

To Kane Patena, Director of Land Transport
CC: Chris Rodley, Senior Manager Regulatory Standards and Implementation
From Karina Morrow, Manager Regulatory Technical
Date 21 November 2022
Subject **Land Transport Rule: Setting of Speed Limits 2022—Director approval sought to change speed limit on 500 metre stretch of State Highway 3 (Napier Road)**

Purpose

To recommend, as Director of Land Transport, you approve Waka Kotahi’s Transport Services (the Agency as road controlling authority) setting a 50 km/h permanent speed limit on a 500-metre stretch of State Highway 3 (Napier Road) North of Palmerston North in the direction of Ashhurst, Manawatu.

Attachment 1 is a letter for your signature to Vanessa Browne, National Manager, Programme and Standards, in Waka Kotahi’s Transport Services, approving the proposed speed limit, based on the assessment, below.

Background

Director power to consider Alternative Method proposal

Clause 2.6 of the Land Transport Rule: Setting of Speed Limits 2022 (the Rule) [Attachment 2 refers] provides for the Director to give approval, under the Alternative Method, for a road controlling authority (RCA) to set a speed limit when a speed management plan is not applicable (including as a transitional provision, before an RCA’s first speed management plan has been certified). Transport Services is the RCA for the State highways network.

Clause 2.6(4) states: “(4) The Director must give their approval if they are satisfied that **good reason** exists for the proposed speed limit to be set before the next relevant plan is published (including before an interim plan has been published)”.

The proposal

On 25 October 2022, Vanessa Browne sought your approval to set the proposed 50 km/h speed limit, described above. Attachment 3 reproduces the letter and its appendix. Figure 1 illustrates the proposal:

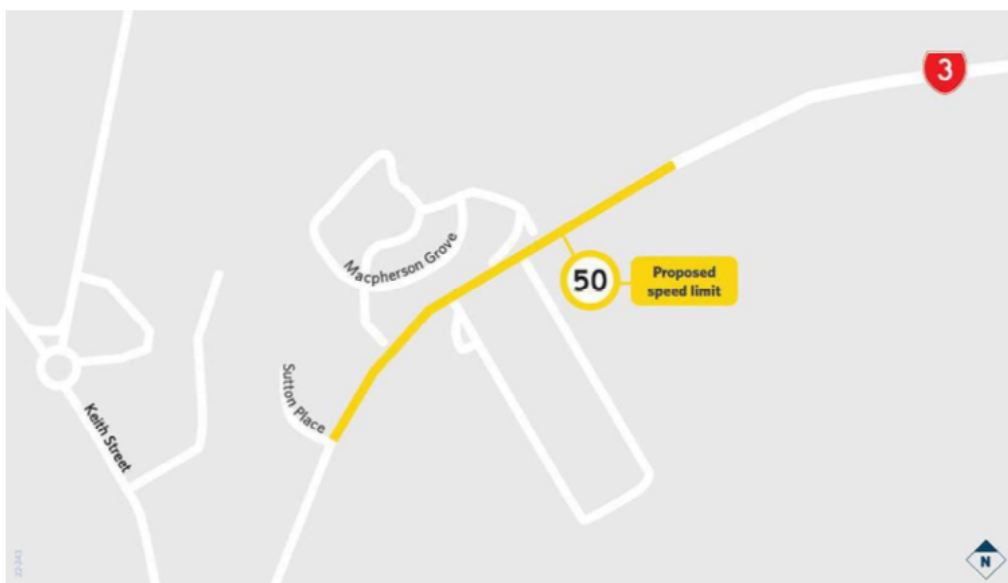


Figure 1: Proposed speed limit

The proposal would extend the Palmerston North urban permanent speed limit of 50 km/h beyond Sutton Place, which adjoins Napier Road, the point where the 50 km/h urban speed limit currently ends. In doing so, it would lower the speed limit on Napier Road past Bupa Riverstone Retirement Village.

An 80 km/h permanent speed limit currently applies to the stretch of Napier Road pertaining to the proposal; the speed limit having been reduced from 100 km/h to 80 km/h on 20 August 2022 in response to a Speed Limit Review completed in May 2022 [Attachment 2 refers]. This was part of a set of speed limit changes you approved in July 2022—also under the Alternative Method—as per Figure 2, below [Attachment 4 refers]:



Figure 2: August 2022 Speed limits between Palmerston North and Ashhurst approved under the Alternative Method

Assessment

The current proposal is suitable for consideration under Clause 2.6, since the Interim State Highway Speed Management Plan is yet to be certified (public consultation runs 14 November to 12 December 2022). Furthermore, the proposal does not have a network-wide impact, making it suitable for consideration as a discrete speed management proposal.

The Regulatory Technical team support the proposal on the basis of:

- the analysis outlined in the Speed Limit Review [Attachment 2]
- accordance with safe system principles
- the gradual encroachment of an urban development environment along Napier Road
- the presence of vulnerable road users, including cyclists, pedestrians and school children; and
- generally positive feedback from the public and stakeholders, as identified in the Speed Limit Review and subsequent targeted consultation that informed the current proposal.

Consultation

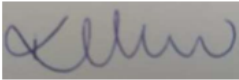
Clause 2.6(7) requires that: “Before setting the speed limit, the Agency (as RCA) or the territorial authority must consider any submissions received during any consultation under subclause (5)(a)”. The additional public consultation carried out in June 2022 supported the proposal.

The proposal is supported by Bupa Riverstone Retirement Village, accessed via Napier Road. The Village had earlier supported a potential speed reduction to 50 km/h or 60 km/h identified in the consultation on the wider set of speed limit proposals subsequently approved in July 2022. Their earlier submission noted benefits for senior citizens and vulnerable road users generally.

Transport services engaged with Rangitāne O Manawātū as partners prior to and throughout the Speed Limit Review. Iwi expressed support for the overall set of speed reductions and infrastructure improvements proposed. Although they haven’t commented on the current proposal to extend the urban

50 km/h speed limit further along Napier Road, they had earlier expressed support for greater speed limit reductions along Napier Road than was proposed in the initial consultation.

In light of the information above, the Regulatory Technical team consider the 'good reason' condition under Clause 2.6 has as being met. We therefore support the proposal as presented.



Karina Morrow
Manager Regulatory Technical
17/11/2022

Endorsed



Chris Rodley, Senior Manager Regulatory Standards and Implementation
22/11/2022

Attachments

- | | |
|--------------|--|
| Attachment 1 | Proposed letter for signature to Vanessa Browne, approving the proposed speed limit under the Alternative Method. |
| Attachment 2 | Land Transport Rule: Setting of Speed Limits 2022—Clause 2.6: <i>Alternative method for Agency (as RCA) or territorial authorities to set speed limits: Director approval before next plan</i> (extract) |
| Attachment 3 | Letter of 25 October 2022 from Vanessa Browne seeking Director approval under the Alternative Method, provided for under Clause 2.6 of the Land Transport Rule: Setting of Speed Limits 2022, for a 50 km/h permanent speed limit on a 500-metre stretch of State Highway 3, North of Palmerston North |
| Attachment 4 | Letter of 4 July 2022 from the Director to Vanessa Browne approving, under Clause 2.6, the setting of various permanent speed limits on a 12-kilometre section of State Highway 3 between Palmerston North and Ashhurst |

Recommendation

It is recommended you:

1. **Approve** Transport Services' proposal for a 50 km/h permanent speed limit on a 500-metre stretch of State Highway 3 (Napier Road) North of Palmerston North, in your capacity as Director of Land Transport. Yes No
2. **Sign** the enclosed letter to Vanessa Browne, National Manager, Programme and Standards, in Transport Services, conveying this approval. Yes No

Signed



Kane Patena
Director of Land Transport
____/____/2022

Attachment 1: Proposed letter to Vanessa Browne, approving the proposed speed limit



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17 November 2022

Vanessa Browne
National Manager, Programme and Standards
Vanessa.Browne@nzta.govt.nz

Waka Kotahi

Dear Vanessa,

Land Transport Rule: Setting of Speed Limits 2022—Director approval to set speed limit between Palmerston North and Ashhurst

Thank you for your letter dated 25 October 2022, requesting Director of Land Transport approval for the Agency (as road controlling authority) to set a 50 km/h permanent speed limit on State Highway 3 between Palmerston North and Ashhurst, Manawatu, in accordance with the Alternative Method process provided for under Clause 2.6 of the Land Transport Rule: Setting of Speed Limits 2022.

The section of State Highway concerned starts at Sutton Place in Palmerston North and extends 500 metres North in the direction of Ashhurst, as detailed in the appendix to your letter.

I am satisfied, in line with Clause 2.6(4), good reason exists for the proposed speed limits to be set before the next relevant plan is published, and note public consultation revealed support of the proposal. I therefore approve the proposed speed limit.

