

PROOF 7



Te Mahere Whakahaere ā-rohe
o Horowhenua mo te Terenga
2024-2034

**Horowhenua District
Draft Speed Management
Plan 2024-2034**

April 2024





SCHOOL



Ngā Ihirangi

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Te Whakatakinga Introduction

Horowhenua District Council was required to develop and consult on a Speed Management Plan that is used to set safe and appropriate speed limits in the Horowhenua District (excluding on the State Highways as this is the jurisdiction of the New Zealand Transport Agency Waka Kotahi).

The process that Horowhenua District Council is required to follow and the content and form of the Speed Management Plan is outlined in the Land Transport Rule: Setting of Speed Limits 2022.

The way speed is managed on our roads is changing. Government rules introduced last year with the Land Transport Rule: Setting of Speed Limits becoming operational in May 2022, required a new approach to speed management all over New Zealand.

The primary purpose of this new process is to facilitate the implementation of safe and appropriate speeds to improve safety, save lives, and prevent debilitating injuries. A safe and appropriate speed is a speed limit that is safe according to the standards set by the Safe System and appropriate in terms of aligning with community wellbeing objectives as well as the movement and place function, design and infrastructure of the street or road.

The first Horowhenua District Speed Management Plan will cover the period between July 2024 and June 2034 and will be updated with community input in line with current requirements.

Why does Speed Management Matter?

Safe and appropriate speeds give people the best chance of survival without serious injury if they are involved in a crash. A pedestrian struck by a motor vehicle at 30km/h has a strong chance of surviving and avoiding serious injury. The probability of a pedestrian being killed rises as impact speed increases. The probability approximately doubles between 30km/h and 40km/h and again from 40k/h to 50km/h.

Children are some of the most vulnerable road users because, compared to adults, they are generally less visible, have a reduced ability to judge distance and speed and have lower levels of impulse control. Safe speeds have significant benefits for children because not only do they reduce the risk of death, injury or near misses but they also increase the opportunity for children to walk and cycle to school.

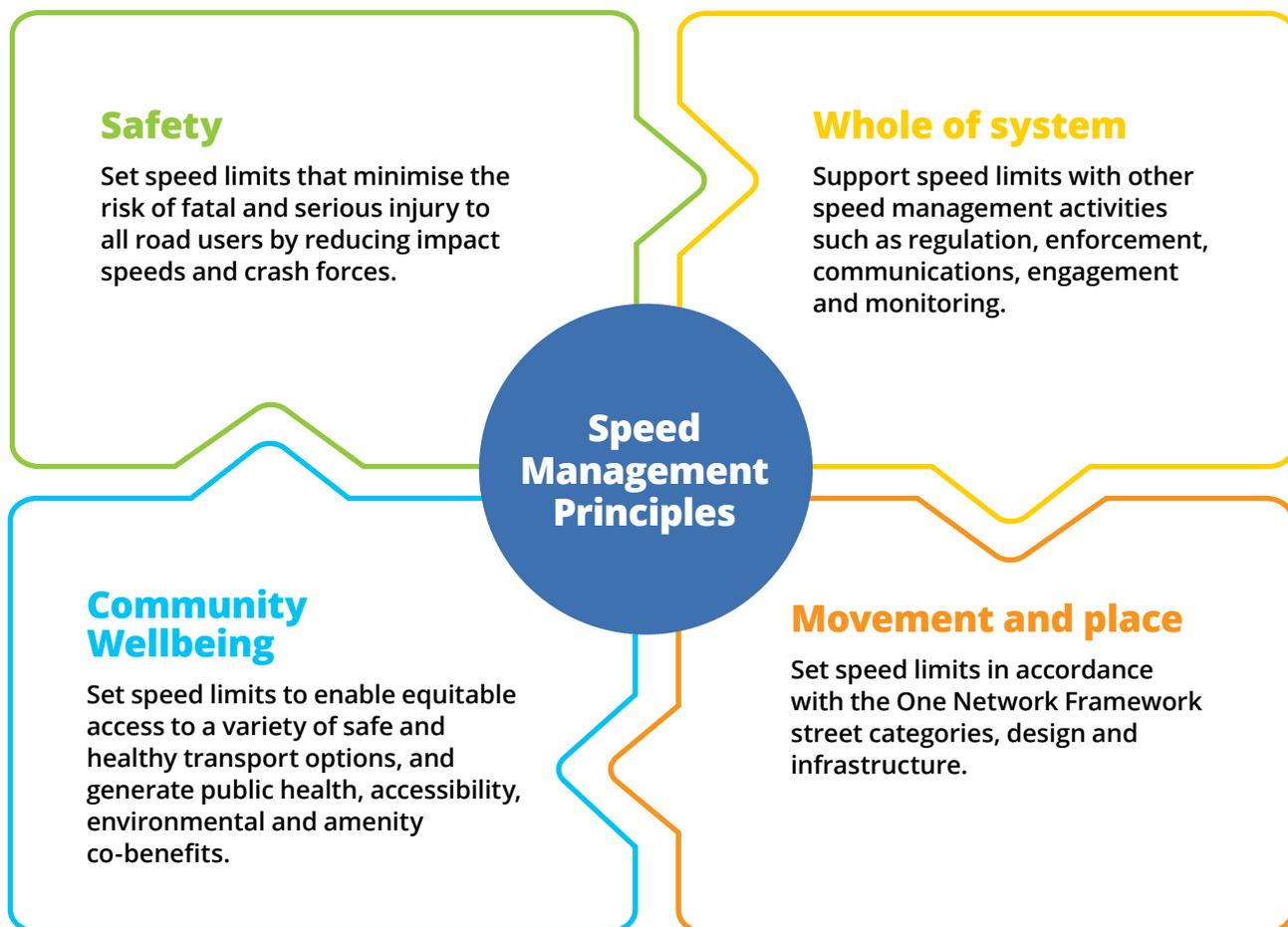
Te Whanaketanga o te Mahere Whakaterenga

Developing the Speed Management Plan

The Land Transport Rule: Setting of Speed Limits 2022 and New Zealand Transport Agency Waka Kotahi (NZTA) Speed Management Guide outlines how Speed Management Plans should be developed.

NZTA developed guiding principles for speed management that are drawn from international best practice. These guiding principles are designed to be applied together and complement each other.

Figure 1: Guiding principles for speed management ¹



¹ NZTA, 2022. Retrieved from: <https://www.nzta.govt.nz/assets/resources/speed-management-guide-road-to-zero-edition/speed-management-guide-road-to-zero-edition.pdf>.

Category	Description	SAAS
Activity streets	These streets provide access to shops and services by all modes. They have a significant movement demand as well as place, so competing demands need to be managed within the available road space.	30-40km/h
Local streets	These streets provide quiet and safe residential access for people of all ages and abilities, and foster community spirit and local pride.	30km/h
Main streets	These streets have an important place function and a relatively important movement function. They support businesses, on-street activity and public life and connect with the wider transport network.	30-40km/h
Urban connectors	These streets provide the safe, reliable and efficient movement of people and goods between regions and strategic centres and mitigate the impact on adjacent communities.	40-60km/h
Peri-urban roads	These roads primarily provide access from residential property on the urban fringe, where the predominant adjacent land use is residential, but usually at a lower density than in urban residential locations.	50-80km/h
Rural roads	These roads primarily provide access to rural land for people who live there, and support the land-use activities being undertaken.	60-80km/h
Rural connectors	These roads provide the links between rural roads and interregional connectors (State highways).	60-100km/h

Figure 2: One Network Framework safe and appropriate speed limits (SAAS)



We proposed a staged approach to implementing any changes to the transport network.

This involved:

- Prioritising changes that need to be made in the next year, with an initial focus on addressing priority areas identified by NZTA.
- Investigating roads where proposed speed limits differed from NZTA's assessments of safe and appropriate speeds.

In developing this first Speed Management Plan, Horowhenua District Council applied safe and appropriate speed limits to our district's roads that prioritise safety while also considering community wellbeing, whole of system, function, movement and place.

Our first Speed Management Plan focuses on:

- Improving safety around schools,
- Setting safe and appropriate speed limits on a small number of roads where community members requested a change in the speed limit,
- Confirming a number of speed limits around the District where there are anomalies between the sign posted and legal speed limit. This will not result in the change of any of the sign posted speed limits.

With our Implementation plan for 2024-27, we are not proposing any changes to a speed limit that do not align with NZTA's assessment of what a safe and appropriate speed for the road is. It is also important to note that this Speed Management Plan will exclude the State Highways as these are managed by NZTA.

10 Year Vision

A safe transport system putting people, no matter their mode of transport, at its heart.

Improving our road infrastructure, as well as setting and enforcing safe and appropriate speeds, are key to improving safety and efficiency on our roads. Speed management is a fundamental component of this.

Horowhenua District Council has worked to develop a 10-year vision and objectives that are closely aligned with those proposed by Horizons Regional Council and other Road Controlling Authorities within our region.

Objectives

The objectives of the Speed Management Plan for the Horowhenua District are:

Keeping Us Safe

Minimising the risk of fatal and serious injury by setting safe and appropriate speeds. Speed determines both the likelihood of a crash occurring and severity of the outcome.

Working Together

Taking a whole of network approach where decisions on safety infrastructure improvements, setting of safe and appropriate speeds, and safety camera changes are made together and aligns the transport network with a Safe System.

Supporting Our Wellbeing

Enabling equitable access to a variety of safe and healthy transport options, and generate public health, accessibility, environmental and amenity co-benefits.

Matching the Road and Life Around It

Setting safe and appropriate speeds in accordance with land use (future and current), types of road users present, street categories, design and infrastructure.

Principles

To achieve our objectives we will work within the following principals (in addition to the Guiding Principles for Speed Management outlined previously):

Communications and Engagement

Build public understanding and awareness of safe and appropriate speeds, the Speed Management Plan development process, and the finalisation and implementation of plans. The planning process will be transparent and encourage widespread participation in the consultation process, so stakeholders and communities understand the full picture.

It is crucial that changes in speed limits involve community input and feedback. The community's involvement in developing the SMP ensured that the changes proposed will be implemented right the first time.

When drafting this SMP Council Officers completed a range of community engagement activities. These included:

- Development and publication of a Let's Korero page that included information on the Draft SMP and an online feedback form,
- Publication of a Community Connection Article on Speed Management on Friday 11 August 2023,
- 14 social media posts on Horowhenua District Council social media channels,
- Letters were put in directly affected people's letterboxes between Thursday 27 July 2023 and Monday 31 July 2023 e.g. residents of areas where speed limits may change outside their address,
- Facebook Live event held on Tuesday 15 August 2023 with Councillor Justin Tamihana, Councillor Ross Brannigan, and Council Officers James Wallace, Land Transport Manager and Justine Moore, Infrastructure Planning Lead.
- Media Release published on 1 August 2023.
- Front page news article in the Horowhenua Chronicle published on Friday 11 August 2023,
- Presentation to the Older Person's Network on Thursday 3 August 2023.

90 feedback forms and seven additional submissions were received. All feedback was provided to Council's Elected Members before they endorsed the three year implementation plan.

Partnership with Māori

Engagement with Māori on the development of Speed Management Plans and separate consultation with Māori on draft plans.

Horowhenua District Council's approach to speed management was outlined to both Ngati Raukawa and Muaupoko Tribal Authority. Any feedback received was incorporated into the Speed Management Plan

Monitoring and Evaluation

Regular monitoring, evaluation, and reporting are critical for keeping SMPs on track to achieve local, regional and national outcomes.

To assess the effectiveness of any changes and to apply lessons learnt to future Speed Management Plans, speeds will be monitored before and after installation. In addition, we will continue to monitor crash information including the number of deaths and serious injuries on our roads.

We will seek feedback from key stakeholders (for example New Zealand Police and schools) and the community on the effectiveness and impact of the implemented changes.

Whole of Network Approach

Planning changes to speed limits is only one component of ensuring the road network provides for safe and efficient transport of people and goods. In order to achieve this, speed management planning must be incorporated into our wider land transport plans.

Over the next 10 years, Council will be assessing our community's entire road network, with particular care taken to investment planning for key routes where we may need to invest more in safety improvements so they can continue to be used efficiently. There will be cases where road safety may be improved by infrastructure improvements rather than lower speed limits, however this approach will not be affordable for the entire network. Therefore, we will be taking a whole of network approach to planning & prioritising safety improvements and speed limits.

It is important that the form of our roads and roadsides are designed to match the safe and appropriate speeds. As we work through the speed limit changes in our 2024-27 implementation plan, our ongoing safety improvement programme, particularly around schools will be designed to support these speed limit changes.

Coordination with neighbouring Road Controlling Authorities

As the Speed Management Plan was developed, we have coordinated with our neighbouring RCAs and sought feedback during its development. There is a shared interest in ensuring road safety, efficiency, and consistency for the communities that traverse our boundaries. However, it is important to note that each council may have different focuses and timelines based on their specific needs and strategic objectives.

Te Whakamaheretanga 2024-2027 Implementation Programme 2024-2027

Speed Limits around Schools

The Rule states that Horowhenua District Council as a Road Controlling Authority may determine what sections of the road under its control are a road outside a school. When doing this the typical or expected routes for pedestrians to access the school are taken into consideration for the purpose of making people feel safer and encourage them to walk to and from school (or travel to and from school on cycles or mobility devices).

Under the Rule, all schools are Category 1 schools unless a RCA reviews and assigns it to Category 2. Category 1 schools require a safe and appropriate speed on the roads and/or streets outside the school to be 30km/h. A variable speed limit should only be considered when all other alternatives have been exhausted.

No schools within the Horowhenua District have been categorised as Category 2 in this Speed Management Plan. However, for a school to be categorised as Category 2 it is expected to have the appropriate level of entranceway design and supporting safety infrastructure that removes or manages potential pedestrian cash conflicts to align within the Safe System injury tolerances. This would allow for a safe and appropriate speed of 60k/h.

