current situation**

*The required speed limit reversals appear<sup>1</sup> to apply to areas containing schools and inter-regional connectors.*

The new Rule mandates (only) variable limits outside of schools, and requires Councils to reverse speed limits that were changed:

*“where one of the reasons for reducing the speed limit was because there is a school in the area... If there's a local street where a permanent 30km has been applied but the reason/s for setting the 30km wasn't because there was a school in the area then that speed limit does not need to be reversed” (Attachment 8).*

Therefore, the Rule contradicts the intended aim to improve safety for children as it most prescriptive in areas where schools are present. This applies even if the new limits received overwhelming public support or there has been a reduction in crashes and near misses. There will also be no additional central government funding provided to reverse the limits in question – adding additional costs to ratepayers.

The West Coast RSMP cost \$78,026.02 to develop – not including staff time and work by Road Controlling Authorities (RCAs). The RCAs also commissioned additional services. For example, Buller District Council spent an additional \$172,772.12 to complete their section of the Plan. District Councils are currently investigating how much additional costs the speed reversals will cost ratepayers. Some RCAs have indicated that they are investigating the legality of the new Rule, and may not abide by it at all.<sup>23</sup>

RCAs must abide by the following timeframes:

- By 1 May 2025 RCAs must provide a list of all roads in scope of the reversal provisions to NZTA.

---

<sup>1</sup>Note that the NZTA teams who worked with Councils on speed management have been disestablished/redeployed, and the new Rule is worded in such a way that leaves it open to interpretation.

<sup>2</sup><https://www.1news.co.nz/2024/09/07/risky-expensive-and-confusing-councils-challenge-governments-proposed-speed-limit-changes/>

<sup>3</sup><https://www.rnz.co.nz/news/national/521327/auckland-council-votes-against-raising-speed-limits-opposing-government-plan>

- By 1 July 2025 all roads in scope of the reversal provisions must be reversed, with reversed speed limits in the National Speed Limits Register (NSLR) and in force, with new signs and road markings in place (any road sections outside school gates must be variable)
- By 1 July 2026 roads outside school gates must have variable speed limits implemented (with some exceptions).

*The new Rule places substantial new requirements on Councils that wish to implement speed limit changes.*

The Rule requires RCAs to undertake a cost-benefit analysis for each individual road that is considered for a speed change, before undergoing a further 'extensive' six week consultation. This is an excessive administrative load for even larger councils, let alone those with limited resources. Most SMP work was funded under the Low Cost Low Risk (LCLR) funding programme. This programme is in effect no longer funded by NZTA for the next 3 years, as specified by the recent Government Policy Statement.

Consultation documents must also be provided road-by-road which is highly unusual, and could potentially create repetition amongst documents. It also means that Councils must effectively consult a second time in order to proceed with any planned speed reductions. This also overrides any consultation that has already been carried out.

### *Speed Limit Classifications*

Having completed 10 weeks of consultation and developing a cost-benefit analysis, there is still a significant chance that the change will be rejected by the Director of Land Transport if the proposed limit does not abide by the new 'speed limit classifications.' This applies blanket permissible speed limits to each road type, and removes the ability for local councils to easily make decisions for the roads that they ostensibly control.

The Minister has also made changes to operational policy such as how cost-benefit (CBAs) analyses are performed. These changes do not follow the NZTA cost-benefit guidebook and stop RCAs from being able to calculate externalities such as traffic congestion, pollution or safety concerns repressing active transport demand. The Ministry of Transport information sheet provided (Attachment 9) also provides inaccurate additional information. For example, the information sheet suggests that European countries with good safety records have 50km/h urban limits. However, these are often merely a 'default' limit which have usually then been lowered to improve safety.

### Options Analysis

*Option 1 – Preferred Option: Formally withdraw the Draft West Coast Regional Speed Management Plan.*

This is the preferred Option as the new Rule removes the ability to submit an RSMP. However, it should be noted that this option renders the Plan development and consultation process unnecessary. DCs can still choose to develop and submit individual SMPs.

*Option 2: Submit the Draft West Coast Regional Speed Management Plan as it is currently written.*

Option 2 would reflect the wishes of residents as raised during the consultation process. However, it would likely be rejected by NZTA so this option is not advised.

### Costs and Benefits

The new national Rule ensures that the development of the Draft West Coast RSMP is now a sunk cost. It will also directly add costs to ratepayers to implement the blanket speed increases. Safety outcomes are likely to become worse.

### Considerations

#### Implications/Risks

The largest risks are Councils effectively losing the ability to control the roads that they have authority over, and roads continuing to have poor safety outcomes. As well as the immediate social and economic cost, perceptions of safety also limit the freedom of people to travel by different modes. For example, the ability of children to cycle to school.

### Significance and Engagement Policy Assessment

This proposal triggers multiple aspects of the Significance and Engagement Assessment:

- Community interest is relatively high and the likely consequences are controversial.
- Affects the level of service West Coast District Councils are able to provide their ratepayers, as it will be effectively impossible to implement safety improvements in the future.
- The proposal will affect a large portion of the community.
- Speed changes have already been consulted on. This policy overrides that, even if the proposal received high levels of public support.



**Attachments**

Attachment 6: Draft Regional Speed Management Plan

Attachment 7: West Coast Speed Management Rule Submission

Attachment 8: Extra Information for RCAs

Attachment 9: Information Sheet

Attachment 10: Setting of Speed Limits Rule 2024

6.1.3 Att

6.1.3 Attachment 3

Type text here

# Draft West Coast Regional Speed Management Plan 2024-2026



---

## Table of Contents

<b>1.</b>	<b>Introduction</b>	<b>1</b>
<b>2.</b>	<b>Purpose</b>	<b>1</b>
<b>3.</b>	<b>Why Does Speed Matter?</b>	<b>1</b>
<b>4.</b>	<b>The Process</b>	<b>3</b>
<b>5.</b>	<b>Regional 10-Year Vision</b>	<b>4</b>
5.1	Vision	4
5.2	Objectives	4
5.3	Strategic Alignment to Government Direction	4
5.4	Alignment to NZTA Speed Management Guide Principles	7
<b>6.</b>	<b>Whole-of-Network Approach</b>	<b>7</b>
<b>7.</b>	<b>Three-Year Implementation Plan</b>	<b>8</b>
7.1	Buller District	8
7.2	Grey District	9
7.3	Westland District	11
7.4	Department of Conservation	12
<b>8.</b>	<b>Monitoring Programme</b>	<b>12</b>
<b>9.</b>	<b>Variations</b>	<b>14</b>
<b>10.</b>	<b>Government's Proposed Changes to Speed Rule</b>	<b>14</b>
10.1	Requirements for Variable Speed Limits Outside Schools	14
<b>11.</b>	<b>Conclusion</b>	<b>14</b>

---

## Tables

Table 5.1 Speed Management Alignment with the GPS Priorities	5
Table 7.1 Buller District School List	8
Table 7.2 Buller District Proposal	9
Table 7.3 Grey District School List	9
Table 7.4 Grey District Proposal	10
Table 7.5 Westland District School List	11
Table 7.6 Westland District Proposal	11
Table 7.7 Doc Road Proposal	12
Table 8.1 Speed Management KPIs	12
Table 8.2 Baseline KPIs	13

## Figures

Figure 3.1 Crash Survival Rates at Different Speeds	2
Figure 5.1 Strategic Priorities of the GPS Land Transport (2021/22-2030/31)	4
Figure 5.2 Principles And Focus Areas of the Road to Zero Strategy	5
Figure 5.3 West Coast Community Transport Survey Strategic Priorities	6
Figure 5.4 NZTA Guiding Principles for Speed Management	7

---

## 1. Introduction

**This plan outlines the West Coast approach to managing speed limits on the local roading network.**

**The new Government has recently made changes to the Land Transport Rule for Speed Management. Click on [this link](#) to see an explanation of the changes.**

The West Coast Regional Council, in partnership with the Buller, Grey, and Westland District Councils, has developed this plan to outline the approach to road safety and the proposed speed limit changes on local roads across the West Coast. The key objective is to create a safe road network for all road users.

To determine appropriate speed limits, a significant analysis process has been undertaken considering:

- National guidelines for safe and appropriate speeds as recommended by NZ Transport Agency,
- Input from the local community
- Insights from key stakeholders who hold valuable knowledge about the area.

