

CONSULTATION DOCUMENT  
**Palmerston North  
Speed Management Plan**

20  
25





# Purpose of this document

The Council is proposing to make changes to speed limits to some roads around Palmerston North. The purpose of this document is to describe the proposed changes and to invite feedback from the community. We'll use the feedback to help make a final decision on these proposed speed limit changes.

This document is in two parts. The first part relates to speed limit changes around schools. The second part relates to two specific roads where urgent change is needed.

## What is the Council proposing to change?

We're proposing to create variable speed limits around the schools in our district. The Setting of Speed Limits Rule 2024 (the Rule) requires us to implement 30km/h variable speed limits for the roads outside the school gate. There are 40 schools in our district which have school gates adjacent to a road that is controlled by the Council.

In Part 1 we have included maps that show, for each school, which roads will have a variable speed limit. These maps also show the length of that variable speed limit, and whether we are proposing to use electronic or fixed signage.

In Part 2 we are also proposing to make two specific changes to speed limits:

- At the intersection of Longburn-Rongotea Road and Number 1 line, we are proposing to create an intersection speed zone (ISZ). An ISZ lowers the speed limit on the main road when traffic is waiting on the side road, making it safer for cross-centreline traffic movements and to merge with the main road. The ISZ would lower the speed limit on Longburn-Rongotea Road from 100km/h to 70km/h whenever traffic is waiting on Number 1 Line. This intersection is a known accident blackspot, and we expect the ISZ will make the area significantly safer.
- We're proposing to lower the speed limit on Te Wanaka Road to 50km/h. This lower speed limit aligns with the ISZ that NZTA is proposing to create (with support from PNCC) on SH56 at the intersection with Te Wanaka Road. Lowering the speed limit is a condition of the resource consent for the development of Kikiwhenua as a residential area and will unlock the nearby land for more housing.

# Speed limit changes on boundary roads

Two of the changes we are proposing are on the boundary with Manawātū District Council (MDC):

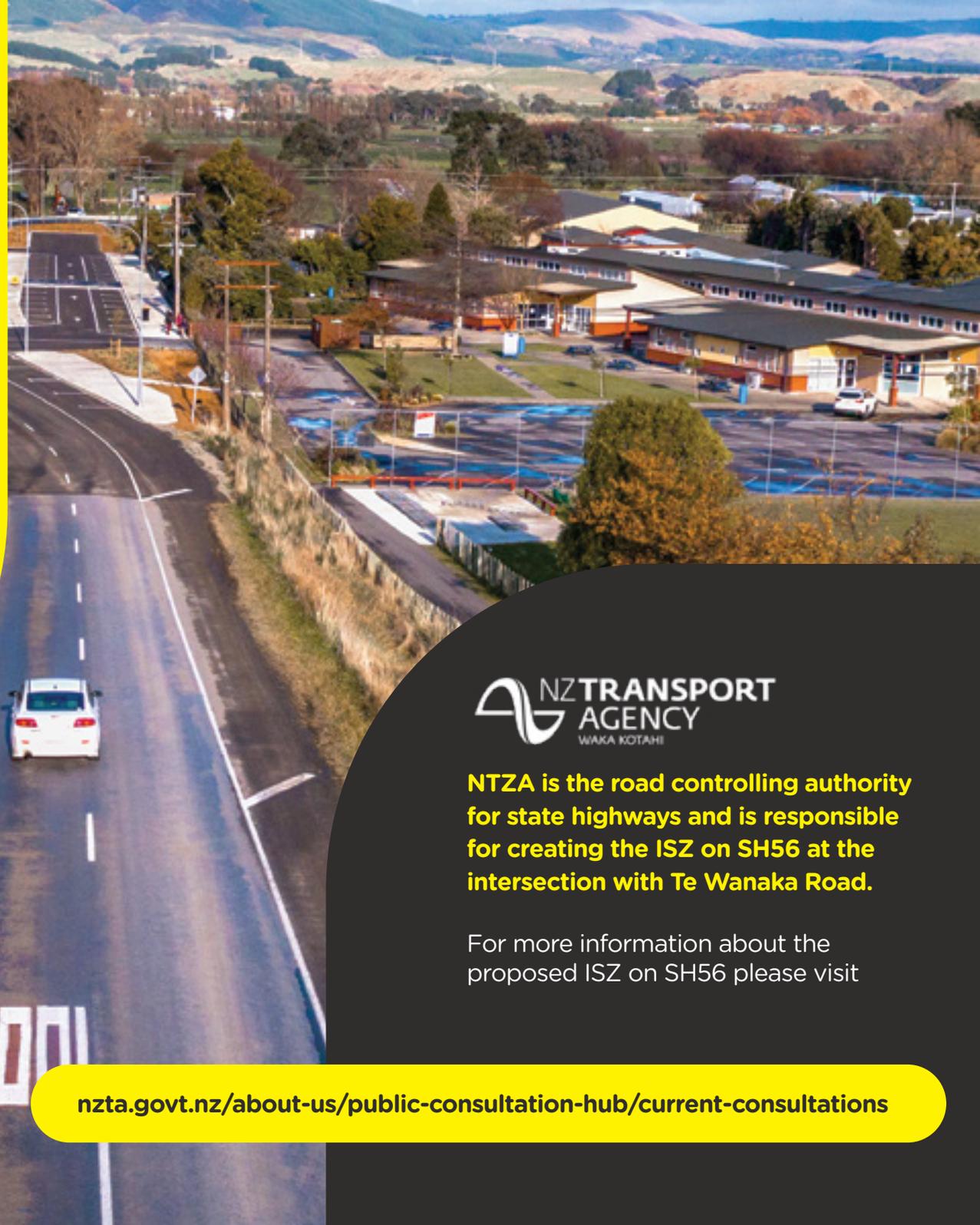
- Longburn-Rongotea Road/Number 1 Line intersection speed zone (ISZ)
- Kairanga School variable speed limit (VSL)

For each of these changes, MDC are also consulting on making the same speed limit changes. They are expecting to begin their consultation process later in 2025.

As MDC and PNCC share the road controlling authority responsibilities for both these roads, we need to ensure our decisions on any speed limit changes are aligned. We will work closely with MDC throughout the consultation process so that we understand the views expressed by the community. We will only implement a speed limit change on these roads if MDC is also making the same speed limit change.

For more information about their proposals please visit

[www.mdc.govt.nz](http://www.mdc.govt.nz)



**NTZA is the road controlling authority for state highways and is responsible for creating the ISZ on SH56 at the intersection with Te Wanaka Road.**

For more information about the proposed ISZ on SH56 please visit

[nzta.govt.nz/about-us/public-consultation-hub/current-consultations](http://nzta.govt.nz/about-us/public-consultation-hub/current-consultations)



## Why are you proposing only these changes?

We know there are other areas where a speed limit change may be needed. While we're not consulting on any changes to these areas in 2025, we will begin exploring the following areas in early 2026 to decide if speed limit changes are necessary.

**We'll reach out to the community at that time to seek input into the process of setting those speed limits:**

- City centre
- Valley Views Road and Turitea Road
- Tremaine Ave and Whitehorse Road
- Stoney Creek Road
- Roberts Line
- Kahuterawa Road
- Summerhill Drive.



# How to make a submission

Anyone can make a submission about the draft Speed Management Plan 2025.

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](https://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 February 2026.

Details of the hearings will be confirmed in the email or letter acknowledging your submission and will also be displayed on our website [pncc.govt.nz/saferspeeds](https://pncc.govt.nz/saferspeeds)

**To get your submission to us, either:**

- **Mail to**  
Draft Speed Management Plan 2025 Submissions  
Democracy and Governance Team,  
Palmerston North City Council,  
Private Bag 11034, Palmerston North 4442
- **Deliver to**  
Palmerston North City Council  
Customer Service Centre,  
32 The Square, Palmerston North
- **Email to**  
[submission@pncc.govt.nz](mailto:submission@pncc.govt.nz)  
(write Draft Speed Management Plan 2025  
Submissions in the subject)
- **Phone**  
06 356 8199.

**The submission period runs from 1 November until 5pm on Monday 15 December 2025.**

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](mailto:info@pncc.govt.nz).



# Part 1

## School Speed Limits

### Overview

The Speed Limits Rule requires all schools to have a variable speed limit for the roads “outside the school gate” by 1 July 2026. We are responsible for making these changes for all schools on roads under our control.

A variable speed limit is a speed limit that applies for specified times, such as the start and end of the school day, and which returns to the ordinary speed limit for all other times. This allows for slower speed limits at times when there are large numbers of children in the area, while allowing for traffic to travel at the ordinary speed limit at all other times.

For schools in our urban area, the variable speed limit is 30km/h. The maximum period of time that variable speed limits can apply is for 45 mins before and after the start of school and 45 mins before and after the end of school (when the bell rings).





## The proposals

The maps on the following pages outline for each school (or a group of schools, where two or more schools are in close proximity to each other) the existing speed limits in the area, and the length of road where we are proposing a variable speed limit.

For each school we have identified the entrances to the school, and suggested the length of road that we think is appropriate for the variable speed limit. In most cases it is 300 metres but in some cases it may be shorter or longer. For instance, where there may be two schools near each other and it would not make sense to have one variable speed limit stop and then a second variable speed limit start a short distance later.

The maps also show whether we are proposing to use fixed variable speed limit signs (see figure 1) or electronic (see figure 2). An electronic sign can display a different speed limit, controlled by the time of day. A fixed sign describes the different speed limits that apply for each time of the day. We have proposed using electronic signs for roads which have higher traffic volumes or increased safety risks. We have proposed using fixed signs on side roads with lower traffic volumes, where speeds are already usually slower and it will be easier for drivers to read the fixed signs.



Figure 1 - example of a static or fixed variable speed limit sign



Figure 2 - example of an electronic variable speed limit sign

## Consultation on previous proposals

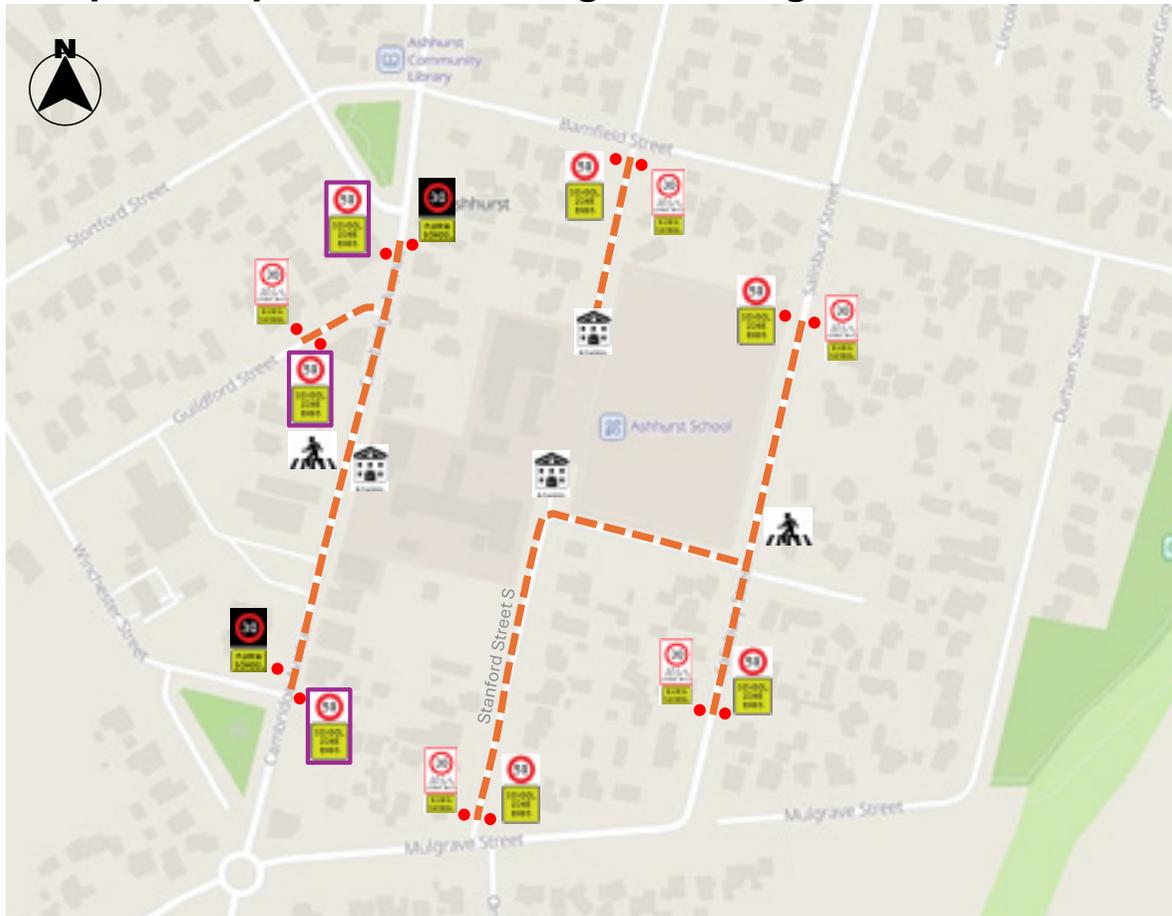
We have consulted on similar proposed speed limits before. In 2023 we consulted on a mix of variable and permanent 30km/h speed limits around schools. We also consulted on proposals to implement an intersection speed zone for Longburn-Rongotea Road/Number 1 Line, and a lower speed limit for Te Wanaka Road. However, that work was halted by the Council following the general election in November 2023 when it was announced that the incoming Government planned to reverse the outgoing government's speed limit requirements.

We're consulting again because the proposals are different to what we proposed in 2023. For instance, the speed limits around schools are only variable speed limits, rather than a mix of permanent and variable speed limits. We've also made some modifications to the other two speed limit changes we are proposing. We want to make sure that we understand the community's views before we make any final decisions.

## Existing Variable Speed Limits

There are 17 schools in Palmerston North that are already covered by an existing 40km/h variable speed limit. While these existing variable speed limits can remain as they are, we are proposing to change these to 30km/h variable speed limits so that there is a consistent approach for school speed limits across the city. Wherever possible we intend to re-use the existing signs and poles, though in some cases they may need to be relocated or have upgraded display modules to show a different speed limit.

# 01 Ashhurst School Proposed Speed Limit Changes and Sign Locations



### Existing Speed Limits

All roads surrounding the school are 50 km/h. There is an existing school 40 km/h variable speed limit on Cambridge Avenue. There are electronic speed indicator devices on Salisbury Street.

### Proposed Speed Limits

Variable 30 km/h speed limit on Salisbury Street, Stanford Street South, Stanford Street North and Cambridge Avenue.

### Legend

-  Existing Electronic Variable Speed Limit sign
-  Proposed Fixed Variable Speed Limit Sign
-  Proposed 50 km/h signs
-  Existing 50 km/h signs
-  Existing school entrance
-  Existing zebra crossing

September 2025

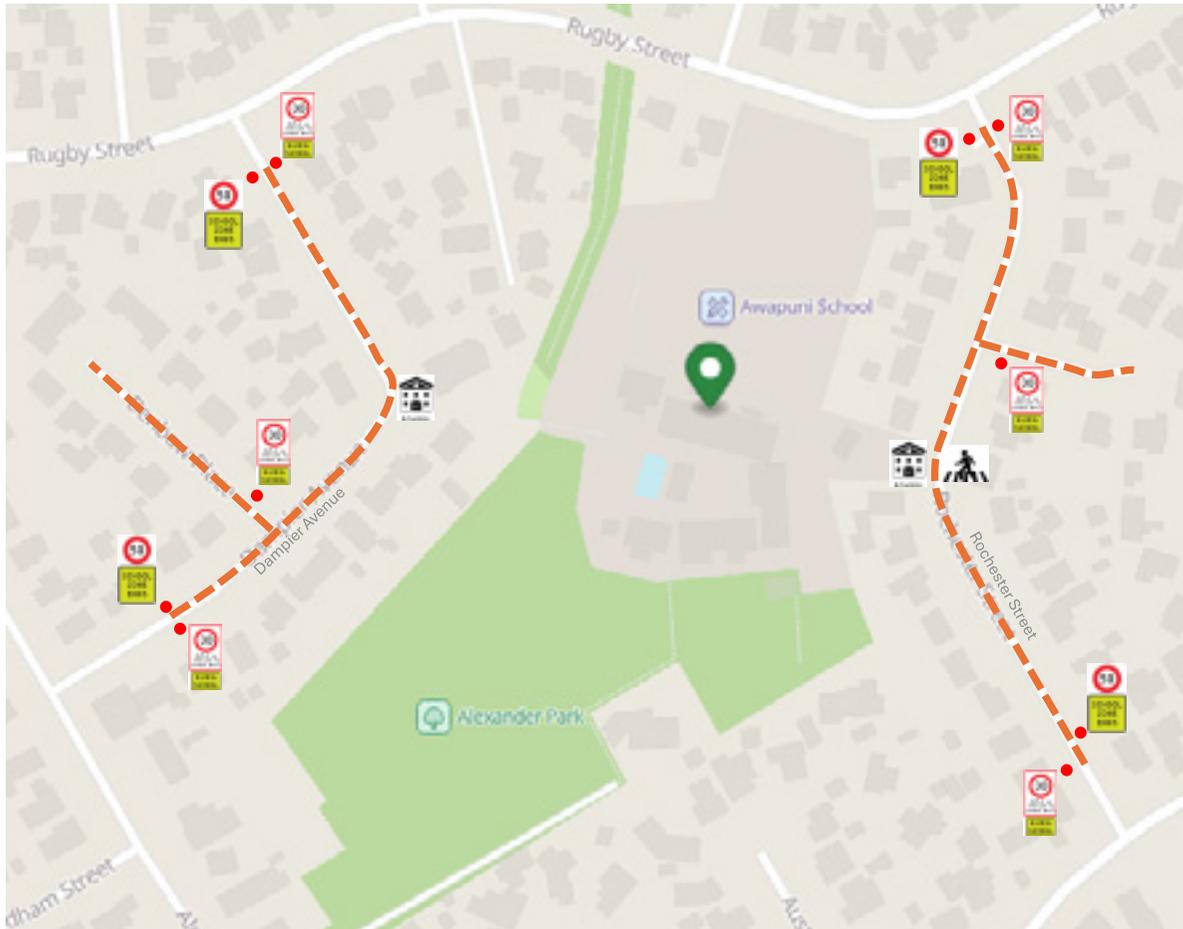
## 02 Awapuni School Proposed Speed Limit Changes and Sign Locations

### Existing Speed Limits

All roads surrounding the school are 50 km/h.

