



# Interim Speed Management Plan

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<b>Road Controlling Authority</b>	<b>Tararua District Council</b>
<b>Submitted By</b>	<b>Tararua Alliance – Asset Management</b>
<b>NLTP Period</b>	<b>2021-2024, crossing to 2024-2027</b>

## Purpose and Background

Tararua District Council has prepared an interim speed management plan to reduce speeds outside of schools and marae. The plan aims to adopt safe and appropriate speeds outside of these locations to enhance the safety of vulnerable users, most notably Tamariki on their way to and from school.

The interim plan focuses on roads within the immediate vicinity of the schools with adjacent areas being considered as part of further speed management planning to be undertaken in the 2024-2027 NLTP period.

## Consultation

Targeted and open engagement was undertaken in 2023 through the following methods:

Direct contact with iwi representatives from Ngāti Kahungunu ki Tāmaki nui-a-Rua and Rangitāne o Tamaki nui-ā-rua was made to take them through the proposal at the discussion stage with schools.

All schools were engaged with onsite visits to discuss key areas of concern and what was required to keep Tamariki safe. School visits were well supported, and many had suggestions around infrastructure improvements that would benefit their school. These have been included where appropriate in this plan.

Council went out for public consultation on the Interim Speed Management Plans – schools, local businesses and residences directly affected by the proposed changes were given letters outlining the changes specific to them and submission forms to complete. Iwi were also given the full proposal. The local Police School Liaison Officer was taken through the proposal at this time also.

Two weeks after these targeted engagements were made consultation was made available for submission from the wider community.

## Why are we doing this?

Improving safety particularly around schools is of high importance to the Council and so specific funding was set aside in the 2021-2024 NLTP plan to achieve better community outcomes.

Furthermore, the new 'Land Transport Rule: Setting of Speed Limits 2022' required road

controlling authorities (RCA's) to reduce speed limits outside 40% of the schools in their district by

July 2024. The remaining schools must have speed reductions in place by July 2027. The maximum speed limit allowed is 30km/h (default), unless the RCA can demonstrate a higher speed

limit is safe and appropriate, in this case a 40-60km/h maximum is allowed

### **What are the planned outcomes?**

The interim speed management plan proposes the following speed limit changes (See Appendix for further information)

- Streets and roads outside of all schools will have at least a speed limit of 30km/h at the start and end times for the school day. Speed limit changes will be a mixture of variable and permanent as per attached plans.
- Speed reductions will be supported with complimentary infrastructure such as speed humps, raised crossings, signage or road markings as appropriate.
- Speed in areas of change will be further monitored to measure compliance – with further traffic calming additions planned and programmed where necessary.



Road	ONF Category	IRR Band	School Name	School Category	Commentary	RP Start	RP End	Length	Existing Speed	SaAS	Proposed Speed Limit	Description	NLTP Period
NLTP 2021-2024													
Balance Road	Rural Connector	Medium	Balance School	1		4.143	4.37	0.227	40	60	30	Road Marking. Permanent Signage	2021-2024
Gorge Road	Rural Roads	Medium	Balance School	1		8.153	8.274	0.121	40	60	30	Road Marking. Permanent Signage	2021-2024
Post Office Road	Rural Roads	Medium	Balance School	1		0	0.305	0.305	40	60	30	Road Marking. Permanent Signage	2021-2024
Alfredton Road	Local Streets	Medium High	Eketahuna School	1		0	0.384	0.384	50	30	30	Permanent Signage	2021-2024
Cole Street	Urban Connector	Medium	Huia Range School	1		0	0.17	0.17	50	40	30	Permanent Signage	2021-2024
SH2-0772-B	Interregional Connector	Low Medium	Huia Range School	1	Addressed by NZTA	1.696	1.827	0.131	50	40	30	Variable Speed Signs	2021-2024
Kumeroa Road	Rural Roads	Medium	Kumeroa School	1		3.083	3.514	0.431	100	60	30	Permanent Signage	2021-2024
Township Road	Rural Roads	Medium	Kumeroa School	1		0	0.727	0.727	100	60	30	Permanent Signage	2021-2024
Pahiatua Pongaroa Road	Rural Connector	Medium High	Makuri School	1		25.996	26.923	0.927	100	60	30	Variable Speed Signs	2021-2024
SH2-0808-B	Interregional Connector	Low Medium	Mangatainoka School	1	Addressed by NZTA	4.267	4.909	0.642	70	80	30	Variable Speed Signs	2021-2024
Coronation Street	Local Streets	Medium	Norsewood & Districts School	1		0.297	0.489	0.192	50	30	30	Permanent Signage	2021-2024
Maharahara Road	Peri-Urban Roads	Low Medium	Ruahine School	1		3.117	3.582	0.465	70	60	30	Variable Speed Signs	2021-2024
Allardice Street	Local Streets	Medium	St Joseph's School	1		0.302	0.129	-0.173	50	30	30	Permanent Signage	2021-2024
Mcphee St	Local Streets	Low Medium	St Joseph's School	1		0.093	0.313	0.22	50	30	30	Permanent Signage	2021-2024
Arthur Street	Urban Connector	Medium	Tararua College	1		0	0.193	0.193	50	40	30	Permanent Signage	2021-2024
Churchill Street	Urban Connector	Medium	Tararua College	1		0.034	0.152	0.118	50	40	30	Permanent Signage	2021-2024
Makirikiri Road	Peri-Urban Roads	Medium	Te Kura Kaupapa Māori o Tamaki Nui a Rua	1		0.172	0.515	0.343	70	60	30	Permanent Signage	2021-2024
Ruahine Street	Local Streets	Medium	Totara College of Accelerated Learning	1		0.009	0.143	0.134	50	30	30	Permanent Signage	2021-2024
Weber Road	Rural Connector	Medium High	Weber School	1		32.883	33.327	0.444	70	80	30	Variable Speed Signs	2021-2024
Bevan Street	Local Streets	Medium	Woodville School	1		0	0.137	0.137	50	30	30	Permanent Signage	2021-2024
Ross Street	Local Streets	Low Medium	Woodville School	1		0.735	0.901	0.166	50	30	30	Permanent Signage	2021-2024
SH2-0788-B	Interregional Connector	Low Medium	Woodville School	1	Addressed by NZTA	13.622	13.835	0.213	50	40	30	Variable Speed Signs	2021-2024



