
Palmerston North Interim Speed
Management Plan 2023
(School Speed Limits)

Compliance checklist

The following table is a summary of the legal compliance requirements for an interim Speed Management Plan prepared under the Land Transport Rule: Setting of Speed Limits 2022.

Category	Confirmation	Clause ^	Yes/no
Public consultation complete	Consultation for this speed management plan has been carried out in accordance with the Land Transport Rule: Setting of Speed Limits 2022, clause 3.9	12.14(1)(a)(i)	Yes
Plan content check	For each proposed change includes, to the extent practicable, information on the geographical area of the proposed speed limit, the type of speed limit, the proposed speed limit expressed in kilometres per hour, and the timeframe within which the change is proposed to occur	12.13(1)(a) & (b)	Yes
	Identify any school which is proposed to be designated a category 2 school and include an explanation for why, having regard to any guidance provided by the Agency about speed limits outside schools, the speed limit outside the category 2 school is safe and appropriate for the road.	12.13(2)(b) & (c)	Yes
	Include an explanation of how the plan is consistent with the road safety aspects of the GPS on land transport and any Government road safety strategy	12.14(1)(a)(ii)	Yes
	Include a general explanation of how a whole-of-network approach was taken to changing speed limits by considering a range of speed management interventions	12.14(1)(a)(iii)	Yes

Executive Summary

This Interim Speed Management Plan (ISMP) for Palmerston North has been prepared in accordance with the Land Transport Rule: Setting of Speed Limits 2022. It outlines the proposed speed limit changes for roads around schools in the Palmerston North territorial authority area.

A total of 43 schools are covered by this Plan, representing 100% of schools operating in Palmerston North at the time of this Plan's publication. Given the close proximity of some schools to each other, and considering the network as a whole, we have aggregated several schools into "clusters" for the purposes of developing speed limit proposals. Each of these school clusters are treated as a single area for implementation, so that a more efficient programme of implementation can be achieved.

We intend to implement speed limit changes affecting a total of 30 schools in the 2023/2024 financial year, utilising available funding already confirmed for this project. The speed limit changes for the remaining schools will be implemented in the 2024/2025 financial year, subject to confirmation of funding through the 2024-2034 Long Term Plan.

This ISMP includes additional information required for certification by Waka Kotahi, including:

- A summary of our assessment methodology;
- Our community engagement and consultation approach;
- Our long-term speed management strategy, and our objectives;
- A summary of how our ISMP aligns to the Government Policy Statement on Land Transport.

The specific speed limit changes are documented in two tables. The first table includes all those roads associated with category 1 schools. The second table includes all those roads associated with category 2 schools. For each school or cluster, there is a map which illustrates the proposed speed limit changes.

How we reviewed speed limits: methodology of assessment

Palmerston North City Council (PNCC) used the following high-level methodology to determine the proposed speed limit changes contained in this Interim Speed Management Plan (ISMP):

1. We initially identified all schools and the approximate catchments where the required reduced speed limits would be most appropriate. This was based on local data and knowledge, such as operating speeds (sourced from MegaMaps) and information gathered from early engagement with school. While only 40% was required for the ISMP scope as a minimum, we decided that all schools would be included in the ISMP.
2. We developed a broad scope of objectives and policies to help guide the technical assessment process. The intent of this was to assist in the overall messaging to the public and to provide a consistent approach to setting speed limits around schools in Palmerston North. In developing these, we also aimed to align the speed limit changes around schools with the priorities and objectives set out in the Waka Kotahi speed management guide and with our strategic direction.
3. We then determined the safe and appropriate speed, relevant school category, and type of speed limit (permanent or variable) for each school in alignment with the objectives and policies as mentioned above.
4. With all schools assessed individually, we took a broader road network view to ensure that any changes were consistent with other speed limits in the area and did not create unnecessary disruption to traffic or create confusion. This also considered upcoming and planned infrastructure where applicable/known to be implemented within the next year.
5. The draft ISMP was approved for public consultation at a meeting of the Council on 4 April 2023. The consultation period ran from 1 May until 2 June. The Council considered all the written and oral submissions on 15 November, and approved this document for certification by Waka Kotahi.
6. Once implemented, we intend to monitor the effectiveness of any changes to school speed limits and make adjustments as needed in the form of investigation of minor infrastructure works.

How we engaged with our community: consultation and engagement

We undertook a comprehensive community consultation exercise to ensure that a wide range of views and perspectives were considered as part of the decision-making process.

We identified stakeholders who had a particular interest in the proposed speed limit changes. These stakeholders included:

- Schools
- Residents within school neighbourhoods
- Emergency services
- Industry groups such as AA and heavy vehicle operators

- Community and active transport advocacy groups
- Business groups including the Manawatū Chamber of Commerce and Palmy BID
- CEDA
- Environment Network Manawatū
- Large, location-based employers such as Massey University and IPU, and Te Pae Hauora o Ruahine o Tararua.

We contacted the above stakeholders directly and provided them with information about the proposals, and invited them to make a submission. We placed an emphasis on direct mail-outs to residents in areas affected by the proposals, and contacting schools with information that they could easily pass on to whanau of children attending that school.

We engaged with Rangitāne o Manawatū via the regularly scheduled hui Te Whiri Kōkō, and sought their input into the process and the proposed speed limit changes. They expressed general support for the process and proposals, but had no specific comments to make about the proposed speed limit changes.

We extended an invitation to attend meetings of groups and organisations who had an interest in the proposals. We also ran a series of drop-in sessions throughout the consultation period. Four of these drop-in sessions were held at schools around the city, towards the end of the school day to make it easier for parents and people within the neighbourhood to find out more information and ask questions. A fifth drop-in session was held on a weekend at the central library.

The consultation material was made available in several different places, including the customer service centre, at the central and community libraries around the city, and on our website. A dedicated page was set up to provide both general information about the process of setting speed limits, and specific information about the proposals to change speed limits around schools. An interactive map identified the locations around the city where speed limit changes were proposed, enabling people to click through to learn more information. An online form provided the opportunity for people to make a submission on multiple school areas, as well as make general comments.

We received 378 written submissions during the consultation period, and received oral submissions from five submitters at hearings held on 1 August 2023. All the written and oral submissions were analysed, and advice on those submissions was presented to the Strategy and Finance Committee on 15 November 2023. The Committee recommended that changes be made to the original proposals based on the feedback during the consultation period.

Summary of consultation outcomes

We consulted on proposed speed limit changes for roads around 43 schools. As a result of that consultation, we have made amendments to those proposals for 27 schools. For many of those schools the amendment include adding roads that were previously not included, or extending the length to which the slower speed limit applied. For a small number of schools, we have changed the type of speed limit from permanent to variable.

Details of the analysis of submissions, along with the recommended speed limits for each school, can be found in attachment one of the report presented to the Strategy and Finance Committee on 15 November 2023 [*link to be added*].

