

Changes to Speed Limit Management

Land Transport Rule: Setting of Speed Limits 2024

Purpose

- To provide a general update on the changes to speed limit management.

Agenda

- Why speed management?
- History of speed management at QLDC
- Setting of Speed Limits Rule 2024
- Speed limit reversals
- Speed limits around schools
- What are neighbouring councils doing?
- Next steps

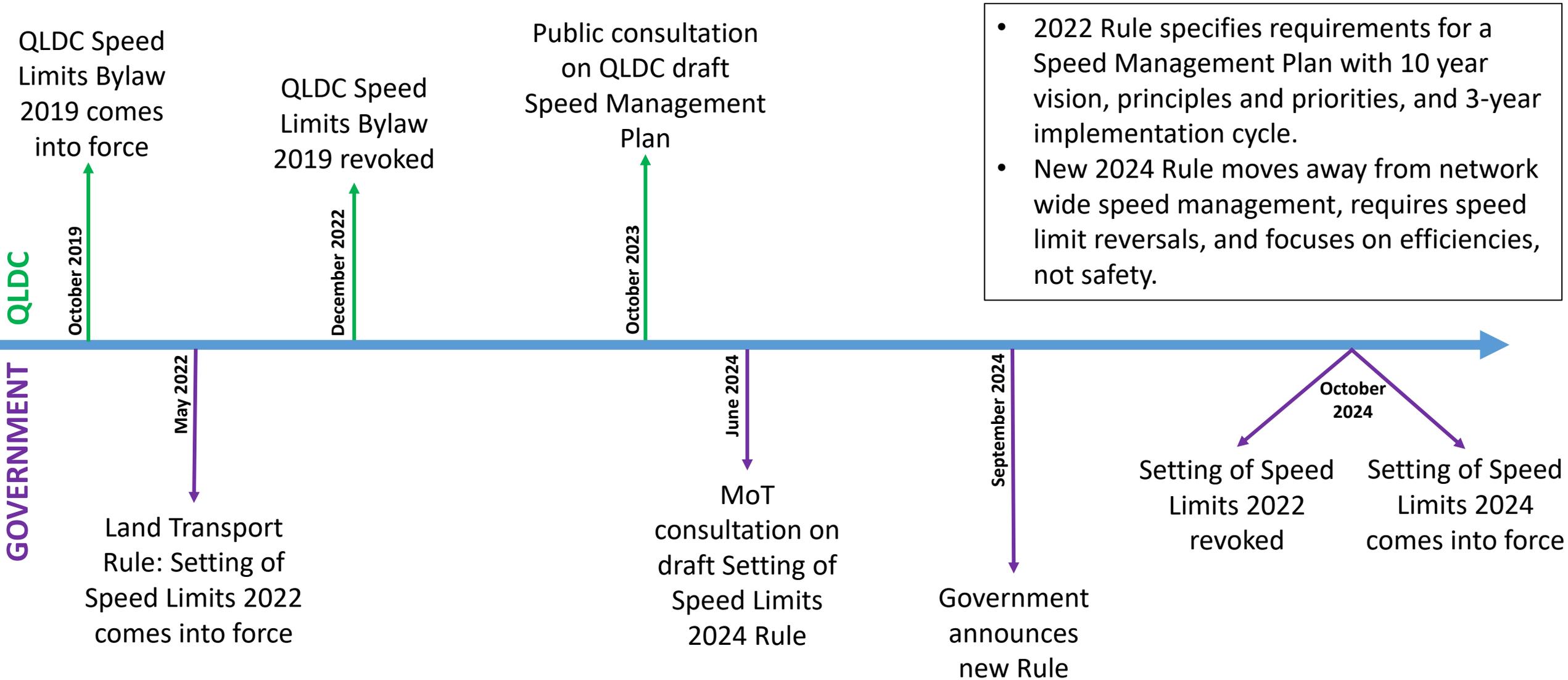
Why Speed Management?

The setting of speed limits is about more than how fast you can drive your vehicle.

Speed Management is a key tool to support road safety for all road users, and can assist in reducing funding requirements for physical improvements.



History of Speed Management at QLDC



Setting of Speed Limits Rule 2024

The new Land Transport Rule: Setting of Speed Limits 2024 (Rule) has changed the way speed limits are set in our community and across the Motu.

Under the new rule, each territorial authority:

- must reverse **amended speed limits** on **specified roads** to the **previous speed limit** (if the previous limit was higher) by 1st July 2025.
- must implement **variable speed limits (VSL)** outside the school gate by 1st July 2026 for any school that does not already have a VSL.



