

Draft Interim Speed Management Plan (School Speed Limits)

Analysis of issues raised during
consultation in relation to proposed
speed limits around schools, and
recommendations for changes

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Section 1 General Issues and Comments

1. While most submissions were made about specific schools or locations (and some submitters provided comments on multiple schools or locations), there were some general comments on the proposal to reduce speed limits. The following is an analysis of those issues. Though the comments were general in nature, they apply to many of the specific proposals and were often mentioned in relation to particular school areas.

Speeding

- 1.1 A large number of submitters identified speeding drivers as the primary problem. This was an issue identified by submitters who favoured speed limit reductions and saw such reductions as one way to address speeding. It was also identified by submitters who did not favour speed limit reductions and believed that speed limit reductions alone would be ineffective against speeding drivers.
- 1.2 A large number of submitters suggested the installation of physical infrastructure, either in place of speed limit reductions or as a way to support proposed speed limit reductions. Some submitters pointed to existing infrastructure treatments, such as speed humps, as examples of how speeding had been reduced.

Discussion and analysis

- 1.3 Dealing with speeding drivers is not the primary purpose of the ISMP. While it is a concern when drivers break the speed limit, and it is clearly unsafe and inappropriate to break the speed limit, this is a different issue than whether the current speed limit is safe for the environment.
- 1.4 In most of our urban areas, the speed limit currently defaults to 50km/h. However, in some locations this is not the safe and appropriate speed. Evidence shows that in the event of a crash involving a motor vehicle and a pedestrian, the risk of death for the pedestrian is 80% when the vehicle is travelling at 50km/h. The risk drops to 10% when the vehicle is travelling at 30km/h.
- 1.5 The Speed Management Guide, published by Waka Kotahi, describes “Safe and Appropriate Speeds”, which are dependent on the context and the environment. In highly pedestrianised, urban environments, such as the city centre, lower speeds are safer. In environments which are designed for high-speed vehicles, such as separated motorways, higher speeds can be safely achieved.
- 1.6 The Council allocates funding to the “low cost, low risk” programme which includes projects to address unsafe speeds through interventions such as raised pedestrian platforms or other infrastructural treatments. However, this is separate to the ISMP, which is focussed on setting safe speed limits around schools, appropriate to the current environment, and is a direct response to the requirement in the Setting of Speed Limits Rule to lower speed limits around schools.
- 1.7 Consequently, the focus of the proposals is on a reduction of the speed limit around schools rather than on slowing down drivers who are already exceeding the current speed limit. While we acknowledge that drivers who exceed the speed limit are already driving dangerously, the mechanism for addressing that issue lies elsewhere and is outside the scope of this proposal.

Preference for variable speed limits

- 1.8 Submitters commented (both generally and in relation to specific schools) that variable speed limits are very effective, and for most are the preferred way of lowering speed limits around schools. A frequent comment was that instead of permanent speed limit reductions, the speed limits around schools should be variable.
- 1.9 The arguments made by submitters in favour of variable speed limits are that they are highly visible when electronic signage is used, so are harder to ignore or overlook. Some also suggested that they avoid slowing down traffic at times when children are not present (such as outside of school hours, or during school holidays). Submitters were concerned about the consequences for using lower permanent speed limits, including increasing frustration for drivers (and consequently, low levels of compliance or even dangerous driving), and the impact on productivity through longer travel times. Some submitters suggested that if electronic variable speed limit signs could not be used or were too expensive, then static variable speed limit signs should be used instead. These are currently used in a limited number of locations adjacent to existing variable speed limits.

Discussion and analysis

- 1.10 There are three main points that we can usefully consider in response to the preference for variable speed limits. Firstly, the impact of longer travel times may be overestimated by submitters. The original proposals (and the refined recommendations) recognise the potential for impacts on travel times by recommending the use of variable speed limits on roads which typically have higher traffic volumes. The impact on travel times is typically considered by traffic engineers only in longer-distance journeys, where a range of factors are evaluated to assess whether the slower speed limit will have a measurable impact on travel times. For the short sections where slower speed limits have been proposed, a travel-time assessment has not been undertaken. For smaller roads, with lower traffic volumes, the lower speed limit is likely to have a much smaller impact on travel times. It may also discourage vehicles from using the smaller side roads as a “shortcut.”
- 1.11 Secondly, while variable speed limits may be preferred by some people, they are not the most appropriate tool for each road. No exit, residential streets are unlikely to be good candidates. Such roads are likely to have low average speeds, meaning most road users are already travelling slower than the current speed limit. A variable speed limit would be redundant in these situations.
- 1.12 Thirdly, it is not possible to implement widespread variable speed limit areas and use static variable speed limit signage in place of electronic signage to minimise the cost. The Traffic Control Devices Rule 2004 places restrictions on when these static variable speed limit signs can be used:
- They can be used only on roads adjacent to a road controlled by an electronic variable speed limit sign; and
 - They can only be used where the road is controlled by a stop sign or give way sign or is a no exit road.

Therefore, static variable speed limit signs must be accompanied by electronic signs. This cost negates most of the perceived savings from using static variable speed limit signs. If variable

speed limits are favoured and implemented widely or universally around schools, then the number of electronic signs will increase and significantly increase the cost of implementation.

- 1.13 Consequently, the options presented in attachment one are based on the legal requirements for use of variable speed limit signage (both static and electronic). We have not considered the option of exclusively using static variable speed limit signs as this would not be compliant with the Traffic Control Devices Rule.

Enforcement

- 1.14 Submitters expressed concern about whether changed speed limits (regardless of the type of speed limit) could or would be enforced. There are few speed cameras, and police resources are often unavailable to dedicate to enforce speed limits in the urban areas, including around schools. Submitters argued that these speed limits would be ineffective without adequate enforcement, and therefore the speed limit should not be lowered.

Discussion and analysis

- 1.15 While we acknowledge that current Police resourcing prevents active and focussed enforcement of speed limits, there is indication from Waka Kotahi that passive enforcement (i.e. using safety cameras) will be increased. As part of *Road to Zero*, the Government shifted the responsibility for safety cameras (formerly speed cameras) from NZ Police to Waka Kotahi. There have been informal indications that a significantly expanded and upgraded safety camera programme will be in place from 2024, with early trials of the new equipment currently underway in Auckland. This larger network of mobile safety cameras will potentially expand enforcement of changed speed limits (alongside other traffic offences, such as using a cellphone while driving, or failing to wear a seatbelt).
- 1.16 Additionally, the average speeds for most of the roads covered by changed speed limits are close to the proposed speed limits. So we expect that compliance will be generally good, and that active enforcement will not be necessary. Furthermore, the distinction between breaking the speed limit and inappropriate speeding (noted in paragraph 1.3) also applies here.

The need to reduce speed limits

- 1.17 Submitters queried why speed limits need to be reduced when average speeds are already low. They argued that infrastructure such as raised pedestrian crossings, speed humps, traffic lights, and roundabouts already lowered speeds and so the need for reducing the speed limit was not evident. They also argued that putting up new signs for lower speed limits would be an unnecessary cost.

Discussion and analysis

- 1.18 A lower operating speed provides safety benefits (as already discussed in paragraph 1.5), but a speed limit is still a legal requirement. Speed limits should be set close to the operating speeds. While it is true that if vehicles are already travelling slowly, then a lower speed limit won't change that fact. It will, however, require everyone to travel at the speed limit so that there is less conflict from people travelling faster than is safer.

Meeting the government's targets

- 1.19 Some submitters queried why the Council was aiming to lower speed limits around 100% of schools by June 2024, when the target is only 40%.

Discussion and analysis

- 1.20 There are two reasons for aiming for 100% compliance by 30 June 2024. Firstly, funding from Waka Kotahi is available in the current financial year. This provides a 51% subsidy to the cost that would not necessarily be available if the work was spread over the three years to 2027. Secondly, there are efficiencies if the lower speed limits are applied to schools at the same time. It will make communicating with the public and schools simpler, utilising the same messaging. It will also make it simpler if speed limits change around the same time, rather than staging them over several years.
- 1.21 Following consultation, changes to the costs for implementation, along with revisions to the original proposals, have increased the cost to implement the proposed changes. While we recommend that Council adopts the suggested changes to speed limits for all schools, there will be an implementation schedule that spreads the installation of the new speed limits over the 2023/24 and 2024/25 financial years.

Support for proposals

- 1.22 Many submitters made comments in support of the proposed changes. Submitters noted that using permanent speed limit changes in some places made more sense, being cheaper than electronic signage. They also recognised that while children were mostly around school during school hours, many school grounds were available outside of school hours for other activities and that permanent speed limit changes can provide the same benefits outside of school hours.
- 1.23 Submitters also observed that while children attending school are the prime beneficiaries of the slower speed limits, other road users benefit from permanent speed limit changes. The benefits include both improved safety when vehicle speeds are lower, and in terms of environmental amenity (such as quieter roads, fewer emissions, etc). One submitter also noted that similar changes made in other cities had been embraced, and while slower speed limits may be unusual for some people they do eventually get used to it.

Section 2 Social Media Comments

2. We received 244 comments on social media about the interim Speed Management Plan (School Speed Limits). These commenters raised many points which were very similar to the points raised by those who made formal submissions. The following is a summary of those points:

Speeding

- 2.1 Commenters made similar observations to formal submitters; they identified the real issue as people speeding or driving dangerously, and that addressing that problem was more important than reducing the speed limit for those who are already complying with the speed limit.

Discussion and analysis

- 2.2 As noted for those who made formal submissions, the proposal was not intended to address people who blatantly or deliberately exceed the speed limit. Officers agree that simply lowering the speed limit will have little effect on drivers who refuse to comply with the existing speed limit. However, the proposal was intended to make the existing speed limits safer. This approach is based on evidence that shows the risk of death for a pedestrian involved in a crash with a motor vehicle is 80%. This risk drops to 10% when the vehicle is travelling at 30km/h. With most of the roads in the proposal already having average operating speeds lower than the speed limit and close to the proposed 30km/h speed limits, the proposal is aiming to reinforce the safe and appropriate speed for these roads.

Enforcement

- 2.3 Many commenters observed that enforcement of current speed limits by Police is poor, and that compliance with lower speed limits is likely to be just as poor if there is no active enforcement. This issue was associated with other issues such as the need for physical infrastructure to force drivers to comply with lower speed limits, and other ways to keep school children safe. Some examples were pedestrian crossings (including the suggestion that all pedestrian crossings outside schools should be controlled), overpasses or underpasses to allow people to cross roads safely.

Discussion and analysis

- 2.4 While the type of infrastructure suggested (such as overpasses or underpasses) is not practical for the majority of roads in Palmerston North, the Council does implement infrastructural changes such as raised pedestrian crossings when appropriate. The Council, however, is not responsible for active enforcement of speed limits, or for the establishment of road patrols for controlled crossings.

Permanent speed limits vs variable speed limits

- 2.5 This was a common issue for many commenters, echoing the points raised in formal submissions. Commenters noted that permanent 30km/h speed limits on many streets would slow down traffic, aggravate road users (and potentially make them more dangerous or impatient, and thereby increase the risk of accidents), whilst not improving safety for children. As was noted in the formal submissions, commenters queried why lower speed limits would

be permanent when school children were only present on these roads for a short amount of time.

- 2.6 Some commenters also appeared to misunderstand the specific details of the proposal, with discussion amongst commenters as to whether the changes were variable or permanent, and how extensive were the proposed speed limit changes.

Discussion and analysis

- 2.7 As noted with the formal submissions, the impact of slower speed limits is often exaggerated. Similarly, the potential for aggravating or frustrating road users is assumed rather than known and could be lower or higher than expected. It is also not possible to know the extent to which any such frustration may manifest in dangerous driving or increase the risk of accidents.
- 2.8 Commenters also misunderstood how extensive the proposed changes would be. Taken collectively, the length of road with a slower speed limit would be 68km, which is just over 12% of the total number of roads in Palmerston North.
- 2.9 The misunderstanding of the proposal is unfortunate, and it appears that some commenters may not have read the details of the proposal in full. In most cases, the proposed speed limit changes included a mix of variable and 30km/h permanent speed limits. The policies included in the draft ISMP identified when we would propose using a variable speed limit, and when a permanent 30km/h speed limit would be more appropriate. In a small number of locations, a variable speed limit is not appropriate and so the proposal is to use permanent 30km/h speed limits exclusively in that location.

Personal responsibility

- 2.10 A common theme amongst many commenters was the need for pedestrians, including children and parents, to take personal responsibility for road safety. Reference was made to their own experiences in being taught road safety, and the belief that many children today are not taught the same skills. In a similar vein, commenters wrote of the risk of complacency with slower speed limits. They suggested that with slower speed limits children may get used to vehicles travelling slowly around schools, and this could make them complacent when crossing the road elsewhere and put them at greater risk.

Discussion and analysis

- 2.11 While everyone has a responsibility to take care around roads, it is a false dichotomy to suggest that personal responsibility is a direct alternative to safer speed limits. There are many facets to making our roads safer, and this includes road safety education, appropriate physical design, and appropriate speed limits.

Data and statistics

- 2.12 There were several comments about the data underpinning the proposal, and whether the statistics provided a compelling case for changing speed limits. Throughout the consultation period we posted some statistics to social media, and the same information was included in the consultation document, to illustrate some of the risks associated with inappropriate speed limits. Commenters discussed whether these statistics were severe enough to warrant what they saw as a substantial change and impediment to drivers. As with those who made formal

submissions, attention was also drawn to the small number of hours that school children are present, and how this compared to lowering speed limits permanently on some roads.

Discussion and analysis

- 2.13 While evidence-based decision-making is very important, the case for making changes to speed limits does not rest on the evidence of the number of crashes. A speed limit can be unsafe even if there are not a high number of crashes along a given section of road. Regardless of the number of crashes that have actually occurred, there is strong evidence that shows the speed at which a vehicle is travelling is a significant factor in the severity of injuries. A higher speed will result in more severe injuries or even fatalities.
- 2.14 This point was challenged by some commenters, who suggested that the logic of this argument suggests that all roads should be lowered to the lowest possible speed limit. Others argued that even at 5km/h there is a risk of injury. Neither of these arguments hold true, however. All activities carry risk, and the role of the Council as the road controlling authority is to balance those risks to achieve the best possible outcome. Lowering the speed limits to barely more than a walking pace would indeed achieve even safer outcomes but would be impractical on a daily basis. The proposed 30km/h speed limits for the roads included in the proposal represents a compromise between safety (with a reduced risk of death for pedestrians) and efficiency (allowing vehicles to travel at a suitable speed).
- 2.15 Applying the 30km/h speed limit to all roads, on the basis that 30km/h is safer than 50km/h and accidents can happen anywhere, was not considered as part of this proposal. The reason for the Council developing this proposal is that the Setting of Speed Limits Rule requires that we implement slower speed limits on roads around schools. Therefore, the roads weren't selected based on whether they had an excessively high crash history, but because the areas around schools have been identified at the national level as being at greater risk than other areas. This is because there are higher numbers of vulnerable road users (including, but not limited to, school children) in those areas.
- 2.16 While the Council was required to implement slower speed limits on roads around schools, the Council was free to determine which roads and which sections of roads would be included. The proposal focused on roads where children were more likely to be walking or cycling to school. It also deliberately limited the scope to roads where the average operating speeds were close to the proposed speed limit, so that the impact on efficiency could be minimized. Further, the use of variable speed limits on roads with a "movement" rather than a "place" function under the One Network Framework also minimizes the impact of slower speeds on overall network efficiency.
- 2.17 The selection of 30km/h as the speed limit on roads around schools is the maximum speed limit permitted by the Setting of Speed Limits Rule 2022. While the extent of the roads included can be determined by the Council as Road Controlling Authority, the maximum speed limit for any category 1 schools is 30km/h. For category 2 schools, which are determined as those with a lower number of pedestrian movements and/or an off-road pick up and drop off point (both attributes commonly found at rural schools), the maximum speed limit is 60km/h.

Section 3 School-specific comments

School area	Aokautere School
Current speed limits	The speed limit on SH57 is currently 80km/h. Pinfold Road and Staces Road are currently 100km/h.
Consultation proposal	The proposal was to reduce the permanent speed limit on Pinfold Road and Staces Road to 60km/h. This was to align with the 60km/h variable speed limit that Waka Kotahi was proposing for SH57.
Submission summary	Twenty-six submissions were received. Eighteen were in support, with six opposed and two unsure.
Recommendation	Option 1A – confirm consultation proposal with the addition of Pheasant Lane

Arguments in favour of the proposal

- Children cannot walk or bike to school safely because of the speed of vehicles.
- Many trucks use the road at high speeds.
- Children crossing the road at the current speed limit is dangerous.
- Many cars exceed the current 80km/h speed limit making it unsafe for children biking, scootering or walking to school.
- The high speed of traffic makes it difficult to merge into fast traffic when coming out of school.
- Have experienced several near misses.

Arguments against the proposal

- Current approach is quite adequate. More variable speed limits will bring multiple problems, including more nose-to-tail crashes as cars suddenly reduce speed, increased CO2 emissions due to increased fuel use at lower speeds, and more distracted drivers.
- Lowering speed limits doesn't necessarily slow traffic.
- No justification for imposing permanent speed restrictions when the actual risk periods can be covered with variable speed limits.

Changes suggested by submitters

- Extend the proposed 60km/h speed limit to Pahiatua-Aokautere Road ("Pahiatua Track"), because it would be safer for children walking along this part of the road.
- Make the variable speed limit on SH57 a permanent 60km/h speed limit.
- Lower the variable speed limit from 60km/h to 50km/h.

Infrastructure (out of scope)

- Install a "no engine braking" sign.
- Add a turning bay into the school when approaching from Ashhurst.
- Build a limestone path on one side of the road for people to stay off the road.

Analysis

Most of the arguments in opposition to the proposal relate to the variable speed limit proposed by Waka Kotahi (though in some cases they can be applied generically to the other proposals). As the road controlling authority for SH57, Waka Kotahi is responsible for deciding whether to proceed with the proposed 60km/h variable speed limit.

The submissions indicate a number of concerns with the safety of the side roads, where children may be walking, cycling or scootering to school. They recognise the need for signalling the slower speeds that are appropriate around the school.

Options

OPTION 1A	Confirm consultation proposal with addition of Pheasant Lane
Justification	<ul style="list-style-type: none"> - Those submitters in support of the consultation proposal didn't identify any major changes that are within Council's ability to change (such as extending the length of the variable speed limit on the SH57. - Pheasant Lane has been included due to the new subdivision development. - The use of a permanent speed limit gives allows for the speed limit to be reduced regardless of whether the variable speed limit is installed on SH57 by Waka Kotahi.
Approx. Cost	\$3,200
OPTION 1A MAP	
<p>The map illustrates the proposed speed limit changes for Option 1A. It shows a network of roads including Pinfold Road, Pheasant Lane, Slanes Road, and Fitzherbert E Road. Aokautere School is marked with a green pin. The legend specifies three types of speed limit proposals: Variable 60km/h proposed by Waka Kotahi (represented by a dashed blue line), Permanent 60km/h proposed (represented by a solid blue line), and State highway (represented by a yellow line). The map shows that Slanes Road and a portion of Fitzherbert E Road are under the permanent 60km/h proposal, while other sections of Fitzherbert E Road and Pinfold Road are under the variable 60km/h proposal. Pheasant Lane is also shown as part of the permanent 60km/h proposal.</p>	

Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
Pinfold Road Staces Road Pheasant Lane	60	Permanent

Note: There is a 60km/h variable speed limit on SH57 Fitzherbert East Road which is proposed by Waka Kotahi.

OPTION 1B	Replace consultation proposal with variable speed limits for all roads
Justification	<ul style="list-style-type: none"> - This option includes extending the variable speed limit from SH57 further down Staces Road to capture any access to the school. - It would result in some efficiencies regarding the signage as the variable speed limit would tie with the SH57 variable speed limit. - Pheasant Lane has been included due to the new subdivision development. - A full variable speed limit zone would require coordination from Waka Kotahi to make sure that the speed on the side road and the speed on SH57 are implemented at the same time. - A risk does exist given the proposed variable speed limit for SH57 have not yet been confirmed by Waka Kotahi. In the event the variable speed limit along SH57 is not installed, the speed limit of Aokautere School Option B would not be implemented unless the Council installed its own electronic sign on Staces Road. This would increase the cost significantly.
Approx. Cost	<p>If Waka Kotahi confirm the proposed 60km/h variable speed limit on SH57 - \$0</p> <p>If Waka Kotahi do not confirm the proposed 60km/h variable speed limit on SH57 - \$19,200</p>
OPTION 1B MAP	



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
Pinfold Road Staces Road Pheasant Lane	60	Variable

Note: There is a 60km/h variable speed limit on SH57 Fitzherbert East Road which is proposed by Waka Kotahi.

School area	Ashhurst School
Current speed limits	Existing 50km/h on roads in Ashhurst around the school. There is a 40km/h variable speed limit on Cambridge Avenue which was installed in 2013.
Consultation proposal	The proposal was to replace the existing 40km/h variable speed limit with a 30km/h variable speed limit, and create permanent 30km/h speed limits on Stanford Street South, Hodgetts Place, Petes Way, Guildford Street, and parts of Salisbury Street, Winchester Street, Oxford Street, Bamfield Street and Stanford Street North.
Submission summary	Eleven submissions were received. Two were in support, eight were in opposition, and one was unsure.
Recommendation	Option 2A - Confirm consultation proposal with the extension of the 30km/h permanent speed limit up to Lincoln Street.

Arguments in favour of the proposal

- Support the variable speed limits in all areas around schools so long as the restricted hours are reasonable and related to times when students are likely to be using the area.
- Support the reduction of the speed limit on Cambridge Avenue, because people cross this road all day.

Arguments against the proposal

- Slower speeds should be variable speed limits only. Making them permanent is overkill and unwarranted.
- People will speed regardless of the speed limit, as they are already doing so.
- The proposed change will not reduce any harm to children but will inconvenience the public in a big way.
- Reducing speed limits when children are not present is non-sensical and will lead drivers to rationalise non-compliance with the restrictions.
- If the operating speeds are already low, then the proposed speed limit change is unnecessary.
- The money spent on these changes could be put to a far greater use.
- No justification for imposing permanent speed restrictions when the actual risk periods can be covered with variable speed restrictions.
- Reducing the speed limit will have no effect on bad drivers, it will just penalise the good drivers.

Changes suggested by submitters

- Extend the 30 km/h zone as far as Lincoln Street.

Infrastructure (out of scope)

- Install speed humps (in place of, or in addition to, proposed speed limit changes), especially on Stanford Street South.
- Schools should have areas to let children off and be picked up.

Analysis

Most of the submissions were opposed to the proposed speed limit changes around Ashhurst School, though it was accepted that the variable speed limit is an effective tool.

Note: the Consultation Document mistakenly identified the variable speed limit on Salisbury Street instead of Cambridge Avenue. The active signs on Salisbury Street installed by Waka Kotahi are not a legal variable speed limit, but instead are being used to warn users of the speed limit.

Options

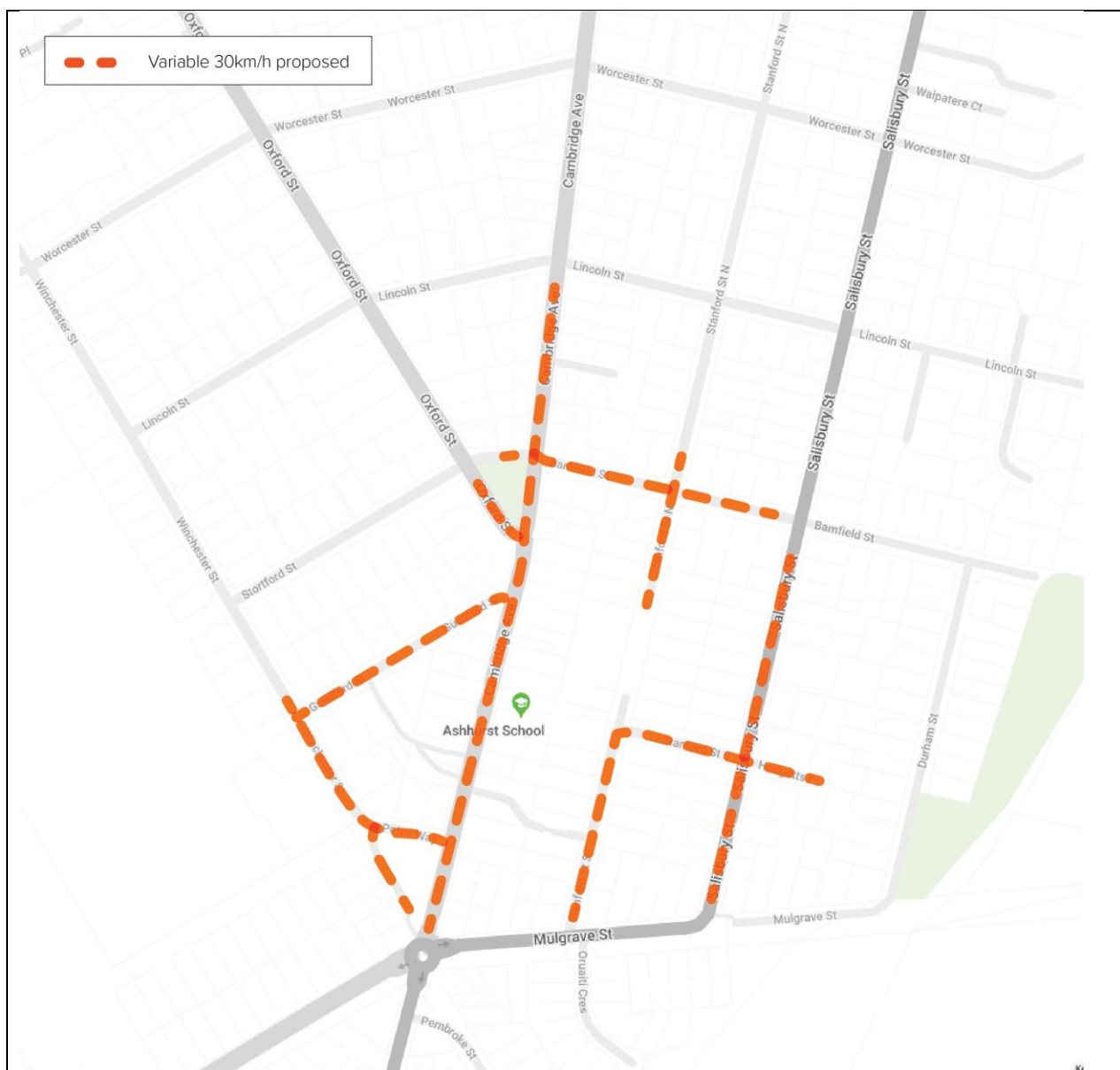
OPTION 2A	Confirm consultation proposal with the extension of the 30km/h permanent speed limit up to Lincoln Street
Justification	<ul style="list-style-type: none"> - This option supports the suggestion from submitters to extend the slow speed zones due to a higher number of parents and kids walking to school along this section of road. It aligns with the best practice and overall policies. The current surrounding road environment as well as the current operating speeds indicate that the proposed speed will be adhered to. - The proposed permanent speed limits on Cambridge Ave will also provide safe movement for the pedestrians crossing the main street at all times of the day, for various activities. Changing Cambridge Ave to a permanent 30km/h speed limit would also involve removing the existing variable speed limit along Cambridge Avenue. - Extending the permanent speed limit zone up to Lincoln Street would involve extending the variable speed limit along Salisbury Street further towards Lincoln Street by 100m to 150m. This would incur additional cost, but the benefit of this extension would outweigh this cost. This variable speed limit now captures Hodgetts Place to reduce unnecessary signage. - Maintaining the proposed permanent speed limit along Cambridge Avenue is believed to be both a cost effective option as it reduces the amount of signage required to implement by at least four signs and aligns to the existing infrastructure on Cambridge Avenue, such as the speed platforms and road narrowing, while supporting safety along this busy activity street.
Approx. Cost	\$59,100
OPTION 2A MAP	



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
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	30	Variable
Hodgetts Place		
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	30	Permanent
Winchester Street from a point 20 metres northwest of its intersection with Guildford Street to its intersection with Mulgrave Street	30	Permanent

Bamford Street from its intersection with Cambridge Avenue to its intersection with Salisbury Street		
Stanford Street North from a point 45 metres south of its intersection with Lincoln Street to the school access		
Pete's Way		
Guildford Street		
Stanford Street South		

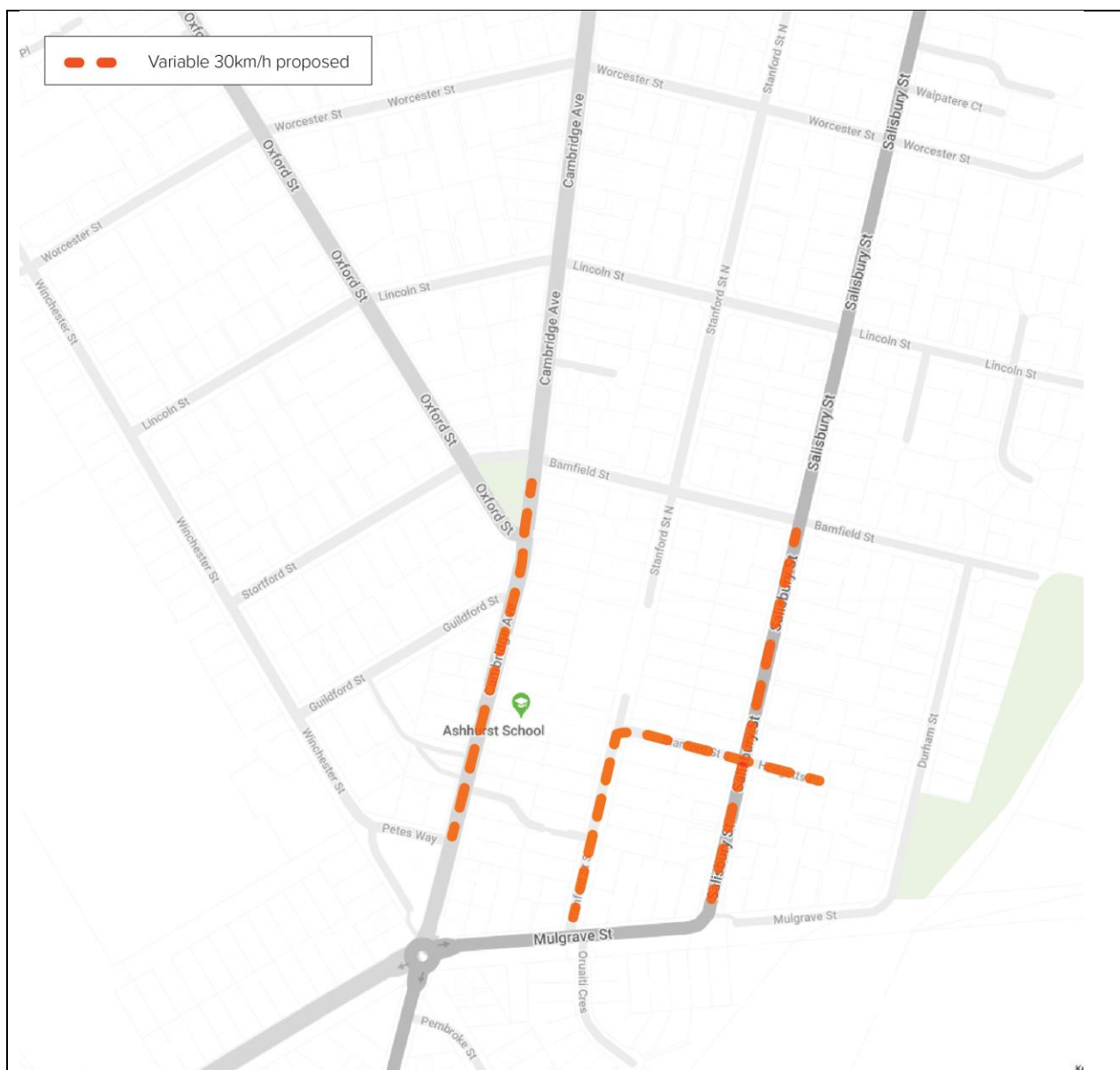
OPTION 2B	Replace consultation proposal with variable speed limits on all roads
Justification	<ul style="list-style-type: none"> - This option requires at least six electronic variable speed limit signs to remain within the traffic control devices (TCD) rules and best practice. This would incur a higher cost than the consultation proposal. - While there are existing variable speed limits on Salisbury Street and Cambridge Avenue, the technology used is currently outdated. The Salisbury Street variable speed limit has also been recently changed to an active warning sign. Both signs would require replacing to remain within TCD rules, however where feasible the location of the poles has been maintained to gain some cost efficiencies. - This option includes Hodgetts Place within the variable speed limit on Salisbury Street to reduce unnecessary signage. - The size of the variable speed zone would be considered very large, which may require more signs to be posted throughout the zone and may be difficult for drivers to remember as they are driving through the large area. The additional signage required to remind drivers will add unnecessary sign clutter and will be costly to implement. - This option will not reap the benefits that a permanent speed limit will provide where there are pedestrians walking along and crossing the road at all times of the day – not just during school pick-up and drop-off times. Additionally, it contradicts the positive feedback from submitters that suggests that people are crossing Cambridge Avenue at all times of the day.
Approx. Cost	\$97,000
OPTION 2B MAP	