Road	ONF Category	IRR Band	School Name	School Category	Commentary	RP Start	RP End	Length	Existing Speed	SaAS	Proposed Speed Limit	Description	NLTP Period
NLTP 2024 -2027													
Route 052-144	Rural Connector	Medium	Alfredton School	1		9.78	10.434	0.654	100	80	30	Variable Speed Signs	2024-2027
Alfredton Road	Rural Connector	Medium High	Alfredton School	1		16.804	16.999	0.195	100	60	30	Variable Speed Signs	2024-2027
Allan Street	Urban Connector	Medium	Dannevirke High School	1		0.211	0.429	0.218	50	40	30	Variable and Permanent Signage	2024-2027
Grant St	Local Streets	Low Medium	Dannevirke High School	1		0	0.255	0.255	50	30	30	Variable and Permanent Signage	2024-2027
King Street	Urban Connector	Medium	Dannevirke High School	1		0.153	0.385	0.232	50	40	30	Variable and Permanent Signage	2024-2027
Queen Street	Urban Connector	Medium	Dannevirke High School	1		0	0.1	0.1	50	40	30	Variable and Permanent Signage	2024-2027
Hunter Street	Local Streets	Medium	Dannevirke South School	1		0.062	0.257	0.195	50	30	30	Permanent Signage	2024-2027
Queen Street	Urban Connector	Medium	Dannevirke South School	1		1.048	1.112	0.064	50	40	30	Permanent Signage	2024-2027
Rawhiti Street	Local Streets	Low Medium	Dannevirke South School	1		0	0.178	0.178	50	30	30	Permanent Signage	2024-2027
SH2-0772-B	Interregional Connector	Low Medium	Dannevirke South School	1	Addressed by NZTA	3.656	3.748	0.092	50	80	30	Permanent Signage	2024-2027
Stairs Street	Local Streets	Medium	Dannevirke South School	1		0.02	0.241	0.221	50	30	30	Permanent Signage	2024-2027
Albert Street	Local Streets	Medium	Pahiatua School	1		0.493	0.684	0.191	50	30	30	Variable Speed Signs	2024-2027
Mangahao Road	Urban Connector	Medium	Pahiatua School	1		0.094	0.355	0.261	50	40	30	Variable Speed Signs	2024-2027
Huxley Street	Local Streets	Low Medium	St Anthony's School	1		0.394	0.551	0.157	50	30	30	Permanent Signage	2024-2027
Tyndall Street	Local Streets	Low Medium	St Anthony's School	1		0.394	0.551	0.157	50	30	30	Permanent Signage	2024-2027
Wakeman Street	Local Streets	Low Medium	St Anthony's School	1		0.221	0.378	0.157	50	30	30	Permanent Signage	2024-2027
Route 052-0093	Local Streets	Medium	Pongaroa School	1		14.928	15.178	0.25	50	30	30	Permanent Signage	2024-2027
Makomako Road	Local Streets	Medium	Pongaroa School	1		0	0.2	0.2	50	30	30	Permanent Signage. Raised Pedestrian Crossing	2024-2027