Speed Limits on Local Roads

We are reducing speed limits in:

- the Manakau Township,
- Faydon Close in Ōhau,
- Arete Lane, Ruapai Drive, and Oriwa Lane in Levin, and
- Buller Road in Levin.

This is because the roads in these areas have a combination of the following characteristics:

- They are characterised as local streets that provide quiet and safe residential access for people of all ages and abilities,
- There are no or few footpaths,
- People walk, cycle, or ride horses on the road or roadside,
- Some of the roads are very narrow, and
- Community members asked for the speed limits on these roads to be reviewed.

Confirming Sign Posted Speed Limits

We are proposing to confirm the current sign posted speed limits on some roads. This process is required due to a legal anomaly and will not change any of the speed limits currently sign posted.

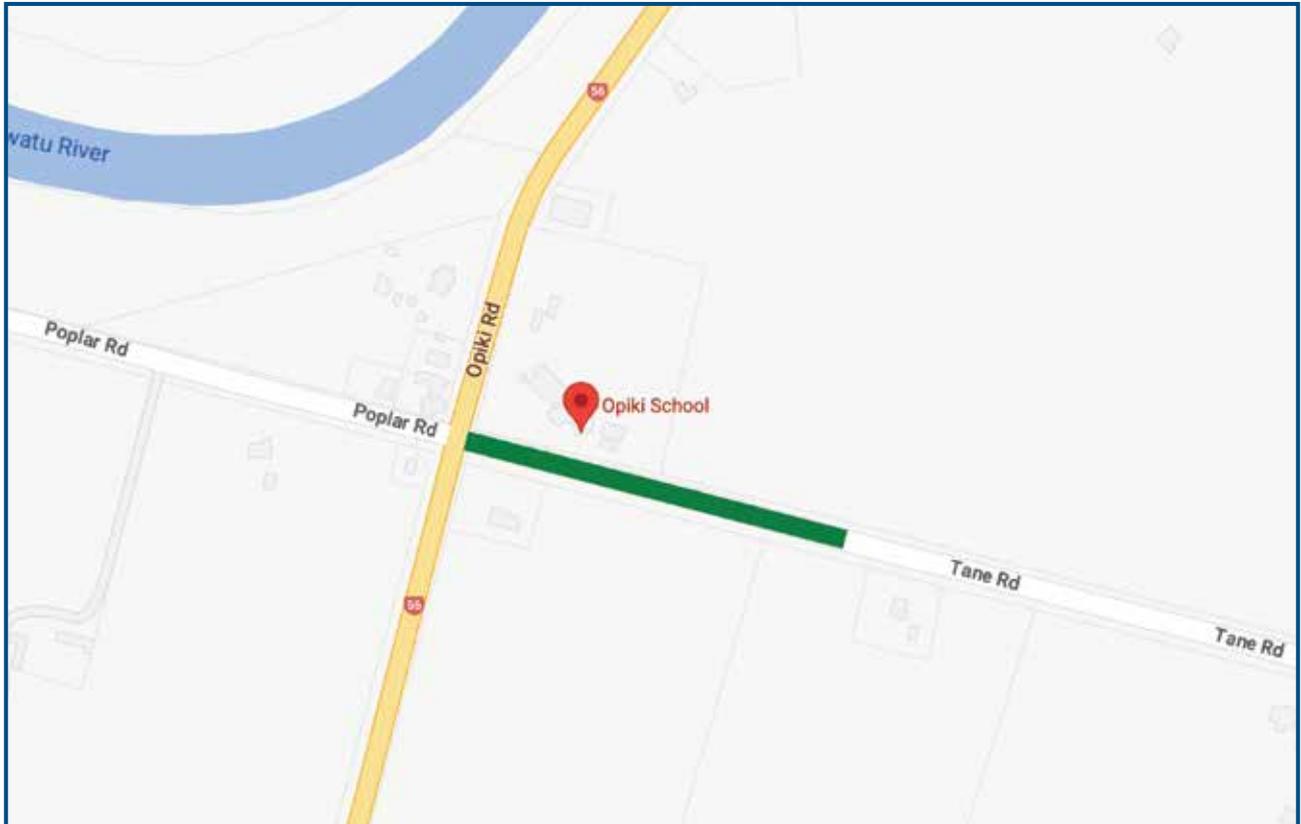
We are proposing to complete these changes in Year 1 of the Speed Management Plan. This would be completed as soon as practicable after the Speed Management Plan is certified and ideally no later than July 2024.

Horowhenua District 3-year Implementation Programme

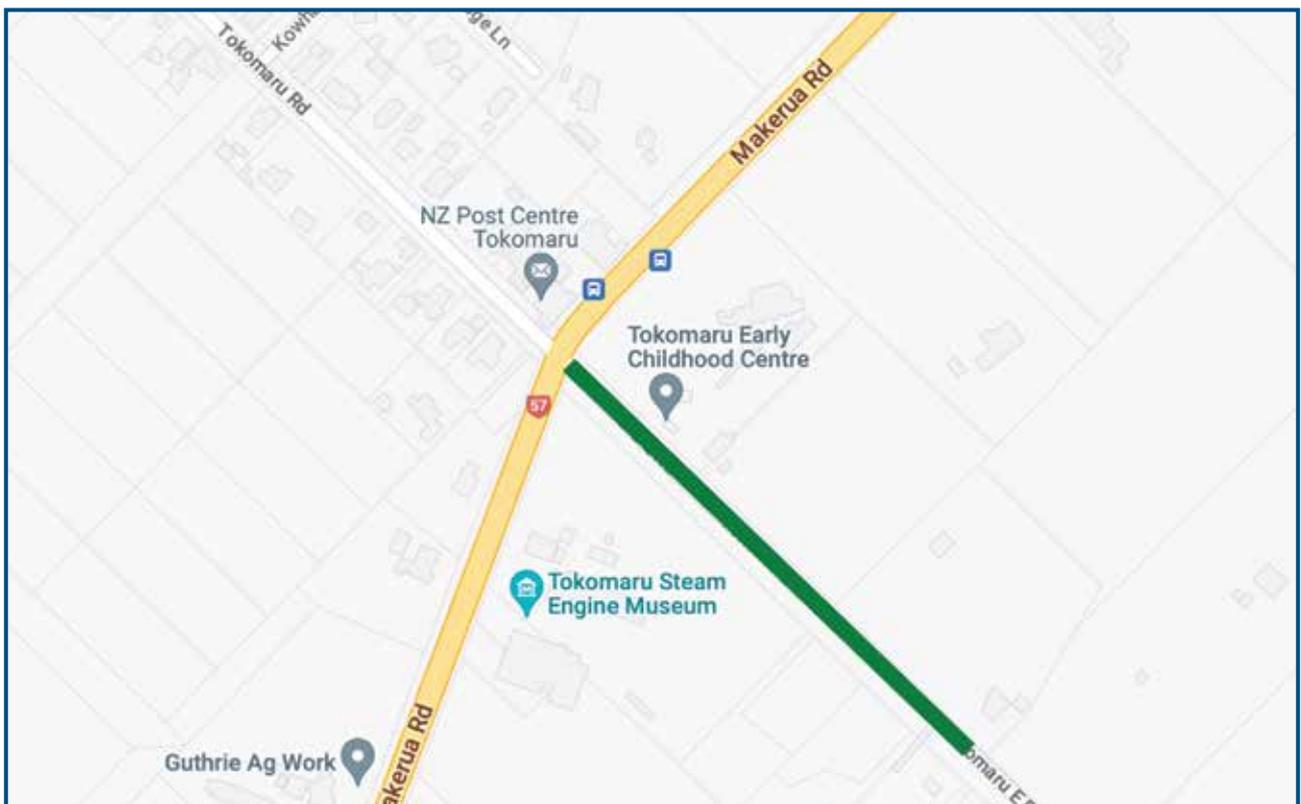
KEY

- 30km/h variable speed limit
- 30km/h permanent speed limit
- 50km/h permanent speed limit
- 60km/h permanent speed limit

