



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



Purpose of this document

The Palmerston North City Council is proposing to implement safer and more appropriate speeds around schools. This document outlines the interim speed management plan for Palmerston North City Council, with details of the proposed speed limit changes during the financial year from 1 July 2023 to 30 June 2024.

This plan also outlines the speed management plan strategy, guiding policies and objectives, and how the proposal aligns to the approach being taken within the Manawatū/Whanganui region, and how it aligns to proposals from Waka Kotahi.

This plan, once adopted by the Council, will be submitted for certification by Waka Kotahi and subsequent inclusion in the National Speed Limit Register.

What are we proposing?

The Council is proposing to implement safer and more appropriate speeds on the roads around schools in Palmerston North:

- We have included all schools in the main urban area and villages within the Palmerston North district.
- Most schools are categorised as “category 1.” The maximum speed limit for roads around category 1 schools is 30km/h, either as a permanent or as variable speed limit (VSL). A variable speed limit is one that applies at the start and end of the school day and reverts to the ordinary speed limit at all other times.

- We have designated a small number of schools as “category 2”, because they have limited numbers of pedestrian crossing movements associated with the school, or because they have a separate access for dropping off/picking up school children. These schools are also typically in higher speed environments (70 – 100 km/h).
- For these category 2 schools, the proposed speed limit will be a reduction to a maximum speed limit of 60km/h, either permanently or as a variable speed limit.

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

Why are we reducing speed limits?

Through New Zealand’s national road safety strategy Road to Zero, the Government requires all councils to reduce speed limits on roads around schools. The Land Transport Rule: Setting of Speed Limits 2022 sets a target for at least 40% of all schools to be covered by a slower speed limit by 30 June 2024, and all schools to be covered by a slower speed by December 2027. This interim Speed Management Plan proposes speed limit reductions for most schools around Palmerston North, so that we can meet the Government’s target.

Our Transport Plan – part of our Innovative and Growing City Strategy – identifies as a priority “providing a transport system that links people and opportunities.”

We know that our road safety record has been getting worse; while the number of crashes has been mostly flat for the past 10 years, the harm from those crashes has been increasing. We know that fewer people are walking, cycling and catching the bus, and that there are no parts of the network where pedestrians, cyclists or buses receive priority over vehicles.

Implementing safer speeds around schools is one way we can contribute to a safer road network. When vehicles are travelling more slowly around schools, especially at peak times, then children will feel safer and more inclined to walk or cycle to school. Slower vehicles will also reduce the amount of harm caused when accidents do happen. All of these things are in alignment not only with our Council’s strategy for transport, but also with the Government’s road safety strategy.

Our approach to speed management

We are taking a staged approach to reviewing speed limits. This interim Speed Management Plan is the first stage and allows us to propose changes to speed limits on roads around schools so that we can meet the Government’s target for slower speeds around school.

The second stage will be the development of our first full Speed Management Plan later in 2023. This will set out

the changes to speed limits planned for the three years between 2024-2027.

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

Our guiding objectives and policies

Our first full Speed Management Plan, which will be released for consultation later in 2023, will include the objectives and policies that guide how we set speed limits in our City. For the purposes of this interim Plan, however, we have used the following principles to guide the development of speed limits around schools:

- Using the Speed Management Guide published by Waka Kotahi to assess speed limits. We have used the new *Road to Zero* edition of the Speed Management Guide to identify what speed limits are appropriate for our schools, and this has formed the starting basis for our proposals.
- Prioritising people over vehicles. Slower speed limits around schools are about making these environments safer for pedestrians, especially school children. We’ve balanced the inconvenience for some motorists of a slower speed against the benefits of a slower speed environment for people making their way to and from school.
- Consider how the area around the school is used. We’ve identified the streets that are used by people getting to and from school, to work out where there should be slower speed limits. In some cases, there are many side streets which provide access to the school, and we’ve proposed slower speed limits on these roads.
- Using permanent speed limits for side streets, and variable speed limits for main routes. In most cases, where a school is accessed from a main route, we’ve used a variable speed limit that operates at the start and end of the school day. This provides safer speeds when there are many people around the school, without unnecessarily slowing down the network for things like freight and logistics. For most other roads, especially side streets, we’ve proposed a permanent slower speed limit.



Common questions

Below are some general FAQs to assist in answering the more common questions related to this interim Speed Management Plan.

For more information on speed management, road safety and processes, and other FAQ's, head to our website pncc.govt.nz

What can we actually change about speed limits around schools?

The new Setting of Speed Limits Rule requires us to set a slower speed limit around schools. In most cases, this will be 30km/h, but for some schools which are designated Category 2 the maximum speed limit can be 60km/h.

Where we have more freedom is in deciding which roads or parts of roads should have a slower speed limit. The proposals in this document show what we think is the right area for the slower speed limit to apply. Through this consultation process you can tell us whether you think this is about right, or whether you think we should change those areas.

Why have we included all schools in this plan?

The interim plan will include all schools within Palmerston North City as schools are a priority for safer speed limits and are where a reduced speed limit makes sense. There is also a requirement in the new Setting of Speed Limits Rule 2022 for local councils to have all speed limits outside schools reduced by 2027. It makes sense to reduce speeds outside all schools at the same time and as soon as possible to benefit the safety of school children and to help start the broader conversation on safer speeds.

Why are only schools included in this plan?

The interim Speed Management Plan only covers schools because the Interim Plan only covers implementation through to June 2024. With over 40 schools in Palmerston North City, there is not enough time to allow for additional speed changes within this short time. The next speed management plan, which captures the years 2024-2027, will come into effect in June 2024 and is where further speed changes beyond schools will be included. This plan will be developed during mid-2023 and consulted on in late 2023.

How have we worked out what speed limit will go outside schools?

- Speed limits are very strictly regulated, and we are now required by law for most schools to have a speed limit of 30km/h surrounding the school. These slower speed limits can be either a permanent speed limit or a variable speed limit.
- Some schools may be an exception to this based on safety and consistency justifications. Some examples include:
- where the design of the school parking area allows for safe dropping off and picking up away from the main road, e.g., there is a fully off-road car park
 - where a 30km/h speed limit may be unsafe to install in the current environment e.g., a rural open road where it wouldn't be possible to safely slow down to 30km/h over a short distance
 - where a 30km/h speed limit may create an inconsistent speed limit network through a town, e.g., lots of different speed limit changes over short distances

Schools which fit into these examples are designated as "Category 2" schools and can have a speed limit of 40km/h, 50km/h or 60km/h proposed as either permanent or variable speed limits. There is no set rule for which schools are Category 2 schools as they are determined on a case-by-case basis depending on their location, current road design and how they operate.

How have we decided where the speed limits will go?

When reviewing speed limits around schools, a consistent approach has been used to determine the start and end points of the reduced speed school "zone". These have been proposed to align to best practice, as indicated in the Speed Management Guide published by Waka Kotahi, while also considering the current look and feel of the road, community desire for reduced speeds and the intended purpose of the road. Network consistency and drivability are also key considerations in the development of the school speed zones extents.

For this interim plan, a 'less is more' approach has been taken for most schools, where the speed limits capture the immediate streets surrounding the schools where it is clear to road users as to why a reduced speed is required. Where there are multiple schools near each other, this school zone sometimes overlaps to create a larger school zone; this is most common in the urban centres of Palmerston North.

It is important to note that while the specific speed limit is strictly regulated and difficult to change, the size of the school zone can be altered; this is where communities can have the most influence during consultation stages.

When do we plan to bring new speed limits into effect?

Following consultation, the Council will consider all submissions, and may make changes to the proposals in this document based on the feedback we receive. Once the final interim Speed Management Plan is adopted by the Council, we will submit the Plan to Waka Kotahi for certification. We are then able to implement the new speed limits. We have received funding from Waka Kotahi towards the cost of installing new or changing existing signage. We expect to complete the implementation of any changed speed limits by 30 June 2024.

Is there actually a problem with speed around schools?

The statistics show that there have been 1,332 crashes in the past 10 years within 200 metres of schools in Palmerston North. Thirty-six percent of all pedestrian crashes in Palmerston North in the last 10 years occurred within school zones during peak/weekday school hours. Sixty-two people have been seriously injured within 200 metres of a school in Palmerston North over the last 10 years, and three people have died. We also know from listening to people who are moving around schools – including pupils, their family, and other road users – that speeds around schools make them feel unsafe.