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
Salisbury Street from a point 50 metres north of its intersection with Mulgrave Street to a point 60 metres south of its intersection with Bamfield Street	30	Variable
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		
Winchester Street from a point 20 metres northwest of its intersection with Guildford Street to its intersection with Mulgrave Street		
Bamford Street from its intersection with Cambridge Avenue to its intersection with Salisbury Street		

Stanford Street North from a point 45 metres south of its intersection with Lincoln Street to the school access		
Hodgetts Place Pete's Way Guildford Street Stanford Street South		

OPTION 2C	A reduced version of the consultation proposal, but with variable speed limits on all roads
Justification	<ul style="list-style-type: none"> - This option would involve reducing the extent of the lower speed limits to solely cover the direct accesses to the school. This would include Cambridge Avenue, Stanford Street South, and Salisbury Street. These would all be covered by variable speed limits. The variable speed limit on Salisbury Street captures Hodgetts Place to reduce unnecessary signage. The variable speed limit stretches would still cover the main entrances to the school and the zebra crossings; however, this goes against overall best practice to capture the walking catchment of school children. It is the bare minimum approach. - This would require a minimum of five electronic variable speed limit signs to remain within TCD rules and best practice. Despite there being existing variable speed limit signs in place, the technology used for these variable speed limit signs is outdated and would still require replacement. This would incur higher costs than the existing proposal. - This option will not reap the benefits that a permanent speed limit will provide where there are pedestrians walking along and crossing the road at all times of the day – not just during school pick-up and drop-off times. Additionally, it contradicts the positive feedback from submitters that suggests that people are crossing Cambridge Avenue at all times of the day.
Approx. Cost	\$97,000
OPTION 2C MAP	



Road(s)	Proposed speed limit (km/h)	Speed limit type
Salisbury Street from a point 50 metres north of its intersection with Mulgrave Street to a point 60 metres south of its intersection with Bamfield Street	30	Variable
Cambridge Avenue from a point 20 metres north of Oxford Street to a point 10 metres north of Petes Way		
Hodgetts Place		
Stanford Street South		

School area	Awapuni School, Riverdale School, West End School, Awatapu College, Manawatū Community High School - Manawatū Kura a Iwi
Current speed limits	There is an existing 50km/h speed limit on all the local roads in the area. Additionally, there is a 40km/h variable speed limit on Botanical Road from College Street to Park Road, and on College Street extending either side of Botanical Road.
Consultation proposal	<p>We proposed to create a 30km/h variable speed limit on Rugby Street for Awapuni School for a 500-metre stretch. Additionally, we proposed permanent 30km/h speed limits on Alexander Street, Raleigh Street, Wyndham Street, Oban Place, Wainui Court, Dampier Avenue, Benbow Place, Rochester Street, and Bradford Place.</p> <p>We proposed to lower the permanent speed limit to 30km/h on Savage Crescent, Mansford Place, Nathan Place, Hodgens Place, Hammond Place, Townshend Place, and on Dittmer Drive and Slacks Road from Buick Crescent to a point 10 metres west of its intersection with Hampden Street.</p> <p>We proposed a 30km/h permanent speed limit for Long Melford Road from Pitama Road to a point 30 metres east of its intersection with Kapiti Place, Mudgway Place, Belgrave Place, Berkley Place, and for Pitama Road from its intersection with Slacks Road to a point 10 metres north of its intersection with Long Melford Road.</p> <p>We also proposed 30km/h permanent speed limits for Anzio Place, Busby Place, Adrien Way, Ngahere Court, Hartley Place, Buick Crescent, Hampden Street, Juliana Place, McDonald Place, Coronet Place, Rakino Place, Sharon Place, Akaroa Ave, Wikiriwhi Crescent, Wharite Place, Te Punga Place, Anaru Place, Huata Place, Katene Street, Henare Street, and Ruha Street.</p>
Submission summary	Sixty-three submissions were received in total. Thirty-five were in support, twenty-three were opposed, five were not sure.
Recommendation	Option 3A - Confirm consultation proposal combining 30km/h permanent speed limits and 30km/h variable speed limits, with an extension of the variable speed limit on Botanical Road to the Ferguson Street intersection.

Arguments in favour of the proposal

- Vehicles are travelling at high speeds during the hours children are walking to and from school, this new change will hopefully be safer for our kids in the area.
- Cars weekly, if not daily, speeding from College Street to Rugby Street along Alexander Street, sometimes as fast as 100km/h.
- Don't feel safe letting kids play on front lawn without supervision because the drivers speed past.
- Often witness drivers crossing the centre line as they speed around the corner; it's only a matter of time before a child or elderly person is seriously injured or killed.
- The average speed around Savage Crescent is less than 30km/h, and most drivers seem to drive slower than the speed limit.
- Permanent slow speed limits will be welcomed not only for the school but there are lots of kids living in the area.
- Many children use the Savage Reserve to play.

- Many roads around Riverdale School are small, dead-end roads where 50km/h is probably too fast anyway.
- Reducing speed limits is going to make roads safer and may encourage more children and people to walk or ride a bike. Those outcomes are good for everyone.
- Lower speed limits will help keep all pedestrians and cyclists safer in these areas, including those roads in the vicinity of the busy recreational areas beside the river.
- Botanical Road in particular is a dangerous place for parents and children trying to cross the street.
- Lots of walkers in the area, so lower speed limits would be welcome for them too.
- Speed of traffic along College Street and Cook Street makes it too risky for school age cyclists, even with the cycle lanes. Lowering the speed limit will help calm traffic and increase safety.
- Streets such as Dittmer Drive, Park Road and Wikiriwhi Crescent are key connecting streets for 1500 students in the cluster of schools, so it's good to see them included in the lower speed limits.

Arguments against the proposal

- A variable speed limit on Rugby Street is unnecessary because there is no access from the school directly to Rugby Street. Access to the school is actually from Rochester Street and Dampier Avenue.
- Don't reduce speeds at all times; only when students are travelling to/from school.
- Those that speed will continue to speed, a sign will not change that.
- Speed of average traffic isn't the problem, it's reckless driving by a few, lack of deterrents, and Council routing heavy traffic deliberately past schools, parks and swimming pools.
- Speed isn't the issue, it is students who just walk in front of vehicles, parents who cannot drive, and roads that are not suited for trucks.
- Without enforcement or physical protection to students there will be no improvement.
- Putting in speed humps to slow down traffic will only make drivers airborne, increasing the possibility of more damage to persons and property.
- 30km/h permanent speed limits around surrounding streets is way over the top.
- Current variable speed limits work well; permanent speed limits will not be effective just like with road works signs, they desensitise people to the possible dangers involved.
- Holidays would not need lowered speed limits.
- Should only be during school drop off and pick up times. Would be ignored at all other times.
- Streets are already busy so the speeds are naturally reduced during normal school arrival and leaving times, so no speed limit changes needed.
- Very few, if any, children walking or cycling on Long Melford Road. It is a through road from Maxwells Line and its unlikely traffic would respect a reduced speed limit.
- Those that don't obey the speed limit now won't obey the new speed limit either.
- Hartley Place is a short, no-exit road. Vehicles park both sides of the road, and parents always pick them up. A permanent speed limit defies logic; the electronic variable signs are a better use of money.
- Traffic lights on Botanical Road and College Street help with road safety. Additionally public transport is often used to bring children to school.
- Traffic will be brought to a crawl with slower speed limits.
- Speed is not the only factor in accidents – alcohol, unsafe vehicles, changing lanes without indicating, and roadworks also play a major part.
- Henare Street doesn't have a school on it, and parents don't park there to pick up kids. Reducing the speed limit on this road would be pointless.

Changes suggested by submitters

- The slow zones on these streets should be much larger to achieve the benefits being sought.
- Strongly recommend that Council lobbies Government to provide more Police to staff school zones and the courts to impose penalties on reckless drivers.
- The variable speed limit on Botanical Road/College Street should be permanent because the traffic is extremely fast.
- Include Keeling Street.
- Extend College Street variable speed limit to Thomson Street.
- Include Kingston Street, Burfield Place, Sheffield Street.
- Extend Park Road variable speed limit to Cook Street. The area is very busy in the morning and evening with school pickup, people accessing the Lido Aquatic Centre and the Esplanade.
- Extend Botanical Road variable speed limit to intersection with Rugby Street/Ferguson Street.

Infrastructure (out of scope)

- Install speed humps and/or curb planters to make sure the speed limit is enforced. The corners of Savage Crescent and Hodgens Place were suggested by submitters as the wide corners allow for high speed turns close to the park.
- Speed humps should be installed around school areas to physically force people to slow down.
- Needs traffic calming measures on either side of the Botanical Road corner to slow traffic.
- Convert temporary safe road crossing on Slacks Road to a permanent zebra crossing. Once the school patrols leave, there is no clear place for children to cross the road. Cars often go quite fast along this part of the road.
- Add a new permanent zebra crossing on Long Melford Road near to Mudgway Place. Winter sun-strike can cause visibility problems heading east. Children can have difficulty knowing if a driver has seen them.
- Need traffic calming measures on Pitama Road, Slacks Road, Long Melford Road and College Street. These are wide and straight roads that invite speed.

Analysis

Awapuni School

Submitters identified incidences of reckless driving well in excess of the current speed limit. While such speeding is not the focus of these proposals, the submitters' concern does recognise the greater harm to pedestrians caused by vehicles travelling at higher speeds. The risk of death when hit by a vehicle travelling at 50km/h is 80%, but at 30km/h this drops to 10%. While lower speed limits alone won't address drivers who flout the speed limit altogether, the lower speed limit will set an expectation for that road.

The arguments in opposition reiterate concerns expressed across most school areas, that a permanent speed limit reduction is unnecessary outside of school hours. While the primary benefit of a slower speed limit is to the students attending the school in that area, there are secondary benefits to all residents in the area through a slower and calmer road environment.

The suggestion to install speed humps or other infrastructure to physically slow traffic is a common suggestion. While the proposal is principally focused on roads where operating speeds are already low, there is an opportunity to install additional speed humps if necessary to improve the rate of

compliance. However, staff believe that the current average operating speeds are already sufficiently low to support the proposed speed limit.

Manawatū Community High School - Manawatū Kura a Iwi

The recognition that average speeds in Savage Crescent are already low supports the proposal to implement a 30km/h permanent speed limit.

Riverdale School/Awatapu College/West End School

This part of the proposal represents a significant cluster of schools in close proximity to each other. While the roads that have been identified for slower speed limits typically apply only to a specific school, they need to be considered as a whole to avoid fragmenting the local network. The roads affecting Riverdale School are linked to the roads affecting West End School and Awatapu College.

Submitters in favour of the proposals argued that many of the roads included are smaller, no-exit roads where 50km/h is not practical or achievable. A slower 30km/h speed limit is unlikely to create a negative impact on these roads.

Submitters emphasised the large number of children in the area accessing the schools, and that fast-moving vehicles make it feel unsafe for walking or cycling. Botanical Road in particular was identified as a dangerous road, but that a slower speed limit would likely make it feel safer and would encourage more people to walk or cycle.

Those who were opposed argued that permanent speed reductions were unnecessary and would be ignored outside of school times. Some submitters took issue with the scope of roads being included and argued that roads such as Long Melford Road had too few children using it to justify including it as a permanent 30km/h road. Submitters also expressed concerns that slower speed limits would increase congestion, and that people who ignore the speed limit would continue to ignore a lower speed limit.

A submitter suggested that Hartley Place is too short, with vehicles parked on either side, for vehicles to get up to a high speed, and therefore the speed limit should not be lowered, but instead an electronic variable speed limit should be installed. This 100-metre long cul-de-sac road would not be a good candidate for an electronic variable speed limit. Variable speed limits are most effective when the road is classified as a movement street under the One Network Framework; Hartley Place would be classified a place street, only being used to serve residences. However, a permanent speed limit is appropriate as part of the local area where children may walk to the schools in the vicinity.

A submitter argued that speed is not the only cause of accidents and gave several examples of other causes of accidents. There are indeed many causes of accidents, however this is not the issue being addressed with the proposed lower speed limits. The main concern is with the speed of vehicles travelling within the current speed limit. The chance of death for a pedestrian struck by a vehicle travelling at 50km/h is 80%, but it is only 10% if the vehicle is travelling at 30km/h. The intent of these proposals isn't to addressing speeding, but to make roads around schools safer by lowering speed limits.

A number of additional changes were suggested by submitters, including making the variable speed limit on Botanical Road/College Street permanent on account of the speed of traffic in that area. A permanent speed limit reduction on a main road such as Botanical Road and College Street is not recommended, as it is a movement street under the One Network Framework. The volume of traffic

and its place within the roading network means a permanent speed limit reduction is likely to have a significant negative effect on the performance of the network.

Submitters also suggested extending the variable speed limits on Park Road, Botanical Road and College Street. These can be considered, but the value of the variable speed limit can be diminished if the length is too long or disconnected from the reason for the lowered speed limit.

Several other roads were suggested for inclusion in the 30km/h zone, such as Kingston Street, Burfield Place, and Sheffield Street. These can be considered.

Some infrastructural changes were also suggested for consideration, including traffic calming measures on Pitama Road, Slacks Road, Long Melford Road and College Street, and changing or adding zebra crossings on Long Melford Road and Slacks Road. These will be referred to the Infrastructure Unit for further consideration but are out of scope for this proposal.

Options

OPTION 3A	Confirm consultation proposal combining 30km/h permanent speed limits and 30km/h variable speed limits, with an extension of the variable speed limit on Botanical Road to the Ferguson Street intersection.
Justification	<ul style="list-style-type: none"> - This aligns with positive commentary indicating that the areas selected are aligned to the behaviour of students, specifically noting the feedback that Dittmer Drive, Park Road and Wikiriwhi Crescent were noted as key connecting streets for students even though they are not directly adjacent to the school. This speaks to the benefits of the zone approach. It aligns with the best practice and overall policies. The current surrounding road environment as well as the current operating speeds indicate that the proposed speeds will be adhered to. - The existing proposal supports feedback from submitters suggesting that the permanent 30km/h speed limit will not only support the school kids around Manawatu Community High School - Manawatū Kura a Iwi, but also the kids living and using the area at all times of day, specifically Savage Reserve. - The extension of the variable speed limit on Botanical Road is technically feasible and will only incur additional cost for relocating the existing variable speed limit. - The variable speed limits on Park Road and College Street are not recommended to be extended as there is no clear visual differentiator at the proposed locations, and this may create challenges of recall during school times due to the increased length. - It is preferred that a continuous length of a variable speed limit be no longer than 700m, and if it is required a repeater may be necessary, increasing costs further as additional electronic signs would be required. - While there was feedback to remove the variable speed limit on Rugby Street as there is no direct school access on this road, there is a pedestrian crossing along Rugby Street indicating that it is a likely place for students to cross the road during school hours. Therefore, it has been maintained as part of this proposal.
Approx. Cost	\$130,800
OPTION 3A MAP	



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
Botanical Road from a point 30 metres south of its intersection with Fergusson Street to its intersection with Park Road.	30	Variable
Park Road from its intersection with Botanical Road to a point 10 metres east of Katene Street		
College Street from a point 50 metres west of Botanical Road to a point 130 metres east of Botanical Road		
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		

Slacks Road from its intersection with Buick Crescent to a point 10 metres west of its intersection with Hampden Street	30	Permanent
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		
Dittmer Drive	Juliana Place	
Ruha Street	Berkley Place	
Henara Place	Belgrave Place	
Huata Place	Mudgway Place	
Katene Street	Dampier Avenue	
Wikiriwhi Crescent	Benbow Place	
Anaru Place	Alexander Street	
Te Punga Place	Raleigh Street	
Wharite Place	Raleigh Service Lane	
Busby Place	Wyndham Street	
Hartley Place	Oban Place	
Adrien Way	Rochester Street	
Anzio Place	Bradford Place	
Buick Crescent	Savage Crescent	
Akaroa Avenue	Mansford Place	
Sharon Place	Nathan Place	
Rakino Place	Hodgens Place	
Hampden Street	Hammond Place	
Coronet Place	Townshend Place	
McDonald Place		

OPTION 3B	Amend the consultation proposal with variable speed limits on all roads, with an extension of the variable speed limit on Botanical Road to Ferguson Street
Justification	<ul style="list-style-type: none"> - This goes against positive feedback towards the existing proposal of permanent speed limits that supports the use of this area by kids at all times of the days (as well as the Reserves). - To implement this option, at least 17 electronic variable speed limit signs will be required to remain within the TCD rules and best practice. This would incur a significantly higher cost than the existing proposal. The variable speed limit on Rugby Street would also have to be extended beyond what was originally proposed to allow for appropriate signage installation. It also is not the intent of variable speed limits in this context to be used on local streets. - The size of the variable speed zone would be considered very large, which would require more signs to be posted throughout the zone and may be difficult for drivers to remember as they are driving through the large area. The additional signage required to remind drivers will add unnecessary sign clutter and will be costly to implement. This option is not recommended for a school speed area such as this.

	<ul style="list-style-type: none"> - If variable speed limits were to be used in this capacity the area of the variable speed limits would need to be decreased which would be negating the positive feedback received from consultation regarding the zone approach being the right approach for this school area. - This option captures the walking catchment of the schools; however, the neighbourhood does not achieve the broader benefits of permanent slower speeds.
Approx. Cost	\$300,100

OPTION 3B MAP



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
<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> <p>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</p> <p>Slacks Road from a point 40 metres west of its intersection with Raleigh Street to a point 50 metres northeast of its intersection with Rochester Street</p> <p>Long Melford Road from its intersection with Pitama Road to a point 30 metres east of its intersection with Kapiti Place</p> <p>Pitama Road from its intersection with Slacks Road to a point 10 metres north of its intersection with Long Melford Road</p>	30	Variable
<p>Norwich Place</p> <p>Dittmer Drive</p> <p>Ruha Street</p> <p>Henara Place</p> <p>Huata Place</p> <p>Katene Street</p> <p>Wikiriwhi Crescent</p> <p>Anaru Place</p> <p>Te Punga Place</p> <p>Wharite Place</p> <p>Busby Place</p> <p>Hartley Place</p> <p>Adrien Way</p> <p>Anzio Place</p> <p>Buick Crescent</p> <p>Akaroa Avenue</p> <p>Sharon Place</p> <p>Rakino Place</p> <p>Hampden Street</p> <p>Coronet Place</p>	<p>McDonald Place</p> <p>Juliana Place</p> <p>Berkley Place</p> <p>Belgrave Place</p> <p>Mudgway Place</p> <p>Dampier Avenue</p> <p>Benbow Place</p> <p>Alexander Street</p> <p>Raleigh Street</p> <p>Raleigh Service Lane</p> <p>Wyndham Street</p> <p>Oban Place</p> <p>Rochester Street</p> <p>Bradford Place</p> <p>Savage Crescent</p> <p>Mansford Place</p> <p>Nathan Place</p> <p>Hodgens Place</p> <p>Hammond Place</p> <p>Townshend Place</p>	

School area	Bunnythorpe School
Current speed limits	The speed limit on roads within Bunnythorpe, including around the school, are 50km/h.
Consultation proposal	The proposal was to implement a permanent 30km/h speed limit on Baring Street and Dutton Street, being the streets most used to access the school.
Submission summary	Nine submissions were received. Six were in support, with three in opposition.
Recommendation	Option 4C - Confirm the consultation proposal, with extension of the permanent 30km/h speed limit onto Dixons Line and addition of a 30km/h variable speed limit on Campbell Road.

Arguments in favour of the proposal

- The proposed speed limits are essential for the safety of students because there is no pedestrian crossing to keep students safe from speeding cars and trucks.

Arguments against the proposal

- Signposted speed limits are worthless unless they are policed.
- Less than 100 students attend Bunnythorpe School. The permanent speed limit applies to two residential streets that have hardly anyone travelling along them most of the time, and no reported injuries.
- The proposal is overkill; we need to encourage people to teach their children to be safe around roads.
- The roads around Palmy have already become congested, slowing down cars. There is no need to do any more.

Changes suggested by submitters

- The proposed permanent speed limit should be extended to include Dixons Line from Campbell Road roundabout to Baring Street.

Infrastructure (out of scope)

- Painting the crossing area outside Bunnythorpe School and putting in a raised area would make it more visible and reduce speeds.
- Maybe school grounds should be fenced with drop off/pick up areas for when children arrive/depart.

Analysis

The arguments in opposition are generally applicable to most speed limit proposals – no restriction is likely to be effective without some degree of enforcement. However, the absence of enforcement is a weak argument for not reducing speed limits, as Council has no ability to influence the degree of enforcement that Police take.

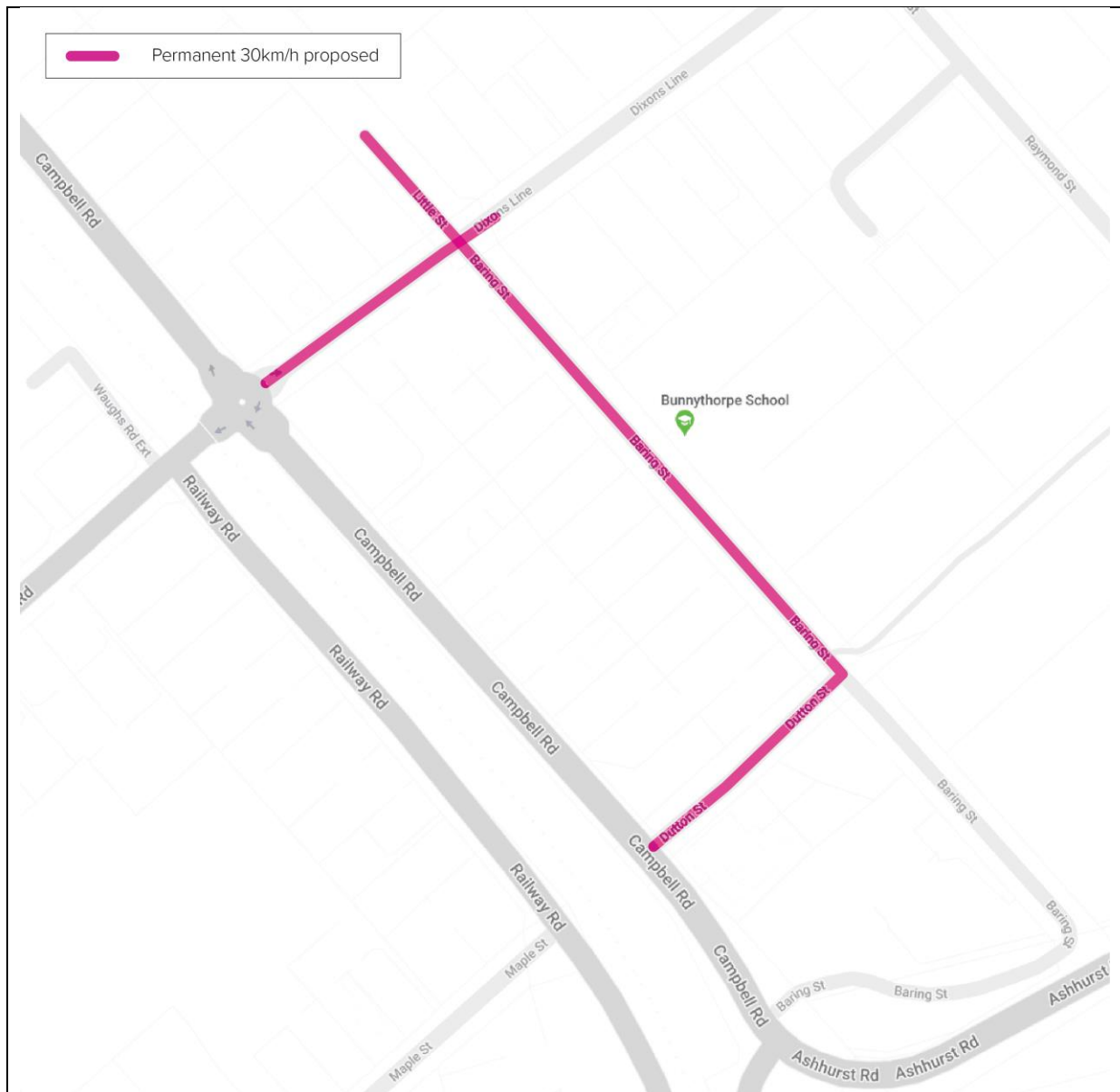
If operating speeds are already low, then a speed limit aligned to that speed will reinforce those operating speeds. Similarly, the low volume of cars using Dutton and Baring Streets are part of the reason why a permanent speed limit is appropriate here. Variable speed limits are more appropriate where there are high volumes of mixed traffic modes. The volume and nature of traffic on these streets suggest that a permanent speed limit is appropriate.

Road safety education is supported, but it does not need to be seen as “either/or.” Horizons Regional Council is responsible for road safety education within the region, and PNCC supports that programme. However, road safety education is not a substitute for considering speed limit changes.

A case could be made for extending the proposed 30km/h speed limit to include Dixons Line from Campbell Road to Baring Street, to provide greater coverage for children walking to and from school. The same could also be said for Campbell Road through to Dutton Street.