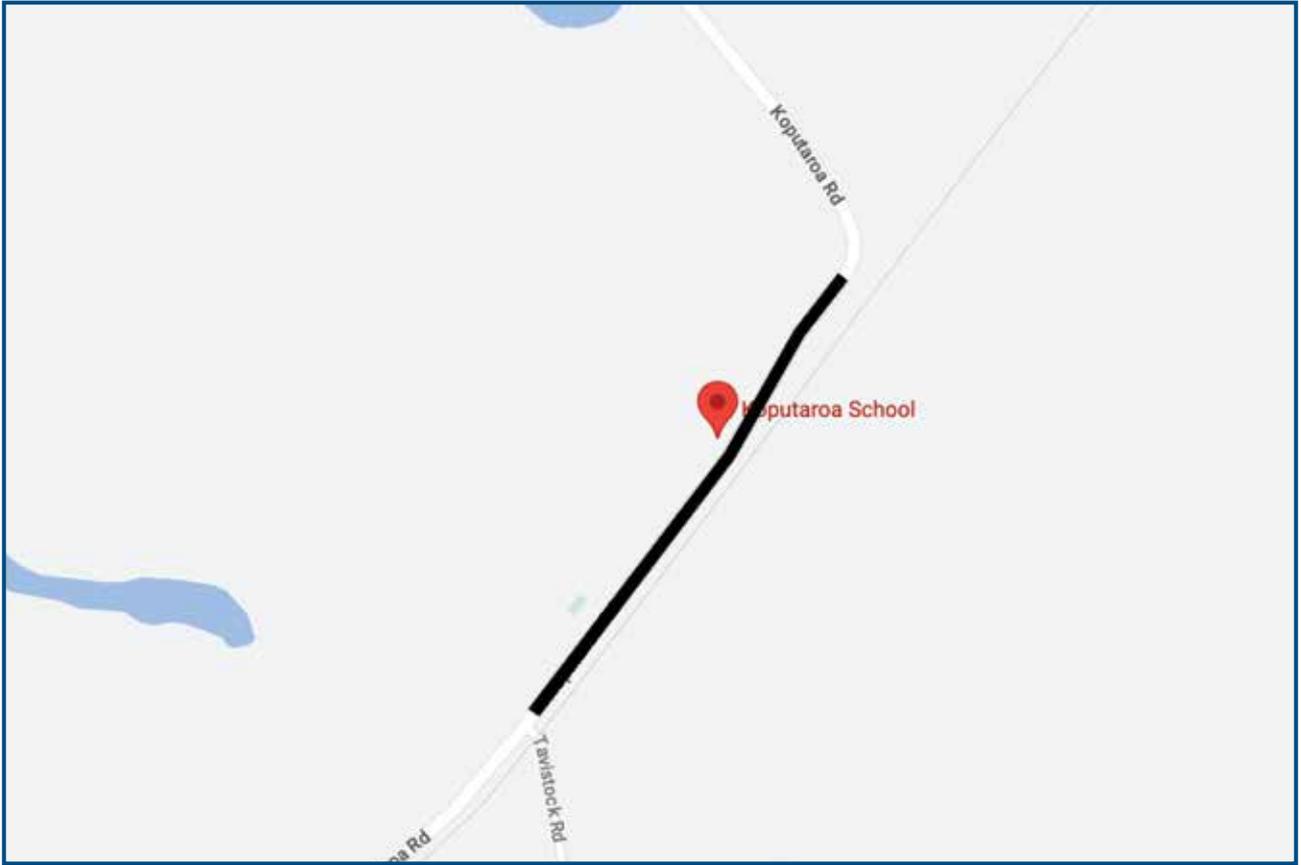
Ōpiki School



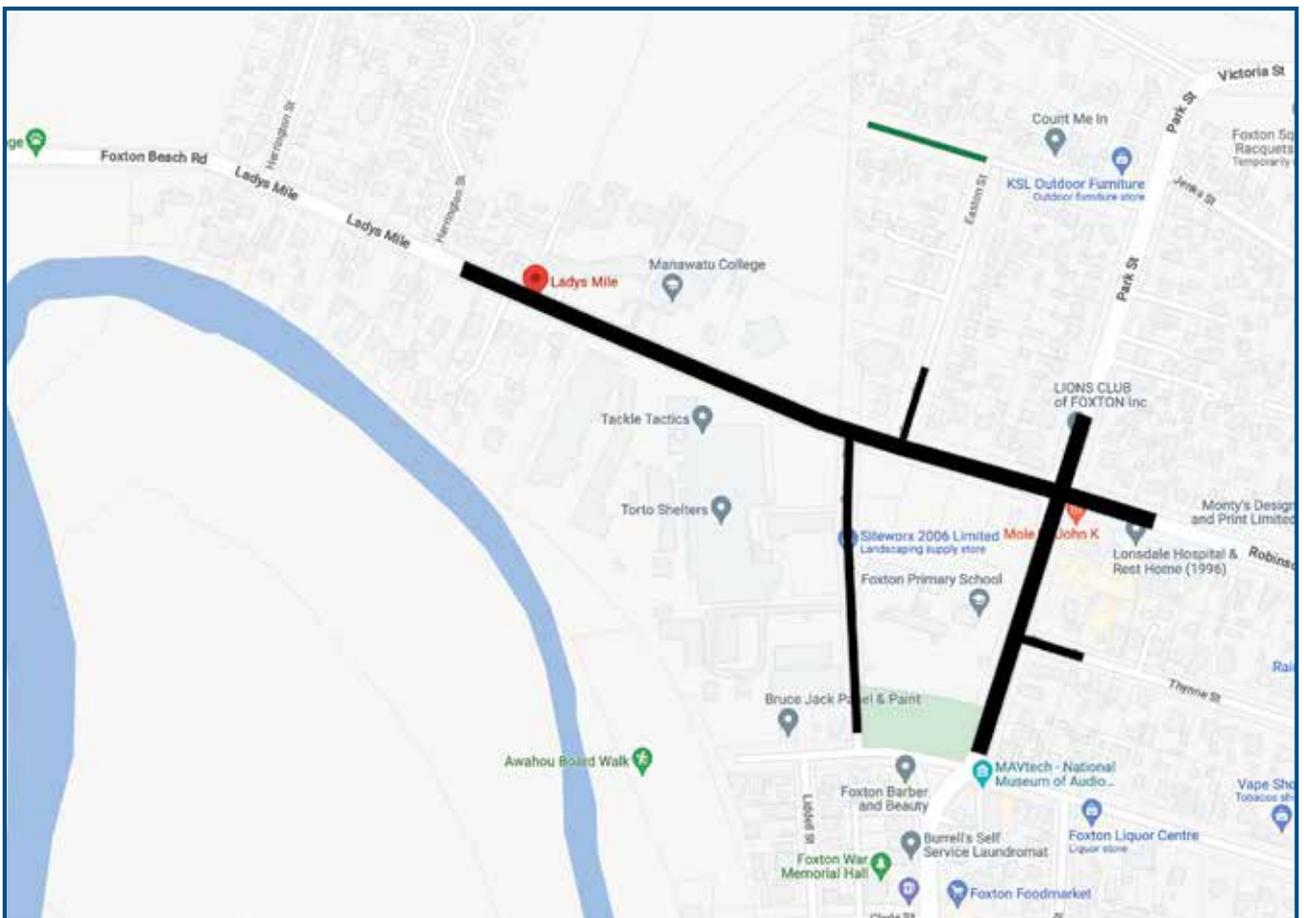
Tokomaru School



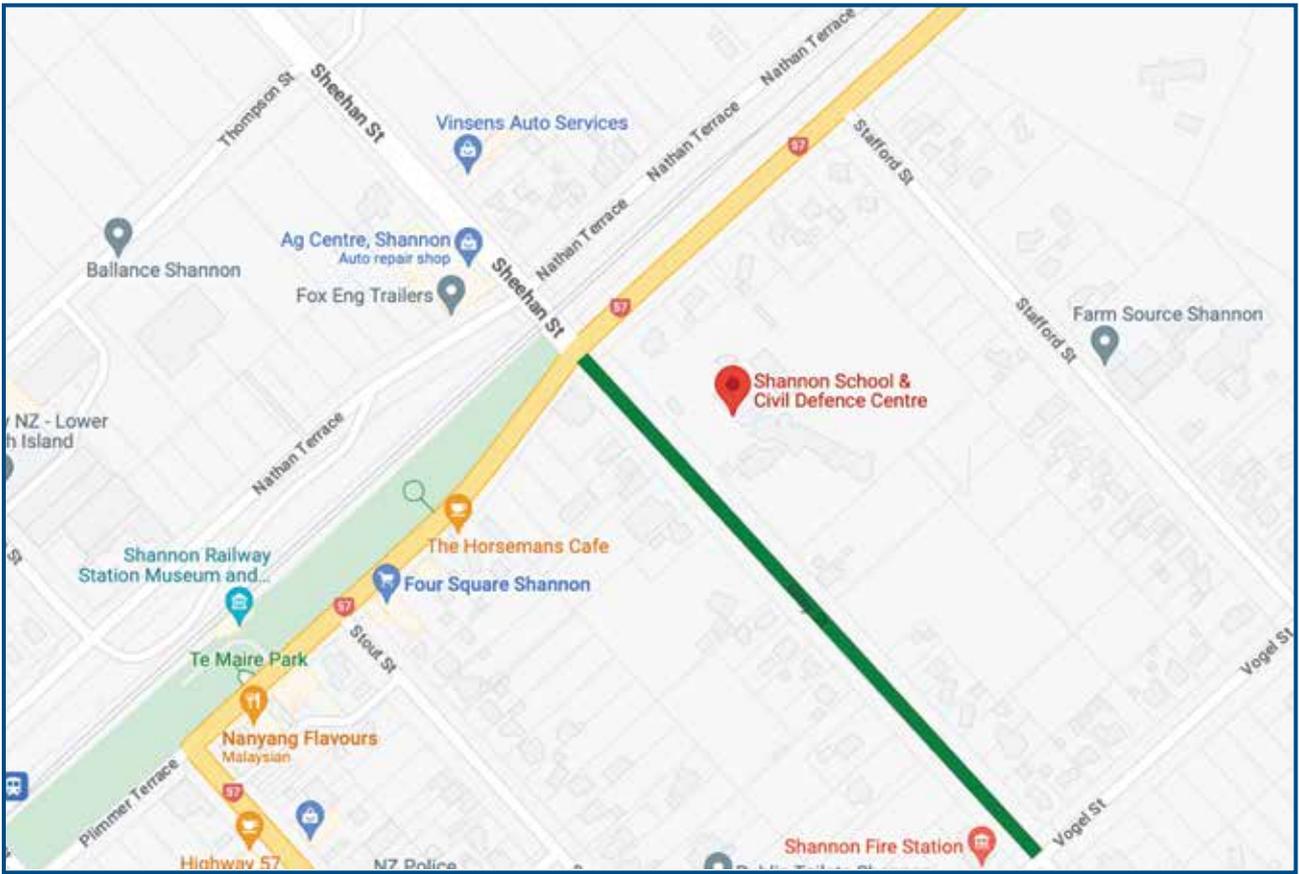
Koputaroa School



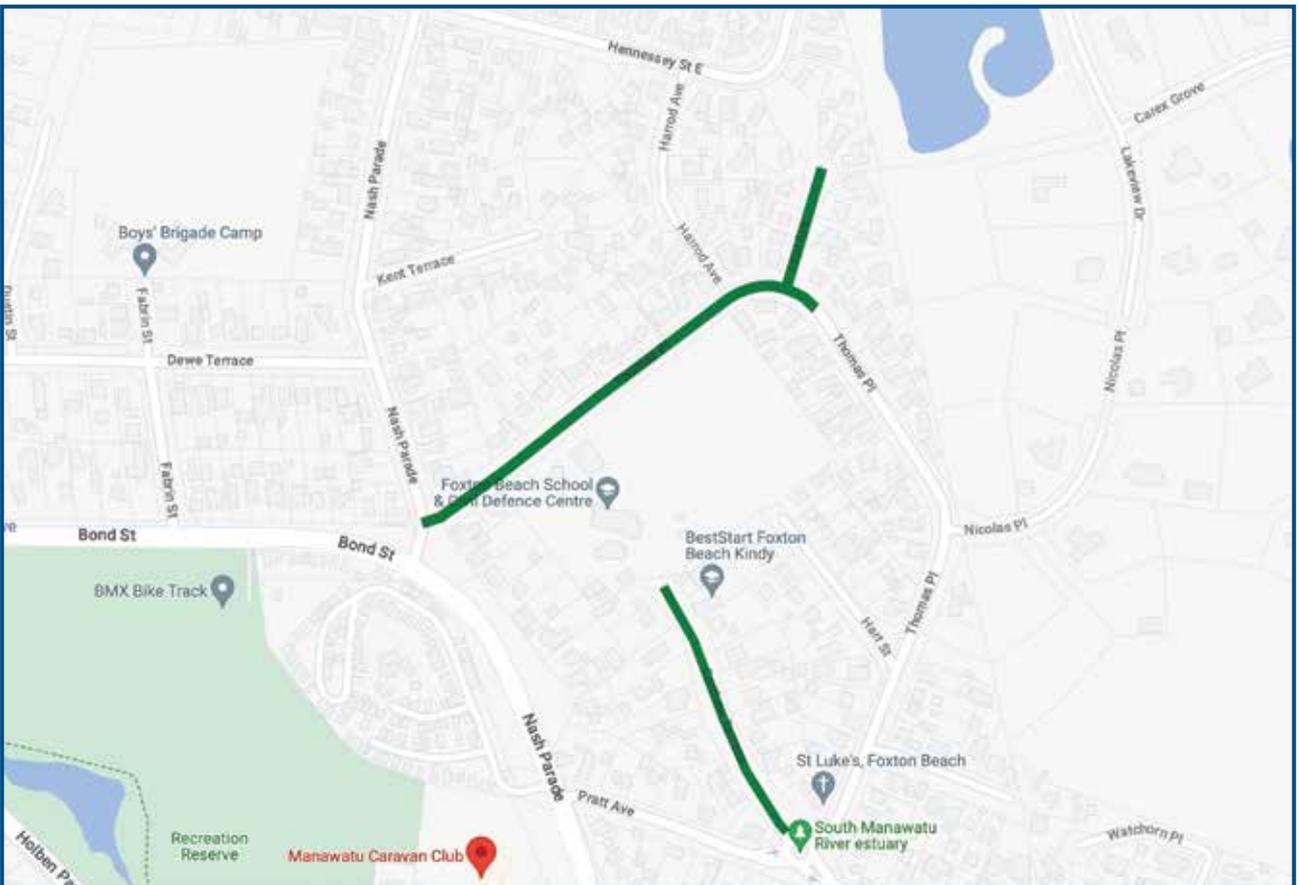
Manawatū College and Foxton Primary School