The Government's Road to Zero road safety strategy aims to have no-one killed or seriously injured on our roads. These statistics show that there is a problem around our schools, and even when speed is not a factor in the crash, it will always be a factor in the outcome. When the travelling speed is lower, the chances of death or serious injury is significantly lower.

139 crashes in the past 10 years involved vulnerable road users within 200 metres of Palmy schools

1,332 crashes occurred within 200 metres of Palmy schools in the past 10 years:	In the past 10 years on Palmy roads:
➤ 296 people suffered minor injuries	➤ 38 people died
➤ 3 people died	➤ 334 people seriously injured
➤ 62 people seriously injured	➤ 1870 people suffered minor injuries

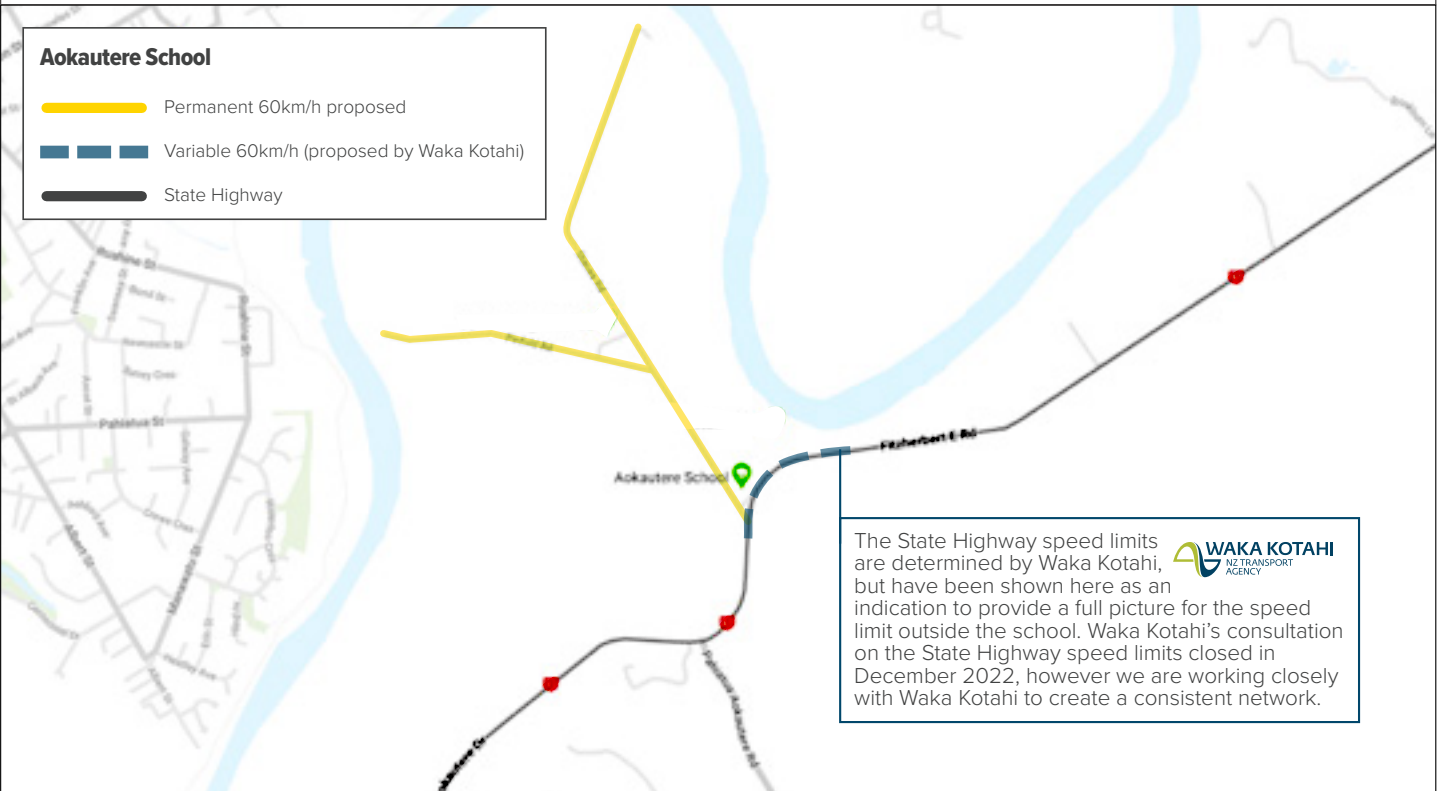
The proposals

The following pages summarise the speed limit proposal at each school that makes up this Interim Speed Management Plan. The following information has been provided:

- Current speed limit on the affected roads around the schools
- The proposed speed limit on the roads around the school
- A more specific explanation for the speed limit proposal around the school, focusing on the extents and type of speed limit proposed
- A map illustrating the changes

The schools have been listed in alphabetical order. Where there are several schools within a single area (a cluster), we have grouped these in a section after the individual schools, and listed these alphabetically.

Aokautere School

Current Speed Limits	Proposed Speed Limits
<p>Existing 80km/h on SH57.</p> <p>Existing 100km/h on rural side roads.</p>	<p>Waka Kotahi has proposed a 60km/h VSL on SH57.</p> <p>Proposed permanent 60km/h on Pinfold Road and Staces Road.</p>
Reason for proposed change	
<p>The extent of the speed limit on Staces Road and Pinfold Road has been extended past Aokautere School as they have more of a narrow and rural feel to them. The average speed that people are travelling at is already less than 60km/h, and to keep consistency with the 60km/h VSL on the state highway we propose a permanent 60km/h speed limit on these two roads. This also captures Te Wananga Tu Toa marae at a reduced speed.</p>	
<div data-bbox="1573 907 2062 1087"> <p>Aokautere School</p> <ul style="list-style-type: none"> — Permanent 60km/h proposed — Variable 60km/h (proposed by Waka Kotahi) — State Highway </div>  <div data-bbox="2338 1367 2822 1558"> <p>The State Highway speed limits are determined by Waka Kotahi, but have been shown here as an indication to provide a full picture for the speed limit outside the school. Waka Kotahi's consultation on the State Highway speed limits closed in December 2022, however we are working closely with Waka Kotahi to create a consistent network.</p> </div>	

Ashhurst School

Current Speed Limits	Proposed Speed Limits
Existing 50km/h on local roads throughout Ashhurst. Existing 40km/h on Cambridge Avenue.	Proposed permanent 30km/h on Stanford Street South, Hodgetts Place, Petes Way, Guildford Street, and parts of Cambridge Avenue, Winchester Street, Oxford Street, Stortford Street, Bamfield Street and Standford Street North. Proposing to replace existing VSL signs on Salisbury Street to a 30km/h VSL.
Reason for proposed change	
We have included the streets around the school entrances, as well as extending through to capture some of the town centre, public toilets, and parking near the school. This is to capture the higher number of pedestrians around these areas due to the students and pedestrians coming from the school and the town centre. The average speed that drivers are already travelling through this area is less than 30km/h so this proposed speed limit is anticipated to align with how the roads operate currently.	

Ashhurst School

Variable 30km/h proposed

Permanent 30km/h proposed

Bunnythorpe School

Current Speed Limits	Proposed Speed Limits
Existing 50km/h on local roads throughout Bunnythorpe.	Proposed permanent 30km/h on Baring Street and Dutton Street
Reason for proposed change	
This proposal covers the immediate streets around the school where there will be a high volume of pedestrians and the pick-up/drop-off area. The average speed that people are travelling on these two roads is already less than 30km/h so this proposed speed limit is anticipated to align with how the roads operate currently.	

