Draft Palmerston North Speed Management Plan 2024-2027

Consultation Document

Purpose of this document

The Council is proposing to make changes to speed limits to some roads around Palmerston North. This document outlines the draft speed management plan for Palmerston North 2024-2027. Our draft plan:

- identifies the changes to speed limits we plan to make over the next three years;
- outlines the objectives and policies that have guided our proposals;
- outlines our implementation programme for the first three years, including safety infrastructure programmes.

Following consultation and adoption by the Council our plan will be incorporated into the Regional Speed Management Plan being prepared by Horizons Regional Council. The final Regional Speed Management Plan will then be submitted to Waka Kotahi for certification.

What is the Council proposing?

The Council is proposing to implement safer and more appropriate speeds in the following areas around Palmerston North:

- A slower speed limit of 30km/h on the roads within the inner ring road (the city centre) and along Broadway Ave.
- Slower speed limits on four high-risk road areas: Milson Line between Flygers Line and Richardsons Line, Summerhill Drive, Kahuterawa Road, and Turitea Road.
- Intersection speed zones at two high-risk intersections: Valley Views/Turitea Road, No 1 Line/Rongotea Road.
- Speed limit changes for some roads with an existing 70km/h speed limit including Kelvin Grove Road and Te Wanaka Road.

Full details and illustrations of the specific proposals are described later in this document.

Why is the Council reducing speed limits?

Through New Zealand's national road safety strategy *Road to Zero,* the Government requires all councils to produce a speed management plan every three years. The Land Transport Rule: Setting of Speed Limits 2022 requires that the first full speed management plan be in place by 30 June 2024.

Our Transport Plan – part of our Innovative and Growing City Strategy – identifies as a priority "providing a transport system that links people and opportunities." We know that our road safety record has been getting worse; while the number of crashes has been mostly flat for the past 10 years, the harm from those crashes has been increasing. We know that fewer people are walking, cycling and catching the bus, and that there are no parts of the network where pedestrians, cyclists or buses receive priority over vehicles.[1]

Building on the work we have already begun around reducing speed limits around schools, we have focussed on roads where there are significant numbers of crashes that relate to a mismatch between the current speed limit and the safe and appropriate speed for that environment. We know these roads have a safety issue due to the number of crashes occurring. While upgrading the road with infrastructural change is the ideal solution to improve safety on roads, the costs associated with making these roads safe using an infrastructure solution is likely to be very high and take a significant amount of time to construct. These roads cannot stay as they currently are with this known crash risk. A speed limit change is a fast and practical change that can have an immediate benefit for the safety of these sections of road at a small cost.

[1] Palmerston North Summary Transport Asset Management Plan 2019, p.7. Accessed at https://www.pncc.govt.nz/files/assets/public/documents/council/plans/asset-management-plans/transport-amp-summary-2020.pdf

We have also identified two high risk intersections where installing an intersection speed zone (ISZ) is likely to create a substantially safer environment. An ISZ briefly lowers the speed limit on a main road when traffic on the side roads is approaching. This makes it easier and safer for people to enter the main traffic flow.

We also propose a reduction to the speed limit for the city centre roads within the inner ring road, and along Broadway Ave. The 30km/h speed limit proposal aligns the speed limit with the current average speeds[2], and also sets the limit at a speed which is known to be survivable in the event of a crash involving pedestrians. The slower speed limit also improves connectivity and accessibility across the city centre for all types of road users, especially vulnerable road users, and encourages more active modes of transport.

Our approach to speed management

We are taking a staged approach to reviewing speed limits. Earlier in 2023 we consulted on the interim Speed Management Plan where we proposed changes to speed limits on roads around schools. This full Speed Management Plan is the next stage in our review of speed limits, setting out what we will change between 2024 and 2027.

We will produce a new speed management plan every three years, which ensures that we maintain good momentum on reviewing our speed limits. It also allows us to adjust as our city grows and respond to new issues or opportunities as they arise.

Our guiding objectives and policies

We have developed a set of objectives that guide our approach to speed management. These objectives have been developed following consideration of the principles for speed management that Horizons Regional Council has developed for territorial authorities within the Manawatū/Whanganui region. Our objectives also take into account the priorities we have identified in our Transport Plan[3]. This ensures that we are aligned to the approach being taken regionally, but also ensures that we recognise the local needs of our own community.

Our objectives are:

1. Our road network is designed for all vehicles and uses, not just motor vehicles.

   While motor vehicles are frequent users of our roading network, it is more than just the sealed roadway, and more than just motor vehicles which make use of our roading network. Our network also includes cycle lanes and the footpaths alongside roads. Therefore, the needs of pedestrians and users of active modes of transport (such as cyclists, scooters, and mobility scooters) must also be considered when design the roading network, so that it caters for all vehicles and uses.

   When we design roads, including setting speed limits, we consider the various types of vehicles that will be using the road. We also consider the different types of use (and users) that need access to our roading network.

2. We encourage the right mode for the right road, to reduce the number of high severity crashes due to conflict between different modes of transport.