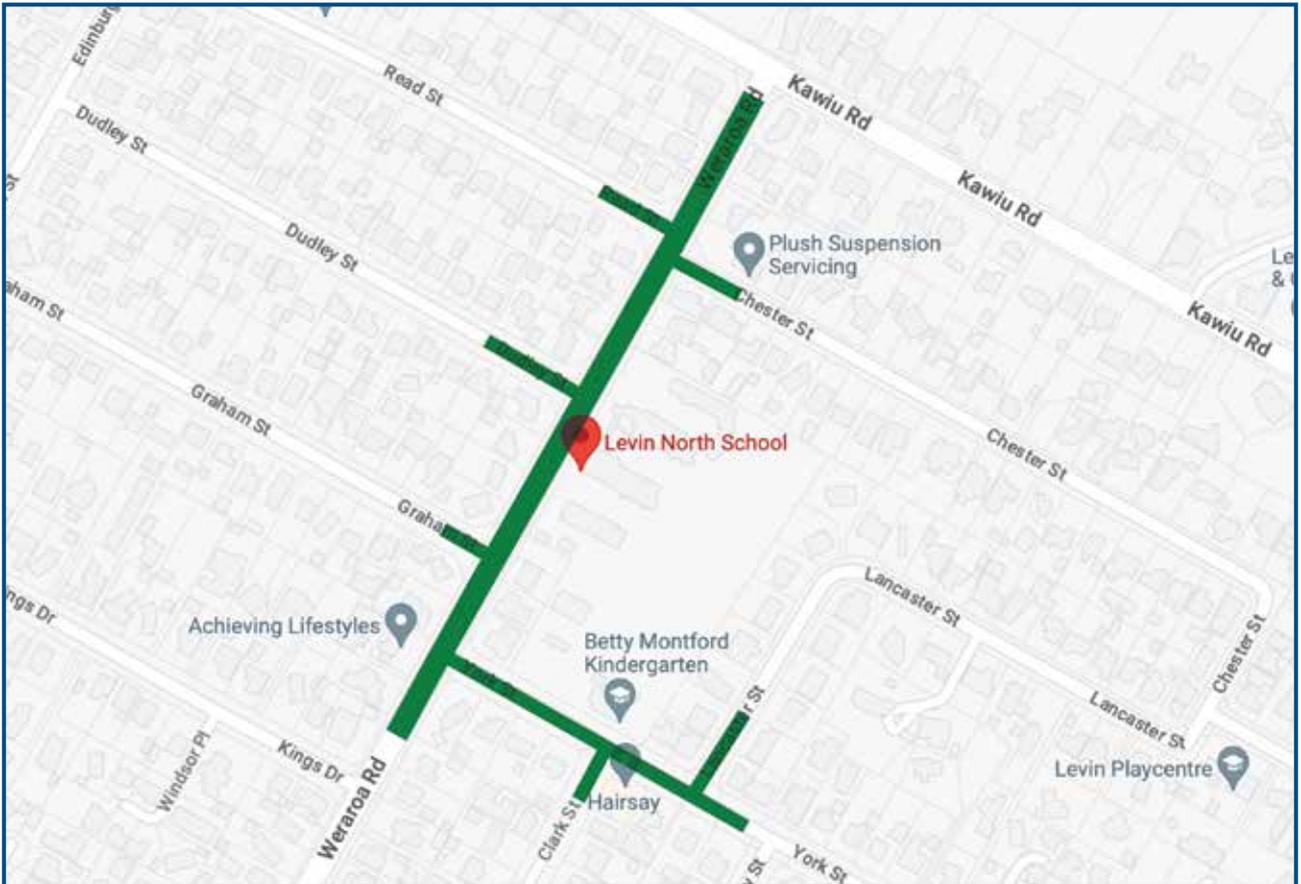
Shannon School



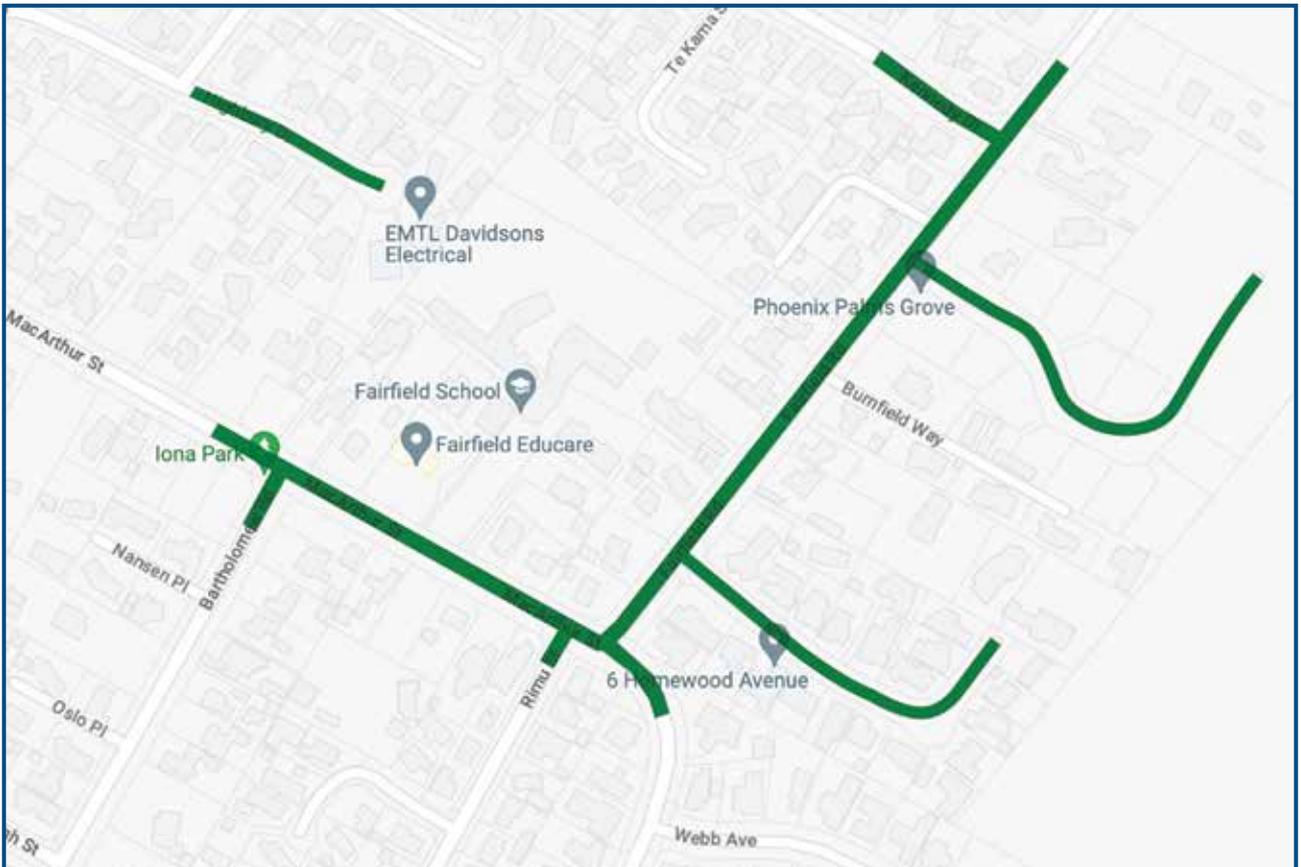
Foxton Beach School



Levin North School



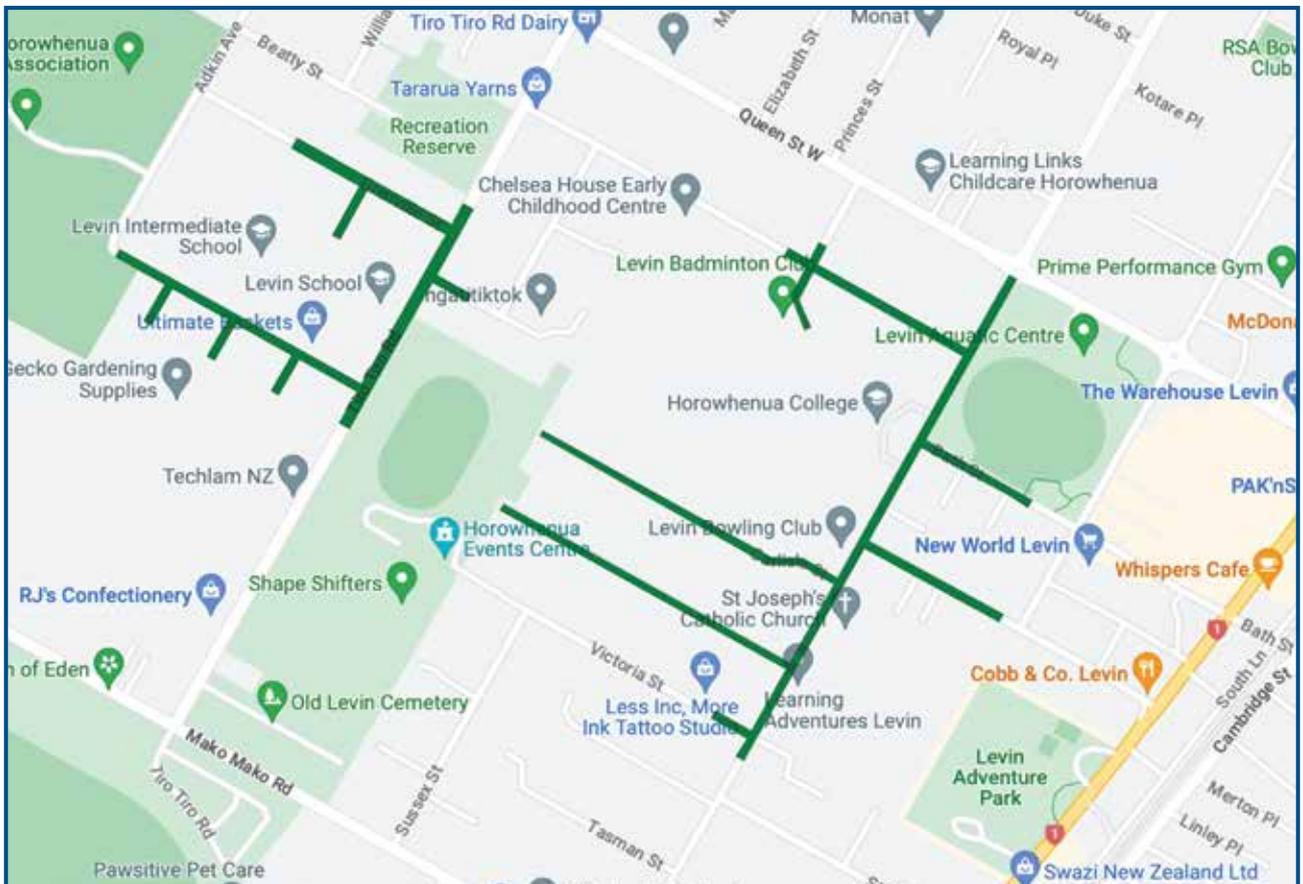
Fairfield School



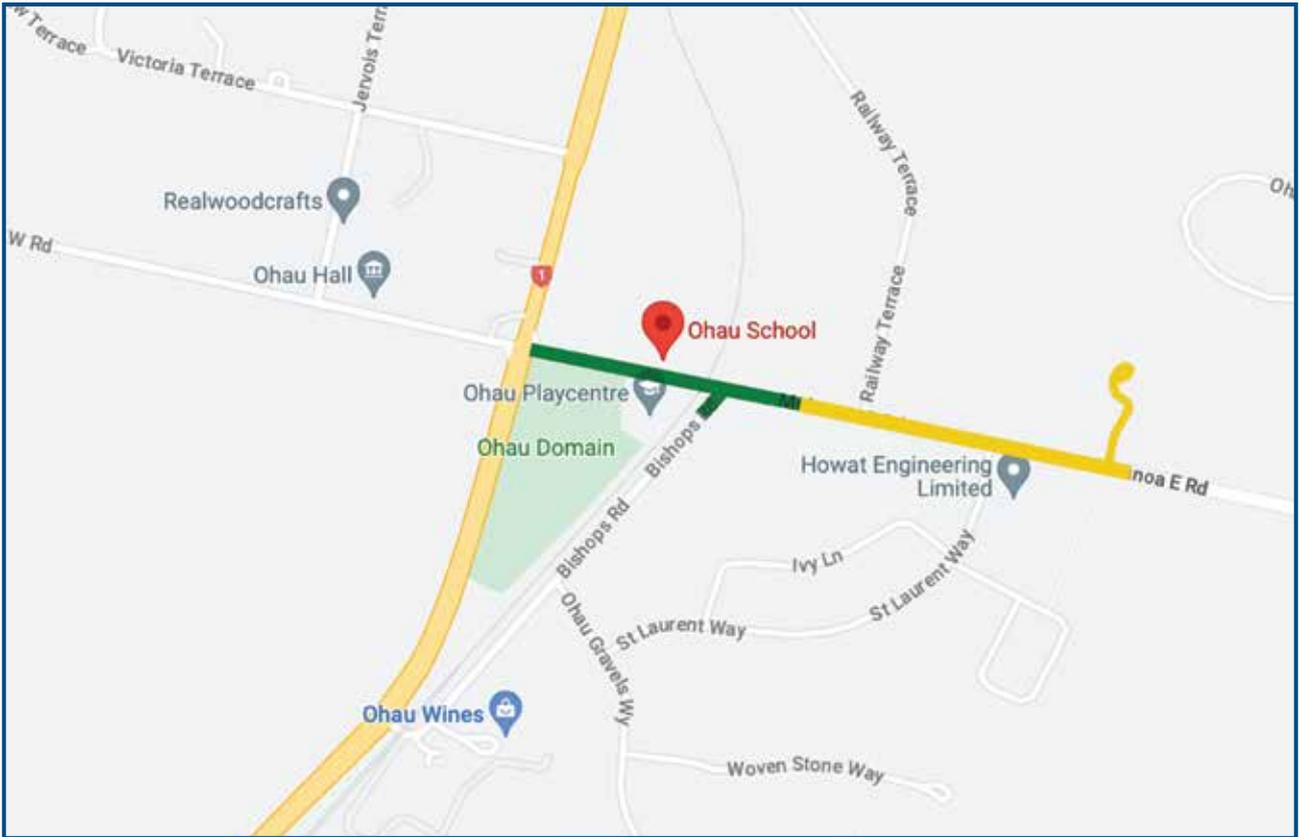
Taitoko School



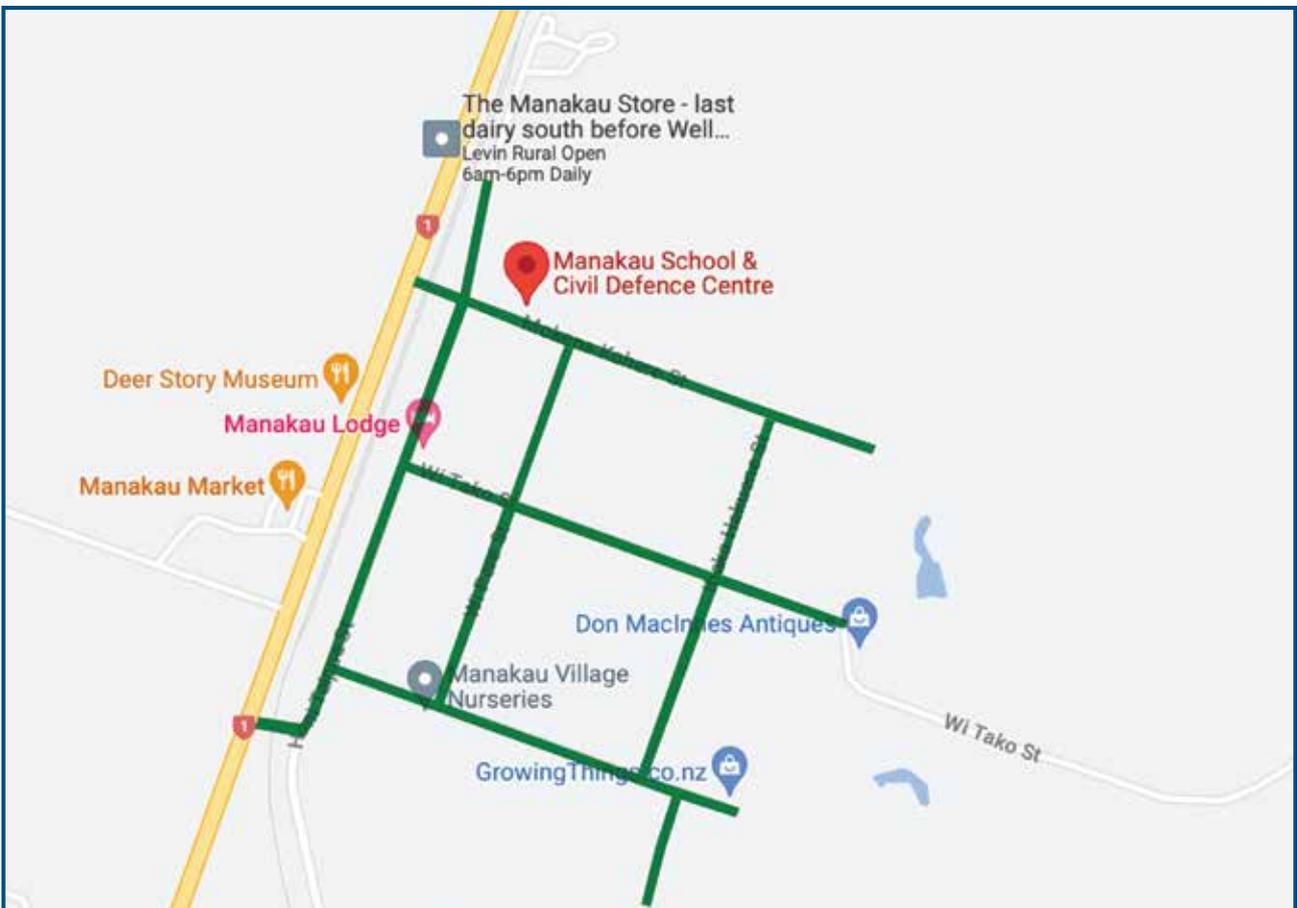
Levin School, Levin Intermediate, Horowhenua College and St Joseph's School