### Proposed Speed Limits

Variable 30 km/h speed limit on Rochester Street, Dampier Avenue and connecting streets.

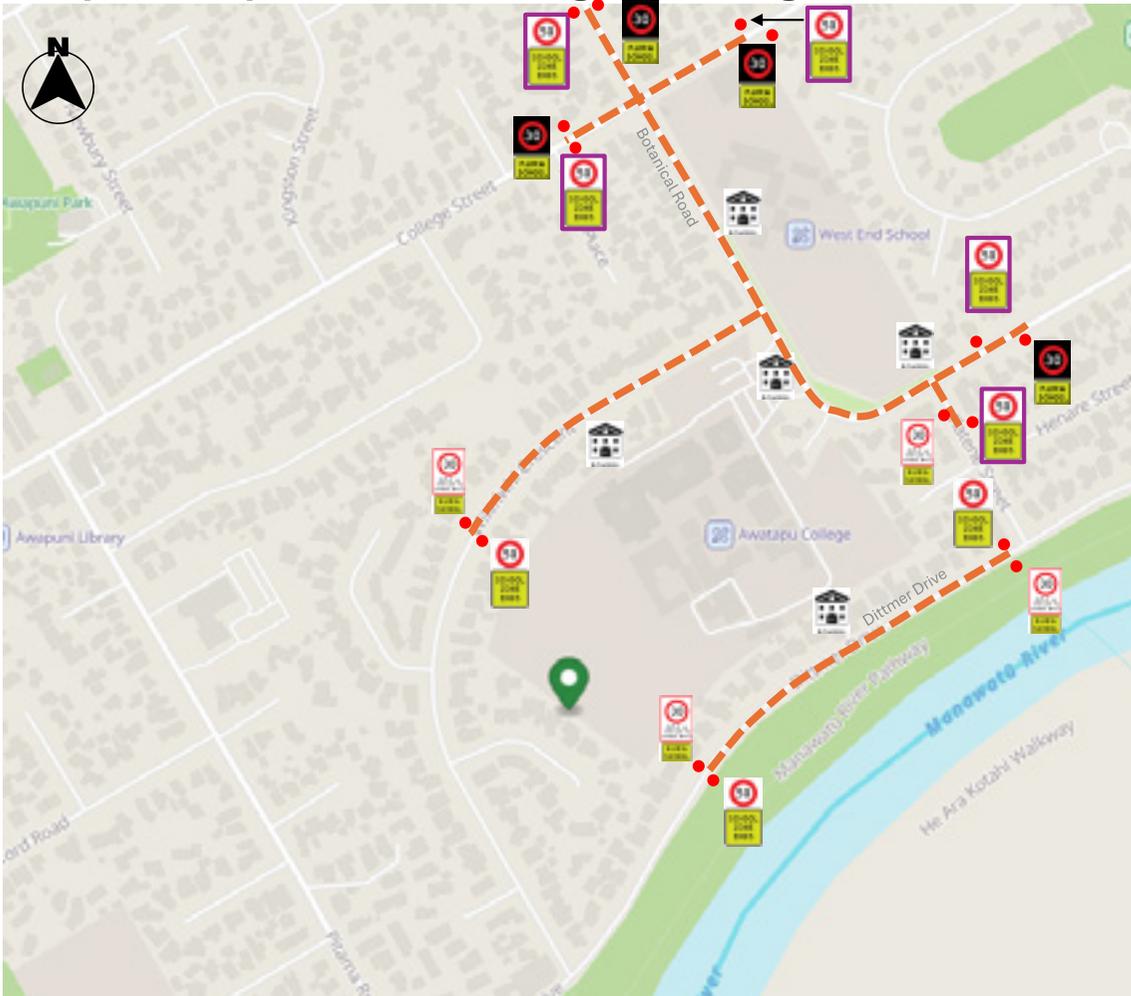


### Legend

-  Proposed Electronic Variable Speed Limit sign
-  Proposed Fixed Variable Speed Limit Sign
-  Proposed 50 km/h signs
-  Existing school entrance
-  Existing zebra crossing

July 2025

## 03 Awatapu College & West End School Proposed Speed Limit Changes and Sign Locations



### Existing Speed Limits

All roads surrounding the school are 50 km/h. There is an existing 40 km/h school variable speed limit on College Street and Botanical Road.

### Proposed Speed Limits

Variable 30 km/h speed limit on College Street, Botanical Road, Wikiriwhi Crescent, Dittmer Drive and Katene Street.

### Legend

-  Existing Electronic Variable Speed Limit sign
-  Proposed Fixed Variable Speed Limit Sign
-  Proposed 50 km/h signs
-  Existing 50 km/h signs
-  Existing school entrance

**September 2025**

## 04 Bunnythorpe School Proposed Speed Limit Changes and Sign Locations

### Existing Speed Limits

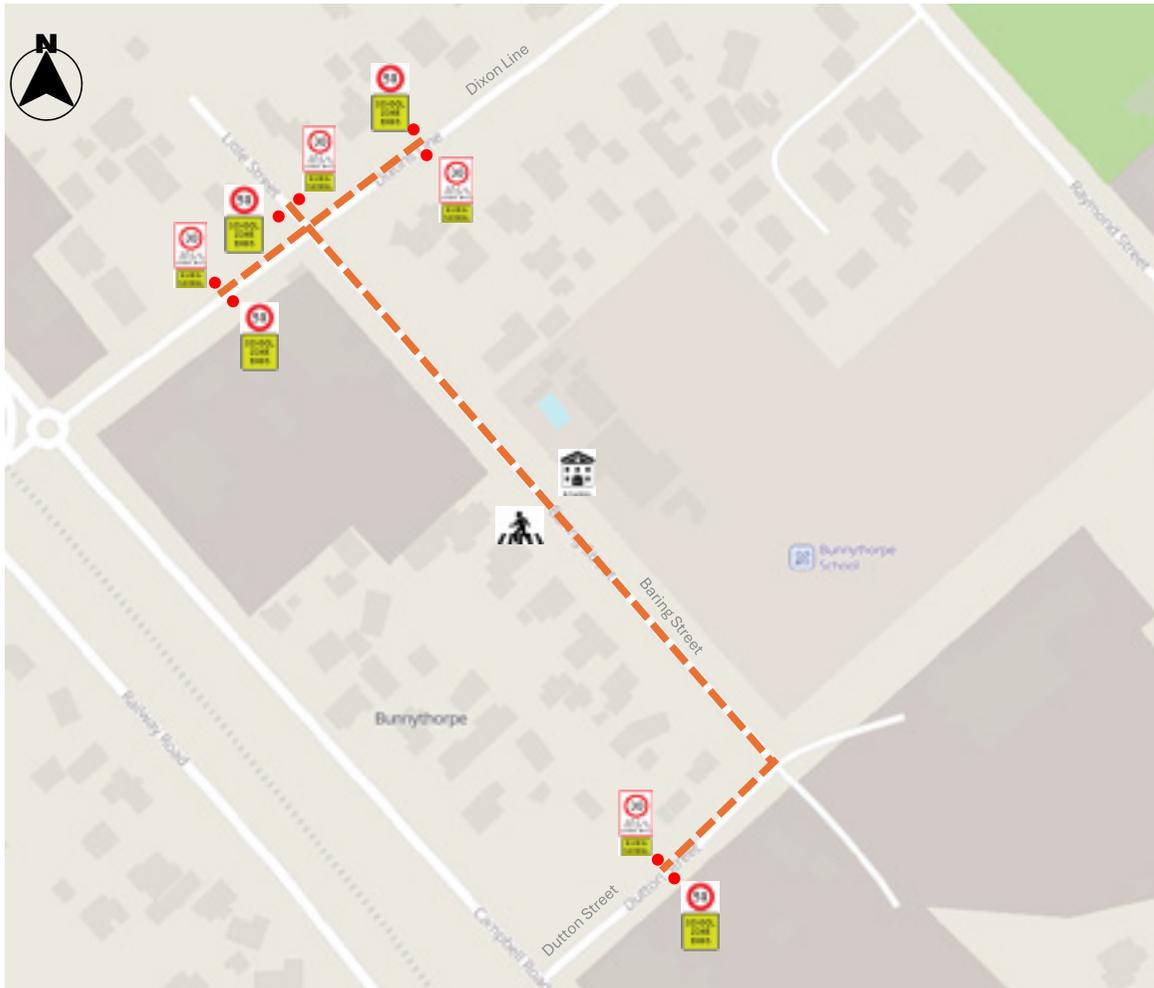
All roads surrounding the school are 50 km/h.

### Proposed Speed Limits

Variable 30 km/h speed limit on Baring Street, Dutton Street and Dixons Line. A short length is added on Dixon Street and Dutton Street to ensure traffic is aware of the VSL before turning into Baring Street.

### Legend

-  Proposed Fixed Variable Speed Limit Sign
-  Proposed 50 km/h signs
-  Existing school entrance
-  Existing zebra crossing



September 2025

## 05 Carncot Independent School Proposed Speed Limit Changes and Sign Locations



### Existing Speed Limits

All roads surrounding the school are 50 km/h.

### Proposed Speed Limits

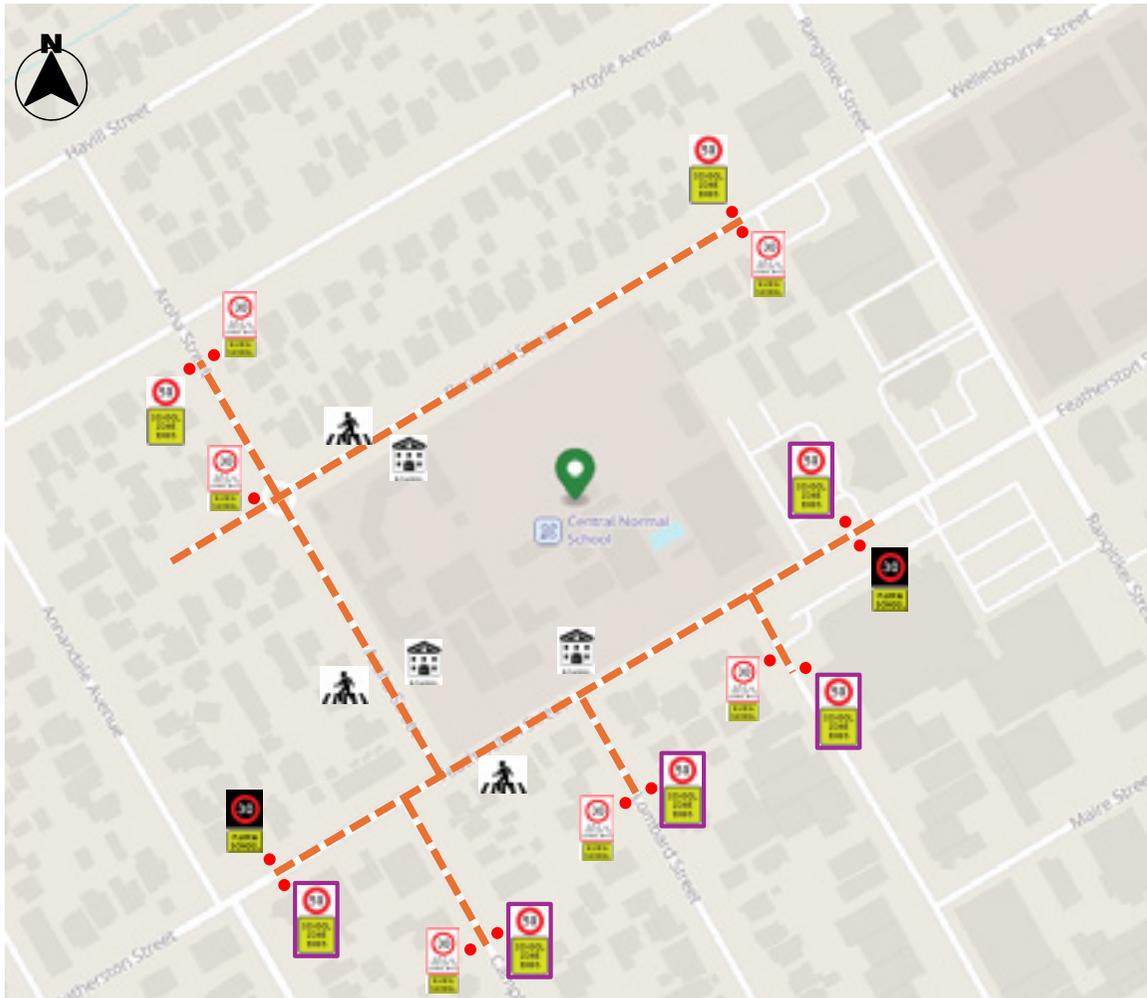
Variable 30 km/h speed limit on Broadway Avenue, Rangitane Street and Vivian Street.

### Legend

-  Proposed Electronic Variable Speed Limit sign
-  Proposed Fixed Variable Speed Limit Sign
-  Proposed 50 km/h signs
-  Existing school entrance
-  Existing zebra crossing

September 2025

## 06 Central Normal School Proposed Speed Limit Changes and Sign Locations



### Existing Speed Limits

All roads surrounding the school are 50 km/h. There is an existing 40 km/h school variable speed limit on Featherston Street and Aroha Street.

### Proposed Speed Limits

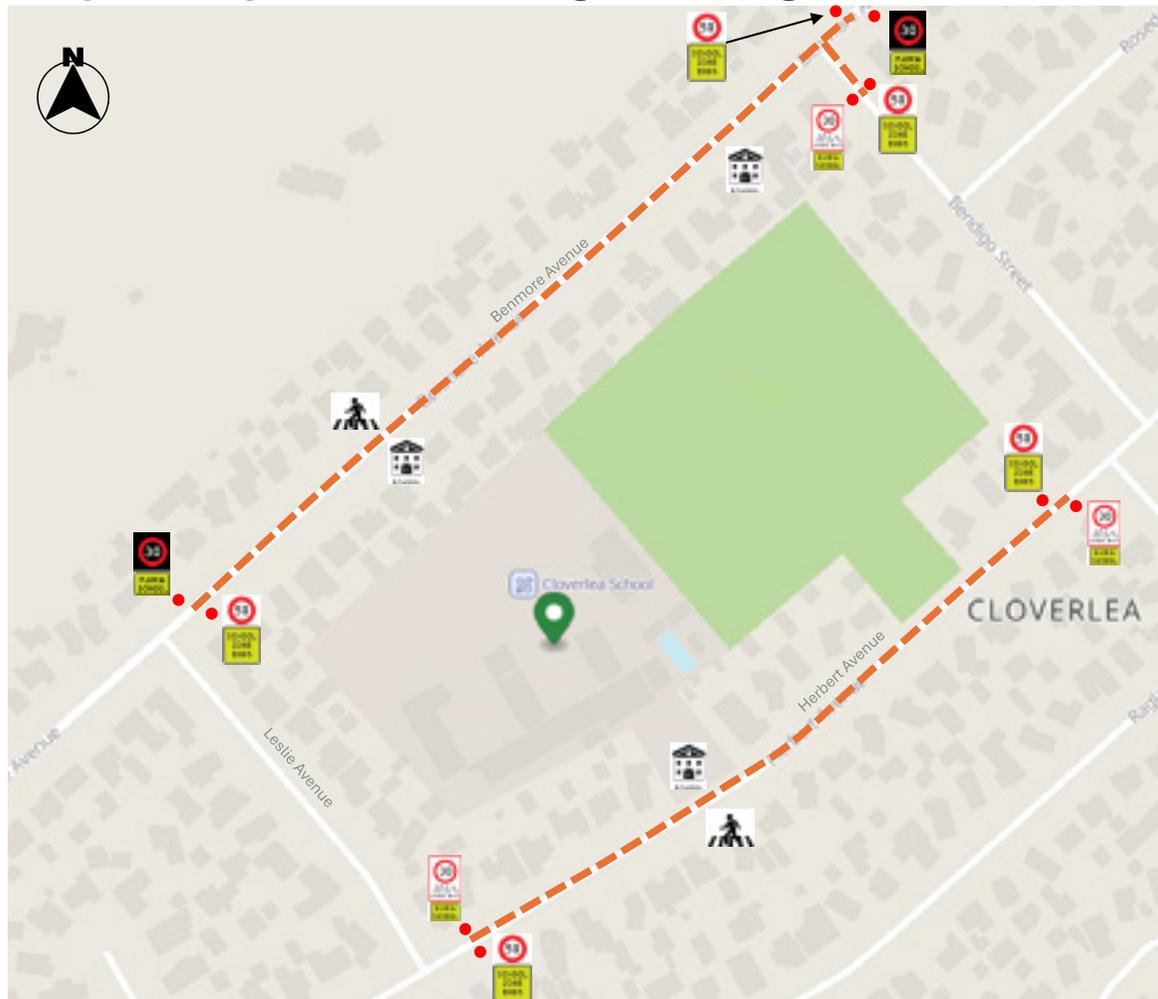
Variable 30 km/h speed limit on Featherston Street, Beresford Street, Aroha Street, Campbell Street, Lombard Street and Taonui Street.