In the initial phase of implementation over the next three years 2023/24 to 2025/26, we will focus on:

- Schools on local roads
- High-risk and high-benefit areas (i.e., places with a high concentration of people like town centres)
- Addressing local roads and areas identified by the community as important.

## 2. Purpose

The purpose of this document is to set out the ten-year vision for speed management in the region and the three-year implementation plan for 2023/24-2025/26. This Speed Management Plan (SMP) focuses on initial high-benefit areas and schools. Additional rural or remote roads will be assessed at a later date. The outcome is to provide a network-wide approach to speed management for Buller, Grey, and Westland District Councils, and the Department of Conservation.

This plan excludes the State Highway network. NZ Transport Agency Waka Kotahi has developed an interim Draft Speed Management Plan 2023 for the State Highway network. The State Highway draft plan was consulted on in late 2022 and is awaiting review and approval.

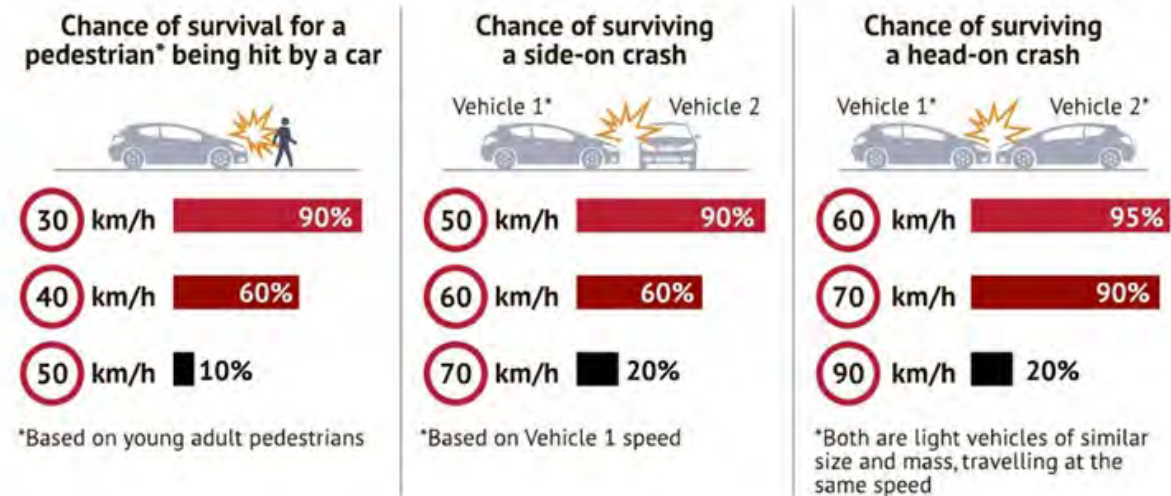
## 3. Why Does Speed Matter?

### **Speed is a Determining Factor in the Likelihood, and Severity of Injury**

The severity of injury and possibility of fatality increases depending on the road and section type combined with road users. International best practice is that 30km/h is the desirable Safe System speed on roads and streets where high numbers of active road users, especially children, are present. A pedestrian struck by a motor vehicle at this speed has a strong chance of surviving and avoiding a serious injury. The probability of a pedestrian being killed rises as impact speed increases. The probability approximately doubles between 30km/h and 40km/h and doubles again from 40km/h to 50km/h. These factors have informed the target Safe System speeds.



As speed increases, so does the risk of a fatality



(Based on Wramberg, P 2005, 'A new approach to a safe and sustainable road structure and street design for urban areas', Road safety on four continents conference, 2005, Warsaw, Poland, Swedish National Road and Transport Research Institute (VTI), Linköping, Sweden.)

Figure 3.1 Crash Survival Rates at Different Speeds

---

## 4. The Process



## 5. Regional 10-Year Vision

### 5.1 Vision

Having “**a safe, resilient and connected multi-modal transport network which enables the West Coast to thrive**” is the vision set by the Regional Transport Committee, recognising the critical nature of the transport network to the economic and social wellbeing of West Coast communities.

### 5.2 Objectives

The Regional Land Transport Plan (RLTP) sets out a number of objectives for the region, linking to the vision and the outcomes set out in the Ministry of Transport Outcomes Framework. The key objective for speed management in the RLTP focuses on road safety outcomes:

*A transport network that is **safe for all users** with a target to reduce deaths and serious injuries on West Coast roads.*

### 5.3 Strategic Alignment to Government Direction

#### Government Policy Statement (GPS) on Land Transport<sup>1</sup>

Speed management plans must align with the GPS on Land Transport (2021/22-2030/31). The GPS has four strategic priorities:

- Safety
- Better Travel Options
- Climate Change
- Improving Freight Connections

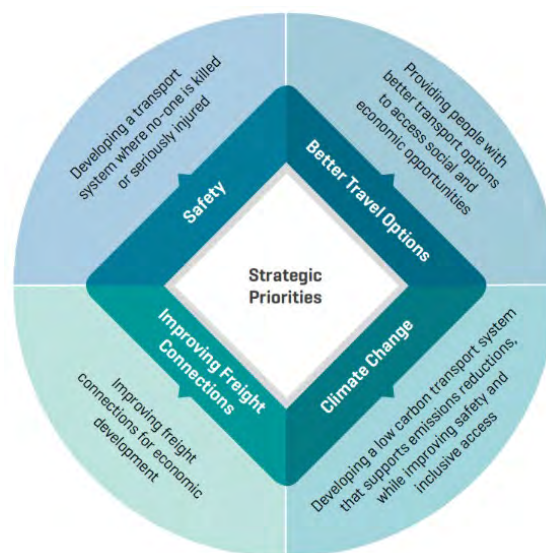


Figure 5.1 Strategic Priorities of the GPS Land Transport (2021/22-2030/31)

<sup>1</sup> The new GPS will be released in 2024 however it is expected to maintain the existing key priorities.



This Speed Management Plan aligns closely with the Safety, and Better Travel Options priorities as noted in Table 5.1.

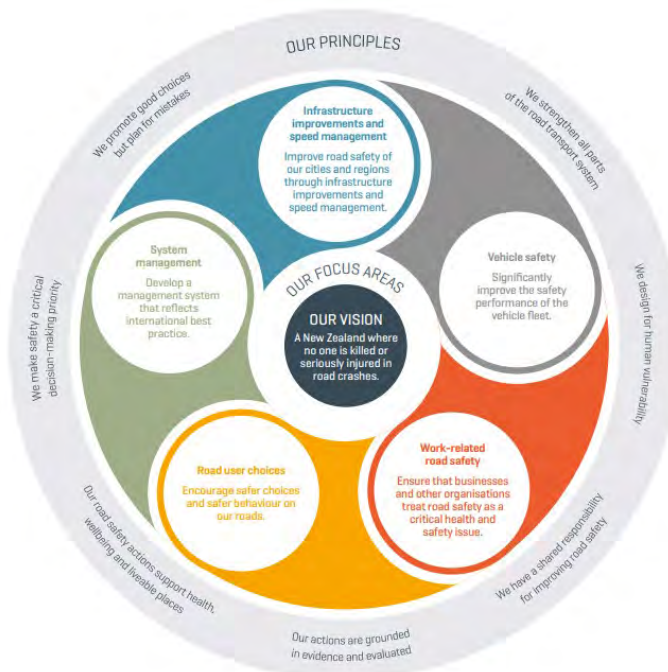
**Table 5.1 Speed Management Alignment with the GPS Priorities**

GPS Priority	Speed Management Plan (SMP) Alignment
Safety	In accordance with the NZTA Speed Management Guide: Road to Zero edition, this (SMP) proposes speed limits to minimise the risk of fatal and serious injury to all road users by reducing impact speeds and crash forces. A cohesive approach to speed management is a key element in working towards a road network where no one is killed or seriously injured.
Better Travel Options	Following NZTA Speed Management Guide: Road to Zero edition, this SMP proposes speed limits in accordance with the One Network Framework Street categories. This will enable more equitable access to a variety of safe and healthy transport options, particularly in urban areas and around schools.