Options

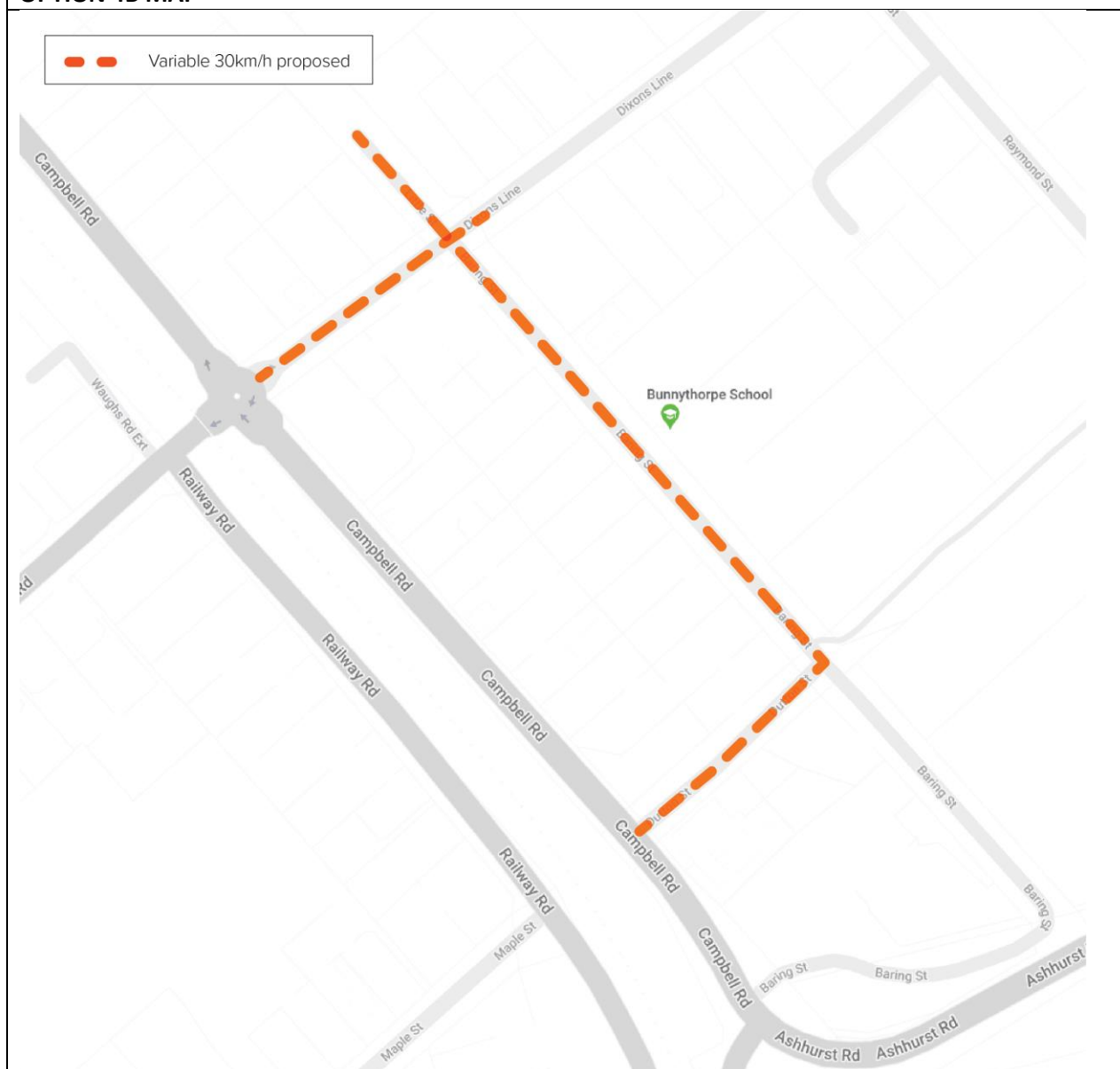
OPTION 4A	Confirm the consultation proposal, with the extension of the permanent 30km/h speed limit onto Dixons Line
Justification	<ul style="list-style-type: none"> - This option supports the submitters feedback that was in favour of the proposed plan by lowering the speeds where there are no pedestrian crossing facilities for school children to use for safe crossing. - A reduced permanent speed has been introduced on Dixons Line to support submitters feedback on reduced speeds along this road, which will in turn capture Little Street. The current average operating speed on this section of Dixons Line is 34km/h and therefore a permanent speed limit is suitable for this short section of road, and it is likely that the proposed 30 km/h speed would be followed by drivers without the need for any additional road safety infrastructure. - This does not address Campbell Road for a speed reduction due to the high cost required to do so as a variable speed limit would be required, however submitters have identified Campbell Road as a crossing point for the school which is supported by the existing infrastructure in place.
Approx. Cost	\$7,100
OPTION 4A MAP	



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
Dixons Line from its intersection with Campbell Road to a point 50 metres northeast of its intersection with Baring Street	30	Permanent
Dutton Street		
Baring Street		
Little Street		

OPTION 4B	Amend the consultation proposal with variable speed limits on all roads
Justification	<ul style="list-style-type: none"> - This option requires the installation of three electronic variable speed limit signs as per the TCD which will incur more costs than the original proposal. - With the existing road purpose, environment, and operating speeds, these roads are more suited to permanent 30km/h speed limits rather than variables.
Approx. Cost	\$57,400

OPTION 4B MAP



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
Dixons Line from its intersection with Campbell Road to a point 50 metres northeast of its intersection with Baring Street	30	Variable
Dutton Street Baring Street Little Street		

OPTION 4C	Confirm the consultation proposal, with extension of the permanent 30km/h speed limit onto Dixons Line and addition of a 30km/h variable speed limit on Campbell Road
Justification	- A 30km/h variable speed limit is proposed on Campbell Road to capture the zebra crossing and would support the recommendations submitted through consultation

	<p>to include slower speeds here as it is clear children cross this road to access the school. A variable speed limit has been selected because the operating speeds on Campbell Road are currently 51km/h, therefore drivers would not be able to sustain a 30km/h travelling speed comfortably without safety infrastructure being installed, which is out of scope for this current project.</p> <ul style="list-style-type: none"> - Additionally, a reduced permanent speed has been introduced on Dixons Line to support submitters' feedback on reduced speeds along this road, which will in turn capture Little Street. The current average operating speed on this section of Dixons Line is 34km/h and therefore a permanent speed limit is suitable for this short section of road, and it is likely that the proposed 30 km/h speed would be followed by drivers without the need for any additional road safety infrastructure. - This option will incur more costs which would require two electronic variable speed limit signs and two additional static signs to remain within TCD rules.
Approx. Cost	\$46,800

OPTION 4C MAP



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
Campbell Road from a point 50 metres northwest of its intersection with Dixons Line	30	Variable
Dixons Line from its intersection with Campbell Road to a point 50 metres northeast of its intersection with Baring Street	30	Permanent
Dutton Street Baring Street Little Street		

School area	Carncot Independent School and Mana Tamariki
Current speed limits	There is an existing 50km/h speed limit on all local roads in the area.
Consultation proposal	<p>We proposed creating a 30km/h variable speed limit outside the entrance of Mana Tamariki for a stretch of 420 metres.</p> <p>We also proposed creating permanent 30km/h speed limits on Vivian Street, Owen Street, Regent Street, Sydney Street and Rangitane Street.</p> <p>While not part of this proposal, consideration is being given separately to a 30km/h speed limit for the City Centre, including Broadway Avenue (which is the main road for accessing Carncot Independent School).</p>
Submission summary	Twelve submissions, seven in support, four opposed, one unsure.
Recommendation	Option 5A – confirm consultation proposal.

Arguments in favour of the proposal

- Supports an extensive 30km/h limit around schools and key commuting corridors; our streets should be designed for all ages to walk/cycle/drive in safety.
- Supports the lower speed limit and the installation of additional pedestrian crossings on Broadway Avenue.

Arguments against the proposal

- Speed limit signs won't deter drivers speeding up and down Vivian, Owen, Regent and Sydney Streets.
- Only supports variable speed limits, related to the times when students are likely to be using the area. The percentage of time when restrictions are required is less than 2.5% of the total hours in each year. It will ensure that ordinary reasonable people will ignore the law.

Changes suggested by submitters

Infrastructure (out of scope)

- The location of the existing island crossing outside Mana Tamariki should be moved or changed to a pedestrian crossing. It makes it difficult for vehicles turning right into the school.

Analysis

Mana Tamariki

None of the submissions received expressed any arguments in support of or in opposition to the proposal for Mana Tamariki. While the suggestion of moving or changing the existing island crossing on Grey Street can be considered, it is out of scope for this project.

Carncot Independent School

The arguments in favour of the proposal for Carncot Independent School identify that the benefits of slower speed limits are for more than just students. This point is sometimes under-valued by some submitters, who have suggested that the purpose of lower speed limits around schools is solely because they are accessed by students. While students travelling to and from school is a key focus,

permanent slower speed limits also provide benefits for residents in the wider area, making it safer for all ages and degrees of mobility.

Some submitters argued that speed limit signs won't deter people who are speeding on these streets, often using them as a shortcut. While this may be correct, it was never intended to be used as a means to address reckless driving above the speed limit. Rather, for those who do obey speed limits (which is the vast majority, as demonstrated by the average operating speeds), lowering the speed limit will lower the risk of deaths or serious injuries in the event of an accident.

Options

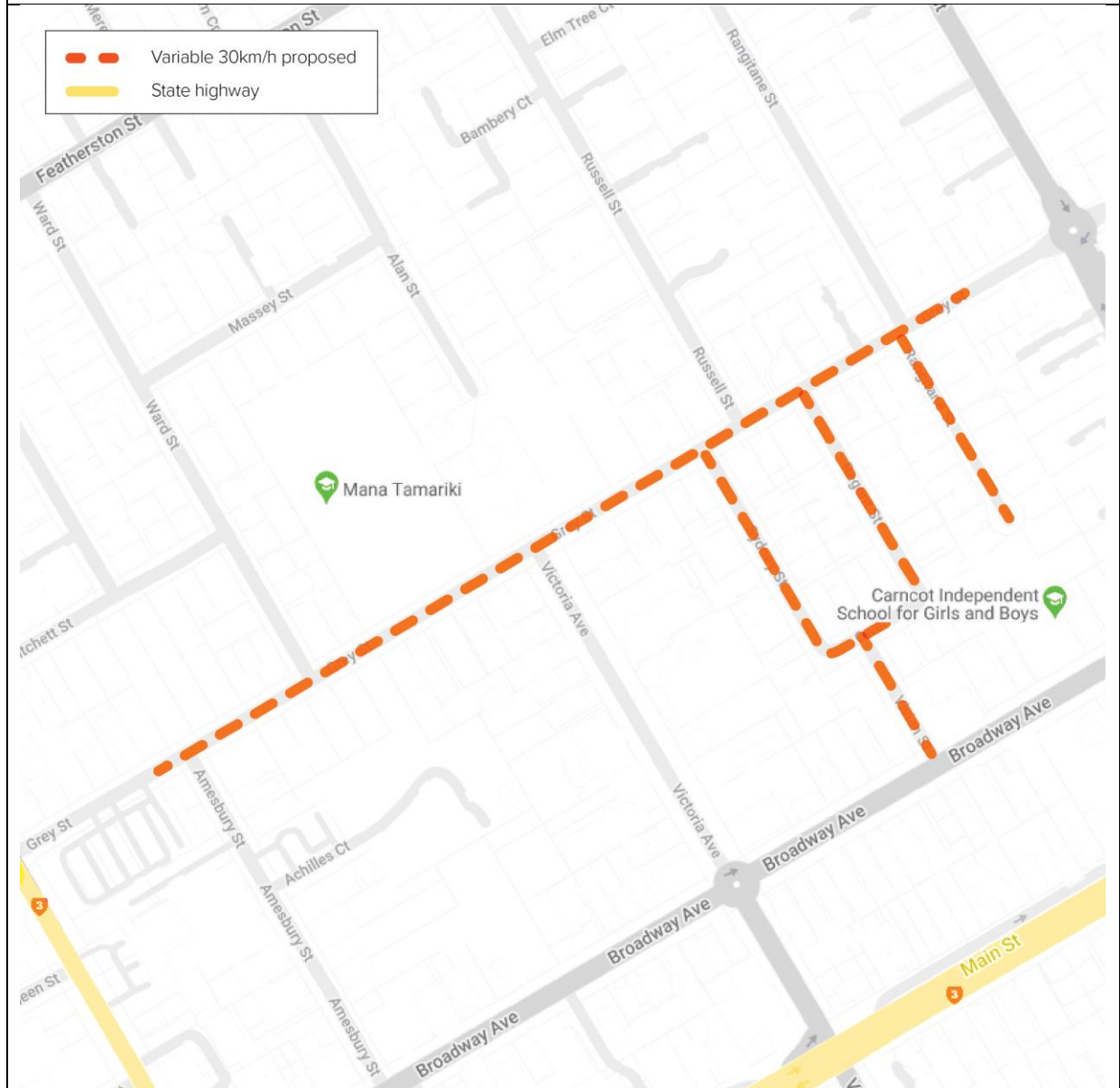
OPTION 5A	Confirm consultation proposal
Justification	<ul style="list-style-type: none"> - Submitters did not suggest any changes to the lengths of roads that should be included in the proposed changes. - This proposal with best practice for roads of this design and function as residential streets. Additionally, the operating speeds show that it is likely that the proposed permanent 30 km/h speed limit would be followed by drivers without the need for any additional road safety infrastructure. - The 30km/h permanent speed limits surrounding Carncot Independent School also aligns with the permanent 30km/h speed limit proposed on Broadway Avenue as part of the city centre speed changes, which are being consulted on currently.
Approx. Cost	\$48,100
OPTION 5A MAP	



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
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	30	Variable
Sydney Street Regent Street Owen Street Vivian Street Rangitāne Street	30	Permanent

OPTION 5B	Amend consultation proposal with variable speed limits on all roads, and connecting the roads into a variable speed limit zone
Justification	- This option will require a minimum of three electronic variable speed limit signs which will incur a much higher cost than the existing proposal and is not the cost-effective solution.
Approx. Cost	\$59,500

OPTION 5B MAP



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
<p>Grey Street from a point 40 metres southwest of its intersection with Amesbury Street to a point 60 metres northeast of its intersection with Rangitane Street</p> <p>Sydney Street Regent Street Owen Street Vivian Street Rangitāne Street</p>	30	Variable

School area	Central Normal School, Queen Elizabeth College, Palmerston North Boys' High School
Current speed limits	Existing 50km/h through all local roads in area. Existing 40km/h variable speed limit on Featherston Street from a point 10 metres east of its intersection with Bourke Street to a point 10 metres east of its intersection with Taonui Street. Existing 40km/h variable speed limit on Featherston Street from a point 20 metres west of its intersection with Pirie Street to a point 55 metres east of its intersection with Rangitikei Street.
Consultation proposal	The proposal was to create a 30km/h variable speed limit on Featherston Street in front of Central Normal School and Palmerston North Boys' School for a distance of 1km. Additionally, we proposed to permanently lower the speed limit on Havill Street, Aroha Street, Argyle Avenue, Annandale Avenue, Beresford Street, Wellesbourne Street, Ivanhoe Terrace, Edgeware Road, and North Street to 30km/h. Waka Kotahi is also proposing to create a 30km/h variable speed limit on Rangitikei Street to cover the frontage of Queen Elizabeth College from the intersection with Featherston Street to a distance 25 metres north of Guy Avenue.
Submission summary	Thirty-two submissions were received. Seventeen were in support, with thirteen opposed and two unsure.
Recommendation	Option 6C - confirm consultation proposal for lower permanent speed limits in local streets, with an extension to the proposed Featherston Street variable speed limit, and converting North Street to a shortened variable speed limit.

Arguments in favour of the proposal

- The reduced speed limit may shift some traffic away to Grey Street and Tremaine Avenue.
- Dropping the speed limit permanently on Argyle Avenue, Aroha Street and surrounding streets would make it safer for children who walk and bike to the school.
- The timing, extents, and speed limits are important to make it safe for children to walk, scooter or cycle to school.
- The proposed change allows the residential area around the school to be more pleasant for non-car based transport and makes it more likely that we will walk or cycle in the area or into town.
- 30km/h balances mobility and safety in the area, as it improves safety with only a minimum effect on travel times. Over 1km, the drop in speed to 30km/h adds at most 48 seconds, and assuming lower normal speeds adds only 30 seconds to travel time. The argument that this would affect productivity is laughable.
- Slowing traffic down around schools is a good initiative, providing an environment that is perceived to be safer for pedestrians, children on scooters and bicycles.
- A wide extent is necessary. If speed restrictions only occur close to the school, then many children will still need to deal with higher speed roads on their way to school.
- Over the years there have been many near misses on Waldegrave and Wood Streets when cars are trying to get into the gap in traffic.

- The more area the slower speed limit covers the better. Be bold, we need to be safe to walk/bike. The car should no longer be the priority vehicle.
- Support permanent 30km/h speed limits in the area of Central Normal School, Palmerston North Boys' High School and Queen Elizabeth College. It supports school children and parents in using active travel. Also benefits residential streets through reduction in air and noise pollution, making the streets more attractive outside of school hours. The benefits of road safety exceed the inconvenience that motorists experience.

Arguments against the proposal

- Permanent 30km/h speed limit on North Street is unnecessary. It already has speed humps and the only difference a slower speed limit would make is to the residents who live on the street. Why punish them because students are using the area for a couple of hours a day? A good portion of the street is already allocated to buses to reduce the number of cars in the area.
- Don't support changes to the speed limits. The speed is naturally reduced during the normal school arrival and leaving times.
- In North Street, there is little pedestrian traffic crossing the road other than the intersection with Featherston Street. A speed limit change is not required in North Street because it is the back of Queen Elizabeth College and Palmerston North Boys' High School with the majority of pedestrians waiting for buses and not crossing the road.
- Changes make sense during school times only. Changing unnecessary streets around Central Normal School makes no sense. Change Rangitikei Street to 30km/h instead, which is busier than Argyle Avenue and Havill Street.
- People go slow anyway and getting to work anywhere on Rangitikei Street and Featherston Street is already time-consuming. Speed limits don't need to be dropped, it's just going to piss everyone off and make it more unsafe.
- Slowing down traffic on Rangitikei Street will increase traffic light avoidance so drivers start speeding down the side streets looking for a shortcut.
- There is no consistency – quiet streets like Argyle Avenue are slowed to 30 km/h permanently while busier streets like Featherston Street are variable.

Changes suggested by submitters

- Extend the 30km/h zone further down Featherston Street until Wood Street.
- Lower speed limits should be variable only, not permanent.
- Featherston Street should be widened into two lanes and speed limit lowered to 30km/h around school areas from Highbury to Roslyn.

Infrastructure (out of scope)

- Speed humps on some of the residential streets, as many are straight or used as a shortcut, and people accelerate down them.
- Traffic calming measures need to be installed to force drivers to comply.
- Traffic lights are needed at the intersection of North Street and Featherston Street.

Analysis

The proposal for this cluster attracted a large number of comments, reflecting the inclusion of three large schools in a single area. Many of the comments in support of the proposal noted that children are not safe at the moment, having to cross busy streets and taking risks with vehicles that may be

darting into gaps in traffic. Comments in support also acknowledged the benefits to the community beyond the school, with residents also benefitting from slower traffic outside school hours.

There were several comments about North Street, noting that as a back street with no direct access to the main gates for Palmerston North Boys' High School or Queen Elizabeth College, the main impact of lowering speed limits would be for residents in the area. Submitters commented that students only use the area for a couple of hours each day, and the area is mostly for buses rather than pedestrians.

Some submitters noted that people are already driving slowly, so a change to the speed limit isn't necessary and would just annoy motorists. However, this argument seems contradictory; if vehicles are already travelling slowly, then a lower speed limit won't change that fact. It will, however, require everyone to travel at the speed limit so that there is less conflict from people travelling faster than is safer.

There were concerns that lowering the speed limit on Rangitikei Street will encourage more people to use the side streets to avoid the slower speeds. However, the proposal already includes side streets so the area is treated consistently.

There was a question about why a variable speed limit is used on a busy street like Featherston Street, but a permanent speed limit is used on a quiet street like Argyle Avenue. In most cases, the streets which have been included already have low operating speeds. For some, like Featherston Street, a variable speed limit has been proposed because the primary purpose of the road is for the transport of people and goods (a "movement" street in the One Network Framework). Argyle Avenue, and other residential streets are primarily "place" streets. While people do use these roads to get to other places, they generally not used as a thoroughfare in the same way as busier roads like Featherston Street. The variable speed limit targets the reduction to the times when it is needed most.

Submitters suggested that speed humps should be installed on residential streets to slow down traffic, especially those who are using the roads as a shortcut. From the perspective of achieving compliance with speed limits, we will be monitoring average speeds if these speed limits are changed. Where these average speeds are inconsistent with the changed speed limits, then the Council may install infrastructure to slow down traffic. However these roads have been selected because they are already operating at or near the speed limits we are proposing, so minimal infrastructure is expected to be required.

Traffic lights for the intersection of Featherston Street/North Street can be investigated, but a decision would not be made as part of the speed limits process.

The Council is developing a separated cycleway for Featherston Street to be built in 2024. This will also have an impact on the speed profile of the road. However, widening the road, as suggested by a submitter, is not being considered.

Options

OPTION 6A	Confirm the consultation proposal, with an extension to the variable speed limit on Featherston Street
Justification	<ul style="list-style-type: none"> - Maintaining the original proposal aligns to the positive sentiment displayed by submitters and this feedback demonstrates that the area selected for speed reduction is correct for the school catchment area and residents on these streets. - Noting however that there was feedback from submitters that permanent speed limits, such as on North Street, may not be appropriate given the nature of the road. Maintaining the proposal as originally consulted will not align to this feedback and may generate frustration with the community. It is however the most cost-efficient option. - The variable speed limit zone proposed on Featherston Street can be extended to Wood Street as per submitters comments, noting however this would increase cost as this is an existing variable speed limit that would require relocation.
Approx. Cost	\$112,100
OPTION 6A MAP	



Description			
Road(s)		Proposed speed limit (km/h)	Speed limit type
Featherston Street from its intersection with Wood Street to a point 60 metres northeast of its intersection with Elizabeth Street		30	Variable
Nikau Street			
Havill Street	Wellesbourne Street	30	Permanent
Aroha Street	Ivanhoe Terrace		
Argyle Avenue	Edgeware Road		
Annandale Avenue	North Street		
Beresford Street			

Note: Waka Kotahi is also proposing to create a 30km/h variable speed limit on Rangitikei Street to cover the frontage of Queen Elizabeth College from the intersection with Featherston Street to a distance 25 metres north of Guy Avenue.

OPTION 6B	Replace existing proposal with all variable speed limits, with minor alterations to North Street and Featherston Street
Justification	<ul style="list-style-type: none"> - A full variable zone around these CBD schools creates some efficiencies with regards to signage as the variable speed limit would tie into the State Highway variable speed limit and variable speed limit proposed on Rangitikei Street. Noting however this would create a long variable speed limit zone which may generate need for additional signage to remind people within the zone of the variable speed limit speeds. - The variable speed limit zone proposed on Featherston Street can be extended to Wood Street as per submitters comments, noting however this would increase cost as there is an existing variable speed limit that would require relocation. - North Street can feasibly be installed as a variable speed limit that connects to the proposed variable speed limit on Featherston Street. It would however need to be shortened to follow best practice for variable speed limit implementation. It has been shortened to start just north of the park. - A full variable speed limit zone in this instance would rely on and require coordination from Waka Kotahi to make sure that the speed limits on the side roads and the speed on the State Highway are implemented at the same time to generate the intended cost savings. - A risk does exist given the State Highway proposed speed limits shown have not yet been confirmed by Waka Kotahi. In the instance the variable speed limit along Rangitikei Street is not installed, the speed limits on Beresford Street, Argyle Avenue, Havill Street, and Wellesbourne Street would either remain as they are currently, require re-consultation for a permanent speed change or they would require electronic speed signs to align to TCD rules, which would be excessive cost for the benefit it provides.
Approx. Cost	<p>If Waka Kotahi confirm the proposed 30km/h variable speed limit on Rangitikei Street - \$101,300</p> <p>If Waka Kotahi do not confirm the proposed 30km/h variable speed limit on Rangitikei Street - \$235,100</p>
OPTION 6B MAP	



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
Featherston Street from its intersection with Wood Street to a point 60 metres northeast of its intersection with Elizabeth Street	30	Variable
North Street from its intersection with Featherston Street to a point 360 metres south of its intersection with Tremain Avenue.		
Nikau Street		
Havill Street		
Aroha Street		
Argyle Avenue		
Annandale Avenue		
Beresford Street		
Wellesbourne Street		
Ivanhoe Terrace		
Edgware Road		

Note: Waka Kotahi is also proposing to create a 30km/h variable speed limit on Rangitikei Street to cover the frontage of Queen Elizabeth College from the intersection with Featherston Street to a distance 25 metres north of Guy Avenue.

OPTION 6C	The middle ground – confirm consultation proposal for lower permanent speed limits in local streets, with an extension to the proposed Featherston Street variable speed limit, and converting North Street to a shortened variable speed limit
Justification	<ul style="list-style-type: none"> - This option captures the similar benefits and disadvantages of Option A and B, however provides a middle ground where North Street, which does have a wider design profile and faster operating speeds, is included as a variable speed limit instead of a permanent speed limit in response to concerns from submitters around the need for permanent speed limits generally. - The permanent speed limits in the local streets are the best approach for local roads and align to the submitters support for this and best practice for school catchments on local residential streets. Operating speeds are also low here so there will be little impact on drivers. This also means it is not reliant on the State Highway variable speed limit being implemented which for these schools presents a risk of delayed implementation. - As per Option 6A, the variable speed limit zone proposed on Featherston Street can be extended to Wood Street as per submitters comments, noting however this would increase cost as there is an existing variable speed limit that would require relocation. - As per Option 6B, a variable speed limit can feasibly be installed on North Street that connects to the proposed variable speed limit on Featherston Street. It would however need to be shortened to follow best practice for variable speed limit implementation. It has been shortened to start just north of the park.
Approx. Cost	\$124,500
OPTION 6C MAP	



Description			
Road(s)		Proposed speed limit (km/h)	Speed limit type
Featherston Street from its intersection with Wood Street to a point 60 metres northeast of its intersection with Elizabeth Street		30	Variable
North Street from its intersection with Featherston Street to a point 360 metres south of its intersection with Tremain Avenue			
Nikau Street			
Havill Street Aroha Street Argyle Avenue Annandale Avenue	Beresford Street Wellesbourne Street Ivanhoe Terrace Edgeware Road	30	Permanent

Note: Waka Kotahi is also proposing to create a 30km/h variable speed limit on Rangitikei Street to cover the frontage of Queen Elizabeth College from the intersection with Featherston Street to a distance 25 metres north of Guy Avenue.

School area	Cloverlea School
Current speed limits	There is an existing 50km/h speed limit on all local roads in the area around Cloverlea School.
Consultation proposal	The proposal was to create a permanent 30km/h speed limit on Benmore Avenue from its intersection with Gillespies Line to a point 50 metres west from its intersection with Meadowbrook Drive. This proposed change includes the side streets coming off Benmore Avenue which includes Waltham Court, Cecil Place, Bendigo Street, Rosedale Crescent, Willowstream Grove, Herbert Avenue, Raglan Avenue, Geraldine Crescent, Bevan Place, Drury Street, Leslie Avenue, Hinau Place, and Rimu Place.
Submission summary	Twenty-seven submissions were received. Thirteen were in support, with ten opposed and four unsure.
Recommendation	Option 7A - amend the consultation proposal to include a 30km/h variable speed limit on Gillespies Line, and 30km/h permanent speed limits on the local roads on the western side of Gillespies Line.

Arguments in favour of the proposal

- Love the idea of reduced speed limits on Benmore Avenue. I have noticed horrific speeding down this street even with several speed humps in place, and my children are at high risk of being hit by a car.
- Many children walk to Cloverlea School from surrounding streets so support the proposed lower speed limits.

Arguments against the proposal

- Lowering the speed limit around Cloverlea School is a waste of money considering Benmore Avenue already has five speed humps so no one can get any speed up before the next one.
- Lower speed limits aren't needed when speed humps already slow down vehicles enough.
- Permanent reduced speed limits are ridiculous out of school hours, school holidays, weekends, it just sets people up to fail by driving the normal speed limit outside of school hours.
- Support variable speed limits during school hours, but permanent 30km/h seems like overkill.
- People will change their routes to avoid the slower speed limits and cause heavier traffic flows on other routes.
- The current variable speed limits provide ample awareness and safety around schools.
- The only streets that need to have the 30km/h restriction should be those that have access points into the school for about 300 metres from that point. Should not be 24/7. Not necessary at 6am or 6pm.
- Area is too wide. While kids may be walking/biking in the general area, they (especially the older ones) need to take a certain amount of responsibility for themselves.
- Have you tried driving at 30km/h? It's ridiculous.

Changes suggested by submitters

- Include Gillespies Line from Benmore Avenue to the over-ramp. Children cross Gillespies Line to get to school or go to the dairy.
- The proposed 30km/h on Benmore Avenue should be extended to just before Bennett Street rather than ending on the corner by Waltham Court.

Infrastructure (out of scope)

- Install speed humps on Raglan Avenue as traffic now uses this road to avoid speed humps on Herbert and Benmore Avenues. Children use the alleyway between Raglan Avenue and Geraldine Crescent and so they are in danger.
- Make the pedestrian crossing on Gillespies Line a raised crossing.

Analysis

Improvements have already been made in this area to reduce the impact of speeding vehicles with the installation of speed humps. However, some submitters commented that, in spite of these changes, some people continued to speed. This was noted as both an argument for and against the proposed speed limit changes. Those in support suggested that the speed limit changes are needed to further enforce the slower speeds, while those opposed indicated that slower speed limits are unnecessary if people are unable to exceed the speed limit on those roads where speed humps have been installed.

The main argument in favour of the proposed changes is concern for the safety of children who walk or cycle to school, noting that they often come from the surrounding streets so the speed limit changes need to reflect that area.

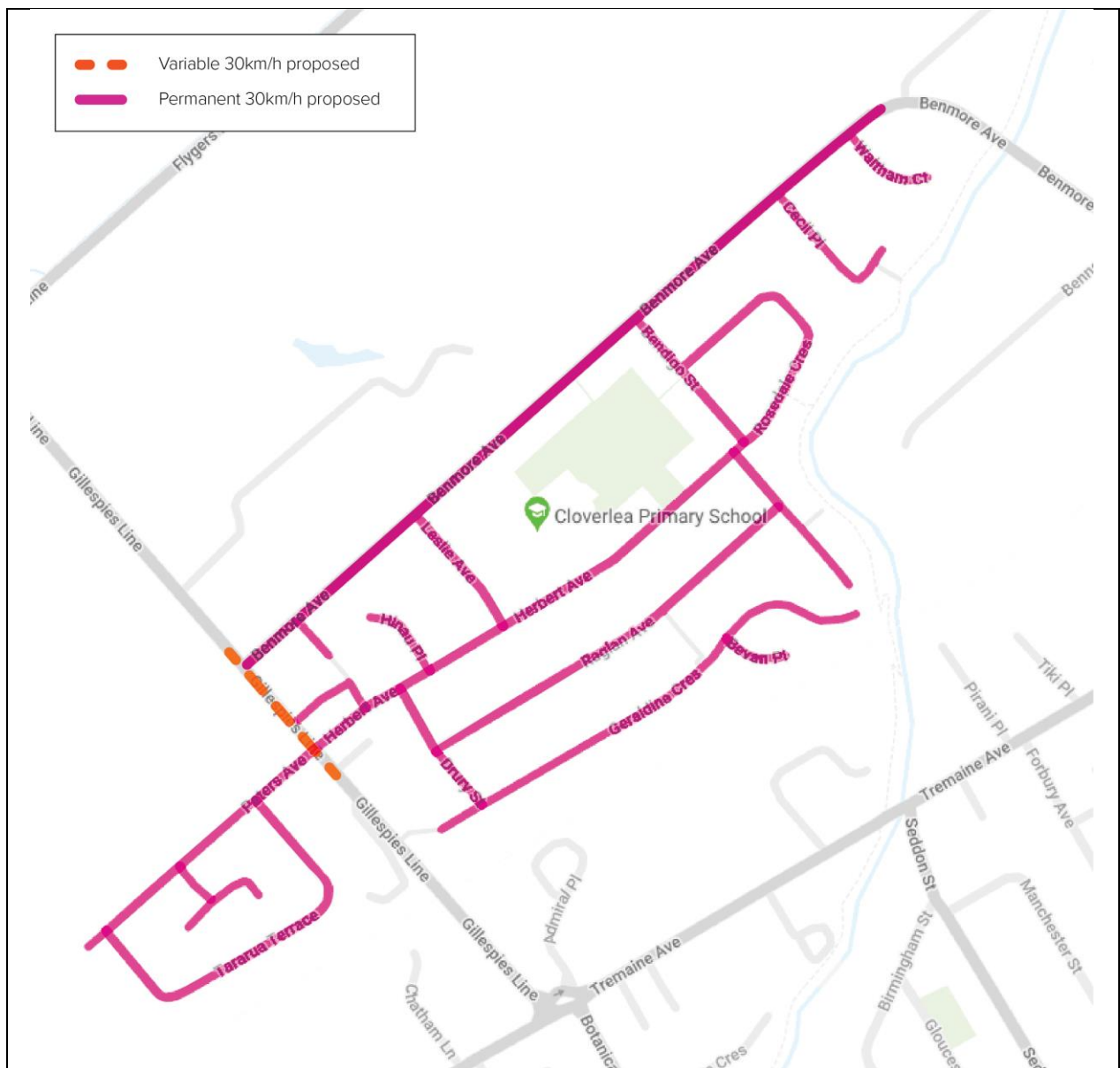
The opposing arguments identify the risk of “avoiding” slower routes and transferring congestion to other areas. This is similar to concerns about increase in travel times, which is often over-estimated. It is difficult to accurately estimate the change in congestion from such changes. However, Palmerston North’s road network is built on a grid which provides extraordinary resilience with alternative routes for most parts of the city. If some motorists do change their routes away from schools, this may add a small amount of additional time to their travel. However it is their choice whether they prefer the slight increase in travel distance more than the slight decrease in speed. If the consequence of those decisions is to reduce the amount of traffic around schools, then this will achieve the goal of improving the safety around those schools.