### Legend

-  Existing Electronic Variable Speed Limit sign
-  Proposed Fixed Variable Speed Limit Sign
-  Proposed 50 km/h signs
-  Existing 50 km/h signs
-  Existing school entrance
-  Existing zebra crossing

September 2025

# 07 Cloverlea School Proposed Speed Limit Changes and Sign Locations



## Existing Speed Limits

All roads surrounding the school are 50 km/h.

## Proposed Speed Limits

Variable 30 km/h speed limit on Herbert Avenue (to include park entrance) and Benmore Avenue.

## Legend

-  Proposed Electronic Variable Speed Limit sign
-  Proposed Fixed Variable Speed Limit Sign
-  Proposed 50 km/h signs
-  Existing school entrance
-  Existing zebra crossing

September 2025

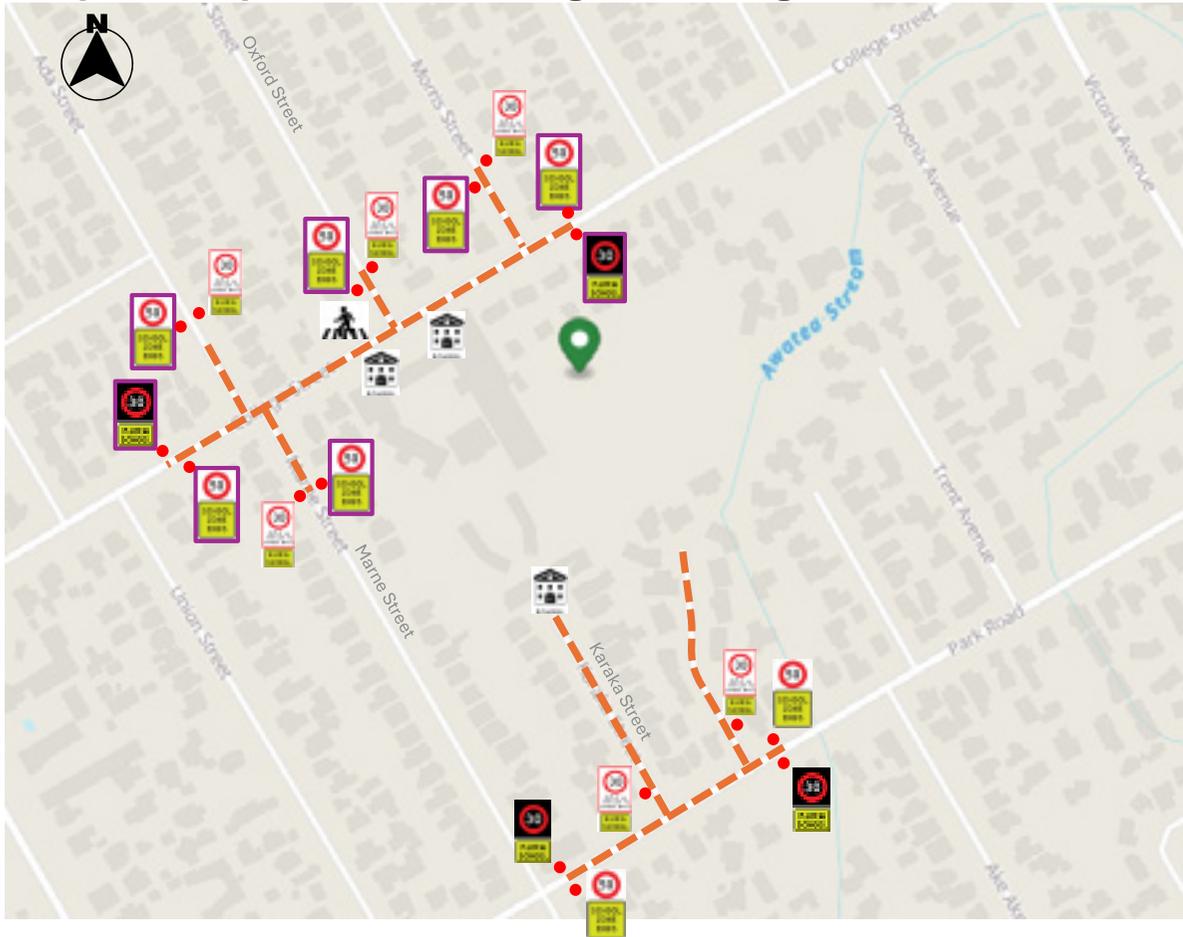
# 08 College Street Normal School Proposed Speed Limit Changes and Sign Locations

## Existing Speed Limits

All roads surrounding the school are 50 km/h. There is an existing 40 km/h school variable speed limit on College Street.

## Proposed Speed Limits

Variable 30 km/h speed limit on College Street, Marne Street, Ada Street, Oxford Street, Morris Street, Park Road and Karaka Street.

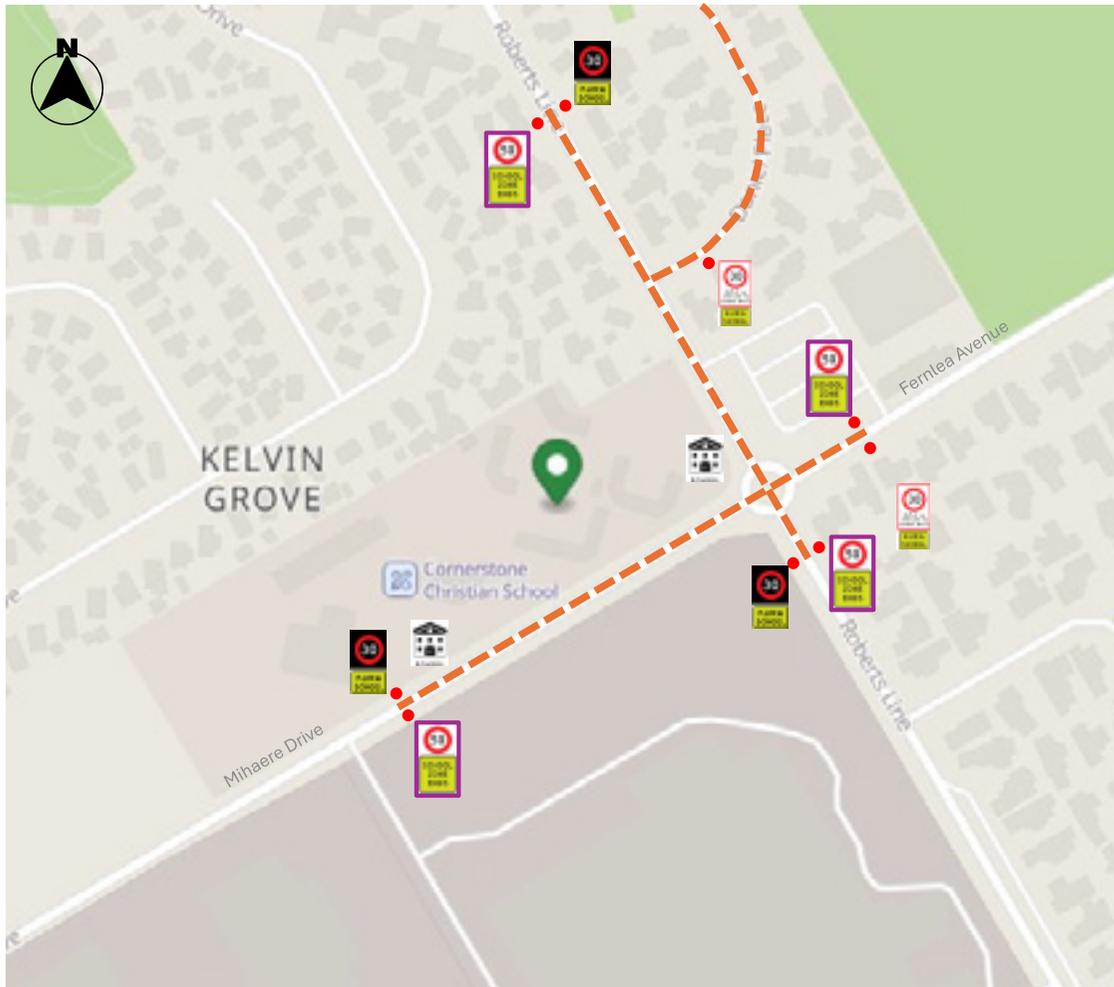


## Legend

-  Existing Electronic Variable Speed Limit sign
-  Proposed Electronic Variable Speed Limit sign
-  Proposed Fixed Variable Speed Limit Sign
-  Proposed 50 km/h signs
-  Existing 50 km/h signs
-  Existing school entrance
-  Existing zebra crossing

September 2025

## 09 Cornerstone Christian School Proposed Speed Limit Changes and Sign Locations



### Existing Speed Limits

All roads surrounding the school are 50 km/h. There is an existing 40 km/h school variable speed limit on Mihaere Drive, Roberts Line and Fernlea Drive.

### Proposed Speed Limits

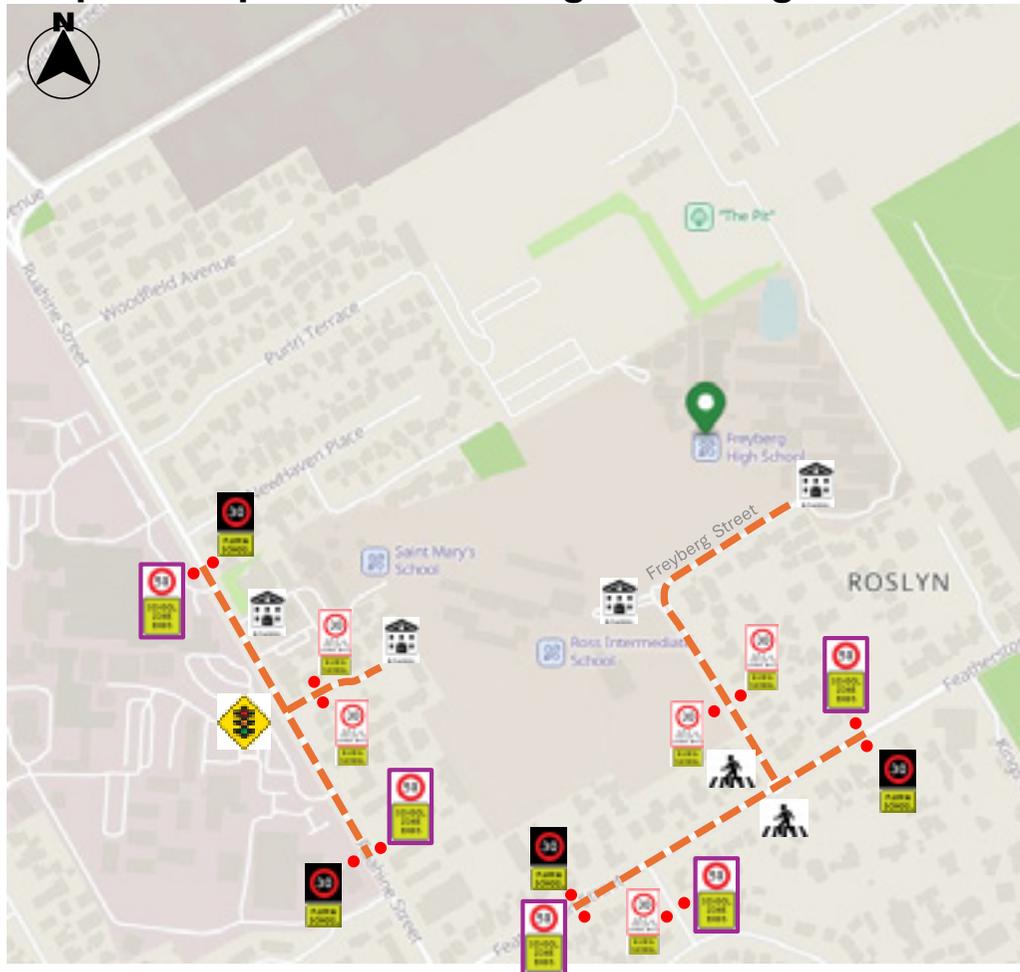
Variable 30 km/h speed limit on Mihaere Drive, Roberts Line and Fernlea Avenue.

### Legend

-  Existing Electronic Variable Speed Limit sign
-  Proposed Fixed Variable Speed Limit Sign
-  Existing 50 km/h signs
-  Existing school entrance

September 2025

# 10 Freyberg High School, Ross Intermediate School & St Mary's School Proposed Speed Limit Changes and Sign Locations



## Existing Speed Limits

All roads surrounding the school are 50 km/h. There is an existing 40 km/h variable speed limit on Ruahine Street, Featherston Street and Freyberg Street.

## Proposed Speed Limits

Variable 30 km/h speed limit on Ruahine Street, Featherston Street, Freyberg Street and connecting roads.

## Legend

-  Existing Electronic Variable Speed Limit sign
-  Proposed Fixed Variable Speed Limit Sign
-  Proposed 50 km/h signs
-  Existing 50 km/h signs
-  Existing school entrance
-  Existing zebra crossing
-  Existing traffic signal controlled crossing

September 2025

# 11 Hokowhitu School & St James School Proposed Speed Limit Changes and Sign Locations

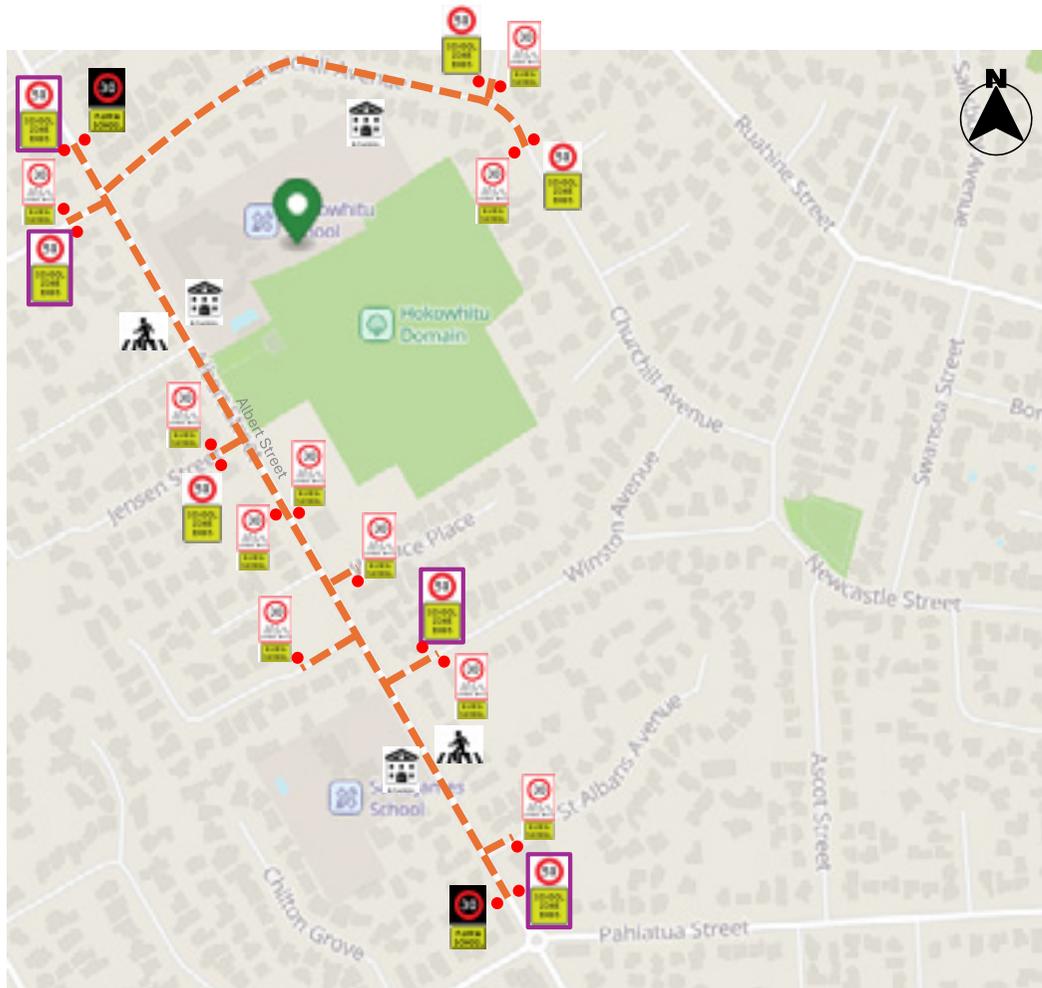
## Existing Speed Limits

All roads surrounding the school are 50 km/h. There is an existing 40 km/h school variable speed limit on Albert Street.