Our approach to speed management: long-term speed management strategy

We have worked with Horizons Regional Council to take a co-ordinated approach to speed management, alongside other road controlling authorities (RCAs) in the region. As a result, the Regional Transport Committee adopted the following vision and principles to guide RCAs in their development of speed management plans. We have used the following vision and principles as a basis for development our interim Speed Management Plan:

Our guiding principles:

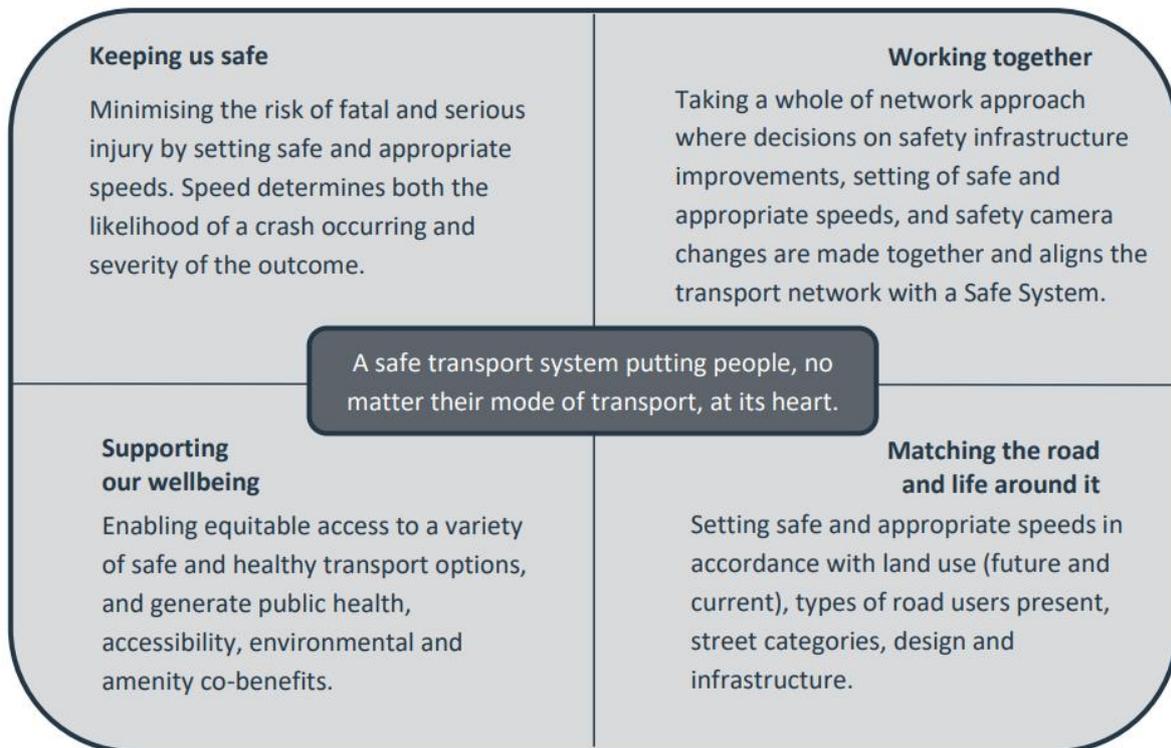


Figure 1 - Regional Vision and Principles for speed management, endorsed by the Horizons Regional Transport Committee, 6 December 2022

Our objectives

We used the following objectives to guide how we developed the proposals for slower speed limits around schools in Palmerston North:

1. We will use the Speed Management Guide published by Waka Kotahi to assess speed limits.

We have used the new Road to Zero edition of the Speed Management Guide to identify what speed limits are appropriate for our schools, and this has formed the starting basis for our proposals.

2. We will prioritise people over vehicles.

Slower speed limits around schools are about making these environments safer for pedestrians, especially school children. We've balanced the inconvenience for some motorists of a slower speed against the benefits of a slower speed environment for people making their way to and from school.

3. We will consider how the area around the school is used.

We've identified the streets that are used by people getting to and from school, to work out where there should be slower speed limits. In some cases, there are many side streets which provide access to the school, and we've proposed slower speed limits on these roads.

4. We will use permanent speed limits for side streets, and variable speed limits for main routes.

In most cases, where a school is accessed from a main route, we've used a variable speed limit that operates at the start and end of the school day. This provides safer speeds when there are many people around the school, without unnecessarily slowing down the network for things like freight and logistics. For most other roads, especially side streets, we've proposed a permanent slower speed limit.

How our Plan aligns to the Government Policy Statement on Land Transport

The Ministry of Transport Government Policy Statement (GPS) 2021 is a strategic document that sets out the government's priorities and objectives for the transport sector. The overarching goal of the GPS 2021 is to create a safe, sustainable, and accessible transport system that supports New Zealand's social, economic, and environmental goals.

One of the key priority areas identified in the GPS 2021 is safety, and improving safety outcomes for all road users, including pedestrians and cyclists, is a critical focus. In order to achieve this objective, the GPS 2021 sets out a number of measures that can be taken to improve safety on New Zealand's roads, including the following:

- Reducing speed limits: Lowering speed limits can significantly reduce the risk of death or serious injury in the event of a crash. The GPS 2021 recommends that speed limits in urban areas be reduced to 30km/h in high-risk areas, such as around schools, and in residential areas where there is a high volume of pedestrian and cyclist activity.
- Enhancing active transport: Encouraging more people to walk, cycle, and use public transport can help to reduce congestion and improve safety outcomes. The GPS 2021

recommends investing in active transport infrastructure, such as cycleways and footpaths, to make it safer and more attractive for people to use these modes of transport.

- Improving road design: The design of roads and streets can have a significant impact on safety outcomes. The GPS 2021 recommends incorporating safety features, such as traffic calming measures and pedestrian crossings, into road design to reduce the risk of crashes and improve safety for all road users.

By aligning with the priorities and objectives set out in the GPS 2021, changing school speed limits in New Zealand can contribute to the government's broader goal of creating a safe, sustainable, and accessible transport system. Lowering speed limits in school zones can significantly improve the safety of children who are walking or cycling to school and is one of the key measures recommended by the GPS 2021 to improve safety outcomes for pedestrians and cyclists.

NZ's Road Safety Strategy – Road to Zero

The Ministry of Transport published *Road to Zero*, NZ's road safety strategy, in December 2019. The strategy sets out the Ministry's 10-year focus areas for improving road safety outcomes. The strategy is driven by the vision statement *"A New Zealand where no one is killed or seriously injured in road crashes. This means that no death or serious injury while travelling on our roads is acceptable."*

There are five focus areas in the strategy, with the first of these focussed on infrastructure improvements and speed management. Within this focus area, the strategy notes that:

"A critical issue in New Zealand is that approximately 87 percent of our current speed limits are not appropriate for the conditions of our roads. Reducing travel speeds across parts of the network is one of the most efficient and immediate things we could do to reduce trauma."

"During the life of the strategy, we will work to create more consistent speed limits for roads according to their function, design standards and risk. While we can engineer up on the highest risk and economically important roads, speeds will need to be lowered in some other areas."

Our interim Speed Management Plan is aligned to both the GPS on Land Transport and the *Road to Zero* strategy by focussing on lowering speed limits around schools. We have considered all schools at the same time, so that we can take a consistent approach to the roads around our schools, and this helps to maintain a whole-of-network approach. We have used a combination of permanent and variable speed limits to minimise unnecessary impacts on the wider network, while also considering the benefits of lower speed limits for a wide range of road users around schools. The use of permanent speed limits on smaller side roads arounds schools supports children who walk or cycle to school, but also supports the wider neighbourhood to be safer environments for all road users outside of school times.