### Road to Zero

Road to Zero is New Zealand’s Road Safety Strategy 2020 - 2030. The Road to Zero Strategy sets a target of reducing deaths and serious injuries on our roads by 40% by 2030 compared to 2018 levels with an overarching vision of a New Zealand where no one is killed or seriously injured in road crashes. The strategy has five focus areas:

- Infrastructure improvements and speed management
- Vehicle safety
- Work-related road safety
- Road user choices
- System management



**Figure 5.2 Principles And Focus Areas of the Road to Zero Strategy**

This SMP directly falls within the first focus area of Infrastructure Improvements and Speed Management. The SMP also aligns with the System Management focus area with Councils working collaboratively within the Region to deliver safer speeds that align with international best practices.

A West Coast Community Transport survey conducted from October to December 2022 resulted in 1,099 people giving feedback that will help all three Councils to better understand and make decisions about their local roads. Most (95%) respondents live on the West Coast, spread across Buller - 454 (41%), Grey - 290 (26%), and Westland - 311 (28%).

Feedback from the survey shows that nearly 90% of respondents consider 'Road to Zero' to be important or very important to them. It has been identified as the most crucial strategic direction when compared to the other options in the survey, as illustrated in Figure 5.3.

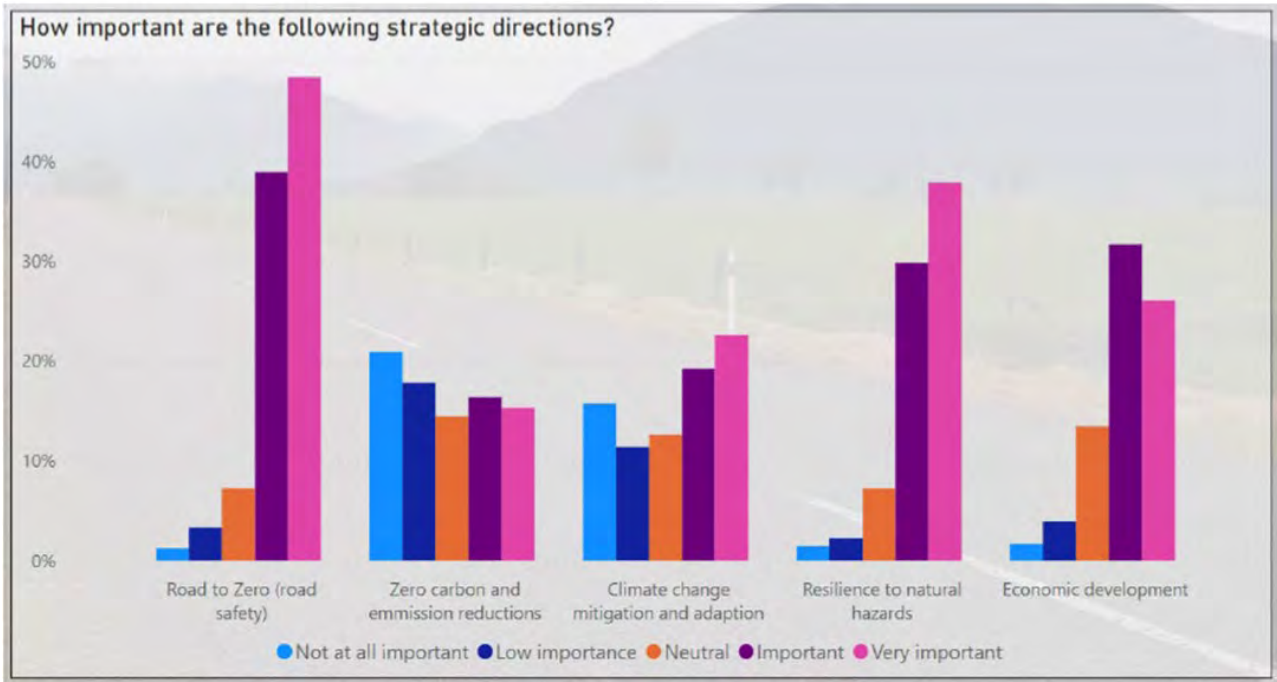


Figure 5.3 West Coast Community Transport Survey Strategic Priorities

### Land Transport Rule: Setting of Speed Limits 2022

The Rule was adopted in 2022 and requires Road Controlling Authorities to develop SMPs. The Rule provides a whole network approach to speed management to be considered alongside investment in road safety infrastructure. Buller, Grey, Westland District Councils, and the Department of Conservation have worked collaboratively on the SMP to achieve consistency throughout the West Coast.

The NZTA Speed Management Guide: Road to Zero Edition sets out the approach to speed management planning to align with the Road to Zero Strategy and the Setting of Speed Limits Rule. The Speed Management Guide was used to develop this SMP, to ensure that the Plan aligns with the Rule and the Road to Zero Strategy.

## 5.4 Alignment to NZTA Speed Management Guide Principles

Road Controlling Authorities are expected to follow the key principles in the NZTA Speed Management Guide when developing their SMPs:

- Survivable speeds, ensuring safety for all road users
- Consistent and safe speed limits to support health, wellbeing, and liveable places for all
- Speed limits are set with reference to the One Network Framework Street categories and the standard of the transport (safety) infrastructure
- Safe speeds are integrated, and recognised as one part of the framework, along with engineering, education, and enforcement solutions.



Figure 5.4 NZTA Guiding Principles for Speed Management

## 6. Whole-of-Network Approach

This SMP combines the Buller, Grey, and Westland Districts' Speed Plans into one consistent proposal for the West Coast. While developing the Plan, the NZTA draft Interim SMP for the State Highway network has also been considered.

For local roads that are not covered in this Plan, it is proposed that these will be reviewed in 2026/27.

## 7. Three-Year Implementation Plan

The proposed implementation plan supports the overall objectives of the RLTP, and in particular to make the transport network safe for all users as it aims to reduce deaths and serious injuries. With approximately 1,900 kilometers of local roads (excluding State Highways) across the West Coast, the implementation plan has focused on the initial high areas.

- Schools: All the schools in the Region have been reviewed to improve safety for children and students. There are no proposed speed limit changes for areas outside schools located on State Highways as this will be addressed under the NZTA workstream
- High-priority roads and areas: The areas with a high percentage of active road users have been included in the plan. This includes some areas requested by the community for review, and where suitable, have been included in the plan.

Based on the above considerations, the following speed limit proposals have been developed for the Buller (7.1), Grey (7.2), Westland (7.3), and Department of Conservation (7.4) areas.

### 7.1 Buller District

#### School Speed Limit Proposal

Table 7.1 Buller District School List

School Name	Category	Existing Speed Limit	Proposed Speed Limit	Map Reference	Implementation Timeframe	Comment
Buller High School	1	Permanent 50 km/h	Permanent 30 km/h	B6	2023/24	
Karamea Area School	1	Permanent 50 km/h	Permanent 30 km/h	B2	2023/24	
Reefton Area School	1	Permanent 50 km/h	Permanent 30 km/h	B9	2023/24	
Sacred Heart School	1	Permanent 50 km/h	Permanent 30 km/h	B9	2023/24	
St Canice's School	1	Permanent 50 km/h	Permanent 30 km/h	B6	2023/24	SH Interim SMP proposes 30 km/h variable speed limit on SH67.
Westport North School	1	Permanent 50 km/h	Permanent 30 km/h	B6	2023/24	
Westport South School	1	Permanent 50 km/h	Permanent 30 km/h	B6	2023/24	
OneSchool Global Westport	1	Permanent 50 km/h	Permanent 30 km/h	B6	2023/24	

## High Priority Roads and High Priority Areas

Table 7.2 Buller District Proposal

Area/Road	Map Reference	Implementation Timeframe	Comment
Kohaihai Road	B1	2024/25	N/A
Little Wanganui	B3	2024/25	N/A
Seddonville	B4	2024/25	N/A
Powerhouse Road	B5	2024/25	N/A
Westport	B6	2024/25	School zones will be implemented in 2023/24.
Cape Foulwind	B7	2024/25	N/A
Charleston	B8	2024/25	N/A