Some submitters felt that the proposed area of affected roads is too wide, and suggested that children, especially older children, need to take some responsibility for themselves. While road safety education is an important part of the equation, sometimes accidents do happen. If vehicles are travelling at slower speeds such as 30km/h, then the consequences when those accidents happen are more likely to be less severe, with a much lower risk of death. The proposals do not need to be considered as exclusive to other initiatives such as road safety education.

Options

OPTION 7A	Amend the consultation proposal to include a 30km/h variable speed limit on Gillespies Line, and 30km/h permanent speed limits on the local roads on the western side of Gillespies Line
Justification	<ul style="list-style-type: none">- The permanent speed limits in the local streets are the best approach for local roads. Implementing permanent speed limits align with the submitters support for this, and best practice for school catchments on local residential streets. Operating speeds are also low here so there will be little impact on drivers.- Maintaining the original proposal aligns with the positive sentiment displayed by submitters and this feedback demonstrates that the area

	<p>selected for speed reduction is correct for the school catchment area and residents on these streets.</p> <ul style="list-style-type: none"> - Gillespies Line was suggested by submitters for inclusion due to the number of students regularly crossing and concern for their safety on this faster road. As it is a main road with the function of supporting many vehicle types and purposes, for a speed reduction to work here a variable speed limit would be required. It would be feasible to include a variable speed limit from Herbert Avenue to Benmore Avenue to capture the school crossings and bus stops. While this has cost implications of requiring two electronic signs and three static signs, the benefit this provides would make this a cost effective change. - Submitters also indicated that children walk to school on the opposite side of Gillespies Line and given the nature of the street designs being a singular entry road, it would be low cost and high benefit to extend the 30km/h permanent speed limit to the local streets opposite the school. The operating speeds on these roads are low, similarly to the original proposal, so a permanent speed limit of 30km/h is expected to have minimal impact on road users experience but will improve safety for residents and children alike.
Approx. Cost	\$51,100
OPTION 7A MAP	



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
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	30	Variable
Benmore Avenue from its intersection with Gillespies Line to a point 50 metres west of its intersection with Meadowbrook Drive	30	Permanent
<div>Waltham Court</div> <div>Cecil Place</div> <div>Bendigo Street</div> <div>Rosedale Crescent</div> <div>Willowstream Grove</div> <div>Herbert Avenue</div> <div>Raglan Avenue</div> <div>Geraldine Crescent</div> <div>Bevan Place</div> <div>Drury Street</div> <div>Leslie Avenue</div> <div>Hinau Place</div> <div>Rimu Place</div> <div>Peters Avenue</div> <div>Fox Place</div> <div>Tararua Terrace</div>		

OPTION 7B	Replace existing proposal with variable speed limits on all roads, including Gillespies Line and side streets to the west of Gillespies Line
Justification	<ul style="list-style-type: none"> - Should the proposal be converted to a full variable speed limit zone around Cloverlea School, to be installed in alignment with TCD requirements, at least three electronic variable speed limit signs will be required to remain within the TCD rules and best practice. This would incur a higher cost than the existing proposal. - The size of the variable speed zone would be considered very large, which may require more signs to be posted throughout the zone and may be difficult for drivers to remember as they are driving through the large area. The additional signage required to remind drivers will add unnecessary sign clutter and will be costly to implement. - This option captures the walking catchment of the school; however, the neighbourhood does not achieve the broader benefits of permanent slower speeds. - If variable speed limits were to be used for Cloverlea School, the extents would need to be significantly reduced to be effective, however there was clear indication from submitters feedback that the broader catchment was accurate for how the school is used. Converting to a smaller variable speed limit zone would directly negate this feedback from submitters and would not be following best practice for speed changes outside schools.
Approx. Cost	\$57,400
OPTION 7B MAP	

Raglan Avenue Geraldine Crescent	Fox Place Tararua Terrace		
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School area	College Street Normal School, Palmerston North Adventist Christian School, Palmerston North Intermediate Normal School, Palmerston North Girls' High School
Current speed limits	There is an existing 50km/h speed limit on all local roads in the area. There is an existing 40km/h variable speed limit on College Street from South Street to Linton Street, and from Morris Street to Union Street. There is also an existing 40km/h variable speed limit on Fitzherbert Avenue from a point 40 metres north of its intersection with Te Awe Awe Street to a point 40 metres north of its intersection with Palm Avenue, and on Park Road, from a point 40 metres east of its intersection with Batt Street to a point 90 metres east of its intersection with Linton Street.
Consultation proposal	We proposed lowering the existing 40km/h variable speed limits on College Street, Fitzherbert Avenue, and Park Road to a 30km/h variable speed limit. We also proposed creating a new 30km/h variable speed limit on Pitt Street from the intersection with Church Street through to and including Ferguson Street from the intersection with Pitt Street to Linton Street. We also proposed to create 30km/h permanent speed limits for Ferguson Street from Cook Street to Pitt Street, South Street, Linton Street from Ferguson Street to College Street, Chaytor Street, Snelson Street, Cleland Street, and McGiffert Street. We also proposed creating 30km/h permanent speed limits for Huia Street, Manawaroa Street and Graham Street near Palmerston North Girls' High School. We also proposed creating 30km/h permanent speed limits on Kensington Mews, Karaka Street, Marne Street, and Park Road from its intersection with Ake Ake Avenue to a point 60 metres west of its intersection with Union Street.
Submission summary	Fifty-five submissions, thirty-one in support and twenty-four opposed.
Recommendation	Option 8A - confirm consultation proposal with combined variable speed limits across the Park Road and Fitzherbert Avenue intersection as well as adding 30km/h permanent speed limits for Batt Street, Linton Street from College Street to Park Road, Hereford Street, Worcester Street, Moerangi Street, Marne Street from Park Road to Fitzherbert Avenue, Palm Avenue, Awatea Terrace, Seaton Court, Union Street, Ranfurly Street, Rolleston Street, Ada Street, Oxford Street, Morris Street, Milverton Avenue, and Colombo Street.

Arguments in favour of the proposal

- The proposed speed limit for South Street is badly needed.
- Noticed an increase in the number of speeding cars on South Street.
- Support the lowering of the speed limit around all schools to 30km/h.
- Increasing housing density on South Street will increase traffic hugely.
- As a former student of Palmerston North Girls' High School, a slower speed limit would be beneficial and encourage students to be aware.
- A lot of children ride their bikes on the road.
- High traffic volumes, especially on side streets like Marne Street.
- There is no need to drive any faster than 30km/h down Marne Street or other streets around College Street Normal School.

- Have had two cats killed on Marne Street by cars coming at speed around the corner from College Street. Worried about young children crossing when there is poor visibility due to the number of parked cars on the street.

Arguments against the proposal

- The current 40km/h speed limit is sufficient if it is enforced.
- Should only apply during peak times before and after school.
- Speed restriction won't fix the issue of excess car congestion.
- Traffic lights across from the school are good enough.
- School patrol crossings can be used.
- Slowing traffic on Ferguson Street will just slow down the ring road.
- Congestion during school times self-imposes a speed restriction anyway.
- Proposals are not about safety but an agenda to stop people using their cars.
- As a proportion of the number of trips each year, the number of crashes is a very low number.
- Reduced speeds aren't going to stop reckless drivers.
- Drivers won't respect a lower speed limit outside of school hours.
- Palmerston North Girls' High School is well covered by controlled crossings and traffic light intersections. There are ample controls in place currently.
- Drivers don't pay attention or act aggressively even though they must give way.
- There should be no issues outside of school times or holidays.
- School time only amounts to 3.3% of the total hours each year. Permanent speed limits will only result in high levels of non-compliance, just like road works around the country.
- All the changed speed limits should be variable, or pedestrian platforms with permanent warning signs for school zones.
- Most drivers are courteous and patient, but there are always some who have no regard for the safety of others. A speed reduction sign will not change their behaviour.

Changes suggested by submitters

- Include Hereford Street and Worcester Street in 30km/h zone.
- Include Batt Street and Linton Street from College Street through to Park Road.
- Include College Street from Cook Street to Fitzherbert Avenue in 30km/h zone.
- Seems to be less than the bare minimum. Should include Marne Street, Awatea Terrace, Seaton Crescent, and Palm Avenue.
- The proposed changes should be extended as far as possible – include Union Street, Morris Street, Oxford Street, Ada Street, Ranfurly Street and other streets on the other side of College Street. The catchment is much wider than what is shown.
- College Street should be permanent 30km/h from Fitzherbert Avenue to Albert Street.
- Park Road from Fitzherbert Avenue to Victoria Avenue, and all of Victoria Avenue, should be 30km/h.

Infrastructure (out of scope)

- Install speed humps on South Street to slow speed traffic.
- Convert crossing on College Street by Batt Street to permanent zebra crossing.
- Supports more pedestrian crossings particularly on Park Road – permanent crossing or traffic-light controlled.
- Suggests new raised platforms and kerb extensions for kea crossings on College Street and Park Road.

- Suggested new raised platforms on Ada Street, Marne Street, Oxford Street and Morris Street at intersections with College Street.
- Suggests new raised platforms on Marne Street (south) and Marne Street (north) and Kensington Mews where it intersects with Park Road.
- Pedestrian crossing should be painted on Park Road adjacent to Karaka Street.
- Keep clear grid should be painted outside Karaka Street to ease congestion for traffic leaving Karaka Street while school patrol has stopped traffic.

Analysis

Palmerston North Christian Adventist School and Palmerston North Intermediate Normal School

Submitters pointed to speeding cars and increasing housing density (South Street) as reasons to support the proposed lower speed limits. However, submitters opposed the changes on the basis that permanent speed limits were not necessary outside of peak hours (drop off and pick up times). Existing interventions were also identified – such as the traffic signals being installed on Ferguson Street as part of the current improvements to the intersection with Pitt Street, and school patrol crossings – as a reason why the speed limit doesn't need to be lowered. Submitters also suggested that the congestion caused at pick up and drop of times was sufficient to slow vehicles without the need for a speed limit change.

While the new traffic signals on Ferguson Street will improve safety, that doesn't mean that a reduction in the speed limit won't also help. The proposed variable speed limit on Pitt and Ferguson Streets will reinforce the slower speeds needed during school hours on a major street that children will use to access two schools in the area. School patrols provide an additional layer of protection but is not sufficient alone.

Submitters also challenged some of the data, suggesting that as a proportion of total trips the number of crashes was low. While that may indicate that travelling by car is generally safe, it doesn't alter the fact that accidents do happen, and when they happen at higher speeds the risk of death is much higher than at slower speeds.

Submitters were concerned about the impact of slower speeds on the ring road. The proposal is to implement a variable speed limit for Pitt and Ferguson Streets. This recognises the importance of these roads as part of the ring road, and that is why they are included as variable speed limits rather than permanent. Roads which are primarily "movement" streets such as Pitt and Ferguson Streets, should feature variable speed limits to minimise the impact across the network.

Palmerston North Girls' High School

Submitters pointed to the volume of traffic (on account of Fitzherbert Avenue as a major 4-lane road) and the size of the school as a reason why the lower speed limits are necessary. Submitters noted that a lot of students ride to school, and being a high school, some students also drive and park in neighbouring streets. For this proposal, the major roads of Fitzherbert Avenue and Park Road are treated with a variable speed limit, which recognises their place in the One Network Framework as movement streets. The smaller side roads are proposed for permanent 30km/h speed limits. Some submitters suggested that additional roads on the eastern side of Fitzherbert Avenue should also be included, such as Marne Street, Awatea Terrace, Seaton Crescent, and Palm Avenue.

The submitters in opposition noted that drivers won't adhere to lower speed limits outside of school hours. This argument is weaker when applied to the current proposal. Variable speed limits are proposed for Park Road and Fitzherbert Avenue, and the proposed permanent speed limits are on Manawaroa Street and a small section of Huia Street. These are not major thoroughfares, and average operating speeds are already low in recognition of their function as small access roads.

While there are good provisions for students crossing Fitzherbert Road, with a signalised pedestrian crossing, this doesn't preclude any other safety improvements, such as lowering the speed limit. Safety interventions are not exclusive and can be used in combination to improve outcomes.

College Street Normal School

The submissions in support of the proposed changes emphasised the concern for children crossing the road near College Street Normal School, especially when there are many cars parked on the side of the road and vehicles travel at speed around the corner.

Submitters opposed to the proposal expressed concern about the inclusion of permanent speed limits, suggesting that it was unnecessary to lower speed limits outside of school hours. Some submitters calculated the maximum amount of time when children are present and concluded that it represents a small fraction of the total time each year. Therefore, permanently lowering the speed limit was unnecessary.

While it is true that school hours (at the beginning and end of each school day) are a small portion of the total hours each year, vulnerable road users are able to make use of the road at any time. Variable speed limits are appropriate where the need to accommodate key transport routes outweighs the particular safety benefits of permanent lower speed limits. College Street, for instance, provides a key route for vehicles travelling across the city. There is a higher safety issue when children are travelling to and from school, and therefore the variable speed limit provides a suitable balance between both needs.

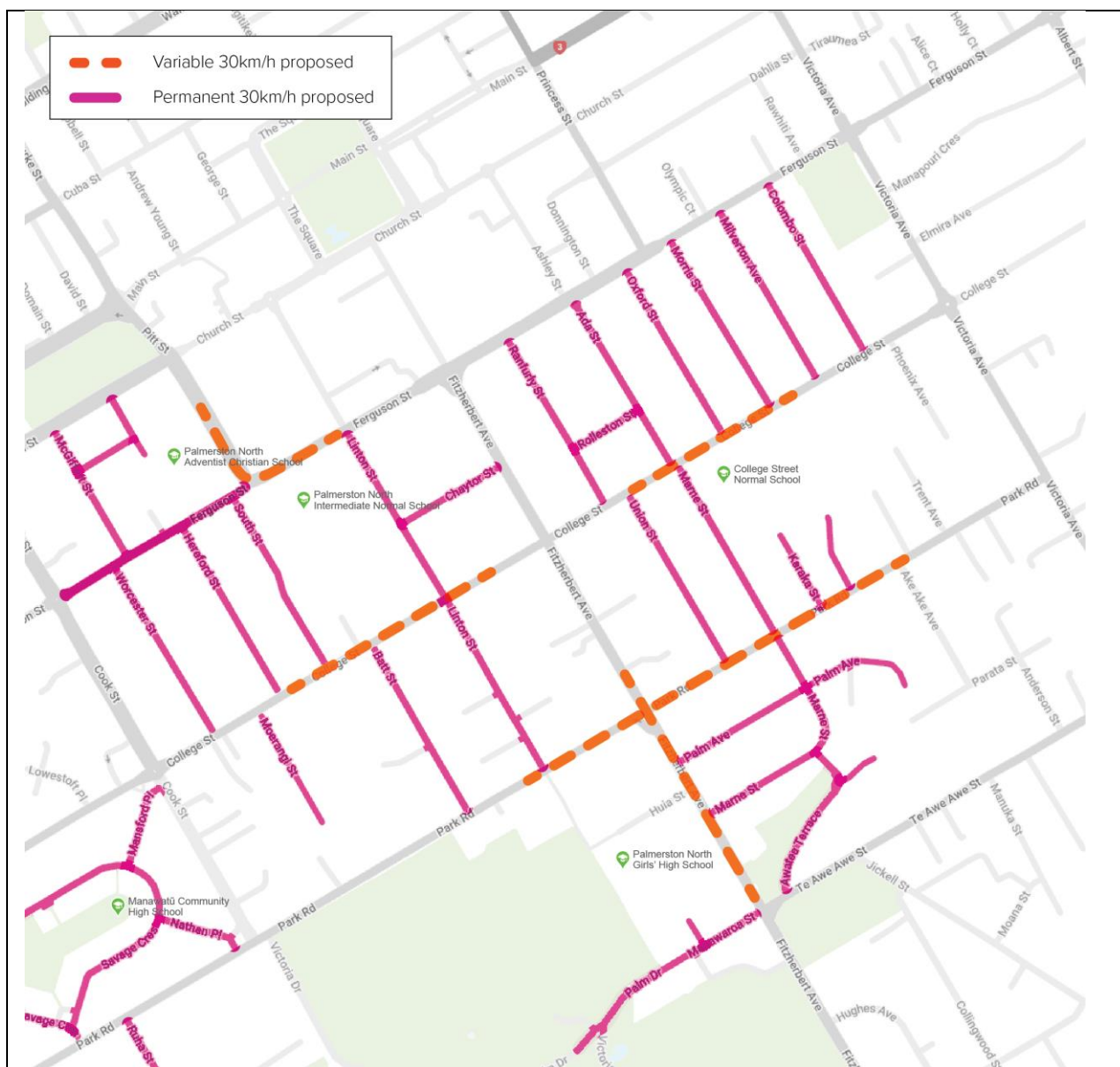
Submitters have queried why roads to the south of College Street are included, but roads to the north (such as Ranfurly, Ada, Oxford and Morris Streets) are not. There is merit in considering their inclusion, alongside revising whether there is a genuine need to include Park Road in this school zone.

A submitter observed that speed reduction signs won't change the behaviour of the small minority that has no regard for the safety of others. This is correct, and many people who intentionally speed will not be changed by a slower speed limit. However, these proposals are not aimed at people who deliberately and wilfully break the speed limit. Rather, they are focussed on setting a speed limit which is safe and which improves the chance of survivability in the event of an accident.

There are numerous suggestions for including new raised pedestrian platforms on several streets in the area. While such raised platforms can provide improved safety outcomes, especially around schools, the number suggested here is unlikely to be achievable within available resources. It also misunderstands the purpose of this proposal. While in some cases a proposed speed limit may need additional infrastructure to support the lower speed limit, these proposals are generally set where no additional infrastructure should be required.

Options

OPTION 8A	Confirm consultation proposal with combined variable speed limits across the Park Road and Fitzherbert Avenue intersection as well as adding 30km/h permanent speed limits for Batt Street, Linton Street from College Street to Park Road, Hereford Street, Worcester Street, Moerangi Street, Marne Street from Park Road to Fitzherbert Avenue, Palm Avenue, Awatea Terrace, Seaton Court, Union Street, Ranfurly Street, Rolleston Street, Ada Street, Oxford Street, Morris Street, Milverton Avenue, and Colombo Street.
Justification	<ul style="list-style-type: none"> - This aligns to submitters feedback around additional roads that should have speed reductions. These roads are residential side streets with slow operating speeds and would be easy additions to the overall proposal and would provide a consistent speed limit and a safer environment for the students and active users on these streets at all times of the day. These also tie the reduced speeds together from the cluster as shown. Submitters have also indicated that this is a good combination of both variable speed limits and permanent speeds for the area based on how the roads are used for both drivers and pedestrians. - The additional roads, specifically Ranfurly Street, Ada Street, Oxford Street, Morris Street, Milverton Avenue and Colombo Street are close to the CBD. This extension of the slow speeds makes sense as it aligns with the current 30km/h CBD proposal which is out for consultation from 30th September. Should the CBD speed reduction get approved, this would tie together as a network well, noting that it is not reliant on the CBD speed limit proposal being approved to be implemented. - This collective area would create a zone effect for the block bounded by the major arterial roads and aligns with the best practice approach of a network assessment. - Park Road was proposed as an initial short section of variable speed limit. In an effort to minimise signage costs and possible confusion and clutter around intersections where a variable speed limit area across an intersection would make sense, the full intersection has been captured.
Approx. Cost	\$233,000
OPTION 8A MAP	



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
College Street from a point 80 metres west of South Street to a point 80 metres east of Linton Street	30	Variable
College Street from a point 20 metres east of Morris Street to a point 10 metres east of Union Street		
Fitzherbert Ave from a point 40 metres north of Te Awe Awe Street to a point 90 metres north of Park Road		
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		

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	30	Permanent
Linton Street from Ferguson Street to Park Road		
<div> <div>South Street</div> <div>Hereford Street</div> <div>Worcester Street</div> <div>Moerangi Street</div> <div>Batt Street</div> <div>Chaytor Street</div> <div>Snelson Street</div> <div>Cleland Street</div> <div>McGiffert Street</div> <div>Kensington Mews</div> <div>Karaka Street</div> <div>Marne Street</div> <div>Union Street</div> </div> <div> <div>Ranfurly Street</div> <div>Rolleston Street</div> <div>Ada Street</div> <div>Oxford Street</div> <div>Morris Street</div> <div>Milverton Avenue</div> <div>Colombo Street</div> <div>Manawaroa Street</div> <div>Graham Place</div> <div>Awatea Terrace</div> <div>Seaton Court</div> <div>Palm Avenue</div> </div>		

OPTION 8B	Amend consultation proposal with variable speed limits on all roads, including the roads added in option 8A. This includes the extension of the variable speed limits on Fitzherbert Avenue and College Street.
Justification	<ul style="list-style-type: none"> - To make the full zone a variable speed limit, several changes would be needed to make this feasible such as: <ul style="list-style-type: none"> o Shifting the existing variable speed limit on Fitzherbert Avenue further south to capture the Manawaroa Street entrance. This will reduce the cost efficiency made by maintaining the existing location. o Capturing the additional streets east of Fitzherbert Avenue will require additional electronic signs to tie in to the variable speed limit zone and provide repeaters due to the length of Marne Street. This will increase costs. - If variable speed limits were to be used for College Street Normal School, the extents would need to be significantly reduced to be effective, however there was clear indication from submitters feedback that the broader catchment was accurate for how the school is used, evident in the requests for more streets to be included. Converting to a smaller variable speed limit zone would directly negate this feedback from submitters and would not be following best practice for speed changes outside schools. - A full variable speed limit zone would be feasible using the original proposal, however, would incur at least 18 electronic variable speed signs, and some static signage. Noting that this would be combined with other nearby schools as shown in the map. - The size of the variable speed zone would be considered very large, which may require more signs to be posted throughout the zone and may be difficult for drivers to remember as they are driving through the large

	<p>area. The additional signage required to remind drivers will add unnecessary sign clutter and will be costly to implement.</p> <ul style="list-style-type: none"> - While technically feasible to use variable speed limits on local streets, it is not the intent of variable speed limits to be used in this context nor is it a cost-effective solution for streets that are already operating at speeds <30km/h. - This option also would not align to the commentary received in consultation that permanent speed limits of the local roads are acceptable. - This option captures the walking catchment of the school; however, the neighbourhood does not achieve the broader benefits of permanent slower speeds.
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Approx. Cost	\$477,900
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OPTION 8B MAP



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
<p>College Street from a point 40 metres southwest of its intersection with Worcester Street to a point 20 metres northeast of its intersection with Colombo Street</p> <p>Fitzherbert Avenue from a point 40 metres north of its intersection with Chaytor Street to a point 30 metres south of its intersection with Te Awe Awe Street</p> <p>Park Road from a point 40 metres east of Batt Street to a point 40 metres east of its intersection with Cremorne Avenue</p> <p>Pitt Street from a point 90 metres south of its intersection with Church Street to its intersection with Ferguson Street</p> <p>Ferguson Street from its intersection with Pitt Street to a point 30 metres west of its intersection with Linton Street</p> <p>Ferguson Street from its intersection with Cook Street to its intersection with Pitt Street</p> <p>Linton Street from Ferguson Street to Park Road</p> <p>South Street Ranfurly Street</p> <p>Hereford Street Rolleston Street</p> <p>Worcester Street Ada Street</p> <p>Moerangi Street Oxford Street</p> <p>Chaytor Street Morris Street</p> <p>Snelson Street Milverton Avenue</p> <p>Cleland Street Colombo Street</p> <p>McGiffert Street Manawaroa Street</p> <p>Kensington Mews Graham Place</p> <p>Karaka Street Awatea Terrace</p> <p>Marne Street Seaton Court</p> <p>Union Street Palm Avenue</p>	30	Variable

School area	Cornerstone Christian School, Te Kura Kaupapa Māori o Manawatū
Current speed limits	There is an existing 50km/h speed limit on all local roads in the area.
Consultation proposal	We proposed to create a permanent 30km/h speed limit on Peter Hall Drive, Walnut Grove, Sunshine Place, Suzanne Grove, Colonial Place, Hillcrest Drive, Gladys Place, Cargill Grove, Lyndale Place, Cumberland Place, and Rhodes Drive from Peter Hall Drive to just west of its intersection with Hillcrest Drive. In addition, we proposed to lower the existing 40km/h variable speed limit to a 30km/h variable speed limit on Mihaere Drive and Roberts Line, and extending it to include the kea crossing.
Submission summary	Eleven submissions received, three in support, six opposed, two unsure.
Recommendation	Option 9A - Confirm the consultation proposal.

Arguments in favour of the proposal

- None given.

Arguments against the proposal

- Variable speed limits instead of permanent 30km/h speed limits will achieve greater compliance over the long term.

Changes suggested by submitters

- Change Peter Hall Drive from permanent to variable because it is a wide-laned road with high use outside of school hours.

Infrastructure (out of scope)

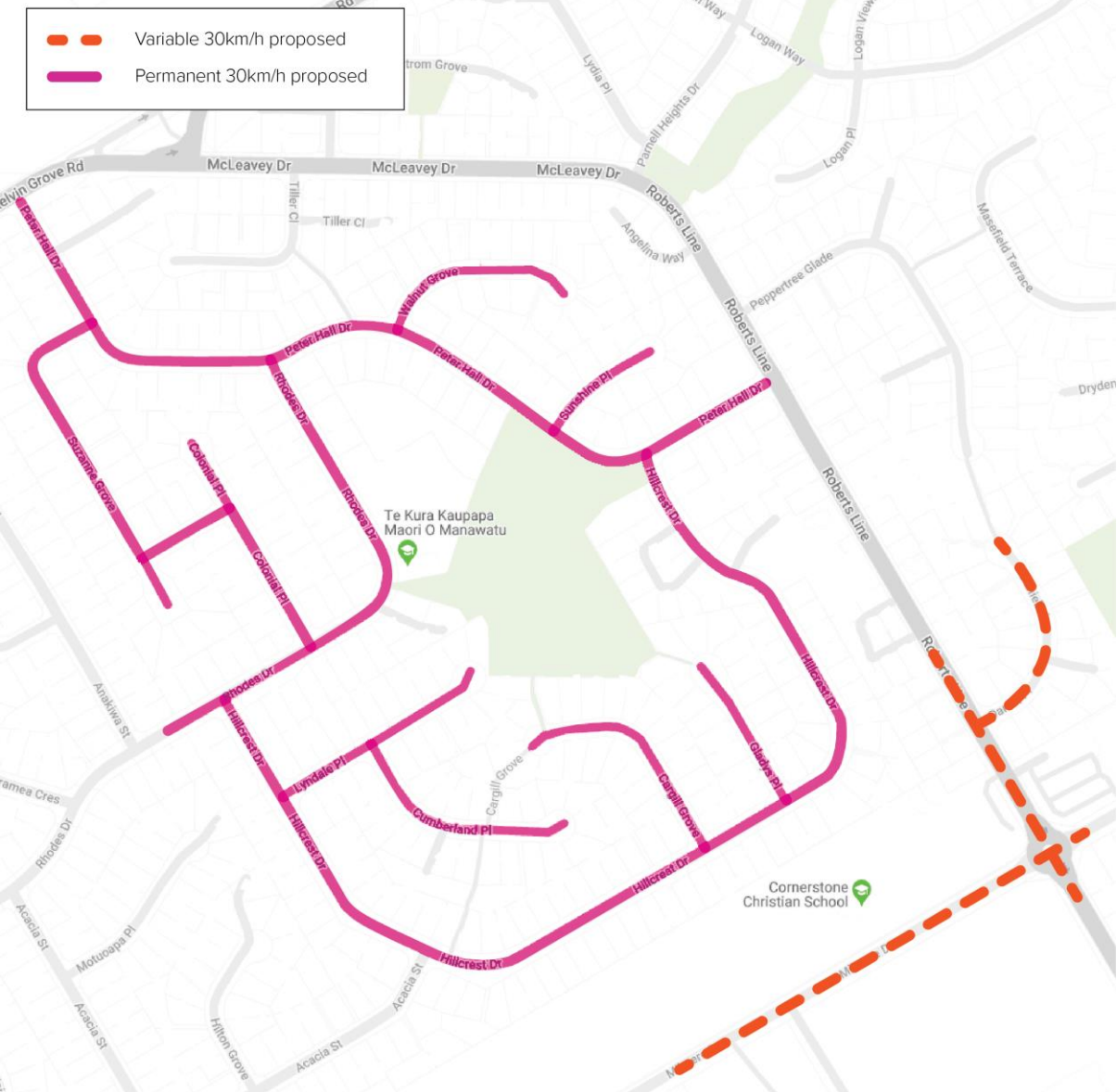
- Put in a raised pedestrian crossing on Roberts Line.
- Install speed humps to force drivers to slow down.

Analysis

There were very few submissions on these proposals, and a total of three in support though none provided any arguments in favour of the proposals. The arguments in opposition suggested that permanent speed limits would not achieve good compliance, and that variable speed limits would be more appropriate.

