



**Ministry of Transport**  
TE MANATŪ WAKA

**WELLINGTON, NEW ZEALAND**

**PURSUANT** to Section 157(a), (d) and (e) of the Land Transport Act 1998

**I, Harry James Duynhoven**, Minister for Transport Safety,

**HEREBY** make the following ordinary rule:

Land Transport Rule: Setting of Speed Limits Amendment

**SIGNED AT** Wellington

This                      day of                                              2007

Harry James Duynhoven  
Minister for Transport Safety

**Land Transport Rule**  
**Setting of Speed Limits Amendment 2007**

**Rule 54001/2**

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**Land Transport Rule**  
**Setting of Speed Limits Amendment 2007**

**Rule 54001/2**



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## Objective of the Rule

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

**Amendment 2007** amends *Land Transport Rule: Setting of Speed Limits 2003*, which established procedures for road controlling authorities to set enforceable speed limits on roads within their jurisdictions.

The objectives of this amendment to *Land Transport Rule: Setting of Speed Limits 2003* are:

- to amend references in the Rule to the time limit for road controlling authorities to review Limited Speed Zones, comply with specific requirements for permanent and holiday speed limit signs, designate urban traffic areas, validate saved speed limits and establish a register of speed limits. The time limit has been extended from 2005 until 2009, in line with the amended date set by Parliament for the repeal of the *Transport Act 1962*,
- to correct an error in *Schedule 1*;
- to amend two definitions.

## Extent of consultation

For the purposes of consultation, a number of relatively minor amendments proposed to *Land Transport Rule: Setting of Speed Limits 2003* and 10 other Land Transport Rules were combined into a single draft Rule, *Land Transport Rule: Omnibus Amendment 2006* (the Omnibus Amendment Rule). The main purpose of the changes proposed by the Omnibus Amendment Rule was to clarify provisions and correct some errors in Rules.

On 28 June 2006, Land Transport New Zealand sent a letter containing the Rule amendment proposals to about 2200 groups and individuals who had registered an interest in the Rules to be amended, and sought submissions on the proposed changes. The draft Omnibus Amendment Rule was made available through the Land Transport NZ Help Desk and was available together with Questions and Answers on the Land Transport NZ website. The availability of the draft was publicised in the five metropolitan daily newspapers, selected regional daily

newspapers, *Te Karere National News* and the *New Zealand Gazette*. Land Transport NZ received 50 submissions on the draft Omnibus Amendment Rule, of which nine commented on the proposed requirements relating to the setting of speed limits.

Following consultation, the provisions in the draft Omnibus Amendment Rule were split into 11 separate amendment Rules, including this Rule. The submissions that were received were taken into account in drafting this amendment Rule before it was submitted to the Minister for Transport Safety for signing.



## **Section 1 Application**

### **1.1 Title**

1.1(1) This Rule is *Land Transport Rule: Setting of Speed Limits Amendment 2007*.

1.1(2) This Rule amends *Land Transport Rule: Setting of Speed Limits 2003*.

### **1.2 Date when Rule comes into force**

This Rule comes into force on the 29 June 2007.

## **Section 2 Amendments relating to speed limits**

### **2.1 Transitional review requirements**

*Subclause 3.2(10)* is amended by omitting “2005 or such later date on which *section 52A* of the *Transport Act 1962* is repealed” and substituting “2009”.

### **2.2 Specific requirements for permanent and holiday speed limit signs**

2.2(1) *Subclause 8.3(3)* is amended by omitting “2005 or such later date on which *section 52A* of the *Transport Act 1962* is repealed” and substituting “2009”.

2.2(2) *Subclause 8.3(4)* is amended by omitting “2005 or such later date on which *section 52A* of the *Transport Act 1962* is repealed” and substituting “2009”.

### 2.3 Designating urban traffic areas and validating saved speed limits

2.3(1) *Subclause 10.1(7)* is amended by omitting “2005 or such later date on which *section 52A* of the *Transport Act 1962* is repealed” and substituting “2009”.

2.3(2) *Subclause 10.1(9)* is amended by omitting “2005 or such later date on which *section 52A* of the *Transport Act 1962* is repealed” and substituting “2009”.

## Section 3 Amendments to definitions

### 3.1 Substitution of definition

*Part 2* is amended by revoking the definition of **limited speed zone** and substituting the following definition:

“**Limited speed zone** means a zone where, because of weather conditions, poor visibility, the presence of children, the density or nature of traffic, the condition of the road or road surface, or other similar reasons, a speed in excess of 50 km/h is an unsafe speed for the conditions then existing.”

### 3.2 Amendment to existing definition

*Part 2* is amended by omitting “Safety” from the definition of **Director**.

## Section 4 Amendment to Schedule

### 4.1 Amendment to *Schedule 1, Speed Limits New Zealand*

*Figure SLNZ4* in *Schedule 1* is amended by omitting “10” in the second place where it appears and substituting “100”.