Our proposed speed limits

The following table identify the proposed speed limits for roads around category 1 schools. See appendix 1 for the maps for each school area.

School or cluster	Road(s) <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe
Ashhurst School (Map 2)	Salisbury Street from a point 50 metres north of its intersection with Mulgrave Street to a point 20 metres north of its intersection with Lincoln Street Hodgetts Place	50	30	Variable	2024/2025
	Cambridge Avenue from a point 30 metres north of its intersection with Mulgrave Street to a point 55 metres south of its intersection with Lincoln Street	40 km/h variable speed limit	30	Permanent	

School or cluster	Road(s) <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe
	<p>Winchester Street from a point 20 metres northwest of its intersection with Guildford Street to its intersection with Mulgrave Street</p> <p>Bamford Street from its intersection with Cambridge Avenue to its intersection with Salisbury Street</p> <p>Stanford Street North from a point 45 metres south of its intersection with Lincoln Street to the school access</p> <p>Pete's Way</p> <p>Guildford Street</p> <p>Stanford Street South</p>	50	30	Permanent	
<p>Awapuni School</p> <p>Riverdale School</p> <p>West End School</p> <p>Awatapu College</p>	<p>Botanical Road from a point 30 metres south of its intersection with Ferguson Street to its intersection with Park Road.</p> <p>Park Road from its intersection with Botanical Road to a point 10 metres east of Katene Street</p> <p>College Street from a point 50 metres west of Botanical Road to a point 130 metres east of Botanical Road</p>	40km/h variable speed limit	30	Variable	2023/2024

School or cluster	Road(s) <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe
Manawatū Community High School – Manawatū Kura a Iwi (Map 3)	Rugby Street from a point 30 metres east of its intersection with Alexander Street to a point 50 metres northeast of its intersection with Rochester Street Norwich Place	50	30	Variable	
	Slacks Road from its intersection with Buick Crescent to a point 10 metres west of its intersection with Hampden Street Long Melford Road from its intersection with Pitama Road to a point 30 metres east of its intersection with Kapiti Place Pitama Road from its intersection with Slacks Road to a point 10 metres north of its intersection with Long Melford Road	50	30	Permanent	

School or cluster	Road(s) <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe
	Dittmer Drive Ruha Street Henara Place Huata Place Katene Street Wikiriwhi Crescent Anaru Place Te Punga Place Wharite Place Busby Place Hartley Place Adrien Way Anzio Place Buick Crescent Akaroa Avenue Sharon Place Rakino Place Hampden Street Coronet Place McDonald Place Juliana Place Berkley Place Belgrave Place Mudgway Place Dampier Avenue Benbow Place Alexander Street Raleigh Street Raleigh Service Lane Wyndham Street Oban Place Rochester Street Bradford Place Savage Crescent Mansford Place Nathan Place Hodgens Place Hammond Place Townshend Place				
Bunnythorpe School (Map 4)	Campbell Road from a point 50 metres northwest of its intersection with Dixons Line to a point 35 metres southeast of its intersection with Baring Street	50	30	Variable	2023/2024

School or cluster	Road(s) <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe
	Dixons Line from its intersection with Campbell Road to a point 50 metres northeast of its intersection with Baring Street Dutton Street Baring Street Little Street	50	30	Permanent	
Carncot Independent School Mana Tamariki (Map 5)	Grey Street from a point 40 metres southwest of its intersection with Amesbury Street to a point 100 metres northeast of its intersection with Victoria Avenue Sydney Street Regent Street Owen Street Vivian Street Rangitāne Street	50	30	Variable	2024/2025 ¹
Central Normal School Queen Elizabeth College	Featherston Street from its intersection with Wood Street to a point 60 metres northeast of its intersection with Elizabeth Street Nikau Street	40 km/h variable speed limit 50	30 30	Variable Variable	2024/2025 ²

¹ These speed limits are scheduled for implementation in 2024/2025 to align with planned works to install raised pedestrian platforms on Broadway Ave

² This is scheduled for implementation in 2024/2025 to align to the proposed installation of a variable speed limit on Rangitikei Street/SH3 by Waka Kotahi.

School or cluster	Road(s) <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe
Palmerston North Boys' High School (Map 6)	North Street from its intersection with Featherston Street to a point 360 metres south of its intersection with Tremaine Avenue	50	30	Variable	
	Havill Street Aroha Street Argyle Avenue Annandale Avenue Beresford Street Wellesbourne Street Ivanhoe Terrace Edgeware Road	50	30	Permanent	
Cloverlea School (Map 7)	Gillespies Line from a point 60 metres northwest of its intersection with Benmore Avenue to a point 40 metres southeast of its intersection with Herbert Avenue	50	30	Variable	2023/2024

School or cluster	Road(s) <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe
	Benmore Avenue from its intersection with Gillespies Line to a point 50 metres west of its intersection with Meadowbrook Drive Waltham Court Cecil Place Bendigo Street Rosedale Crescent Willowstream Grove Herbert Avenue Raglan Avenue Geraldine Crescent Bevan Place Drury Street Leslie Avenue Hinau Place Rimu Place Peters Avenue Fox Place Tararua Terrace	50	30	Permanent	

School or cluster	Road(s) <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe
College Street Normal School	College Street from a point 80 metres west of South Street to a point 80 metres east of Linton Street	40 km/h variable speed limit	30	Variable	2024/2025
Palmerston North Adventist Christian School	College Street from a point 20 metres east of Morris Street to a point 10 metres east of Union Street				
Palmerston North Intermediate Normal School	Fitzherbert Avenue from a point 40 metres north of Te Awe Awe Street to a point 90 metres north of Park Road				
Palmerston North Girls' High School (Map 8)	Park Road from a point 40 metres east of Batt Street to a point 40 metres east of its intersection with Cremorne Avenue				
	Pitt Street from a point 90 metres south of its intersection with Church Street to its intersection with Ferguson Street	50	30	Variable	
	Ferguson Street from its intersection with Pitt Street to a point 30 metres west of its intersection with Linton Street				
	Ferguson Street from its intersection with Cook Street to its intersection with Pitt Street	50	30	Permanent	
	Linton Street from Ferguson Street to Park Road				

School or cluster	Road(s) <i>(Includes the start and end locations)</i>		Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe
	South Street Hereford Street Worcester Street Moerangi Street Batt Street Chaytor Street Snelson Street Cleland Street McGiffert Street Kensington Mews Karaka Street Marne Street Union Street	Ranfurly Street Rolleston Street Ada Street Oxford Street Morris Street Milverton Avenue Colombo Street Manawaroa Street Graham Place Awatea Terrace Seaton Court Palm Avenue				
Cornerstone Christian School (Map 9)	Roberts Line from a point 40 metres south of Mihaere Drive to a point 80 metres north of Daniel Place Mihaere Drive from a point 350 metres west of Roberts Line to its intersection with Roberts Line Fernlea Ave from a point 40 metres east of Roberts Line to its intersection with Roberts Line		40km/h variable speed limit	30	Variable	2023/2024
Daniel Place		50	30	Variable		