   With so many different types of road users and modes of transport on our roads there is a greater risk of more serious and even fatal crashes when the modes of transport are vastly different, for example cyclists travelling alongside higher-speed heavy vehicles. Therefore it is important that the design of the road, including the speed limit, is correct for the mode of transport we want to prioritise and encourage on those roads. Where average speeds are already lower than the posted speed limit, a formal reduction in the speed limit can reinforce the type of roading environment and speeds suitable in that

[2] Within this document, "average speeds" refers to the statistical mean of all vehicle speeds in that area, divided by the number of vehicles travelling in that area.

[3] Our Transport Plan was adopted in 2021 as part of the PNCC Innovative and Growing City Strategy

location. We can reinforce the behaviours that we seek from road users by setting a speed limit that is appropriate for the priority mode of transport.

The long-term goal of this "whole of network" approach is to create a consistent network that makes sense at a larger scale to all road users. We also aim to mitigate the risk of high severity crashes by aligning the correct modes to the correct roads.

3. We support and enhance liveable communities by aligning speed limits to land use.

Roads do not exist for their own benefit, but to support the movement of people and goods. It makes sense therefore that roads are designed to match the primary use of the neighbouring land. Where there is good alignment between the two, roads operate more safely and land use is more efficient and productive. The One Network Framework[4] reflects this by identifying road types according to a matrix of movement and place.

When we align our speed limits to the land use, we help to build more liveable communities by making it easier for people to move around. In residential areas or commercial centres, slower speed limits may be more appropriate to encourage active transport and pedestrian activity. In rural or industrial areas, where the emphasis may be towards the production and movement of goods, higher speed limits may be more appropriate.

Policy statements

The following policy statements will guide howe we set speed limits in the context of this speed management plan:

1. The speed limit in built-up urban areas with high volumes of pedestrian and non-motor vehicle users should be slower than 50km/h.

CBD/city centre areas are highly urbanized environments, and they are often the nexus for a lot of pedestrian activity based around business areas. In these high-pedestrian areas, the risk of death for a pedestrian involved in a collision with a vehicle travelling at 50km/h is 80%. This risk drops to 10% if the vehicle is travelling at 30km/h.

2. The speed limit should be set with regard to the average speeds of vehicles using the road.

We have average speed data for most roads, which indicates the approximate speed that most vehicles using the road are already travelling. We know that compliance with the speed limit indicated on the speed limit sign is more likely to be achieved when that speed limit is closer to the average speed. Where we must choose between two speed limit alternatives for a road, we will favour the speed limit which is closer to the existing operating speed.

3. The speed limit should be set with regard to the level of development within the area the road is located.

Where there is substantial development close to the road, we will consider slower speed limits. The type of development will typically include residential or commercial development, where there is an expectation that pedestrian activity will be associated with that development (for instance, footpaths). Where there is little to no development in the roading area (for instance, no footpaths, or primarily industrial activity), then the slower speed limit may not be suitable. Where there is a reasonable expectation of development occurring the in the short to medium term, the slower speed limit may be more appropriate if the existing average operating speeds also align.

[4] The One Network Framework is a tool used by Waka Kotahi to classify transport networks according to their purpose, to enable better design, planning and delivery of the transport system. It identifies different road types according to their score against both movement and place. Using the One Network Framework for classifying our roads means that we are adopting an approach consistent with the rest of the country. It means that our roads and speed limits will be familiar to people from anywhere in the country. For more information about the ONF visit **https://www.nzta.govt.nz/planning-and-investment/planning/one-network-framework/overview/**

4. The speed limit should be consistent within the local area, the broader road network, and as far as possible, within the wider region, and should be aligned with the One Network Framework.

When we set speed limits we should recognise that the road is part of a wider network, and inconsistent speed limits or limits that introduce a number of abrupt changes in a short distance are to be avoided wherever possible. Speed limits that are logical and expected by the driver are more likely to be complied with.

The One Network Framework recognizes that roads facilitate both movement and places. While some roads may be primarily focused on the movement of people and goods (such as transit corridors or rural or urban connectors), other roads have an emphasis on place and activity (such as civic spaces, local and activity streets, and main streets). Where a road has place and activity as its primary purpose a slower speed limit may be indicated; conversely, a higher speed limit may be more appropriate on a road which is primarily for movement.

Our proposals

The following sections provide detail of the speed limit changes we are proposing for each area.