## Proposed Speed Limits

Variable 30 km/h speed limit on Albert Street and the connecting roads.

## Legend



-  Existing Electronic Variable Speed Limit sign
-  Proposed Fixed Variable Speed Limit Sign
-  Proposed 50 km/h signs
-  Existing 50 km/h signs (to remain)
-  Existing school entrance
-  Existing zebra crossing

September 2025

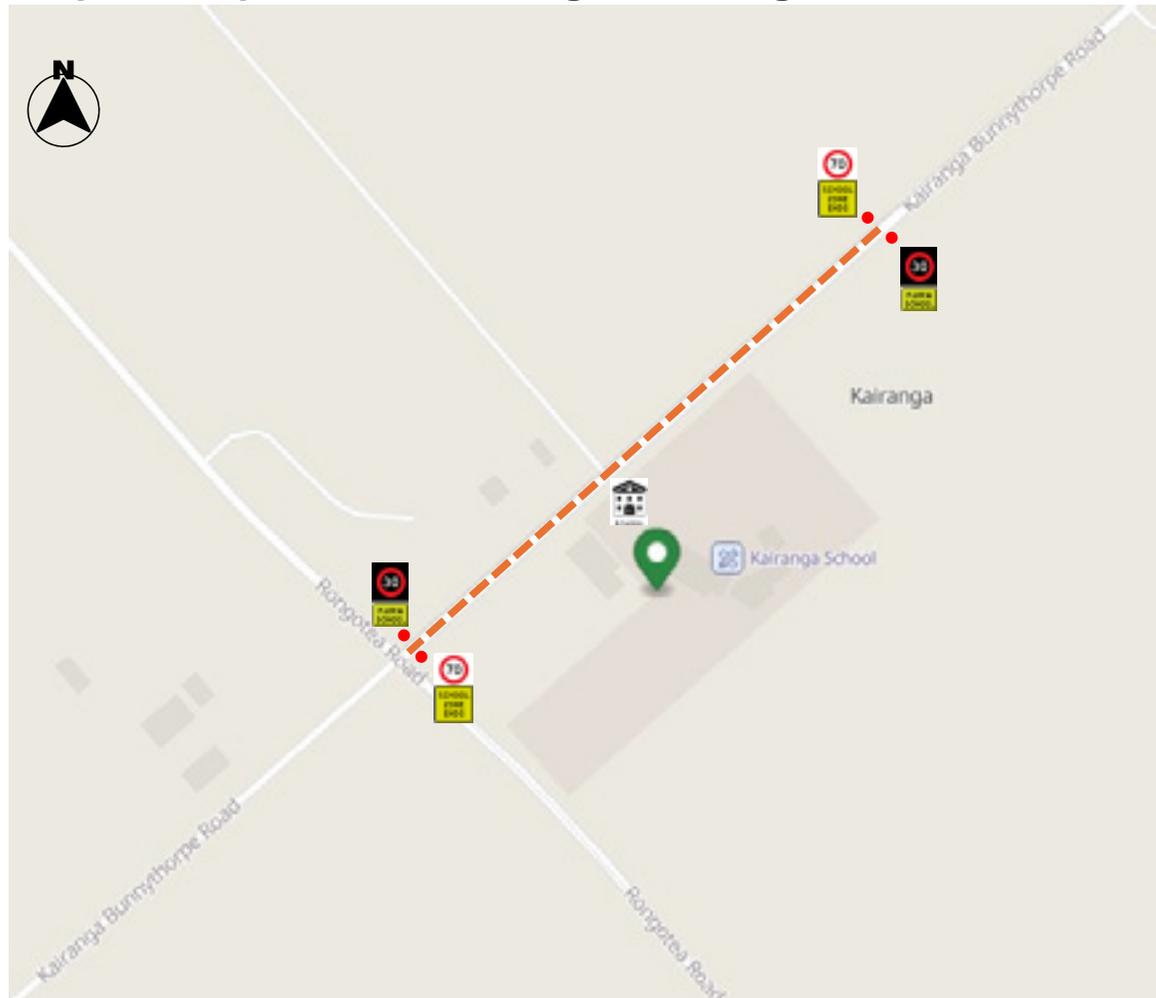
# 12 Kairanga School Proposed Speed Limit Changes and Sign Locations

Existing Speed Limits  
All roads surrounding the school are 70 km/h.

Proposed Speed Limits  
Variable 30 km/h speed limit on Kairanga Bunnythorpe Road.

### Legend

-  Proposed Electronic Variable Speed Limit sign
-  Proposed 70 km/h signs
-  Existing school entrance



September 2025

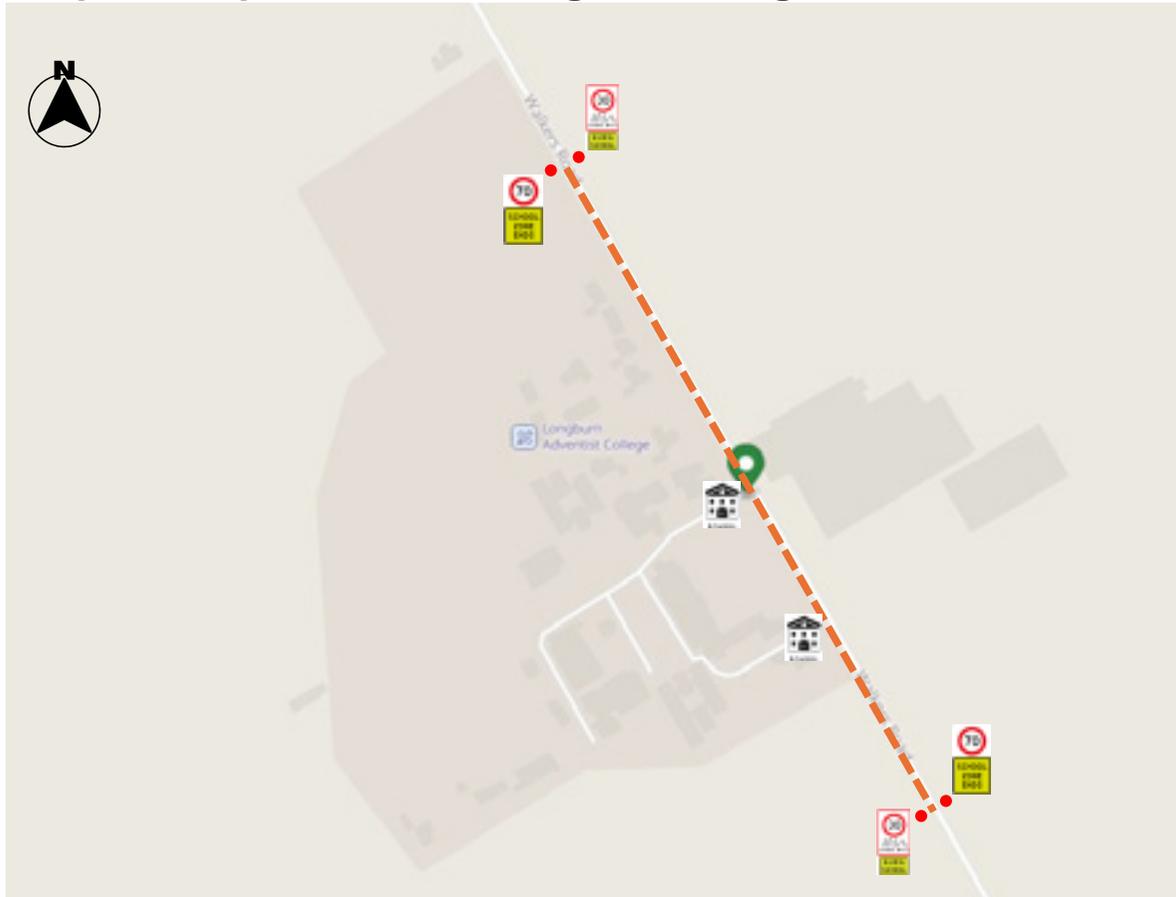
## 13 Longburn Adventist College Proposed Speed Limit Changes and Sign Locations

Existing Speed Limits  
Walkers Road is 70 km/h.

Proposed Speed Limits  
Variable 30 km/h speed limit on Walkers Road, due to good visibility of signs and on a straight road.

### Legend

-  Proposed Fixed Variable Speed Limit Sign
-  Proposed 70 km/h signs (not 50 as shown)
-  Existing school entrance

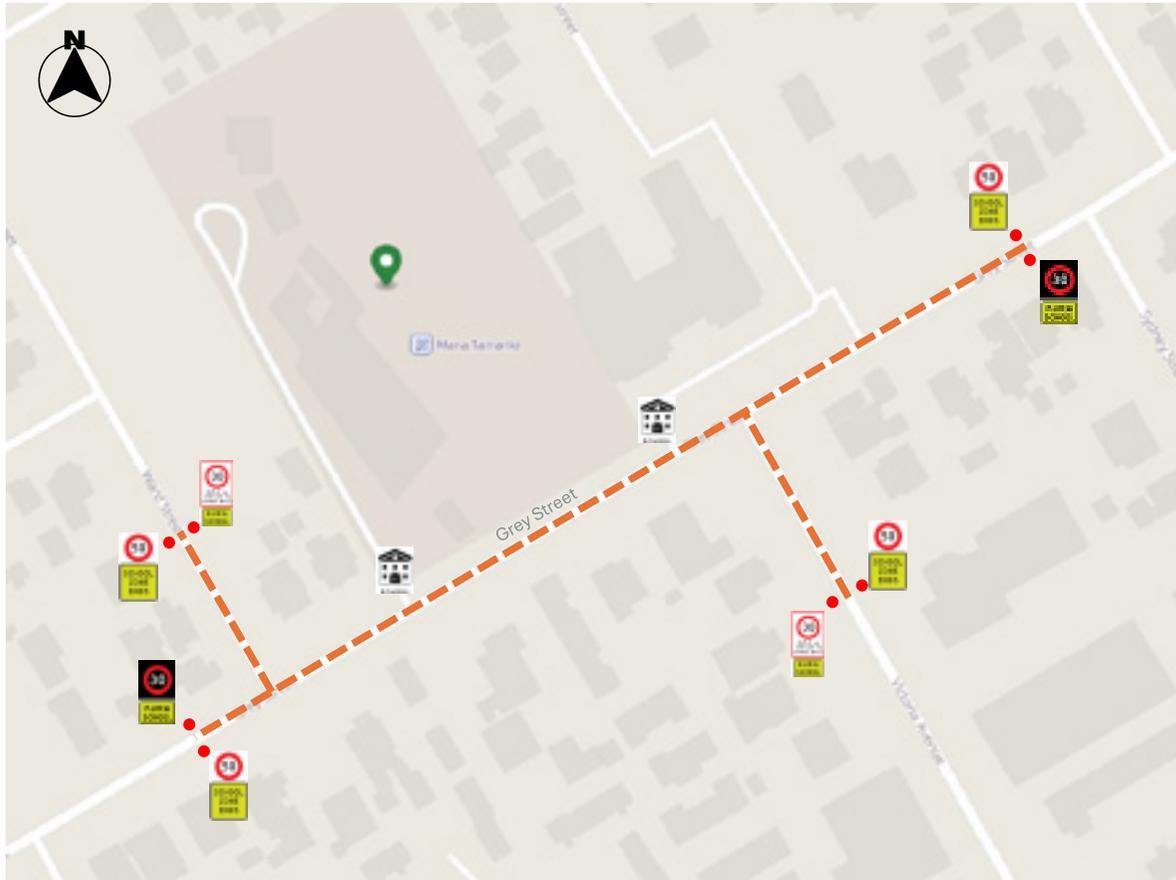


**September 2025**

# 14 Mana Tamariki School Proposed Speed Limit Changes and Sign Locations

Existing Speed Limits  
All roads surrounding the school are 50 km/h.

Proposed Speed Limits  
Variable 30 km/h speed limit on Grey Street and the connecting roads.



### Legend

-  Proposed Electronic Variable Speed Limit sign
-  Proposed Fixed Variable Speed Limit Sign
-  Proposed 50 km/h signs
-  Existing school entrance

September 2025

# 15 Manawatū Kura a Iwi - Manawatū Community High School

## Proposed Speed Limit Changes and Sign Locations

### Existing Speed Limits

All roads surrounding the school are 50 km/h.

### Proposed Speed Limits

Variable 30 km/h speed limit on Savage Crescent and the connecting roads.

### Legend



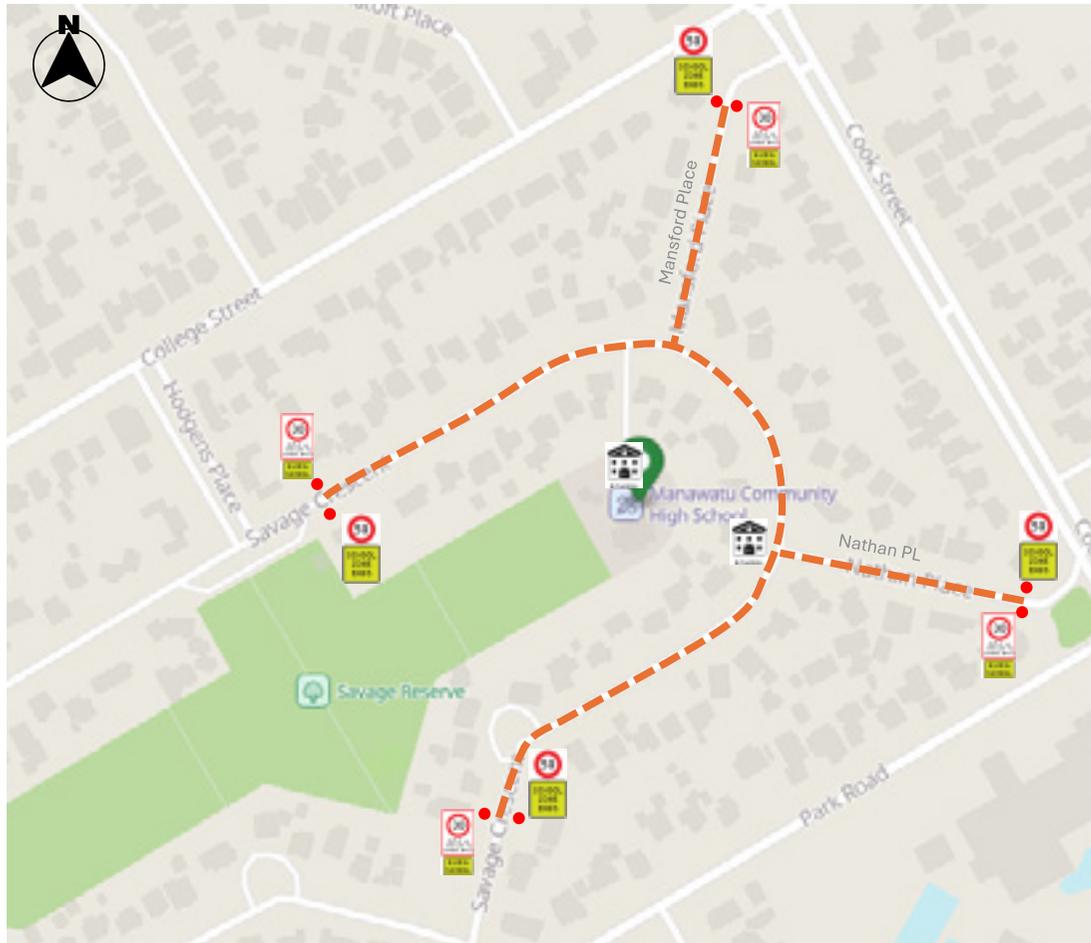
Proposed Fixed Variable Speed Limit Sign