If you have any questions, please do not hesitate to get in contact with Chris Rodley (Senior Manager Regulatory Standards and Implementation Te Rōpū Waeture - Regulatory Services Group) (chris.rodley@nzta.govt.nz).

Your sincerely,

A handwritten signature in blue ink, appearing to read 'Kane Patena', written over a light blue horizontal line.

Kane Patena

Director of Land Transport

Attachment 2:

Land Transport Rule: Setting of Speed Limits 2022—Clause 2.6: Alternative method (extract)

Attachment 3:

Proposal to Director seeking approval to set speed limit by way of the Alternative Method



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25 October 2022

Kane Patena
Director of Land Transport
Kane.patena@nzta.govt.nz
Private Bag 6995
Marion Square
Wellington 6141
New Zealand

Kia ora Kane,

Director approval for speed changes – State Highway 3 between Palmerston North and Ashhurst

Waka Kotahi as Road Controlling Authority (RCA) respectfully requests that the Director of Land Transport approves the setting of a permanent speed limit on a 0.5km long section of State Highway 3, north of Palmerston North (shown in the map in **Attachment A** to this letter) in accordance with clause 2.6 of the Land Transport Rule: Setting of Speed Limits 2022 (the **Rule**).

Background

Between January 2022 and June 2022, Waka Kotahi undertook the speed review for the SH3 Palmerston North to Ashhurst corridor in accordance with the Land Transport Rule: Setting of Speed Limits 2017 (**2017 rule**). The changes included implementing a permanent 80km/h limit between Palmerston North and Whakarongo, a 60km/h Variable Speed Limit at Whakarongo School, a 60km/h speed limit through Ashhurst township and an 80km/h over the Ashhurst Bridge. These speed changes were approved by yourself and completed on 23 June 2022 under the new Setting of Speed Limits 2022 rule.

Palmerston North City Council (PNCC) implemented a plan change on 21 April 2021 on the northern side of SH3 between Bupa Riverstone Retirement Village (BUPA) and the Roberts Line intersection to become a Residential zone. There are likely to be further changes within this corridor that will continue to change the nature of the road network. Signalised intersection infrastructure work is planned at the Roberts Line/SH3 intersection, to begin in 2023 (TBC, subject to funding). PNCC have indicated their intent to lower the speed limit of the side road - Stoney Creek Road to 60 km/h, outside Whakarongo School. PNCC are also proposing urban development on the Kauri Park Nurseries, which is opposite BUPA and indicatively planned for 2023.

The consultation for the full SH3 Palmerston North to Ashhurst corridor highlighted that there was public support for extending the existing urban 50km/h speed limit through Palmerston North (which currently ends outside of Sutton Place) to include the entrance to BUPA, which is located northeast of the city. It was agreed that further consultation was required to consider extending the existing 50km/h zone by 0.5km, to a new location 0.2km north east of the retirement village entrance. Consultation for the proposed extended speed limit was held in June 2022 in accordance to the Setting of Speed Limits 2017 (**2017 rule**). Our internal approval stages on the new extended 50 km/h speed limit have been completed.

Waka Kotahi understands that during the interim period of the Rule, speed limits can be set in accordance with the clause 2.6 process for changes in advance of a new plan (by way of Schedule 3, clause 12.8) or in accordance with a modified 2017 rule process under Schedule 3, clause 12.9.

Waka Kotahi wishes to complete the speed limit changes for this corridor under the clause 2.6 process rather than Schedule 3, clause 12.9. The residents of the retirement village have requested that the speed change is made as soon as possible as the current speed limit does not feel safe for an environment with vulnerable road users.

1

In terms of meeting the resident's requests, the clause 2.6 process is more efficient than the Schedule 3, clause 12.9 process, as clause 12.9 requires the creation of a gazetted bylaw in addition to a land transport record. The timeframes involved in gazetting a bylaw will further delay implementing safe speed limits on this corridor.

In this case, although the technical review, consultation and internal approvals have been completed under the 2017 rule, Waka Kotahi considers that the requirements for clause 2.6 have also been met. In particular:

- For clause 2.6 (3)(a) Waka Kotahi took into account the guidance and information developed and maintained by Waka Kotahi under clauses 3.14 and 3.15 by using Megamaps (Edition 3) for development of the technical aspects.
- For clause 2.6 (3)(b) Waka Kotahi assessed the speed limits of the adjoining roads and considered the impact of the speed change and received feedback from adjacent RCA's.
- For clause 2.6 (6) Waka Kotahi undertook consultation that generally aligns with the requirements of clause 3.9.
- For clause 2.6 (7) Waka Kotahi considered consultation submissions received.
- For clause 3.9 (6) Waka Kotahi engaged and consulted with iwi as partners prior to the project commencing and throughout the entirety of the speed review. This was not a requirement of the 2017 rule, however for this specific project it was undertaken to align with best practice and is deemed to be a reasonably practicable approach under the requirements of the 2017 rule at the time of consultation.

Attachment B to this letter is a copy of the approved and signed Speed Review Report and its supporting documents which record the process undertaken for this speed limit change. An addendum has been added at the end of the Speed Review Report to outline and record this decision.

If Waka Kotahi receives your approval for setting the speed limit under clause 2.6, it will complete the speed change in accordance with that clause, including creating and submitting a land transport record of the speed change and publishing online the information required under clause 2.6(8).

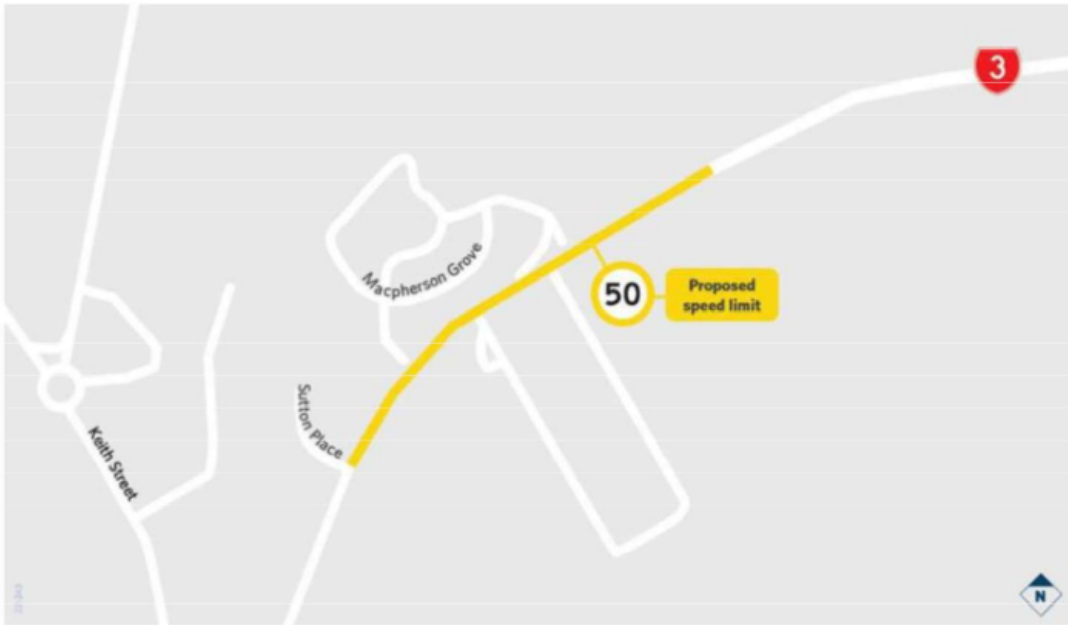
We appreciate your consideration and feedback in relation to the SH3 50km/h extension of speed limit approval. Please contact me if you wish to discuss any aspect of this letter or require any further information.