# Appendix One: Consultation Documents with Maps

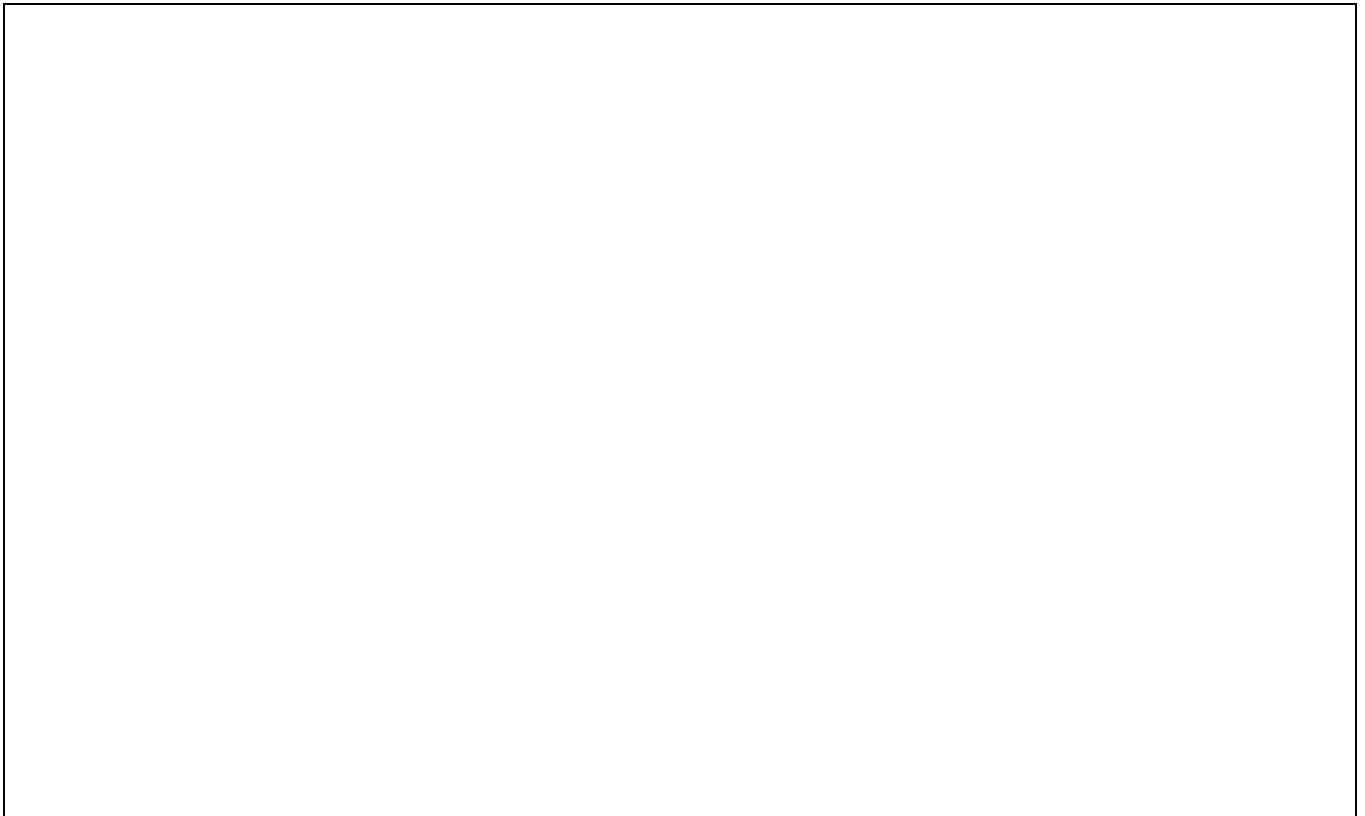





# Local Road Speed Management Planning

Tararua District Council

25 May 2023





<b>Project name</b>		Tararua District Council Speed Management Support					
<b>Document title</b>		Tararua School Speed Proposals   Local Road Speed Management Planning					
<b>Project number</b>		12606138					
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			Name	Signature	Name	Signature	Date
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[Status code]							
[Status code]							

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## 1. Contents

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## 2. Introduction

### Purpose of this report

To provide technical proposals for Tararua District Council to inform their Speed Management Plan and associated consultation and engagement activities for reducing speed limits around schools in the district.

These technical assessments completed have been in accordance with the Waka Kotahi Speed Management Guide 2022, while taking into account local context, community needs and constructability requirements (to the best of our ability and information to date).

### Assumptions

The following assumptions have been made to complete this technical analysis of the proposed speed limits around schools in Tararua District.

- The provided guidance from Waka Kotahi to inform the school speed limit assessments is up to date and accurate, including the MegaMaps RtZ tool and the RtZ Speed management Guide 2022.
- The provided guidance is based on Google imagery to determine high level locations for speed limit change points. It is acknowledged that in some cases this imagery may be out of date.

## 3. Technical proposals

### Key Messages

There are several holistic key messages that can be used to indicate the process and the key principles that have been applied when determining the speed reduction proposals around schools.

- Speed limits for school zones will be applied to the frontage area for that school where the road design aligns to the proposed reduced speed limit.
- We will use variable speed limits for roads around schools where the primary use of that road is for the movement of general traffic or freight. Electronic variable speed limit signs are used on main roads where there are more than 500 vehicles per day on them, and static variable speed limit signs are used on minor give way and stop-controlled side roads to support electronic variable speed limit signs located on the main roads.
- Permanent speed limits for roads around schools have been recommended where the primary use of that road is to access properties in the area and where the road design aligns to that of the reduced speed.
- In some cases, buffer zones have been included where high-speed rural limits are now adjacent to lower speed limits e.g. a 100km/h to 30km/h. This is unsafe as the difference between those two limits is too great for people to slow down safely over short distances. A buffer zone is a short section of a reduced rural speed, either 60km/h or 80km/h, that will incrementally slow drivers down as they approach the reduced school speed zone. The speed limit has been determined on a case-by-case basis where this is required.
- In some cases, a State Highway intersects with a school zone. It is important to note and make clear during consultation that TDC do not have the ability to alter or set speed limits on State Highways.

## School Proposals

In addition to these key messages, the following sections provide both a map and more location specific key messages to support the proposal for each school area. These are intended to be used to support the consultation material and can be rephrased as needed by communication staff to better communicate the reasons for each proposal to the public.




A visual diagram of the average operating speeds for the school has been provided in each section. A summary of the schools and the page they can be found on is shown in Table 1.