City Centre

Roads	Existing speed limit	Proposed speed limit	Implementation year
Andrew Young Street Ashley Street Berrymans East Street Berrymans Lane Broadway Ave (from The Square to to Ruahine Street) Campbell Street (from Cuba Street to Walding Street) Church Street (from Pitt Street to Princess Street) Coleman Place Cross Street Cuba Street (from Rangitikei Street to the intersection with Bourke and Pitt Streets) Donnington Street Fitzherbert Ave (from Church Street to Ferguson Street) George Street King Street Linton Street (from Church Street to Ferguson Street) Lombard Street (from Cuba Street to Walding Street) Main Street East (from The Square to Princess Street) Main Street West (from The Square to Pitt Street) Queen Street Rangitikei Street (from the intersection with Walding and Grey Streets to The Square)	All 50 km/h	All 30km/h	2024 - 2027

Jersey Lane Maple Lane The Square Inner The Square Outer Taonui Street (from Cuba Street to Walding Street			

Figure 1 - Map showing proposed speed limit changes for the City Centre and Broadway Ave

Description of proposed changes

We are proposing to lower the permanent speed limit for roads within the inner ring road, making up what is generally understood as the city centre. This is Palmerston North's main shopping area, and with Te Marae o Hine The Square it represents a destination and centre of activity for a large number of people rather than serving as a way to get from one place to another.

The proposed area includes Broadway Ave as far as Ruahine Street, because this is effectively an extension of the city centre, with many retail businesses and services operating along its length. Carncot School is also accessed from Broadway Ave, so the slower speed limit also supports a safer environment for students and families accessing the school.

Average speeds for the roads within the city centre are already low, and the proposed speed limit of 30km/h is close to those operating speeds. This is due to existing features such as traffic signals, narrow roads, roundabouts, and raised pedestrian platforms. If this speed limit change is approved, we will monitor operating speeds and if there is non-compliance then we may consider installing speed management infrastructure (e.g. speed humps) to slow vehicle speeds to ensure greater compliance.

The Safe and Appropriate Speed for these roads as calculated by Waka Kotahi based on known data and technical guidance is 30km/h.

Safety infrastructure programme

As part of the first full speed management plan development, we also considered where infrastructure may be needed to reinforce the proposed speed limits, The current average speed data for Campbell Street, Lombard Street, Taonui Street and Linton Street is higher than in other parts of the city centre. Therefore, it may be appropriate to install speed management infrastructure (such as speed humps or raised platforms) to slow speeds on these roads.

If the speed limit changes proposed for the city centre go ahead, we will monitor speeds to check for compliance. If we find that compliance with the proposed new speed limits is low, then we may go ahead with speed management infrastructure (such as speed humps or raised platforms).

The funding for those infrastructural works is not yet confirmed and is subject to approval through the 2024-34 Long Term Plan and approval of funding by Waka Kotahi. This staged approach provides a way in which we can start the process of improving safety in the city centre now and invest in infrastructure where it is really needed.

Milson Line

Roads	Existing speed limit	Proposed speed limit	Implementation year
Milson Line from Flygers Line to a point approximately 200 metres northwest of its intersection with Richardsons Line.	80km/h	60km/h	2024/2025

Figure 2 - map showing proposed speed limit changes for Milson Line

Description of proposed changes

This small section of Milson Line has had a disproportionately high number of crashes, primarily at the intersection with Richardson Line. In the past 10 years, there have been eight crashes, with seven of those occurring at the intersection with Richardsons Line, including one fatal crash. It is primarily a rural environment on the cusp of the suburban area around Milson, with no footpaths or kerb and channel along this section of road. The airport runway is adjacent on the east side of the road.

Milson Line is used as a route to and from Feilding; traffic heading south is approaching at speed, coming from a 100km/h speed limit by Kairanga-Bunnythorpe Road. The current 80km/h speed limit ends at the intersection with Flygers Line, where the speed limit drops to 50km/h in the residential area.

We propose to lower the speed limit for this short section of Milson Line from 80km/h to 60km/h. This will signal to drivers that a slower speed around the intersection with Richardsons Line is appropriate. The lower speed limit will also make it easier for drivers turning into or out of Richardson's Line to enter the main road.

Waka Kotahi's Safe and Appropriate Speed for this section of Milson Line is 40km/h. We do not believe that this is an appropriate speed limit because of the lack of roadside development. The average speed is 70km/h, which suggests that compliance with a 40km/h speed limit would be poor.

Alternatives considered

We considered a speed limit of 50km/h, effectively extending the current 50km/h limit from Flygers Line. This approach would minimise the number of speed limit changes over a short distance. However, this option was discounted because the average speeds were much higher than the proposed speed limit. Expected compliance would therefore be poor and likely require a change to the road design to achieve good compliance.

We considered changes to the intersection with Richardsons Line, such as making the exit of Richardsons Line a left-turn only, or by adding a right-hand turn bay on Milson Line for Richardsons Line. However, these options are likely to be more costly without necessarily improving the safety outcomes. Lowering the speed limit doesn't preclude making these changes at a later date.

Safety infrastructure programme

We don't propose any speed management infrastructure because this section of Milson Line is already operating at speeds sufficiently close to the proposed speed limit of 60km/h.