Bunnythorpe School

Permanent 30km/h proposed

Cloverlea School

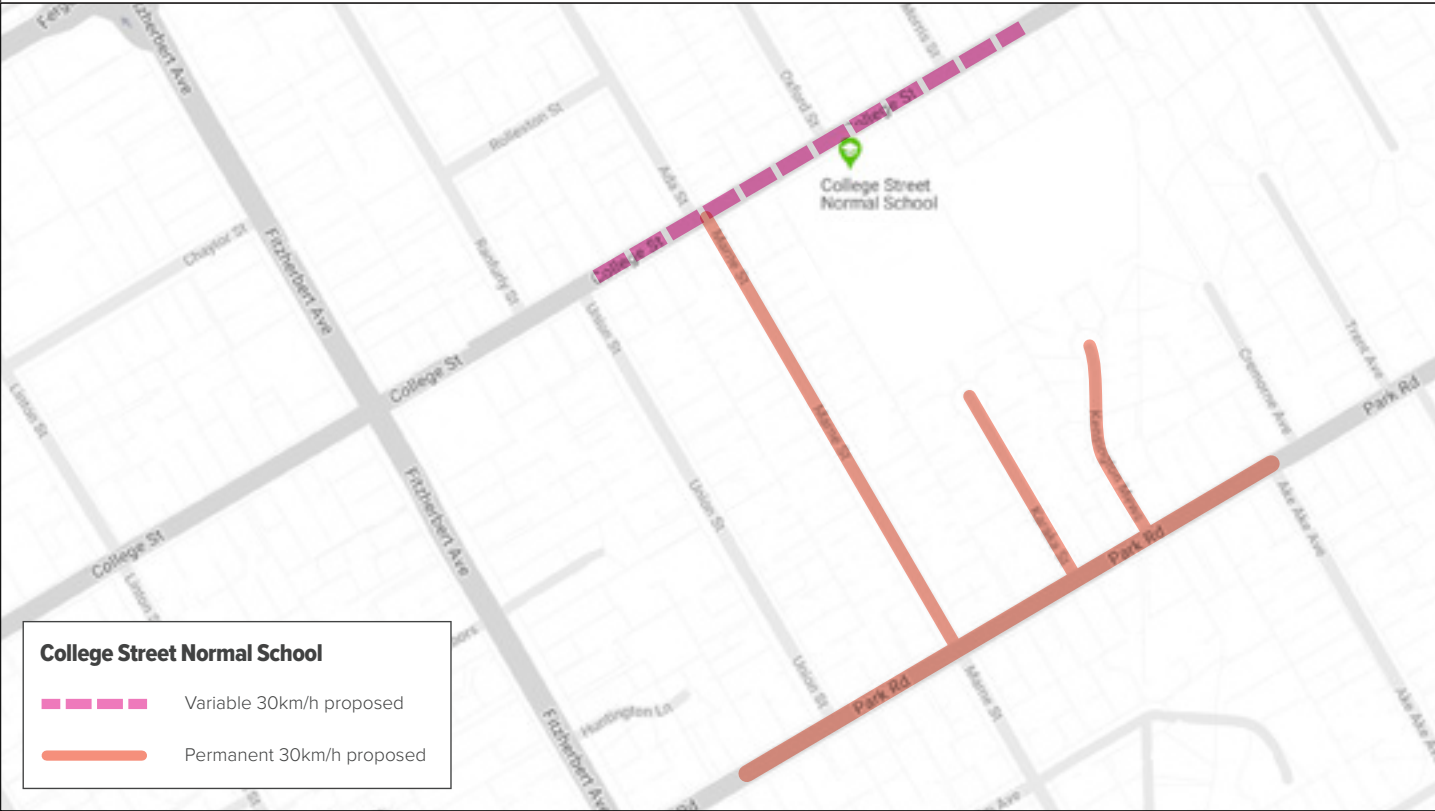
Current Speed Limits	Proposed Speed Limits
Existing 50km/h through all local roads in area.	Proposed permanent 30km/h on Benmore Avenue from its intersection with Gillespies Line to a point 50 metres west from its intersection with Meadowbrook Road. This proposed change includes the side streets coming off Benmore Ave 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.
Reason for proposed change	
This proposal captures the zone around the school where students are likely to be walking and traveling to and from school. The road infrastructure, such as the raised crossings and the narrow streets, already support the lower speeds. The extent of the reduced speed limit zone has been stopped on Benmore Ave so that there are suitable visual cues to the driver as to why there is a reduced speed limit.	



The map shows the area around Cloverlea Primary School, marked with a green pin. A network of roads is highlighted in orange, indicating the proposed permanent 30km/h speed limit zone. The zone follows Benmore Avenue from Gillespies Line to Meadowbrook Road, and includes several side streets branching off Benmore Avenue. A legend in the bottom left corner identifies the orange line as 'Permanent 30km/h proposed'.

College Street Normal School

Current Speed Limits	Proposed Speed Limits
Existing 50km/h through all local roads in area. Existing 40km/h VSL on College Street from a point 20 metres east of its intersection with Morris Street to a point 10 metres east of its intersection with Union Street.	Proposed replacement of existing 40km/h VSL on College Street. Proposed permanent 30km/h 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.
Reason for proposed change	
The permanent 30km/h on Park Road will extend to include the access to the school on Karaka Street, as well as the kea crossing/kerb buildouts on Park Road that will service the school. The VSL on College Street is to support the safety of children during school times, but during off peak hours the 50km/h limit will remain to maintain the main purpose of the road being travel efficiency and a bus route.	



The map shows the area around College Street Normal School, marked with a green pin. Two types of proposed speed limit zones are shown: a pink dashed line for 'Variable 30km/h proposed' along College Street, and orange solid lines for 'Permanent 30km/h proposed' on Park Road and several side streets. A legend in the bottom left corner identifies these zones.

Kairanga School

Current Speed Limits	Proposed Speed Limits
Existing 70km/h stretches at intersection between Rongotea Road and Kairanga Bunnythorpe Road.	Proposed permanent 60km/h to replace the existing stretch of 70km/h at the cross intersection of Longburn Rongotea Road and Kairanga-Bunnythorpe Road.
Reason for proposed change	
<p>This school has been designated a category 2 school as the entrance has a partially off-road parking area and the higher operating speeds in the area would make a 30km/h limit unsafe without suitable staged speed decreases. The proposed speed limit of 60km/h is the slowest speed for a category 2 school.</p> <p>A variable speed limit has not been proposed as the permanent speed limit is already at 70km/h and variable signs at a crossroads intersection could have negative impacts on safety at this intersection due to road clutter and distractions.</p>	

Kairanga School

Permanent 60km/h proposed

Longburn Adventist College

Current Speed Limits	Proposed Speed Limits
Existing 70km/h on whole of Walkers Road.	Proposed permanent 60km/h on the whole stretch of Walkers Road to replace the existing 70km/h.
Reason for proposed change	
<p>Longburn Adventist College is a category 2 School due to the reduced likelihood of pedestrian activity on Walkers Road, with many students expected to arrive by bus or be driven to school. A speed limit of 30km/h would also be inappropriate on this road without suitable infrastructure, and likely to be uncomfortable for road users. Furthermore, the current average speed on Walkers Road is less than 60km/h.</p>	

Longburn Adventist College

Permanent 60km/h proposed

State Highway

Longburn School

Current Speed Limits

Existing 70km/h stretch through Longburn.

Proposed Speed Limits

Waka Kotahi is proposing a 30km/h VSL on SH56 as part of its Interim Speed Management Plan.

PNCC proposes a permanent 30km/h on Carey Street to tie into Waka Kotahi's proposal for SH56.

Reason for proposed change

The permanent speed limit of 30km/h is primarily proposed to align with the Waka Kotahi proposal. Please note: the extent of the VSL proposed by Waka Kotahi were assumed at the time of this assessment, as Waka Kotahi has yet to confirm this information.

While we support Waka Kotahi's proposed 30km/h VSL on SH56, and are proposing a permanent 30km/h speed limit on Carey Street to complement it, we have been urging Waka Kotahi to permanently reduce the speed limit on SH56 from Palmerston North through to Longburn. A permanent slower speed limit on this section of SH56 would make it a safer school environment, as well as supporting the urban growth planned for land between Palmerston North and Longburn.

Ongoing liaison with Waka Kotahi is planned to align the proposals and implementation.

The State Highway speed limits are determined by Waka Kotahi, but have been shown here as an indication to provide a full picture for the speed limit outside the school. Waka Kotahi's consultation on the State Highway speed limits closed in December 2022, however we are working closely with Waka Kotahi to create a consistent network.

WAKA KOTAHINZ TRANSPORT AGENCY

Longburn School

Longburn School

Permanent 30km/h proposed

Variable 30km/h (proposed by Waka Kotahi)

State Highway

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OneSchool Global – Palmerston North Campus

Current Speed Limits

Existing 50km/h on local roads.

Proposed Speed Limits

Proposed 30km/h VSL on Johnstone Drive outside the school entrance.