Vanessa Browne

National Manager, Programme and Standards

Attachment A
Map of SH3 Napier Road 50 km/h extension



Speed Management Programme

*SH 3 Palmerston North to Ashhurst
Manawatu/Whanganui Region
(Site ID 2.3.002)*

May 2022
Addendum - October 2022



SPEED LIMIT REVIEW

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DOCUMENT INFORMATION

Distribution List

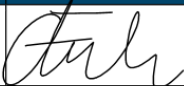
Name	Role
Andrew Burdett	Speed Management Programme Lead
David Van Staden	Programme Director – Speed and Infrastructure Programme
Graham O'Connell	Manager - Systems Performance
Janette Williams	Practice Manager Central North Island – Engagement and Partnerships

Related Documents


The following documents should be read in conjunction with this report:

Title	Location
Technical Assessment	https://infohub.nzta.govt.nz/otcs/cs.dll/Overview/49087835
Internal Review Form	https://infohub.nzta.govt.nz/otcs/cs.dll/Overview/50395181
Engagement Summary Report	https://infohub.transporthub.govt.nz/otcs/cs.dll?func=ll&objaction=overview&objid=52212506
Consultation Summary Report	https://infohub.transporthub.govt.nz/otcs/cs.dll?func=ll&objaction=overview&objid=52692353



Quality Assurance – Speed Management Programme

Name	Position	Date	Signature
Charlotte French	Technical Quality Assurance Reviewer	25/05/2022	

Document Approved for Issue


Name	Position	Date	Signature
Andrew Burdett	Speed Management Programme Lead, Transport Services - Infrastructure Delivery	25/05/2022	

Outcome Endorsement

Name	Position	Date	Signature
Kirstan O'Donoghue	Principal Traffic & Safety Engineer, Transport Services – Programme and Standards	30/05/2022	
James Hughes	Lead Advisor Safety, Transport Services – Programme and Standards	30/05/2022	


DECISION

This decision is made by the National Manager Programme and Standards, Transport Services, Office of the GM TS in accord with authority residing in Waka Kotahi.


Name	Position	Date	Signature
Vanessa Browne	National Manager Programme and Standards, Transport Services, Office of the GM TS	08/06/2022	

Approval for Addendum (page 31) – 50km/h extension near BUPA Riverstone Retirement Village


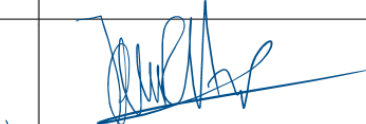
Quality Assurance – Speed Management Programme

Name	Position	Date	Signature
Charlotte French	Technical Quality Assurance Reviewer	11/10/22	

Document Approved for Issue


Name	Position	Date	Signature
Andrew Burdett	Speed Management Programme Lead, Transport Services - Infrastructure Delivery	10/10/22	

Outcome Endorsement

Name	Position	Date	Signature
Kirstan O'Donoghue	Principal Traffic & Safety Engineer, Transport Services – Programme and Standards	07/10/22	
James Hughes	Lead Advisor Safety, Transport Services – Programme and Standards	11/10/22	

DECISION

This decision is made by the National Manager Programme and Standards, Transport Services, Office of the GM TS in accord with authority residing in Waka Kotahi.

Name	Position	Date	Signature
Vanessa Browne	National Manager Programme and Standards, Transport Services, Office of the GM TS	21/10/2022	

Abbreviations used in this Speed Review Report

Abbreviation	Term
AADT	Average Annual Daily Traffic
DSI	Deaths & Serious Injuries
IRR	Infrastructure Risk Rating
ISZ	Intersection Speed Zone
MegaMaps	Waka Kotahi's Safer Journeys Risk Assessment Tool (geospatial)
PS	Programmes and Standards-Transport Services
RCA	Road Controlling Authority
SaAS	Safe and Appropriate Speed
SMG	NZ Speed Management Guide First Edition, November 2016, Waka Kotahi
SMP	Speed Management Programme
Speed Rule 2017	Land Transport Rule Setting of Speed Limits 2017
Speed Rule 2022	Land Transport Rule Setting of Speed Limits 2022
SRR	Speed Review Report
VSL	Variable Speed Limit (i.e., School Zone VSL)
Waka Kotahi	Waka Kotahi NZ Transport Agency

Legislation referenced in Speed Review Report

Abbreviation	Term
Speed Rule	Land Transport Rule Setting of Speed Limits 2017 Rule 54001/2017
LTMA	Land Transport Management Act 2003
GRPA	Government Roding Powers Act 1989
LTA	Land Transport Act 1998
GPS	Government Policy Statement on land transport 2021

EXECUTIVE SUMMARY

Key Points/Risks

Background

- This speed review was incorporated into the Waka Kotahi SMP on an accelerated basis that would address the risk of an existing temporary speed limit coming to the end of its application period and at the same time to implement safe and appropriate speed limits over parts of SH3 in Palmerston North and Ashhurst that have been subject to significant land use development and traffic increase.

Location description

- This section of SH3 Napier Road extends northeast from the city of Palmerston North towards Ashhurst before turning southeast and ending at the intersection with SH57.
- SH3 is a Regional Strategic state highway.

Safety Context

- Between 2011 and 2020 there were 158 injury crashes on this section of highway. Fifteen people were seriously injured and three people were fatally injured.
- Over its 11.7km length, the corridor passes through several intersections that have poor safety records, particularly the Roberts Line intersection.

Traffic Environment

- Traffic volumes at the Palmerston North end exceed 12,000 vehicles (AADT) and 2000 vehicles (AADT) at Ashhurst.
- Intensification in land use in the vicinity of SH3 has driven above average traffic volume increases.

Infrastructure Context

- When reviewing and recommending speed limits we consider the current state of the road and the road infrastructure. Should the infrastructure along this corridor change, the speed limit on the corridor will be reassessed to align with the infrastructure improvements
- Along this corridor is the SH3 Napier Road Infrastructure improvements commenced under the Accessing Regional New Zealand Projects (Road to Zero).
- The detailed design phase for intersection improvements at Roberts Line and associated walking and cycling facilities is currently underway with an expected commencement of construction in 2023 (subject to funding approval). These proposed infrastructure improvements will impact the safe and appropriate speed and a reassessment of the speed through this corridor will be undertaken to align with the implementation of the improved infrastructure.
- For engagement stages, the infrastructure and speed review partnered together and were engaged upon simultaneously to help tell the story to the public. Due to the speed review being fast tracked, the consultation of the speed review was done in isolation however the infrastructure project has been closely linked with our messaging and program to maintain consistent messaging and efficient process for both projects.

SaAS

- The existing speed limits on [SH3 Palmerston North to Ashhurst](#) are not considered to be Safe and Appropriate.
- A reduction to 60km/h is proposed through the township of Ashhurst, with a reduction to 80km/h south of Ashhurst to where SH3 intersects with SH57.
- The peri-urban section from Palmerston North to Whakarongo was reduced to 80km/h to reflect current levels of development.
- An 80/60 VSL at Stoney Creek Intersection is proposed through Whakarongo to meet the needs of Whakarongo School students. The school is situated on Stoney Creek Rd, adjacent to the State Highway and has a off-road car park accessed from the local road. Initially, a need for VSL speed limit of 30km/h

was discussed between the technical team, as this is the recommended speed outside schools according to Safe System principles. However, it was agreed that the speed differential between the permanent 80km/h and the 30km/h VSL would be too great for the length of the VSL limit, and the off - road drop off/pick up zone mitigates the need for a 30km/h limit here. The 60km/h VSL is more suitable to address the turning movements of school based traffic at the intersection.

- Although it was recognised that for the section between Stoney Creek Road to Ashhurst, 100km/h is not the SaAS, insufficient levels of feedback had been received from both stakeholders and public to confidently determine the sentiment on speed through this section. As a result, it was agreed between project and communications teams that omitting this section from the fast tracked consultation is the preferred approach to allow for more time to gather feedback and understand the sentiment and future plans for this rural road. The intent is to consult on the SaAS in 2023 alongside the infrastructure project, pending funding approval.

Engagement and Consultation

- The consultation phase did not identify any particular further issues that Waka Kotahi was not aware of.
- Submissions provided specific feedback on sections of SH3 as well as general feedback relevant across the entire corridor from Palmerston North to Ashhurst. Submissions contained opinions and views on the proposed speed limits, future residential growth and its impact on traffic volumes, safety concerns entering and exiting SH3, comments around road improvements, driver behaviour, driver education and enforcement.
- Sentiment was mixed. A lot of the submissions support reduced speed limits as proposed, and many suggested even lower speed limits. Some submitters opposed reduced speed limits as proposed.

Iwi

- Iwi have been engaged as partners throughout the speed review, commencing prior to engagement stages in alignment with the infrastructure project workshops. Early sentiment was in favour of both speed review and infrastructure improvements along the corridor.
- Prior to consultation, a hui was held with iwi to discuss the speed limit proposal and to seek additional feedback on the rural open road section. General sentiment was in support of the proposed speeds, except for the Roberts Line section, where iwi support a further speed reduction than what was proposed. It was also requested that iwi receive the results of consultation to inform their sentiment, of which this was provided to iwi in mid-May. No further response from iwi has since been received (as of 25th May 2022)

Review/specific issues that were additionally addressed

- This speed review was commenced under the Land Transport Rule: Setting of Speed Limits 2017. On 19th May 2022, the Land Transport Rule: Setting of Speed Limits 2022 came into effect.
- This means that this review has been completed in accord with the transitional provisions set out at Clause 12.9 of the Speed Rule 2022.
- This report includes information to constitute a land transport record such that it will be implemented by way of inclusion in the National Speed Limit Register (which will also be operative on, or about 19th May 2022). No bylaw amendment will be made as this is no longer required.
- Waka Kotahi (as Regulator) has also advised that it no longer requires its approval to be sought for Kura School VSL and so no gazetted approval from the Regulator has been sought. This accords with the removal of this requirement in the Speed Rule 2022 (Clause 12.9 (3) (c)).