## 7.2 Grey District

### School Speed Limit Proposal

Table 7.3 Grey District School List

School Name	Category	Existing Speed Limit	Proposed Speed Limit	Map Reference	Implementation Timeframe	Comment
Awahono School	1	Permanent 50 km/h	Permanent 30 km/h	G1	2024/25	N/A
Blaketown School	1	Permanent 50 km/h	Permanent 30 km/h	G4	2023/24	N/A
Cobden School	1	Permanent 50 km/h	Permanent 30 km/h	G4	2023/24	N/A
Greymouth High School	1	Permanent 50 km/h	Variable 30km/h	G4	2023/24	SH Interim SMP proposes a 30 km/h variable speed limit on SH6.
Greymouth Main School	1	Permanent 50 km/h	Permanent 30 km/h	G4	2023/24	N/A
John Paul II High School	1	Permanent 50 km/h	Permanent 30 km/h	G4	2023/24	N/A
Karoro School (Tasman St and Rata St)	1	Permanent 50 km/h	Permanent 30 km/h	G6	2024/25	N/A
Lake Brunner School	1	Permanent 50 km/h	Permanent 30 km/h	G8	2023/24	N/A

School Name	Category	Existing Speed Limit	Proposed Speed Limit	Map Reference	Implementation Timeframe	Comment
Paparoa Range School	1	Permanent 50 km/h	Permanent 30 km/h	G5	2024/25	N/A
Paparoa Range School-Blackball site	1	Permanent 50 km/h	Permanent 30 km/h	G2	2024/25	N/A
Paroa School (Paroa School Road)	1	80 km/h with variable 40 km/h	Permanent 30 km/h	G7	2024/25	N/A
Runanga School	1	Permanent 50 km/h	Permanent 30 km/h	G3	2024/25	N/A
St Patrick's School	1	Permanent 50 km/h	Permanent 30 km/h	G4	2023/24	N/A

### High Priority Roads and High Priority Areas

Table 7.4 Grey District Proposal

Area/Road	Map Reference	Implementation Timeframe	Comment
Blackball	G2	2024/25	N/A
Sumner Road	G7	2024/25	N/A
Moana	G9	2023/24	N/A

### 7.3 Westland District

#### School Speed Limit Proposal

Table 7.5 Westland District School List

School Name	Category	Existing Speed Limit	Proposed Speed Limit	Map Reference	Implementation Timeframe	Comment
Fox Glacier School	1	Permanent 60 km/h	Variable 30 km/h	W8	2023/24	N/A
Haast School	1	Permanent 50 km/h	Variable 30 km/h	W9	2023/24	N/A
Hokitika Primary School	1	Permanent 50 km/h	Permanent 30 km/h	W3	2023/24	N/A
Kokatahi-Kowhitirangi School	1	Permanent 80 km/h	Variable 30 km/h	W4	2023/24	N/A
Kumara School	1	Permanent 50 km/h	Permanent 30 km/h	W1	2023/24	N/A
Ross School (Gibson Street and Monteith Street)	1	Permanent 50 km/h	Permanent 30 km/h	W5	2023/24	SH Interim SMP proposes variable 30 km/h on SH6
South Westland Area School	1	Permanent 50 km/h	Variable 30 km/h	W6	2023/24	N/A
Westland High School	1	Permanent 50 km/h	Permanent 30 km/h	W3	2023/24	N/A

#### High Priority Roads and High Priority Areas

Table 7.6 Westland District Proposal

Town/Area	Map Reference	Implementation Timeframe	Comment
Kumara	W1	2023/24	N/A
Arahura Pa	W2	2024/25	N/A
Hokitika	W3	2023/24	N/A
Ross	W5	2023/24	N/A
Franz Josef	W7	2025/26	N/A

## 7.4 Department of Conservation

Table 7.7 Doc Road Proposal

Road Name	District Area	Existing Speed Limit	Proposed Speed Limit	Implementation Timeframe	Comment
Marble Hill Road	Buller	Permanent 100 km/h	Permanent 20 km/h	2023/24	Existing 20 km/h speed limit sign(s) on the road
Prohibition Road	Buller	Permanent 100 km/h	Permanent 20 km/h	2023/24	Existing 20 km/h speed limit sign(s) on the road
Southside Road View Road	Buller	Permanent 100 km/h	Permanent 50 km/h	2023/24	Existing 50 km/h speed limit sign(s) on the road

## 8. Monitoring Programme

It is important to keep track and ensure the outcomes of the Plan are being met. Changes outlined will be monitored on an annual basis by Buller, Grey, and Westland District Councils, and an evaluation report will be developed 12 months after a new speed limit has been introduced.

Three key outcomes will be monitored: changes in the speed limit, user safety, and perception of safety. For each of the outcomes, the key performance indicators (KPI) proposed are shown in Table 8.1.

Table 8.1 Speed Management KPIs

Outcomes	Measure Name	Measure
<b>Changes in speed limit</b>	Safe and appropriate speed	% Road network that is at or below the safe and appropriate speed
	Category 1 schools	% Category 1 schools with 30-40 km/h speed limit
	Category 2 schools	% Category 2 schools with 60 km/h speed limit or lower
<b>Changes in user safety</b>	Crashes by severity	Number of crashes by severity from Crash Analysis System (CAS)
	Death and serious injuries	Number of death and serious injuries from CAS
	Travel speed gap	Difference between the new speed limit and actual speed
<b>Changes in perception of safety</b>	Perception of safety	Perception of safety and ease of walking and cycling, determined by post implementation surveys



### Category One and Two Schools

Under the Setting of Speed Limits Rule, schools have been grouped into two categories which determine the appropriate speed limit for the surrounding roads.

- **Category 1:** where schools would have 30km/h (fixed or variable) speed limits, or 40km/h limits if they existed prior to the Speed Rule taking effect
- **Category 2:** where school area could provide for a maximum of 60km/h speed limits but include an explanation about how the Safe System principles would be met.

The categorisation effectively recognises that there are different operating conditions and risk profiles between urban and rural areas, for example where pupils are generally driven to school and distances may make active transport modes less practical.

The data sources for these KPIs will be traffic tube counts (or other alternative data sources) at specified locations and these will be supported by control sites monitoring, where possible, post-implementation surveys, and crash data from the Crash Analysis System (CAS) database. This information will be collected, analysed, and reported annually to determine the impacts of the Plan over time. Baseline information will also be collected prior to implementation of the Plan to be able to monitor the KPIs.

**Table 8.2 Baseline KPIs**

District	% Road Network SAAS <sup>2</sup> Aligned	% Category 1 Schools With 30-40 km/H Speed Limit	% Category 2 Schools With 60 Km/H Speed Limit Or Lower	DSI <sup>3</sup> - Crashes (2018-2022)	DSI – Total Injury Count (2018-2022)
<b>Buller District</b>	3%	0% (Out of 10)	N/A	16	17
<b>Grey District</b>	2.8%	8% (1 out of 12)	0% (Out of 1)	18	21
<b>Westland District</b>	24%	17% (2 out of 12)	N/A	12	15

In addition to these indicators, there is a range of co-benefits that individual road controlling authorities may choose to report on. These include mode shifts and emissions changes that may occur.

<sup>2</sup> SAAS - safe and appropriate speed

<sup>3</sup> DSI – deaths and serious injuries

---

## 9. Variations

Road-Controlling Authorities may wish to prepare a variation to this SMP, with the approval of the Director of Land Transport.

## 10. Government's Proposed Changes to Speed Rule

The Land Transport Rule: Setting of Speed Limits 2022 has been recently amended. Changes have been signalled to the Rule that will involve the removal of mandatory requirements for local Road Controlling Authorities to implement SMPs and to remove deadlines for submission by 29 March 2024.

The intent of the changes is expected to be that the preparation of SMPs will become a discretionary requirement with no set deadline for delivery. Any previous deadlines for the preparation of SMPs will be revoked, including deadlines for Regional Transport Committees and Road Controlling Authorities to meet deadlines associated with setting speed limits outside of schools.

In addition, it is anticipated that in future the Minister of Transport will have the authority to set deadlines for the steps involved in developing, varying, or replacing SMPs, rather than NZ Transport Agency.