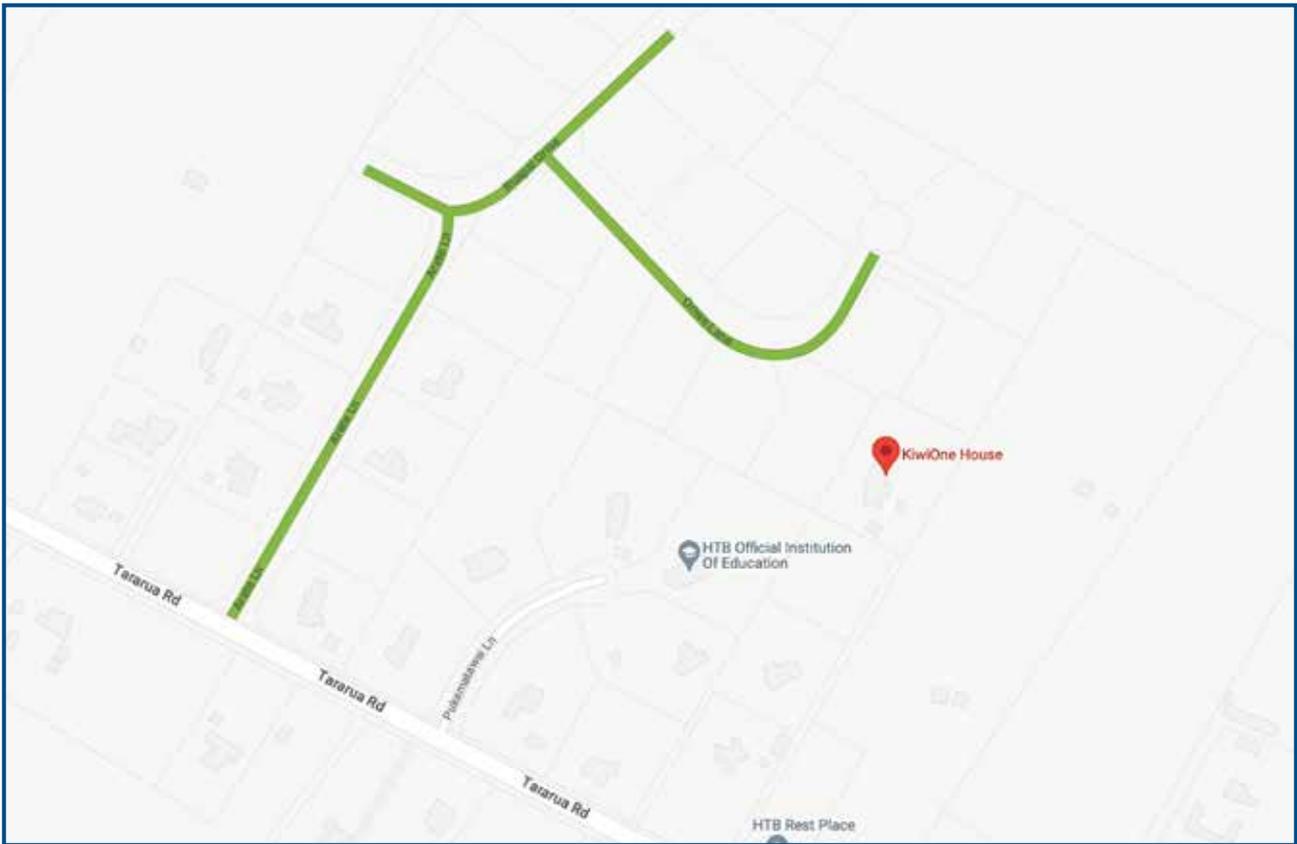
Ōhau School



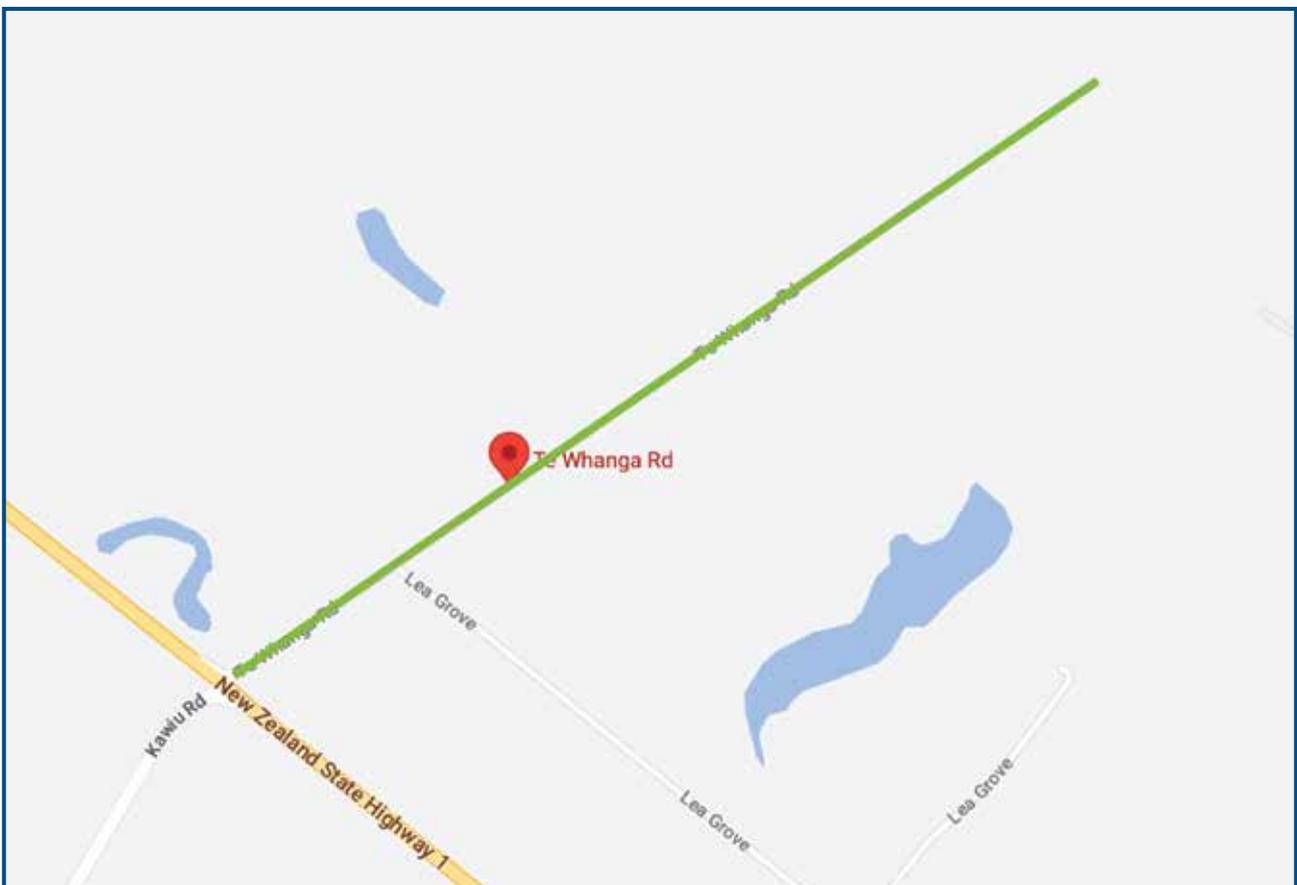
Manakau School



Arete Lane, Ruapai Drive & Oriwa Lane, Levin



Te Whanga Road, Levin



Buller Road, Levin

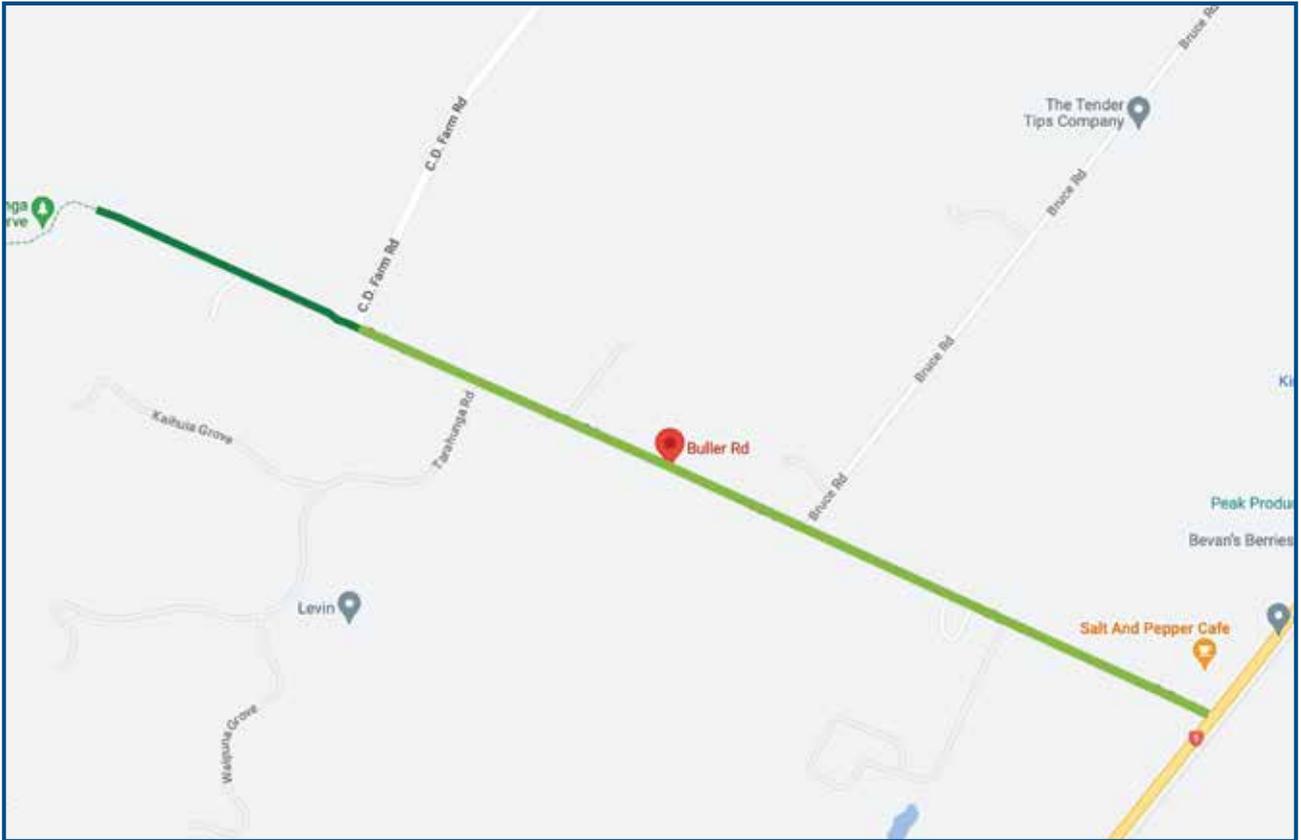


Table 1: Speed Limit Changes

Road/area	Existing Speed Limit (km/h)	Proposed Speed Limit (km/h)	Speed limit type	Implementation timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Dates and times
Ōpiki School Category 1 Ōpiki - Tane Road from SH56 Intersection to 200m East of SH56 Intersection.	80	30	Permanent	Y1	No	
Tokomaru School Category 1 Tokomaru - Tokomaru East Road from SH57 intersection to 300m South East of SH57 Intersection.	70	30	Permanent	Y1	No	
Shannon School Category 1 Shannon - Grey Street from SH57 intersection to intersection with Vogel Street.	50	30	Permanent	Y1	No	
Koputaroa School Category 1 Koputaroa - Koputaroa Road from 70m North East of the Travistock Road Intersection to 130m South West of the Koputaroa Road right angle corner.	80	30	Variable	Y1	No	Variable limits from 0800 to 0930 and 1430 to 1600.

Road/area	Existing Speed Limit (km/h)	Proposed Speed Limit (km/h)	Speed limit type	Implementation timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Dates and times
Fairfield School Category 1 Levin - Highbury Drive from intersection with Avon Street to Western end. - MacArthur Street 40m West of Bartholomew intersection to Fairfield Road. - Fairfield Road 50m North of Kennedy Drive to MacArthur Street. - Bartholomew Rd 30m South of MacArthur Street to MacArthur Street. - Rimu Street 30m South of MacArthur Street to MacArthur Street. - Hornewood Avenue entire length - Phoenix Palm Grove entire length - Kennedy Drive 60m West of Fairfield Road to Fairfield Road. - Easton Way 30 Meters East of MacArthur Street to MacArthur Street.	50	30	Permanent	Y1	No	
Manawatū College Category 1 Foxton - Hulke Street End by Manawatu College to Easton Street intersection.	50	30	Permanent	Y1	No	

Road/area	Existing Speed Limit (km/h)	Proposed Speed Limit (km/h)	Speed limit type	Implementation timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Dates and times
Manawatu College Category 1 Foxton - Park Street from Main Street to 50m North of Robinson Street Roundabout. - Ladys Mile from Robinson Street to 30m East of Herrington Street Intersection. - Robinson Street from Ladys Mile to 50m East of Robinson / Park Street Roundabout. - Thynne Street from Park Street to 50m East of Park Street - Duncan Street From intersection with Ladys Mile to intersection with Ravensworth Place - Easton Street from Robinson Street to 50m North of Robinson Street.	50	30	Variable	Y1	No	Variable limits from 0800 to 0930 and 1430 to 1600.
Foxton Beach School Category 1 Foxton Beach - Thomas Place from intersection with Nash Parade to 30m East of the intersection with Low Avenue. - Low Avenue entire length - Cathew Terrace Entire length.	50	30	Permanent	Y1	No	

Road/area	Existing Speed Limit (km/h)	Proposed Speed Limit (km/h)	Speed limit type	Implementation timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Dates and times
Coley Street School Category 1 Foxton - Coley Street from 30m West of Futter Street to Eastern end - Futter Street from 30m South of intersection with Coley Street to intersection with Avenue Road. - Avenue Road from 30m West of intersection with Futter Street to 20m East of intersection with Spring Street.	50	30	Permanent	Y1	No	
Waiopehu College / Levin East School Levin - Bartholomew Road from 40m North of Parsons Avenue to 40m South of Meadowvale Intersection. - Parsons Avenue from Bartholomew Road intersection to 40m East of Bartholomew Road intersection. - Bath Street from Bartholomew Road Intersection to 80m West of Bartholomew Road Intersection. Meadowvale Drive from Bartholomew Road Intersection to 70m East of Bartholomew Road Intersection	50	30	Permanent	Y1	No	