Waka Kotahi as road controlling authority for the state highway network, and in particular for [SH3 Palmerston North to Ashhurst](#) as detailed in this report determines that the safe and appropriate speed for [SH3 Palmerston North to Ashhurst](#) is as indicated on the Locality Map, following, and more particularly as identified in the summary table below:

Locality Map of SH3 Palmerston North to Ashhurst Speed Limit Changes



Summary Table-Speed Review Recommendation for Approval (Simple)

#	SH3 Palmerston to Ashhurst	Section length: (km)	Existing Speed Limit	Proposed Speed Limit
1	20m north of Sutton Place (East of Keith Street) to 280m east of Stoney Creek Road	3.390	100	80
2	Kura/School VSL at Whakarongo School 200m west of Stoney Creek Road to 130m east of Stoney Creek Road	0.325	100	80/60 VSL
3	280m east of Stoney Creek Road to 350m east of Hacketts Road	6.295	100	100
4	350m east of Hacketts Road to 500m south of Custom Street	1.125	80	60
5	500m south of Custom Street to 160 northwest of State Highway 57	0.92	100	80

NOTE: Locations are approximate. Recommendation Table (Table Four) contains detailed NZTM2000 location co-ordinates (and RS/RP descriptions)

CONTENTS

Speed Limit Review	1
Document Information	3
Decision	4
Executive summary	6
Key Points/Risks	6
Contents	9
Purpose	10
Background	11
Corridor Assessment	13
Technical Assessment	13
Additional Matters	14
External Engagement	15
Treaty Partners	15
Stakeholder Relationships	15
Public Respondents	16
Post-External Engagement Viability Meeting	18
Additional Matters	21
Consultation	22
Treaty Partners	23
Stakeholder Relationships	23
Public Respondents	24
Feedback Themes	25
Post Consultation Review	26
Speed Rule 2022-Requirements & Procedural Responses	27
Recommendation	28
Annexure One – Consultation Submissions	30

PURPOSE

As the Road Controlling Authority for the State Highway system, Waka Kotahi is undertaking speed and infrastructure interventions on the State Highway that will contribute to reducing deaths and serious injuries. Speed Reviews are being undertaken as part of the Road to Zero Infrastructure and Speed Management Strategic Programme which informs the New Zealand Road Safety Strategy 2020-30, Road to Zero – this strategy aims to achieve a 40% reduction in deaths and serious injuries on New Zealand's roads by 2030.

This document sets out the process undertaken to establish the safe and appropriate speeds for this part of the State Highway network in accordance with the requirements of the Land Transport Rule - Setting of Speed Limits 2017, Rule 54001/2017 (Speed Rule) and in accord with the methodology set out in the Waka Kotahi Speed Management Guide 2015 (SMG).

For [SH3 Palmerston North to Ashhurst in the Manawatu/Whanganui Region](#), Waka Kotahi has undertaken a speed review identifying speed limits that are considered safe and appropriate. Subject to confirmation of the decision of Waka Kotahi in this regard, new speed limits shall be made.

This report provides a record of the decision-making process undertaken for the subject Speed Review.

BACKGROUND

Waka Kotahi is the Road Controlling Authority for New Zealand's State Highway Network, and pursuant to its functions, identified [SH3 Palmerston North to Ashhurst in the Manawatu/Whanganui Region](#) for possible speed review pursuant to the Speed and Infrastructure Programme (SIP).

Table One - Background

Element	Information
Corridor title (As initially identified)	SH3 Palmerston North to Ashhurst in the Manawatu/Whanganui Region
Location description	This section of SH3 Napier Road extends northeast from the city of Palmerston North towards Ashhurst before turning southeast and ending at the intersection with SH57. It passes through several intersections that have poor safety records, particularly the Roberts Line intersection. SH3 is a Regional Strategic state highway.
District	Palmerston North City Council Manawatu District Council
Corridor length	11.7 km
Speed Information	Speed information (as it relates to each section of the identified corridor) is included at Table Two – Technical Assessment) in the Corridor Assessment Section, following Speed information includes: <ul style="list-style-type: none"> • Current speed • Average speed (operating speed) • Safe and appropriate speed
Other factors considered in setting this speed limit	A temporary 80km/h speed limit has been in place since 2015 between Sutton Place and Roberts Line (existing permanent 100km/h), which will no longer be legal by the end of June 2022. Therefore, this project has been accelerated to provide a legal permanent speed limit, which cannot stay at a permanent 100km/h due to the high crash risk observed at Roberts Line as a result of the increased development north of the State Highway in Kelvin Grove, along with increased vulnerable road users in the area. The road between Roberts Line and Ashhurst is long and straight with narrow shoulders and numerous side road hazards. If someone makes a mistake or loses control, there is very little room to recover and there is a high risk of collision. Ashhurst is a rural township with increased traffic due to the Manawatu Gorge detour route through the township.

Crash history	Between 2011 and 2020 there were 158 injury crashes on this section of highway. Fifteen people were seriously injured and three people were fatally injured.
Additional items	There is one school on this section of SH3 – Whakorongo School, which is located at the intersection of SH3 and Stoney Creek Road. There is no variable speed limit in place and the existing speed limit is 100km/h

CORRIDOR ASSESSMENT

Technical Assessment

Waka Kotahi provided the technical assessment consultant with the Mega Maps III (Safer Journeys Risk Assessment Tool) geospatial information for the [SH3 Palmerston North to Ashhurst](#) corridor

The information for corridor assessment for [SH3 Palmerston North to Ashhurst](#) was based on Mega Maps V.002

MegaMaps is a geospatial tool which provides a standardised view of road risk. It provides for automated coding that can be widely applied in a cost-effective manner and though it provides a standardised network-wide assessment that avoids inconsistency in coding it is reliant on the standard of information available in historical data sets. The technical assessment is a comprehensive review of a corridor that comprises both a visual assessment of the corridor (utilising network video) and consideration of the corridor (and its sections) against the parameters or features that inform its infrastructure risk rating as undertaken by a technical expert. By targeting risk an initial Technically Assessed Speed for a corridor (sections) is identified as set out at Table Two, following

For details, please refer to the Technical Assessment / Internal Review Form.

Table Two-Technical Assessment

#	SH3 Palmerston North to Ashhurst	Current Speed Limit	Mega Maps Speed	Tech. Assessed Speed	Commentary
1	Sutton Place (East of Keith Street) to just east of Roberts Line.	80 temp (100 perm.)	80	80	The temporary 80km/h is a result of an increased crash history and risk at the intersection as a result of rapid development in the Kelvin Grove area.
2	East of Roberts Line past James Line to west of Stoney Creek Road (Whakarongo)	100	80	80	
3	Variable School Zone section to include the intersection of Stoney Creek Road and SH3 that serves Whakarongo School	100	80	80 (60 VSL)	The permanent speed through this section is in line with MegaMaps at 80km/h with a 60km/h variable speed limit sign in School hours.
4	East of Stoney Creek Road to the western approach to Ashhurst (Custom Street)	100	80	80	
5	Section through Ashhurst from Custom Street to south of Ashhurst Domain entrance.	80	80	60	This is less than the SaAS in MegaMaps for Ashhurst. When the Gorge Road is complete and traffic volumes in this area increase, a speed of 60km/h is more appropriate. Noting this area currently has a small temporary 50km/h installed late 2021 to address the safety risk at Cambridge Tce intersection. There is small section of 50 temporary (installed Oct 2021) which is to mitigate the

#	SH3 Palmerston North to Ashhurst	Current Speed Limit	Mega Maps Speed	Tech. Assessed Speed	Commentary
					impacts of the Manawatu Gorge closure and Saddle Road detour that exists currently.
6	Section across Ashhurst Bridge from Ashhurst Domain Entrance to the intersection of SH3 and SH57.	100	80	80	

Additional Matters

The following additional matters were identified at Technical Assessment:

- School Zones
 - Whakarongo School
- Townships
 - Ashhurst
 - Whakarongo
- Passing Lanes
 - Between Whakarongo and Ashhurst
 - Located at RP 003-0474/6.49 to RP 003-0474/7.26 (0.78km in length) in increasing direction. This is a compliant passing lane in accordance with MOTSAM and Austroads
 - Located at RP 003-0474/8.42 to RP 003-0474/9.267 (0.85km in length) in decreasing direction. This is a compliant passing lane in accordance with MOTSAM and Austroads
- Infrastructure Projects
 - SH3 Napier Road Infrastructure improvements commenced under the Accessing Regional New Zealand Projects (Road to Zero) – currently funded and undertaking Detailed Design stages. Construction currently programmed for end of 2023, pending construction funding approval. Project website [here](#)
 - Te Ahu a Turanga: Manawatū Tararua Highway Project. Project website [here](#)
 - Ashhurst Bridge shared user path – currently in design stages. Project website [here](#)

EXTERNAL ENGAGEMENT

Engagement with the community was undertaken from 23 February to 11 March 2022 involving an advertising community drop-in session and the various ways to give feedback. 221 pieces of feedback were received. There were strong community views on speed, in particular a support to reduce the existing temporary 80km/h speed limit from Palmerston North to the Roberts Line intersection. Increased vehicle volume, high number of vulnerable users and changing land user were put forward as some main reasons to further reduce the current temporary 80km/h speed limit.