School or cluster	Road(s) <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe
	Terrace Street Newhaven Place Puriri Terrace Milton Street Browning Place Kipling Street	Tyne Street Thames Street Humber Street Esk Street Tweed Street			
Freyberg High School	Featherston Street from a point 20 metres west of its intersection with Rangiora Avenue to a point 20 metres west of its intersection with Elliott Street	40 km/h variable speed limit	30	Variable	2023/2024
St Mary's School	Belfast Place	50	30	Variable	
Whakatipuria Teen Parent Unit	Ruahine Street from a point 160 metres north of Featherston Street to a point 30 metres north of its intersection with Puriri Terrace	40 km/h variable speed limit	30	Variable	
Ross Intermediate School	Vogel Street from a point 25 metres north of its intersection with Milton Street to a point 15 metres north of its intersection with Haydon Street	50	30	Variable	
Roslyn School (Map 10)	Tremaine Avenue from a point 45 metres east of its intersection with Vogel Street to a point 70 metres east of its intersection with Shelley Street				

School or cluster	Road(s) <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe
	Shelley Street from its intersection with Tremaine Avenue to a point 30 metres south of its intersection with Milton Street	50	30	Permanent	
Hokowhitu School St James School	Albert Street from a point 40 metres north of its intersection with Churchill Avenue to a point 50 metres north of Te Awe Awe Street	40 km/h variable speed limit	30	Variable	2023/2024
Winchester School (Map 11)	Jensen Street Wallace Place Redwood Grove St Albans Avenue	50	30	Variable	
	Ruahine Street from a point 130 metres east of its intersection with Newcastle Street to its intersection with Pahiatua Street Manawatu Street from its intersection with Ruahine Street for a distance of 90 metres Pahiatua Street from its intersection with Ruahine Street for a distance of 90 metres Roxburgh Crescent	50	30	Variable	

School or cluster	Road(s) <i>(Includes the start and end locations)</i>		Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe
	Stewart Crescent Churchill Avenue Epsom Road Luton Street Athlone Place Woodstock Place Wigan Place Winston Avenue	Franklin Avenue Newcastle Street Swansea Street Bond Street Ascot Street Surrey Crescent Goodwyn Crescent	50	30	Permanent	
Longburn School (Map 14)	Carey Street		50	30	Permanent	2023/2024
Milson School St Peter's College (Map 15)	Fairs Road from its intersection with Milson Line to a point 20 metres west of its intersection with Langley Avenue		50	30	Permanent	2023/2024
Rennie Avenue Grange Place Moyne Avenue Aspiring Avenue Caitlins Crescent Hunter Street Kaituna Street	Holdsworth Avenue Lockhart Avenue Langley Avenue Abraham Crescent Cohen Place Rutland Place					

School or cluster	Road(s) <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe
Monrad Intermediate School	Botanical Road from a point 50 metres north of its intersection with Brighton Crescent to a point 60 metres south of its intersection with Pioneer Highway	40km/h variable speed limit	30	Variable	2023/2024
Takaro School	Pioneer Highway from a point 100 metres west of its intersection with Botanical Road to a point 30 metres east of its intersection with Shamrock Street	50	30	Variable	
Our Lady of Lourdes School (Map 16)	Highbury Avenue from a point 30 metres north of Brighton Crescent to its intersection with Botanical Road Brighton Crescent	40km/h variable speed limit	30	Permanent	
	Shamrock Street from its intersection with Pioneer Highway to a point 30 metres south of its intersection with Chelwood Street	50	30	Permanent	
	Ronberg Street from its intersection with Highbury Avenue to a point 80 metres southwest of its intersection with Opie Place Brett Place Renfrew Place Rewa Street Radnor Place Duna Place Moray Place Opie Place MacEwan Place				
Parkland School (Map 17)	Balmoral Drive Heritage Place Parkland Crescent Croxley Place	50	30	Permanent	2023/2024

School or cluster	Road(s) <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe										
Russell Street School (Map 18)	<p>Russell Street from its intersection with Tremaine Ave to a point 50 metres south of its intersection with Rongopai Street</p> <p>Heretaunga Street from its intersection with Tremaine Ave to a point 25 metres south of its intersection with Florence Avenue</p> <p>Rongopai Street from its intersection with Russell Street to its intersection with Heretaunga Street</p> <p>Tyndall Street</p>	50	30	Permanent	2023/2024										
Te Kura Kaupapa Māori o Manawatū (Map 9)	<p>Rhodes Drive from Peter Hall Drive to a point 50 metres west of its intersection with Hillcrest Drive</p> <table border="0" data-bbox="465 898 1104 1106"> <tr> <td>Peter Hall Drive</td> <td>Hillcrest Drive</td> </tr> <tr> <td>Walnut Grove</td> <td>Gladys Place</td> </tr> <tr> <td>Sunshine Place</td> <td>Cargill Grove</td> </tr> <tr> <td>Suzanne Grove</td> <td>Lyndale Place</td> </tr> <tr> <td>Colonial Place</td> <td>Cumberland Place</td> </tr> </table>	Peter Hall Drive	Hillcrest Drive	Walnut Grove	Gladys Place	Sunshine Place	Cargill Grove	Suzanne Grove	Lyndale Place	Colonial Place	Cumberland Place	50	30	Permanent	2023/2024
Peter Hall Drive	Hillcrest Drive														
Walnut Grove	Gladys Place														
Sunshine Place	Cargill Grove														
Suzanne Grove	Lyndale Place														
Colonial Place	Cumberland Place														
Te Kura o Wairau (Map 19)	<p>Botanical Road from its intersection with Tremaine Avenue to a point 140 metres south of its intersection with Lancaster Street</p> <p>Belvedere Crescent</p>	50	30	Variable	2023/2024										

School or cluster	Road(s) <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe
	<p>Highbury Avenue from a point 60 metres south of its intersection with Havelock Avenue to its intersection with Tremaine Avenue</p> <p>Lancaster Street</p> <p>Somerset Crescent</p> <p>Drayton Place</p>	50	30	Permanent	
Terrace End School (Map 20)	Ruahine Street from a point 50 metres north of Koromiko Avenue to a point 50 metres south of its intersection with Broadway Avenue	40 km/h variable speed limit	30	Variable	2023/2024
	Innes Place	50	30	Variable	

School or cluster	Road(s) <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe
	<p>Rangiora Avenue from its intersection with Featherston Street to a point 60 metres east of its intersection with Koromiko Avenue</p> <p>Moheke Avenue from its intersection with Rangiora Avenue to a point 90 metres east of that same intersection</p> <p>Kauri Street</p> <p>Koromiko Avenue</p> <p>Plymouth Street</p> <p>Wharenui Terrace</p>	50	30	Permanent	

Speed limit proposals requiring special approval

The following schools are designated category 2, and require special approval from Waka Kotahi. The associated table and maps identify the proposed speed limits for roads around these schools:

School or cluster	Road(s) <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Further information
Aokautere School (Map 1)	Pinfold Road Staces Road Pheasant Lane	100	60	Permanent	2024/2025	<p>This school is situated on a rural, no exit road with surrounding land use being primarily rural landscape with some residential housing.</p> <p>The primary reason for a Category 2 designation is that the 60km/h speed limit for this school is deemed the most appropriate for the prevailing road environment and existing travel speed behaviours, given there is no ability to change infrastructure at this time. A 30km/h speed limit on a road of this design would likely generate non-compliance and frustration.</p>

Supporting this justification is

- the presence of an off-road car park which is a measure to prevent pedestrian collisions, satisfying the requirements of a category 2 school designation.
- the adjacent State Highway has been identified as proposing a 60km/h variable speed limit for this school. In alignment with Waka Kotahi guidance to consider roads as a wider network, the 60km/h has been proposed to align to this intent and create a consistent speed limit at school times in the area. A variable speed limit was not proposed due to cost implications for this local road and the operating speeds indicated a permanent 60km/h speed limit would be complied with.