Table 1 Table of Schools

School	Page	School	Page
Alfredton School	3	Papatawa School	14
Balance School	4	Pongoroa School	15
Dannevirke High School	5	Ruahine School	16
Dannevirke South School	6	St. Anthony's School	17
Eketahuna School	7	St Joseph's Catholic School	18
Huia Range School	8	Tararua College	19
Kumeroa-Hopelands School	9	Te Kura Kaupapa Māori o Tamaki Nua a Rua	20
Makuri School	10	Totara College of Accelerated Learning	21
Mangatainoka School	11	Weber School	22
Norsewood School	12	Woodville School	23
Pahiatua School	13		

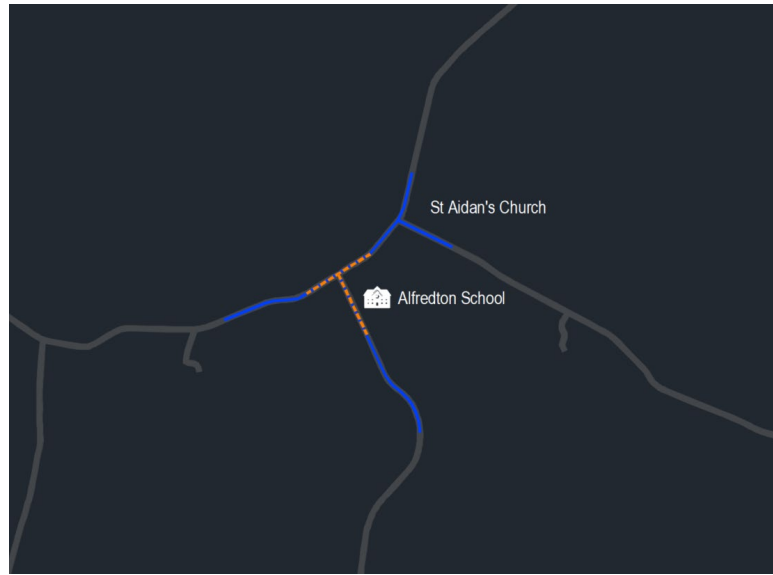
## Legends




The following legends indicate the speed limits shown on each of the following proposal maps.

Proposed Speed Limits	
	30km/h permanent
	30km/h variable speed limit (VSL)
	60km/h permanent

General	
	State Highway
	School

## Alfredton School

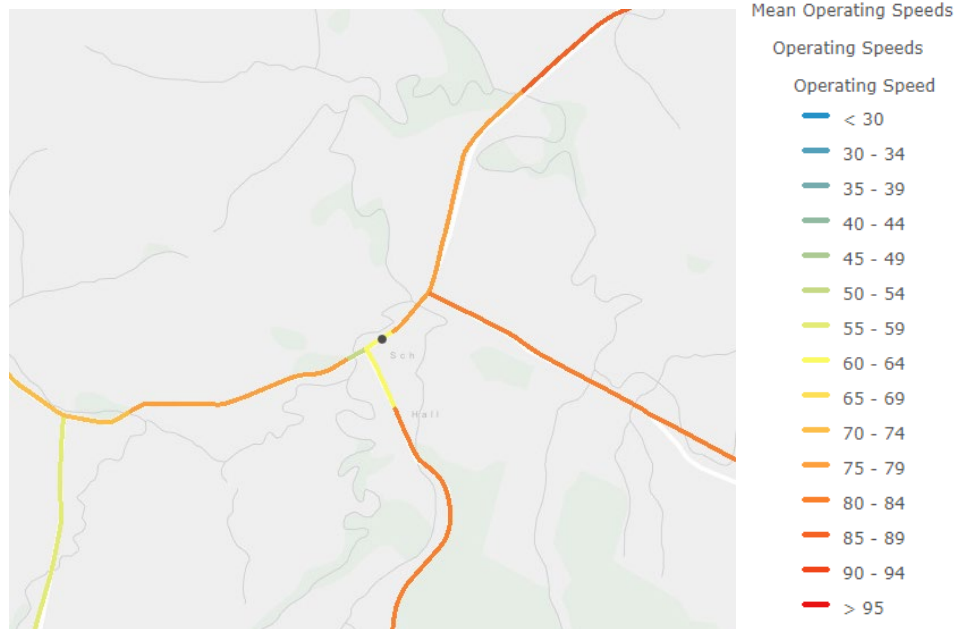


Proposed Speed Limits	
	30km/h permanent
	30km/h variable speed limit (VSL)
	60km/h permanent

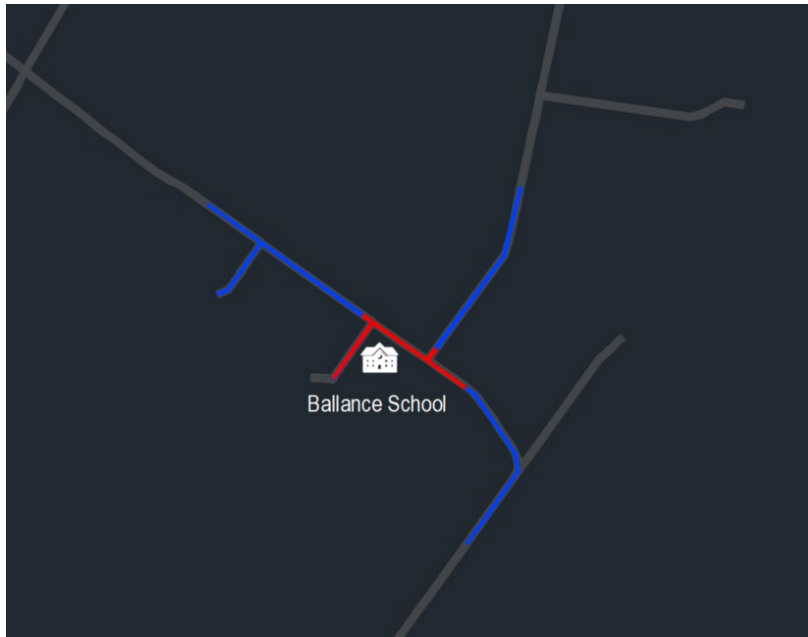
The current average operating speeds are higher around this area, due to the existing 100 km/ speed limit. Therefore a 30 km/h Variable Speed limit (VSL) is proposed outside the school entrances where there will be higher volumes of pedestrians. This will be operating solely during pick-up and drop-off times. 60 km/h buffer zones proposed on all approaches to align with the Safe and Appropriate Speed and to slow down traffic ahead of the school zone. This will be operating at all times. The 60 km/h slow speed zone has been extended further to capture the start of the urban area and to include St. Aidan's Church. On the southern side of Route 52, it has been moved further south to be placed at a location with better visibility.