Road/area	Existing Speed Limit (km/h)	Proposed Speed Limit (km/h)	Speed limit type	Implementation timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Dates and times
<p>St Joseph's Catholic School / Horowhenua College Category 1 Levin</p> <ul style="list-style-type: none"> - Trafalgar Street from Wereroa Road to 30m West of Nelson Street intersection. - Nelson Street from End of Nelson Street to 30m North of Trafalgar Street intersection. - Wereroa Road from intersection with Queen Street West to 25m South of Victoria street intersection. - Bath Street from Wereroa Road intersection to 160m from Wereroa Road intersection. - Durham Street from Wereroa Road intersection to 160m from Wereroa Road intersection. - Carlisle Street entire length. - Hannan Street entire length. - Victoria Street from Wereroa Road Intersection to 50m West of Wereroa Road intersection. 	50	30	Permanent	Y1	No	

Road/area	Existing Speed Limit (km/h)	Proposed Speed Limit (km/h)	Speed limit type	Implementation timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Dates and times
<p>Levin School / Levin Intermediate Category 1 Levin</p> <ul style="list-style-type: none"> - Collingwood Street from Tiro Tiro Road Intersection to End of Collingwood Street. - Drake Street from Collingwood Street to end of Drake Street. - Rodney Street from Collingwood Street intersection to the end of Rodney Street. - Cook Street from Collingwood Street intersection to the end of Cook Street. - Grenville Street from Tiro Tiro Road intersection to 80m West of Raleigh Street intersection. - Raleigh Street from Grenville Street intersection to End of Raleigh Street. - Tiro Tiro Road from 30m North of Grenville Street intersection to 30m South of Collingwood Street intersection. - Forth Street from Tiro Tiro Street intersection to 30m East of Tiro Tiro Street intersection. 	50	30	Permanent	Y1	No	

Road/area	Existing Speed Limit (km/h)	Proposed Speed Limit (km/h)	Speed limit type	Implementation timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Dates and times
Taitoko School Category 1 Levin - Balmoral Street from Kinross Street to 10m North of Braemar Street intersection. - Stirling Street from Balmoral Street intersection to 80m South of Balmoral Street intersection. - Kinross Street from Balmoral Street to 50m West of Winiata Street intersection. - Morgan Crescent from Kinross Street intersection to 50m North of Kinross Street intersection. - Braemar Street from Balmoral Street intersection to Arran Street intersection. - Winiata Street entire length (excluding private road).	50	30	Permanent	Y1	No	

Road/area	Existing Speed Limit (km/h)	Proposed Speed Limit (km/h)	Speed limit type	Implementation timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Dates and times
<p>Levin North School Category 1 Levin</p> <ul style="list-style-type: none"> - Chester Street from Weraroa Road to 40m east from Weraroa Road. - Read Street from Weraroa Road to 40m west from Weraroa Road. - Dudley Street from Weraroa Road to 50m west from Weraroa Road. - Graham Street from Weraroa Road to 30m west from Weraroa Road. - Weraroa Road from 20m South of Kawi Road to 20m North of intersection with Kings Drive. - York Street from intersection with Weraroa Road to 30m east of intersection with Lancaster Street. - Clark Street from York Street to 30m south of intersection with York Street. - Lancaster Street from intersection with York Street to 50m North of intersection with York Street 	50	30	Permanent	Y1	No	

Road/area	Existing Speed Limit (km/h)	Proposed Speed Limit (km/h)	Speed limit type	Implementation timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Dates and times
Ōhau School Category 1 Ōhau - Muhunooa East Road from SH1 Intersection to 80m East of Bishops Road intersection. - Bishops road from Muhunooa East Road intersection to 30m SW of the Muhunooa East Road intersection.	50	30	Permanent	Y1	No	
Ōhau School Category 1 Ōhau - Faydon Close entire length - Muhunooa East Road from 80m East of Bishops Road intersection to 150m East of Faydon Close intersection.	100	50	Permanent	Y1	No	
Manakau Township / Manakau School Category 1 Manakau - Honi Taipua Street from Manakau Rail Underpass to north end. - Wi Tako Street from Honi Taipua Street to #43 Honi Taipua Street. - Tame Porati Street entire length. - Mokena Kohere Street entire length. - Wi Pere Street entire length. - Ihaka Hakuene Street entire length. - Honoiti Ranapiri Place entire length.	50	30	Permanent	Y1	No	

Road/area	Existing Speed Limit (km/h)	Proposed Speed Limit (km/h)	Speed limit type	Implementation timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Dates and times
Levin - Arete Lane entire length - Ruapai Drive entire length - Oriwa Land entire length	100	60	Permanent	Y1	No	
Levin - Te Whanga Road entire length	80	60	Permanent	Y1	No	
Levin - Buller Road from intersection with SH1 to intersection with CD Farm Road.	80	60	Permanent	Y1	No	
Levin - Buller Road from intersection with CD Farm Road to end by Lake Papaitonga Track	60	30	Permanent	Y1	No	

Table 2: Confirmation of Sign Posted Speed Limits

Road name	Suburb	Road Area	Sign Posted Speed limit (km/h)	Proposed Speed Limit (km/h)	Speed Limit Type	Implementation Timeframe
Martins Road	Manakau	From 48 Martins Road to end	80	80	Permanent	Y1
Gleeson Road	Manakau	From SH1 to end	80	80	Permanent	Y1
Waiaute Road	Manakau	From Gleeson Road to end	80	80	Permanent	Y1
McLeavey Road	Ōhau	From SH1 to Arapaepae South Road	80	80	Permanent	Y1
Muhunoa East Road	Ōhau	From 100m east of intersection with Ōhau Terraces to intersection with Arapaepae South Road	80	80	Permanent	Y1
Florida Road	Ōhau	From 37-85 Florida Road to 50-252 Florida Road	80	80	Permanent	Y1
Papaitonga Lake Road	Ōhau	From intersection with Muhunoa West Road to end	80	80	Permanent	Y1
Ōhau Terraces	Ōhau	Entire road	60	60	Permanent	Y1
Ōhau Gravels Way	Ōhau	Entire road	60	60	Permanent	Y1
Woven Stone Way	Ōhau	Entire road	60	60	Permanent	Y1
Riverside Drive	Ōhau	Entire road	60	60	Permanent	Y1
Hōkio Beach Road	Levin	From 109-121 Hōkio Beach Road to 300-316 Hōkio Beach Road	80	80	Permanent	Y1
Gladstone Road	Levin	From intersection with Tararua Road to intersection with Queen Street East	80	80	Permanent	Y1
Denton Road	Levin	From intersection with Queen Street East to end	80	80	Permanent	Y1

Road name	Suburb	Road Area	Sign Posted Speed limit(km/h)	Proposed Speed Limit (km/h)	Speed Limit Type	Implementation Timeframe
Queen Street East	Levin	From intersection with Gladstone Road and Denton Road, to intersection with SH57	80	80	Permanent	Y1
Kawiu Road	Levin	From 231-389 Kawiu Road to intersection with SH1	80	80	Permanent	Y1
Lindsay Road	Levin	From SH1 to end	80	80	Permanent	Y1
Bruce Road	Levin	From intersection with Buller Road to 55 Buller Road	80	80	Permanent	Y1
Boulton Road	Levin	Entire road	80	80	Permanent	Y1
Tararua Road	Levin	From intersection with Cambridge Street to 91 Tararua Road	50	50	Permanent	Y1
Fairfield Road	Levin	From Roslyn Road to end of road North	60	60	Permanent	Y1
Grandview Terrace	Ōhau	Entire length	50	50	Permanent	Y1
Park Avenue	Waitāreare Beach	From 165 Park Avenue to 250 Park Avenue	50	50	Permanent	Y1
Via Aroha	Waitāreare Beach	From Park Avenue to end	50	50	Permanent	Y1
Mowhia Grove	Waitāreare Beach	From Waitāreare Rise to end	60	60	Permanent	Y1
Quail Way	Waitāreare Beach	From intersection with Waitāreare Rise Avenue to end	60	60	Permanent	Y1
Te Ariki Drive	Waitāreare Beach	From intersection with Waitāreare Rise Avenue to end	60	60	Permanent	Y1

Road name	Suburb	Road Area	Sign Posted Speed limit(km/h)	Proposed Speed Limit (km/h)	Speed Limit Type	Implementation Timeframe
Kanuka Drive	Waitāreere Beach	From intersection with Waitāreere Rise Avenue to end	60	60	Permanent	Y1
Waka Tete Place	Waitāreere Beach	From intersection with Kanuka Drive to end	60	60	Permanent	Y1
Truebridge Drive	Waitāreere Beach	From intersection with Kanuka Drive to end	60	60	Permanent	Y1
Palmer Road	Foxton Beach	From intersection with Cousins Avenue to intersection of Foxton Beach Road	80	80	Permanent	Y1
Foxton Beach Road	Foxton Beach	From 1 Seabury Avenue to 14 Foxton Beach Avenue	80	80	Permanent	Y1
Carex Grove	Foxton Beach	From Lakeview Drive to end	50	50	Permanent	Y1
Lakeview Drive	Foxton Beach	From Palmer Road to end	50	50	Permanent	Y1
Nicholas Place	Foxton Beach	From intersection with Thomas Place to end	50	50	Permanent	Y1
Avenue Road	Foxton	From 99-115 Avenue Road to intersection with Hickford Road	80	80	Permanent	Y1
Baker Street	Foxton	From intersection with Avenue Road to intersection with Howan Street	80	80	Permanent	Y1
Howan Street	Foxton	From intersection with Baker Street to intersection with Hickford Road	80	80	Permanent	Y1
Thompson Street	Shannon	From intersection with Sheehan Street to end	50	50	Permanent	Y1
Bryce Street	Shannon	From SH57 to 25 Bryce Street near Old Foxton Road	60	60	Permanent	Y1

To support lower speed limits around schools, a programme is being developed to deliver infrastructure improvements around schools to physically change environments to reduce traffic speeds. This increases safety and encourages a shift to multi-modal transport options.

There are various engineering interventions that can be used to support reduced speed limits including:

- Traffic calming measures, such as changing the geometric design of the road by road narrowing, chicanes, speed humps, or mini roundabouts, which are intended to slow traffic.
- Raised pedestrian crossings
- Raised intersections
- Traffic islands
- Road markings and signs including warning signs, speed limit signs, road markings, and other signage that alert drivers to the presence of pedestrians and/or other hazards

- Cycle lanes and paths which provide a dedicated space for cyclists and encourage the use of alternative transportation modes.

These interventions can be tailored to the specific needs and characteristics of the surrounding area to improve safety and encourage safer driving speeds.

Any changes will be made in consultation with the local community.

Speed Limits of 70km/h or 90km/h

The Rule specifies that a Speed Management Plan must identify all roads with a speed limit of 70km/h or 90km/h. These speed limits must be reviewed in each Speed Management Plan.

No legal speed limit changes are proposed within this Speed Management Plan.

Road Name	Suburb	Road Area	Sign Posted Speed Limit	Speed Limit Review
Roslyn Road	Levin	From 20-36 Roslyn Road to intersection with SH57	70km/hr	<p>Roslyn Road is classified as a peri-urban road. The Safe and Appropriate Speed limit is 50-80km/h.</p> <p>The road is sealed, has a marked centreline, the alignment is straight with one corner, and has edge marker posts.</p> <p>70km/h is considered to be a safe speed for this road. This speed limit will continue to be reviewed in subsequent speed management plans to ensure that the speed limit remains safe.</p>

Te Mahere Rautaki Whakahāngai

Strategic Alignment

Speed management is a key component of improving road safety and is in line with key strategies and policies. These are outlined below:

Long Term Plan 2021-2041

The Speed Management Plan is aligned with community outcomes outlined within the Long Term Plan 2021-2041.



We provide efficient, reliable and affordable infrastructure, developing and maintaining facilities and infrastructure to meet the needs of current and future generations. Our community facilities and infrastructure are resilient, helping us to respond to climate change and natural hazards, working with partners to develop infrastructure that enables growth.

The Speed Management Plan is not just about setting safe and appropriate speed limits but will also take a whole of network approach that will include safety infrastructure improvements.



We uphold Te Tiriti o Waitangi and its principles and recognise the role of Mana Whenua as kaitiaki of their rohe. We support them to maintain and enhance tikanga with their ancestral lands and waterways, wāhi tapu and other taonga, and build mutually respectful partnerships with tangata whenua, supporting whanau, marae, hapū and iwi in achieving their aspirations.

A key component of the Speed Management Plan process includes partnering with Māori as kaitiaki of their rohe.



We value the diversity of our people, and how our district's heritage shapes our community's sense of identity and pride. We provide infrastructure, services, facilities, and places to build resilient and connected communities where people of all ages and backgrounds feel included and safe. We are building collaborative relationships with service providers to enable all people to live positive and healthy lifestyles, encouraging our people to participate in local decision making.

By ensuring that vehicles traveling on our roads are doing so at safe and appropriate speeds we can improve safety for all road users, including those who are walking, cycling, or using mobility devices.



We contribute to improving our natural environment for current and future generations to enjoy, and protect the important natural features in our district. We ensure our built environment supports the wellbeing of our people and manage competing pressures on resources sustainably.

The Speed Management Plan will support the provision of equitable access to a variety of safe and healthy transport options. This will include supporting the increased use of active transport modes like walking and cycling particularly for getting to and from school or work, or for recreation.