Summerhill Drive

Roads	Existing speed limit	Proposed speed limit	Implementation year
Summerhill Drive from the intersection with Aokautere Drive/SH57 to its transition to Tennent Drive	60km/h	50km/h	2024/2025
Tennent Drive from Fitzherbert Bridge to a point approximately 100 metres south of its intersection with the southbound offramp onto Summerhill Drive			
Tennent Off Lane West			
Tennent Off Lane East			
Tennent On Lane West			
Bypass Road			

Figure 3 - map showing proposed speed limit changes for Summerhill Drive

Description of proposed changes

We propose to lower the speed limit on Summerhill Drive from 60km/h to 50km/h. Summerhill Drive is a key north-south link from SH57 to Palmerston North. The average speeds range between 54km/h for the lower section of the road, and 62km/h for the upper section. Waka Kotahi has assessed the Safe and Appropriate Speed for this road as 40km/h. We think that 40km/h is too slow for the road environment but agree that a slower speed will make it safer for the range of road user for this part of the city. There are footpaths and cycle lanes on both sides of the roadway, as well as pedestrian refuges to encourage connection for residents on either side of the road. The Council is planning a separated cycleway along this road to encourage and promote more active transport, and to make it safer for pedestrians. This planned cycleway will have a calming effect on the average speeds, with the increased level of roadside activity signalling that slower speeds are expected.

For consistency, and to avoid a series of short-distance speed limit changes, we propose to extend the 50km/h speed limit from Summerhill Drive onto Tennent Drive and the Fitzherbert Bridge. The remainder of Tennent Drive would remain 60km/h.

Alternatives considered

We considered the 40km/h speed limit that Waka Kotahi assessed was the Safe and Appropriate Speed, however this is unlikely to achieve good compliance without further infrastructural changes beyond the separated cycleway already planned.

Safety infrastructure programme

We don't propose any speed management infrastructure for Summerhill Drive because the operating speeds for most of the road are close to the proposed speed limit. We expect that the proposed speed limit will lower the higher operating speeds on the upper section of Summerhill Drive. We will monitor compliance with the proposed 50km/h speed limit, but we expect that the separated cycleway planned for installation in 2023/24 will also support the lower speed limit. Additional infrastructure for Summerhill Drive is not recommended until the effect of the separated cycleway on operating speeds is evaluated.

Kahuterawa Road

Roads	Existing speed limit	Proposed speed limit	Implementation year
Kahuterawa Road (from the intersection with Old West Road (SH57) to a point approximately 2040 metres south of its intersection within Greens Road	80km/h	60km/h	2024/2025
Kahuterawa Road (from a point approximately 2040 metres south of its intersection with Greens road and heading in a southerly direction to the end of the road.	80km/h	30km/h	2024/2025
Birch Way	80km/h	60km/h	2024/2025
Lacebark Drive			
Greens Road			

