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AGENDA ITEM 24 BOARD NOTING PAPER	
To:	The Board
From:	Teresa Burnett, General Manager Transport Safety
Reviewed	Dean Kimpton, Chief Executive
Date:	22 October 2024
Title:	Potential implications of the new speed rule for Auckland

Aronga / Purpose

- To provide a briefing on potential impacts of the Land Transport Rule: Setting of Speed Limits 2024 (new speed rule) on Auckland including requirements to reverse speed limits.

Ngā tūtohunga / Recommendations

That the Auckland Transport Board (board):

- Note that a draft Land Transport Rule: Setting of Speed Limits 2024 was consulted on in June and July 2024. Auckland Council submitted on this following a decision of the Transport and Infrastructure Committee on 4 July 2024.
- Note that the new Land Transport Rule: Setting of Speed Limits 2024 includes legal requirements for Auckland Transport to reverse certain speed limits.
- Note there are costs associated with implementing the legal requirements in the new speed rule and it is expected that New Zealand Transport Agency Waka Kotahi will make funding available for Road Controlling Authorities to bid for.

Te whakarāpopototanga matua / Executive summary

- On 4 July 2024, the Transport and Infrastructure Committee (TIC) made a submission on the draft Land Transport Rule: Setting of Speed Limits 2024. The final rule was released at the end of September 2024. The New Zealand Transport Agency Waka Kotahi (NZTA) has indicated the new speed guide that accompanies the rule will be available by 30 October.
- While the final impacts of the new speed rule cannot be confirmed until the new speed guide is received, initial estimates are that around 1,800 roads are required to have speed limits increased.

Te horopaki / Background

- The Auckland Plan's 2050 vision is a transport network free from death and serious injury. One of the Auckland Transport (AT) Corporate Strategy 2024-27 ambitions is 'safe and seamless journeys for everyone'.
- AT's Safe Speeds Programme has set safe and appropriate speed limits on more than 3000 roads since 2020.

Me mōhio koe / What you need to know

- At the time of writing, the NZTA speed guide that accompanies the rule is yet to be released, so the full impacts of the rule are not completely known. Potential impacts understood at this stage include speed limit reversals, the lack of legal effect of the speed management plan (Katoa Ka Ora), and implementation costs.

Speed limit reversals

- The transitional provisions in section 11 of the new speed rule require speed limits reduced since 1 January 2020 on the following types of roads to be reversed by 1 July 2025:

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- a. 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).
 - b. urban connectors (except where a reversal would be inappropriate due to significant changes in surrounding land use since 1 January 2020).
8. The Land Transport Rule: Setting of Speed Limits 2024 is a properly made Land Transport Rule. It was made by NZTA for the Ministry of Transport. As a Land Transport Rule, it is a form of delegated legislation and creates formal legal requirements by government. AT is subject to the Land Transport Rule: Setting of Speed Limits 2024. Non-compliance with the Rule is not a lawful option for AT.
9. Initial draft estimates are that approximately 1,800 roads have speed limits that are required to be increased. These represent around 57% of roads where safe and appropriate speed limits have been set in Auckland since 1 January 2020. These are shown in the table below:

Road type	Estimated # roads to be reversed	Types of speed limit increases	Local boards impacted
Local streets with permanent 30km/h where one of the reasons for reducing the speed limit was because there is a school in the area	1,760	30km/h to 50km/h	All except Waiheke and Aotea
Urban connectors	40	50km/h or 60km/h to 60km/h, 70km/h or 80km/h	Albert Eden, Hibiscus and Bays, Howick, Mangere, Otahuhu, Manurewa, Maungakiekie

			Tamaki, Otara Papatoetoe, Papakura, Upper Harbour, and Waitemata
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Speed management plan has no legal effect