The majority of submissions supported lower speeds along this SH3 corridor, however there was limit feedback on the stretch of road between Stoney Creek Road and Ashhurst. Of those who did provide feedback on this section, some felt that the existing speed was appropriate, and others also suggested a speed reduction.

There was general support for a reduced speed limit through the Ashhurst Township and also from Ashhurst through to the SH57 intersection.

For details, please refer to the Engagement Summary.

Treaty Partners

Party Engaged	Comments
Rangitāne O Manawatū	Two formal meetings were held with Rangitāne O Manawatū focusing on the proposed infrastructure improvements. Key areas of interest include lagoon water quality, path connections to the lagoon, history, amenity and learning and future naming opportunities.

Stakeholder Relationships

Party Engaged	Comments	Waka Kotahi Review
NZ Police	<p>NZ Police stated that they support any speed review that promotes safer roads.</p> <p>NZ Police support the setting of speed limits in alignment with the Safe System principles and the need for our transport system to be forgiving should a mistake be made that ends in a crash.</p> <p>NZ Police further support engineering and infrastructure improvements that reduce the likelihood of serious crashes occurring.</p>	
Ia Ara Aotearoa Transporting New Zealand	<p>Ia Ara Aotearoa Transporting New Zealand noted that they support the aspiration of Road to Zero and understand the benefits that traffic signals bring in the appropriate environment.</p> <p>Transporting New Zealand do not support the use of raised platforms in relatively open road environments. Transporting New Zealand support the provision of cycling facilities along SH3 between Keith Street and Roberts Line and support the variable speed limit</p>	

Party Engaged	Comments	Waka Kotahi Review
	<p>outside Whakarongo School on the proviso that the surrounding environment is changed to provide appropriate cues to drivers that reducing speed is sensible.</p> <p>Transporting New Zealand asked several questions which have been responded to by Waka Kotahi.</p>	
Automobile Association	<p>Variable speed limit</p> <p>In principle the AA supports variable speed limit restrictions past schools where the school has either pupil catchment that need to cross the road or pupil access to the school is from the road either as pedestrians or pick-up/drop-off by car or busses. None of that is applicable at Whakarongo School.</p> <p>Speed review</p> <p>The AA noted that the timing of changes to SH3 are key. It was stated that once a proper ring road is in place the function of Napier Road changes fundamentally, however until the ring road is in place, no premature (anticipating development/growth that has yet to occur) changes to State Highway 3 should be made if they are detrimental to the arterial function. It was suggested that safety improvements should be achieved by infrastructure upgrades to meet immediately foreseen demand rather than simplistic speed limit changes. The AA noted that much of this route is a straight, relatively wide state highway without significant roadside hazards, side roads or accessways. The AA believes this is not an environment that will naturally explain to drivers as an 80km/h road and this will lead to poor compliance with it, and therefore less safety benefits. The AA recommended lowering the speed limit from Sutton Place to just east of Roberts Line and at Ashhurst from Custom Street to south of Ashhurst Domain entrance. All other current speeds to remain.</p>	<p>Whakarongo School has advised us that vehicle speeds on the state highway near the school is too high and they are concerned about the safety of their students at this intersection. We know that there are very few students using this intersection on foot, so the students are partially protected from injury by being inside their parents' vehicles. We want to make this intersection as safe as possible for the students, so we are proposing a variable speed limit. The proposed reduction to 60km/h should be sufficient to protect the students in the event of a crash when they are inside a vehicle.</p> <p>Less speed means less harm. A small change in speed makes a big difference. Speed affects both the likelihood of a crash, and the severity of it. Even when speed doesn't cause the crash, it is most likely to determine whether anyone is killed or injured or walks away unharmed. Fewer crashes will also reduce the amount of time the road is closed due to crashes and reduce inconvenience to drivers. As the reduced speed limit will operate only on school days (around 200 days each year), and only during peak school traffic times, any impact on your journey time will be minimal.</p> <p>Additionally, the variable speed limit, and the electronic speed limit signs, will reinforce driver expectations of the likely presence of children if they enter Stoney Creek Road.</p>
Palmerston North City Council (PNCC)	Existing safety issues along the corridor and the continued residential growth along the north side of SH3 Napier Road were the key reasons given for supporting the speed review and infrastructure improvements.	

Public Respondents

Party Engaged	Comments	Waka Kotahi Review
Sport Manawātū	Sport Manawatu noted that the current speed limits do not feel safe when cycling on SH3 Napier Road, particularly	

Party Engaged	Comments	Waka Kotahi Review
	<p>at intersections where motorists and cyclists are trying to navigate a busy road with fast moving traffic.</p> <p>Sport Manawatū noted that extending the shared path to Stoney Creek will help reduce risks on the highway.</p>	
<p>Palmerston North Active Transport Advocacy Group</p>	<p>The Palmerston North Active Transport Advocacy Group noted concern about the safety of the proposed pedestrian refuge island.</p> <p>The Group supported the shared path but noted concern about whether cyclists will use it. The Group emphasised that cyclists want the shortest route to their destination.</p> <p>The Group requested improvements to the marked cycle lane on the southern side of the highway.</p>	<p><u>Proposed Pedestrian Refuge Island:</u> Waka Kotahi and Palmerston North City Council believe there is a suppressed pedestrian demand and this is confirmed by the feedback from the residents of BUPA in our recent public engagement events. The island will provide a safer refuge for the pedestrians, so that they can choose to cross SH3 in two stages (rather than be forced to wait for both lanes to clear or wait between the traffic lanes). Our experience is these facilities do attract pedestrians. The island will also contribute to lowering the road speed environment by giving the appearance of a narrower carriageway and alerting a through driver to the possible presence of pedestrians</p> <p>Some residents may choose not to use these crossing facilities to cross, however we have provided a safer option than existing. Some pedestrians may choose to walk to the signalised crossing of course and cross there ignoring these points or as you point out continue to drive. In them end, we should strive to provide a suitable facility in the area.</p> <p><u>Proposed Shared Pathway:</u></p> <p>Similar to the proposed pedestrian crossing facilities, we are providing a safe option which cyclists can choose to exercise or not and it is part of a big picture for creating multiple safe cycling routes. Moving our thinking to beyond commuters from Ashhurst, commuters and recreational riders may choose this section on SH3 as part of their route; particularly if they are travelling to or from Kelvin Grove and the main urban parts of Palmerston North.</p> <p>The cycling facility is also part of the need to lower the speed environment for through traffic by highlighting that cyclist and pedestrians are in the area.</p> <p>The above recommendations are associated with the Roberts Line infrastructure improvements project and are not being implemented as part of the Speed Review. These are programmed to be constructed in 2023, pending funding approval.</p>

Post-External Engagement Viability Meeting

Subsequent to the completion of the external engagement phase and the compilation and incorporation of matters raised, the post-external engagement viability assessment meeting was held on **23 March 2022**. In attendance were:

- Project Manager
- Regional Safety Engineer
- Representatives of Programme and Standards

Minutes for this meeting can be found [here](#).

Table Three, following, describes the corridor and its sections as informed by external engagement and as confirmed by the post-external engagement viability assessment.

Further inputs to this review include:

- Feasibility Review
- Historical Bylaw information & Speed Register

Pursuant to the approval of the Manager of System and Safety Performance delegated authority, dated **23 March 2022**, Table Three describes the Speed Review for [SH3 Palmerston North to Ashhurst](#) to be taken to public consultation

Further to the post-external engagement viability meeting, a meeting was held with the Regional Leadership Team on 23 March 2022. This meeting discussed the engagement feedback received, recommendations from the technical team and any reputation risks involved. In attendance were:

- Project Manager
- Communications and Engagement Lead
- Members of the Regional Leadership Team

The proposed recommendation from this meeting was then passed back to the representatives of Programme and Standards, who agreed to the conclusion later on 23 March 2022. More details on these discussions can be found in the Additional Matters section below.