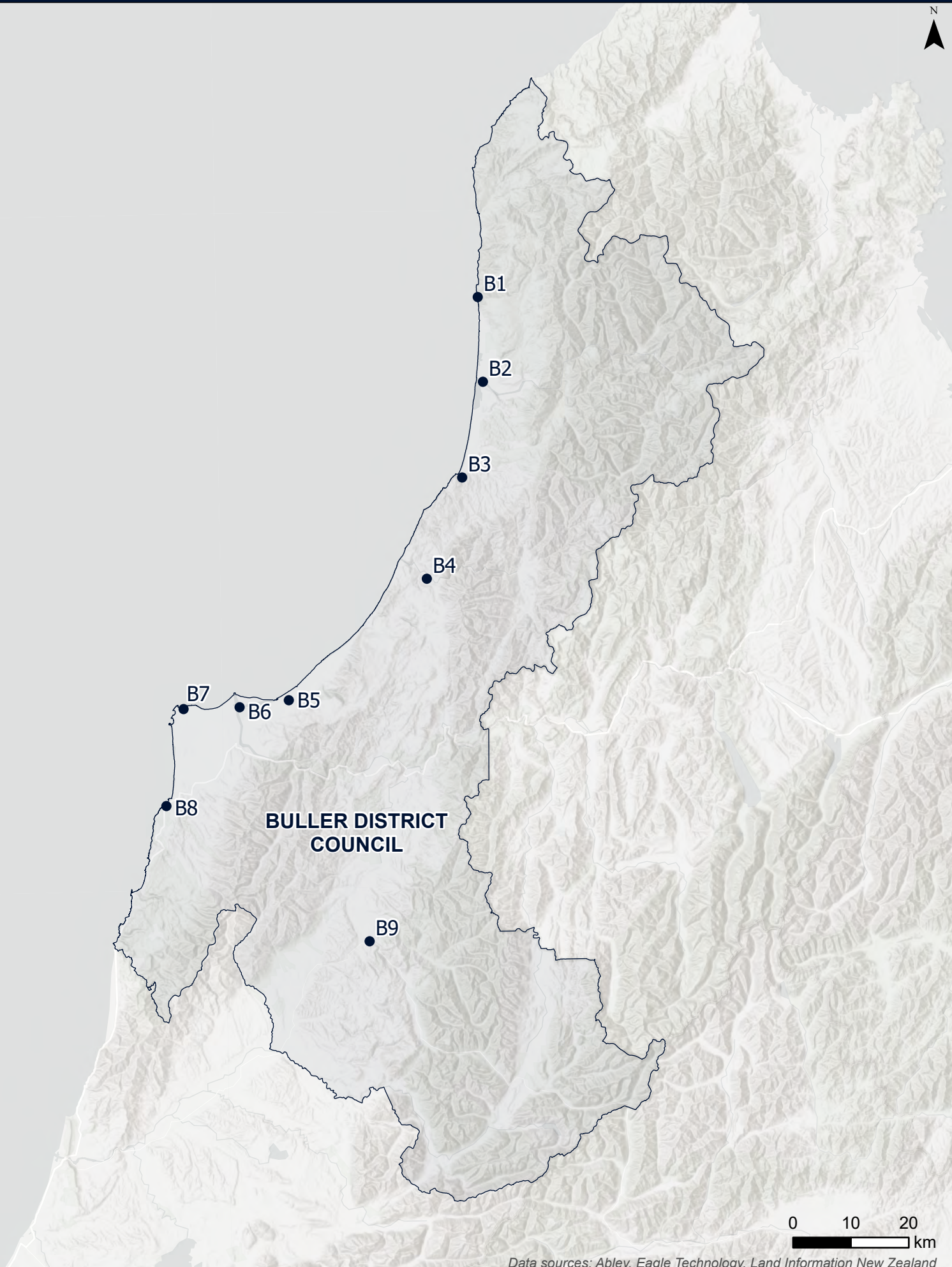
### 10.1 Requirements for Variable Speed Limits Outside Schools

The Land Transport Rule will introduce requirements for variable speed limits on roads near schools during pick-up and drop-off times. Implementation of variable speed limits on roads near schools will mean that electronic signage will be required and there could be a cost implication to Road-Controlling Authorities. It is unclear at this time if this will be a mandatory or a preferred option.

## 11. Conclusion

The West Coast Regional SMP 2024 – 2026 makes a significant step towards a safer and well-being-connected community. It was developed collaboratively by the West Coast Regional Council, Buller, Grey, and Westland District Councils, and the Department of Conservation. With a vision of a safe, resilient, and connected multi-modal transport network, the Plan aligns strategically with the Government Policy Statement (GPS) on Land Transport and the Road to Zero strategy.

The three-year implementation plan in this Regional SMP prioritises schools, areas with high numbers of vulnerable road users, and areas with agreed community support. The monitoring programme, featuring key performance indicators, provides a robust framework for ongoing evaluation, measuring changes in speed limits, user safety, and the perception of safety. Overall, the Plan sets a precedent for effective, collaborative speed management, underlining the Region's dedication to fostering a safe and interconnected environment for its residents.



Data sources: Abley, Eagle Technology, Land Information New Zealand

- |                      |                      |              |
|----------------------|----------------------|--------------|
| B1 - Kohaiahi Road   | B5 - Powerhouse Road | B9 - Reefton |
| B2 - Karamea         | B6 - Westport        |              |
| B3 - Little Wanganui | B7 - Cape Foulwind   |              |
| B4 - Seddonville     | B8 - Charleston      |              |





Kohaiahi Rd

0 200 400  
m

Data sources: Abley, Eagle Technology

Proposed Speed (km/h)

— 60





Proposed Speed (km/h)

— 30

0 200 400 m

Data sources: Abley, Eagle Technology





Proposed Speed (km/h)

— 40

Data sources: Abley, Eagle Technology





Proposed Speed (km/h)

30

60

State Highway

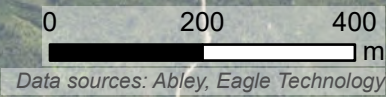




Proposed Speed (km/h)

60

State Highway



Data sources: Abley, Eagle Technology









Proposed Speed (km/h)

60

State Highway

0 200 400  
m

Data sources: Abley, Eagle Technology





Proposed Speed (km/h)