- 10. Following the approval of Katoa, Ka Ora: Auckland speed management plan 2024-27 by the Regional Transport Committee on 27 August the plan was submitted to the Director of Land Transport for certification. The Director did not certify the plan as the new rule stipulates the speed limits needed to be installed prior to it coming into effect on 30 October 2024.
- 11. The NZTA interim guidance on the new speed rule in Attachment 1 outlines that any speed management plans not in force on 30 October (i.e. signs not implemented) have no legal effect. The Road Controlling Authority (RCA) must therefore start a new Speed Management Plan or use the alternative method process provided for in the new speed rule.
- 12. The alternative method is being used to change speed limits for three rural intersection speed zones, Coatesville village, Aotea Great Barrier, and Karioitahi Beach. The latter is an Auckland Council controlled road which was approved by the Transport and Infrastructure Committee in December 2023 for inclusion in the speed management plan. The team are working to have these new limits in place prior to the new rule coming into effect.

Financial costs

- 13. Potential financial cost impacts of the new speed rule are early draft estimates at this stage. The project team requires the publication of the new speed guide to finalise the list of impacted roads and related costs. One change in the final rule is the deadline for RCAs to implement variable speed limits outside school gates for all schools. The date has been brought forward by 18 months to 1 July 2026.

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Type of financial cost	Estimated costs	Notes on additional costs
Speed limit reversals	\$7.5m	Cost for removing signs, road markings and coloured surfacing
School gate variable speed limits	\$16.7m	Implementation of signs and road markings
Inform advertising costs	\$450k	Costs for media and printed materials for speed limit reversals to be completed by 1 July 2025 and for school variable speed limits that are to be completed by 30 June 2026.

14. Funding to implement the reversals in the new rule was not provided as part of the signing of the rule.

Communications and engagement

15. Communications and engagement is important because of the scale and impact of these changes on schools, mana whenua, communities and local boards, many of whom have requested and supported speed limit changes made. Stakeholders will be informed of the specific changes affecting them and how and when they will be implemented. As detail on the reversal process is produced, impacted groups will be informed on what to expect. At implementation, affected communities and all Aucklanders will be advised of the new speed limits. Attachment 2 covers the communications and engagement plan for this change.
16. Risks include that mana whenua, some schools, communities and local boards may not support their speed limits being raised or not implemented and may feel AT is not listening to or supporting them.
17. Risks also include the lack of an allocated budget for comprehensive communication of the changes to Aucklanders. Confusion may arise if the new reversed limits are not widely understood.

18. There are concerns that speed reversals may impact the number of road deaths and serious injuries.
19. Attachment 3 covers the monitoring and evaluation plan that will track the impact of any reversals.
20. Any future speed limits need to be set using the new rule and aligned with the new speed limit classifications, consultation and cost-benefit disclosure statement requirements.

Ā muri ake nei / Next steps


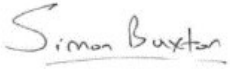

21. Once the NZTA guidance is received, prepare detailed lists of specific roads and schools impacted by the new speed rule.
22. Share with each local board a list of impacted roads and schools in their area.
23. Advise all schools how they are impacted and if and when they will see changes introduced.
24. Prepare an implementation plan for the changes and communicate this to Local Boards, Schools, and other stakeholders.
25. Appoint an AT Programme Director to manage the change.
26. Prepare an application for an RCA funding bid to NZTA to cover the costs of the reversals and changes.
27. Officers are preparing a methodology for the programme.

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Ngā whakapiringa / Attachments

Attachment #	Description
1	NZTA interim guidance on Land Transport Rule: Setting of Speed Limits 2024
2	Setting of Speed Limits Rule (2024) Communication and Engagement Plan.
3	Monitoring and evaluation plan for any speed reversals

Te pou whenua tuhinga / Document ownership

Submitted by	Recommended by	Approved for submission
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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.

Setting of Speed Limits Rule (2024) Communication Plan

Background

The Ministry of Transport (MoT) initiated a review of the Setting of Speed Limits (2022) legislation (the Rule) earlier this year and the new version of the Rule is now published on the MoT website. It is effective from 30 October 2024.