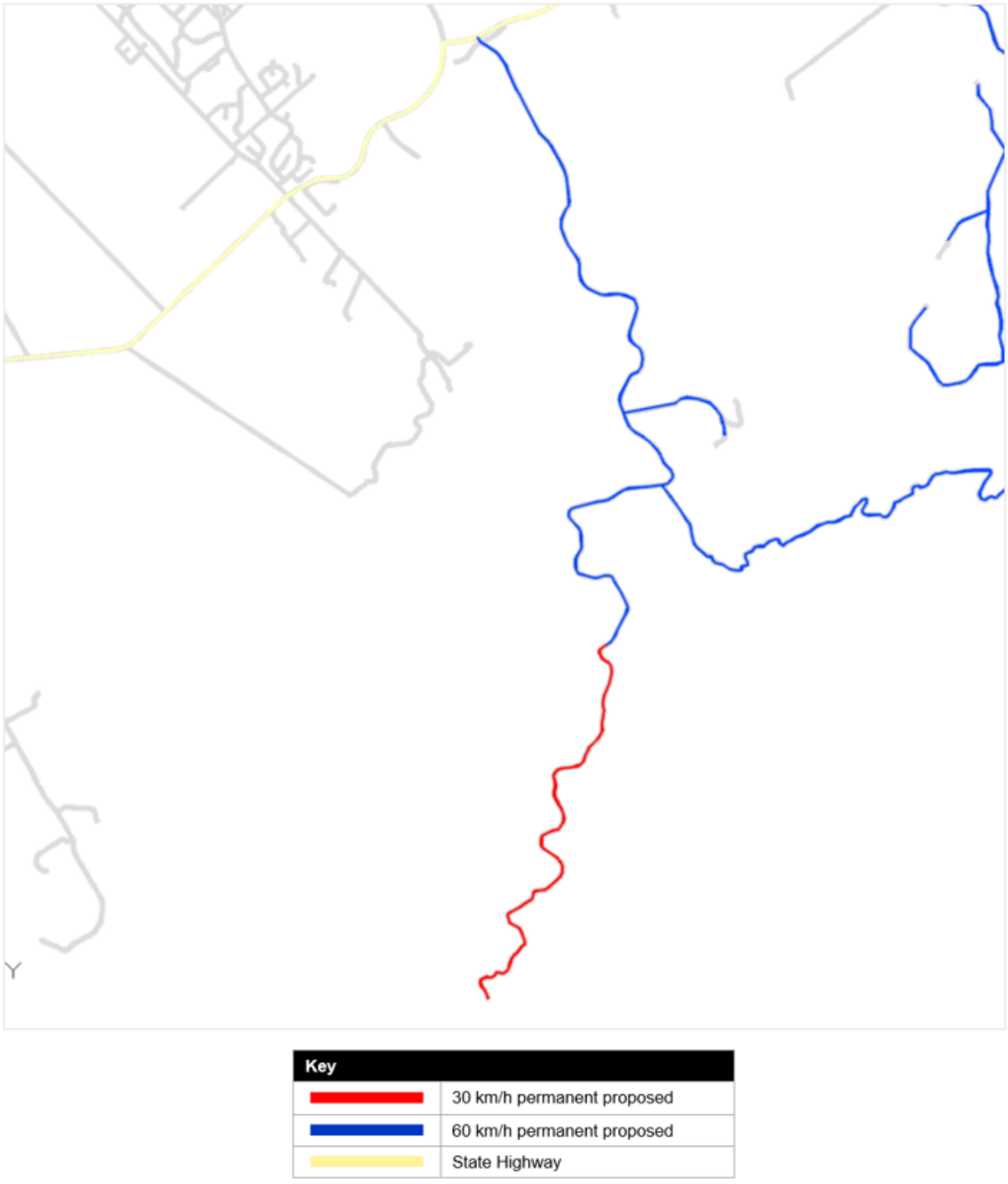

Figure 4 - map showing proposed speed limit changes for Kahuterawa Road

Description of proposed changes

We propose to lower the speed limit on Kahuterawa Road from 80km/h to 60km/h for the sealed section, and to 30km/h for the unsealed section. Three roads are accessed off Kahuterawa Road – Birch Way, Lacebark Drive and Greens Road. For consistency, we propose to lower these roads to 60km/h as well.

Kahuterawa Road is the main route from SH57/Old West Road to access Arapuke Forest Mountain Bike Park and walking trails. It also makes up part of the Te Araroa Trail, which is a popular tourist track. However, the road widths are narrow and there are few or no shoulders and clear zones.

There have been 18 crashes along Kahuterawa Road over the past 10 years; all of these crashes involved a loss of control, often caused by inappropriate speed for the environment. Most of the crash reports claim that the drivers were travelling at speeds that were too fast for the conditions of the road, though they were travelling below the speed limit. This suggests that the current speed limit is not safe and appropriate.

Waka Kotahi has assessed the Safe and Appropriate Speed for Kahuterawa Road as 60km/h. We think that this speed limit is still too high for the unsealed section, which narrows to 3.5 metres wide and leads to the bike park, where there are higher numbers of vulnerable road users.

The average speed for the sealed section of Kahuterawa Road is 62km/h, so we expect that there will be good compliance with the proposed speed limit of 60km/h. The average speed for the unsealed section is 39km/h. The proposed speed limit of 30km/h is therefore also likely to see good compliance from road users.

Alternatives considered

We considered upgrading the road however this is likely to be extremely costly and complex to manage within the existing roadway, especially given the function of the road as primarily an access route to a recreation reserve.

The upper part of Kahuterawa Road could be retained at 80km/h. This section of the road is wider and straighter, and is likely to be safe to travel at 80km/h. However for consistency, and to avoid a series of short-distance speed limit changes, we propose the single reduction for the sealed section of Kahuterawa Road.

Safety infrastructure programme

No speed management infrastructure is necessary to support the proposed speed limits for Kahuterawa Road, Birch Way, Lacebark Drive, and Greens Road. This is because the design and alignment of the road dictates the speed that is safe and appropriate already, which is also reflected in the average operating speeds being close to or below the proposed speed limits.

Turitea Road

Roads	Existing speed limit	Proposed speed limit	Implementation year
Turitea Road (from a point approximately 30 metres east of its intersection with Harts Road and heading in a southerly direction to the end of the road	80km/h	60km/h	2024/2025
Guyland Drive			
Ngahere Park Road			
Pinelands Drive			
Oram Drive			
Kereru Drive			
Amuri Lane			
Water Works Road			
Chablis Court			