Reason for proposed change

The 30km/h extends outside the entrance to the school to capture the high pedestrian volumes expected around this area during the start and end of the school day.

Due to the more rural nature of the surrounding road, and the road design not supporting a permanent 30km/h, a variable speed limit has been proposed to operate only when pedestrian activity is expected.

OneSchool Global – Palmerston North Campus

Variable 30km/h proposed

State Highway

One School Global Palmerston

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Palmerston North Girls' High School

Current Speed Limits	Proposed Speed Limits
Existing 50km/h through all local roads in area. Existing 40km/h VSL 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. Existing 40km/h VSL 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.	Proposed replacement of existing 40km/h VSL on Fitzherbert Avenue and College Street with a 30km/h VSL. Permanent 30km/h on Huia Street, Manawaroa Street, and Graham Street.
Reason for proposed change	
<p>Palmerston North Girls' High School is already covered by a 40 km/h VSL. Under the new Speed Management Guide, the speed limit for a VSL for a school should be 30km/h unless it is a category 2 school. Therefore, the proposal is to reduce the VSL to 30km/h.</p> <p>The permanent 30km/h proposed on Manawaroa Street is due to the proximity to the school as well as the access to the Victoria Esplanade where there are higher numbers of pedestrians during peak hours.</p> <p>A variable speed limit has been proposed on both major roads due to their priority being for efficient travel during the day.</p>	

Palmerston North Girls' High School
- - - Variable 30km/h proposed
— Permanent 30km/h proposed

Parkland School

Current Speed Limits	Proposed Speed Limits
Existing 50km/h through all local roads in area.	Proposed permanent 30km/h speeds on Balmoral Drive, Heritage Place, Parkland Crescent, and Croxley Place.
Reason for proposed change	
<p>A permanent 30km/h speed limit is proposed on the local streets because this is where the school accesses are and higher numbers of students are expected. The streets are all local residential streets so a permanent speed limit is more appropriate here. This proposal is supported by the current average 30km/h speed on these roads.</p>	

Parkland School
— Permanent 30km/h proposed

Russell Street School

Current Speed Limits	Proposed Speed Limits
Existing 50km/h through all local roads in area.	Proposed permanent 30km/h on Tyndall Street and on Rongopai Street from its intersection with Russell Street to its intersection with Heretaunga Street. Proposed permanent 30km/h Russell Street from Tremaine Avenue to ~50 metres south of its intersection of Rongopai Street. Proposed permanent 30km/h on Heretaunga Street from its intersection with Tremaine Avenue to a point ~25 metres south of its intersection with Florence Avenue.
Reason for proposed change	
The proposed 30km/h speed limits include the side access roads to the school and are extended on Heretaunga Street to include the zebra crossing. The speed limit is not extended to other local streets at this time as there are currently not enough visual cues to the drivers of the school. Infrastructure would be needed to reduce speeds further to align to best practice.	

Russell Street School

Permanent 30km/h proposed

Te Kura o Wairau

Current Speed Limits	Proposed Speed Limits
Existing 50km/h through all local roads in area.	Proposed 30km/h VSL on Botanical Road for a stretch of 280 metres. Proposed Permanent 30km/h on Lancaster Street, Somerset Crescent, and Drayton Place. Proposed Permanent 30km/h on Highbury Avenue from a point 60 metres south of its intersection with Havelock Avenue to its intersection with Tremaine Road.
Reason for proposed change	
The VSL on Botanical Road has been proposed to capture the higher volumes of students expected at school including the zebra crossing, while allowing vehicles to travel at higher speeds (that the road is designed for) at all other times. A permanent 30km/h was extended to Highbury Avenue to include the raised crossing where there will be higher volumes of pedestrians from the school crossing here.	