[Land Transport Rule: Setting of speed limits - 2024 \(signed\) \(nzta.govt.nz\)](https://nzta.govt.nz)

Auckland Transport is currently reviewing the new Rule in detail to understand the implications of the changes. A categorized list detailing each road, by type/category and how each is impacted by the changes, plus the schools affected, is being produced for each local board.

Once the detail of the changes required is available all affected stakeholders will be informed of the impacts on them. Plus, all Aucklanders must be advised of the changes as the date of implementation is reached.

The main requirements of the new 2024 Rule are -

1. Reversal of permanent 30kmh speed limits introduced in urban streets near schools since the start of 2020
2. Reversal of lower limits introduced on urban arterials since the start of 2020 except where these are related to significant land use changes.
3. Introduction of variable speed limits outside all school gates during school travel periods.

Note – on the same day a permanent 30kmh zones is reversed outside a school gate, the new variable 30km/h zone will be implemented at the same time. Existing 30kmh or 40kmh school variable speed limits may be retained and all other schools without school speed limits require new variable limit at the school gate by mid-2026.

4. No requirement to reverse lower speed limits implemented on rural and peri-urban roads except for on State Highways.

This document explains how we will do this.

Audience

A change in speed limits affects the safety of everyone who uses the Auckland road network. This legislation change will particularly impact schools where 30kmh speed limits have been introduced since 2020 or were proposed to be introduced under Katoa, Ka Ora, Auckland Speed Management Plan.

Schools are categorised into groups based on speed limit changes already introduced, or planned to be introduced but now will not be and all other schools.

Mana Whenua is a partner in developing the Katoa, Ka Ora plan which will not now be implemented. They will need to be updated on the legislation changes.

Local Boards represent their communities, many of whom have been seeking road safety changes in their areas. Community Groups have made multiple submissions to lobby for safer speed limits.

Key Stakeholders include NZ Police, health organisations, road safety groups, road user groups, freight groups, and Aucklanders who have taken the time to submit to public consultations.

Objectives

The Setting of Speed Limits Rule 2024 is legislation that Auckland Transport must align with and deliver any changes required to do so.

The objective of this plan is to help Aucklanders understand what will happen to safe speed limits that have been introduced since 2020 to meet the requirements of the new Rule. Our communication needs to explain where the changes will take effect, what the changed speed limits are and when they will happen.

Reputationally, it would be helpful if Aucklanders understood that these are changes required by the Government and as a Road Controlling Authority we must align with the legislation.

Reduce confusion and minimise the number of people who do not know about or understand the speed limit changes by providing correct, current information to Aucklanders.

Outcomes

1. Local Boards understand how their communities will be affected and the new rules to be followed to apply for changing a speed limit.
2. Schools understand what is changing on the streets in their neighbourhood and when the change will happen.
3. Aucklanders are well informed about what changes to speed limits are happening and when.
4. Resources are available to people seeking more information. e.g. on a website, and they know where to find it.
5. Internal teams are well-prepared to manage expected public commentary and reaction.

Strategy

These changes are legislatively required, therefore, this is an Inform level of communication.

The primary objective is to help Aucklanders, particularly schools and people living in their neighbourhoods, understand what speed limits are changing, when and how they will be directly impacted.

We will do this by keeping stakeholders informed and distributing information as details become available, using existing AT channels.

Auckland Council distribution channels can also be used to effectively deliver information to the widest possible audience. These channels include public libraries and electronic newsletters.

The changes will roll out in stages and communications will be tailored to align with the change dates.

Tactics

Aucklanders will be impacted in different ways and communication will be designed to meet different levels of interest.

Local Boards

Represents their local communities and will receive detailed information on specific changes in each local board area. Information includes lists of affected roads, schools and urban connector roads and how each one is impacted.

Local Board communication is provided by Memo. The first was sent on 3 October 2024, outlining the key requirements of the Rule, how the team is analysing the Rule and explained the next steps. As more detailed information and a delivery plan is developed, this information will also be shared with each local board.

Questions are being managed through Elected Member Relationship Partners.

Mana Whenua

Are partners in the development of Katoa, Ka Ora, and they will be updated at the Transport Hui in late November/early December 2024. At the hui they will be advised that Katoa, Ka Ora is not a legal document and cannot be implemented.