Table Three-Speed Review Recommendation for Consultation

#	SH3 Palmerston North to Ashhurst	Start Point (SH-RS-RP)	End Point (SH-RS-RP)	Section Length (km)	Existing Speed Limit (100 perm.)	Technically Assessed Speed	Rec. Speed for Consultation	Commentary
1	Sutton Place (East of Keith Street) to just east of Roberts Line.	003-0474/3.09	003-0474/4.275	1.185	80 temp (100 perm.)	80	80	
2	East of Roberts Line past James Line to west of Stoney Creek Road (Whakarongo)	003-0474/4.275	003-0474/6.005	1.73	100	80	80	
3	Kura/School Variable Speed Limit (Includes the intersection of Stoney Creek Road and SH3 that serves Whakarongo School)	003-0474/6.005	003-0474/6.48	0.475	100	80 (60 VSL)	80 / 60 VSL	
4	East of Stoney Creek Road to the western approach to Ashhurst (Custom Street)	003-0474/6.48	003-0474/12.775	6.295	100	80	100	Agreed with P&S and RLT to not consult on this section due to limited feedback and possible contention at this time. Agreed to revisit this section when infrastructure at Roberts Line is publicly consulted on. 80km/h is the desired speed to be implemented at a later stage, acknowledging the existing 100km/h is not Safe nor Appropriate for this current road.

#	SH3 Palmerston North to Ashhurst	Start Point (SH-RS-RP)	End Point (SH-RS-RP)	Section Length (km)	Existing Speed Limit	Technically Assessed Speed	Rec. Speed for Consultation	Commentary
5	Section through Ashhurst from Custom Street to south of Ashhurst Domain entrance.	003-0474/12.775	003-0474/13.96	1.125	80 with small section of 50 temporary (installed 2021)	60	60	
6	Section across Ashhurst Bridge from Ashhurst Domain Entrance to the intersection of SH3 and SH57.	003-0474/13.96	003-0474/14.66	0.92	100	80	80	

Additional Matters

The following additional matters were identified at the Post-External Engagement Viability Meeting phase:

- **Whakarongo School zone** – The team approved of the 60 VSL with its future state being considered at 50km/h when doing the wider school reviews, monitoring needed. 80km/h permanent through here agreed so to align with adjacent section. A VSL speed limit of 30km/h was discussed between the technical team, however it was agreed that the speed differential between the permanent 80km/h and the 30km/h VSL would be too great for the length of the VSL limit. Additionally, because the school has a dedicated off street drop off zone behind edge barrier, the risk to children exists only within the vehicle when turning into the intersection, so a safe system speed of 30km/h is not deemed necessary. The adjacent local road speed is currently 70km/h and Palmerston North City Council have indicated their intent to lower this to 60km/h in the future.
- **Sutton Place to Roberts Line** - Strong support received during public engagement to lower the speed along this section, with the most suggested speed at 50km/h. However, the team agreed that the proposed 80km/h for this section is appropriate as the current environment does not reflect a lower speed limit. Agreed to revisit this section when infrastructure at Roberts Line is publicly consulted on
- **Stoney Creek Road to Ashhurst** – The meeting held with the Regional Leadership team following the post-external engagement viability meeting on 23 March 2022 concluded a recommendation to maintain the existing 100km/h along this section. This was recommended due to the possible contention and limited feedback received regarding this section of road during the external engagement. The team expressed the importance of providing a clear infrastructure story before consulting on a reduced speed and agreed that although this corridor was fast tracked to consultation due to the temporary 80km/h speed limit, it was not appropriate to fast track this section of existing 100km/h until a better understanding of sentiment and the future of this road was known. This recommendation was immediately passed on to the Performance and Standards team who agreed with this approach however noted that 100km/h is not the safe and appropriate speed for the current road environment. P&S approved the exclusion of this section the speed limit through this section of the SH3 corridor on the condition that it be reviewed and consulted on to implement the SaAS when the infrastructure improvements at Roberts Line are consulted upon. This is currently programmed for 2023, pending funding availability and the Speed Management Plan development.

CONSULTATION

Consultation with the community took place from Wednesday 6 April to Friday 6 May 2022.

The following are the recommendations NZTA consulted on for [SH3 Palmerston North to Ashhurst the Manawatu - Whanganui Region](#)

#	Recommendations
1	Palmerston North to Roberts Line intersection – proposed 80km/h 20m north of Sutton Place to 190m east of Roberts Line
2	Roberts Line intersection to Whakarongo – proposed 80km/h 190m east of Roberts Line to 200m west of Stoney Creek Road
3	Whakarongo School – proposed 60 VSL / 80km/h permanent 200m west of Stoney Creek Road to 280m east of Stoney Creek Road
4	Whakarongo to Ashhurst – remain at 100km/h 280m east of Stoney Creek Road to 350m east of Hacketts Road
5	Ashhurst Township – proposed 60 km/h 350m east of Hacketts Road to 500m south of Cambridge Avenue Street
6	Ashhurst Bridge – proposed 80km/h 500m south of Cambridge Avenue to 160m northwest of State Highway 57

The consultation materials provided a public facing summary of the speed limits proposed at Table Three, above. A link to the SH3 Palmerston North to Ashhurst the Manawatu Speed Review – Consultation form is included, below. This form includes both a simplified tabulation of the proposed speed review along with further explanation and context.

<https://www.nzta.govt.nz/assets/projects/sh3-napier-road-speed-review-and-infrastructure-improvements/sh3-napier-road-speed-review-consultation-guide.pdf>

Consultation material included a project webpage, information flyer, e-newsletter, media release and print, radio, and digital adverts.

Consultation was advertised through the Manawatu Standard and Manawatu Guardian; and promoted through local radio stations with a reach of 68,500 people, and online via digital ads. A media release was issued by Waka Kotahi on 6 April 2022.

A Q&A session with Bupa Riverstone Retirement Village was held on 19 April 2022.

Submissions were accepted on hard copy forms, by email to the Waka Kotahi project inbox (pn2ashhurst@nzta.govt.nz) and via an online survey on the project webpage.

Treaty Partners

Party Engaged	Waka Kotahi Comments
Rangitāne O Manawatū	We remain engaged with Rangitāne O Manawatū throughout the Speed Review process. The iwi is generally supportive of safer speeds on SH3 Napier Rd.

Stakeholder Relationships

Party Engaged	Waka Kotahi Comments
<p>Palmerston North City Council</p> <p>PNCC supports the intent of Waka Kotahi's proposal and presents a number of points to consider further as follows:</p> <ul style="list-style-type: none"> • Support for a 60km/h speed limit around Whakarongo residential area, due to anticipated residential growth and an enhanced city gateway experience. • Support for the introduction of the proposed variable speed limit for the Whakarongo School Zone, but requested a further reduction to 40km/h to align with the requested permanent speed reduction to 60km/h • Suggests that the 60km/h speed limit is extended further east of Stoney Creek Road towards Ashhurst beyond the school speed zone to ensure that users travelling west from Ashhurst do not experience a sudden drop from 100km/h to 40km/h during peak school traffic times. • Support for the proposal to revise the speed limits along State Highway 3 immediately outside Ashhurst to improve safety at the intersection with Cambridge Avenue for all users. 	<p>We know most children travel to school by car and are inside a vehicle at this intersection, rather than on foot. The speed reduction to 60km/h on school days, during peak school traffic times, should be sufficient to protect the students in the event of a crash when they are inside a vehicle. Less speed means less harm.</p>
<p>Horizons Regional Council</p> <p>On the whole, HRC support the speed changes outlined in the April 2022 consultation guide.</p> <ul style="list-style-type: none"> • Palmerston North to Roberts Line intersection – support for further speed reduction to 50 or 60 km/h, due to increased vehicle volumes, changing land use, increased vulnerable road users. • Roberts Line intersection to Whakarongo – support for lowering speed and further infrastructure safety measures for the James Line intersection. • Whakarongo School – support the proposed introduction of a variable speed zone for Whakarongo School and would like to see this 	<p>We have carefully considered whether we could implement a speed limit lower than 80km/h on the section of road between Palmerston North and Roberts Line intersection, however the road environment along the section isn't developed enough to warrant a 50km/h or 60km/h speed limit.</p> <p>The road is mostly wide, with wide shoulders, not dissimilar to the other proposed 80km/h sections in the area. Currently it is classed as an 'interregional connector' in the One Network Framework and the standard speed for these roads is 80km/h. Waka Kotahi will re-assess the speed limit through this section if the environment changes. For example, due to growth or development changing the way the road is used, or if there are traffic signals, footpaths, driveways, or cycleways constructed making it more urban.</p>