Te Kura o Wairau

Variable 30km/h proposed

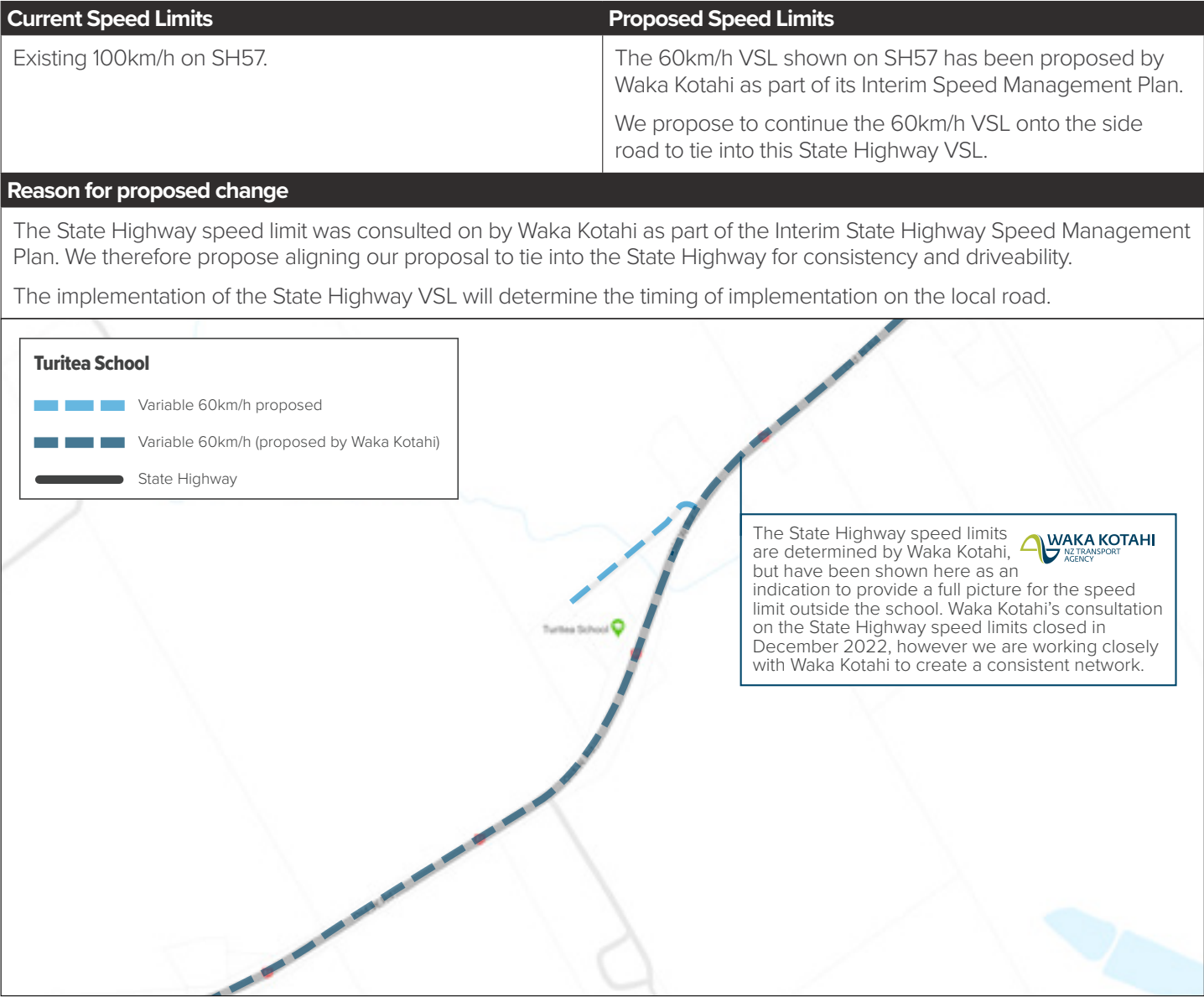
Permanent 30km/h proposed

Terrace End School

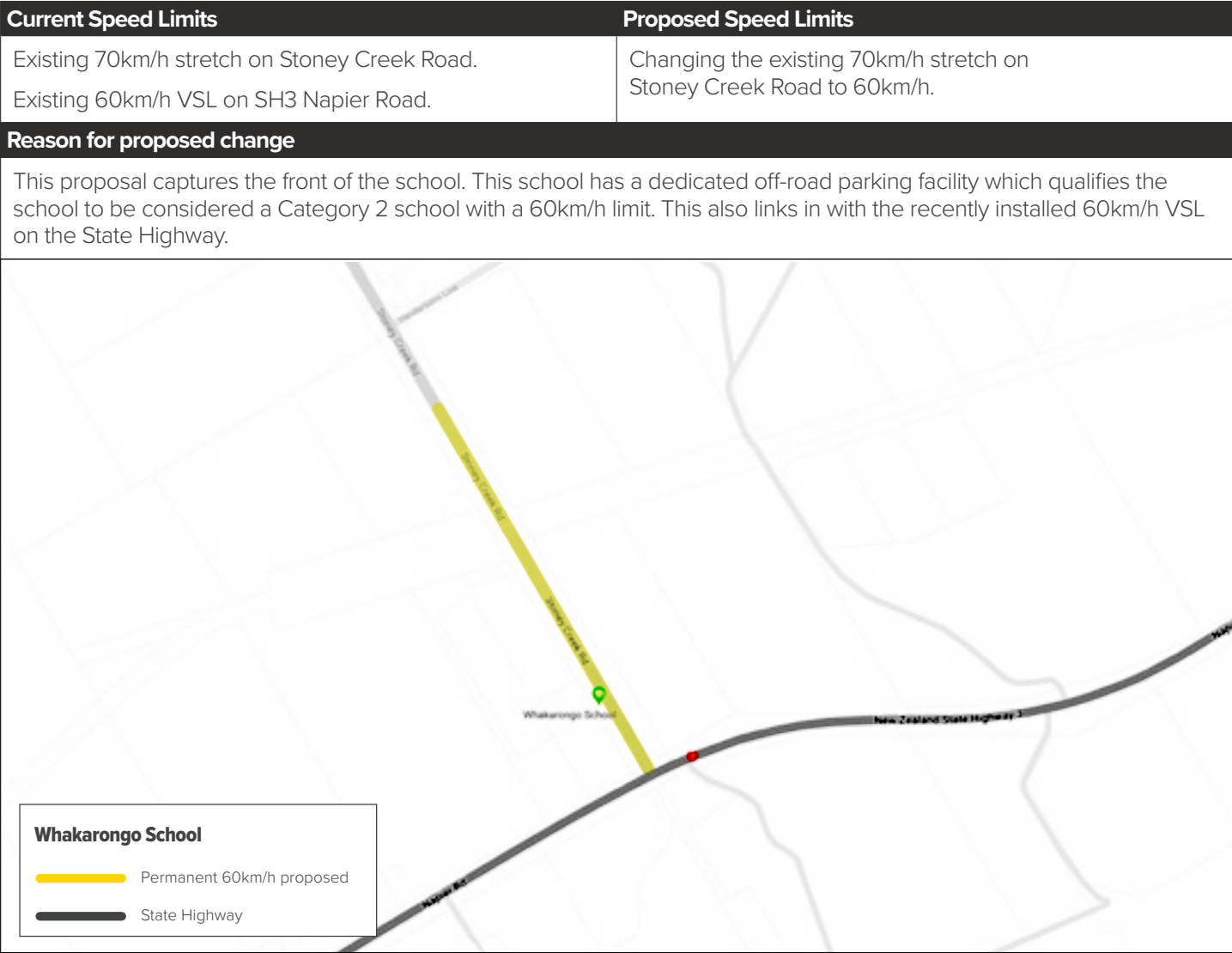
Current Speed Limits	Proposed Speed Limits
Existing 50km/h through all local roads in area. Existing 40km/h VSL on Ruahine Street from Newhaven Place to north of its intersection with Featherston Street.	Proposed replacement of existing 40km/h VSL to a 30km/h VSL on Ruahine Street for a stretch of 500 metres. Proposed permanent 30km/h on Kauri Street, Koromiko Avenue, Plymouth Street, and Wharenuui Terrace. Proposed permanent 30km/h on Rangiora Terrace from its intersection with Featherston Avenue to a point 60 metres east from its intersection with Koromiko Avenue Proposed permanent 30km/h on Moheke Avenue from its intersection with Rangiora Avenue to a point 90 metres east of that same intersection.
Reason for proposed change	
The 30km/h permanent limits are proposed on the local roads to capture the access streets to the school, while also tying into the nearby Ross Intermediate/Freyberg High School Cluster. A 30km/h VSL is proposed on the main road to align with the principles that main roads should prioritise efficient movement, so a 30km/h speed limit will be active only at peak hours. The 30km/h permanent speed limit is not extended further round Moheke Ave at this time as there are fewer visual cues to drivers as to why a reduced speed limit is necessary this far away from school.	



Turitea School



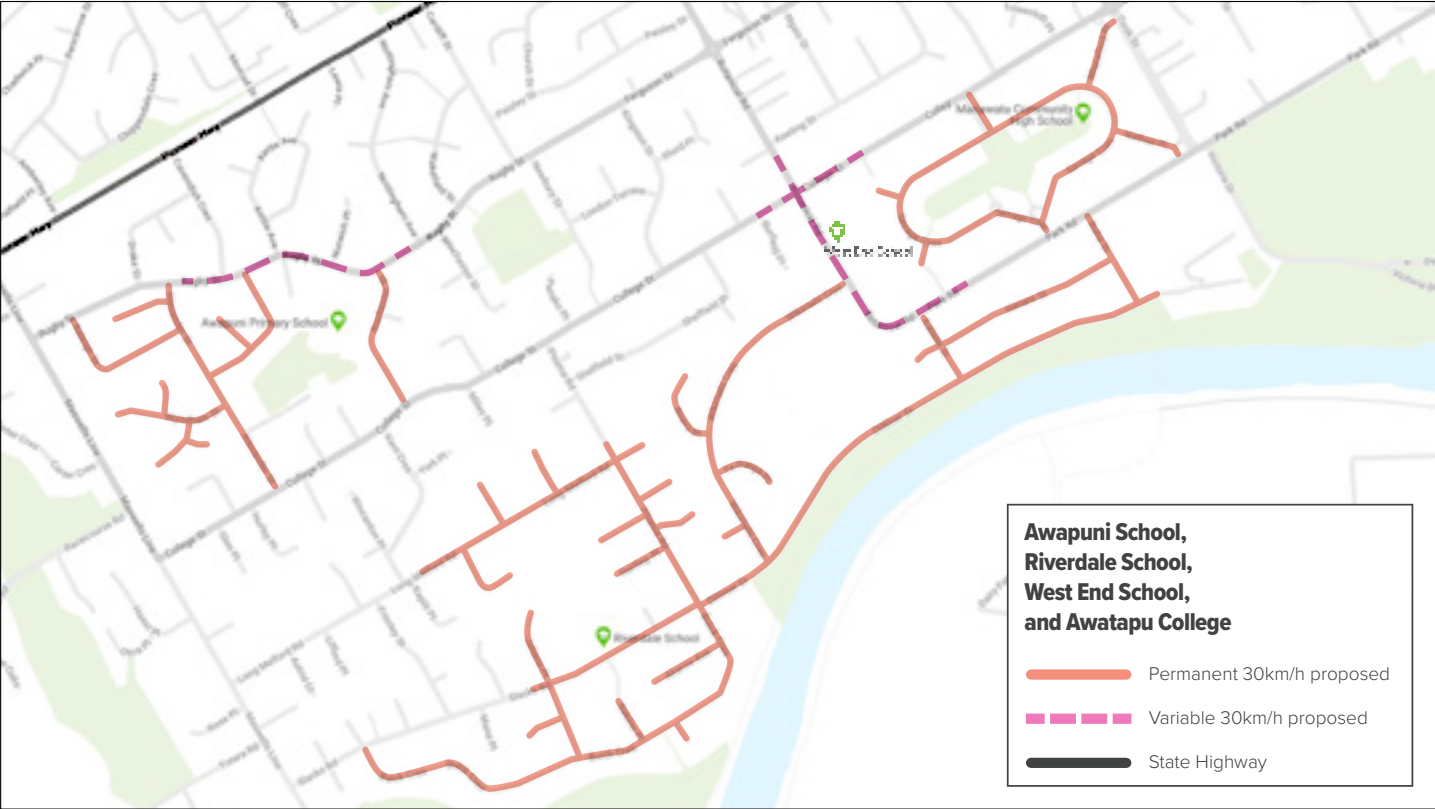
Whakarongo School



Awapuni - West End Schools Cluster

Awapuni School, Riverdale School, West End School, Awatapu College, and Manawatū Community High School – Manawatū Kura a Iwi