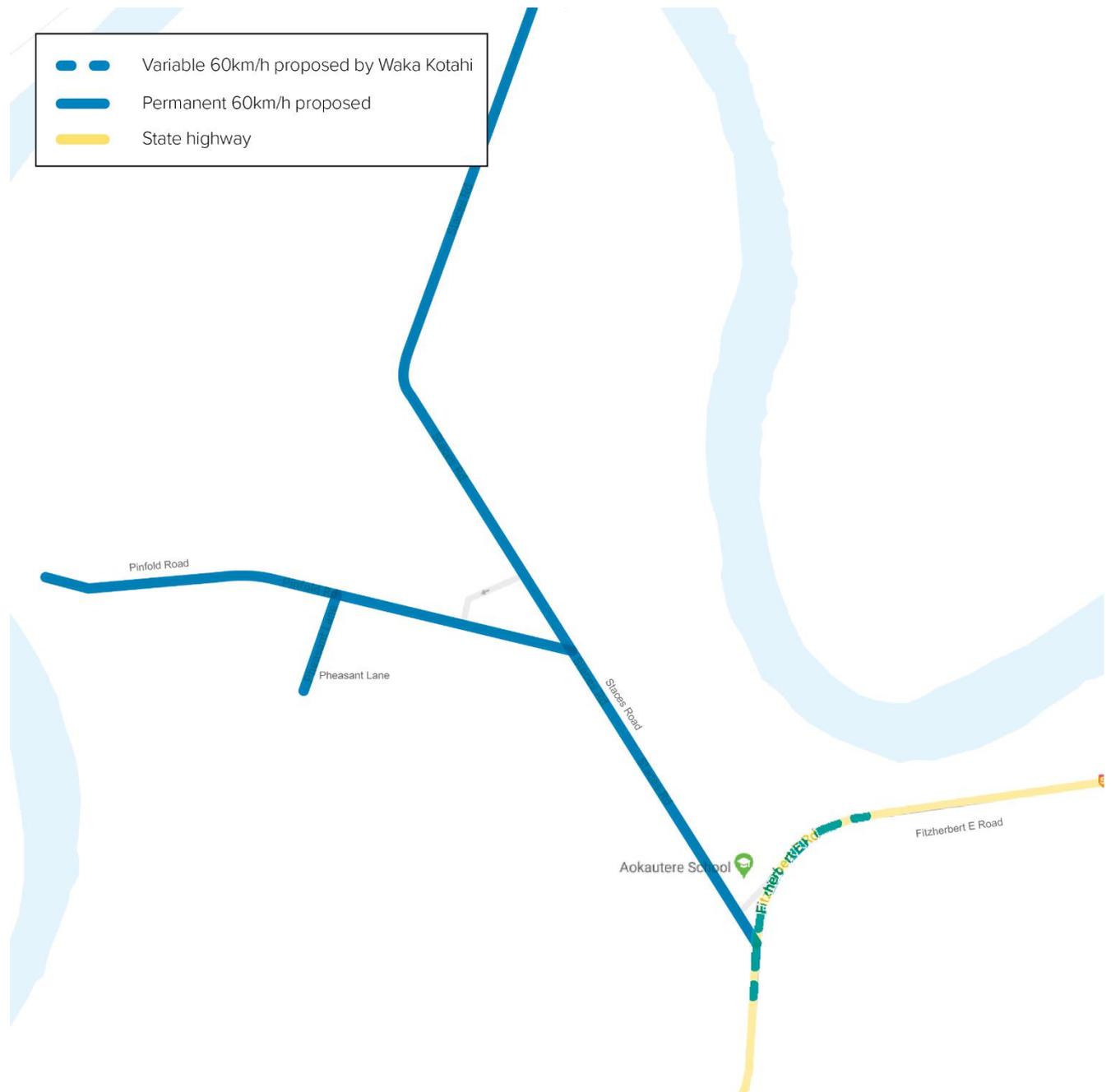
Kairanga School (Map 12)	Rongotea Road from a point 440 metres northwest of its intersection with Kairanga Bunnythorpe Road to a point 390 metres southeast of its intersection with Kairanga Bunnythorpe Road	70	60	Permanent	2023/2024	<p>This school is situated on a rural crossroads which is priority controlled. It currently is posted at 70km/h and the proposal is to reduce the speed limit to 60km/h. The current operating speeds range from 42-57km/h on Kairanga-Bunnythorpe Road, and from 77-82 km/h on Rongotea Road.</p> <p>The primary reason for the Category 2 designation is that a 30km/h speed limit at this cross roads would be inappropriate for the design of the road in its current state and a 30km/h to 100km/h change point at this location may worsen the safety of the intersection. Additionally, as operating speeds are closer to that of 60km/h, it suggests a 60km/h speed limit is more suitable at this time.</p> <p>Supporting this justification is the presence of an off-road car park which is a measure to prevent pedestrian collisions, satisfying the requirements of a category 2 school designation.</p>
	Kairanga Bunnythorpe Road from a point 430 metres southwest of its intersection with Rongotea Road to a point 520 metres northeast of its intersection with Rongotea Road					

Longburn Adventist College (Map 13)	Walkers Road	70	60	Permanent	2023/2024	<p>This school is situated on a rural, no exit road with surrounding land use being primarily rural landscape with some residential housing.</p> <p>The primary reason for a Category 2 designation is that the 60km/h speed limit for this school is deemed the most appropriate for the prevailing road environment and existing travel speed behaviours, given there is no ability to change infrastructure at this time. A 30km/h speed limit on a road of this design would likely generate non-compliance and frustration.</p> <p>Supporting this justification is the presence of an off-road car park which is a measure to prevent pedestrian collisions, satisfying the requirements of a category 2 school designation.</p>
OneSchool Global	Johnstone Drive	50	50	Permanent	2023/2024	<p>During the consultation process submitters noted that students attending OneSchool Global arrive together via vans that transport them directly onto the school site. Given the lack of significant pedestrian movements alongside the school, a category 2 designation is justified. The current speed limit is 50km/h, which is less than the maximum 60km/h speed limit permitted for a school designated category 2. Therefore, no speed limit change is proposed for Johnstone Drive.</p>