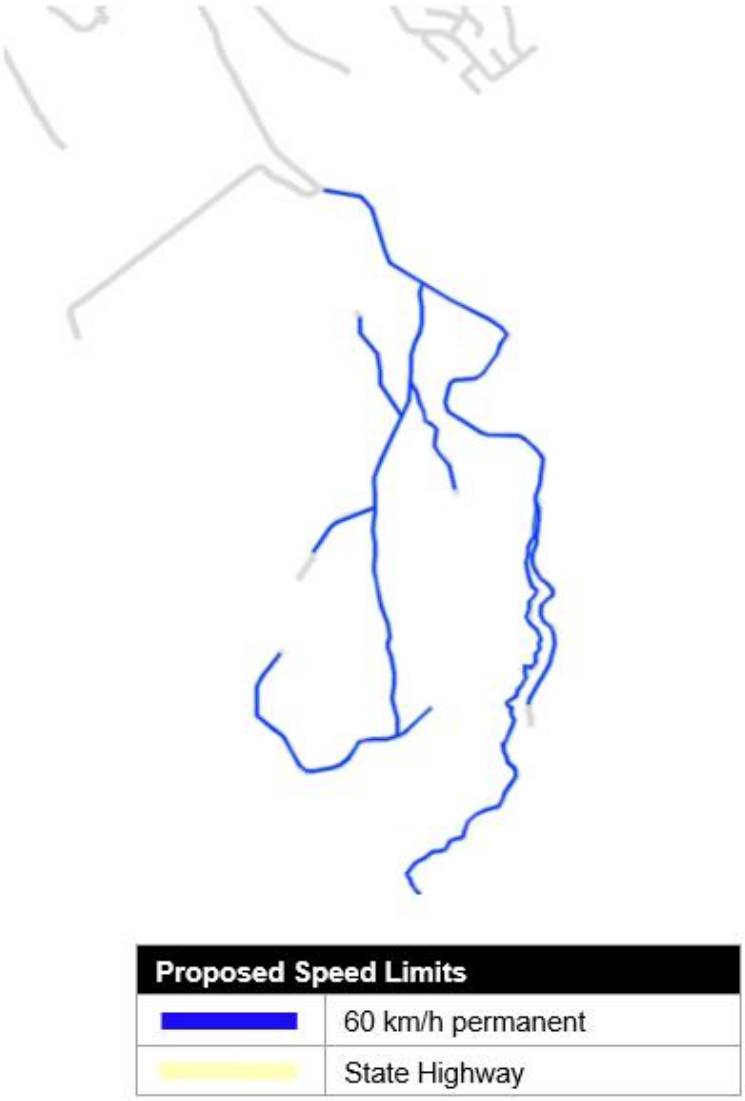

Figure 5 - map showing proposed speed limit changes for Turitea Road

Description of proposed changes

We propose to reduce the speed limit from 80km/h to 60km/h on the section of Turitea Road from the south side of the intersection with Harts Road. The proposed 60km/h limit would also apply to the roads coming off Turitea Road.

We do not propose changing the speed limit for the upper section of Turitea Road, from the intersection with SH57 to Harts Road. This section is wider and straighter than the rest of the road. There is also a separate proposal to install an intersection speed zone (ISZ) for the intersection of Turitea Road and Valley Views, which will improve the safety of that intersection.

The remainder of Turitea Road is narrow and winding with some challenging corners and narrow bridges that make the current 80km/h speed limit unsafe. Waka Kotahi assesses the Safe and Appropriate Speed as 60km/h. The average speed for Turitea Road is 62km/h, dropping to 50km/h in some places. These lower average speeds are likely due to the road design preventing drivers from consistently reaching the current speed limit.

In the past 10 years there have been 16 crashes on Turitea Road and its side roads, with eleven of those being loss-of-control crashes. They are often caused by inappropriate speeds for the road environment and could have been avoided if the drivers were travelling at lower speeds.

Alternatives considered

We considered upgrading the road, however this is likely to be extremely costly and complex to manage within the existing roadway. Some upgrades are planned for this road, such as widening narrow bridges. While those upgrades will make those bridges safer, they are unlikely to affect the overall safety profile for the road. Lowering the speed limit signals the safe and appropriate speed for the road to all users.

Safety infrastructure programmes

No speed management infrastructure has been identified as necessary to support the proposed speed limit on Turitea Road and the roads accessed off Turitea Road as the road is already operating at speeds sufficiently close to this.

Intersection Speed Zone (ISZ) – No. 1 Line and Longburn-Rongotea Road

Roads	Existing speed limit	Proposed speed limit	Implementation year
Longburn Rongotea Road from 150 metres northeast of its intersection with No 1 Line to 150 metres southwest of that intersection	100km/h (Longburn-Rongotea Road)	70 km/h Intersection Speed Zone	2024/2025