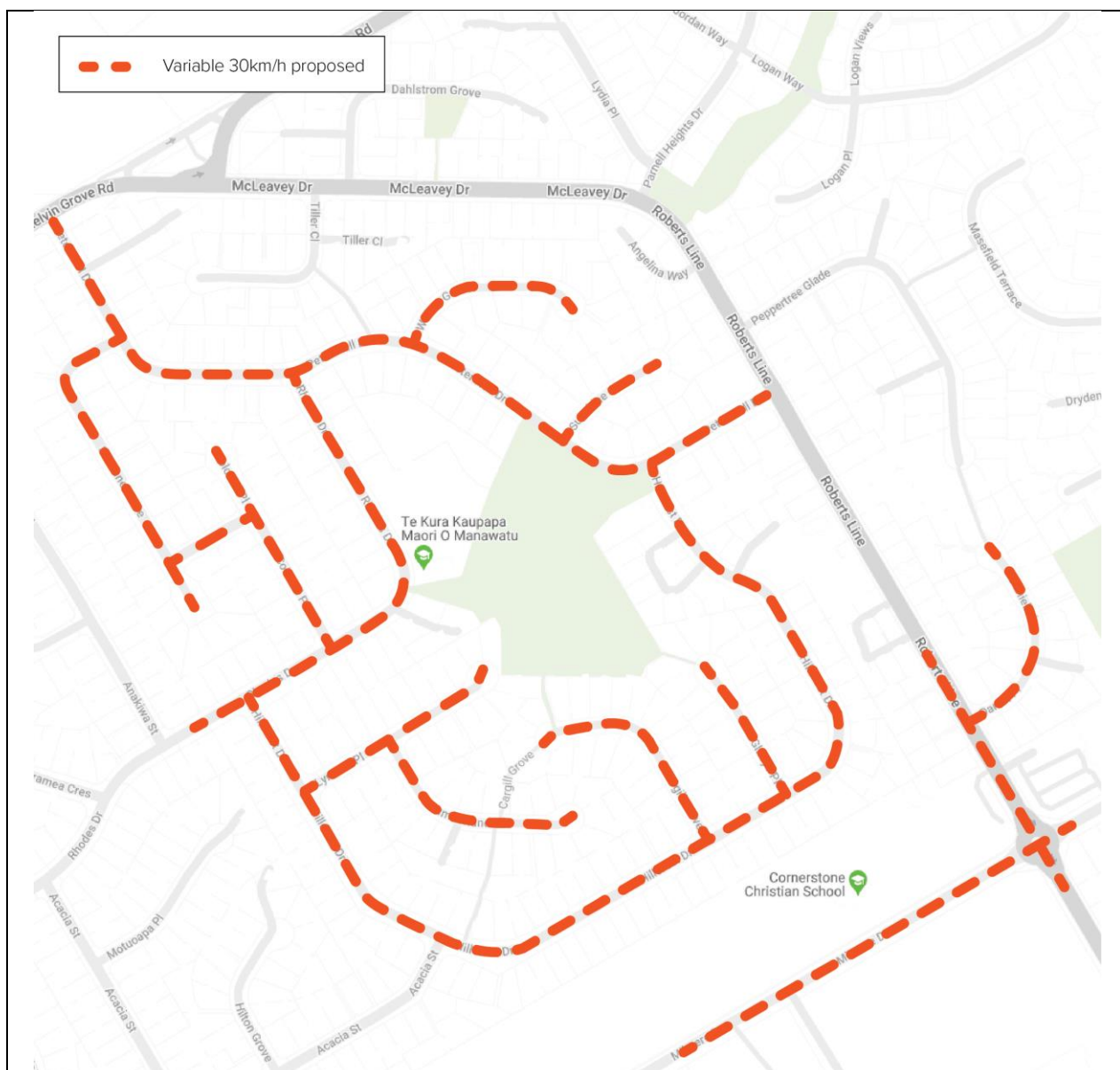
Variable speed limits are most effective when they are used on roads primarily used for movement of goods and people. The roads included in the proposal are predominantly residential roads. While some are quite wide, such as Peter Hall Drive, their principal purpose is to provide access to the houses in the area, while a secondary purpose is to provide access for vehicles to major roads such as Kelvin Grove Road or Roberts Line. Variable speed limits on all these roads would be a complex and costly process that is unlikely to be justified.

Options

OPTION 9A	Confirm the consultation proposal
Justification	<ul style="list-style-type: none"> - The permanent speed limits in the local streets are the best approach for these low speed local roads for both consistency, broader neighbourhood benefits, and cost effectiveness. We acknowledge the concerns from submitters that compliance will be poor, however the existing operating speeds in this school area are already low so we anticipate that compliance will be good as the road is already designed and operating at these lower speeds without the need for safety infrastructure changes. - The variable speed limits are existing so cost efficiencies can be made as only the sign element needs to be replaced.
Approx. Cost	\$29,500
OPTION 9A MAP	
	

Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
<p>Roberts Line from a point 40 metres south of Mihaere Drive to a point 80 metres north of Daniel Place</p> <p>Mihaere Drive from a point 350 metres west of Roberts Line to its intersection with Roberts Line</p> <p>Fernlea Ave from a point 40 metres east of Roberts Line to its intersection with Roberts Line</p> <p>Daniel Place</p>	30	Variable
<p>Rhodes Drive from Peter Hall Drive to a point 50 metres west of its intersection with Hillcrest Drive</p> <p>Peter Hall Drive Hillcrest Drive</p> <p>Walnut Grove Gladys Place</p> <p>Sunshine Place Cargill Grove</p> <p>Suzanne Grove Lyndale Place</p> <p>Colonial Place Cumberland Place</p>	30	Permanent

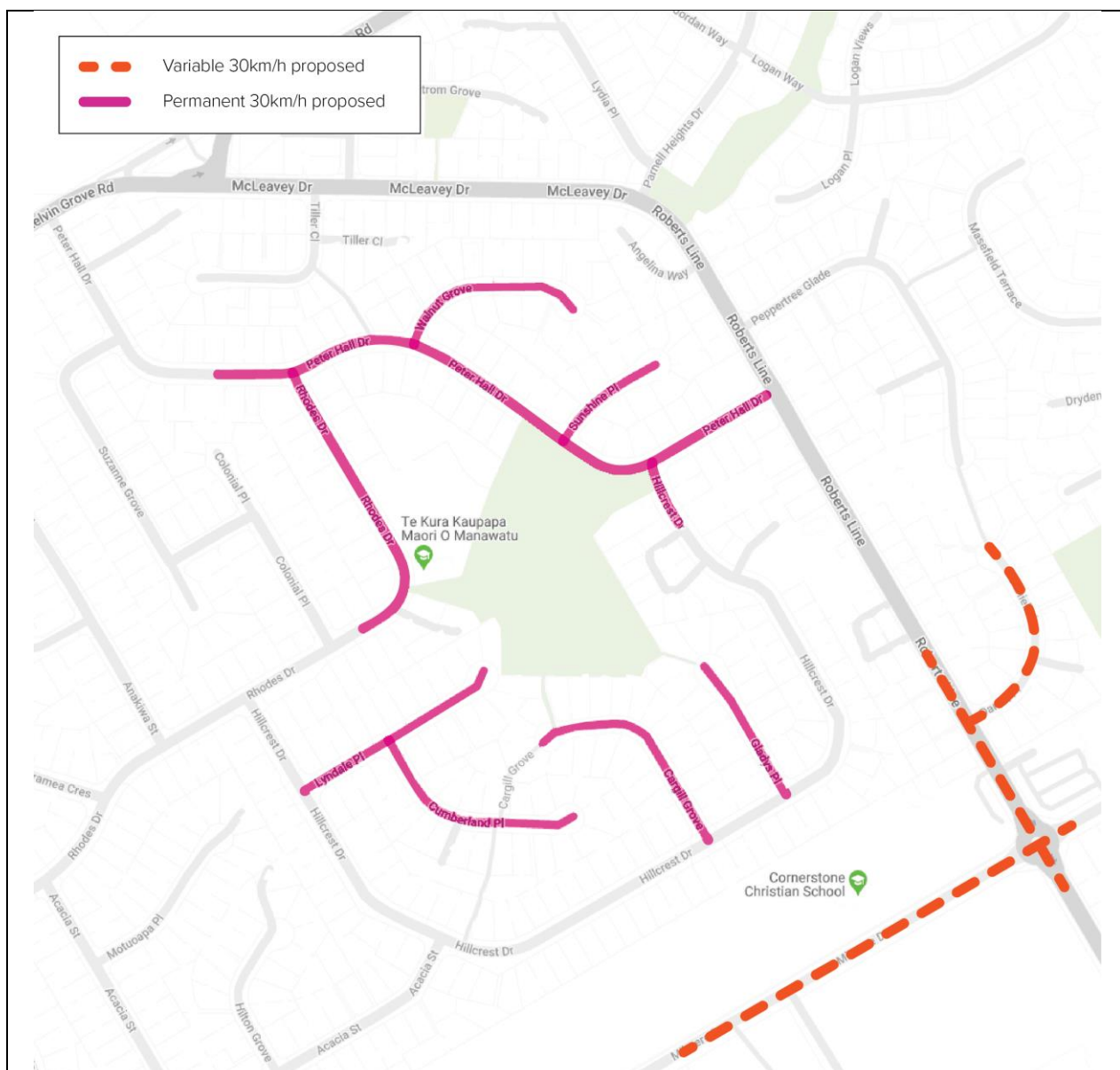
OPTION 9B	Replace consultation proposal with variable speed limits on all roads
Justification	<ul style="list-style-type: none"> - Should the proposal be converted to a full variable speed limit zone around this cluster of schools, to be installed in alignment with TCD requirements, at least seven electronic variable speed limit signs will be required to remain within the TCD rules and best practice. This would incur a higher cost than the existing proposal. - The size of the variable speed zone would be considered very large, which may require more signs to be posted throughout the zone and may be difficult for drivers to remember as they are driving through the large area. The additional signage required to remind drivers will add unnecessary sign clutter and will be costly to implement. - This option captures the walking catchment of the school; however, the neighbourhood does not achieve the broader benefits of permanent slower speeds.
Approx. Cost	\$79,800
OPTION 9B MAP	



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
Roberts Line from a point 40 metres south of Mihaere Drive to a point 80 metres north of Daniel Place	30	Variable
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		
Rhodes Drive from Peter Hall Drive to a point 50 metres west of its intersection with Hillcrest Drive		
Daniel Place		
Hillcrest Drive		

Peter Hall Drive	Gladys Place		
Walnut Grove	Cargill Grove		
Sunshine Place	Lyndale Place		
Suzanne Grove	Cumberland Place		
Colonial Place			

OPTION 9C	Confirm the consultation proposal but reduce the lengths of roads covered by lower permanent speed limits
Justification	<ul style="list-style-type: none"> - This option has reduced the school speed area to be just the immediate streets around the schools and those which access Kelvin Grove Park. This option is in response to submitters requests to reduce the impact of the slow streets, however in order to align to legislative requirements, a number of streets must remain to capture these accessways. While this provides a minimum approach to the school area to minimise impact and would be feasible, it is not recommended as it does not follow the walking catchment approach, and the neighbourhood does not achieve the broader benefits of permanent slower speeds. - Costs will be increased as more signage is required due to the increased number of change points.
Approx. Cost	\$39,000
OPTION 9C MAP	



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
<p>Roberts Line from a point 40 metres south of Mihaere Drive to a point 80 metres north of Daniel Place</p> <p>Mihaere Drive from a point 350 metres west of Roberts Line to its intersection with Roberts Line</p> <p>Fernlea Ave from a point 40 metres east of Roberts Line to its intersection with Roberts Line</p> <p>Daniel Place</p>	30	Variable
Rhodes Drive from Peter Hall Drive to a point 30 metres east of its intersection with Colonial Place	30	Permanent

Peter Hall Drive from a point 100 metres east from its intersection with Suzanne Grove to its intersection with Roberts Line Walnut Grove Sunshine Place Gladys Place Cargill Grove Lyndale Place Cumberland Place		
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School area	Freyberg High School, St Mary's School, Whakatipuria Teen Parent Unit, Ross Intermediate, Roslyn School
Current speed limits	<p>There is an existing 50km/h speed limit on all local roads in the area.</p> <p>There is an existing 40km/h variable speed limit on Featherston Street from a point 20 metres west of its intersection with Rangiora Avenue to a point 80 metres east of its intersection with Freyberg Street. There is also an existing 40km/h variable speed limit on Freyberg Street, and on Ruahine Street from a point 30 metres south of Newhaven Place to a point 160 metres north of Featherston Street.</p>
Consultation proposal	<p>We proposed replacing the 40km/h variable speed limit on Freyberg Street with a permanent 30km/h speed limit, and lowering the 40km/h variable speed limit on Featherston Street to a 30km/h variable speed limit.</p> <p>We proposed lowering the 40km/h variable speed limit on Ruahine Street to a 30km/h variable speed limit, and creating permanent 30km/h speed limits for the side roads of Terrace Street, Newhaven Place, and Puriri Terrace.</p> <p>We proposed creating a new 30km/h variable speed limit on Tremaine Avenue just west of its intersection with Vogel Street through to just past the intersection with Shelley Street. We also proposed creating 30km/h permanent speed limits on Vogel Street from Tremaine Avenue to just past the intersection with Milton Street, Milton Street, Browning Place, and Kipling Street. We also proposed creating 30km/h permanent speed limits for Tyne Street, Thames Street, Humber Street, Esk Street and Tweed Street.</p>
Submission Summary	Thirty-seven submissions received, 19 in support, 15 opposed, three unsure.
Recommendation	Option 10A - confirm consultation proposal with extensions of the variable speed limit on Featherston Street and changing Vogel Street to an extended 30km/h variable speed limit.

Freyberg High School

Arguments in favour of the proposal

- All the proposed speed limits should be permanent otherwise people just ignore them.
- Have had several near misses on Rangiora Avenue; the sooner the speed restrictions apply the better.
- A speed limit is a start.
- Cars race around Freyberg Street dropping their kids off; anything to slow traffic down would be good.

Arguments against the proposal

- Most people respect the existing variable speed limit; those that don't won't respect a slower speed limit.
- Teach kids better road sense instead; some children step out without looking for traffic. Motorists aren't the main issue here.
- Have witnessed few accidents during school hours. If any, it's usually failing to give way on the roundabout, but never at speed.

- Traffic naturally slows around school drop off and pick up times so reducing the speed would be of no benefit but would add to congestion which is already bad.
- A lower speed limit would be ineffective on Thames and Tyne Streets where people already drive faster than 50km/h.

Changes suggested by submitters

Infrastructure (out of scope)

- All primary schools should have monitored crossings.
- Bring buses to school rather than increasing congestion by slowing traffic.
- Place a speed hump before the roundabout on Featherston Street to slow traffic down.
- Put speed humps on Thames Street so it's not an attractive shortcut around the lights at Vogel Street.

Ross Intermediate

Arguments in favour of the proposal

- Busy street, with lots of people speeding.
- Need to keep children, and drivers, safe.
- Kids often run in front of traffic from between parked cars, and we don't see them until the last moment.
- Even driving at reduced speeds, have had six near misses this year.

Arguments against the proposal

- No need to be restricted outside of school hours or school holidays. It's enough of an issue navigating across the city, and speed is self-limiting at school drop off and pick up time.
- Why does the driver have to slow down? If a kid runs on the road it's the parent's fault.
- Average speed is less than 30km/h already; then why do we need to change the speed limits? Sounds like people are already driving to the conditions. If that is working, why do we need to change the speed limit?

Changes suggested by submitters

- Extend 30km/h on Vogel Street down to Featherston Street. Lots of kids catch the bus or cross the road on Vogel Street.
- Variable speed limit on Featherston Street should be extended from the Ruahine Street intersection down to Coromandel Court.

Roslyn School

Arguments in favour of the proposal

- Welcome the proposed changes to keep tamariki safe. Neighbours in the area think it's cool to drive fast up and down our street.
- Vogel Street is so dangerous, nearly been hit by a truck too close to parked vehicles.
- Milton Street is congested with parked cars at pick up and drop off times.
- Shelley Street has a hill that causes a blind spot for drivers as they come up it.

Arguments against the proposal

- Lowering the speed limit is the wrong approach, as people regularly disregard the speed limit anyway.
- Speed humps are more effective at reducing vehicle speeds, providing a physical obstacle whereas a lowered speed limit relies on voluntary compliance.

Changes suggested by submitters

Infrastructure (out of scope)

- Many trucks use Milton Street as a shortcut to get to the industrial area. In addition to lower speed limits, suggest putting up “no trucks” signs.

Analysis

The submissions across all three schools identify similar themes in support and opposition – a concern about people driving too fast, and the belief that speed limits alone won’t address the issue. There is also a recurring view that the need for slower speed limits only applies during school hours, and there should be no permanent slower speed limits. Another view expressed was that the emphasis should be on teaching children road safety, rather than expecting drivers to slow down.

A proposal to lower speed limits doesn’t have to be exclusive of any other intervention. Road safety education, undertaken by Horizons Regional Council and Waka Kotahi, will continue to be an important part of improving safety outcomes on our roads. However, there is strong evidence that shows the risk of a fatality is much higher when vehicles are travelling faster. There are good cases to be made for physical interventions where drivers are speeding. But this doesn’t preclude also lowering speed limits to a safer level. The risk of death for a pedestrian hit by a car travelling at 50km/h is 80%. The risk is much lower – 10% - when the speed is 30km/h. Most drivers are compliant with the speed limit, especially when the conditions are adverse. By lowering the speed limit in areas where vehicles are already travelling at slower speeds, we are reinforcing the safe and appropriate speed limit to reduce the risk of fatalities.

Options

OPTION 10A	Confirm consultation proposal with extensions of the variable speed limit on Featherston Street and changing Vogel Street to an extended 30km/h variable speed limit
Justification	<ul style="list-style-type: none">- This option supports the submitters suggestions to extend the slower speed limits along Featherston Street and Vogel Street due to students crossing along here.- Extending the proposed variable speed limit on Featherston Street is feasible. However, the intersection of Featherston and Ruahine Streets has been excluded from this extension to minimise complications at the intersection.- Vogel Street was proposed as a short permanent speed limit in the consultation to address the crossing risk for students from Roslyn School through to the park, however submitter requests for the extension of this would require it to be converted to a 30km/h variable speed limit. This is due to the higher operating speeds along Vogel Street as traffic moves away from the concentrated school area and complex intersections. This is feasible and also supports the concerns submitters had on a permanent

	<p>speed limit on this main road. Similar to the Featherston Street variable speed limit, the intersection of Vogel Street and Tremain Avenue has been excluded so as not to complicate nor clutter the complex intersection.</p> <ul style="list-style-type: none"> - This proposal aligns with the best practice and overall policies. The current surrounding road environment as well as the current operating speeds indicate that the proposed speed will be adhered to by majority of drivers without need for safety infrastructure. - It is important to note that while Terrace End School has been addressed as a separate school for feedback analysis, its proximity to adjacent schools means that the recommended proposal is dependent on the options selected for the surrounding schools. This is because speed limits must be considered as a network, rather than in isolation so to create a coherent network for drivers. The map below demonstrates the preferred interfaces between the adjacent schools, noting that the analysis of the adjacent schools has been discussed elsewhere in the report. Noting this now connects to the Terrace End School safer speed area.
Approx. Cost	\$161,400
OPTION 10A MAP	



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
<p>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</p> <p>Ruahine Street from a point 160 metres north of Featherston Street to a point 30 metres north of its intersection with Puriri Terrace</p> <p>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</p>	30	Variable

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		
Belfast Place		
Shelley Street from its intersection with Tremaine Avenue to a point 30 metres south of its intersection with Milton Street	30	Permanent
Terrace Street Newhaven Place Puriri Terrace Milton Street Browning Place Kipling Street	Tyne Street Thames Street Humber Street Esk Street Tweed Street	

OPTION 10B	Replace the consultation proposal with variable speed limits on all roads, including a 30km/h variable speed limit extension on Featherston Street and Vogel Street
Justification	<ul style="list-style-type: none"> - This option captures the complete change to variable speed limit for all streets, and an extension of the variable speed limit on Featherston Street to Coromandel Court, in response to submitters feedback. - To implement this option, at least 10 electronic variable speed limit signs will be required to remain within the TCD rules and best practice. This would incur a higher cost than the existing proposal. - The size of the variable speed zone would be considered very large, which would require more signs to be posted throughout the zone and may be difficult for drivers to remember as they are driving through the large area. The additional signage required to remind drivers will add unnecessary sign clutter and will be costly to implement. - It is important to note that while Terrace End School has been addressed as a separate school for feedback analysis, its proximity to adjacent schools means that the recommended proposal is dependent on the options selected for the surrounding schools. This is because speed limits must be considered as a network, rather than in isolation so to create a coherent network for drivers. The map below demonstrates the preferred interfaces between the adjacent schools, noting that the analysis of the adjacent schools has been discussed elsewhere in the report. This now ties into the Terrace End School variable speed limit zone.
Approx. Cost	\$194,000
OPTION 10B MAP	



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
<p>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</p> <p>Ruahine Street from a point 160 metres north of Featherston Street to a point 30 metres north of its intersection with Puriri Terrace</p> <p>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</p> <p>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</p> <p>Shelley Street from its intersection with Tremaine Avenue to a point 30 metres south of its intersection with Milton Street</p> <p> Belfast Place Kipling Street Terrace Street Tyne Street Newhaven Place Thames Street Puriri Terrace Humber Street Milton Street Esk Street Browning Place Tweed Street </p>	30	Variable

School area	Hokowhitu School, St James School, Winchester School
Current speed limits	There is an existing 50km/h speed limit on all local roads in the area. There is also an existing 40km/h variable speed limit on Albert Street from a point 30 metres north of its intersection with Wallace Place to a point 50 metres north of its intersection with Te Awe Awe Street.
Consultation proposal	<p>We proposed lowering the existing 40km/h variable speed limit on Albert Street to a 30km/h variable speed limit.</p> <p>We also proposed lowering the permanent speed limit to 30km/h on Churchill Avenue, Epsom Road, Luton Street, Athlone Place, Wigan Place, Winston Avenue, Franklin Avenue, Newcastle Street, Swansea Street, Bond Street, Ascot Street, Surrey Crescent, Goodwyn Crescent, Roxburgh Crescent, and a 375 metre stretch of Ruahine Street outside of Winchester School.</p>
Submission summary	Thirty-nine submissions received, twenty-one in support, fourteen opposed, and four unsure.
Recommendation	Option 11C - a middle ground – local roads to remain at 30km/h but Ruahine Street and Pahiatua Street to be 30km/h variable speed limit.

Arguments in favour of the proposal

- Cars are driving too fast down Albert Street.
- The business and rush during school drop off time is crazy, so we need to make those parents and other motorists slow down.
- Ascot Street is home to a large number of students who attend Winchester School and walk or cycle to school. The increasing amount of anti-social behaviour and speeding in vehicles in our neighbourhood has been very concerning, so welcome the proposed changes.
- The speed of many drivers along Winston Avenue is not safe and I support the proposed changes.
- Maybe reducing the speed limits permanently could mitigate people from speeding out of the carparks/driveways too. Children are mostly good but do have moments where they don't look.
- Having a slower speed limit would help keep our children safe and would deter the many drivers that speed and risk our community every day and night.
- School children use Stewart Crescent and the speed and volume of vehicles during peak traffic is a risk to pedestrians and homeowners accessing driveways.
- These changes will make us all safer, not just kids.
- In many cases the streets which are suggested for permanent 30km/h are not suitable for driving at 50km/h due to parked cars, narrow and/or curved streets, or blocked visibility.
- Won't make a big difference to people's journey times.
- Children and other people may feel safer walking or cycling to school and might encourage more active transport use.

Arguments against the proposal

- Lowering the speed isn't going to make anything different except make people frustrated due to bottlenecks.
- Existing variable speed signs are absolutely fine.
- The real issue is that speed limits around schools are not rigorously policed.
- No need for permanent speed limit reductions, only support variable speed limits.
- Changing the speed limits takes away parts of the personal responsibility of the motorist.

- Proposed permanent reductions are too restrictive.
- NZ statistics indicate a long-term downward trend of injury and deaths-per-capita.
- Changing speed limits will not stop speeding or bad driving.
- Making Churchill Avenue 30km/h permanent is unnecessary; the only real part of Churchill Avenue used by parents is the first few metres by Albert Street.
- Opposed because the effect is almost a blanket speed limit reduction that is unnecessary, speed limit is not variable at school times only, and any changes should only happen on the road directly outside the school.
- Many will just ignore the change and drive at 50km/h.
- The number of school hours is a very small proportion of the total hours in a year, approximately 3.26%. Permanent speed limit reductions are therefore overkill.
- Emphasis should be on driver education.
- Lowering speeds may increase fuel consumption; up to a certain speed, the faster we drive the better the fuel economy and fewer pollutants are pumped into the air.

Changes suggested by submitters

- Include Stewart Crescent in the permanent 30km/h speed zone.
- Extend the 30km/h on Ruahine Street back to the intersection with Newcastle Street.
- Include Pahiatua Street with a variable 30km/h speed limit near Harrow Place.

Infrastructure (out of scope)

- Install speed humps on Stewart Crescent to deter people from using it as a bypass, and on Winston Avenue, Albert Street, and Ruahine Street outside Winchester School.
- Install raised pedestrian crossings outside all schools.

Analysis

We received a large number of comments from submitters about this cluster of schools. Those in favour of the proposals expressed concern about the speeds of cars in and around the neighbourhood. They argued that slower speed limits would help to keep children in the area safe. They observed that while children are mostly good, sometimes they don't look, and lower speed limits would help to keep them safe if accidents happen.

Submitters noted that for many of the streets, 50km/h is not a realistic speed for vehicles due to parked cars, the width of the street, or the number of corners. Therefore, the proposed 30km/h speed limit is reasonable, and likely won't have a big impact on journey times. The arguments of these submitters reiterate and rephrase arguments made in relation to other schools.

Similarly, those who opposed the proposal made arguments similar to those who opposed changes for other schools. The main argument is that speed limit changes should be variable only, because most people won't comply with permanently lower speed limits. Some submitters described the proposed changes as too restrictive and reiterated that the permanent speed limit changes would be overkill when compared to the small number of hours for which they calculated schools are open.

One submitter argued that lower speed limits could have a negative environmental impact. They argued that – up to a certain speed – vehicles are less efficient at lower speeds which increases fuel consumption. Conversely, driving faster (they argued) would emit fewer pollutants. However, this theory has been debunked. A research report published by Auckland Transport in May 2023 concluded that “the overall impact of speed management interventions on emissions in Auckland

will not be significant.” When considering urban speed limit reductions specifically, the report cited three international studies that estimated the impacts of reducing speed limits from 50km/h to 30km/h. Those studies found “the impacts varied, from a small increase in emissions...(a few percent) to a 25% overall reduction which was attributed to the combination of traffic rerouting and smoother traffic flow at the lower speed.”¹ This report also indicates that often the contributor to increased emissions when considering speed changes is when there is not a consistent speed limit, as this causes continual acceleration and deceleration which is when harmful pollutants and emissions are emitted in higher volumes. This supports the proposal in the sense that a broader, zone-based approach would encourage a steady speed limit.

Submitters opposed to the proposals also argued that reducing speed limits takes away some of the personal responsibility of motorists, and that the emphasis should be on driver education. While improving driver skills through education is important, accidents sometimes happen regardless of the skill of the driver. When those accidents happen at higher speeds, the chance of death or serious injury is significantly higher. When vehicles are travelling slower, the impact on pedestrians is minimised which reduces harm and the risk of death. Slower speeds also improve reaction time, giving the driver more time to avoid an accident. Proposing speed limit reductions doesn’t have to be done in isolation from other road safety improvements; they can be undertaken simultaneously.

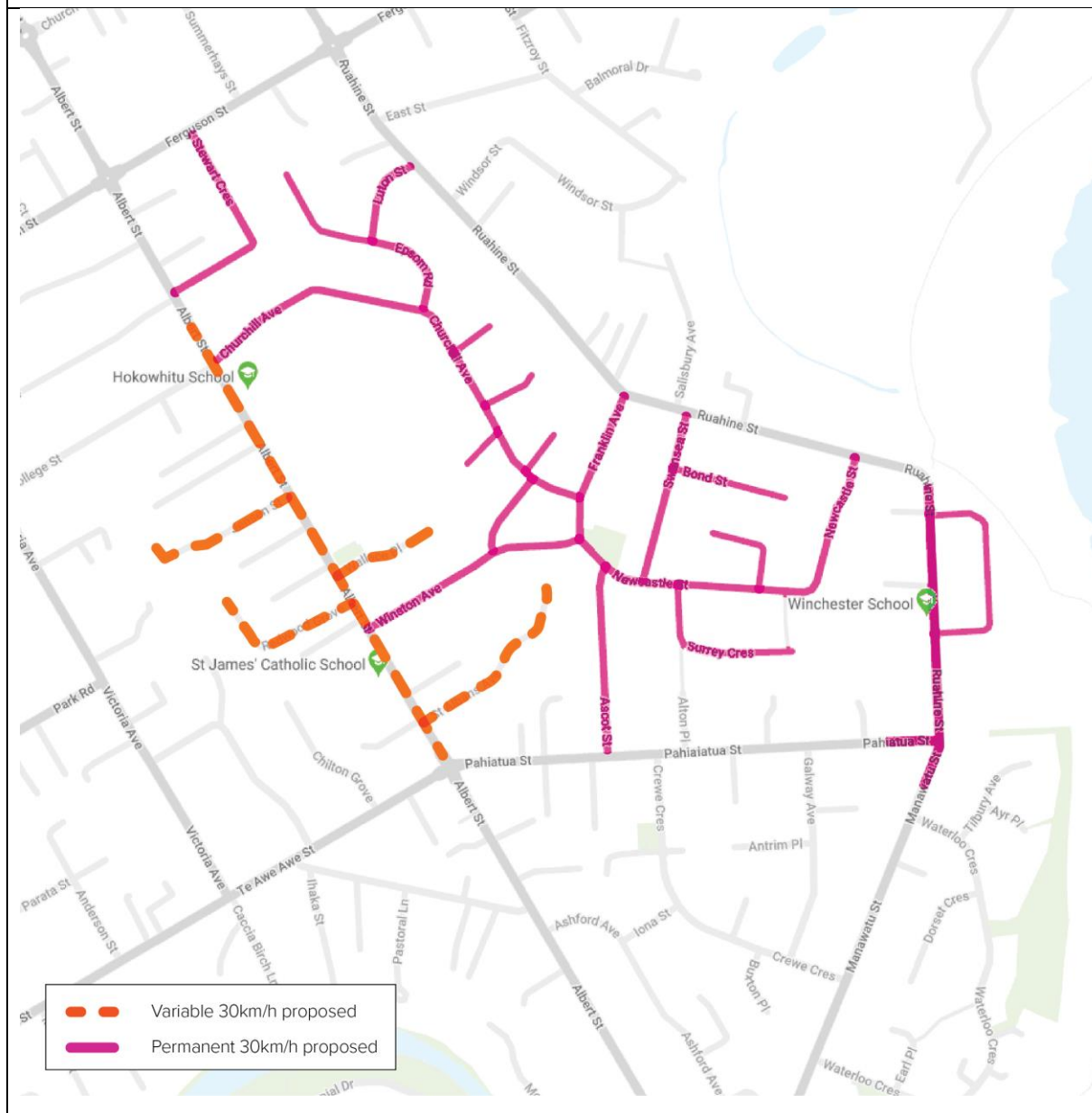
Options

OPTION 11A	Confirm consultation proposal and include 30km/h permanent speed limit on Stewart Crescent
Justification	<ul style="list-style-type: none"> - This option aligns with the positive consultation feedback along with best practice and overall policies. The current surrounding road environment as well as the current operating speeds indicate that the proposed speed will be adhered to without need for additional safety infrastructure. - It is technically feasible to include Stewart Crescent at a low cost and this would align with the overall objectives of the ISMP to align to best practice, positive comments, and the network approach to speed management. - The submitters feedback to extend the 30km/h around Ruahine Street to Newcastle Street is a valid concern, however would not be feasible at a 30km/h permanent speed limit due to the sharp corner blocking visibility of the school. It is important for a permanent speed limit that the reason for the speed limit is clear, in this case it is not clear until after turning the corner. - The request for a variable speed limit on Pahiatua Street to capture the zebra crossing at the intersection with Ruahine Street is a valid concern from submitters, however should Ruahine Street remain as a permanent speed limit, a variable speed limit on Pahiatua Street would not be constructable nor make sense as the roads look and operate similarly. Therefore, for this option the permanent speed zone has been extended to capture this crossing risk to students at the intersection only. Because this is capturing the intersection which most

¹ “The effect of speed on emissions: summary report”, Jayne Metcalfe, May 2023, Emission Impossible Ltd for Auckland Transport (<https://at.govt.nz/media/1992225/the-effect-of-speed-on-emissions-summary-report.pdf>)

	people should be slowing down for already, the impact on drivers is expected to be minimal.
Approx. Cost	\$36,300

OPTION 11A MAP



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
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	30	Variable
Jensen Street Wallace Place Redwood Grove		

St Albans Avenue		
Ruahine Street from a point 130 metres east of its intersection with Newcastle Street to its intersection with Pahiatua Street	30	Permanent
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	Winston Avenue	
Stewart Crescent	Franklin Avenue	
Churchill Avenue	Newcastle Street	
Epsom Road	Swansea Street	
Luton Street	Bond Street	
Athlone Place	Ascot Street	
Woodstock Place	Surrey Crescent	
Wigan Place	Goodwyn Crescent	

OPTION 11B	Amend consultation proposal with variable speed limits on all roads
Justification	<ul style="list-style-type: none"> - To implement this option, at least nine electronic variable speed limit signs will be required to remain within the TCD rules and best practice. This would incur a higher cost than the existing proposal. - The size of the variable speed zone would be considered very large, which would require more signs to be posted throughout the zone and may be difficult for drivers to remember as they are driving through the large area. The additional signage required to remind drivers will add unnecessary sign clutter and will be costly to implement. - The request by a submitter for a variable speed limit on Pahiatua Street has been captured by extending the school speed outside Winchester School to capture the intersection with the zebra crossings, which supports crossing safety for school children using this crossing at peak times. This variable speed limit has also been extended around the corner on Ruahine Street to capture submitters feedback that it should be extended further. Since a variable speed limit is only operational at peak hours, the visual requirements of a variable speed limit are less than that of a permanent speed as during peak hours the presence of school kids and parents dropping off children is more apparent.
Approx. Cost	\$145,800
OPTION 11B MAP	



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
<p>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</p> <p>Ruahine Street from a point 130 metres east of its intersection with Newcastle Street to its intersection with Pahiataua Street</p> <p>Manawatu Street from its intersection with Ruahine Street for a distance of 90 metres</p> <p>Pahiataua Street from its intersection with Ruahine Street for a distance of 90 metres</p>	30	Variable

Roxburgh Crescent	Wigan Place		
Jensen Street	Winston Avenue		
Wallace Place	Franklin Avenue		
Redwood Grove	Newcastle Street		
St Albans Avenue	Swansea Street		
Churchill Avenue	Bond Street		
Epsom Road	Ascot Street		
Luton Street	Surrey Crescent		
Athlone Place	Goodwyn Crescent		
Woodstock Place			

OPTION 11C	A middle ground – local roads to remain at 30km/h but Ruahine Street and Pahiatua Street to be 30km/h variable speed limit
Justification	<ul style="list-style-type: none"> - This options captures the benefits of both Option A and Option B, as it captures Stewart Crescent, lengthens the extent of the reduced speed outside Winchester School as per submitters requests, without imposing a permanent speed limit as this would have created possible frustration for drivers on Pahiatua Street and Ruahine Street if implemented to be longer than initially proposed. - This approach will have a small cost increase with the additional variable speed limit, however for the added benefit it provides capturing the intersection crossing and extending round the corner on Ruahine Street, this is a cost-effective change.
Approx. Cost	\$85,500
OPTION 11C MAP	



Description			
Road(s)		Proposed speed limit (km/h)	Speed limit type
<p>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</p> <p>Ruahine Street from a point 130 metres east of its intersection with Newcastle Street to its intersection with Pahiatua Street</p> <p>Manawatu Street from its intersection with Ruahine Street for a distance of 90 metres</p> <p>Pahiatua Street from its intersection with Ruahine Street for a distance of 90 metres</p> <p>Roxburgh Crescent Jensen Street Wallace Place Redwood Grove St Albans Avenue</p>		30	Variable
<p>Stewart Crescent Churchill Avenue Epsom Road Luton Street Athlone Place Woodstock Place Wigan Place Winston Avenue</p>	<p>Franklin Avenue Newcastle Street Swansea Street Bond Street Ascot Street Surrey Crescent Goodwyn Crescent</p>	30	Permanent

School area	91Kairanga School
Current speed limits	There are stretches of 70km/h road at the intersection between Rongotea Road and Kairanga Bunnythorpe Road.
Consultation proposal	We proposed to create a permanent 60km/h speed limit to replace the existing stretch of 70km/h at the cross intersection of Rongotea Road and Kairanga Bunnythorpe Road.
Submission summary	Two submissions, all in support.
Recommendation	Option 12A – confirm the consultation proposal.