Current Speed Limits	Proposed Speed Limits
<p>There is an existing 50km/h through all local roads in area.</p> <p>Additionally, there is a 40km/h VSL on:</p> <ul style="list-style-type: none">➤ Botanical Road from College Street to Park Road.➤ Katene Street to Botanical Road➤ College Street extending either side of Botanical Road	<p>Replace existing 40km/h VSL on Botanical Road and College Street with 30km/h VSL.</p> <p>We propose a permanent 30km/h on Dittmer Drive from the He Ara Kotahi (bridge) end to a point 10 metres west of its intersection with Hampden Street.</p> <p>We propose a 30km/h VSL on Rugby Street outside the entrance of Awapuni school for a 500m stretch.</p> <p>Outside of Awapuni School, there is also permanent 30km/h proposed on Alexander Street, Raleigh Street, Wyndham Street, Oban Place, Wainui Court, Dampier Avenue, Benbow Place, Rochester Street, and Bradford Place.</p> <p>Outside of Manawatū Community High School – Manawatū Kura a Iwi Cluster, there is also proposed permanent 30km/h on Savage Crescent, Mansford Place, Nathan Place, Hodgens Place, Hammon Place, and Townshend Place.</p> <p>There is a permanent 30kmh/ proposed on Pitama Road from its intersection with Slacks Road to a point 10 metres north of its intersection with Long Melford Road.</p> <p>There is a proposed 30km/h proposed on Long Melford Road from its intersection with Pitama Road to a point 30 metres east of its intersection with Kapiti Place.</p> <p>The following side roads are proposed at permanent 30km/h: Ruha Street, Henare Street, Katene Street, Huata Road, Wikiriwhi Crescent, Anaru Place, Te Punga place, Wharite place, Buick Crescent, Sharon Place, Rakino Place, Akaroa Avenue, Hampden Street, Coronet Place, Mana Place, Anzio Place, Busby Place, Adrien Way, Ngahere Court, Hartley Place, Berkley Place, Belgrave Place, Mudgway Place, McDonald Place, and Juliana Place.</p>
Reason for proposed change	
<p>With these schools being very close together, it makes sense to create a broader reduced speed school zone to capture this Awapuni and Westend School cluster. This will mean a wider neighbourhood has reduced speeds but better consistency and driveability in the area for residents.</p> <p>Being close to the Esplanade, it also makes sense to extend the reduced limits down this road to support the increasing numbers of pedestrians along this road accessing the nearby walking tracks.</p> <p>On some roads the speed limit has been stopped closer to the school instead of extending it to capture the whole road, such as Slacks Rd. This is because there would be low levels of compliance with a slower speed limit without changes to the road design.</p> <p>These speeds will be monitored and reviewed in the next speed management plans if changes are needed.</p>	



Hokowhitu Schools Cluster

Hokowhitu School, St James School, and Winchester School

Current Speed Limits	Proposed Speed Limits
Existing 50km/h through all local roads in area.	Proposed replacement of existing 40km/h VSL to a 30km/h VSL on Albert Street for stretch of 815 metres.
Existing 40km/h VSL 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.	Proposed permanent 30km/h on Churchill Avenue, Epsom Road, Luton Street, Athlone place, Wigan Place, Winston Avenue, Franklin Avenue, Newcastle Street, Swansea Street, Bone Street, Ascot Street, Surrey Crescent, Goodwyn Crescent, Roxburgh Crescent, and a 375 metre stretch of Ruahine Street outside of Winchester School.
Reason for proposed change	
The close proximity of these three schools makes a slow speed zone a natural fit for this area.	
The permanent 30km/h speed limit on Ruahine Street remains a short section because the wide road layout encourages faster speeds with people on average travelling faster than 40km/h. Travelling from the northwest, there are no indications that you are nearing a school until after the corner. Consequently, we have chosen a location for the start of the permanent 30km/h speed limit which will make it easier for people to comply with the reduced speed limit.	



Mana Tamariki and Carncot Independent School Cluster

Current Speed Limits	Proposed Speed Limits
Existing 50km/h through all local roads in area.	<p>Proposed 30km/h VSL on Grey Street outside the entrance of Mana Tamariki for a stretch of 420 metres.</p> <p>Proposed permanent 30km/h on Vivian Street, Owen Street, Regent Street, and Sydney Street,</p>

Reason for proposed change


A variable speed limit on Grey Street allows us to include the sole access to Mana Tamariki, while also allowing the street to operate at normal speeds outside of school hours.

We propose to consider Broadway Ave with the rest of the city centre speed reductions later in 2023. This way we can consider the speed of the whole of Broadway Avenue at the same time. This will save setting a slow speed section on Broadway Ave outside the school, when it may be overridden when the rest of the city centre is considered.



Milson School and St Peter’s College Cluster

Current Speed Limits	Proposed Speed Limits
Existing 50km/h through all local roads in area.	Proposed permanent 30km/h zone created with Rennie Avenue, Grange Place, Moyne Avenue, Aspiring Avenue, Catlins Crescent, Hunter Street, Kaituna Street, Holdsworth Avenue, Lockhart Avenue, Abraham Crescent, Cohen Place, and Rutland Place.
Reason for proposed change	
A slow speed zone covering two schools ensures consistency in the area. Average speed that people are travelling on these roads is slower than 30km/h already, so compliance will be easy to achieve. Slow speed zone ends before John F Kennedy Drive and Fairs Road where people are on average already travelling above 45km/h.	




Milson School and St Peter's College

Permanent 30km/h proposed

Palmerston North Adventist Christian School and Palmerston North Intermediate Normal School Cluster

Current Speed Limits	Proposed Speed Limits
There is an existing 50km/h through all local roads in area. There is an existing 40km/h VSL on College Street from South Street to Linton Street.	Proposed replacement of existing 40km/h VSL with 30km/h VSL on College Street outside school frontage for stretch of 430 metres. Proposed permanent 30km/h on South Street, Linton Street, and Chaytor Street Permanent 30km/h proposed on Shelson Street, Cleland Street, McGiffert Street, and the stretch of Ferguson Street between its intersection with Cook street to its intersection with Pitt Street.
Reason for proposed change	
30km/h VSL on Ferguson/Pitt and College Street to include the zebra crossing on Ferguson Street. The permanent 30km/h speeds cover the side streets that have direct access to the school.	
Permanent 30km/h to cover the direct access on Snelson Street and also to include the zebra crossing on Ferguson Street (west of Pitt Street)	
30km/h VSL on Ferguson/Pitt and College Street to include the zebra crossing on Ferguson Street.	