Turitea School (Map 21)	Old West Road from the intersection with SH57 adjacent to Turitea School	100	60	Variable	2024/2025	<p>This school is situated on a rural, no exit road with surrounding land use being primarily rural landscape with generally only school traffic using this road.</p> <p>The primary reason for a category 2 designation is consistency of message to the road users. In this case, the intent for the State Highway is to install a 60km/h variable speed limit which has been proposed by Waka Kotahi. The 60km/h speed limit has been proposed to align to this.</p> <p>A permanent speed limit has not been proposed primarily for cost reasons, as the operating speeds on this street are already low while currently posted at 100km/h and therefore the expenditure of signage required to install a permanent speed adjacent to a variable speed limit is deemed unnecessary for a road that is already operating at a safe speed.</p> <p>This is scheduled for implementation alongside the installation of the variable speed limit on SH57 by Waka Kotahi.</p>
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Whakarongo School (Map 22)	Stoney Creek Road from its intersection with SH3 to a point 200 metres south of its intersection with Hendersons Line	70	60	Permanent	2023/2024	<p>The school is situated on a rural road which intersects SH3. This is an existing 70km/h speed limit where drivers currently drive at speeds close to 60km/h.</p> <p>The primary reason for a category 2 designation is to align to the existing State Highway variable speed limit to create a consistent road network, particularly given the rural nature of the road not supporting a 30km/h speed limit in its current state.</p> <p>Supporting this justification is the off-road car park and barrier installed as a measure to prevent pedestrian collisions, satisfying the requirements of a category 2 school designation.</p>
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Appendix One - Maps



Map 1 - Aokautere School



Map 2 - Ashhurst School



Map 3 - Awapuni School, Riverdale School, West End School, Awatapu College, Manawatu Kura a Iwi - Manawatu Community High School



Map 4 - Bunnythorpe School



Map 5 - Carnot Independent School, Mana Tamariki



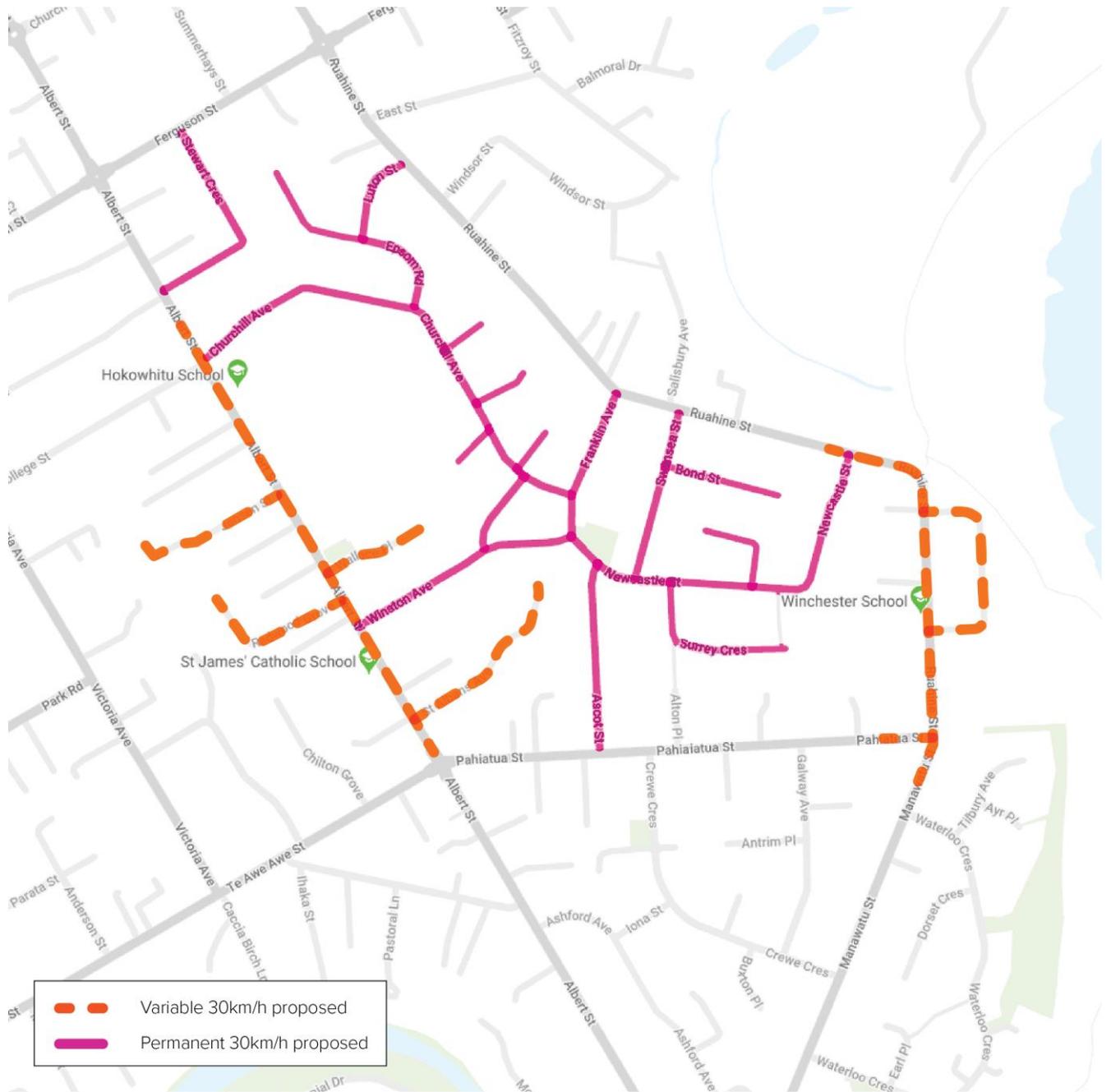
Map 6 - Central Normal School, Queen Elizabeth College, Palmerston North Boys' High School



Map 8 - College Street Normal School, Palmerston North Adventist Christian School, Palmerston North Intermediate Normal School, Palmerston North Girls' High School