### Additional data

#### Operating Speeds (Megamaps RtZ 2023)



## Ballance School

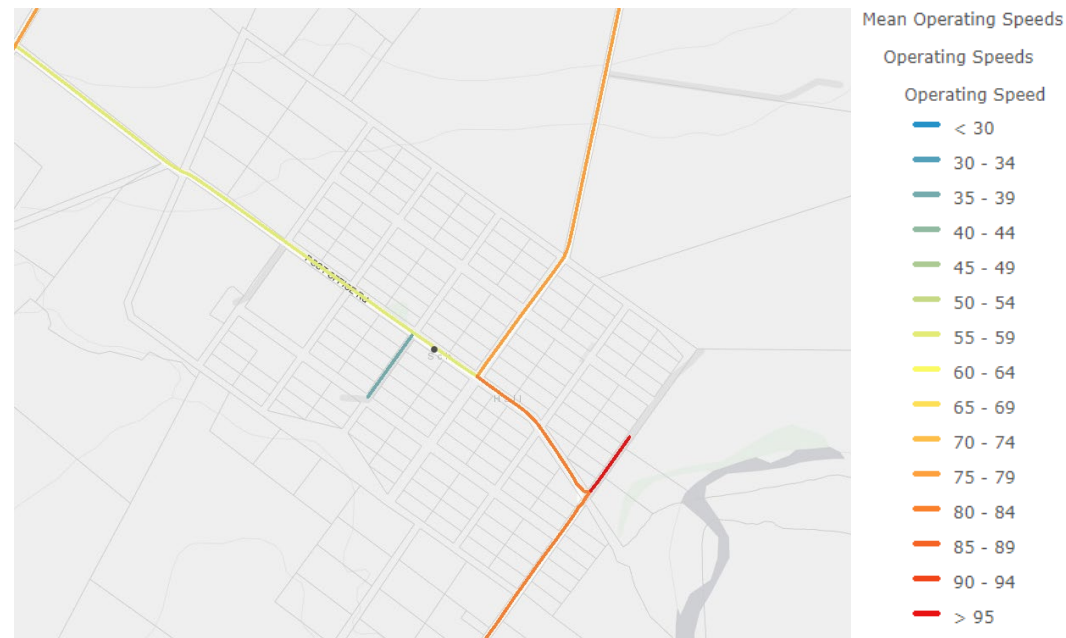


Proposed Speed Limits	
	30km/h permanent
	30km/h variable speed limit (VSL)
	60km/h permanent

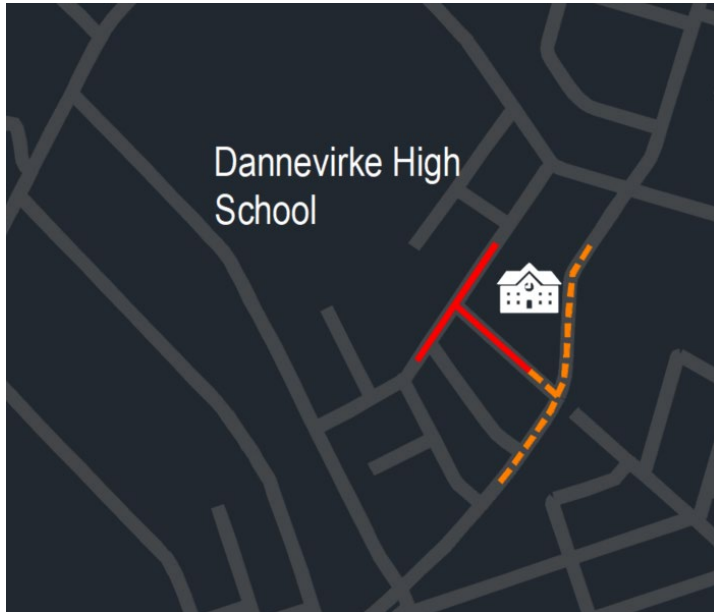
There is currently an unratified 40 km/h permanent speed limit posted on this street by the school. It is proposed that this is lowered to a 30 km/h permanent speed limit. The current average operating speeds are higher around this area, so there is risk of non-compliance, however with existing 40 km/h unratified signs, TDC believe drivers have been complying, and will continue to do so with the additional drop in speed. This speed is proposed outside the school accesses and car park where there will be higher volumes of pedestrians. This zone also includes the local community hall which will benefit from the permanent slower speed. 60 km/h buffer zones proposed on all approaches to align with the Safe and Appropriate Speed and slow down traffic ahead of the school zone. These speeds will be operating at all times.