Arguments in favour of the proposal

- None given.

Arguments against the proposal

- None given.

Changes suggested by submitters

- Should be a longer stretch of 60km/h; people still drive at 100km/h right up to the intersection going past the school.
- Should be reduced to 30km/h; cars have to be slowing down and stopping at the intersection anyway.

Infrastructure (out of scope)

- There should be speed humps or cameras to ensure behaviour change.

Analysis

Both submissions received indicated support for the proposals, but also suggested changes. One submitter recommended that the section of road should be longer, to encourage people to slow down before they get to the school. Another suggested the speed limit should be as low as 30km/h, given its proximity to the intersection.

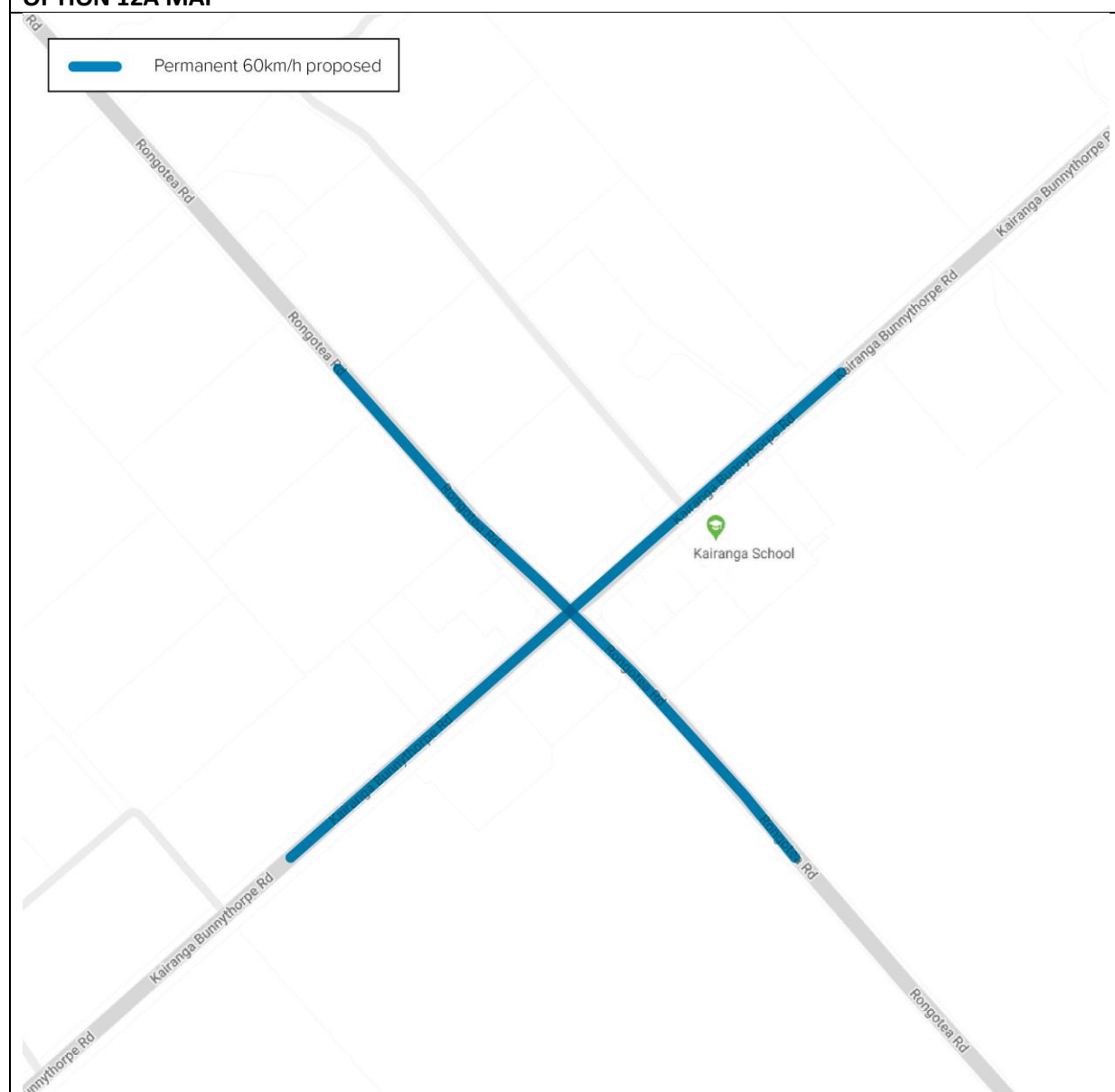
A longer stretch of road can be considered, but as with urban schools the extent of any speed limit change needs to be clearly related to the school. If the speed limit reduction applies too early then it may not have any additional effect.

Speed limits should be set at approximately the same speed as the average operating speeds. This indicates the speed where the majority of drivers intuitively feel comfortable driving, based on the conditions of the road. Setting a speed limit that is significantly lower than this can have poor compliance.

Options

OPTION 12A	Confirm the consultation proposal
Justification	<ul style="list-style-type: none"> - The original consultation proposal was made on the basis that the current speed limit signs are in the best place to indicate a reduced speed. While submitters have requested an extension of the permanent 60km/h speed limit to account for delayed decelerations, extending the speed limit may not have this intended effect without an obvious visual change at the side of the road. An alternative could be to install advanced speed warning signs, to encourage drivers to reduce their speed earlier. - The submitter requests for an even lower speed limit of 30km/h is not considered appropriate for this road environment. While there are some improved safety outcomes for pedestrians at the lower speed of 30km/h, it is too great a change in speed limit (from 100km/h to 30km/h) in a primarily rural environment close to an uncontrolled intersection.
Approx. Cost	\$7,500

OPTION 12A MAP



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
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	60	Permanent
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		

OPTION 12B	Replace the consultation proposal with variable speed limits on both roads
Justification	<ul style="list-style-type: none"> - A variable speed limit has not been proposed as the permanent speed limit is already at 70km/h and a variable speed difference of only 10km/h is considered to be ineffective and not cost effective. - Additionally, installing variable signs at a crossroads intersection could have negative impacts on safety at this intersection due to road clutter and distractions it may cause at a location where driver focus is required to minimise high risk side on collisions.
Approx. Cost	\$76,500
OPTION 12B MAP	



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
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	60	Variable
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		

School area	Longburn Adventist College
Current speed limits	There is an existing 70km/h speed limit on the whole of Walkers Road.
Consultation proposal	We proposed to lower the existing 70km/h speed limit on Walkers Road to a permanent 60km/h speed limit.
Submission summary	Four submissions were received, two in support, one opposed, and one unsure.
Recommendation	Option 13A – confirm the consultation proposal.

Arguments in favour of the proposal

- A lot of trucks use Walkers Road. We know that higher speeds mean less survivability in a pedestrian crash; a drop in speed limit from 70km/h to 60km/h will help the road to be safer and will not hold up the industry by a significant amount.

Arguments against the proposal

- No need to lower speeds in this area; never had any issues with other motorists' speed or driving.

Changes suggested by submitters

- The speed limit should be as low as 30km/h. There is no paved verge or white line, making it dangerous for pedestrians.

Analysis

All schools are designated category 1 unless the Council designates the school as category 2. A school can be designated category 2 if it is rural in nature, or if there is a lack of pedestrian activity on the roadside (for instance, there is a pick-up and drop off location away from the road). Both of these apply to Longburn Adventist College, and so the category 2 designation is appropriate. For category 2 schools, the maximum speed limit is 60km/h. With the average speed already close to 60km/h, this seems the appropriate speed limit. A lower speed limit is less likely to be followed.

Options

OPTION 13A	Confirm the consultation proposal
Justification	<ul style="list-style-type: none"> - The original consultation proposal was made on the basis that the current speed limit signs are in the best place to indicate a reduced speed. While submitters have requested an extension of the permanent 60km/h speed limit to account for delayed decelerations, extending the speed limit may not have this intended effect without an obvious visual change at the side of the road. An alternative could be to install advanced speed warning signs, to encourage drivers to reduce their speed earlier. - The submitter requests for an even lower speed limit of 30km/h is not considered appropriate for this road environment. While there are some improved safety outcomes for pedestrians at the lower speed of 30km/h, it is too great a change in speed limit (from 100km/h to 30km/h) in a primarily rural environment close to an uncontrolled intersection. Without the vertical hazards such as buildings and parked cars the roadside environment would lack the "feel" of a 30km/h road. This is likely to lead to increased frustration and unsafe behaviours

Approx. Cost	\$1,900
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OPTION 13A MAP



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
Walkers Road	60	Permanent

OPTION 13B	Replace the consultation proposal with variable speed limits
Justification	<ul style="list-style-type: none"> - A variable speed limit could be installed at this location feasibly, however would incur additional cost as an electronic sign would be required to align to TCD rules and best practices. - Currently there is no State Highway speed limit change proposed so this would act as a stand-alone local road variable speed limit.
Approx. Cost	\$19,200

OPTION 13B MAP



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
Walkers Road	60	Variable

School area	Longburn School
Current speed limits	There is an existing 70km/h speed limit on SH56 through Longburn, and a 50km/h speed limit on Carey Street.
Consultation proposal	We proposed to lower the permanent speed limit on Carey Street to 30km/h, to tie into Waka Kotahi's proposed 30km/h variable speed limit on SH56.
Submission summary	Ten submissions, all in support.
Recommendation	Option 14A – confirm consultation proposal.

Arguments in favour of the proposal

- It is difficult and harrowing to try and cross the road with children when vehicles are travelling at high speed.
- Many near misses witnessed on a daily basis.
- Children make silly decisions, so the 30km/h speed limit is much better in case a child quickly darts out in front of a car.
- The variable speed limit on SH56 is good because it tells drivers there is a school nearby that they need to slow down for.
- More kids may take up the option of walking if there is a lower speed limit.
- It will make a negligible difference to travel times for people driving through Longburn.

Arguments against the proposal

- None given.

Changes suggested by submitters

- None given.

Analysis

All of the submissions were in favour, and the arguments reinforce the value of this proposed change. No changes were suggested, other than comments about where signs should be positioned.

Options

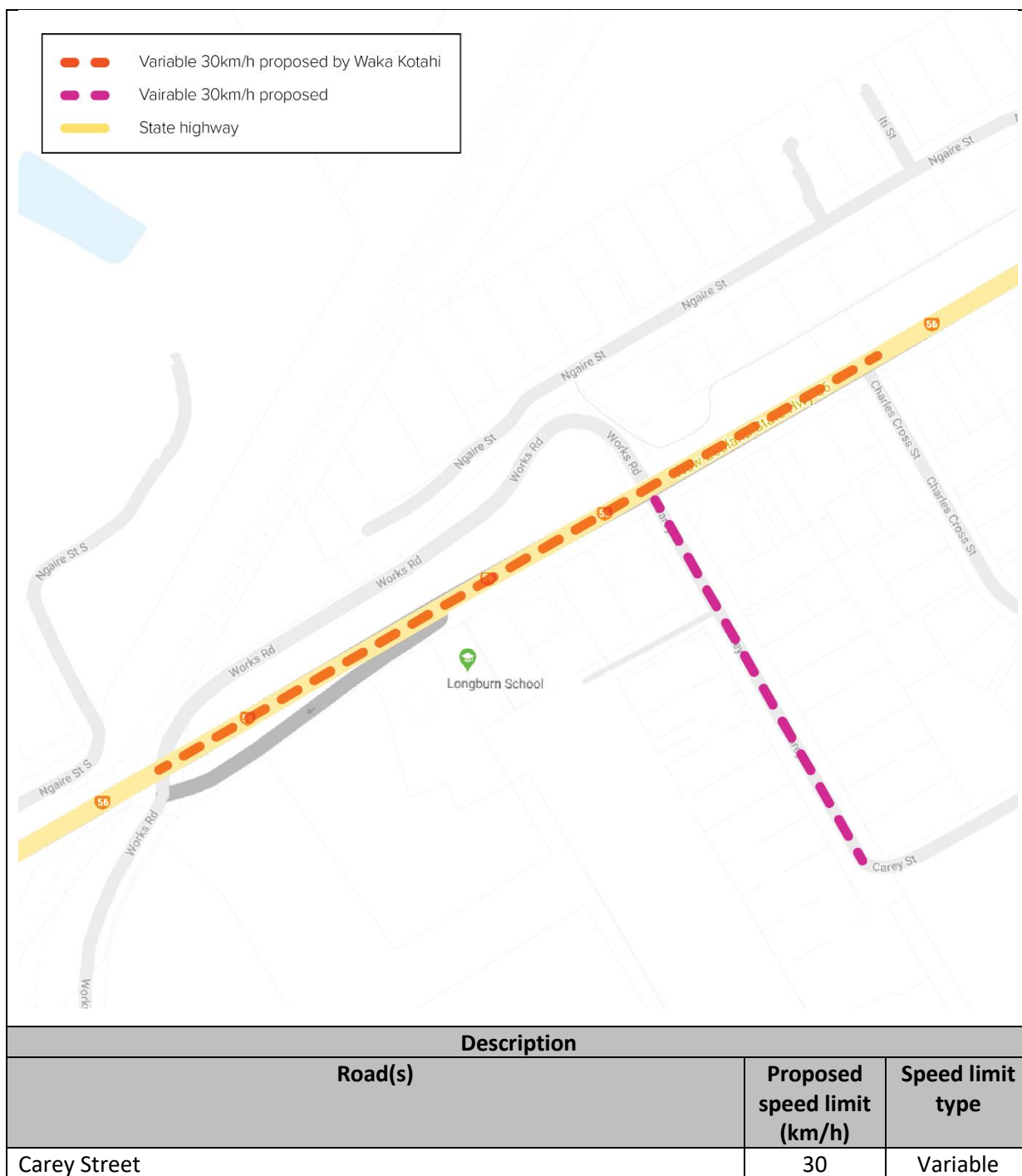
OPTION 14A	Confirm consultation proposal
Justification	<ul style="list-style-type: none"> - Submitters were in favour of this proposal, and no changes were suggested to justify modifying the original consultation proposal. - Additionally, a permanent speed limit change means it is not dependent on Waka Kotahi proceeding with its planned variable speed limit for SH56.
Approx. Cost	\$2,400
OPTION 14A MAP	



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
Carey Street	30	Permanent

Note: Waka Kotahi has proposed a 30km/h variable speed limit on SH56.

OPTION 14B	Replace consultation proposal with variable speed limit on Carey Street
Justification	<ul style="list-style-type: none"> - While it is not considered best practice to have local roads as variable speed limits in this context, implementing a variable speed limit would result in some efficiencies regarding the signage installation, as the variable speed limit would tie with the SH56 variable speed limit and little to no local road signage would be required. - Tying into this SH56 variable speed limit would require coordination from Waka Kotahi to make sure that the speed on the side road and the speed on SH56 are implemented at the same time. - A risk does exist given the proposed variable speed limit for SH56 has not yet been confirmed by Waka Kotahi. In the event the variable speed limit along SH56 is not installed, the speed limit of Longburn School Option B would not be implemented unless the Council installed its own electronic sign on Carey Street Road. This would increase the cost significantly.
Approx. Cost	If Waka Kotahi confirm the proposed variable speed limit on SH56 - \$0 If Waka Kotahi do not confirm the proposed variable speed limit on SH56 - \$19,400
OPTION 14B MAP	



Note: Waka Kotahi has proposed a 30km/h variable speed limit on SH56.

School area	Milson School, St Peters College
Current speed limits	There is an existing 50km/h speed limit on all local roads in the area.
Consultation proposal	We proposed permanently lowering the speed to 30km/h on Rennie Avenue, Grange Place, Moyne Avenue, Aspiring Avenue, Caitlins Crescent, Hunter Street, Kaituna Street, Holdsworth Avenue, Langley Avenue, Lockhart Avenue, Abraham Crescent, Cohen Place, Rutland Place and Fairs Road from its intersection with Milson Line to a point 20m west of its intersection with Langley Avenue.
Submission summary	Thirty-eight submissions received, twenty-one in support, seventeen opposed.
Recommendation	Option 15A – confirm consultation proposal.

Arguments in favour of the proposal

- St Peter's College does not have a huge space for cars to park so they are on local streets; cars driving with speed can be incredibly dangerous.
- Increase the school area; the school is big and parents often park far away from school.
- Seems like a good idea; it will have little or no effect on traffic flows.
- Time something was done to stop the high speeds in Abraham Crescent. It is a tiny street that is basically one lane when cars are parked yet people still go 50km/h and over. It's very unsafe with so many families and small children.
- Broadly supportive of the changes. It is a large area but it encompasses two schools.
- Support lower speed limit on Langley Avenue. Some vehicles enter Langley Avenue at dangerous speeds.
- The changes make good sense.
- The main streets that need attention are Langley Avenue, Holdsworth Avenue, and Rennie Avenue.

Arguments against the proposal

- Area is not a major thoroughfare outside of school hours so static variable speed signs would suffice.
- Biggest issue is failure of parents to observe road rules when dropping off children.
- Only makes sense to include Rennie Avenue, Fairs Road, and Langley Avenue; the other side streets seem a bit odd.
- Changing the speed limit is annoying for people who travel the streets daily.
- Boy racers will not pay attention to the speed limit.
- Parents and schools need to take responsibility for children learning and obeying road safety. Responsibility should be on children and their parents to educate and discipline them.
- Lockhart Avenue is not highly trafficked during pick up and drop off times.
- There has never been an issue, it's just a hassle for residents.
- What risk is there at 2am on a Saturday morning?
- Lowering the speed limit won't change driver behaviour; police are already too busy to monitor it.
- We are already slowed to a crawl because of the school crossings; don't want to be slowed down the whole time.
- The proposed zone area is too large and includes many irrelevant streets.
- A lot of the smaller streets seem to pose no risk at all.

- 30km/h is way too slow; the current 40km/h variable speed limits seem fine.
- The bus timetables will have to change to allow for extra time on these routes.
- The average speed is reported as less than 30km/h; it sounds like the system is working sensibly.
- Don't support part of Fairs Road being 30km/h; people won't stick to the rules as Fairs Road is like a ring road in the suburb.

Changes suggested by submitters

Infrastructure (out of scope)

- Put in a raised pedestrian crossing on either side of John F Kennedy Drive at the Rennie Avenue intersection.
- Consider adding speed humps in Rennie Avenue and Holdsworth Street.
- Add speed humps on the crossing on Langley Avenue.
- Add speed humps on Abraham Crescent.
- Add zebra crossings for St Peter's College on Aspiring Avenue and Holdsworth Avenue.

Analysis

Submitters in favour of the proposal noted that the area of lower speed limits was large, but it covered two schools including one large school. The limited parking area around St Peter's College meant parents were often parking further away, so a larger area was also justified on that basis.

In contrast, submitters opposed to the proposal thought the area was too large, and that many of the roads included posed no risk at all. They suggested the focus should remain on the main roads of Fairs Road, Langley Avenue and Rennie Avenue. However, one submitter suggested that Fairs Road should not be limited to 30km/h, because it functions like a "ring road" within the neighbourhood.

Several submitters pointed to the inconvenience of slower speed limits on residents, suggesting the existing 40km/h variable speed limits work fine and that instead the emphasis should be on parent and student responsibility for road safety.

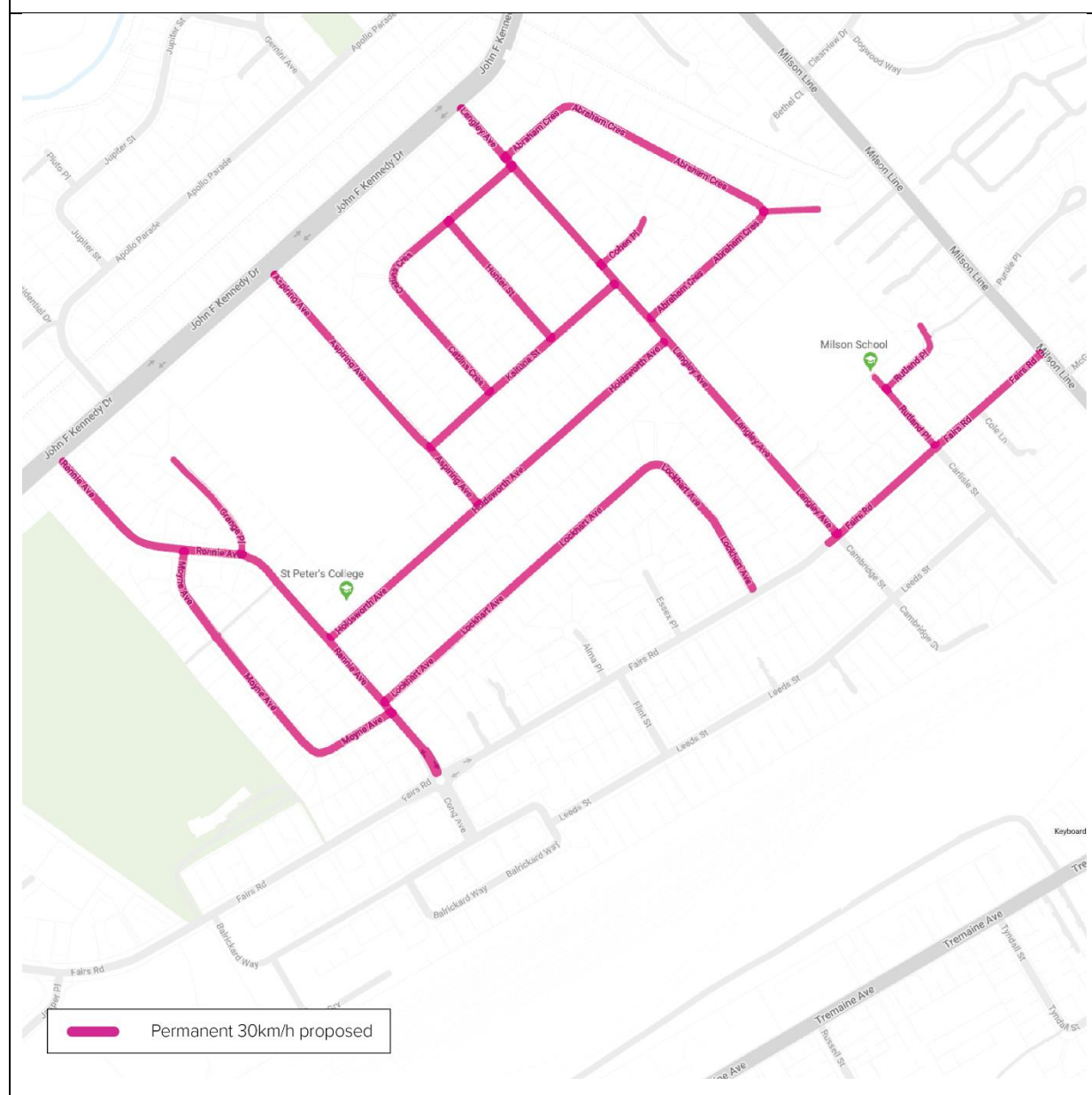
A suggestion was made that, as the area is not a major thoroughfare, the speed limits should be variable with static signage (as opposed to electronic variable speed limit signs). However, this approach is not permitted by the Traffic Control Devices Rule 2004. Static signs for variable speed limits can only be used on no exit, Stop sign or Give Way sign controlled roads, where they are adjacent to a road controlled by an electronic sign.

While there may be scope for reducing the size of the area, the connected nature of this neighbourhood and the schools located there make it difficult to develop alternative proposals. A variable speed limit sign is typically favoured on roads where the emphasis is on movement over place. Fairs Road is a marginal candidate, and while it may act like a "ring road" for some residents, the major road in the area is John F Kennedy Drive, which is not directly accessed by any school. A variable speed limit on John F Kennedy Drive could be considered, but this would be additional to the proposed permanent speed limits on the other roads in the neighbourhood.