Karioitahi Beach speed limit reduction to 20kmh is included in Katoa, Ka Ora. We are working with New Zealand Transport Agency to have approval for this change expedited under the Alternative Method. If approved, the new speed limit signs must be installed by the 30 October 2024.

A workshop with Mana Whenua may be required, to discuss the process to change the speed limit on Karioitahi Beach if the 20kmh limit is not delivered via the Alternative Method. A new application would be required using the analysis process of the new Rule if the 30 October deadline cannot be met.

Schools

Schools, and people who live in a school neighbourhood, will be impacted in various ways and are categorized into the following groups -

1. permanent 30kmh safe speed zone around the school was introduced between 2019-2023

Impact: Reversal of permanent 30kmh safe school zones with immediate introduction of a variable 30kmh at the school gate. To be activated by 1 July 2025.

2. Katoa, Ka Ora proposed to introduce a new permanent 30kmh safe speed zone around the school

Impact: Permanent 30kmh not introduced. Variable 30kmh at the school gate to be activated by 1 July 2026

3. Katoa, Ka Ora proposed to introduce a new or updated variable 30kmh safe speed at the school gate at the start and end of the school day

Impact: Variable 30kmh at the school gate to be activated by 1 July 2026. The extent of the variable limit may change.

4. Schools with existing variable 30kmh or 40kmh safe speed at the school gate at the start and end of the school day

Impact: Existing variable speed limits will be retained.

5. Schools not in any of the above groups

Impact: Variable 30kmh at the school gate to be activated by 1 July 2026.

Some schools may be in more than one group.

Email updates have been sent to the different groups of schools several times this year. The next update is due to be sent to confirm the new Rule is released with another to be sent when detailed information for each road and school is finalised.

Schools where a permanent 30kmh limit is being reversed and replaced with a variable 30kmh limit will be the first to be impacted. The Reversal/new variable must be activated by 1 July 2025. Informing these schools about what is expected to happen, when is a priority.

Email is the main channel and other options include online webinars and providing digital collateral to distribute to the school community.

The Auckland Primary Principals Association is also available to distribute information.

Key stakeholders

Many key stakeholders meet with AT regularly at, for example, the Tāmaki Makaurau Transport Safety Governance Group and Healthy Auckland Together forum. They will continue to be updated at regular scheduled meetings. We will also ask to use some of these relationships to help distribute correct information about the changes.

Formal emails are a standard method of providing correct information to these groups.

Aucklanders

Many Aucklanders will already be aware that speed limit changes are expected due to media coverage. Accurate information will be made available using a variety of existing channels.

The Safe Speeds website will be used to publish information as the source of truth as details become available and plans develop. Information on dates and locations of each set of speed limit changes will be widely distributed.

Communication tools include webinars, email, social media, paid media advertising and utilizing stakeholder networks and the media. Detailed information will be published on the AT website and printed copies made available at Auckland Libraries.

These methods are established and were successfully used previously, when safe speed limit changes were introduced between 2020-2023.

Key messages

To align with government legislation Auckland Transport must reverse some speed limits:

Reverse by 1 July 2025 speed limits reduced since 1 January 2020 on 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 become a variable 30kmh when the change takes place.

Reverse by 1 July 2025 speed limits reduced since 1 January 2020 on urban connectors, except where a reversal would be inappropriate due to significant changes in surrounding land use since 1 January 2020.

The recently consulted Katoa, Ka Ora speed management plan will not be implemented.

Public consultation is not required before these reversals are implemented

Risks and mitigations

1. Mana whenua, some schools, communities and local boards may not support their speed limits being raised or not implemented and may feel AT is not listening or supporting them.

Mitigation: Explain that as a Road Controlling Authority Auckland Transport must comply with government legislation.

Any future speed limits need to be set under the new rule and meet the new consultation and cost-benefit disclosure statement requirements and align with the new speed limit classifications

2. There is no allocated budget for comprehensive communication of the changes to Aucklanders. Confusion and a rise in incidents may occur if the new reversed limits are not widely understood.