Palmerston North Adventist Christian School and Palmerston North Intermediate

Variable 30km/h proposed

Permanent 30km/h proposed

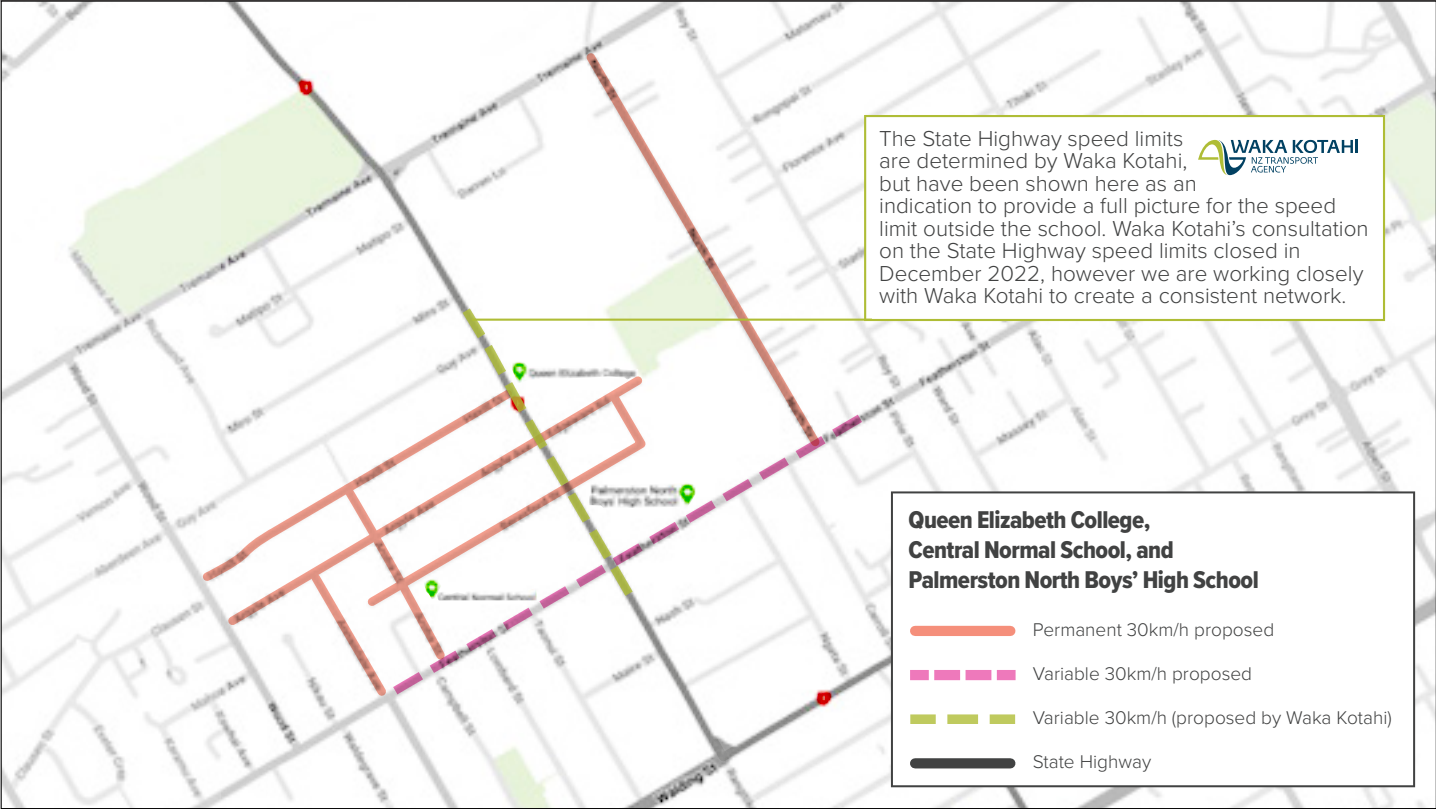
Rangitikei / Featherston Street Schools Cluster

Queen Elizabeth College, Central Normal School, and Palmerston North Boys' High School

Current Speed Limits	Proposed Speed Limits
Existing 50km/h through all local roads in area. Existing 40km/h VSL 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 VSL 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.	Proposed 30km/h VSL on Featherston Street in front of Central Normal School and Palmerston North Boys' School for a distance of 1km. Proposed 30km/h VSL 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. Proposed permanent 30km/h on Havill Street, Aroha Street, Argyle Avenue, Anandale Avenue, Beresford Street, Wellesbourne Street, Ivanhoe Terrace, Edgeware Road, and North Street.

Reason for proposed change

To avoid inconsistent stretches of variable speed limits outside Central Normal School (existing 40km/h VSL), Palmerston North Boys' School (existing 40km/h VSL), and Queen Elizabeth College (new), we propose to have a consistent 30km/h VSL zone across all three, making it clearer for vehicles driving through this area.



Roslyn Schools Cluster

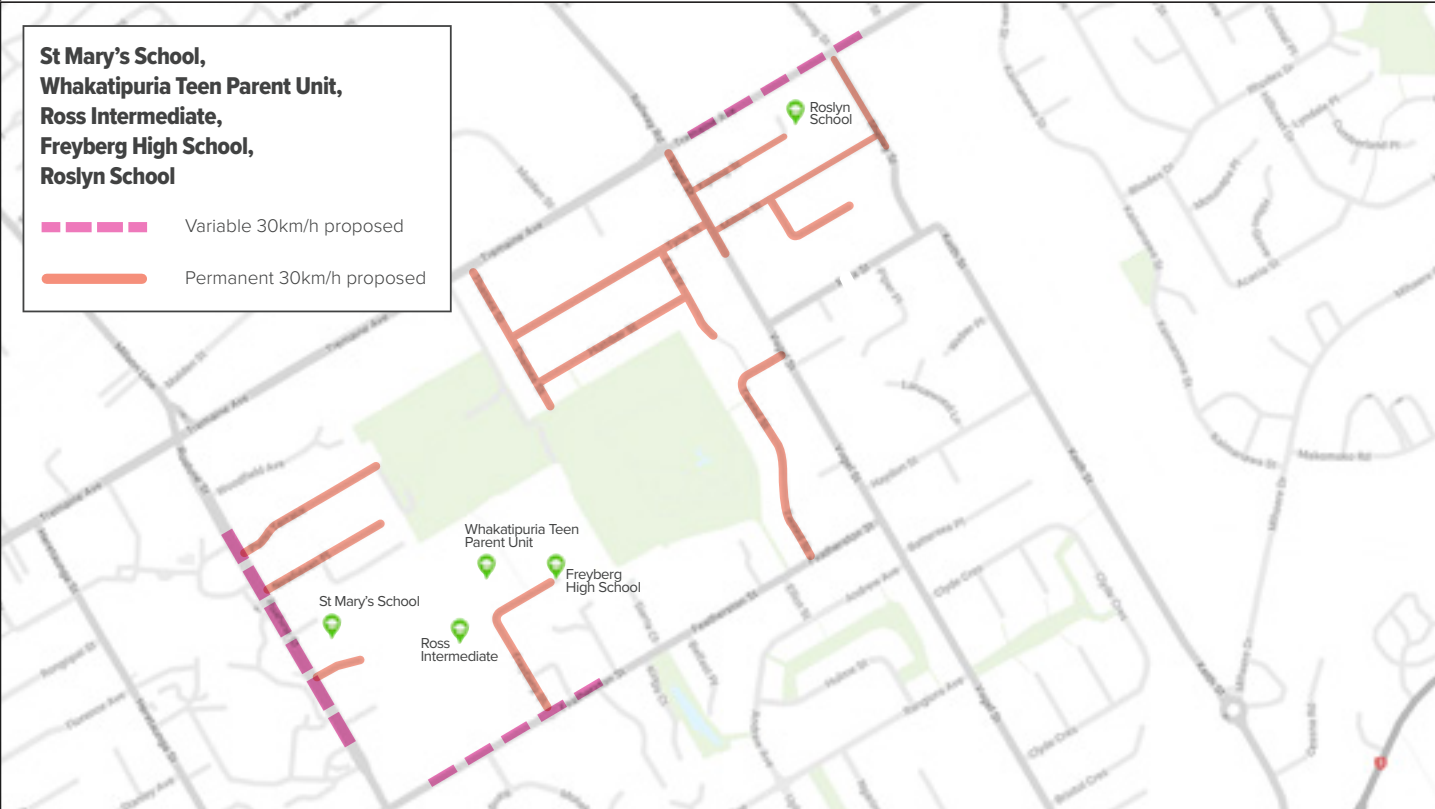
St Mary's School, Whakatipuria Teen Parent Unit, Ross Intermediate, Freyberg High School, Roslyn School

Current Speed Limits	Proposed Speed Limits
Existing 50km/h through all local roads in area. Existing 40km/h VSL 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. Existing 40km/h VSL on Freyberg Street.	Proposed permanent 30km/h speed on Freyberg Street and 30km/h VSL to replace the existing 40km/h VSL on the stretch of Featherston Street outside Freyberg Street. Proposed permanent 30km/h on Thames Street, Tyne Street, Humber Street, Esk Street, and Tweed Street on the northeast side of the school. Proposed permanent 30km/h on Thames Street and neighbouring streets. Proposed permanent 30km/h speeds on Kipling Street, Milton Street, Browning Place, Shelley Street, and a stretch of Vogel Street from Tremaine Avenue to just south of Milton Street. Proposing a 30km/h VSL on Tremaine Avenue

Reason for proposed change

We have included the streets around the school entrances. Streets to the Northeast like Thames Street, Tyne Street, Humber Street, and Esk Street are included due to the access to Freyberg Community Pool, the schools and Edwards Pitt Park. Tweed was included because of the street entrance to Edwards Pitt Park that is on it.

Around Roslyn School, we have proposed capturing the immediate streets at school entrances, as well as the zebra crossings on Vogel Street and Shelley Street, while also including the Vogel Street shops, where there could be high numbers of pedestrians travelling there from the school.