40

60

State Highway

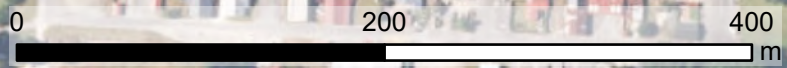




**REEFTON AREA SCHOOL**



**SACRED HEART SCHOOL**



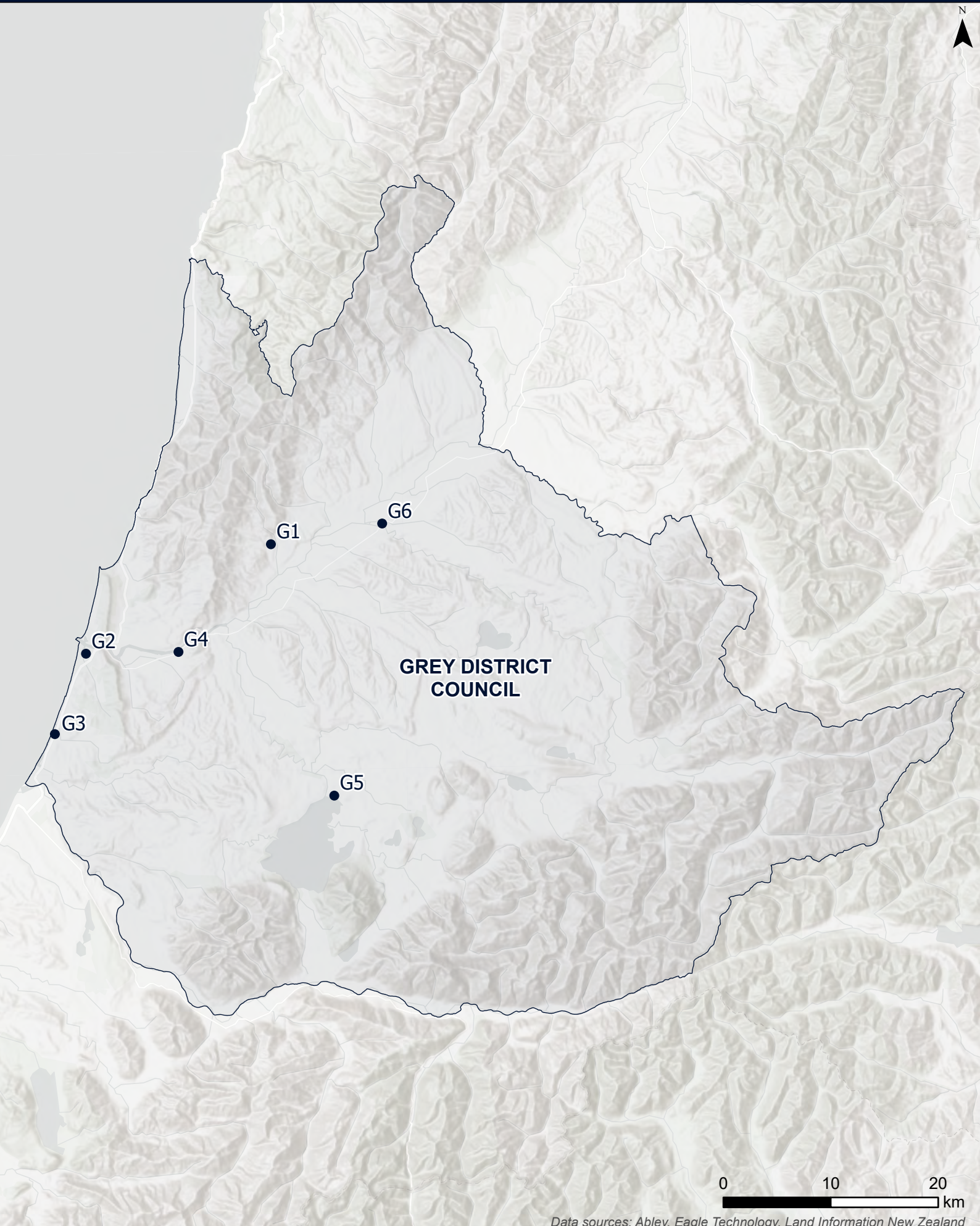
Data sources: Abley, Eagle Technology

Proposed Speed (km/h)

- 30
- State Highway



# Index Map



Data sources: Abley, Eagle Technology, Land Information New Zealand

G1 - Awahono  
G2 - Blackball  
G3 - Runanga  
G4 - Greymouth

G5 - Paparoa Range School  
G6 - Karoro School  
G7 - Paroa School & Gladstone  
G8 - Moana





Proposed Speed (km/h)

30

State Highway

School

0 50 100 m

Data sources: Abley, Eagle Technology





Data sources: Abley, Eagle Technology

Proposed Speed (km/h)

— 30



School



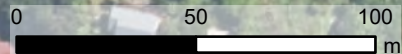


Proposed Speed (km/h)

30



School



Data sources: Abley, Eagle Technology





- Proposed Speed (km/h)
- - - 30 (Variable)
  - 30
  - State Highway
  - 🏫 School



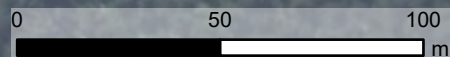


Proposed Speed (km/h)

30

State Highway

School



Data sources: Abley, Eagle Technology





Proposed Speed (km/h)

30

State Highway

School





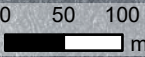
Proposed Speed (km/h)

30

State Highway

School





Data sources: Abley, Eagle Technology

## Proposed Speed (km/h)

- 30
- 40

 School





Data sources: Abley, Eagle Technology, Land Information New Zealand

- |                 |                                 |                   |
|-----------------|---------------------------------|-------------------|
| W1 - Kumara     | W4 - Kokatahi-Kowhitirangi      | W7 - Franz Josef  |
| W2 - Arahura Pa | W5 - Ross                       | W8 - Fox Glacier  |
| W3 - Hokitika   | W6 - South Westland Area School | W9 - Haast School |





## Proposed Speed (km/h)

- 30
- 50
- State Highway

0 50 100 m

Data sources: Abley, Eagle Technology





Proposed Speed (km/h)

— 30

== State Highway





**Proposed Speed (km/h)**

- 30
- 40
- State Highway
- 50

05000  
m  
Data sources: Abley, Eagle Technology





Proposed Speed (km/h)

— — 30 (Variable)

Data sources: Abley, Eagle Technology





Proposed Speed (km/h)

30

50

State Highway

0 50 100 m

Data sources: Abley, Eagle Technology





Proposed Speed (km/h)

--- 30 (Variable)

— 50





Proposed Speed (km/h)

30

State Highway

Data sources: Abley, Eagle Technology





Proposed Speed (km/h)

— 30 (Variable)





Proposed Speed (km/h)

— 30 (Variable)

Data sources: Abley, Eagle Technology



388 Main South Rd, Paroa  
P.O. Box 66, Greymouth 7840  
The West Coast, New Zealand  
Telephone (03) 768 0466  
Toll free 0508 800 118  
Facsimile (03) 768 7133  
Email [info@wrc.govt.nz](mailto:info@wrc.govt.nz)  
[www.wrc.govt.nz](http://www.wrc.govt.nz)

5 July 2024

**Ministry of Transport**

3 Queens Wharf,  
Wellington Central,  
Wellington 6011

Email address: [speedrule@transport.govt.nz](mailto:speedrule@transport.govt.nz)

Dear Sir/Madam

**Submission on Land Transport Rule: Setting of Speed Limits Rule 2024**

Thank you for the opportunity to submit on the Government's draft Land Transport Rule: Setting of Speed Limits 2024. The combined submission from Buller, Grey and Westland District Councils, and West Coast Regional Council is below.

Our contact details for service are:

Max Dickens  
Policy Manager  
West Coast Regional Council  
PO Box 66  
Greymouth 7840

Phone: +64 3 768 0466  
Email: [max.dickens@wrc.govt.nz](mailto:max.dickens@wrc.govt.nz)

Yours faithfully



Darryl Lew  
**Chief Executive**



# West Coast Regional Council Submission on the draft Setting of Speed Limits Rule 2024

The West Coast Regional Council (WCRC or the Council) appreciates the opportunity to submit on the Government's draft Rule. In the spirit of the Regional Speed Management Plan (Plan) that was developed for the sake of efficiency and consistency, West Coast Regional Council officials have coordinated with the three District Councils to review the Rule and place a combined submission on behalf of the West Coast.

This submission addresses the technical aspects of the new Rule and has been approved by the West Coast Regional Transport Committee. The Committee has representatives from Buller, Westland, and Grey District Councils, WCRC and NZTA. DOC also sits on the Committee in an advisory, non-voting capacity. This submission is addressing the Rule at a higher, regional level. The District Councils will also potentially provide their own submissions to address more particular issues in their areas.

## Submission

### *Proposal 1 – require cost benefit analysis for speed limit changes*

1. Requiring a cost-benefit analysis (CBA) for each change is placing an unreasonable administrative load on Councils for what is a relatively minor change to the roads that councils, not central government, have authority over.
2. Even a simple CBA based on fixed speed limits and the NZTA cost-benefit guidebook is a significant amount of work. This is well beyond the capacity and capabilities of all but the largest councils.
  - a. Most councils will be forced to engage with external contractors to develop CBAs. This is not an efficient use of ratepayer money.
3. It is likely that this will deter most councils from making safety improvements on their roads, even if there is overwhelming public support.
4. Low levels of safety on our transport network already places significant strain on public finances.
  - a. Beyond deaths and serious injuries, reducing safety on our roads has other hidden effects such as parents not being able to allow children to cycle to school.
5. The new Rule removes the capacity to account for these secondary effects when developing a CBA. This is inconsistent with the NZTA cost-benefit manual, and all prior information on CBA development.

### *Proposal 2 – strengthen consultation requirements*

6. Breaking down the requirement to consult road by road, and making the requirement 4 weeks is neither efficient nor effective.
  - a. Again, it should be noted that local councils are RCAs and the limits in question fall within our purview.

7. It is extremely wasteful for Councils that elected to go further than the bare minimum requirements with their Plans. It overrides the will of local residents, their elected officials, costs more, wastes huge amounts of time spent on this by officials, and will have worse safety outcomes.

*Proposal 3 – require variable speed limits outside school gates*

8. The proposal does not account for the safety of children that walk or cycle to school once they are beyond 300m away from the school gates.
9. Schools do not necessarily abide by the hours stated in the new Rule.
10. Many schools on the West Coast have already expressed high levels of support, and now expect (or are enjoying) improved safety for their students.
  - a. Some of this work has already commenced. This means that Councils will now have to spend more money on getting worse safety outcomes.
11. Changing the Traffic Control Devices Rule to allow for static signs will save money but have poor safety outcomes.
  - a. Studies have already shown that flashing signs are the most effective means of slowing traffic other than traffic calming. A fixed sign with extremely small text will have little to no impact on mean speeds, and only serve to enable police enforcement.