Options

OPTION 15A	Confirm consultation proposal
Justification	<ul style="list-style-type: none"> - This aligns well to the supporting commentary, and due to the general geographic area of the neighbourhood being Milson Line, John F Kennedy Drive and the railway, it creates a natural boundary where a neighbourhood speed change makes sense to the public and reduces signage needs. - The current surrounding road environment as well as the current operating speeds indicate that the proposed speed will be adhered to without need for additional safety infrastructure.
Approx. Cost	\$15,300

OPTION 15A MAP



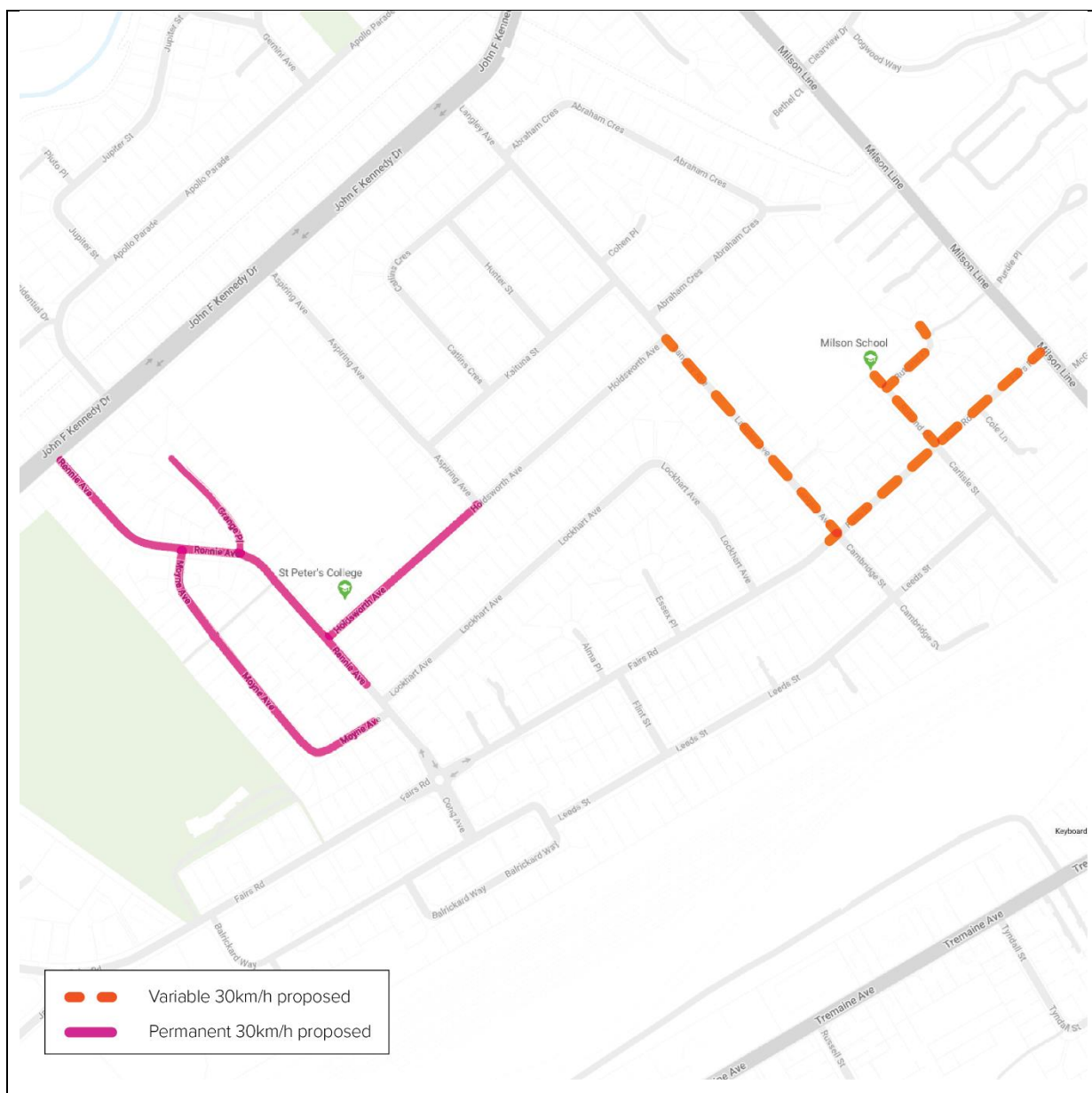
Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
Fairs Road from its intersection with Milson Line to a point 20 metres west of its intersection with Langley Avenue	30	Permanent
Rennie Avenue Grange Place Moyne Avenue Aspiring Avenue Caitlins Crescent Hunter Street Kaituna Street	Holdsworth Avenue Lockhart Avenue Langley Avenue Abraham Crescent Cohen Place Rutland Place	

OPTION 15B	Amend consultation proposal with variable speed limits on all roads
Justification	<ul style="list-style-type: none"> - This would require at least six electronic variable speed limit signs to remain within TCD rules and best practice. The size of the variable speed zone would be considered very large, which would require more signs to be posted throughout the zone and may be difficult for drivers to remember as they are driving through the large area. The additional signage required to remind drivers will add unnecessary sign clutter and will be costly to implement. - A small extension of the variable speed limit on Fairs Road to Lockhart Avenue is required for this to be installed.
Approx. Cost	\$116,900
OPTION 15B MAP	



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
<p>Fairs Road from its intersection with Milson Line to a point 20 metres west of its intersection with Langley Avenue</p> <p>Rennie Avenue Grange Place Moyne Avenue Aspiring Avenue Caitlins Crescent Hunter Street Kaituna Street</p>	30	Variable
<p>Holdsworth Avenue Lockhart Avenue Langley Avenue Abraham Crescent Cohen Place Rutland Place</p>		

OPTION 15C	The middle ground – reducing the length of road covered by lower speed limits, and changing roads around Milson School to a variable speed limit
Justification	<ul style="list-style-type: none"> - Based on feedback to reduce the impact of the zone, the following “minimum” impact of permanent speeds could be achieved. This would limit the speed area to the following: - St Peters – maintaining a permanent 30km/h speed limit on: <ul style="list-style-type: none"> o Rennie Avenue (from John F Kennedy Drive to between Lockhart Avenue and Holdsworth Avenue) o Moyne Avenue (to capture the walkway through to the school field) o Holdsworth Avenue (from Rennie Avenue to Aspiring Avenue) - Milson School – converting to a variable speed limit proposal on: <ul style="list-style-type: none"> o Langley Avenue (from Holdsworth Avenue to Fairs Road) o Fairs Road (from Lockhart Avenue to Milson Line) o Rutland Place o Grange Place - The recommendation to convert to a variable speed limit for Milson Line has originated from submitters feedback around permanent speed limits on more open and faster roads. It is acknowledged that Fair Road, although containing some infrastructure, may be frustrating at 30km/h outside of school hours. Based on this feedback, a variable speed limit is proposed and for consistency, it also makes the rest of the Milson School zone need to be a variable speed limit. - This option captures the minimum walking catchment of the schools; however, this does not align with the speed management best practices and the neighbourhood does not achieve the broader benefits of permanent slower speeds - Many people who use those streets are people living on them and not commuters. This minimum approach also creates a disjointed network and generates more signage requirements. If this is the preferred approach, it would be strongly recommended by staff that this is considered for a neighbourhood treatment in the future speed management plans where it could be accompanied by supporting infrastructure on non-school streets.
Approx. Cost	\$69,000
OPTION 15C MAP	



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
<p>Langley Avenue from its intersection with Holdsworth Avenue to its intersection with Fairs Road</p> <p>Fairs Road from its intersection with Milson Line to a point 20 metres west of its intersection with Lockhart Avenue</p> <p>Rutland Place</p>	30	Variable
<p>Rennie Avenue from its intersection with John F Kennedy Drive to a point 50 metres south of its intersection with Holdsworth Avenue</p> <p>Holdsworth Avenue from its intersection with Rennie Avenue to its intersection with Aspiring Avenue</p>	30	Permanent

Grange Place Moyne Avenue		
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School area	Monrad Intermediate School, Takaro School, Our Lady of Lourdes School
Current speed limits	There is an existing 50km/h speed limit on all local roads in the area. There are also existing 40km/h variable speed limits on Brighton Crescent, Botanical Road from Pioneer Highway to Brighton Crescent, and Highbury Avenue from Brighton Crescent to Botanical Road.
Consultation proposal	<p>We proposed to lower the variable speed limit on Botanical Road from 40km/h to 30km/h and extend it to just south of its intersection with Pioneer Highway. We also proposed a new 30km/h variable speed limit on Pioneer Highway from approximately 100 metres west of its intersection with Botanical Road and extending to a point 30 metres east of its intersection with Shamrock Street.</p> <p>We proposed a permanent 30km/h speed limit on Shamrock Street from its intersection with Pioneer Highway to 30 metres south of its intersection with Chelwood Street.</p> <p>We proposed to replace the 40km/h variable speed limit on Highbury Avenue with a permanent 30km/h speed limit from its intersection with Botanical Road to a point 40 metres east of its intersection with Brighton Crescent.</p> <p>We proposed to replace the 40km/h variable speed limit on Brighton Crescent with a permanent 30km/h speed limit, along with a permanent 30km/h speed limit for Rewa Street, Duna Place, Moray Place, Radnor Place, Renfrew Place, MacEwen Place, and Opie Place.</p> <p>We also proposed a permanent 30km/h speed limit for Ronberg Street from its intersection with Highbury Avenue to a point 40 metres east of its intersection with Wilson Crescent.</p>
Submission summary	Nine submissions, four in support, five opposed.
Recommendation	Option 16A - confirm the consultation proposal, and include Brett Place.

Arguments in favour of the proposal

- The changes are supported because many of the roads included (Highbury Avenue, Ronberg Street, Pembroke Avenue, Brighton Crescent, Coventry Street, and Botanical Road) are dangerous for children.
- Decreasing the speed limits on Botanical Road as well as the other streets proposed would go a long way to make it safer for intermediate age kids to cycle.
- There is an economic benefit to the community from not requiring car transport for school kids, as well as social/environmental benefits of walking/cycling.

Arguments against the proposal

- Changing the speed limit just slows down the drivers who obey the speed limit. You need to find ways to slow down those who speed, such as more speed humps.
- Botanical Road is already busy; if you slow down traffic you will create more congestion.
- Shouldn't reduce speeds at all times, just when kids are travelling to and from school.
- Should only reduce the speed limit to 30km/h if there is evidence to support the need.

- No-one should assume that a lower speed limit makes the road safe. There is no such thing as a safe speed limit. Any speed brings risk. We shouldn't pretend we can eliminate it all.
- Some will ignore the lower speed limit, and others will be annoyed and accelerate hard as soon as they are beyond the limited area, which could be a greater hazard.
- It's important to teach kids about road safety.
- The majority of drivers won't observe the 30km/h speed limit around schools unless there is a visible police car or speed camera.
- The current speed limit of 40km/h around schools (variable speed limits) is more likely to be workable than 30km/h.

Changes suggested by submitters

- The permanent 30km/h speed limit should be extended down the entirety of Ronberg Street to the roundabout on Monrad Street.

Infrastructure (out of scope)

- Paint a no parking line on Brighton Crescent on the school side. When cars are parked on both sides it becomes an even greater hazard for kids crossing the road.
- Add cycle lights to traffic lights near schools.
- Where possible, entrances to schools should be altered to avoid main arterial roads.

Analysis

Submitters for this cluster of schools offered up several arguments against lowering speed limits, or imposing slower permanent speed limits, repeating arguments that others have made for other schools. The same responses apply. These proposals are not aimed at people who deliberately and wilfully break the speed limit. Rather, they are focussed on setting a speed limit which is safe and which improves the chance of survivability in the event of an accident. For those who do obey the speed limit, if they are travelling slower than 50km/h the chances of a pedestrian surviving the accident are substantially better. If vehicles are already travelling slower, then the slower speed limit will have a negligible impact on travel times.

While it may be true that any speed carries some risk, there is a substantial difference between the risk at 50km/h (80% chance of death) and at 30km/h (10% change of death). We are not proposing to eliminate all risk, but to make a small change which will have a substantial improvement in the survivability risk in the event of an accident.

While the current 40km/h variable speed limits may be satisfactory to some, they are no longer permitted. For schools in urban areas, the maximum speed limit (permanent or variable) is 30km/h.

Options

OPTION 16A	Confirm the consultation proposal, and include Brett Place
Justification	<ul style="list-style-type: none"> - The existing proposal supports feedback from submitters suggesting that the permanent 30km/h speed limit will not only support the school kids, but also the kids living and using the area at all times of day. - While there was a suggestion to extend the 30km/h further down Ronberg Street, this road operates at higher speeds compared to the other local roads therefore without changing the road design, a permanent speed would be inappropriate down the full length of this road. The current extent down Ronberg Street captures a likely throughfare from the school through to Opie Reserve. - Brett Place has been included to better reflect the cul de sac nature of the road and to align to general feedback of having consistency.
Approx. Cost	\$84,000
OPTION 16A MAP	



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
<p>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</p> <p>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</p>	30	Variable
<p>Highbury Avenue from a point 30 metres north of Brighton Crescent to its intersection with Botanical Road</p> <p>Shamrock Street from its intersection with Pioneer Highway to a point 30 metres south of its intersection with Chelwood Street</p> <p>Ronberg Street from its intersection with Highbury Avenue to a point 80 metres southwest of its intersection with Opie Place</p> <p>Brett Place Brighton Crescent Rewa Street Duna Place Opie Place</p> <p>Renfrew Place Radnor Place Moray Place MacEwan Place</p>	30	Permanent

OPTION 16B	Replace the consultation proposal with variable speed limits on all roads, include Brett Place, and extend the length of Ronberg Street included in the proposal
Justification	<ul style="list-style-type: none"> - A full variable speed limit zone would incur a cost of at least seven electronic variable speed signs. Repeaters may be required increasing costs further. It also is not the intent of variable speed limits in this context to be used on local streets. - From submitters feedback, the variable speed limit on Ronberg Street has been extended to the roundabout, which in turn captures the adjacent side roads. This is a suitable change given a variable speed limit is the type of speed limit used since Ronberg Street is a wider and faster operating road, therefore a variable speed limit is more suitable.
Approx. Cost	\$108,200
OPTION 16B MAP	

<p>Ronberg Street from its intersection with Highbury Avenue to its intersection with Monrad Street.</p>		
<p>Highbury Avenue from a point 30 metres north of Brighton Crescent to its intersection with Botanical Road</p>		
<p>Brett Place Rewa Street Duna Place Opie Place Wilson Crescent</p>	<p>Renfrew Place Radnor Place Moray Place MacEwen Place</p>	

School area	OneSchool Global
Current speed limits	There is an existing 50km/h speed limit on all local roads in the area.
Consultation proposal	We proposed creating a 30km/h variable speed limit on Johnstone Drive outside the school entrance.
Submission summary	Twelve submissions were received, four in support, eight opposed.
Recommendation	Option 17B - withdraw the consultation proposal, designate OneSchool Global as a category 2 school, and retain the existing speed limit on Johnstone Drive and Ron Place.

Arguments in favour of the proposal

- None given.

Arguments against the proposal

- Speed limit changes for this school aren't needed because students don't cross the road at this school.
- OneSchool Global is a gated private school where all children arrive in vans or cars, driven up the driveway through the electronic gates and delivered directly to the main building.
- This school is completely different to other schools where there is a mix of pedestrians, cyclists, and vehicle transportation.

Changes suggested by submitters

- Consider making the variable speed limit permanent.

Infrastructure (out of scope)

- Consider installing speed humps to slow down speeding vehicles.

Analysis

Most of the submissions observed that the nature of OneSchool Global is different to other schools, with students at the school belonging to the Exclusive Brethren church. Many submitters observed that the practice of the church influenced how students access the schools, referring to private minivans being used to bring students direct to the school. Submitters observed very few children walking on either side of the school on the footpath before and after school. They suggest this demonstrates no need for the proposed variable speed limit.

Regardless of the nature of the school, the Speed Limits Rule requires that roads near schools have a slower speed limit. For category 1 schools, the maximum speed limit is 30km/h; for category 2 schools, the maximum speed limit is 60km/h. It may be possible to designate the school as category 2 on the basis that there is little pedestrian activity and students have a pick up/drop off facility away from the road. For a category 2 school, the maximum speed limit is 60km/h.

Options

OPTION 17A	Confirm consultation proposal, and include Ron Place as an additional 30km/h variable speed limit
Justification	<ul style="list-style-type: none"> - The existing proposal would not align with feedback from submitters that indicated there is no pedestrian activity on the streets outside OneSchool Global due to the nature of the students being dropped off on school property in minivans. - This option is not recommended.
Approx. Cost	\$38,300

OPTION 17A MAP



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
Johnstone Drive from a point 50 metres south of its intersection with Ron Place to a point 150 metres north of its intersection with Ron Place Ron Place	30	Variable

OPTION 17B	Withdraw the consultation proposal, designate OneSchool Global as a category 2 school, and retain the existing speed limit on Johnstone Drive and Ron Place
Justification	<ul style="list-style-type: none"> - This proposal recategorises OneSchool Global as a category 2 school. This aligns with feedback from submitters that indicated that there is no pedestrian activity on the streets outside OneSchool Global due to the nature of the kids being dropped off on school property in minivans. - The existing speed limit on this street is already 50km/h so satisfies the category 2 requirements of a slower speed limit of 60km/h or less. - This option is recommended.
Approx. Cost	\$0
Map	N/A

School area	Parkland School
Current speed limits	There is an existing 50km/h speed limit on all roads in this area.
Consultation proposal	We proposed to create 30km/h permanent speed limits on Balmoral Drive, Heritage Place, Parkland Crescent and Croxley Place.
Submission summary	Ten submissions, six in support, two opposed, and two unsure.
Recommendation	Option 18A – confirm consultation proposal.

Arguments in favour of the proposal

- This includes a bus route, and a very congested street at school pick up and drop off. Traffic moves very fast through here, with children from kindergarten and school in the streets. Reduced speed limits will help.
- Number of cars dropping off kids has increased significantly. Restricted speeds reduce the risks around the school.
- Speed limit on Parkland Crescent should be 30km/h because of the twisty turns on the road.

Arguments against the proposal

- Support reduced speed limits but not sure that it will be effective, or that anyone will comply during weekends and school holidays.

Changes suggested by submitters

Infrastructure (out of scope)

- There should be another crossing added on Parkland Crescent.

Analysis

Most of the submissions are in favour of the proposal, though one submitter expressed concern about the effectiveness of the proposed speed limit outside of school hours, a sentiment expressed for most of the proposals around schools. Parkland Crescent is a somewhat narrow and twisting road which makes faster speeds unlikely. Compliance with a permanent 30km/h limit is likely to be good. The side streets of Balmoral Drive and Heritage Place provide back access to the school. The roads are no exit roads providing local access to residents, so their inclusion as permanent 30km/h speed limits is sensible.

Options

OPTION 18A	Confirm consultation proposal
Justification	- This option aligns with the submitters support to slower speeds on these streets. It also aligns best practice and overall policies. The current surrounding road environment as well as the current operating speeds indicate that the proposed speed will be adhered to.
Approx. Cost	\$7,100
OPTION 18A MAP	

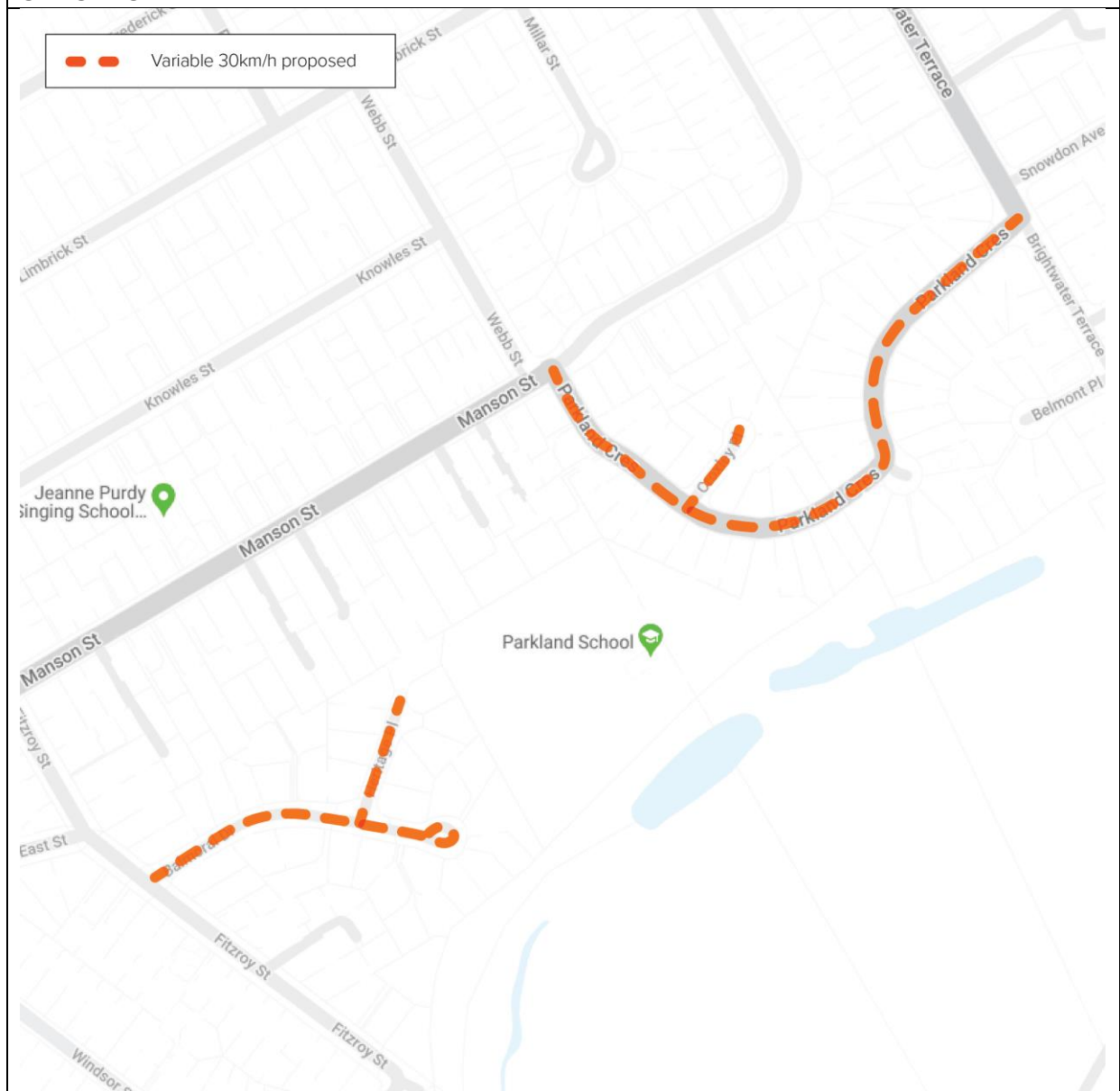


Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
Balmoral Drive Heritage Place Parkland Crescent Croxley Place	30	Permanent

OPTION 18B	Amend consultation proposal with variable speed limits on all roads
Justification	<ul style="list-style-type: none"> - This option explores the submitters response of non-compliance outside of school times. - Balmoral Drive and Heritage Place would not be suitable for a variable speed limit. Electronic signs would be required at the entrance as a minimum to align with TCD and this is a dead-end slow speed road where the cost effectiveness

	<p>of this treatment would not be captured. A permanent 30 km/h will have next to no impact due to existing low operating speeds.</p> <ul style="list-style-type: none"> - A variable speed limit could be feasible along Parkland Crescent but similarly two variable speed limit electronic signs would be required to meet the TCD requirements, increasing cost. Given that submitter feedback for permanent speed limits has largely been positive it is believed that a variable speed limit here is unnecessary.
Approx. Cost	\$57,400

OPTION 18B MAP



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
Balmoral Drive Heritage Place Parkland Crescent Croxley Place	30	Variable

School area	Russell Street School
Current speed limits	There is an existing 50km/h speed limit on all local roads in the area.
Consultation proposal	We proposed creating a permanent 30km/h speed limit on Tyndall Street and on Rongopai Street from its intersection with Russell Street to its intersection with Heretaunga Street. We also proposed creating a permanent 30km/h speed limit on Russell Street from Tremaine Avenue to approximately 50 metres south of its intersection of Rongopai Street. We also proposed creating a permanent 30km/h speed limit on Heretaunga Street from its intersection with Tremaine Avenue to a point approximately 25 metres south of its intersection with Florence Avenue.
Submission summary	Fourteen submissions, eight in support, four opposed, two unsure.
Recommendation	Option 19A – confirm consultation proposal.

Arguments in favour of the proposal

- Many people park on the yellow no-parking lines on Rongopai Street to get closer to the school when picking up kids. This can make it more dangerous for drivers to see kids moving between vehicles. Slower speed limits on these streets are necessary.

Arguments against the proposal

- Supports slower speed limits but only at pick up and drop off times, not permanent.
- Heretaunga Street should not be included as few children use that street as pedestrians.

Changes suggested by submitters

- Extend 30km/h speed limit on Russell Street to Featherston Street.

Infrastructure (out of scope)

- Prohibit all-day parking on streets near Russell Street School, so that crossing the road is safer for children.
- Put in a raised pedestrian crossing outside the school to slow down traffic.

Analysis

Most of the arguments in relation to Russell Street School repeat the points made for other schools, namely that traffic patterns create dangerous environments for children, or that permanent speed limits are unnecessary and should only apply during pick up and drop off times.

One submitter has suggested that the small number of children using Heretaunga Street means that a permanent speed limit is not justified. While school children are a primary focus for reducing speed limits, they are beneficial to all types of pedestrians.

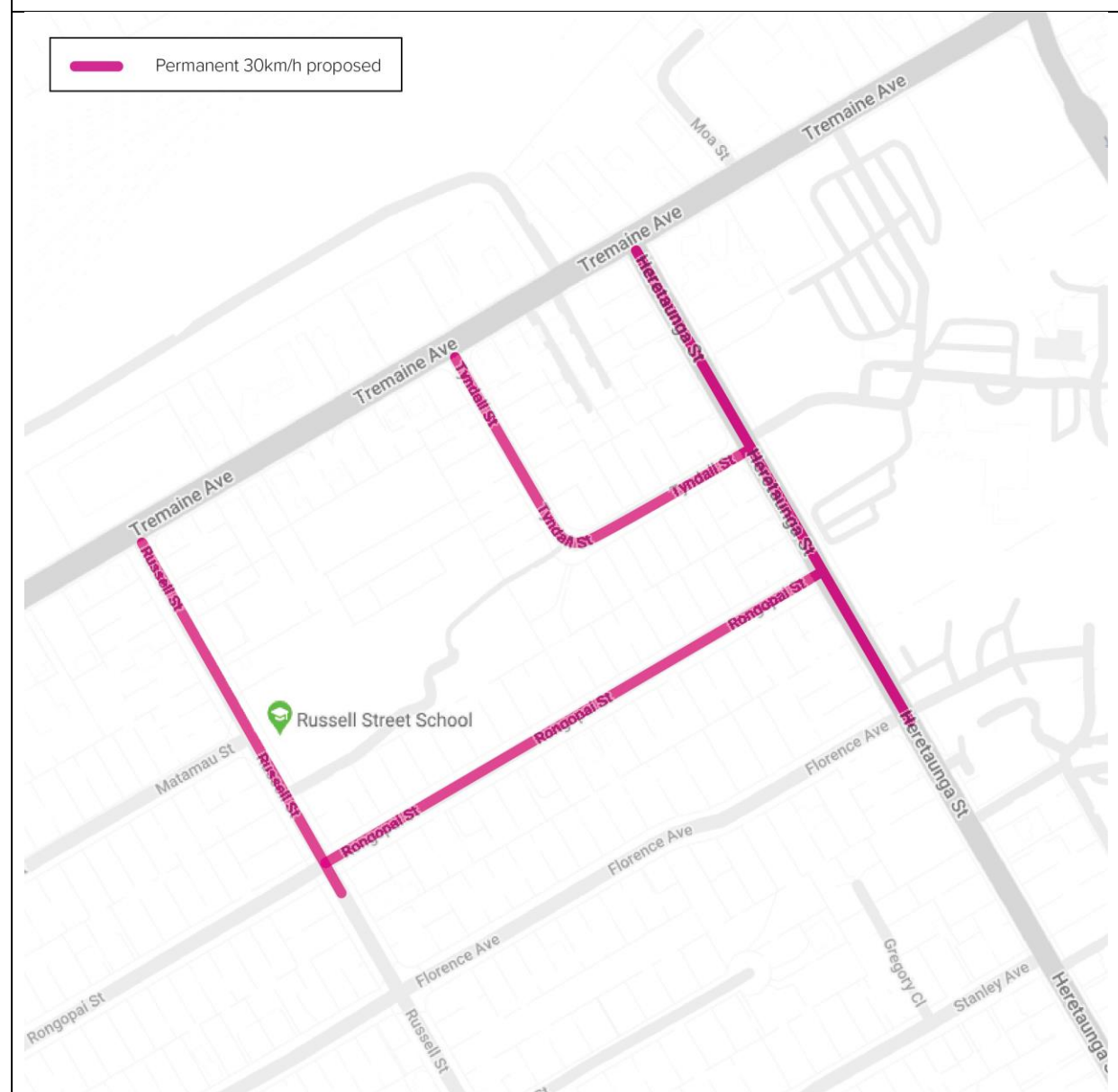
The presence of the hospital in the area does tend to exacerbate parking demand, which can have an effect on the streets near Russell Street School. Limiting the length of parking could be considered, but it is likely to have a flow-on effect with people parking further away to avoid restrictions.

Extending the 30km/h speed limit on Russell Street can be considered. The effect of the speed limit can become diluted if it is applied too far away from the school or any other indicator of the reason for the slower speed limit, but this can be investigated.

Options

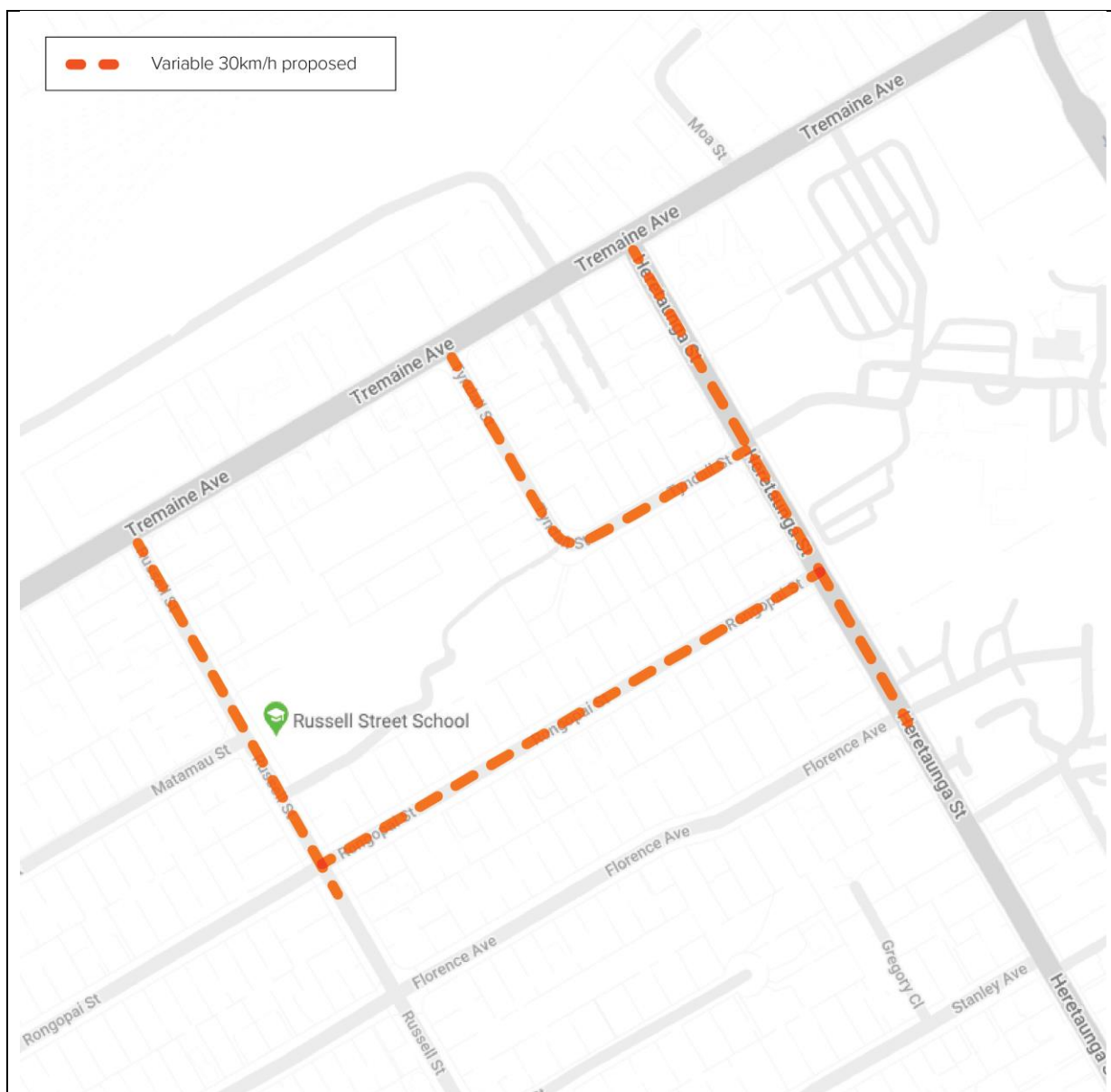
OPTION 19A	Confirm consultation proposal
Justification	<ul style="list-style-type: none"> - This option aligns with the positive consultation feedback along with best practice and overall policies. The current surrounding road environment as well as the current operating speeds indicate that the proposed speed will be adhered to without need for additional safety infrastructure.
Approx. Cost	\$15,700

OPTION 19A MAP



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
Russell Street from its intersection with Tremaine Ave to a point 50 metres south of its intersection with Rongopai Street	30	Permanent
Heretaunga Street from its intersection with Tremaine Ave to a point 25 metres south of its intersection with Florence Avenue		
Rongopai Street from its intersection with Russell Street to its intersection with Heretaunga Street		
Tyndall Street		

OPTION 19B	Amend consultation proposal with variable speed limits on all roads	
Justification	<ul style="list-style-type: none">- A complete change to variable speed limits only for this school is feasible and still captures the walking catchment of the school; however, this does not align with speed management best practice and the neighbourhood does not achieve the broader benefits of permanent slower speeds as the variable speed limit would be functional during school hours only.- To implement this option, at least five electronic variable speed limits will be required to remain within the TCD rules and best practice. This would incur a higher cost than the existing proposal.	
Approx. Cost	\$98,900	
OPTION 19B MAP		



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
Russell Street from its intersection with Tremain Ave to a point 50 metres south of its intersection with Rongopai Street	30	Variable
Heretaunga Street from its intersection with Tremain Ave to a point 25 metres south of its intersection with Florence Avenue		
Rongopai Street from its intersection with Russell Street to its intersection with Heretaunga Street		
Tyndall Street		

School area	Te Kura o Wairau
Current speed limits	There is an existing 50km/h speed limit on all local roads in the area.
Consultation proposal	We proposed to create a 30km/h variable speed limit on Botanical Road for a stretch of 280 metres. We also proposed to permanently lower the speed limit to 30km/h on Lancaster Street, Somerset Crescent, Drayton Place, and on Highbury Avenue from a point 60 metres south of its intersection with Havelock Avenue to its intersection with Tremaine Avenue.
Submission summary	Four submissions, all in support.
Recommendation	Option 20A – confirm consultation proposal.