Horowhenua Integrated Transport Strategy (HITS)

Horowhenua District Council recognises the importance of an integrated transport system to the wellbeing of our residents and those travelling through our district and is committed to building a safe, resilient, and sustainable transport system.

The Speed Management Plan specifically relates to two of the six strategic focus areas outlined in the HITS:

- **Safety** by helping to improve safety for our most vulnerable road users including pedestrians, cyclists, mopeds and motorcyclists; and
- **Active Transport** by helping to contribute to the development of a safe and connected network for active travel.

Horizons Regional Land Transport Plan (RLTP)

The Regional Land Transport Plan (RLTP) is a collaboration between all council's in the Manawatū-Whanganui Region, Waka Kotahi NZ Transport Agency, and Kiwi Rail. The RLTP outlines the following strategic direction and transport investment priorities:

- **Connectivity and access:** Provide better transport connections and options to enable efficient and safe movement of people and freight, and improved access to health, social and economic opportunities.
- **Safety:** improve the transport network to create a safe transport system for all users.
- **Better travel options:** make active and public transport, and alternative freight modes safe, attractive and viable options for more trips throughout the region.
- **Environment:** reduce environmental impacts and carbon emissions from the transport system.
- **Resilience:** build resilience into the region's transport network by strengthening priority transport lifelines.

The strategic direction and investment objectives align with the objectives of the Speed Management Plan where the key drivers are to improve safety for all road users by reducing the risk of death and serious injury, encourage the use of a variety of transport options including active transport options such as walking and cycling, and reduce the environmental impacts of the transport system through the use of alternative transport options.



Te Hāngaitanga o ngā Rautaki Hāngai me nga Kaupapa Here

Consistency with National Safety Strategies and Policies

Government Policy Statement (GPS) on Land Transport

Horowhenua District Council's approach to Speed Management is consistent with the road safety aspects for the Government Policy Statement on Land Transport (2021/22 – 2030/31). The GPS on Land Transport 2021 outlines that the purpose of the transport system is to improve people's wellbeing and the liveability of places.

Under the GPS 2021, the overall goals to be delivered by 2031 are:

1. Reduce the number of deaths and serious injuries.
2. A safer land transport network.

It does this by contributing to the strategic priorities shown in Figure 3.

Figure 3: GPS Strategic Priorities ²



² New Zealand Government (2020). Retrieved from <https://www.transport.govt.nz/assets/Uploads/Paper/GPS2021.pdf>

The proposed Speed Management Plan aligns with the GPS strategic priorities. This will allow Council to apply for funding for speed-related infrastructure through the National Land Transport Programme (NLTP). Although this Speed Management Plan has a strong focus on safety, it will also contribute to other priorities.

GPS Priority and Alignment

- **Safety** – The proposed speed management plan is working towards a local transport network where no one is killed or seriously injured. The Speed Management Plan proposes to improve safety through reduced speed limits and associated infrastructure in high-priority areas.
- **Better travel options** – The focus on roads around schools and roads in communities that have asked for lower speed limits will lead to safe and appropriate speeds that will also encourage more people in these areas to walk, cycle, or use other forms of active transport.
- **Climate change** – managing speeds can encourage the use of other modes of transport including walking, cycling, mopeds, and mobility scooters.
- **Improving freight connections** – speed reductions will lead to reduced numbers of crashes on the local transport network, making journeys more reliable.

Overall the Speed Management Plan for the Horowhenua District is aligned with the GPS 2021 which emphasises the importance of prioritising safety in the transport system to reduce deaths and serious injuries and create a safer land transport network.

Ngā Hāngaitanga ā-ture

Appendix A

Legal Requirements

Road Controlling Authorities (RCA) are required by the Land Transport Rule: Setting of Speed Limits 2002 (The Rule) to prepare speed management plans that establish a 10 year vision and three year action plan to implement safe and appropriate speed limits and associated speed management activities. The Rule also sets out requirements when setting speed limits.

Once completed, the Horowhenua SMP will be submitted to Horizons Regional Council. Horizons Regional Council as the Regional Transport Committee (RTC) will coordinate inputs from all RCAs within the region to create a regional SMP that aligns with the regional land transport plan process.

The SMP will then be submitted to Waka Kotahi for the Director of Land Transport to review and certify.

The objective of The Rule is to contribute to road safety through:

- Providing for a whole of network approach where speed management is considered alongside investment in safety infrastructure;
- Empowering or requiring RCAs to set speed limits for roads under their control;
- Setting out requirement RCAs must comply with when setting speed limits.

Content requirements of a plan (with reference to clause 3.8 of Land Transport Rule: Setting of Speed Limits 2022)

1. A plan must—
 - a. set out objectives, policies and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan; and
 - b. include an explanation of how the plan is consistent with the road safety aspects of the GPS on land transport# and any Government road safety strategy; and
 - c. include a general explanation of how a whole-of-network approach was taken to changing speed limits, safety cameras and safety infrastructure, including the approach when deciding whether to invest in making a road safer at higher speeds or to set a lower speed limit.
2. A plan must also—
 - a. identify the changes (if any) being proposed to speed limits (other than temporary speed limits) and safety infrastructure on the relevant roads; and
 - b. include an implementation programme for at least 3 financial years from the start of the plan that sets out —
 - i. the changes (if any) being proposed to (A) speed limits on the relevant roads, including, to the extent practicable, information on each proposed speed limit relating to the geographical area of the proposed speed limit, the type of speed limit, the proposed speed limit expressed in kilometres per hour, and, for a seasonal or variable speed limit, the conditions under which each speed limit will apply; and (B) safety infrastructure on the relevant roads; and
 - ii. the timeframe within which each change is proposed to occur; and

- c. for speed limits of 70 km/h or 90 km/h, include any content required by clause 4.3(2); and
- d. in relation to schools, include—
 - i. any content required by clause 5.2(4); and
 - ii. any designation of a category 2 school; and
 - iii. if required by clause 5.3, an explanation for why, having regard to any guidance provided by the Agency about speed limits outside schools, the speed limit outside the category 2 school is safe and appropriate for the road; and
- e. include, for any changes being proposed to a speed limit that do not align with the Agency's confirmed assessment of what is the safe and appropriate speed limit for the road, an explanation for why, after considering the matters in clause 3.2(1), the road controlling authority proposes a speed limit that differs from the Agency's confirmed assessment (unless subclause (3) applies);[^] and
- f. include comment on any review relevant to the roads or region that has been completed under clause 3.17 since the previous plan published under clause 3.3(8) or 3.4(13).

State highway speed management plan – clause 3.8(5)

- 5. A State highway speed management plan—
 - a. must also include a general explanation of how the Agency (as RCA) has, when proposing a change to a speed limit, had regard under clause 3.2(2) to the desirability of a road under its control and an adjoining road under the control of another road controlling authority having the same speed limit, unless there is good reason for different speed limits; and
 - b. may also include changes to safety cameras on roads that are not State highways.

Regional speed management plans – clause 3.8(6)

- 6. A regional speed management plan must—
 - a. identify, for any proposed change to a speed limit for a road under the control of a territorial authority (the first road) that adjoins a road under the control of another territorial authority (the second road), any instances where the speed limit for the first road is different or is proposed to differ from the speed limit for the second road; and
 - b. include information from the State highway speed management plan (either the consultation draft or the published copy, depending on which is most recently available) relating to State highways in the region.
- 7. A plan may include discussion of other matters related to speed management on the relevant roads, including temporary speed limits.
- 8. A plan must be in the form (if any) set by the Agency.

Prepared by



@enquiries@horowhenua.govt.nz

www.horowhenua.govt.nz

f HorowhenuaDC

06 366 0999

Private Bag 4002, Levin 5540

126 Oxford St, Levin 5510

Version	Name	Date	Details
1.0 (Draft)	Horowhenua District Draft Speed Management Plan 2024-2034	July 2023	Draft for community consultation
2.0	Horowhenua District Speed Management Plan 2024-2034	April 2024	For submission to NZTA for certification

Information required from RCA to address speed limit anomalies

RCA: Horowhenua District Council

All the identified speed limit anomalies have arisen as these speed limits were in place prior to the Horowhenua District Council Land Transport Bylaw 2017 and subsequent amendments being adopted. Unfortunately, during the development of the Land Transport Bylaw 2017 and subsequent amendment in 2019, the speed limits listed in the table below were not explicitly defined and the speed limits on these roads were subsequently recorded using the default speed limit (either 100km/h or 50km/h) in the National Speed Limit Register. We are seeking to rectify the legal speed limits recorded in the National Speed Limit Register to match the current sign posted speed limits.

As part of the process of developing the Horowhenua District Council Draft Speed Management Plan, Council Officers consulted with the community on addressing these anomalies. No comments were made by community members opposing any of these changes or offering alternative suggestions. Elected members also endorsed addressing the speed limit anomalies to ensure the legal speed limit recorded in the National Speed Limit Register matches the sign posted speed limits.

Road/Corridor/Area		Speed limit and sign information			
Details	Description of anomaly and the change to bylaw information being proposed	Is the speed limit on the sign in place on the road the same as the speed limit change being asked for?	Is the speed limit displayed on the speed limit sign a legal speed limit (i.e., multiples of 10) and not temporary speed limit?	Is the speed limit sign in place on the road at a location that is an obvious change in development or environment?	Evidence
Information required to be provided by RCA	Map or other form of description showing discrepancy	RCA confirmation Y/N	RCA confirmation Y/N	RCA confirmation Y/N	Hyperlink to Google street view of sign <i>If Google street views are not available or recent enough, please provide photographs</i>
	Gleeson Road, Manakau. From SH1 to end. Speed Limit in NSLR: 100 Sign Posted Speed Limit: 80	Y	Y	Y	No sign. Speed Covered by SH1 80Km Speed Limit Sign, Located North of turn off to Gleeson Road and Waiaute Road (approaching from the North) 

					<p>Located South of turn off to Gleeson Road and Waiaute Road (Approaching from the South)</p> 
	<p>Waiaute Road, Manakau. From Gleeson Road to end. Speed Limit in NSLR: 100 Sign Posted Speed Limit: 80</p>	Y	Y	Y	<p>No sign. Speed Covered by SH1 80Km Speed Limit Sign, Located North of turn off to Gleeson Road and Waiaute Road (approaching from the North)</p>  <p>Located South of turn off to Gleeson Road and Waiaute Road (Approaching from the South)</p> 

	<p>McLeavey Road, Ōhau. From SH1 to Arapaepae South Road. Speed Limit in NSLR: 100 Sign Posted Speed Limit: 80</p>	Y	Y	Y	<p>https://www.google.com/maps/@-40.6536808,175.2551827,3a,75y,201.26h,72.56t/data=!3m6!1e1!3m4!1sTWQ6MWWGh2KQBK2aQFwBFQw!2e0!7i16384!8i8192?entry=ttu</p> <p>https://www.google.com/maps/@-40.6629215,175.2785936,3a,75y,299.76h,74.62t/data=!3m6!1e1!3m4!1sUQ0GiNndBEpquKsD7IbD-AI!2e0!7i16384!8i8192?entry=ttu</p>
	<p>Muhunoa East Road, Ōhau. From 100m east of intersection with Ōhau Terraces to intersection with Arapaepae South Road. Speed Limit in NSLR: 100 Sign Posted Speed Limit: 80</p>	Y	Y	Y	<p>https://www.google.com/maps/@-40.6714669,175.274346,3a,75y,289.84h,83.95t/data=!3m6!1e1!3m4!1sKwlbmcdoZTVa2vGeBVwiDw!2e0!7i16384!8i8192?entry=ttu</p> <p>https://www.google.com/maps/@-40.668283,175.2658446,3a,46.8y,285.22h,80.56t/data=!3m6!1e1!3m4!1sDaBW5wTWBi9681Nfc2OhXA!2e0!7i16384!8i8192?entry=ttu</p> <p>https://www.google.com/maps/@-40.6644367,175.2644264,3a,75y,288.95h,94.16t/data=!3m6!1e1!3m4!1s-WAYI3K0cXXA6ZUrG6Qv2g!2e0!7i16384!8i8192?entry=ttu</p>
	<p>Florida Road, Ōhau. From 37-85 Florida Road to 50-252 Florida Road. Speed Limit in NSLR: 100 Sign Posted Speed Limit: 80</p>	Y	Y	Y	<p>Florida Road, Ōhau</p> 

	Papaitonga Lake Road, Ōhau. From intersection with Muhunoa West Road to end. Speed Limit in NSLR: 100 Sign Posted Speed Limit: 80	Y	Y	Y	https://www.google.com/maps/@-40.6587095,175.2297182,3a,75y,7.11h,77.84t/data=!3m6!1e1!3m4!1sc-FdEHI64p8MkngaiEQIzA!2e0!7i13312!8i6656?entry=ttu
	Ōhau Terraces, Ōhau. Entire road. Speed Limit in NSLR: 100 Sign Posted Speed Limit: 60	Y	Y	Y	No Signs that support the change to 60KM
	Ōhau Gravels Way, Ōhau. Entire Road. Speed Limit in NSLR: 100 Sign Posted Speed Limit: 60	Y	Y	Y	 https://www.google.com/maps/@-40.6630659,175.2558594,3a,75y,195.68h,97.6t/data=!3m6!1e1!3m4!1sLJbgnInjwgE3 6h0fH8g!2e0!7i16384!8i8192?entry=ttu
	Woven Stone Way, Ōhau. Entire Road. Speed Limit in NSLR: 100 Sign Posted Speed Limit: 60	Y	Y	Y	 https://www.google.com/maps/@-40.6630659,175.2558594,3a,75y,195.68h,97.6t/data=!3m6!1e1!3m4!1sLJbgnInjwgE3 6h0fH8g!2e0!7i16384!8i8192?entry=ttu