### Additional data




#### Operating Speeds (Megamaps RtZ 2023)



## Dannevirke High School



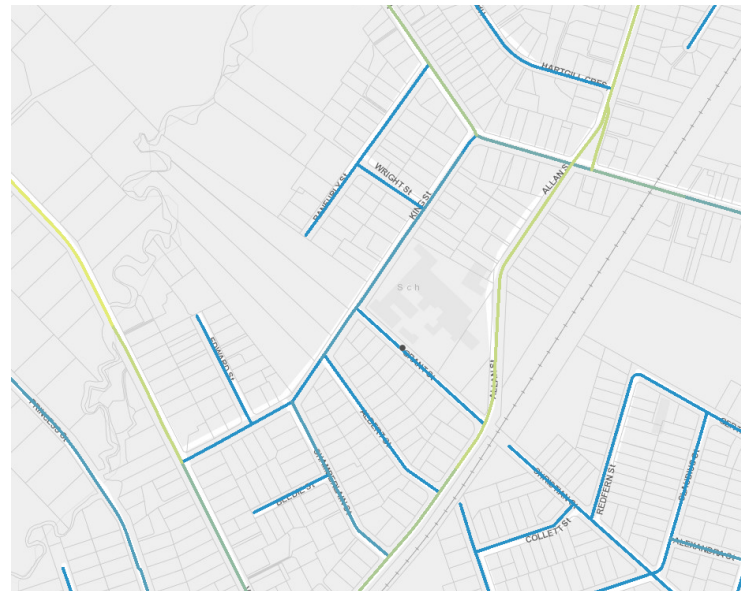
### Proposed Speed Limits

	30km/h permanent
	30km/h variable speed limit (VSL)
	60km/h permanent

The slow speed zone around Dannevirke High School consists of both permanent 30 km/h speeds and 30 km/h Variable Speed Limits (VSL). Allan Street is proposed as a VSL because the purpose of this road is to prioritise people efficiently getting from A to B. The current average speeds that people are travelling at, and the environment of this road, reflect that. It allows for increased safety during pick-up and drop-off times, while also maintaining the purpose of the road at all other times. The permanent 30 km/h on Grant Street and King Street captures the school parking and access where there will be higher volumes of pedestrians walking, cycling, and crossing the road. The permanent speed will increase safety of these pedestrians at all times of the day.

### Additional data
















#### Operating Speeds (Megamaps RtZ 2023)



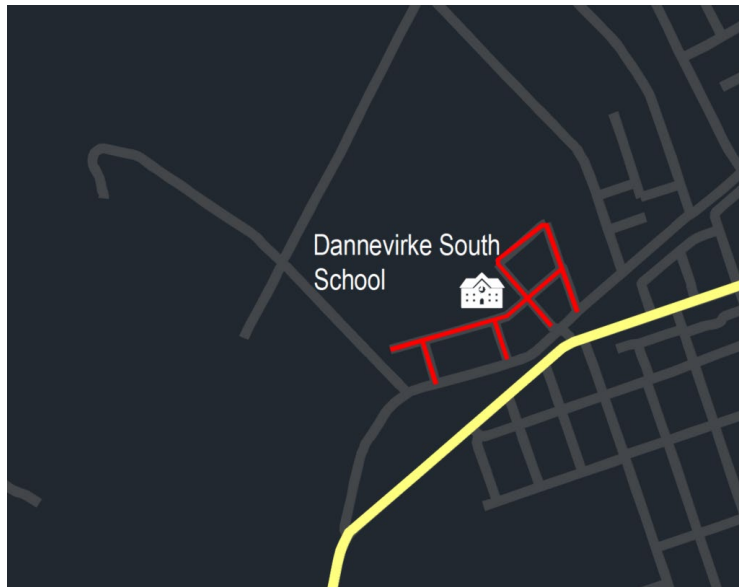
Mean Operating Speeds


#### Operating Speeds

##### Operating Speed

-  < 30
-  30 - 34
-  35 - 39
-  40 - 44
-  45 - 49
-  50 - 54
-  55 - 59
-  60 - 64
-  65 - 69
-  70 - 74
-  75 - 79
-  80 - 84
-  85 - 89
-  90 - 94
-  > 95