Proposed 50 km/h signs

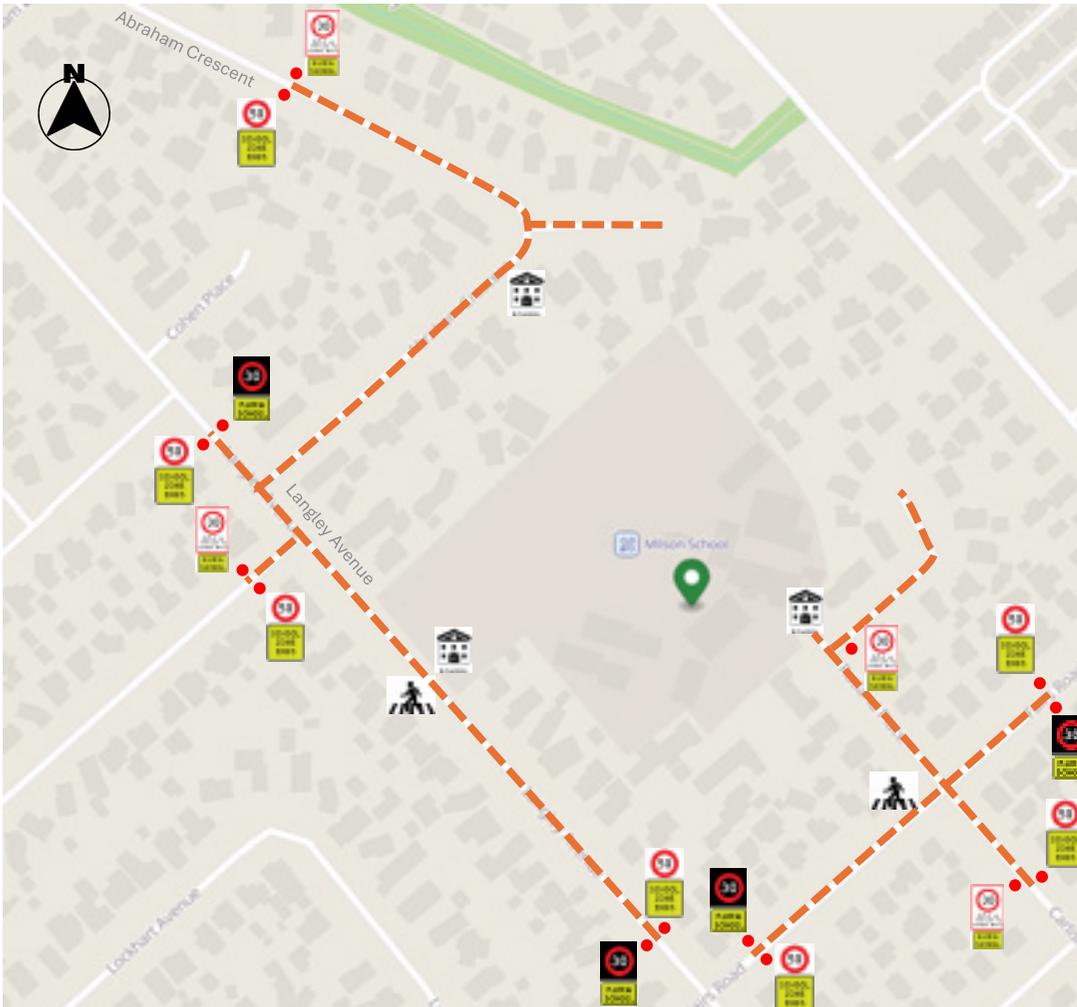


Existing school entrance



September 2025

# 16 Milson School Proposed Speed Limit Changes and Sign Locations



### Existing Speed Limits

All roads surrounding the school are 50 km/h.

### Proposed Speed Limits

Variable 30 km/h speed limit on Langley Avenue, Fairs Road and Abraham Crescent, and intersection roads.

### Legend

-  Proposed Electronic Variable Speed Limit sign
-  Proposed Fixed Variable Speed Limit Sign
-  Proposed 50 km/h signs
-  Existing school entrance
-  Existing zebra crossing

September 2025

# 17 Monrad Te Kura Waenga o Tirohanga & Te Kura o Takaro School

## Proposed Speed Limit Changes and Sign Locations

### Existing Speed Limits

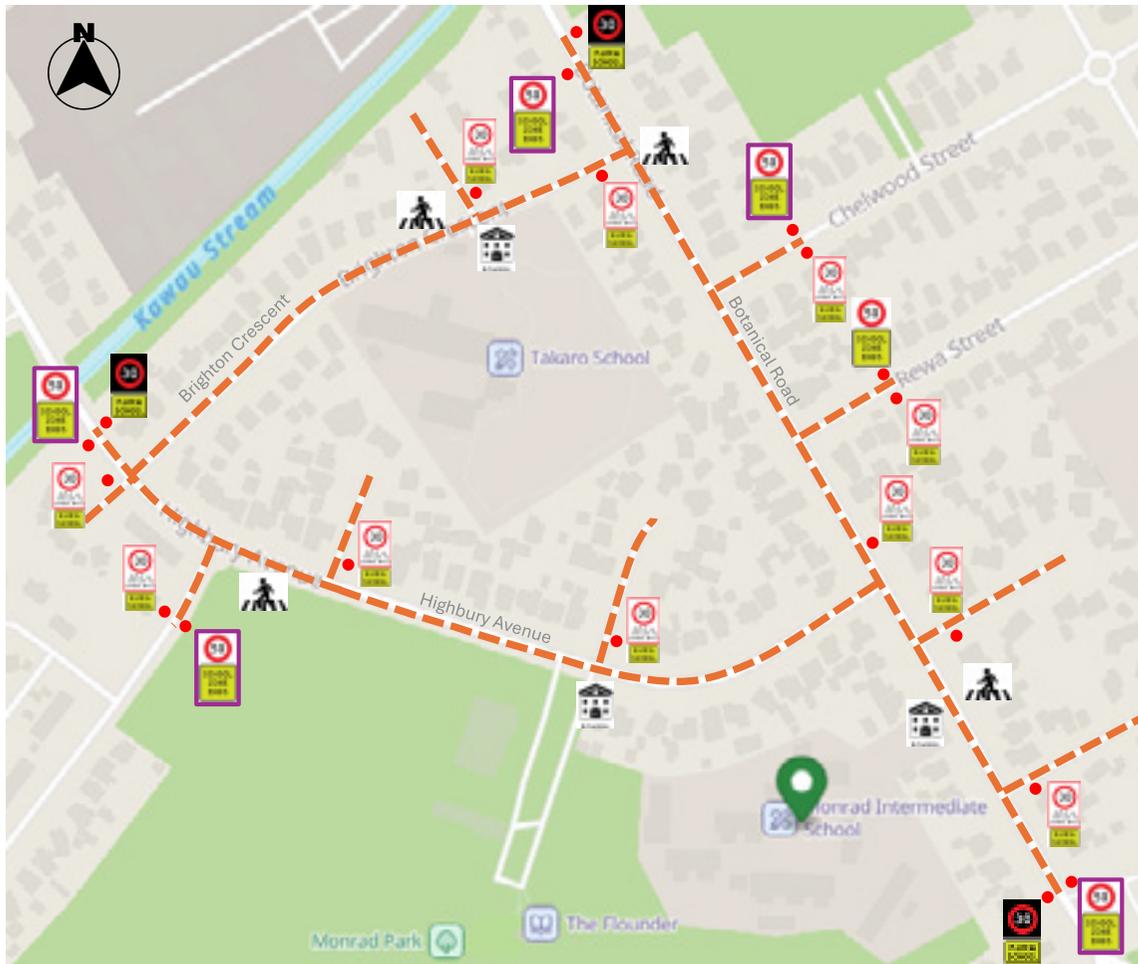
All roads surrounding the school are 50 km/h. There is an existing 40 km/h school VSL on Botanical Road, Highbury Avenue and Brighton Crescent.

### Proposed Speed Limits

Variable 30 km/h speed limit on Botanical Road, Highbury Avenue, Brighton Crescent and connecting roads.

### Legend

-  Existing Electronic Variable Speed Limit sign
-  Proposed Fixed Variable Speed Limit Sign
-  Proposed 50 km/h signs
-  Existing 50 km/h signs
-  Existing school entrance
-  Existing zebra crossing



September 2025

# 18 Our Lady of Lourdes School Proposed Speed Limit Changes and Sign Locations

Existing Speed Limits  
All roads surrounding the school are 50 km/h.

Proposed Speed Limits  
Variable 30 km/h speed limit on Shamrock Street.



### Legend

-  Proposed Fixed Variable Speed Limit Sign
-  Proposed 50 km/h signs
-  Existing school entrance
-  Existing zebra crossing

September 2025

# 19 Parkland School Proposed Speed Limit Changes and Sign Locations

## Existing Speed Limits

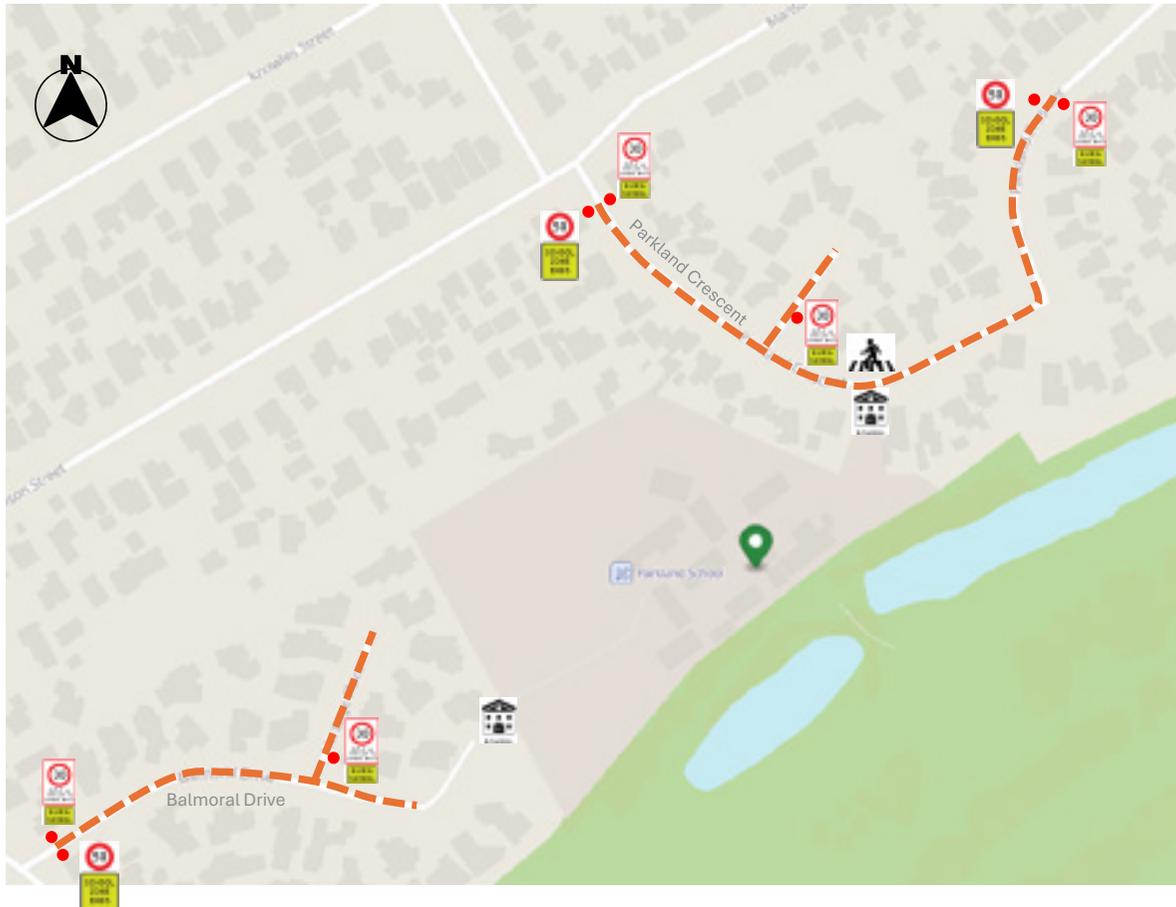
All roads surrounding the school are 50 km/h.

## Proposed Speed Limits

Variable 30 km/h speed limit on Parkland Crescent, Balmoral Drive and connecting roads.

## Legend

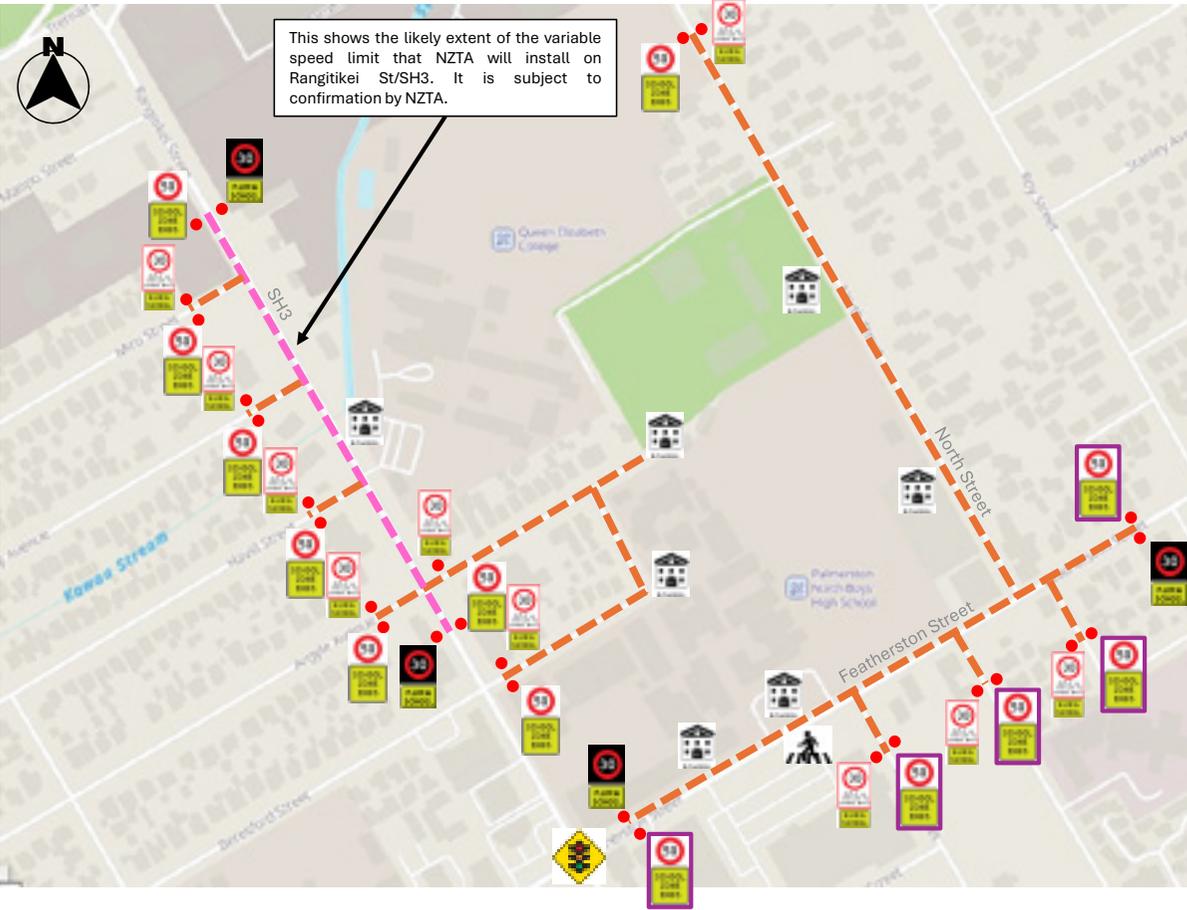
-  Proposed Fixed Variable Speed Limit Sign
-  Proposed 50 km/h signs
-  Existing school entrance
-  Existing zebra crossing



September 2025

# 20 Palmerston North Boys' High School & Queen Elizabeth College

## Proposed Speed Limit Changes and Sign Locations



**Existing Speed Limits**  
 All roads surrounding the school are 50 km/h. There is an existing 40 km/h school variable speed limit on Featherston St.