*Proposal 4 – introduce a Ministerial Speed Objective*

12. Given the level of central-government overreach that this Rule already provides, *Proposal 4* seems to suggest full Ministerial control of all national speed limits. This is unconstitutional.

*Proposal 5 – changes to speed limit classifications*

13. These changes are contrary to all available data and international best-practice.
14. Deaths and serious injuries on our road network are high per-km compared to other countries. This proposal will not improve safety.

*Proposal 6 – update the Director’s criteria for assessing speed management plans for certification*

15. The breadth and depth of requirements being placed on councils to undertake relatively minor changes are disproportionate and unreasonable.

*Proposal 7 – reverse recent speed limit reductions*

16. This Rule will have a huge impact on other councils who proposed further-reaching speed reductions, and will have substantial impacts on our ability to review speed limits in the future.
17. The West Coast’s Regional Plan was relatively conservative in its approach, mainly adhering to the minimum requirements to lower limits around schools.
  - a. These are a mixture of fixed and variable speed zones, dependent on their location and use.

18. However, it also included a handful of roads that are regularly raised by local residents as a cause for concern, were more appropriate at a lower speed, or have high levels of near misses /crashes.
19. The timeframes to reverse current work may also be too short for operations teams.

*Other comments*

20. We propose returning to the original Setting of Speed Limits Rule, or the legislation it replaced, as both allowed for Councils to decide and set the speed limits that are most appropriate for their local area.

This ends our submission.



## Land Transport Rule: Setting of Speed Limits 2024

Official guidance to help you implement the new Rule will be provided by NZ Transport Agency Waka Kotahi (NZTA) via a new Guide. The below is provided in the interim.

### Speed limit reversals

The transitional provisions in section 11 of the Land Transport Rule: Setting of Speed Limits 2024 (the new Rule) outline the requirements to reverse certain speed limits. In summary, the new Rule requires speed limits reduced since 1 January 2020 on the following types of roads to be reversed by 1 July 2025:

- local streets with permanent 30km/h speed limits where one of the reasons for reducing the speed limit was because there is a school in the area (the road outside the school gate will need to become variable)\*
- urban connectors
- interregional connectors.

Exceptions to this are if:

- NZTA, as the road controlling authority (RCA) for state highways, can show support through public consultation for retaining a lower speed limit on an interregional connector.
- a reversal would be inappropriate due to significant changes in surrounding land use since 1 January 2020 (e.g. a new residential development has been built).
- the speed limit reduction was made to correct a speed limit record.

\* If there's a local street where a permanent 30km has been applied but the reason/s for setting the 30km wasn't because there was a school in the area then that speed limit does not need to be reversed.

Key dates:

- By **1 May 2025** RCAs must provide a list of all roads in scope of the reversal provisions to NZTA.
- By **1 July 2025** all roads in scope of the reversal provisions must be reversed, with reversed speed limits in the National Speed Limits Register (NSLR) and in force, with new signs and road markings in place (any stretches outside school gates must be variable).
- By **1 July 2026** roads outside school gates must have variable speed limits implemented (with some exceptions).

The Director of Land Transport (the Director) does not need to certify reversals or exceptions.

*Note: RCAs are encouraged to start work on reversals well ahead of the deadlines and to proactively seek support from NZTA with updating the NSLR if required.*

### Variable speed limits outside schools

Further to the above, RCAs can set times to suit each school, within reasonable constraints (i.e. the start and end time of the school travel period of each school day cannot exceed 45 minutes either side of the bell). Schools with electronic variable speed limit signs can switch their signs on for up to 10 minutes at other times there is significant activity outside the school. During all relevant time periods, the speed limit will be 30km/h for category 1 schools and between 40km/h and 60km/h for category 2 schools.

*Note: Variable speed limits already implemented around schools, even if they do not meet the new definition of outside the school gate, can remain.*

### Speed Management Plans (SMPs)

SMPs are now optional for RCAs, and Regional SMPs (involving Regional Transport Committees) are no longer an option under the new Rule. If RCAs opt to produce a SMP they must consider a range of interventions including safety infrastructure, but SMPs do not need to include a 10-year vision or take a whole-of-network approach.

*Note: Speed limits registered and in force by the commencement date of the Rule can remain (unless it is a specified road requiring reversal). Speed limits registered but not in force will need to be reversed in the NSLR. An SMP at any other stage (under development, consulted on, certified) has no legal effect and the RCA must start a new SMP or use the alternative method following the process in the new Rule.*



## Consultation requirements

Relevant requirements are outlined in clause 3.10 of the new Rule. The requirements are consistent with the *Local Government Act 2002*, with some additions. The new Guide will have more information, including clarification on exemptions.

*Note: The minimum period for consultation has increased from four weeks to six weeks.*

## Cost-benefit disclosure statement

When proposing speed limit changes RCAs are required to include a cost-benefit disclosure statement in consultation material. This statement must include the following:

- safety impacts - the number and severity of crashes on the road in the previous five years, and the estimated impact of the speed limit changes on the future number and severity of crashes in the next five years.
- travel time impacts - current mean operating speeds, the estimated impact of the speed limit change on mean operating speeds, and the estimated impact on journey times.
- implementation costs
- a tool to assist RCAs with cost benefit disclosure statements will be made available.

## Certification by the Director

To get a speed limit change proposal or SMP certified (including an alternative method under an SMP) RCAs will need to show they have:

- met consultation requirements.
- met cost benefit disclosure statement requirements.
- set speed limits in accordance with the speed limit classifications.

If the Director is not satisfied requirements have been met, the proposal/SMP will be referred back to the RCA with recommendations for how to meet relevant requirement(s). The RCA must have regard to these recommendations before resubmitting the proposal/SMP. The Director will check the RCA has confirmed completion of all steps required by the new Rule, but the Director does not have a role in re-evaluating RCA decisions.

## New speed limit classifications

The new Rule introduces a binding schedule of speed limit classifications, specifying speed limit ranges available for each road type (see Schedule 3 of the new Rule). The classifications are being introduced to encourage a consistent approach by RCAs. The new Guide will include more information on exceptions and criteria for choosing a speed limit from within any range in the classification.

## MegaMaps

Some changes to MegaMaps and supporting guides will be made in due course to align with the new Rule. A planned update of most of the baseline MegaMaps data layers (e.g. crashes, mean operating speeds, current speed limits) is scheduled for early December 2024 and we will keep MegaMaps users informed.

## NSLR

The NSLR provides an online, maps-based source of legal speed limits for New Zealand roads. This is unchanged by the new Rule. RCAs will need to continue to use the NSLR to record, update and share speed limit data.

## One Network Framework (ONF)

The ONF is a tool designed to help establish transport network function, performance measures, operating gaps and potential interventions for each road and street type. This is unchanged by the new Rule. The ONF layer will be retained in MegaMaps for reference.

## Signs

New speed limit signs must be erected in time to meet relevant reversals deadlines noted above.

New static variable speed limit sign designs will come into law through consequential amendments to the Land Transport Rule: Traffic Control Devices 2004. The new designs will be gazetted on the same day as the new Rule.

*Note: There will not be centralised procurement of signs however NZTA can provide procurement support and advice on procuring signs if RCAs request it. Please email [procurement@nzta.govt.nz](mailto:procurement@nzta.govt.nz).*

# Land Transport Rule: Setting of Speed Limits 2024

The Minister of Transport has signed the final Land Transport Rule: Setting of Speed Limits 2024 to deliver on the Government's Accelerate NZ commitment to reverse the previous government's blanket speed limit reductions, require slower variable speed limits outside schools, and enable up to 120km/h speed limits on Roads of National Significance, where it's safe to do so.

## Reversing the previous government's blanket speed limit reductions

New Zealanders rejected the previous government's blanket speed limit reductions on State Highways and local roads. The highest-income countries that have the lowest rates of road deaths all have speed limits of 50km/h on urban roads, with exceptions for lower speed limits. The Land Transport Rule: Setting of Speed Limits 2024 takes this approach, standardising speed limits of 50km/h on urban streets, with exceptions for higher-risk urban environments.