Map 9 - Cornerstone Christian School, Te Kura Kaupapa Māori o Manawatū



Map 11 - Hokowhitu School, St James School, Winchester School

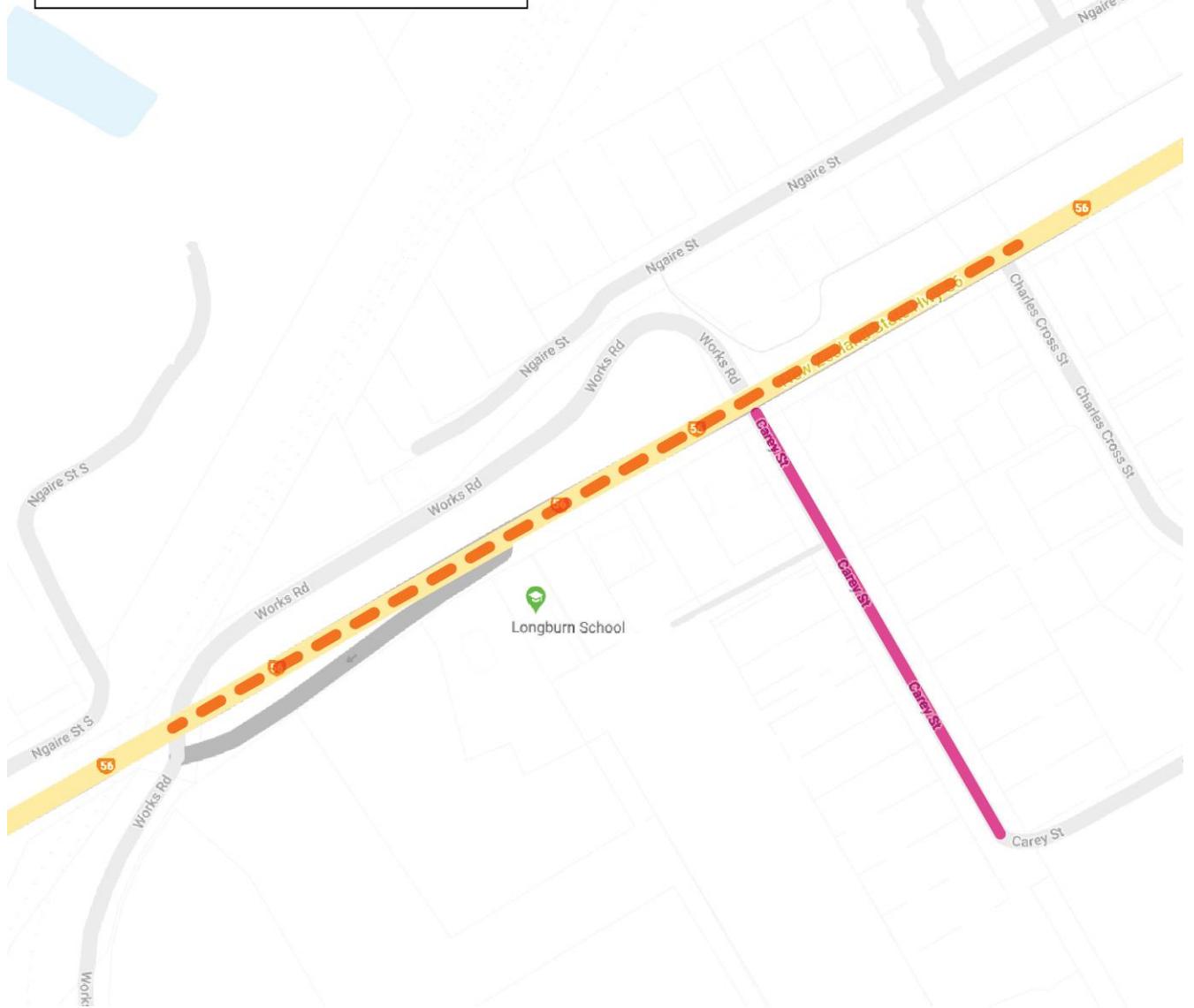


Map 12 - Kairanga School

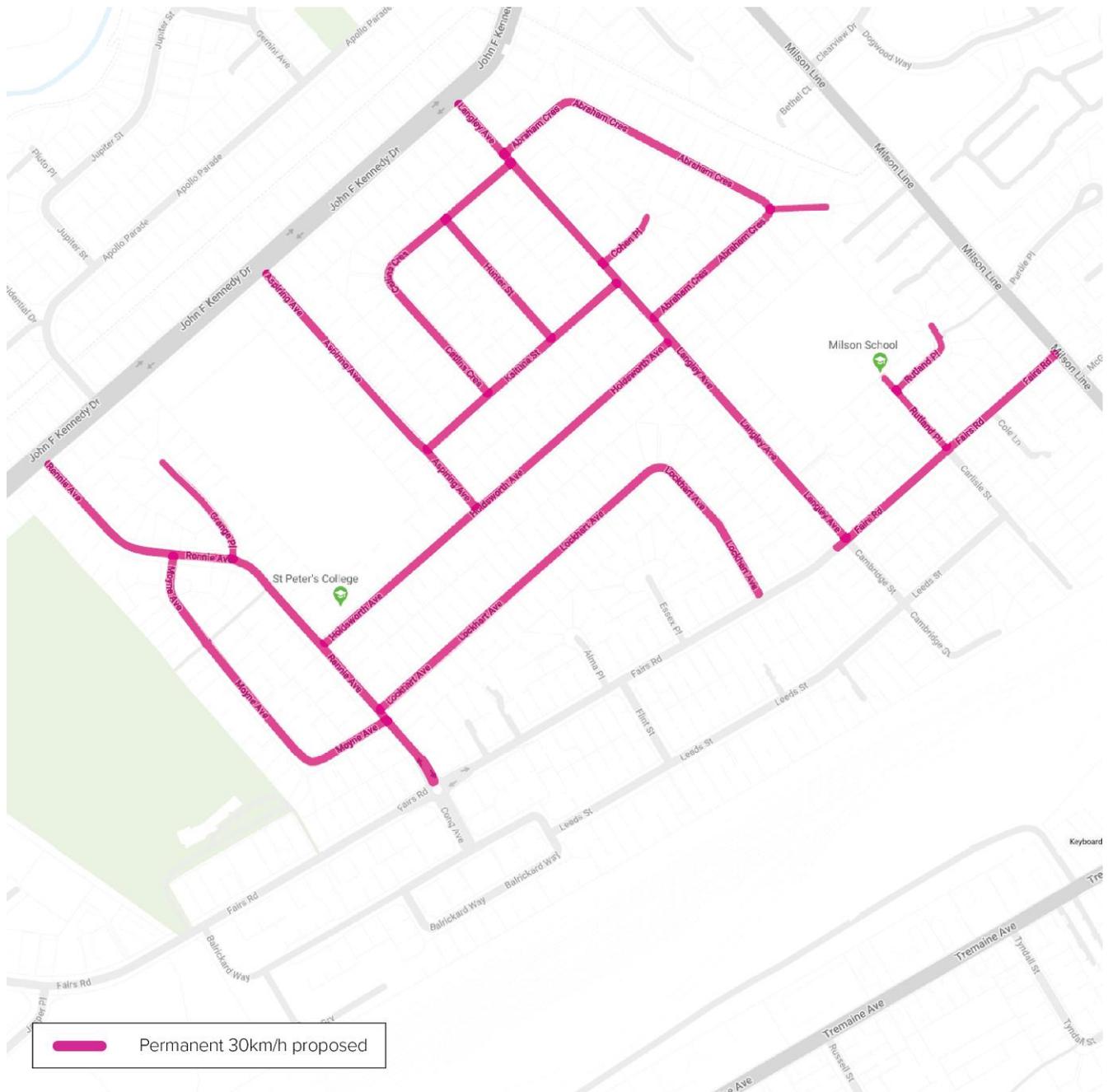


Map 13 - Longburn Adventist College

- Variable 30km/h proposed by Waka Kotahi
- Permanent 30km/h proposed
- State highway



