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## **SUBMISSION ON SETTING OF SPEED LIMITS RULE 2017**

The NZ Federation of Motoring Clubs represents approximately 130 recreational clubs catering for heritage and collectors vehicles including cars, trucks, military vehicles, tractors, and motorcycles, plus motor caravans. Our member clubs represent more than 75,000 individuals.

The adoption of the proposed speed-setting regime and requirement for Road Controlling Authorities (RCAs) to have regard to the Speed Management Guide (SMG) and to consult with relevant parties under clause 2.3 is endorsed by the FOMC.

### **Proposal 2: Enable the setting of a 110km/h speed limit**

The FOMC also concurs with the extension of powers to RCAs to raise maximum speed limits to 110km/h on roads that meet the specified standards, subject to approval by the NZ Transport Agency. While such speeds are beyond the capacity of some heritage vehicles there are many even older makes and models that can still be safely driven at that speed and would have no difficulties merging with the traffic flow on multi-lane motorways. All of New Zealand's divided motorways and expressways are built to a safety standard for which vehicle speeds of 110km/h are both reasonable and safe. The existing 100km/h speed limit on such roads adds unnecessary travel time and frustration, so an increase in the limit is likely to result in fewer speed infringements and reduced policing costs.

Since the maximum speed limit in New Zealand was last addressed, both the safety engineering of motor vehicles and the design and construction quality of new motorways and expressways has improved dramatically. All light vehicles operating on New Zealand roads, with the exception of some veteran and vintage models, were designed to travel at speeds in excess of 110km/h.

### **Proposal 3: Allow for more flexible requirements for permanent repeater speed limit signs**

The FOMC believes that the current requirements should not be reduced. Motorists need and deserve regular reminders of the speed limits they are required to comply with. Any cost savings would be more than outweighed by the consequences of individual drivers being uncertain of the prevailing limits. If there is any possibility that road users could be unsure about what the applicable legal limit is, RCAs should still erect repeater signs as specified under the current Rule requirements. Even if the observed mean operating speeds on a stretch of highway tend to be below the speed limit, not all road users can be relied on to travel at those lower speeds, if there are no regular reminders of the limit that applies.

While the proposed wording suggests RCAs may not need to install repeater signs if a "road user would reasonably understand that the speed limit displayed on the last speed limit sign" remains in force, this may not be clearly apparent to drivers unfamiliar with a particular route. Retaining repeater signs at the required intervals on roads where the appropriate limit is below 100km/h (and above 50km/h) will assist motorists to ensure they do not exceed a safe operating speed.

Yours faithfully



Roy Hughes, Secretary  
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***Representing the responsible special interest and heritage motoring enthusiast***