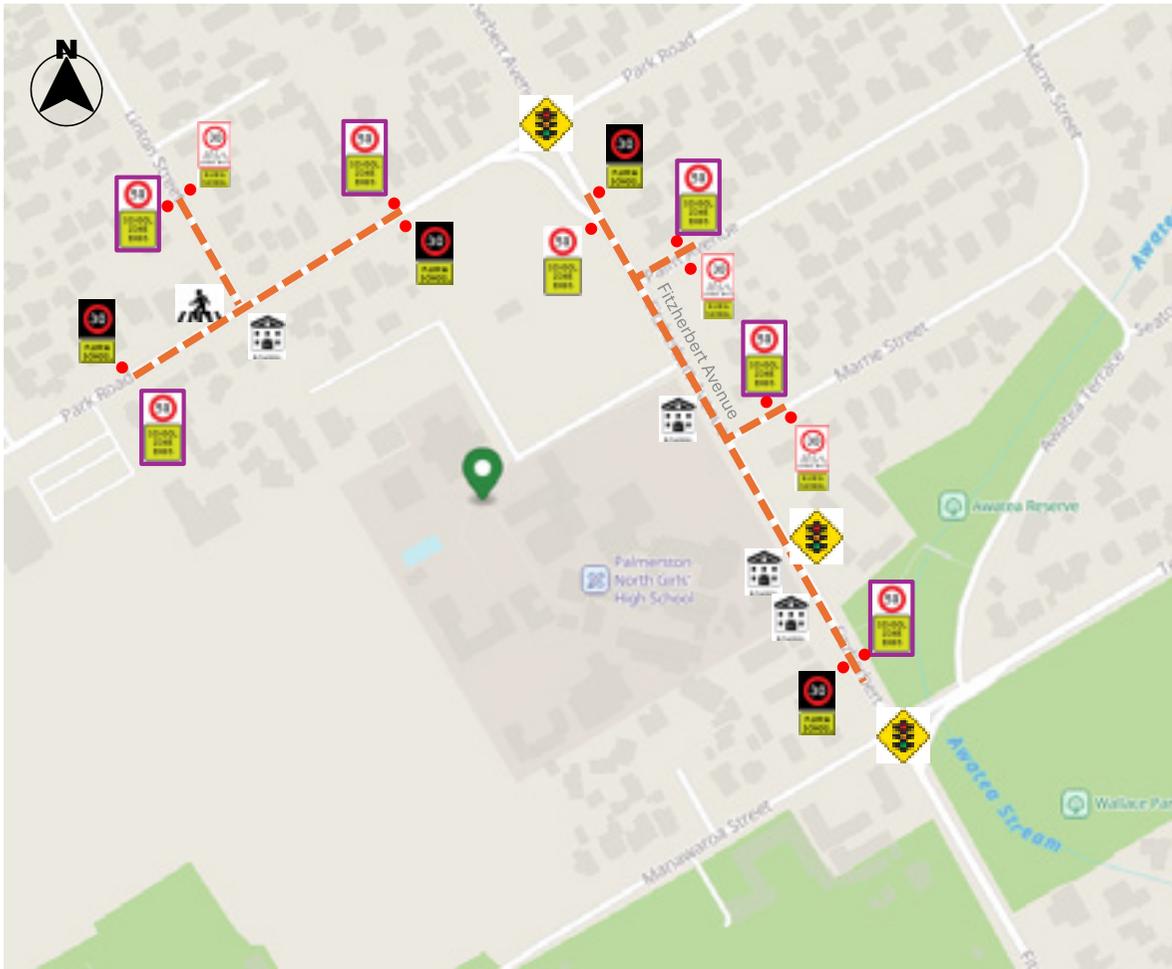
**Proposed Speed Limits**  
 Variable 30 km/h speed limit on Featherston St, North St and connecting roads.  
 Also shown is the variable speed limit on Rangitikei St/SH3 that NZTA (as road controlling authority for SH3) is expected to install. The precise location of the variable speed limit on Rangitikei St/SH3, and the associated signs, have not yet been confirmed by NZTA.

**Legend**

-  Existing Electronic Variable Speed Limit sign
-  Proposed Fixed Variable Speed Limit Sign
-  Proposed 50 km/h signs
-  Existing 50 km/h signs
-  Existing school entrance
-  Existing zebra crossing
-  Existing traffic signal controlled intersection

**October 2025**

## 21 Palmerston North Girls' High School Proposed Speed Limit Changes and Sign Locations



### Existing Speed Limits

All roads surrounding the school are 50 km/h. There is an existing 40 km/h school variable speed limit on Fitzherbert Avenue and Park Road.

### Proposed Speed Limits

Variable 30 km/h speed limit on Featherston Street, Park Road and connecting roads.

### Legend

-  Proposed Electronic Variable Speed Limit sign
-  Proposed Fixed Variable Speed Limit Sign
-  Proposed 50 km/h signs
-  Existing 50 km/h signs
-  Existing school entrance
-  Existing zebra crossing
-  Existing traffic signal controlled crossing

**September 2025**

## 22 Palmerston North Adventist Christian School & Palmerston North Intermediate Normal School Proposed Speed Limit Changes and Sign Locations

### Existing Speed Limits

All roads surrounding the school are 50 km/h. There is an existing 40 km/h school variable speed limit on College Street.

### Proposed Speed Limits

Variable 30 km/h speed limit on College Street, Linton Street, South Street, Ferguson Street, Pitt Street and connecting roads.

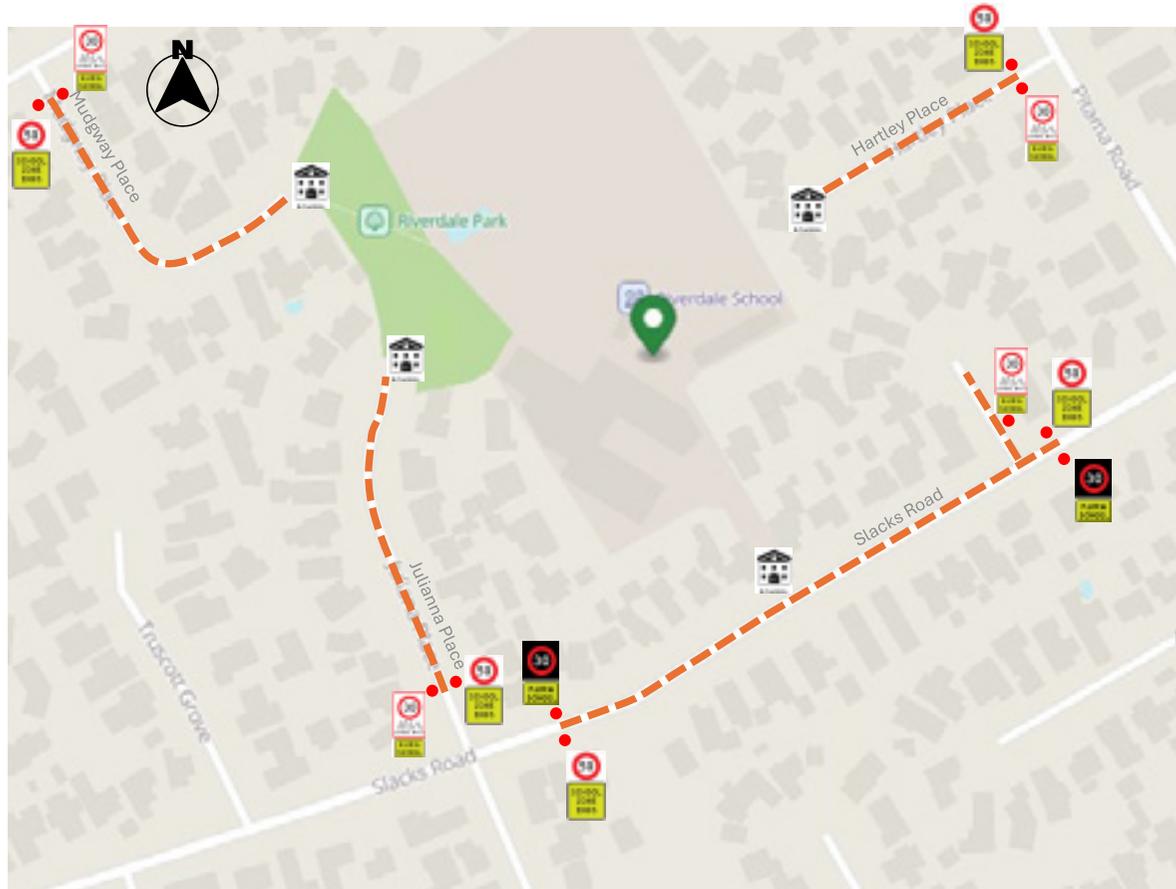


### Legend

-  Existing Electronic Variable Speed Limit sign
-  Proposed Electronic Variable Speed Limit sign
-  Proposed Fixed Variable Speed Limit Sign
-  Proposed 50 km/h signs
-  Existing 50 km/h signs
-  Existing school entrance
-  Existing zebra crossing
-  Existing traffic signal controlled crossing

September 2025

## 23 Riverdale School Proposed Speed Limit Changes and Sign Locations



### Existing Speed Limits

All roads surrounding the school are 50 km/h.

### Proposed Speed Limits

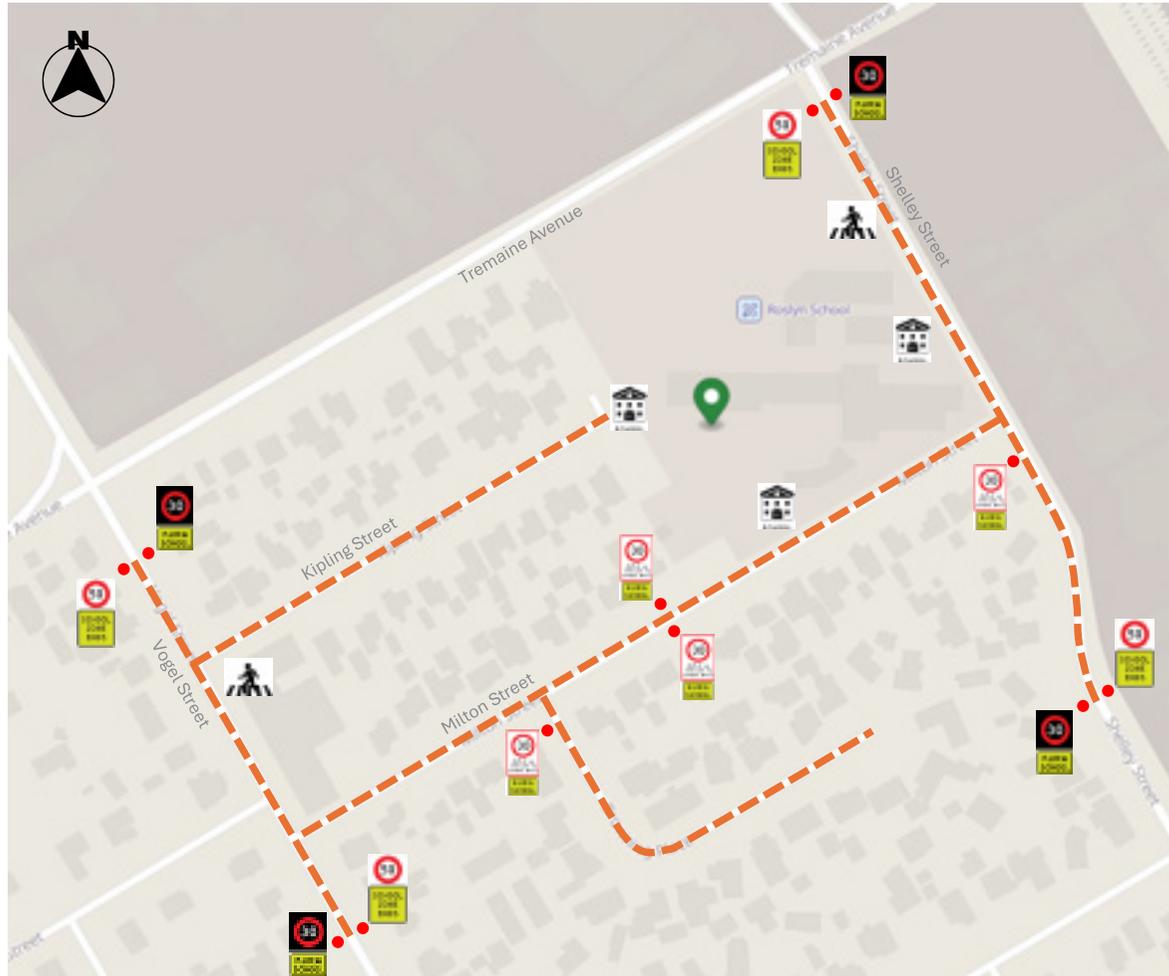
Variable 30 km/h speed limit on Slacks Road, Hartley Place, Julianna Place, Mudgway Place and connecting roads.

### Legend

-  Proposed Electronic Variable Speed Limit sign
-  Proposed Fixed Variable Speed Limit Sign
-  Proposed 50 km/h signs
-  Existing school entrance

September 2025

## 24 Roslyn School Proposed Speed Limit Changes and Sign Locations



### Existing Speed Limits

All roads surrounding the school are 50 km/h.

### Proposed Speed Limits

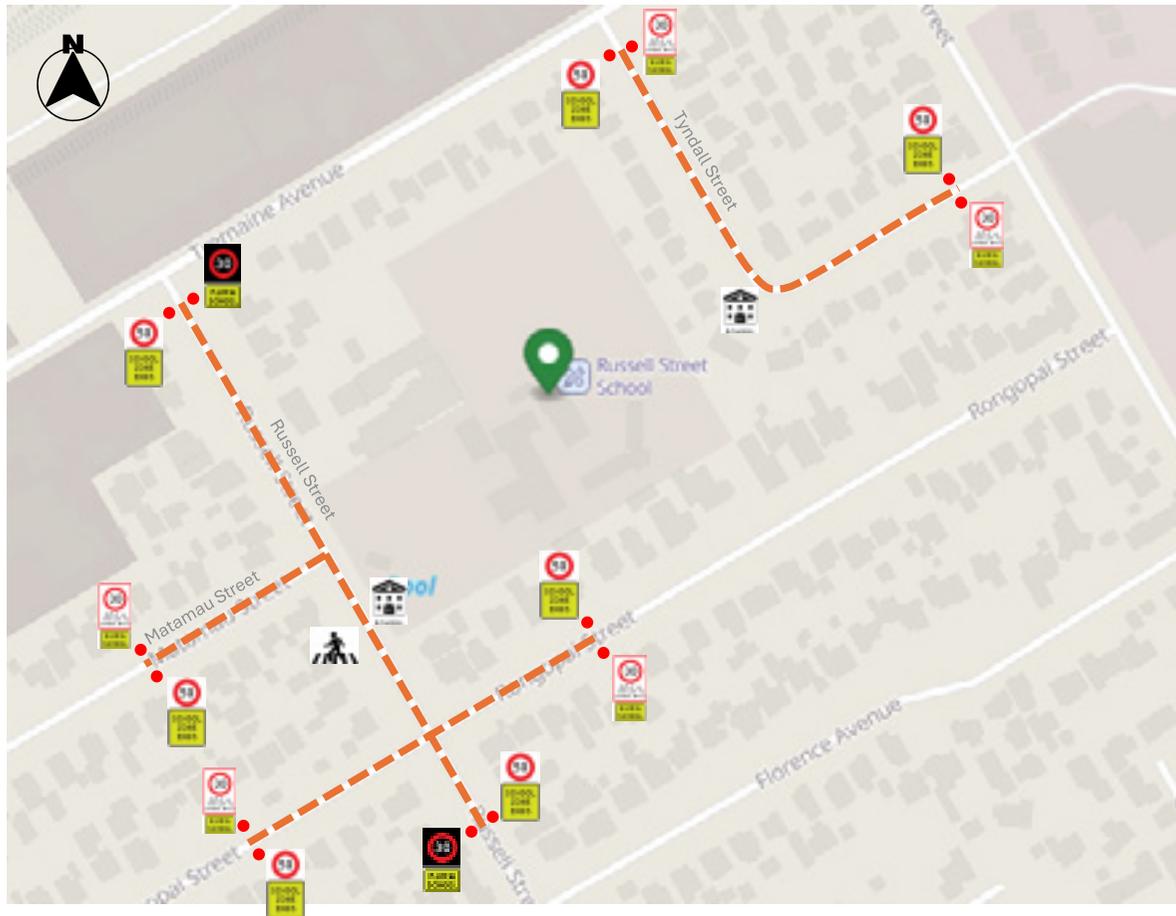
Variable 30 km/h speed limit on Shelley Street, Milton Street, Kipling Street, Vogel Street and connecting roads.

### Legend

-  Proposed Electronic Variable Speed Limit sign
-  Proposed Fixed Variable Speed Limit Sign
-  Proposed 50 km/h signs
-  Existing school entrance
-  Existing zebra crossing

September 2025

## 25 Russell Street School Proposed Speed Limit Changes and Sign Locations



### Existing Speed Limits

All roads surrounding the school are 50 km/h.