## Dannevirke South School

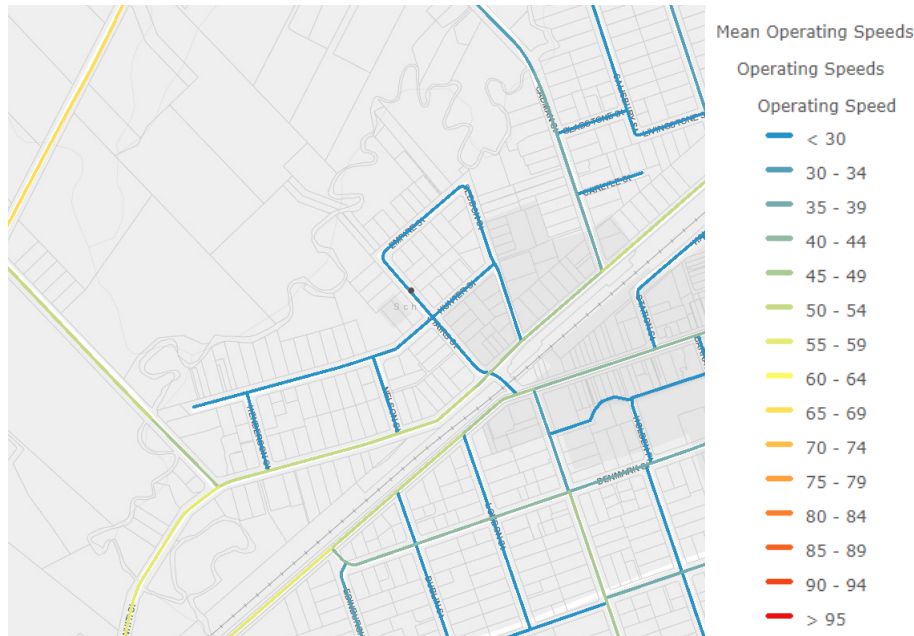


Proposed Speed Limits	
	30km/h permanent
	30km/h variable speed limit (VSL)
	60km/h permanent

There is a permanent 30 km/h speed zone surrounding Dannevirke South School. This captures the entrances to the school, and areas where there will be high amounts of pedestrians travelling to the school. The existing road design is already supporting of these slower speeds and aligns to the purpose of these roads being to prioritise safety for students and residents who live on and use these streets. The average operating speeds on these streets are already low (<30 km/h) so the impact of a permanent 30 km/h speed limit is expected to be low, as this is what most people are travelling at already. This zone is bounded by Rawhiti Street and Queen Street, where the environment supports higher speeds, and the main purpose of the road is to get people from A to B, which is why permanent speed limit reductions have not been included here.

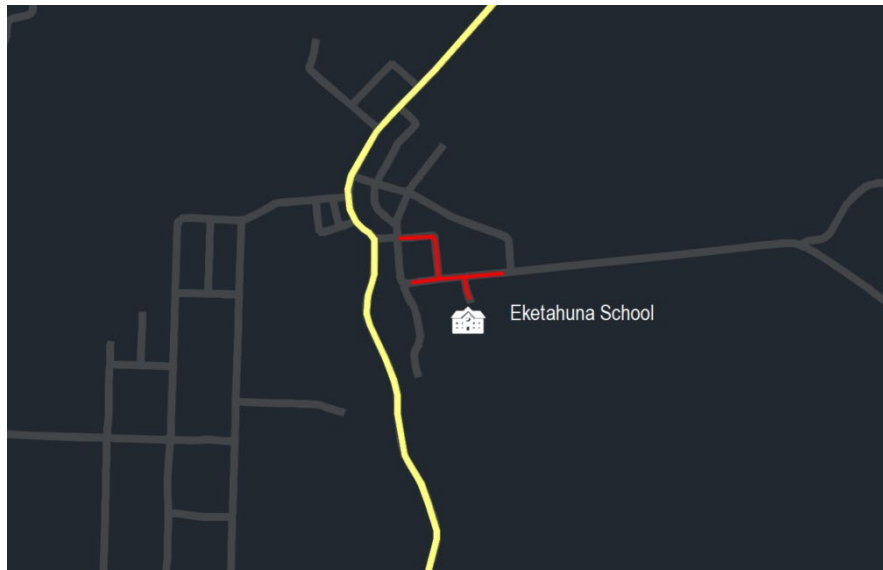
### Additional data

#### Operating Speeds (Megamaps RtZ 2023)





## Eketahuna School

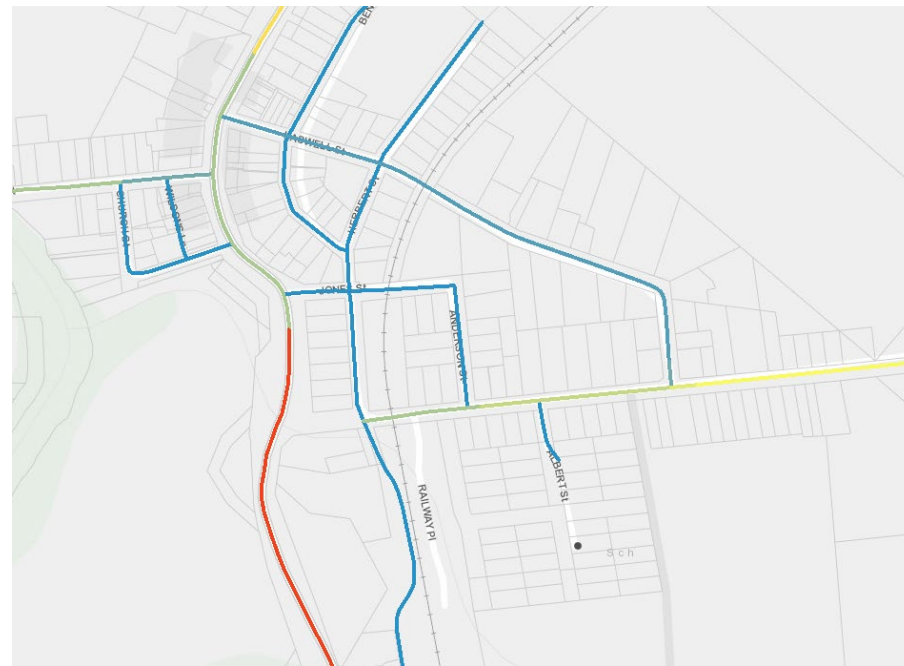


Proposed Speed Limits	
	30km/h permanent
	30km/h variable speed limit (VSL)
	60km/h permanent

Eketahuna School has a proposed section of permanent 30 km/h speeds around it to capture the main entrance to the school and the higher amount of pedestrians travelling to and from this school. The zone has included Jones Street and Anderson Street to cover the nearby areas where the school students may be walking. The average operating speeds on these streets are already low (<30 km/h) so the impact of a permanent 30 km/h speed limit is expected to be low, as this is what most people are travelling at already.