	Riverside Drive, Ōhau. Entire Road. Speed Limit in NSLR: 100 Sign Posted Speed Limit: 60	Y	Y	Y	 https://www.google.com/maps/@-40.6630659,175.2558594,3a,75y,195.68h,97.6t/data=!3m6!1e1!3m4!1sLJbgnInjwgE3!6h0fH8g!2e0!7i16384!8i8192?entry=ttu
	Hōkio Beach Road, Levin. From 109-121 Hōkio Beach Road to 300-316 Hōkio Beach Road. Speed Limit in NSLR: 100 Sign Posted Speed Limit: 80	Y	Y	Y	https://www.google.com/maps/@-40.6295181,175.2673783,3a,75y,282.2h,87.58t/data=!3m6!1e1!3m4!1sJLopX7_xq!GxtTXxN5_mJA!2e0!7i16384!8i8192?entry=ttu
	Gladstone Road, Levin. From intersection with Tararua Road to intersection with Queen Street East. Speed Limit in NSLR: 100 Sign Posted Speed Limit: 80	Y	Y	Y	https://www.google.com/maps/@-40.6558814,175.3221479,3a,75y,113.99h,75.58t/data=!3m6!1e1!3m4!1sG3KoKIBQJWbcugm5BdwDnA!2e0!7i16384!8i8192?entry=ttu https://www.google.com/maps/@-40.6391885,175.3271415,3a,75y,122.13h,99.13t/data=!3m6!1e1!3m4!1sUFBZjKxAtMmAew51JI51dA!2e0!7i16384!8i8192?entry=ttu
	Denton Road, Levin. From intersection with Queen Street East to end. Speed Limit in NSLR: 100 Sign Posted Speed Limit: 80	Y	Y	Y	https://www.google.com/maps/@-40.6392884,175.3277324,3a,75y,24.7h,89.77t/data=!3m6!1e1!3m4!1sxxKFQzJC5jWliU8mr8_hqA!2e0!7i16384!8i8192?entry=ttu
	Queen Street East, Levin. From intersection with Gladstone Road and Denton Road, to intersection with SH57. Speed Limit in NSLR: 100	Y	Y	Y	https://www.google.com/maps/@-40.6306529,175.3071601,3a,75y,104.25h,89.91t/data=!3m6!1e1!3m4!1sPtBX4uN2mYO3rctd9o1y4A!2e0!7i16384!8i8192?entry=ttu

	Sign Posted Speed Limit: 80				
	Kawiu Road, Levin. From 231-389 Kawiu Road to intersection with SH1. Speed Limit in NSLR: 100 Sign Posted Speed Limit: 80	Y	Y	Y	https://www.google.com/maps/@-40.5820135,175.2798161,3a,75y,196.94h,85.38t/data=!3m6!1e1!3m4!1suQJmGS4noK2RmbGnfaBr1g!2e0!7i16384!8i8192?entry=ttu https://www.google.com/maps/@-40.5899269,175.2737706,3a,75y,217.7h,86.11t/data=!3m6!1e1!3m4!1stsoLjfJHEisweKx8e3uN_Q!2e0!7i16384!8i8192?entry=ttu
	Lindsay Road, Levin. From SH1 to end. Speed Limit in NSLR: 100 Sign Posted Speed Limit: 80	Y	Y	Y	https://www.google.com/maps/@-40.5912788,175.2736057,3a,75y,161.81h,90t/data=!3m6!1e1!3m4!1soGzmVxt-y-vF6tKXJs4SIQ!2e0!7i16384!8i8192?entry=ttu https://www.google.com/maps/@-40.5899269,175.2737706,3a,75y,217.7h,86.11t/data=!3m6!1e1!3m4!1stsoLjfJHEisweKx8e3uN_Q!2e0!7i16384!8i8192?entry=ttu
	Bruce Road, Levin. From intersection with Buller Road to 55 Buller Road. Speed Limit in NSLR: 100 Sign Posted Speed Limit: 80	Y	Y	Y	https://www.google.com/maps/@-40.6333065,175.2649906,3a,75y,211.46h,86.02t/data=!3m6!1e1!3m4!1s7ak4Gt2E0po-t714EmEzFg!2e0!7i16384!8i8192?entry=ttu
	Boulton Road, Levin, entire road. Speed Limit in NSLR: 100 Sign Posted Speed Limit: 80	Y	Y	Y	Boulton Road 80KM Speed Sign Location

					
	Tararua Road, Levin. From intersection with Cambridge Street to 91 Tararua Road. Speed Limit in NSLR: 80 Sign Posted Speed Limit: 50	Y	Y	Y	https://www.google.com/maps/@-40.6418873,175.2822816,3a,75y,295.82h,94.95t/data=!3m6!1e1!3m4!1sITVrwBuTDMD5QeTAWjEidw!2e0!7i16384!8i8192?entry=ttu
	Grande View Terrace, Ohau. Entire length. Speed Limit in NSLR: 100 Sign Posted Speed Limit: 50	Y	Y	Y	No sign on Grande View Terrace, 50km Speed limit covered by speed limit signage on Victoria terrace and Muhunoa west road Muhunoa West Road, Ohau https://maps.app.goo.gl/5Q6kfkcp4uDe37En7  Muhunoa West Road, Ohau https://maps.app.goo.gl/YN535U9fj1Xkhf8Y6

					 <p>Victoria Terrace, Ohau https://maps.app.goo.gl/vU9oJykZrDPByZbo8</p> 
	<p>Park Avenue, Waitāreere Beach. From 165 Park Avenue to 250 Park Avenue. Speed Limit in NSLR: 100 Sign Posted Speed Limit: 50</p>	Y	Y	Y	<p>Park avenue, Waitareere</p> 
	<p>Via Aroha, Waitāreere Beach. From Park Avenue to end. Speed Limit in NSLR: 100 Sign Posted Speed Limit: 50</p>	Y	Y	Y	<p>Sign Post located in Park Avenue, Waitareere</p>

					
	Mowhia Grove, Waitāreere Beach. From Wāitarere Rise Avenue to end. Speed Limit in NSLR: 100 Sign Posted Speed Limit: 60	Y	Y	Y	https://www.google.com/maps/@-40.5519286,175.2084921,3a,75y,6.77h,82.91t/data=!3m6!1e1!3m4!1s7c8nbsDIsWvaS19HEkP5MA!2e0!7i16384!8i8192?entry=ttu
	Quail Way, Waitāreere Beach. From Wāitarere Rise to end. Speed Limit in NSLR: 100 Sign Posted Speed Limit: 60	Y	Y	Y	https://www.google.com/maps/@-40.5519286,175.2084921,3a,75y,6.77h,82.91t/data=!3m6!1e1!3m4!1s7c8nbsDIsWvaS19HEkP5MA!2e0!7i16384!8i8192?entry=ttu
	Te Ariki Drive, Waitāreere Beach. From intersection with Waitāreere Rise to end. Speed Limit in NSLR: 100 Sign Posted Speed Limit: 60	Y	Y	Y	https://www.google.com/maps/@-40.5519286,175.2084921,3a,75y,6.77h,82.91t/data=!3m6!1e1!3m4!1s7c8nbsDIsWvaS19HEkP5MA!2e0!7i16384!8i8192?entry=ttu
	Kanuka Drive, Waitarere Beach. From intersection with Waitarere Rise Avenue to end. Speed Limit in NSLR: 100 Sign Posted Speed Limit: 60	Y	Y	Y	https://www.google.com/maps/@-40.5519286,175.2084921,3a,75y,6.77h,82.91t/data=!3m6!1e1!3m4!1s7c8nbsDIsWvaS19HEkP5MA!2e0!7i16384!8i8192?entry=ttu
Waka Tete Place, Waitarere Beach. From intersection with Kanuka Drive to end.	Waka Tete Place, Waitarere Beach. From intersection with Kanuka Drive to end. Speed Limit in NSLR: 100 Sign Posted Speed Limit: 60	Y	Y	Y	https://www.google.com/maps/@-40.5519286,175.2084921,3a,75y,6.77h,82.91t/data=!3m6!1e1!3m4!1s7c8nbsDIsWvaS19HEkP5MA!2e0!7i16384!8i8192?entry=ttu
	Truebridge Drive, Waitarere Beach. From intersection with Kanuka Drive to end.	Y	Y	Y	https://www.google.com/maps/@-40.5519286,175.2084921,3a,75y,6.77h,82.91t/data=!3m6!1e1!3m4!1s7c8nbsDIsWvaS19HEkP5MA!2e0!7i16384!8i8192?entry=ttu

	Speed Limit in NSLR: 100 Sign Posted Speed Limit: 60				sDIsWvaS19HEkP5MA!2e0!7i16384! 8i8192?entry=ttu
	Palmer Road, Foxtton Beach. From intersection with Cousins Avenue to intersection of Foxtton Beach Road. Speed Limit in NSLR: 100 Sign Posted Speed Limit: 80	Y	Y	Y	https://www.google.com/maps/@- 40.4571788,175.227991,3a,75y,76.95 h,93.93t/data=!3m7!1e1!3m5!1slajjwN eQ7Sfc- XquqO51Gg!2e0!6shhttps:%2F%2Fstr eetviewpixels- pa.googleapis.com%2Fv1%2Fthumbn ail%3Fpanoid%3DlajjwNeQ7Sfc- XquqO51Gg%26cb_client%3Dmaps sv.tactile.qps%26w%3D203%26h%3 D100%26yaw%3D258.4772%26pitch %3D0%26thumbfov%3D100!7i16384! 8i8192?entry=ttu
	Foxtton Beach Road, Foxtton Beach. From 1 Seabury Avenue to 14 Foxtton Beach Avenue. Speed Limit in NSLR: 100 Sign Posted Speed Limit: 80	Y	Y	Y	https://www.google.com/maps/@- 40.465503,175.2727957,3a,75y,270.0 2h,86.22t/data=!3m6!1e1!3m4!1sHT9 HBF8ozBPdLuJlL8SH7A!2e0!7i16384 !8i8192?entry=ttu https://www.google.com/maps/@- 40.4707592,175.2480849,3a,75y,116. 23h,90t/data=!3m6!1e1!3m4!1s6CU0 0ZYSKPcq9Wek5O4E_g!2e0!7i16384 !8i8192?entry=ttu
	Carex Grove, Foxtton Beach. From Lakeview Drive to end. Speed Limit in NSLR: 100 Sign Posted Speed Limit: 50	Y	Y	Y	https://www.google.com/maps/@- 40.4570823,175.2297997,3a,75y,174. 77h,92.29t/data=!3m6!1e1!3m4!1so- rk7Fn2xJBIDmW7LYx7Bg!2e0!7i1638 4!8i8192?entry=ttu
	Lakeview Drive, Foxtton Beach. From Palmer Road to end. Speed Limit in NSLR: 100 Sign Posted Speed Limit: 50	Y	Y	Y	https://www.google.com/maps/@- 40.4570823,175.2297997,3a,75y,174. 77h,92.29t/data=!3m6!1e1!3m4!1so- rk7Fn2xJBIDmW7LYx7Bg!2e0!7i1638 4!8i8192?entry=ttu
	Nicolas Place, Foxtton Beach. From intersection with Thomas Place to end. Speed Limit in NSLR: 100	Y	Y	Y	No Sign. Speed Covered by Speed Limit Signs on Seabury https://maps.app.goo.gl/aUzWHpsBxc N8dCzb7

	Sign Posted Speed Limit: 50				 <p>And covered by Speed limit sign on Palmer Road, https://maps.app.goo.gl/26cPLrVAsT8NJY5n9</p> 
	Avenue Road, Foxton. From 99-115 Avenue Road to intersection with Hickford Road. Speed Limit in NSLR: 100 Sign Posted Speed Limit: 80	Y	Y	Y	<p>https://www.google.com/maps/@-40.4744704,175.2952646,3a,75y,113.37h,77.84t/data=!3m6!1e1!3m4!1sxc2i6XohPNGpv1JrG2y8aQ!2e0!7i16384!8i8192?entry=tu</p> <p>Avenue Road East end (Hickford intersection)</p>

					
	Baker Street, Foxton. From intersection with Avenue Road to intersection with Howan Street. Speed Limit in NSLR: 100 Sign Posted Speed Limit: 80	Y	Y	Y	https://www.google.com/maps/@-40.4744704,175.2952646,3a,75y,113.37h,77.84t/data=!3m6!1e1!3m4!1sxc2i6XohPNGpv1JrG2y8aQ!2e0!7i16384!8i8192?entry=ttu https://www.google.com/maps/@-40.4846942,175.314767,3a,75y,189.01h,77.41t/data=!3m6!1e1!3m4!1sIPFkXBF3K59eloBfm1EWZA!2e0!7i16384!8i8192?entry=ttu
	Howan Street, Foxton. From intersection with Baker Street to intersection with Hickford Road. Speed Limit in NSLR: 100 Sign Posted Speed Limit: 80	Y	Y	Y	https://www.google.com/maps/@-40.4744704,175.2952646,3a,75y,113.37h,77.84t/data=!3m6!1e1!3m4!1sxc2i6XohPNGpv1JrG2y8aQ!2e0!7i16384!8i8192?entry=ttu https://www.google.com/maps/@-40.4846942,175.314767,3a,75y,189.01h,77.41t/data=!3m6!1e1!3m4!1sIPFkXBF3K59eloBfm1EWZA!2e0!7i16384!8i8192?entry=ttu
	Thompson Street, Shannon. From intersection with Sheehan Street to end. Speed Limit in NSLR: 100 Sign Posted Speed Limit: 50	Y	Y	Y	https://www.google.com/maps/@-40.5429134,175.4113259,3a,75y,133.58h,87.21t/data=!3m6!1e1!3m4!1s7KNWEXIPOmbgtIdmCRG2sA!2e0!7i16384!8i8192?entry=ttu
	Bryce Street, Shannon. From SH57 to 25 Bryce Street near Old Foxton Road.	Y	Y	Y	https://www.google.com/maps/@-40.5456013,175.4087548,3a,73.9y,328.17h,98.93t/data=!3m6!1e1!3m4!1sT