Party Engaged	Waka Kotahi Comments
<p>well supported by clear cues for drivers to reduce speed.</p> <ul style="list-style-type: none"> Whakarongo to Ashhurst – support for retaining the existing 100km/h Ashhurst Township – support for proposed 60km/h speed limit Ashhurst Bridge – support for proposed 80km/h speed limit with future safety measures needing to be considered to align with Te Ahu a Turanga: Manawatū Tararua Highway and the shared path delivered as part of this. 	
<p>NZ Police</p> <p>Police support the setting of speed limits in alignment with safe system principles and the need for our transport system to be forgiving if a mistake is made, and a crash should occur.</p> <p>Police fully support the speed limits proposed to be enacted</p>	
<p>Ia Ara Aotearoa Transporting (formerly Road Transport Forum New Zealand)</p> <p>No feedback provided during consultation phase.</p>	
<p>Automobile Association</p> <p>No feedback provided during consultation phase.</p>	
<p>Road Transport Association</p> <p>No feedback provided to date.</p>	

Public Respondents

Party Engaged	Waka Kotahi Comments
<p>Bupa Riverstone Retirement Village</p> <p>A Q&A session with Bupa Riverstone Retirement Village was held on 19 April 2022.</p> <p>A lower speed limit is needed between Palmerston North and Roberts Line (50km/hr or 60km/hr) because of increased traffic volume / vehicle speeds / access onto and off the highway / changing land use from rural to residential.</p> <p>There are safety concerns for vulnerable road users – senior citizens, cyclists, pedestrians, and school children.</p>	<p>We have carefully considered whether we could implement a speed limit lower than 80km/h on this section of road however the road environment along the section is not developed enough to warrant a 50km/h or 60km/h speed limit. The road is mostly wide, with wide shoulders, not dissimilar to the other proposed 80km/h sections in the area. Currently it is classed as an 'interregional connector in the One Network Framework and the standard speed limit for these roads is 80km/h. Waka Kotahi will re-assess the speed limit through this section if the environment changes. For example, due to growth or development changing the way the road is used, or if there are traffic signals, footpaths, driveways, or cycleways constructed making it more urban.</p>

Party Engaged	Waka Kotahi Comments
	<p>We will change the permanent 100km/h speed to 80km/h now, and we can review the speed limit again when the infrastructure improvements are constructed (subject to funding approval). The traffic lights we are designing will support a 60km/h speed limit.</p> <p>Additionally, we are planning to extend the current 50km/h zone further on SH3 Napier Rd past the retirement village as soon as possible. We acknowledge there is a clear change of environment in this section of road and there are vulnerable road users in the area.</p>

Feedback Themes

Across the four-week consultation period, a total of 48 submissions were received, including:

- 23 email submissions.
- 24 online survey responses
- 1 submission form hand delivered.

Stakeholder submissions were received from NZ Police, Palmerston North City Council and Horizons Regional Council.

Submissions provided specific feedback on sections of SH3 as well as general feedback relevant across the entire corridor from Palmerston North to Ashhurst. Submissions contained opinions and views on the proposed speed limits, future residential growth and its impact on traffic volumes, safety concerns entering and exiting SH3, comments around road improvements, driver behaviour, driver education and enforcement. A high percentage of the feedback was focused on the section of SH3 between Palmerston North and Whakarongo.

Some feedback was beyond the scope of the speed review but provided information that will inform future opportunities that will be captured and will be delivered outside of Speed Management – prioritised and programmed with all other safety initiatives in the region

Some feedback was beyond the scope of the speed review but provided information that will inform future opportunities that will be captured and will be delivered outside of Speed Management – prioritised and programmed with all other safety initiatives in the region.

For details, please refer to the Consultation Summary.

POST CONSULTATION REVIEW

This speed review included a number of matters taken to consultation which addressed a range of potential outcomes or options. These matters are addressed [here](#), and include.

- Confirmation of retaining the existing 100km/h speed limit between Whakarongo to Ashhurst
 - Whilst it was recognised that this was not the SaAS for this section, there are a range of improvement works currently being investigated for this section that are likely to be commenced in 2023 (subject to confirmation of funding) and are relevant to the speed limit change.
 - It was decided that this section should be reviewed in association with and subsequent to the proposed works or as part of any proposed speed management plan for the region, whichever was the sooner.
- Confirmation of permanent 80km/h speed limit between Sutton Place and Roberts Line
- Confirmation that an 80/60km/h Variable Speed Limit should be installed at the intersection of Stoney Creek Road in association with its being the access to Whakarongo School
 - Ongoing liaison with Palmerston North District Council will be undertaken to review the solution at this school as part of the development of a speed management plan and any local road changes that may be required.
- Confirmation to further carry out a short, targeted consultation with stakeholders and local residents to extend the 50km/h zone to beyond the Bupa Riverstone Retirement Village (Macpherson Grove). This decision to extend the 50km/h zone has been based upon
 - large numbers of feedback in support of further reduction through this section
 - evidence of a clear change of environment upon approach to the Bupa Riverstone Retirement Village heading west.
 - there are vulnerable road users in the area, warranting an extension of the urban limit in accordance with safe system principles.

This minor consultation will commence prior to July and will be implemented shortly after the speeds recommended in this report are in place. A separate speed review report capturing consultation feedback and speed change location will be completed.

Other than the matters specifically identified and addressed above, there were considered to be no other particular matters or unusual characteristics to this corridor that were raised beyond the norm or matters raised through consultation that Waka Kotahi was unaware of previously and that therefore required further investigation and resolution.

SPEED RULE 2022-REQUIREMENTS & PROCEDURAL RESPONSES

This Speed Review was commenced under the Speed Rule 2017.

During the course of undertaking this speed review, the Minister of Transport, Hon. Michael Wood, made the Land Transport Rule: Setting of Speed Limits 2022 which was signed on 13th day of April 2022, coming into force on 19th May 2022.

At the same time, by Order in Council, Her Excellency the Governor General in Council made on the advice and with the consent of the Executive Council on 19th day of April 2022, the Land Transport (Register of Land Transport Records – Speed Limits) Regulations 2022, also coming into force on 19th May 2022.

This Rule and these Regulations set up a requirement to register speed limits in the National Speed Limit Register and remove the requirement to gazette an amendment to the Speed Bylaw.

The information required to be provided to the National Speed Limit Register is included at Table Three of this Speed Review Report.

Clause 12 of the Speed Rule 2022 provides that during the pre-interim period (as defined in the Speed Rule 2022) as applies to this speed review, Waka Kotahi (as RCA) may set a new speed limit under Clause 12.7.

Clause 12.7 provides that Waka Kotahi (as RCA) may set a speed limit in accordance with the Speed Rule 2017.

Clause 12.4 states that for speed limits that may be set during the pre-interim period, that the information required for a transport record (for inclusion into the National Speed Limit Register) must be provided to the Registrar.

Further, in this regard, Waka Kotahi (as Regulator) has advised Waka Kotahi (as RCA) that with the Speed Rule 2022, having been made, that it will no longer require that its approval is sought for Speed Reviews that will be implemented subsequent to the Speed Rule 2022 coming into force.

As has been raised earlier in this report, the speed review includes a school (Whakarongo School) for which a School Zone VSL of 80/60km/h was proposed. Pursuant to the Speed Rule 2017 an approval would be required to be sought from Waka Kotahi (as Regulator) with such approval being gazetted.

Pursuant to the Speed Rule 2022, no specific approval is required for Kura School VSL (which is now the correct terminology). A separate rule, titled Land Transport Rule: Traffic Control Devices (Kura/School Signs) Amendment 2022 and Clause 10.4.(30) of the Speed Rule 2022 address this matter and the naming convention.

RECOMMENDATION

Based on the Speed Review as developed through the process canvassed in this report and subjected to (and refined by) consultation, the following conclusions were reached with regard to the Speed Review of [SH3 Palmerston North to Ashhurst](#).

Table Four-Speed Review Recommendation for Approval (Detailed)

#	Section description	Start Point (NZTM2000)	End Point	Length (km)	Existing Speed Limit	Proposed SaAS	Commentary
1	20m north of Sutton Place to 280m east of Stoney Creek Road	1824807, 5531046	1827692, 5532614	3.390	100	80	The current temporary 80km/h limit between Palmerston North and Roberts Line Rd will be made permanent as a result of this recommendation.
2	Variable School Zone section to include the intersection of Stoney Creek Road and SH3 that serves Whakarongo School 200m west of Stoney Creek Road to 130m east of Stoney Creek Road	1827250, 5532462	1827554, 5532595	0.325	100	80/60 VSL	
3	280m east of Stoney Creek Road to 350m east of Hacketts Road	1827692, 5532614	1833243, 5535414	6.295	100	100 *	*It has been agreed to revisit this section when infrastructure at Roberts Line is publicly consulted on. 80km/h is the desired speed to be implemented at a later stage, acknowledging the existing 100km/h is not Safe nor Appropriate for this current road.