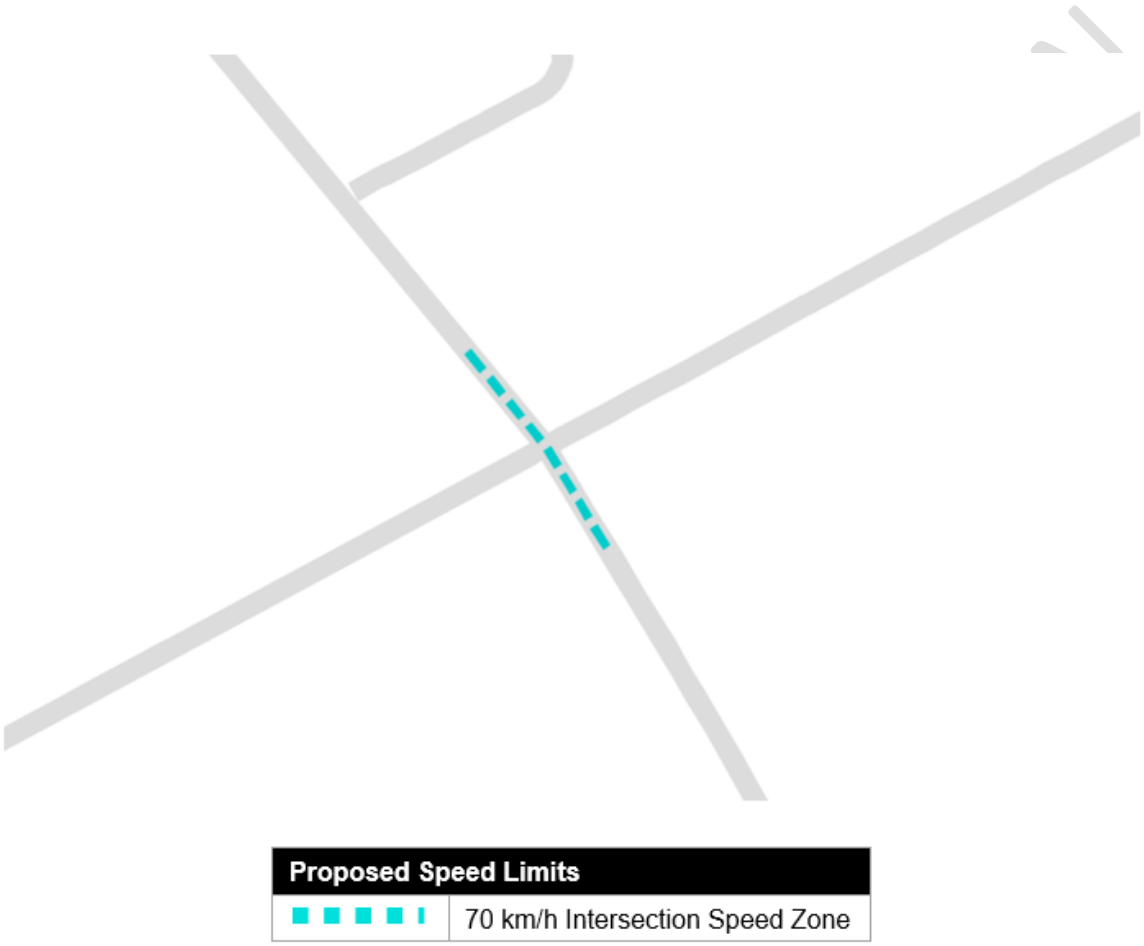

Figure 6 - map showing proposed intersection speed zone for No 1 Line and Longburn Rongotea Road

Description of proposed changes

We propose to create an Intersection Speed Zone (ISZ) for the intersection of No.1 Line and Longburn-Rongotea Road. An ISZ briefly reduces the speed limit on a main road when traffic is waiting to enter from a side road, or attempting to turn off the main road onto the side roads. ISZ's are primarily a safety intervention for predominantly rural roads, to allow the majority of traffic to travel at the ordinary speed limit for that road but also allow traffic from the side roads to move through the intersection safely.

The proposed ISZ would lower the speed limit on Longburn-Rongotea Road from 100km/h to 70km/h when traffic is waiting on No.1 Line. The speed limits for No.1 Line would be unchanged.

Intersection Speed Zone (ISZ) – Valley Views/Turitea Road

Roads	Existing speed limit	Proposed speed limit	Implementation year
Turitea Road from 150 metres northwest of its intersection with Valley Views to 150 metres southwest of that intersection	80km/h (Turitea Road)	60 km/h Intersection Speed Zone	2024/2025

Figure 7 - map showing proposed intersection speed zone for Turitea Road and Valley Views

Description of proposed changes

We propose to create an Intersection Speed Zone (ISZ) for the intersection of Turitea Road and Valley Views. An ISZ briefly reduces the speed limit on a main road when traffic is waiting to enter from a side road or attempting to turn off the main road onto the side roads.

An intersection upgrade for this intersection was a requirement of granting consent for the development of Valley Views as a rural-residential subdivision, to make it safer for traffic turning off Turitea Road into Valley Views.

The proposed ISZ would lower the speed limit on Turitea Road from 80km/h to 60km/h when traffic is waiting to turn into or leave Valley Views. The speed limit for Valley Views would be unchanged.

Te Wanaka Road

Roads	Existing speed limit	Proposed speed limit	Implementation year
Te Wanaka Road	70km/h	60 km/h	2024/2025

Figure 8 - map showing proposed speed limit change for Te Wanaka Road

Description of proposed changes

We propose to lower the speed limit on Te Wanaka Road from the current 70km/h speed limit to 60km/h. This reduction is in support of the Kiwkiwhenua residential development accessed from Te Wanaka Road, and the proposed intersection speed zone (ISZ) at the intersection with SH56/Pioneer Highway in partnership with Waka Kotahi. The Council has funding to install the ISZ, but as Waka Kotahi is the road controlling authority it is responsible for changing the speed limit on SH56. This proposal, therefore, is contingent on Waka Kotahi designating the intersection with Te Wanaka Road an intersection speed zone with a limit of 60km/h. Waka Kotahi has indicated that it will include the ISZ proposal in its draft State Highway Speed Management Plan 2024-2027.