Implementing the new Rule

Process for reversals:

- Identify any amended speed limits since January 2020
- Identify any 'specified' roads under the new classifications of Schedule 3 of the Rule
- Confirm any roads to be put forward to NZTA for speed reversal
- Discussion with Waka Kothai's Speed Management Team (Regulatory Technical Team Manager & Principal Technical Advisor), which confirmed requirements under new Rule are being met.
- Notification due 1 May 2025

Process for school speed limits:

- Review any schools on non-specified roads and propose an approach to meet the variable speed limits installation required by June 2026
- Confirm which, if any schools already meet requirements of The Rule and do not require any further action

Under the new Rule

- An **amended speed limit** is any permanent limit set since 1st January 2020
 - ‘Set’ is linked to bylaw resolution, rather than installation.
- A **previous speed limit** is a permanent limit that was in force on 31st December 2019
- A **specified Road** is an “urban connector” or an “inter-regional connector” under the new classifications of schedule 3 of the Rule

QLDC Speed Limit Reversals

- All roads within the District that meet the specified criteria have been assessed.
- 46 roads were identified as potential specified roads under schedule 3 of the Rule due to their ONF classification as “Urban Connectors”.
- These roads were then reviewed against the Schedule 3 definition of “Urban Connectors”.
- It was confirmed that no formal speed limits have been made since the 2019 bylaw.
- Therefore, there are no roads in the district that require speed reversals.

Speed Limits Around Schools

- 2024 Rule requires variable speed limits outside schools, not permanent limits.
- 2024 Rule reduces the extent of the speed limit zones outside schools.
- Schools with current **static** variable speed limits (VSL) have the option to change to **electronic** VSL.
- Schools with no existing VSL's will need electronic or static VSL's implemented by 1 July 2026.
- We will be working closely with the schools and community to identify their needs.

Current Electronic VSL – No Action	Current Static VSL – Potential Action	No VSL – Requires Action
<ul style="list-style-type: none"> • Arrowtown School • Glenorchy School • Hawea Flat School • Holy Family School (Wanaka) • Mt Aspiring College • Queenstown Primary School 	<ul style="list-style-type: none"> • Kingsview School • Remarkables Primary School • Shotover Primary School • St Joseph's School (Queenstown) • Wakatipu High School • Wanaka Primary School 	<ul style="list-style-type: none"> • Liger Leadership Academy • Makarora Primary School • Te Kura O Take Karara • Te Kura Whakatipu o Kawarau



Required by 1 July 2026

What Are Neighbouring Councils Doing?

- **Central Otago District Council**
 - Had one road requiring reversal (permanent 30km/h road outside a school, which will be changed to variable 30/50km/h on 1 May).
 - Not looking to dispute the new Rule.
- **Invercargill City Council**
 - Have reviewed the Rule and consider that they have no specified roads in the network, therefore have no requirements to reverse speed limits.
- **Southland District Council**
 - Have taken a report to Council but it was left on the table wanting a representative from NZTA to go and explain why changes are required that their communities do not support.
 - NZTA directed SDC to MOT, and a follow up paper will be presented on 30 April, but to date have not been able to confirm if anyone from MOT will be in attendance.
- **Dunedin City Council**
 - Presenting 2 options to Council Meeting on 30 April – two recommendations 1) 6 local roads around one school included for reversal, and 2) Keep status quo
 - Proposes to retain most permanent 30km/h speed limits outside schools and in nearby neighbourhood streets.
 - Six sections of road identified as ‘urban connectors’ with a reduced speed limit implemented since 1 January 2020 were reviewed against Schedule 3 of the Rule. These roads can retain lowered speed limits due to the difference in definitions between the One Network Framework and the speed limits classification table of the Rule. Therefore, the reviewed roads are not included in the list for speed limit reversal.

Key dates under 2024 Rule:

- **1 May 2025 for notification of reversals to NZTA**
 - No penalties for not meeting deadline
 - Notification of **no reversals required** to be sent to NZTA following workshop
- **1 July 2025 for implementation of reversals**
 - No reversals required, therefore no action required by QLDC.
- **1 July 2026 for implementation of variable speed limits outside school gates**
 - Work with schools to implement changes if required.

Priority speed management for QLDC

- Implementation of key speed management change, including relevant consultation
- Focus on areas of growth, network changes, and high public concern
- Review school variable speed limits (static or electronic)

Media Headings



[Wellington council fights speed limit reversals: 'This is stupid policy'](#)



[Transport group in court to challenge speed limit increases](#)



[Fixing the Kafkaesque speed rule impacts in Auckland - Greater Auckland](#)



[Government called on to 'have the guts' to reverse speed limit plan for Nelson](#)



[Have your say to keep the 60km/h speed limit on Cobham Drive | Hamilton City Council](#)



[NZTA decelerates plans for increasing speed limits on some highways](#)

Pātai? Questions?