#	Section description	Start Point (NZTM2000)	End Point	Length (km)	Existing Speed Limit	Proposed SaAS	Commentary
4	350m east of Hacketts Road to 500m south of Cambridge Avenue Street	1833243, 5535414	1834187, 5534964	1.125	80	60	
5	500m south of Cambridge Avenue Street to 160 northwest of State Highway 57	1834187, 5534964	1834591, 5534371	0.92	100	80	Existing small section of temporary 50km/h limit, as a mitigation to the current Manawatu Gorge detour via Saddle Road, will be removed once the 60km/h is implemented

Note: The NZTM2000 geocoordinate provides the accurate location of speed change points (at the centre of the road) and defines the location for legal purposes. The coordinate locations are based on Waka Kotahi Maphub – Speed Limits on NZ Road Network layer

Route position locations are provided as an approximation of the location of speed change points. Route positioning is a system utilised by Waka Kotahi in its management of the State Highway network and allows officers to determine their location both on the network and through many of the software management tools used by Waka Kotahi (including Roadrunner; RAMM; etc).

Similarly, the approximation provided by the written description enables the public and others unfamiliar with or not able to access Waka Kotahi tools to approximately determine the location of speed change points, particularly in combination with the provided maps.

ANNEXURE ONE – CONSULTATION SUBMISSIONS

Redacted SH3 Palmerston North to Ashhurst Consultation Submissions

<https://infohub.transporthub.govt.nz/otcs/cs.dlf?func=ll&objaction=overview&objid=52697092>

ADDENDUM – 50KM/H EXTENSION

Between January 2022 and June 2022, Waka Kotahi undertook the speed review for the SH3 Palmerston North to Ashhurst corridor in accordance with the Land Transport Rule: Setting of Speed Limits 2017 (2017 rule). The changes included implementing a permanent 80km/h limit between Palmerston North and Whakarongo, a 60km/h Variable Speed Limit at Whakarongo School, a 60km/h speed limit through Ashhurst township and an 80km/h over the Ashhurst Bridge. These speed changes were completed on 23 June 2022 under the new Setting of Speed Limits 2022 rule.

The post consultation review of the SH3 Palmerston North to Ashhurst speed review (Page 26 of the SRR) outlined the need to carry out a short, targeted consultation with stakeholders and local residents to extend the 50km/h by 0.5km, from Sutton Place to beyond the Bupa Riverstone Retirement Village (Macpherson Grove), as shown in Figure 1 below. This was discussed and agreed during the post consultation viability meeting on the basis that there is a more obvious change of environment at the north of the retirement village. This also acknowledges the safe system approach regarding vulnerable road users, as well as the large amount of support from the community for a further speed reduction through this section. Attendees to this viability meeting included the Programme and Standards team, C&E lead and regional practice manager, Director of Regional Relationships, Regional Safety Engineer, Pou Arahi and Infrastructure Delivery lead.

Formal consultation on the 50km/h speed limit extension took place between Thursday 9 June to Monday 27 June 2022, under the Setting of Speed Limits 2017 rule, which required re-consultation of any significant changes to the previous consultation material.

This consultation involved contacting key national stakeholders including NZ Automobile Association (AA), NZ Police, la Ara Aotearoa Transporting New Zealand and Palmerston North City Council (PNCC). Local iwi were involved in the original SH3 Palmerston North to Ashhurst speed review process and supported safer speeds in general. It was assumed that their support would continue through this 0.5km length and they were not specifically contacted for this exercise.

Within the feedback submissions received, the proposed 50km/h speed limit extension was unanimously supported. There was also support for a further 0.5km extension of the 50km/h zone up to the Roberts Line intersection with SH3.

This result was shared with the invitees of the viability meeting (noted above), who all agreed that this 50km/h extension should move forward as consulted on. The request for even further extension of the speed reduction was considered, however due to the current level of activity on the road and the differing roadside environment between the retirement village and Roberts Line intersection, it was agreed that it is not consistent with a 50km/h environment beyond the retirement village and agreed to move forward with the original request. Post implementation monitoring will be carried out and the speed limit extent reviewed if required.

Key stakeholder feedback submissions were received from NZ Police and PNCC.

NZ Police fully supports the proposal for this 50km/h extension. PNCC also supports this 50km/h extension, however also requested for the 50km/h to be extended up to the Roberts Line intersection with SH3. A response was made to PNCC to explain the decision to move forward with the proposed 50km/h extension to 180m east of Macpherson Grove, with regard to the reasoning above.

A link to consultation summary report (internal) for this 50km/h speed limit extension is included below.

<https://infohub.transporthub.govt.nz/otcs/cs.dll?func=ll&objaction=overview&objid=53671216>

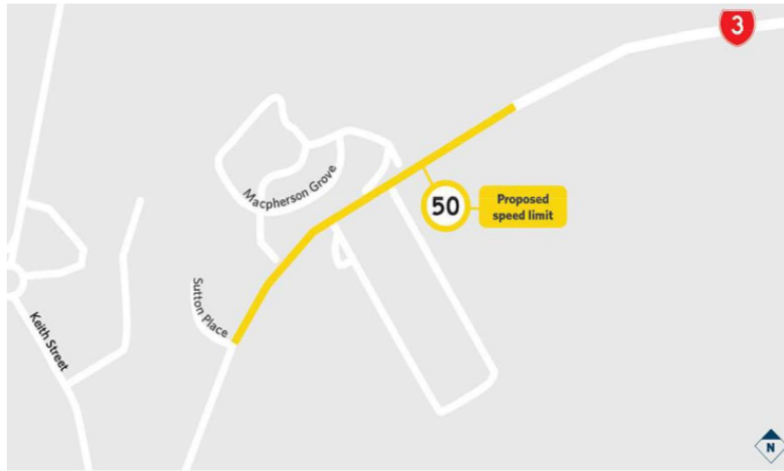


Figure 1: Locality map of proposed 50km/h speed limit extension on SH3 Napier Road

RECOMMENDATION

Based on the Speed Review as developed through the process canvassed in this report and subjected to (and refined by) consultation, the following conclusions were reached with regard to the Speed Review of **SH3 Napier Road 50km/h extension**

Table Five-Speed Review Recommendation for Approval (Detailed)

#	Section description	Start Point (NZTM2000) (SH-RS-RP)	End Point (NZTM2000) (SH-RS-RP)	Length (km)	Existing Speed Limit	Proposed S&AS	Commentary
1	20m north of Sutton Place to 180m east of Macpherson Grove	1824803, 5531046 (003-0474-3.09)	1825186, 5531331 (003-0474/3.58)	0.49	80	50	The current 50/80 km/h speed limit location will be shifted northeast by 0.49m.

Note: The NZTM2000 geocoordinate provides the accurate location of speed change points (at the centre of the road) and defines the location for legal purposes. The coordinate locations are based on Waka Kotahi Maphub – Speed Limits on NZ Road Network layer. Route position locations are provided as an approximation of the location of speed change points. Route positioning is a system utilised by Waka Kotahi in its management of the State Highway network and allows officers to determine their location both on the network and through many of the software management tools used by Waka Kotahi (including Roadrunner; RAMM; etc). Similarly, the approximation provided by the written description enables the public and others unfamiliar with or not able to access Waka Kotahi tools to approximately determine the location of speed change points, particularly in combination with the provided maps.

Attachment 4: Director of Land Transport approval of 4 July 2022 for various speed limits on State Highway 3 between Palmerston North and Ashhurst



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4 July 2022

Vanessa Browne
National Manager, Programme and Standards
Vanessa.Browne@nzta.govt.nz
Waka Kotahi

Dear Vanessa,

Thank you for your letter dated 23 June 2022, requesting approval for setting of various permanent speed limits and a Variable Speed Limit (VSL) on a 12 km long section of State Highway 3 between Palmerston North and Ashhurst in accordance with Clause 2.6 of the Land Transport Rule: Setting of Speed Limits 2022 (the Rule).

I am satisfied that Clause 2.6(4) has been met in this instance and approve the setting of the permanent speed limits and VSL as outlined in your letter and its appendices. It is important that Waka Kotahi in its Road Controlling Authority capacity is satisfied that Clause 2.6 is met in full.

If you have any questions, please do not hesitate to get in contact with Chris Rodley (chris.rodley@nzta.govt.nz).

Your sincerely,

A handwritten signature in blue ink, appearing to read 'Kane Patena'.

Kane Patena
Director of Land Transport