Map 14 - Longburn School



Map 15 - Milson School, St Peters College

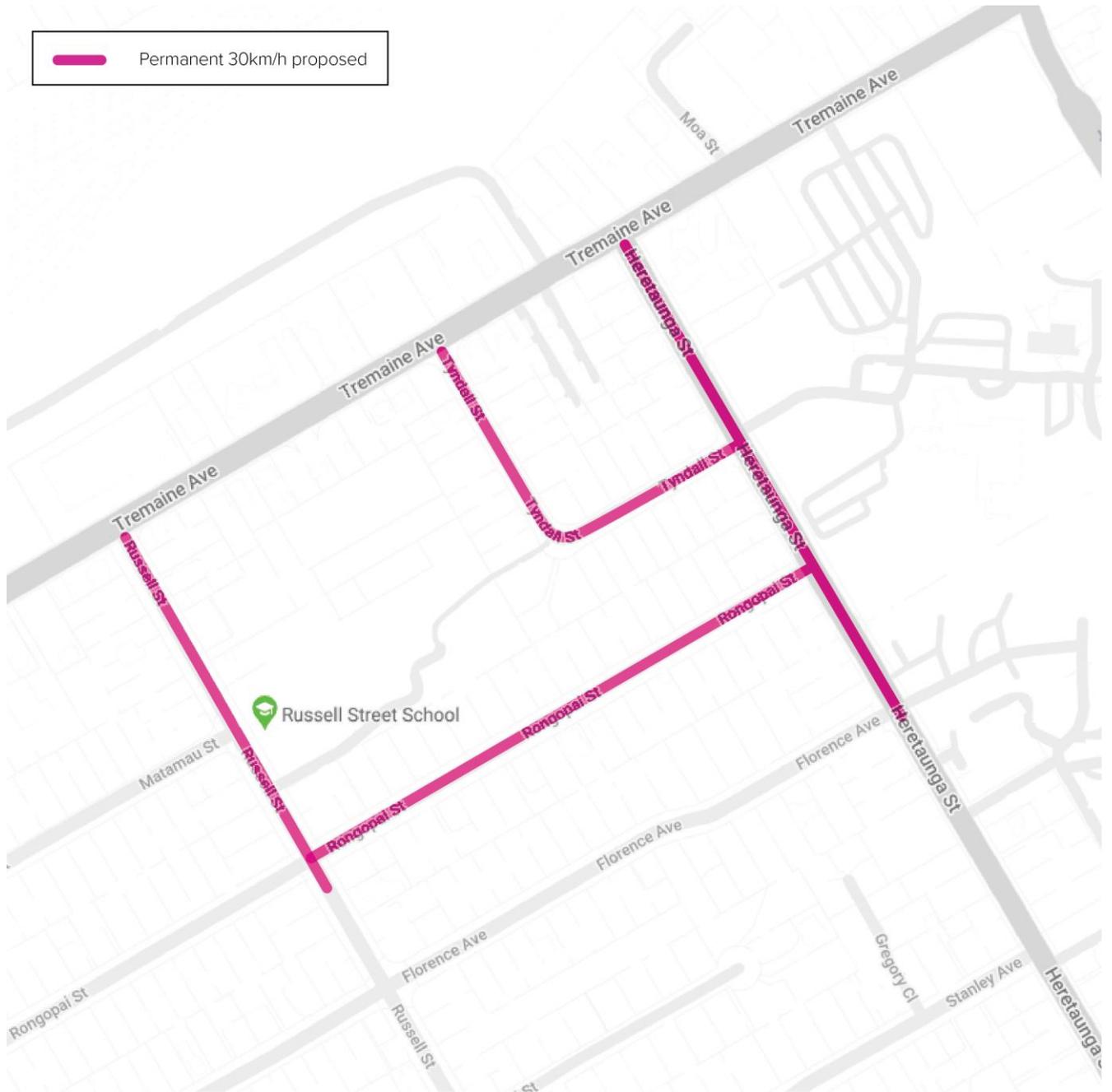


Map 16 - Monrad Intermediate School, Takaro School, Our Lady of Lourdes School



Map 17 - Parkland School

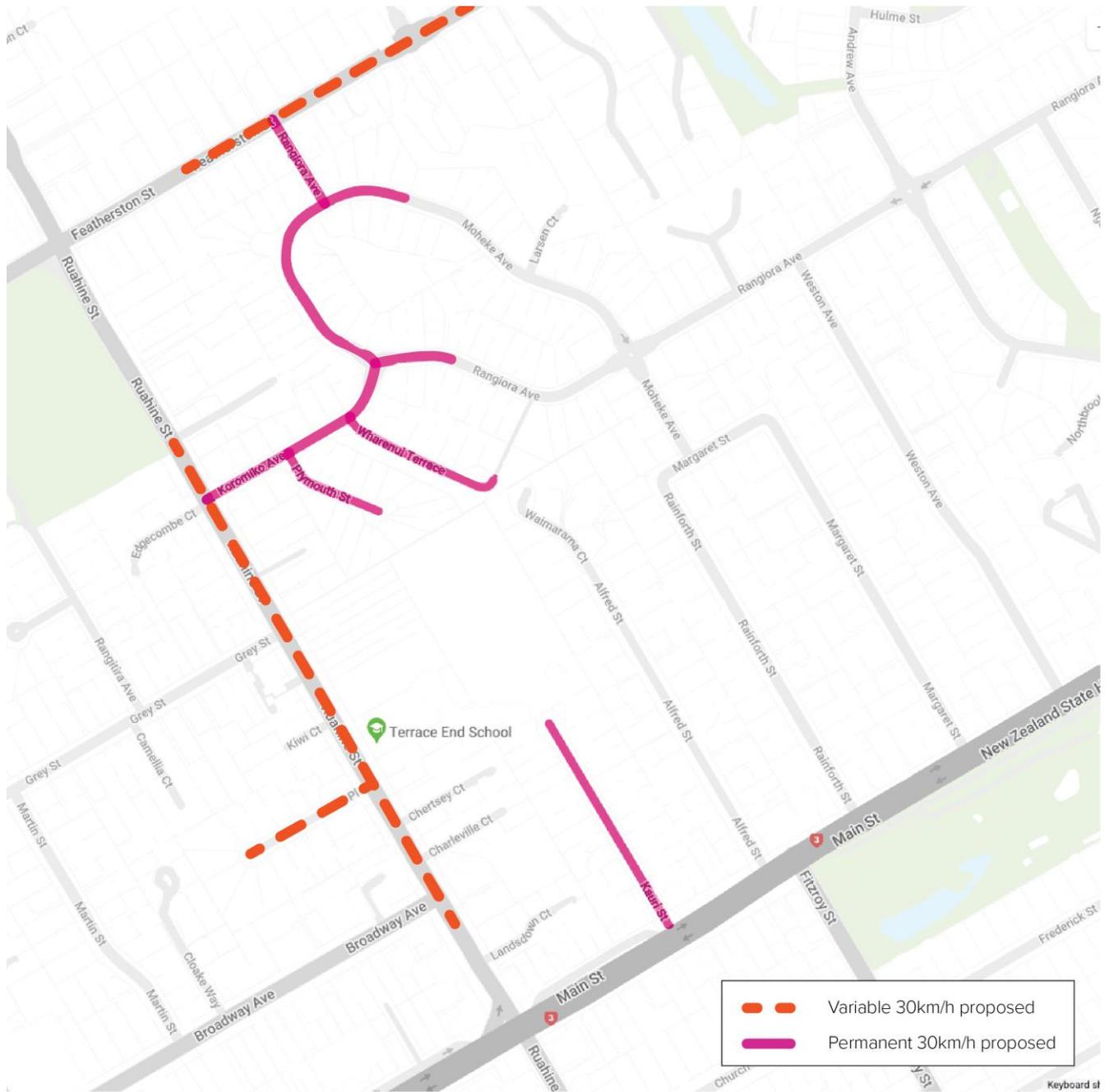
Permanent 30km/h proposed



Map 18 - Russell Street School



Map 19 - Te Kura o Wairau



Map 20 - Terrace End School

- Variable 60km/h proposed by Waka Kotahi
- Variable 60km/h proposed
- State highway



Map 21 - Turitea School



Map 22 - Whakarongo School