Mitigation: utilise unpaid media opportunities to promote the changes publicly e.g. media releases, interviews, social media. Work with partners and primary stakeholders to use their channels to promote changes. Budget judiciously to gain the best media value for spend available.

3. There are concerns that speed reversals may impact on the number of road deaths and serious injuries.

Mitigation: A monitoring and evaluation plan will keep track of the impact of any reversals.

4. The speed limit changes are confusing, and Aucklanders do not know about or understand the changes.

A comprehensive communication strategy will reduce confusion and minimise the number of people who are unaware the speed limits will be reversing back to pre-2020 maximums.

SAFE SPEED PROGRAMME

Monitoring and Evaluation Plan of Reversed Speed Limits

Background

1. Auckland Transport (AT) has implemented three phases of the Safe Speeds Programme since June 2020. During June/July 2024 consultation on the draft Land Transport Rule: Setting of Speed Limits 2024 was undertaken and set out a different approach to setting speed limits. The New Rule will now come into effect on 30th October 2024 with all speed limits being reversed by 1 July 2025.
2. This monitoring and evaluation report is to determine the current traffic conditions on roads where speed limits are to be reversed when complying with the new Rule. These roads will then be monitored when the speed limit has changed to determine the effects of the reversed speed limits.

Monitoring and evaluation

3. Key outcome indicators to be evaluated are separated into five categories;
 - Speed (85th percentile and operating speed),
 - journey times,
 - crashes (including deaths and serious injuries),
 - Community feedback,
 - Changes to infrastructure.

Baseline data

4. When monitoring or evaluating a project, there needs to be sufficient information which can be used as the baseline data. The data to be collected includes, the speed limit, operating speeds, current journey times, crash data, land use, traffic volumes and road length. This data is to be collected for current traffic conditions on a proportion of roads where the speed limits are to be reversed to the previous speed limit.
5. Infrastructure, such as raised features and zebra crossings will also be identified on the roads where speed limits are to be reversed to determine if the infrastructure is still appropriate for the higher speed limit.

Data collection and analysis including expected limitations and challenges

6. Extensive data has already been captured relating to traffic speeds, volumes and road use as part of the Safe Speed Programme, however additional data collection may need to be obtained where there is insufficient information for the baseline data.
7. To ensure up to date traffic survey data is being used as a baseline then existing surveys should be no more than two years old from the date of reversed speed limit change. Also, additional information will be required for roads where no data current exists. Additional surveys will need to be undertaken to ensure that there is sufficient baseline data for the monitoring purposes.
8. Operating speeds will be collected using TomTom data, Mooven data and traffic survey tubes. The same method of data will be used to collect current traffic conditions and post speed limit changes to ensure consistency when assessing the effectiveness of the change.
9. Journey times will collect using Mooven data, which collects vehicles travel time between two points, such as the start and end of the speed limit change. For the data to be meaningful it will be collected on a proportion of roads over 1.5km in length.
10. Crash data used in the analysis will be gathered exclusively from NZTA's CAS system as this is the most comprehensive and consistent source of crash data available. There can be a time lag of several months between the time a crash occurs on the network and the time it is checked, verified and entered into the database by NZTA. Having 12 month's worth of data after implementation available for analysis is important to assess any improvements on the crash rates on the roads that have had the speed limit changed.
11. To assess the community feedback on the impacts of the reversed speed limits, feedback will be sought from Local Boards on the roads within their area. In addition, we will explore customer research options through the ongoing customer surveys on speeds run by AT. We are also in communication with health partners on opportunities to access information they may have.
12. We will identify where there are infrastructure impacts from any reversals. We will collect baseline data and monitor any changes related to speed limit reversals to ensure any safety risks are identified and mitigated.

Next steps

13. The next stage is to undertake pre-implementation data collection, where required, on the roads where speed limits are to be reversed. This data will allow comparison of pre and post implementation conditions for all of the key evaluation indicators.