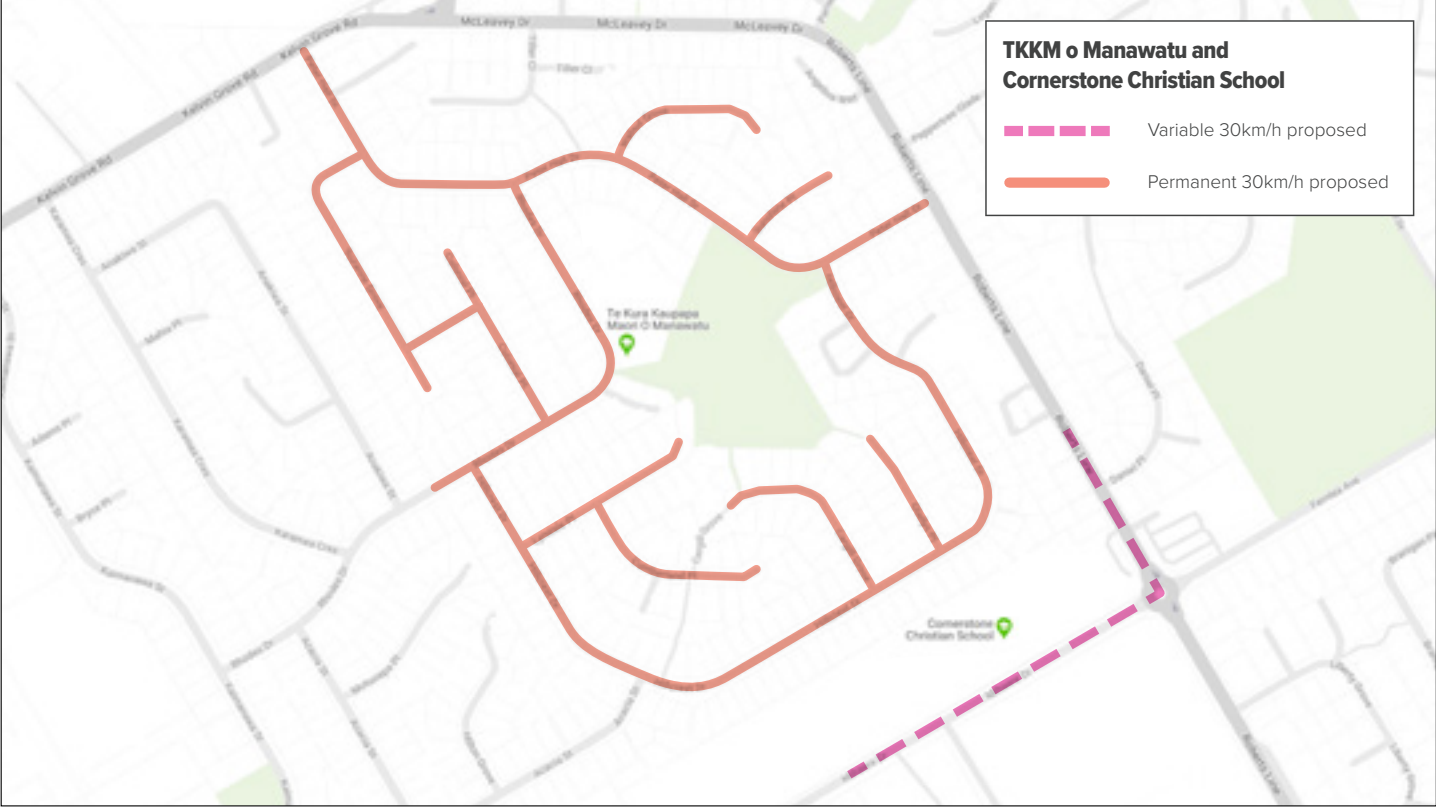
Takaro Schools Cluster

Takaro School, Monrad – Te Kura Waenga O Tirohanga, Our Lady of Lourdes School

Current Speed Limits	Proposed Speed Limits
<div><div>➤</div> There is an existing 50km/h through all local roads in area.</div> <div><div>➤</div> There is an existing 40km/h VSL on</div> <div><div>➤</div> Botanical Road from Pioneer Highway to Brighton Crescent.</div> <div><div>➤</div> Brighton Crescent</div> <div><div>➤</div> Highbury Avenue from Brighton Crescent to Botanical Road.</div>	<div>Proposed replacement of the existing 40km/h VSL on Botanical Road to a 30km/h VSL. This VSL will extend just south of its intersection with Pioneer Highway.</div> <div>Proposed 30km/h VSL on Pioneer Highway ~100 metres west of its intersection with Botanical Road and extending to a point 30 metres east of its intersection with Shamrock Street.</div> <div>Proposed permanent 30km/h on Shamrock Street from its intersection with Pioneer Highway to a point 30 metres south of its intersection with Chelwood Street.</div> <div>Proposed permanent 30km/h on Highbury Avenue from its intersection with Botanical Road to a point 40 metres north of its intersection with Brighton Crescent.</div> <div>Proposed permanent 30km/h on Ronberg Street from its intersection with Highbury Avenue to a point 40 metres east of its intersection with Wilson Crescent.</div> <div>Proposed permanent 30km/h on Rewa Street, Duna Place, Moray Place, Radnor Place, Brighton Crescent, Renfrew Place, MacEwen Place, and Opie Place.</div>
Reason for proposed change	
<p>Permanent 30km/h speed limits have been proposed on local residential side streets where greater numbers of pedestrians are expected and there is direct school access.</p> <p>A 30km/h VSL has been proposed on the main roads to align with the principles that main roads should prioritise efficient movement, so a 30km/h speed limit will be active only at peak hours.</p> <p>The 30km/h permanent speed limit has not been extended further down Highbury Ave at this time as there are fewer visual cues to drivers as to why a reduced speed limit is necessary this far away from school.</p>	



Te Kura Kaupapa Māori o Manawatū and Cornerstone Christian School Cluster

Current Speed Limits	Proposed Speed Limits
Existing 50km/h through all local roads in area.	<p>Proposed permanent 30km/h speed limits 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.</p> <p>Proposed changing the existing 40km/h VSL on Mihaere Drive and Roberts Line to a 30km/h VSL</p> <p>Proposed extending the VSL on Mihaere Drive further west to include the Kea Crossing.</p>
Reason for proposed change	
<p>We proposed this to capture the immediate zone around the school where there are higher numbers of children. The speed zone stops on Rhodes Drive to avoid creating a larger network where drivers will not see any visual clues to reduce their speed and comply with the new limits.</p> <p>The reason for extending the existing extents of the VSL on Mihaere Drive is to capture the front of the school and the Kea Crossing where there will be higher numbers of children crossing during drop-off/pick-up times.</p>	
	

Alignment to Horizons Regional Council

Horizons Regional Council is in the early stages of developing its regional speed management plan for 2024-2027 and we have been working closely with Horizons Council to align the guiding principles and priorities between this interim speed management plan and the broader regional plan.

More information on the Regional Speed Management Plan will be made available later in 2023 to align with the 2024-2027 speed management plan.

Alignment to Waka Kotahi

Waka Kotahi consulted on its Interim State Highway Speed Management Plan in December 2022, and the proposals in the consultation material were considered in the development of these current proposals.

At the time of this consultation Waka Kotahi has not supplied us with confirmed details of its proposals, and has not yet responded to requests for further information, such as the exact extent of the speed limit changes on State Highways. Therefore, we have made assumptions about this information for the purposes of developing these proposals. We have noted these assumptions where they apply throughout our proposals.

- The schools where there are State Highway interfaces are:
- Palmerston North Boys Highschool
 - Queen Elizabeth College
 - Central Normal School
 - Turitea School
 - Longburn School
 - Aokautere School
 - Whakarongo School
- We will endeavour to work closely with Waka Kotahi to have a consistent network approach to change speed limits in the interim plan and any future Speed Management Plans, in both speed limit proposals and implementation strategies.
- For more information on State Highway Speed limit proposal outside schools, you can refer to the Waka Kotahi website for the State Highway Interim Speed Management Plan consultation documentation (short link - <https://bit.ly/3wSwd24>).



How to make a submission

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

This consultation document and the submission form can be found at

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

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

To get your submission to us, either:

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

The submission period runs
from 1 May until 4pm on Friday 2 June 2023.

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

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