Arguments in favour of the proposal

- None given.

Arguments against the proposal

- None given.

Changes suggested by submitters

Infrastructure (out of scope)

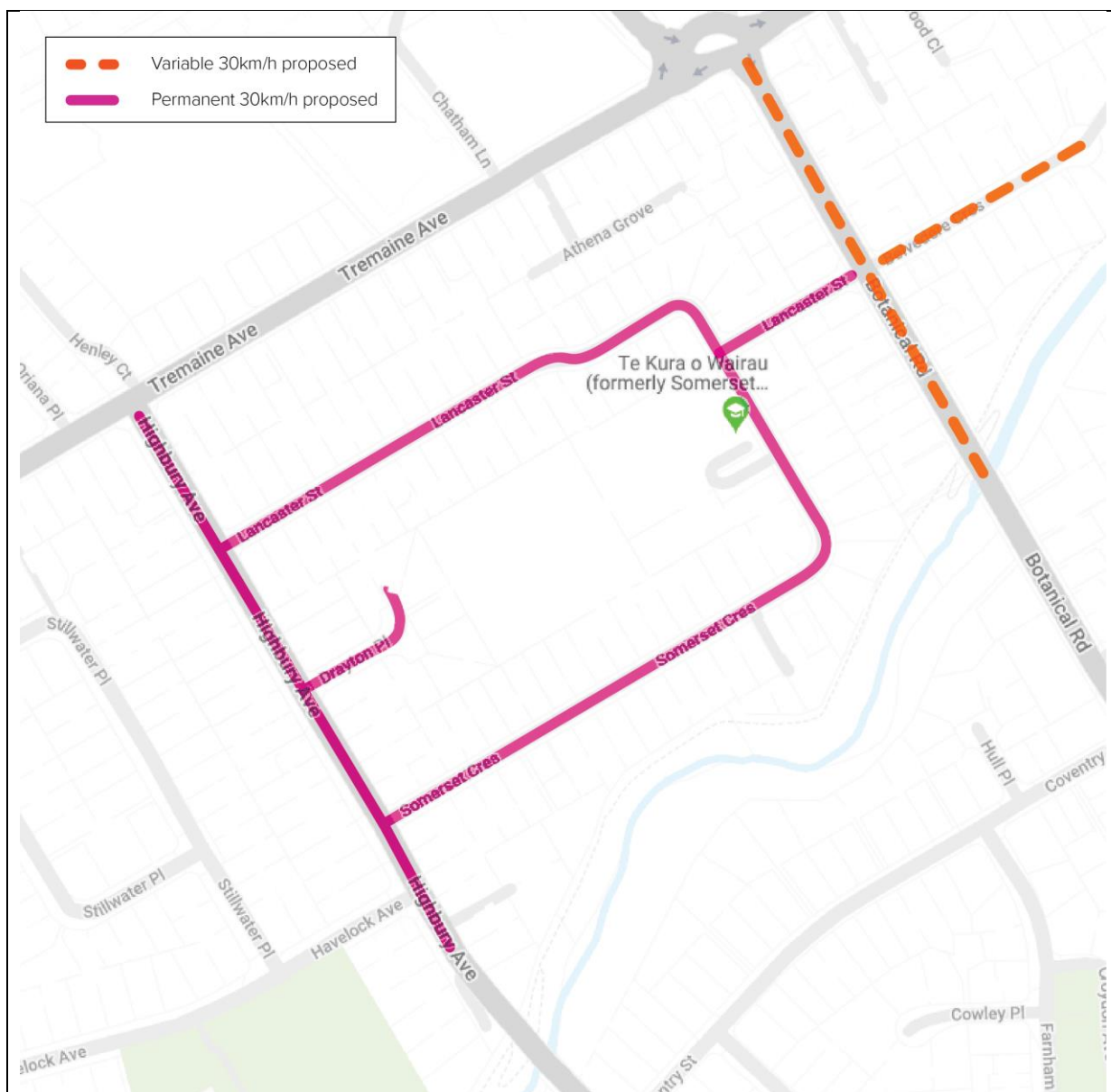
- Put speed humps on Lancaster Street.

Analysis

All submissions were in favour of the proposals for Te Kura o Wairau, but none made any comments about the proposed speed limits. The emphasis instead was on putting in traffic calming measures on Lancaster Street. Submitters noted they witness dangerous driving, and this poses a risk to the wide range of people who use the area, including elderly people and people accessing the daycare in the area.

Options

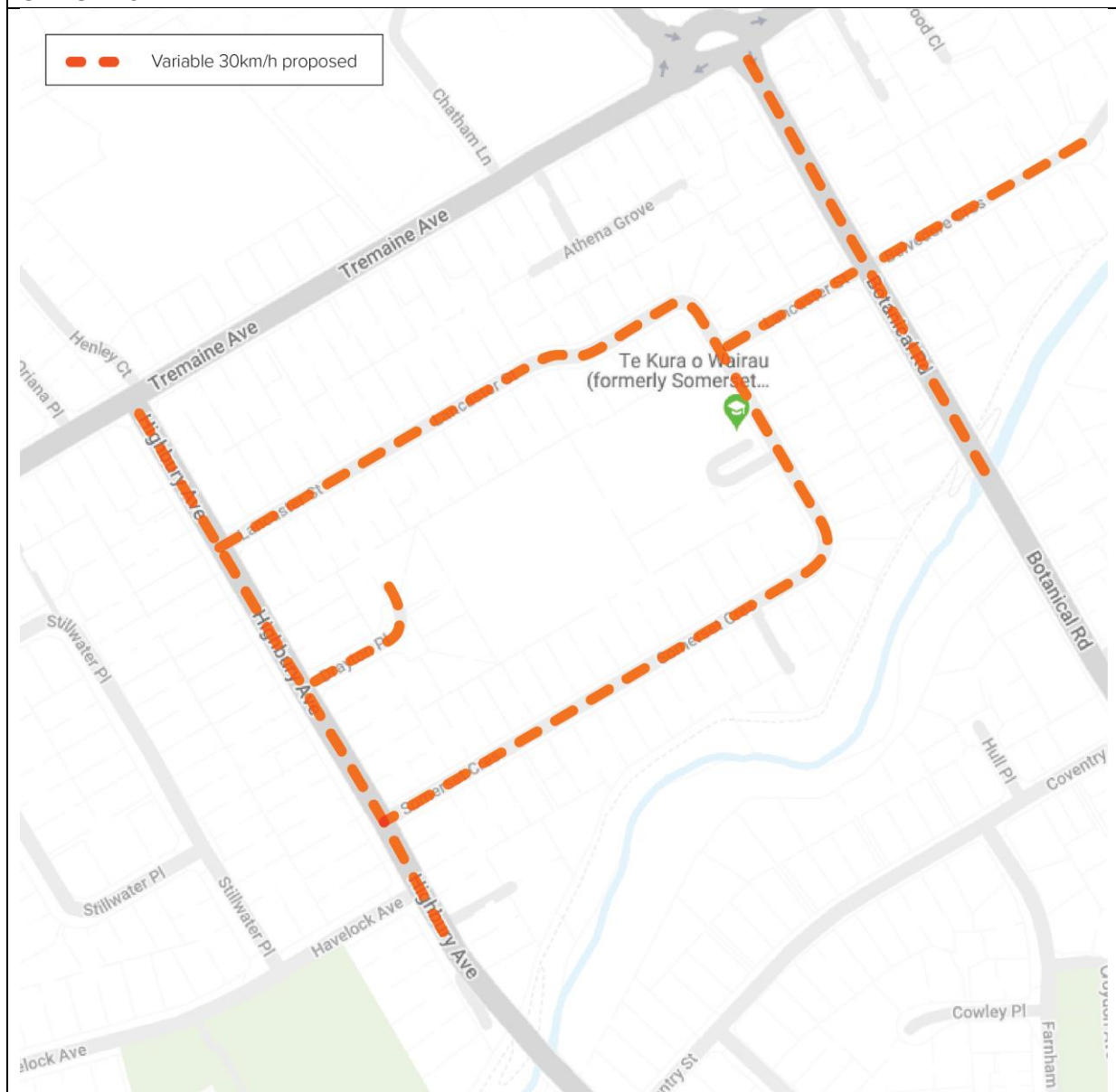
OPTION 20A	Confirm consultation proposal
Justification	- This aligns with the positive response from consultation and aligns to best practice and overall policies. The current surrounding road environment as well as the current operating speeds indicate that the proposed speed will be adhered to.
Approx. Cost	\$46,100
OPTION 20A MAP	



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
Botanical Road from its intersection with Tremaine Avenue to a point 140 metres south of its intersection with Lancaster Street	30	Variable
Belvedere Crescent		
Highbury Avenue from a point 60 metres south of its intersection with Havelock Avenue to its intersection with Tremaine Avenue	30	Permanent
Lancaster Street		
Somerset Crescent		
Drayton Place		

OPTION 20B	Amend consultation proposal with variable speed limits on all roads
Justification	<ul style="list-style-type: none"> - This is feasible, but to implement this option at least four electronic variable speed limit signs will be required to remain within the TCD rules and best practice. This would incur a higher cost than the existing proposal. - This is not recommended due to the increased cost and the potential risk of creating a variable speed limit zone that is too large for drivers to recall the speed limit at different times of day. - This option will not reap the benefits that a permanent speed limit will provide where there are pedestrians walking along and crossing the road at all times of the day – not just during school pick-up and drop-off times.
Approx. Cost	\$77,200

OPTION 20B MAP



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
Botanical Road from its intersection with Tremaine Avenue to a point 140 metres south of its intersection with Lancaster Street Highbury Avenue from a point 60 metres south of its intersection with Havelock Avenue to its intersection with Tremaine Avenue Lancaster Street Somerset Crescent Drayton Place Belvedere Crescent	30	Variable

School area	Terrace End School
Current speed limits	There is an existing 50km/h speed limit on all local roads in the area. There is also an existing 40km/h variable speed limit on Ruahine Street from a point 40 metres north of Grey Street to a point 30 metres south of Innes Place.
Consultation proposal	<p>We proposed lowering the existing 40km/h variable speed limit to a 30km/h variable speed limit and extending it a point 50 metres north of Koromiko Avenue, and down to a point 50m south of its intersection with Broadway Avenue for a total length of 500 metres. This will include Innes Place as a 30km/h variable speed limit.</p> <p>We also proposed to lower the permanent speed limit to 30km/h on Kauri Street, Koromiko Avenue, Plymouth Street, and Wharenuui Terrace, on Rangiora Avenue from its intersection with Featherson Street to a point 60 metres east of its intersection with Koromiko Avenue, and on Moheke Avenue from its intersection with Rangiora Avenue to a point 90 metres east of that same intersection.</p>
Submission summary	Fifteen submissions, nine in support, four opposed, and two unsure.
Recommendation	Option 21A – confirm consultation proposal.

Arguments in favour of the proposal

- Support the permanent 30km/h speed limit on Kauri Street for Terrace End School.
- Our community supports the lower speed limits on Rangiora Avenue, Kauri Street and Ruahine Street.
- Ruahine Street is a very busy road and is a major thoroughfare for the city. While the volume of traffic does often reduce speeds, the people using the pedestrian crossings outside the school are at times highly vulnerable to vehicles not held back by the flow.
- Many roads are narrow streets where too many people go too fast.

Arguments against the proposal

- Concerned that the different speed limits will be confusing across the city, and it will be hard to know what the speed limit actually is.
- Permanently lower speed limits is overkill.
- The existing 40km/h variable speed limit doesn't need to change.
- The issue is impatience, so changing the speed limit isn't going to make school areas safer. Physical barriers or obstacles may be a more costly but effective solution.

Changes suggested by submitters

Infrastructure (out of scope)

- Put in no-parking lines on Kauri Street cul-de-sac to make it easier for people to turn around and park on the straights.

Analysis

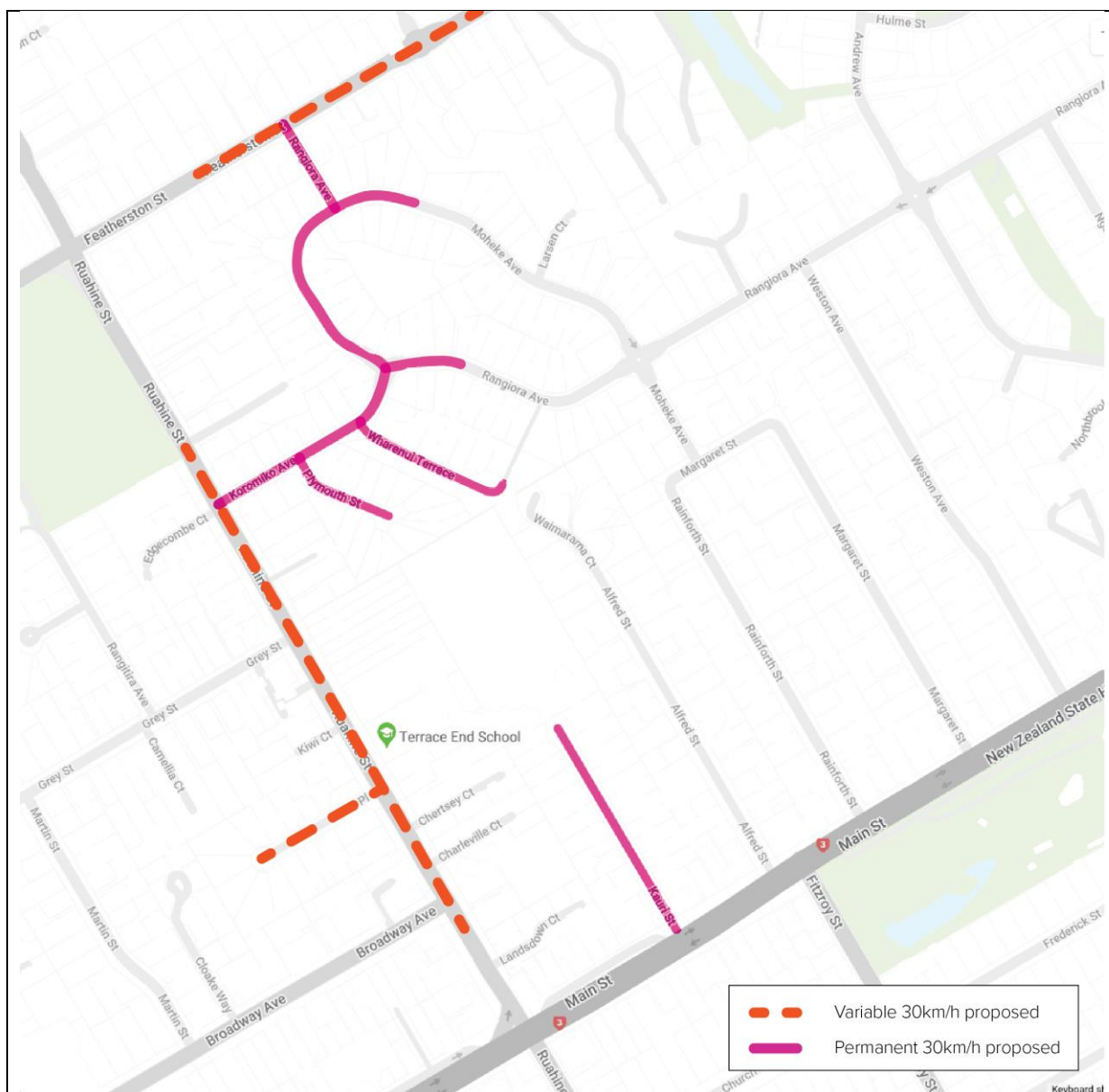
Those in favour of the proposal made reference to their support for specific streets such as Kauri Street, Rangiora Avenue, and Ruahine Street. They commented that many are narrow streets where people are driving too fast. Ruahine Street was identified as a major road for the city and although the pedestrian crossings do improve safety, people continue to drive fast when there is no congestion. The proposal for Ruahine Street is to change the variable speed limit from 40km/h to 30km/h, so would not be a permanent reduction, reflecting the role of the road as a movement street rather than a place street.

Submitters opposed to the proposal were concerned about confusing speed limits. A blanket reduction of speed limits would be less confusing but is unlikely to be effective and supported. Leaving the speed limits unchanged is not an option, as the Speed Limit Rule requires that roads around schools have slower speed limits of 30km/h in most cases. Consequently, the proposals attempt to target the proposed speed limit changes to the areas where they are likely to be most effective.

A submitter also argued that driver impatience is a bigger issue, and that lower speed limits would make people more impatient. While it is true that some drivers may find the slower speed limits inconvenient, the proposed speed limits are focussed on roads where operating speeds are already low. Permanent speed limit changes are not proposed for roads which are major thoroughfares or movement streets, which would minimise the impact on driver's patience.

Options

OPTION 21A	Confirm consultation proposal
Justification	<ul style="list-style-type: none">- The current surrounding road environment coupled with current operating speeds being low indicate that the proposed speed will be adhered to without need for safety infrastructure on the local roads.- Using permanent speed limits on the local roads is the most cost-effective solution given average operating speeds are already low on these roads.
Approx. Cost	\$23,800
OPTION 21A MAP	



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
Ruahine Street from a point 50 metres north of Koromiko Avenue to a point 50 metres south of its intersection with Broadway Avenue Innes Place	30	Variable
Rangiora Avenue from its intersection with Featherston Street to a point 60 metres east of its intersection with Koromiko Avenue Moheke Avenue from its intersection with Rangiora Avenue to a point 90 metres east of that same intersection Kauri Street Plymouth Street Koromiko Avenue Wharenui Terrace	30	Permanent

OPTION 21B	Maintain 30km/h for Kauri Street, change rest to variable speed limits
Justification	<ul style="list-style-type: none"> - This approach is feasible and it acknowledges the possible confusion that may be experienced when using both variable speed limits and permanent speed limits. Upon assessment it would be feasible to install, however noting this would require an increased cost as at least five electronic variable speed limit signs will be needed to be feasible in alignment with TCD rules. - It is important to note also that this approach would not support the positive responses received for these streets to be a permanent 30km/h speed limit, of which several submitters did express support. - Kauri Street must remain as a permanent speed limit as it would not be cost effective to convert it to a variable speed limit as an electronic sign would have to be used which is not cost effective for a cul-de-sac road. Additionally, based on the operating speeds on this road, a permanent speed limit will have little to no impact on those accessing this road as slow speeds are already apparent.
Approx. Cost	\$79,600
OPTION 21B MAP	



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
<p>Ruahine Street from a point 50 metres north of Koromiko Avenue to a point 50 metres south of its intersection with Broadway Avenue</p> <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>Innes Place Koromiko Avenue Plymouth Street</p>	30	Variable

Wharenui Terrace		
Kauri Street	30	Permanent

School area	Turitea School
Current speed limits	There is an existing 100km/h speed limit on SH57.
Consultation proposal	We proposed to extend the 60km/h variable speed limit proposed by Waka Kotahi for SH57 outside Turitea School onto the side road controlled by PNCC.
Submission summary	Sixteen submissions received, fifteen in support, one opposed.
Recommendation	Option 22A – confirm consultation proposal

Arguments in favour of the proposal

- The current speed limit is too high for tamariki to bike to school along Old West Road. More will want to if the speed limit is reduced to 60km/h.
- Old West Road is a narrow road with a sharp bend by the school, and the risk of an accident is high when trying to turn into the slip road behind the school. The slower speed limit will make that safer.
- Parents and kids live on the opposite side of the road to Turitea School. A 100km/h limit is incredibly dangerous for people trying to cross the road.
- There is no bus to the school so a very high number of cars enter and exit SH57 from the side road at school drop off and pick up times. Reducing the speed limit allows car traffic to more safely move through the intersection, and could encourage more cycle and pedestrian access.
- The current speed limit is a danger not only to school families but to other families living close to the school.

Arguments against the proposal

- Reducing the speed limit to 60km/h on the side road is redundant, as no one will travel that fast. Faster than 30km/h is unsafe.

Changes suggested by submitters

- Make all of SH57 from Linton to Summerhill 80km/h all the time.
- Make the side road 30km/h.

Analysis

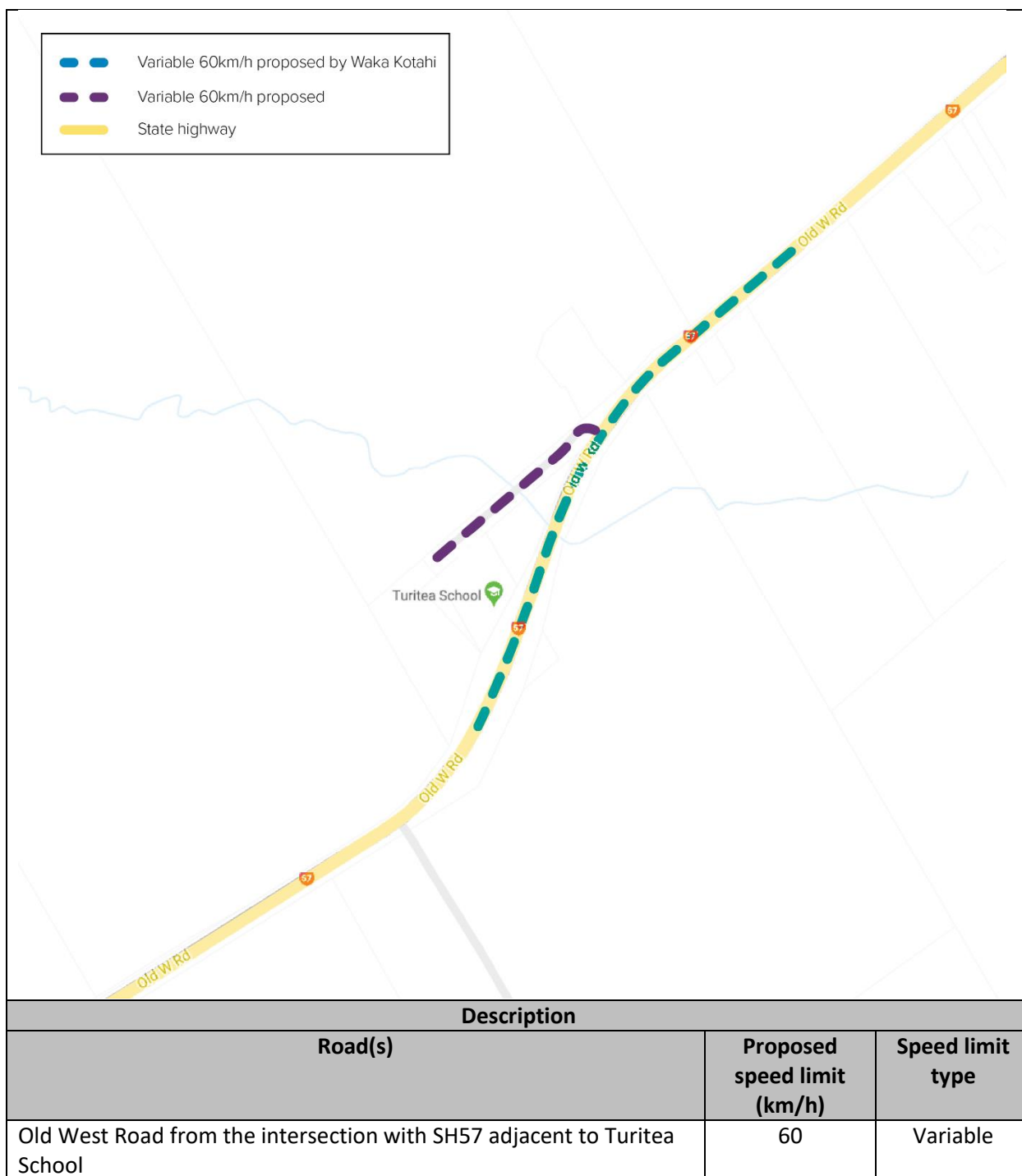
The submissions on this proposal were strongly in favour of the 60km/h limit for Old West Road proposed by Waka Kotahi and cited several examples why this change was needed. They included making the road safer for cycling, the narrowness of the road, and making it easier for people to cross the road.

The proposal to reduce the speed limit on the side road to 60km/h to match the proposal from Waka Kotahi was also supported. However one submitter argued that given it was only used to access the school, it was unlikely that people would drive that fast, and suggested driving faster than 30km/h was unsafe.

The suggestion to reduce the speed limit on all of SH57 to 80km/h is outside the scope, as it is a road controlled by Waka Kotahi and we have no authority to change the speed limit on a state highway.

Options

OPTION 22A	Confirm consultation proposal
Justification	<ul style="list-style-type: none"> - The proposal for Turitea School was determined to match that of SH57 due to its short length, as the required minimum distances between the signs required to install a different speed limit than that of SH57 would mean the local road speed limit would look out of place. - While it is important that the speed limits are set for safe driving speeds, currently the limit is 100km/h and average operating speeds are still less than 60km/h, indicating that irrespective of the speed limit people are generally driving to the conditions on this road. - A full variable speed limit zone does require coordination from Waka Kotahi to make sure that the speed on the side road and the speed on SH57 are implemented at the same time. - A risk does exist given the SH57 proposed speed limits shown have not yet been confirmed by Waka Kotahi. In the instance the variable speed limit along SH57 is not installed, the speed limit proposed may not be implemented, and it will consequently then require an electronic sign be installed increasing cost significantly. - A permanent speed limit has not been recommended here because, due to the short length of the available road, it would not be feasible to pragmatically install the required signage to meet TCD requirements.
Approx. Cost	If Waka Kotahi do confirm the proposed 60km/h variable speed limit on SH57 - \$0 If Waka Kotahi do not confirm the proposed 60km/h variable speed limit on SH57 - \$19,200
OPTION 22A MAP	



Note: There is a 60km/h variable speed limit proposed on SH57 Old West Road by Waka Kotahi.

School area	Whakarongo School
Current speed limits	There is an existing 70km/h speed limit for a section of Stoney Creek Road. There is also an existing 60km/h variable speed limit on SH3 near Whakarongo School.
Consultation proposal	We proposed lowering the 70km/h speed limit on Stoney Creek Road to a permanent 60km/h speed limit.
Submission summary	Three submissions were received, two in support and one opposed.
Recommendation	Option 23A – confirm consultation proposal.

Arguments in favour of the proposal

- None given.

Arguments against the proposal

- None given.

Changes suggested by submitters

- Speed limit should be reduced further to 30km/h. The parallel parks on Stoney Creek Road mean some kids still access from the roadside.

Infrastructure (out of scope)

- The provided carpark for drop off and pick up is a great concept but access at 3pm needs to be improved.

Analysis

While most submissions were in favour, none of the submitters made comments about the proposed speed limits except to suggest that the speed limit is reduced even further to protect children who are still getting out of cars on the road side of Stoney Creek Road.

Whakarongo School has been designated a category 2 school because it has a dedicated off-road car park for dropping off and picking up students. This allows a maximum speed limit of 60km/h, though a slower speed limit can still be set.

Options

OPTION 23A	Confirm consultation proposal
Justification	<ul style="list-style-type: none"> - SH3 currently has a 60km/h variable speed limit that was set earlier in 2022. When considering feedback for a further reduced speed, it has been decided that the 60km/h speed limit be maintained as proposed in consultation to match the SH3 variable speed limit so not to create confusion by having multiple speed limits around the same school, in accordance with best practice guidelines. - While a reduced speed limit would be beneficial, it is important to consider speed limits as a whole network and the SH3 speed limit is not planned to reduce, therefore a 60km/h permanent speed limit is preferred. - Reducing the existing 70km/h outside the school is required by law to be completed by June 2027 regardless, so including it now as part of school speed

	changes allows Council to capitalise on funding for schools to complete these required works.
Approx. Cost	\$3,800

OPTION 23A MAP



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
Stoney Creek Road from its intersection with SH3 to a point 200 metres south of its intersection with Hendersons Line	60	Permanent

Note: There is an existing 60km/h variable speed limit on SH3 Napier Road controlled by Waka Kotahi.

OPTION 23B	Amend consultation proposal to include a variable speed limit for Stoney Creek Road
Justification	<ul style="list-style-type: none"> The proposal for a variable speed limit would tie the speed limit into the existing 60km/h variable speed zone on SH3. However, this would require maintaining the permanent 70km/h underneath, which in accordance with the Speed Rule 2022, must be removed from the network by June 2027. It would not be suitable to increase the speed to 80km/h along this stretch due to the school presence and the rail crossing, and therefore this option is not recommended as a 60km/h variable speed limit on top of a 70km/h permanent speed limit that will change to 60km/h in a few years is not pragmatic no a cost effective use of resources.
Approx. Cost	\$19,200

OPTION 23B MAP



Description		
Road(s)	Proposed speed limit (km/h)	Speed limit type
Stoney Creek Road from its intersection with SH3 to a point 200 metres south of its intersection with Hendersons Line	60	Variable

Note: There is an existing 60km/h variable speed limit on SH3 Napier Road controlled by Waka Kotahi.