### Highest income countries with the lowest rates of road deaths and their urban road speed limits



These countries have strong road safety records, targeting alcohol, drugs, and speeding. Alongside the Land Transport Rule: Setting of Speed Limits 2024, the Government has delivered record investment for road policing and enforcement to target the highest contributing factors to fatal crashes. Through the Road Policing Investment Programme 2024-27, the Government has increased alcohol breath testing targets to 3.3 million per year and is currently progressing legislation through Parliament to introduce roadside drug testing. We know that increased use of tools against impaired driving is effective in New Zealand, with data from the NZ Transport Agency showing a significant decline in alcohol-related fatalities on our roads following an increase in the number of alcohol breath tests undertaken by Police.

### Number of alcohol breath tests undertaken compared to alcohol-related fatalities



### Road deaths on local roads with 20km/h-50km/h speed limits



Source: Ministry of Transport  
For the period 1 January to 19 September  
\*Provisional

To keep young New Zealanders safe as they arrive at or leave school, the Government is requiring slower variable speed limits outside schools. By 1 July 2026, local streets outside a school will be required to have a 30km/h variable speed limit no earlier than 45 minutes before the start of the school day, and no later than 45 minutes after the end of the school day. Rural roads that are outside schools will be required to have variable speed limits of 60km/h or less. The Ministry of Transport has advised that the rate of deaths and serious injuries for school-aged children on roads around schools during pick up and drop off times is 2.7 times higher than at other times. Despite the previous government's blanket speed limit reductions, fatalities on local roads with speed limits up to 50km/h have remained relatively unchanged since these reduced speed limits were introduced from 2020.







**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 *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

### Contents

<b>Section 1</b>	<b>Preliminary provisions</b> .....	<b>6</b>
1.1	Title.....	6
1.2	Commencement.....	6
1.3	Objective of Rule.....	6
1.4	Interpretation .....	6
<b>Section 2</b>	<b>Speed limits</b> .....	<b>9</b>
2.1	Applicable speed limit for a road .....	9
2.2	Setting speed limits (other than temporary speed limits) .....	10
2.3	Declaring speed limit areas.....	10
2.4	Setting temporary speed limits .....	11
2.5	Method for all road controlling authorities to set speed limits: using a plan	11
2.6	Alternative method for Agency (as RCA) or territorial authorities to set speed limits: Director approval.....	11
2.7	Additional method for other road controlling authorities to set speed limits: using Section 6 process.....	13
2.8	Certain road controlling authorities may set speed limits as part of a pilot..	14
2.9	Certain road controlling authorities may set speed limits when removing a pilot.....	15
2.10	Speed limit set when land transport record created .....	15
2.11	Submitting information on speed limits to the Registrar .....	15
2.12	Traffic control devices installed before speed limits come into force .....	16
2.13	Change of road controlling authority, and boundary adjustments.....	16
2.14	Application of Rule .....	17
<b>Section 3</b>	<b>Planning for speed management</b> .....	<b>17</b>
3.1	Option to prepare speed management plans and requirement to meet deadlines .....	17
3.2	Mandatory considerations when preparing any speed management plan.....	17
3.3	Requirements for cost benefit disclosure statements.....	18
3.4	Process for preparing State highway speed management plan .....	19
3.5	Process for preparing territorial authority speed management plans.....	21
3.6	Agency may set deadlines .....	22
3.7	Content and form of plans .....	22
3.8	Consultation requirements.....	23
3.9	Certification requirements for plans .....	25
3.10	Varying and replacing speed management plans.....	25
3.11	Publication copies of certified plans.....	25
3.12	Guidance on speed management .....	25
3.13	Agency must develop and maintain information.....	26
3.14	Agency must supply information .....	26

3.15	Agency may review implementation of speed management by a road controlling authority .....	27
<b>Section 4</b>	<b>Technical requirements for speed limits.....</b>	<b>27</b>
4.1	Application of clauses 4.2 and 4.3.....	27
4.2	Types of speed limit .....	27
4.3	Range of speed limits .....	27
4.4	Application of clauses 4.5 to 4.9 .....	28
4.5	Permanent speed limits for different classes of road .....	28
4.6	Road lengths for speed limits .....	28
4.7	Speed limits on adjoining roads.....	29
4.8	Point on road at which a speed limit changes.....	29
4.9	Variable speed limits .....	29
<b>Section 5</b>	<b>Speed limits around schools.....</b>	<b>30</b>
5.1	Speed limits outside the school gate of category 1 schools.....	30
5.2	Speed limits outside the school gate of category 2 schools.....	31
5.3	School travel periods .....	32
5.4	Implementation of new speed limits around schools.....	33
<b>Section 6</b>	<b>Speed limits for roads not under the control of the Agency (as RCA) or a territorial authority.....</b>	<b>33</b>
6.1	Application of Section 6.....	33
6.2	Requirements for setting speed limit under Section 6 .....	33
6.3	Process before setting speed limit under Section 6 .....	33
6.4	Setting speed limit under Section 6 .....	34
<b>Section 7</b>	<b>Temporary speed limits.....</b>	<b>34</b>
7.1	Requirement to consider setting, and criteria for setting, temporary speed limits.....	34
7.2	How temporary speed limit is set, applies, and is removed.....	35
7.3	Director or Commissioner may require removal of temporary speed limit..	36
7.4	Setting a temporary speed limit due to work occurring on or adjacent to a road.....	37
7.5	Setting a temporary speed limit due to an unsafe road surface or structure .	37
7.6	Setting a temporary speed limit due to a special event.....	38
7.7	Setting a temporary speed limit due to an emergency .....	38
7.8	Process for setting an emergency speed limit.....	38
7.9	How emergency speed limit is removed.....	39
<b>Section 8</b>	<b>Signs.....</b>	<b>39</b>
8.1	Requirement to provide signs at, or near, point where speed limit changes.	39
8.2	Requirement to provide speed limit signs .....	40
8.3	Specific requirements for permanent, seasonal and variable speed limit signs .....	40
8.4	Agency may direct road controlling authority to install, modify, or remove signage.....	40



<b>Section 9</b>	<b>Review of speed limits by Agency .....</b>	<b>40</b>
9.1	Agency’s powers to monitor and direct a road controlling authority and to set, change or modify a speed limit .....	40
9.2	Ability to change speed limit where Agency has previously directed change to speed limit .....	41
<b>Section 10</b>	<b>Revocation, transitional provisions, and consequential amendments ...</b>	<b>42</b>
10.1	2022 Rule revoked.....	42
10.2	Speed limits in the register in force on commencement continue to have effect.....	42
10.3	Existing temporary speed limits not in the register continue to have effect.	42
10.4	Speed management committee disestablished.....	42
10.5	Certain speed limit increases may proceed under the 2022 Rule .....	43
10.6	Status of speed management plans prepared in accordance with 2022 Rule	43
10.7	Certain speed limits in the register not in force on commencement must be reversed.....	43
10.8	Retention of information developed under the 2022 Rule.....	44
10.9	Transitional provisions .....	44
10.10	Amendments to Land Transport Rule: Street Layouts 2023 .....	44
10.11	Amendments to Land Transport Rule: Traffic Control Devices 2004 .....	45
<b>Schedule 1</b>	<b>Road lengths for speed limits.....</b>	<b>46</b>
<b>Schedule 2</b>	<b>Transitional provisions.....</b>	<b>47</b>
<b>Section 11</b>	<b>Transitional provisions.....</b>	<b>47</b>
11.1	Interpretation .....	47
11.2	General rule: amended speed limits for specified roads must be reversed ...	48
11.3	Exception: roads outside school gate.....	48
11.4	Further exception: amended speed limits may be retained for certain specified roads .....	49
11.5	Speed limits for specified roads may not otherwise be set before reversal date .....	49
11.6	Agency (as RCA) and territorial authorities to provide certain information on specified roads to the Agency.....	49
<b>Schedule 3</b>	<b>Permanent speed limits for different classes of road .....</b>	<b>51</b>
<b>Section 12</b>	<b>Permanent speed limits for different classes of road.....</b>	<b>51</b>
12.1	Definitions for speed limit classifications .....	51
12.2	Permanent speed limits for different classes of road .....	51
<b>Schedule 4</b>	<b>Amendment to Schedule 1 of the Land Transport Rule: Traffic Control Devices 2004.....</b>	<b>54</b>

## 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