Safety infrastructure programmes

No additional speed management infrastructure is necessary to support the proposed speed limit of 60km/h for Te Wanaka Road because the road is already operating at speeds sufficiently close to this. The proposed intersection speed zone at the intersection with SH56 will reinforce the need for care at this intersection to drivers.

Kelvin Grove Road

Roads	Existing speed limit	Proposed speed limit	Implementation year
Kelvin Grove Road (from the intersection with McLeavey Drive to a point 20 metres northwest of its intersection with James Line)	70km/h	60km/h	2024/2025

Figure 9 - map showing the proposed speed limit change for Kelvin Grove Road

Description of proposed changes

We propose to reduce the speed limit for this section of Kelvin Grove Road from 70km/h to 60km/h. The Safe and Appropriate Speed for this section of Kelvin Grove Road as assessed by Waka Kotahi is 40km/h. However the presence of development on only one side of the road, coupled with the existing 60km/h speed limit on Roberts Line, suggests that 60km/h is a more suitable speed limit. This is likely to see good compliance without the need for infrastructural intervention to lower operating speeds.

Safety infrastructure programmes

No speed management infrastructure is necessary to support the proposed speed limit of 60km/h for Kelvin Grove Road. This is because the average operating speeds along this section are close to or sometimes lower than the proposed speed limit. The level of roadside development also provides an additional visual cue to road users that a slower speed is appropriate.

Gillespies Line

Roads	Existing speed limit	Proposed speed limit	Implementation year
Gillespies Line from 100 metres northwest of its intersection with Benmore Avenue and heading in a north-westerly direction for 100 metres	70km/h	50km/h	2024/2025

Figure 10 - map showing the proposed technical correction to the speed limit for Gillespies Line.

Description of proposed changes

We propose to make a technical correction to the speed limit for Gillespies Line. The posted speed limit for this section of road has been posted at 50km/h, yet the official speed limit record shows this to be 70km/h. Therefore, we propose to correct the speed limit record by lowering it to 50km/h so that it is aligned to the current posted speed limit. To do this, we are required to consult on this administrative amendment. The speed limit sign on the road will remain as it is currently shown.

Changes not proposed

Waka Kotahi requires us to identify any roads where the current speed limit is 70km/h and either propose a different speed limit or provide an explanation why the current 70km/h speed limit should be retained. The following table identifies all the remaining roads with 70km/h speed limits and provides an explanation for retaining that speed limit.

Roads	Existing speed limit	Reason for retaining existing speed limit
No 1 Line Anders Road Westberg Road White Horse Drive Cloverlea Road	70km/h	Waka Kotahi requires that any road which has a speed limit of 70km/h be either replaced with a different speed limit, or an explanation provided for the retention of the 70km/h speed limit. All of these roads relate to the proposed Intersection Speed Zone (ISZ) at the intersection of No 1 Line/Longburn-Rongotea Road. The proposed ISZ will lower the speed limit to 70km/h. To be consistent with the proposed ISZ, therefore, we propose to retain these roads at the current 70km/h speed limit.
Stoney Creek Road (from Clevely Line to the intersection with Ashhurst Road)	70km/h	The Safe and Appropriate Speed for this section of Stoney Creek Road is rated as 30km/h. However, the level of roadside development does not support a speed limit this low without significant infrastructural intervention to reduce operating speeds. We considered a speed limit of 60km/h for the section between Ashhurst Road and Nathan Place, however this is much shorter than the recommended minimum 600m length of road for a 60km/h limit. More roadside development is expected to occur in the coming years, which may justify a reduction to a lower speed limit at that time.

How to make a submission

Anyone can make a submission about the draft Speed Management Plan 2024-2027. We encourage anyone with an interest in the issues raised in this proposal to make a submission.

You can find this consultation document and the submission form at:

- Palmerston North City Council website **www.pncc.govt.nz/**
- Customer Service Centre, Palmerston North City Council, The Square, Palmerston North
- City Library, The Square, Palmerston North, and the libraries at Ashhurst, Awapuni, Roslyn, Linton and Te Pātikitiki/Highbury

You are also entitled to appear before the Council and speak to your submission. Please indicate on your submission form whether you wish to do this. The Council intends to hear submissions on this proposal in December 2023. Details of the hearings will be confirmed in the email or letter acknowledging your submission and will also be advertised in the Guardian newspaper.

To get your submission to us, either:

- Mail to: Draft Speed Management Plan 2024-2027 Submissions, Democracy and Governance Team, Palmerston North City Council, Private Bag 11034, Palmerston North 4442
- Deliver to: Palmerston North City Council Customer Service Centre, 32 The Square, Palmerston North
- Email to: **submission@pncc.govt.nz** (write Draft Speed Management Plan 2024-2027 Submissions in the subject)
- Phone: 06 356 8199
- Fax: 06 355 4115

The submission period runs from 30 September until 4pm on Tuesday 31 October 2023.

Please note that all written submissions, including your name, will be made available to the public and media and on the Council's website. Contact details will be withheld.

For further information on this consultation please phone the Council on 06 356 8199 or email us at **info@pncc.govt.nz**.