### Proposed Speed Limits

Variable 30 km/h speed limit on Russell Street, Tyndall Street and connecting roads.

### Legend

-  Proposed Electronic Variable Speed Limit sign
-  Proposed Fixed Variable Speed Limit Sign
-  Proposed 50 km/h signs
-  Existing school entrance
-  Existing zebra crossing

September 2025

## 26 St Peter's College Proposed Speed Limit Changes and Sign Locations

### Existing Speed Limits

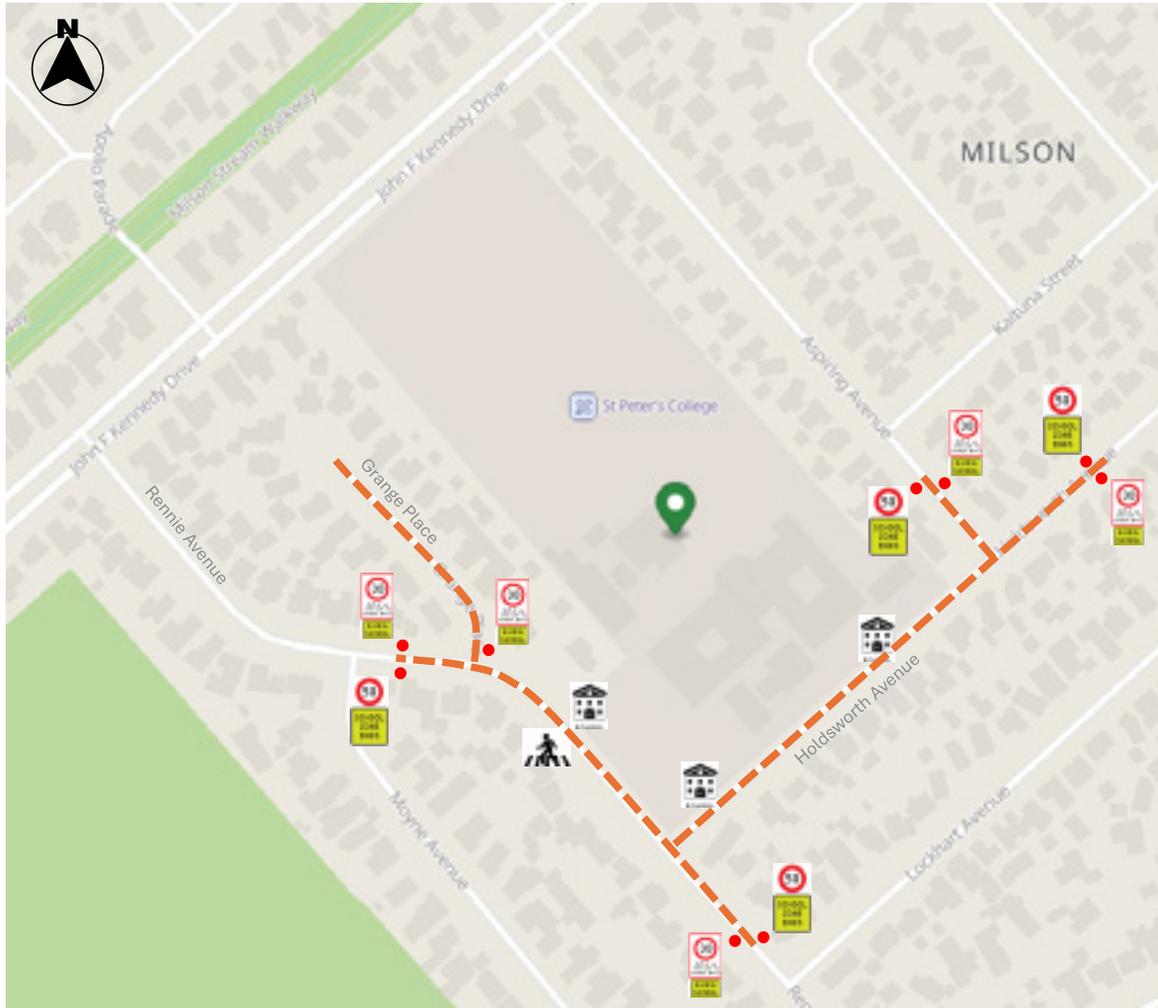
All roads surrounding the school are 50 km/h.

### Proposed Speed Limits

Variable 30 km/h speed limit on Rennie Avenue, Holdsworth Avenue and connecting roads

### Legend

-  Proposed Fixed Variable Speed Limit Sign
-  Proposed 50 km/h signs
-  Existing school entrance
-  Existing raised zebra crossing



September 2025

## 27 Te Kura o Wairau Proposed Speed Limit Changes and Sign Locations

### Existing Speed Limits

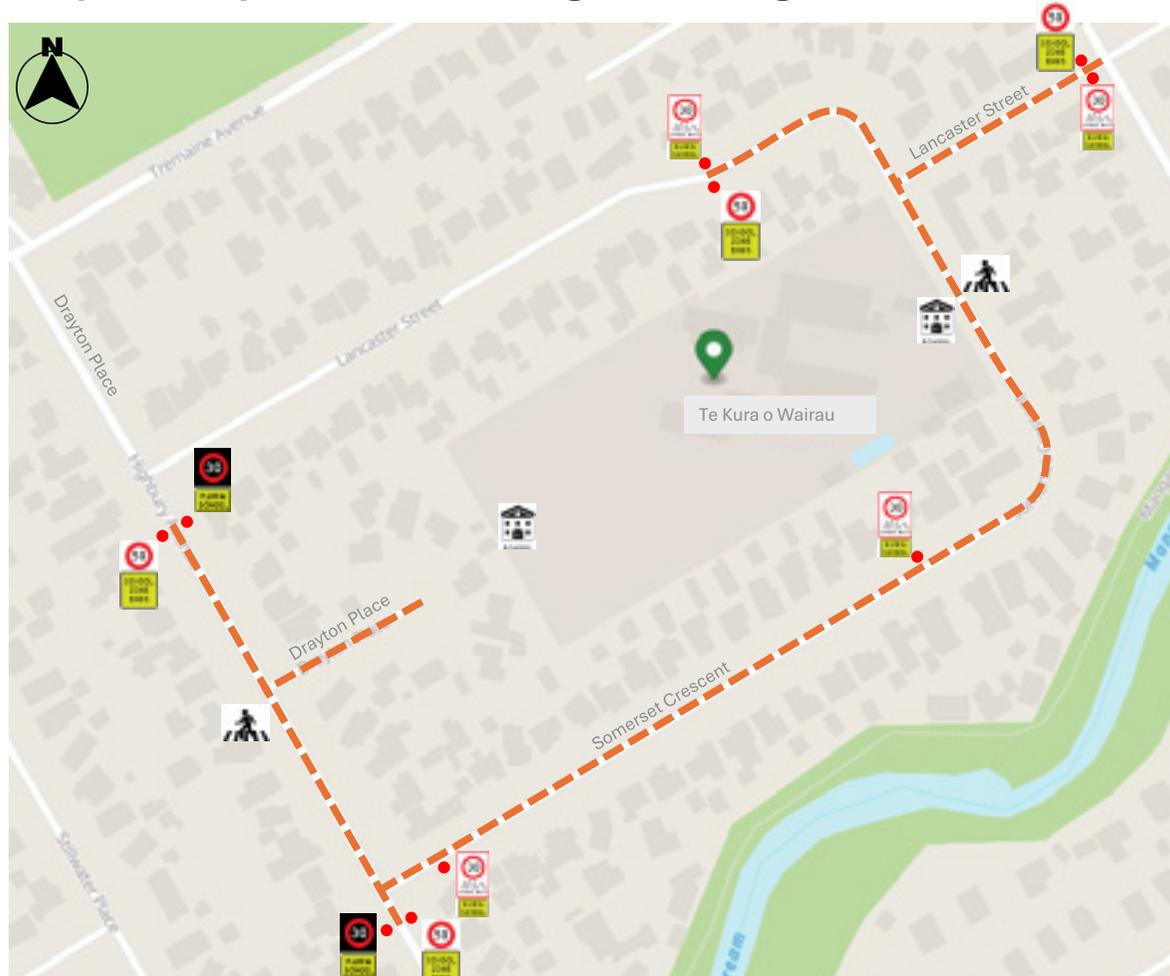
All roads surrounding the school are 50 km/h.

### Proposed Speed Limits

Variable 30 km/h speed limit on Somerset Crescent, Lancaster Street, Highbury Avenue and Drayton Place.

### Legend

-  Proposed Electronic Variable Speed Limit sign
-  Proposed Fixed Variable Speed Limit Sign
-  Proposed 50 km/h signs
-  Existing school entrance
-  Existing zebra crossing



September 2025

## 28 Terrace End School Proposed Speed Limit Changes and Sign Locations



### Existing Speed Limits

All roads surrounding the school are 50 km/h. There is an existing 40 km/h school speed zone on Ruahine Street.

### Proposed Speed Limits

Variable 30 km/h speed limit on Ruahine Street, Kauri Street and the connecting roads.

### Legend

-  Existing Electronic Variable Speed Limit sign
-  Proposed Fixed Variable Speed Limit Sign
-  Proposed 50 km/h signs
-  Existing 50 km/h signs
-  Existing school entrance
-  Existing raised zebra crossing

September 2025

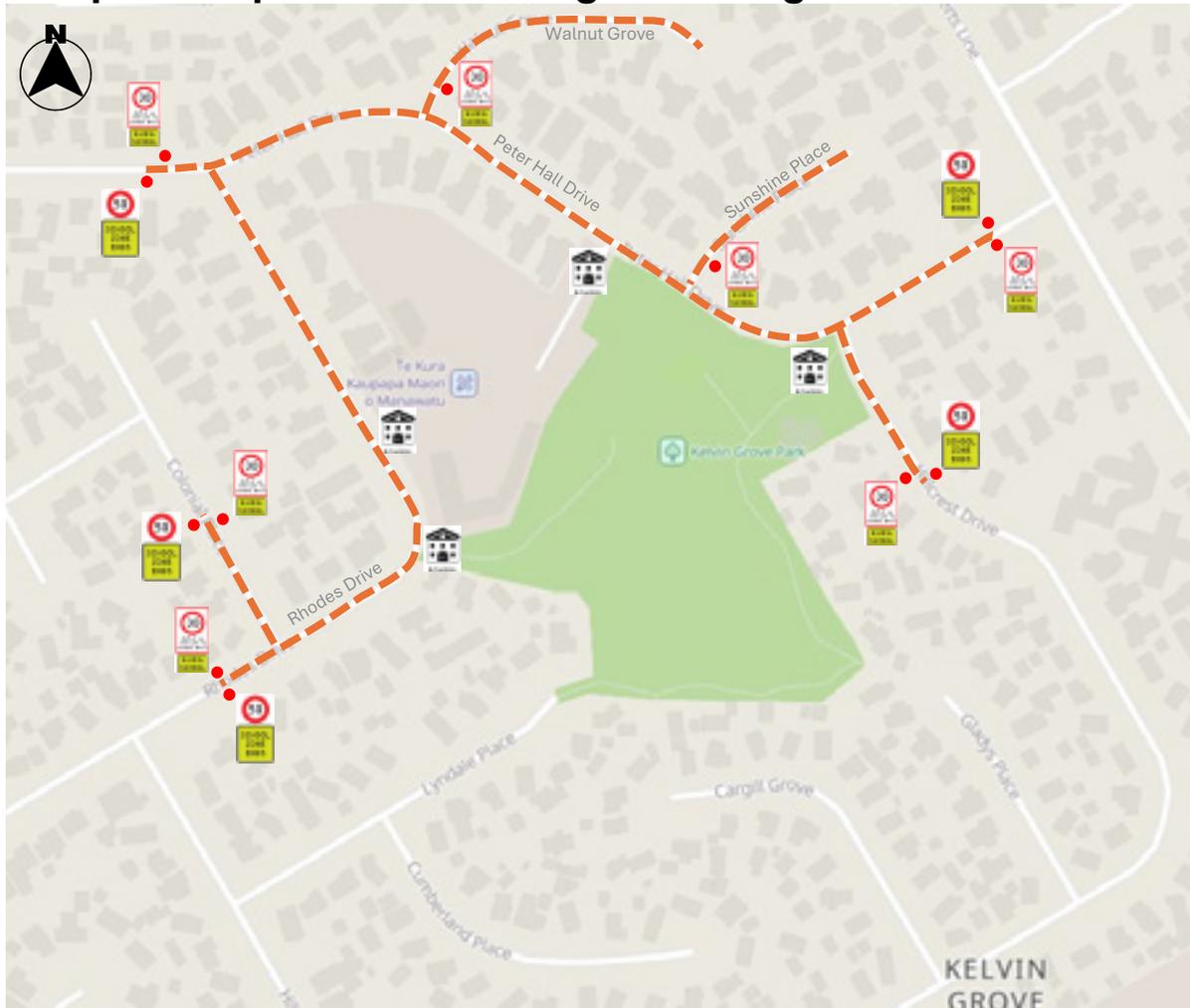
## 29 Te Kura Kaupapa Māori o Manawatū Proposed Speed Limit Changes and Sign Locations

### Existing Speed Limits

All roads surrounding the school are 50 km/h.

### Proposed Speed Limits

Variable 30 km/h speed limit on Rhodes Drive, Peter Hall Drive and the connecting roads.



### Legend

-  Proposed Fixed Variable Speed Limit Sign
-  Proposed 50 km/h signs
-  Existing school entrance

September 2025

# 30 Whakarongo School Proposed Speed Limit Changes and Sign Locations

## Existing Speed Limits

Stoney Creek Road is 70 km/h. SH3 is 80 km/h. There is an existing 60 km/h school speed zone (fixed signs).

## Proposed Speed Limits

Variable 30 km/h speed limit on Stoney Creek Road.



## Legend

-  Proposed Electronic Variable Speed Limit sign
-  Proposed 70 & 80 km/h signs
-  Existing school entrance

September 2025

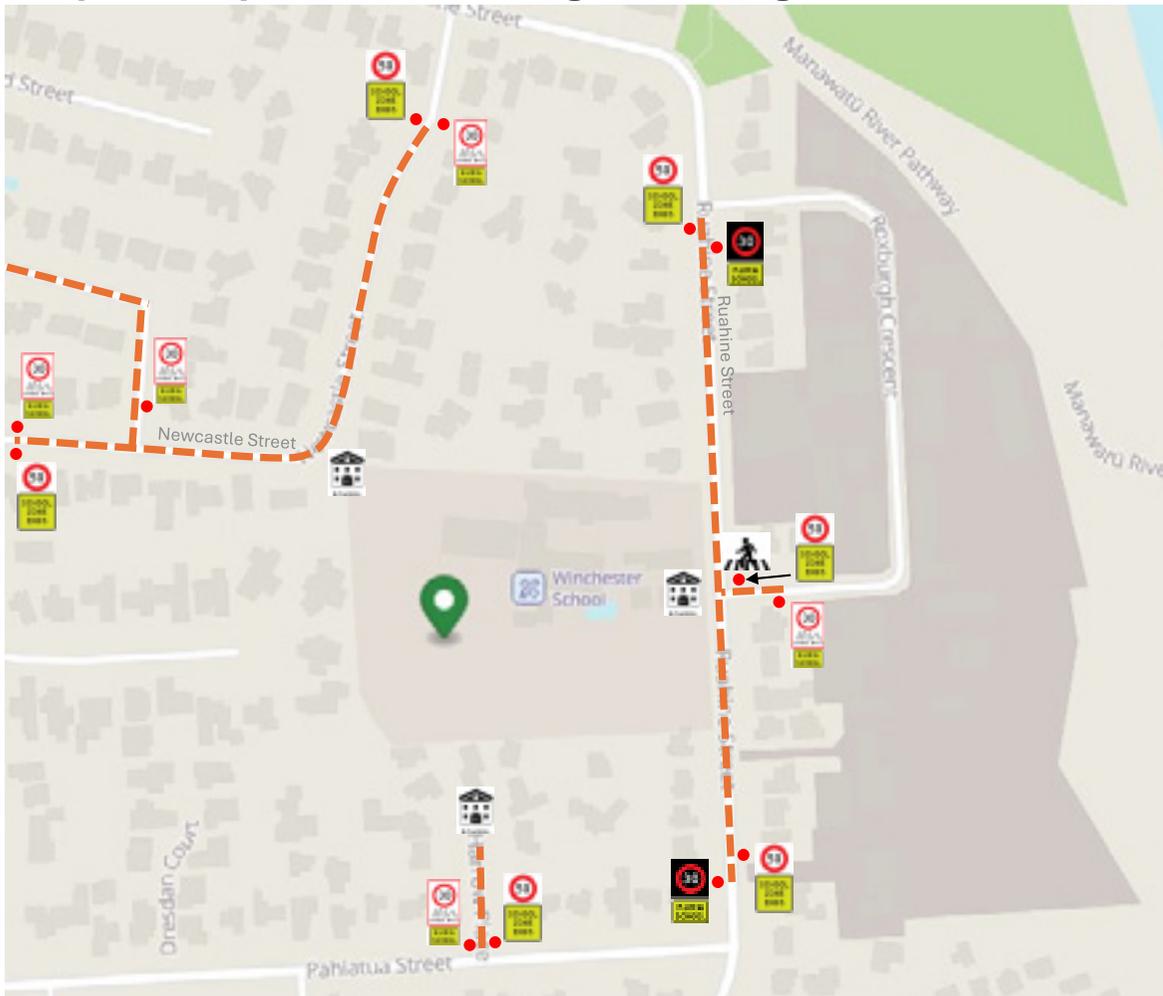
## 31 Winchester School Proposed Speed Limit Changes and Sign Locations

### Existing Speed Limits

All roads surrounding the school are 50 km/h.

### Proposed Speed Limits

Variable 30 km/h speed limit on Ruahine Street, Newcastle Street and connecting roads.



### Legend

-  Proposed Electronic Variable Speed Limit sign
-  Proposed Fixed Variable Speed Limit Sign
-  Proposed 50 km/h signs
-  Existing school entrance
-  Existing zebra crossing

September 2025

## 32 Longburn School Proposed Speed Limit Changes and Sign Locations



### Existing Speed Limits

SH56 is 70 km/h. All other roads are 50 km/h.

### Proposed Speed Limits

Variable 30 km/h speed limit on Carey St and Works Road.

Also shown is the variable speed limit on SH56 that NZTA (as road controlling authority for SH56) is expected to install. The precise location of the variable speed limit on SH56, and the associated signs, have not yet been confirmed by NZTA.

### Legend

-  Proposed Electronic Variable Speed Limit sign
-  Proposed Fixed Variable Speed Limit Sign
-  Proposed 50 km/h signs
-  Proposed 70 km/h signs
-  Existing school entrance
-  Existing pedestrian refuge

October 2025

# 33 Turitea School Proposed Speed Limit Changes and Sign Locations

## Existing Speed Limits

"Turitea School" Road is 100 km/h.

## Proposed Speed Limits

Variable 30 km/h speed limit on "Turitea School" Road.

## Legend

-  Proposed Fixed Variable Speed Limit Sign
-  Proposed 100 km/h signs
-  Existing school entrance



October 2025

# Part 2

## Longburn-Rongotea Road/Number 1 Line and Te Wanaka Road

### Overview

In addition to the proposed variable speed limits for schools, we are proposing to change the speed limit for two roads:

- We are proposing to create an intersection speed zone (ISZ) at the intersection of Longburn-Rongotea Road and Number 1 Line. The ISZ would lower the speed limit on Longburn-Rongotea Road from 100km/h to 70km/h whenever traffic is waiting on Number 1 Line.
- We are proposing to lower the speed limit on Te Wanaka Road from 70km/h to 50km/h. This lower speed limit aligns with the ISZ that NZTA is proposing to create (with support from PNCC) on SH56 at the intersection with Te Wanaka Road.

### What is an intersection speed zone?

An intersection speed zone (ISZ) lowers the speed limit on the main road when traffic is waiting on the side road. They are typically installed on the major approaches to intersections to help reduce the speeds of approaching vehicles. This makes it easier and safer for people to pull into or out of a side road while maintaining higher speed limits along the corridor at other times. They also give drivers more time to react to mistakes and avoid collisions, so crashes are less likely, and the outcome of any crash is less severe.





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# Intersection Speed Zone (ISZ) -Longburn-Rongotea Road and Number 1 Line

| Roads  | Existing speed limit             | Proposed speed limit         |
|--|----------------------------------|------------------------------|
| Longburn Rongotea Road from 150 metres northeast of its intersection with No 1 Line to 150 metres southwest of that intersection | 100km/h (Longburn-Rongotea Road) | 70 km/h variable speed limit |

## Longburn Rongotea Road Number 1 Line Intersection Speed Zone Proposed Speed Limit Changes and Sign Locations



### Existing Speed Limits

All roads surrounding the site are 100 km/h. However, Number 1 Line, east of the intersection, is 70 km/h.

### Proposed Speed Limits

Variable 70 km/h speed limit on Longburn Rongotea Road.

### Legend

-  Proposed Electronic Variable Speed Limit sign
-  Proposed 70 km/h intersection speed zone
-  Proposed 100 km/h sign
-  Existing 70 km/h sign

## Description of proposed changes

The proposed ISZ would lower the speed limit on Longburn-Rongotea Road from 100km/h to 70km/h when traffic is waiting on Number 1 Line. The speed limits for Number 1 Line would be unchanged.

This intersection is a known accident hotspot. The layout of the intersection and the difference in speed limits between the two intersecting roads makes it difficult for drivers to safely enter or leave the intersection. Changes to the layout of the intersection to improve safety would be prohibitively expensive.

An ISZ is an appropriate solution to improve safety at this intersection. It allows the traffic on the main route to travel at the ordinary speed limit of 100km/h when there is no

traffic on the side roads. Where there is traffic waiting at the intersection the speed limit is temporarily reduced so that drivers have more time to react and enter or leave the intersection safely.

Control of these roads is shared with Manawātū District Council (MDC). The sections of the roads to the north and west of this intersection are controlled by MDC, while PNCC is responsible for the sections of road to the east and south of the intersection. MDC are also consulting on the same proposal. This change will only go ahead if both MDC and PNCC agree to make this speed limit change.

### Summary of Cost-Benefit Disclosure Statement

We prepared a cost-benefit analysis in accordance with Rule 3.3 of the Setting of Speed Limits Rule. This analysis considered crash impacts, travel time impacts and implementation costs. The following tables show the benefit-cost ratio (BCR), crash impacts, travel time costs and implementation costs:

| Benefit-Cost Ratio | Crash Impacts | Travel Time Costs | Implementation Costs |  |
|--------------------|---------------|-------------------|----------------------|--|
| 13                 | +\$12.3M      | -\$673k           | \$256k               |  |

| Existing Injury Crashes (5 years) | Expected Crash Change (per year) | Mean Speed Change | Travel Time Change Per User (seconds) | Travel Time Change Per Day (hours) |
|-----------------------------------|----------------------------------|-------------------|---------------------------------------|------------------------------------|
| 7                                 | 1.8 injury crashes               | -8.8km/h          | 1.7 seconds                           | 0.39 hours                         |

These values were prepared in accordance with the NZTA's Monetised Benefit and Cost Manual (MCBM).

The BCR of 13 indicates that the installation of the ISZ at this intersection will generate significantly greater benefits than its cost.

# Te Wanaka Road

| Roads          | Existing speed limit | Proposed speed limit |
|----------------|----------------------|----------------------|
| Te Wanaka Road | 70 km/h              | 50 km/h              |

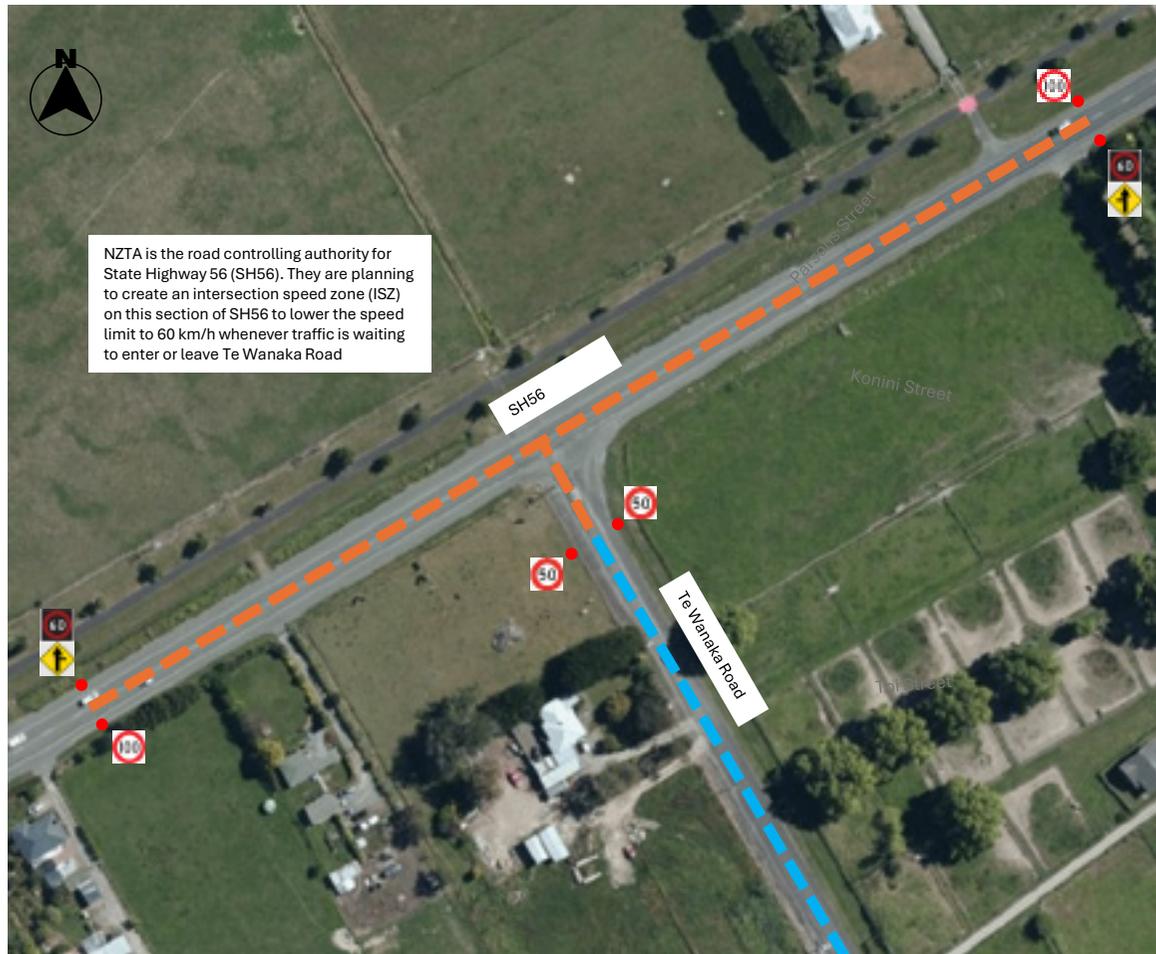
## S56 Te Wanaka Road Intersection Speed Zone Proposed Speed Limit Changes and Sign Locations

### Existing Speed Limits

SH56 has a 100 km/h speed limit. Te Wanaka Road is 70 km/h.

### Proposed Speed Limits

Variable 60 km/h speed limit on SH56. Permanent 50 km/h speed limit on Te Wanaka Road.



### Legend

-  Proposed Electronic Variable Speed Limit sign
-  Proposed 100 km/h sign
-  Proposed 50 km/h sign
-  Proposed 60 km/h intersection speed zone (indicative)
-  Proposed permanent 50 km/h speed limit

## Description of proposed changes

We propose to lower the speed limit on Te Wanaka Road from the current 70km/h speed limit to 50km/h. This reduction is in support of the Kikiwhenua residential development accessed from Te Wanaka Road, and to align with the proposed intersection speed zone (ISZ) at the intersection with SH56/Pioneer Highway in partnership with NZTA.

NZTA has agreed to support an intersection speed zone at the intersection with SH56 provided that the Council pays for the installation of the necessary infrastructure. The

Council has funding to install the ISZ, but as the road controlling authority NZTA is responsible for changing the speed limit on SH56. NZTA are consulting separately on the proposal to create the ISZ on SH56 at this intersection.

For more information about the proposed ISZ on SH56 please visit <https://nzta.govt.nz/about-us/public-consultation-hub/current-consultations/>

### Summary of Cost-Benefit Disclosure Statement

We prepared a cost-benefit analysis in accordance with Rule 3.3 of the Setting of Speed Limits Rule. This analysis considered crash impacts, travel time impacts and implementation costs. The following tables show the benefit-cost ratio (BCR), crash impacts, travel time costs and implementation costs:

| Benefit-Cost Ratio | Crash Impacts | Travel Time Costs | Implementation Costs |
|--------------------|---------------|-------------------|----------------------|
| 0.61               | +\$768k       | -\$1,274k         | \$12k                |

| Existing Injury Crashes (5 years) | Expected Crash Change (per year) | Mean Speed Change | Travel Time Change Per User (seconds) | Travel Time Change Per Day (hours) |
|-----------------------------------|----------------------------------|-------------------|---------------------------------------|------------------------------------|
| 0                                 | 0.01                             | -6.3km/h          | 3.1 seconds                           | 0.95 hours                         |

These values were prepared in accordance with the NZTA's Monetised Benefit and Cost Manual (MBCM).

A BCR of less than 1 using the approach outlined in the Setting of Speed Limits Rule has more disbenefits than benefits. With no reported injury crashes over the last 10-years, there were limited crash reduction benefits. This outcome was also influenced by the significant travel time increases following the increased number of users following the development, however with existing volumes a BCR of greater than 1 is not achieved.

A sensitivity test was undertaken to determine the impact on the BCR with the introduction of injury crashes on the road that may occur in the future. Increasing the injury crash rate to as single injury crash in a 5-year period increased the BCR to 2.4.

An alternative sensitivity test was also undertaken to determine the impact on the BCR if the speed limit was instead reduced to 60km/h. The produced a lower BCR of 0.25.

The proposal to lower the speed limit for Te Wanaka Road is not driven by an existing unsafe intersection but rather the potentially unsafe intersection that would be present once the surrounding land is developed.



## Our approach to speed management

This Speed Management Plan is the first step in a series of plans to address speed management in our district.

In stage 1, we are focussing on urgent and immediate changes that are required, or where the case for change is especially strong. This includes implementing variable speed limits around schools, which is required by the Speed Limits Rule to be in place by 1 July 2026. We are also proposing two specific speed limit changes that are urgently needed:

- Lowering the speed limit on Te Wanaka Road to 50km/h alongside the proposed intersection speed zone being created on SH56 on our behalf by NZTA as the road controlling authority for state highways. This is urgently needed so that the planned development of Kikiwhenua can proceed, unlocking the growth potential of this area. A lower speed limit for SH56 was a condition of the resource consent for this block of land, to ensure the area remains safe as traffic demand grows.
- Implementing a 70km/h intersection speed zone on Longburn-Rongotea Road at the intersection with Number 1 Line. This is a known accident blackspot, and the cost-benefit disclosure statement illustrates the benefits that are likely to be realised if the intersection speed zone is implemented. We considered alternative approaches to an intersection speed zone, such as modifying the intersection, but the cost for such an approach would be prohibitively expensive.

In stage 2, we will be focussing on the next group of speed limit reviews. These areas include:

- City centre
- Valley Views Road and Turitea Road
- Tremaine Ave and Whitehorse Road
- Stoney Creek Road
- Roberts Line
- Kahuterawa Road
- Summerhill Drive

We expect this work to begin in early 2026, where we will investigate the best approach for addressing speed-related safety issues including speed limit changes, improvements to safety infrastructure, and safety camera enforcement.

## How our proposals are consistent with the Government Policy Statement (GPS) on Land Transport

Our proposals are consistent with the Government Policy Statement on Land Transport. Creating an intersection speed zone on Longburn-Rongotea Road will have a significant impact on road safety. While the GPS states that “safety interventions should be retrofitted on high crash areas of the network”, this is subject to a test of value for money and materially improving road safety. The only alternative which would deliver equivalent road safety improvements would be a significant alteration to the road and intersection layout, which would not deliver value for money. The cost-benefit disclosure statement for Longburn-Rongotea Road confirms this conclusion.

Our proposal to lower the speed limit on Te Wanaka Road is not directly related to the road safety priorities of the GPS. However, it is part of a package (including the proposal from NZTA to create an intersection speed zone on SH56) that will contribute to the Government’s Economic Growth and Productivity outcomes. This is one of the outcomes that the Government expects that the GPS on Land Transport will be achieving. In particular, a lower speed limit on these roads is a condition of the resource consent for Kikiwhenua. If the lower speed limit is in place then the full allocation of sections will be able to be developed, which will unlock access to greenfield land for housing development, one of the Government’s priority outcomes.

## Our implementation programme

Given the very narrow scope of changes proposed in this Speed Management Plan, all changes are expected to be implemented between 1 July 2026 and 30 June 2027, as outlined below:

| Road/Area   | Existing speed limit (km/h) | Proposed speed limit (km/h) | Speed limit type | Year of commencement |
|---|-----------------------------|-----------------------------|------------------|----------------------|
| School variable speed limits  | 50                          | 30                          | Variable         | 2026                 |
| Longburn-Rongotea Road/<br>Number 1 Line intersection speed<br>zone | 100                         | 70                          | Variable ISZ     | 2026/27              |
| Te Wanaka Road  | 70                          | 50                          | Permanent        | 2026/27              |

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