### Additional data

#### Operating Speeds (Megamaps RtZ 2023)



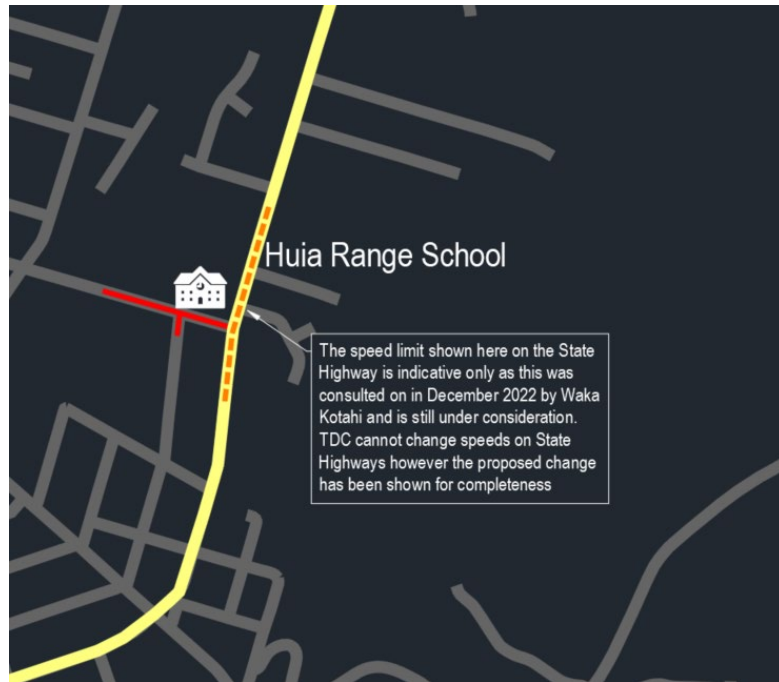
#### Mean Operating Speeds

##### Operating Speeds

##### Operating Speed

- < 30
- 30 - 34
- 35 - 39
- 40 - 44
- 45 - 49
- 50 - 54
- 55 - 59
- 60 - 64
- 65 - 69
- 70 - 74
- 75 - 79
- 80 - 84
- 85 - 89
- 90 - 94
- > 95

**Huia Range School**



The speed limit shown here on the State Highway is indicative only as this was consulted on in December 2022 by Waka Kotahi and is still under consideration. TDC cannot change speeds on State Highways however the proposed change has been shown for completeness

Proposed Speed Limits	
	30km/h permanent
	30km/h variable speed limit (VSL)
	60km/h permanent

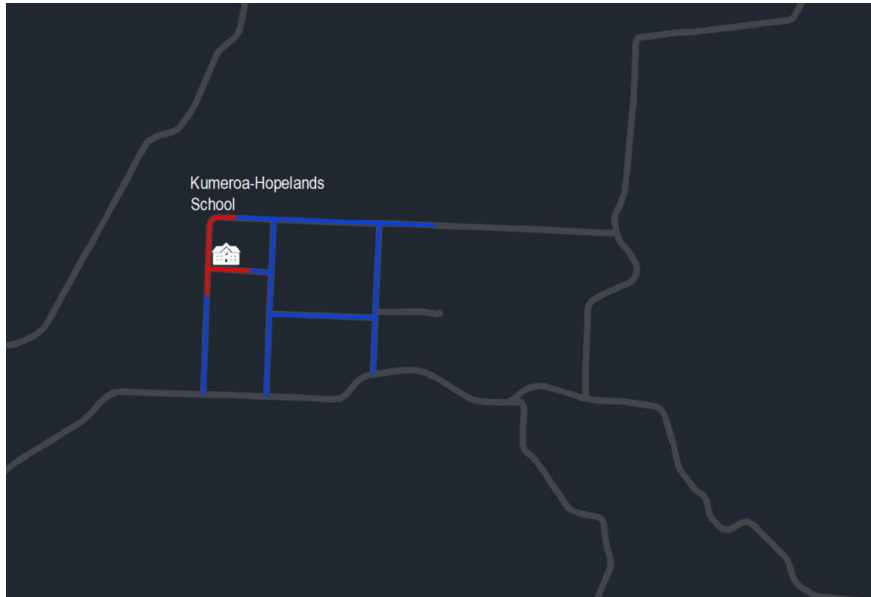
Huia Range School is located on State Highway 2. Waka Kotahi are the Road Controlling Authority. The proposed State Highway 30km/h VSL is shown on the map. This was consulted upon in December 2022 and is still undergoing assessment by Waka Kotahi, so what is shown here is indicative and is still to be confirmed by Waka Kotahi. On the local roads, there is a stretch of permanent 30 km/h proposed on Cole Street which captures the main pedestrian entrance to the school, the zebra crossing, and where kids get picked up. There will be large numbers of pedestrians in this area, so the permanent drop in speed will increase safety in the key areas for the school. The zone does not extend further on Cole street and Thyra Street as the road layout widens and drivers may find it harder to comply with slow speeds in these places.

**Additional data**

**Operating Speeds (Megamaps RtZ 2023)**



## Kumeroa-Hopelands School

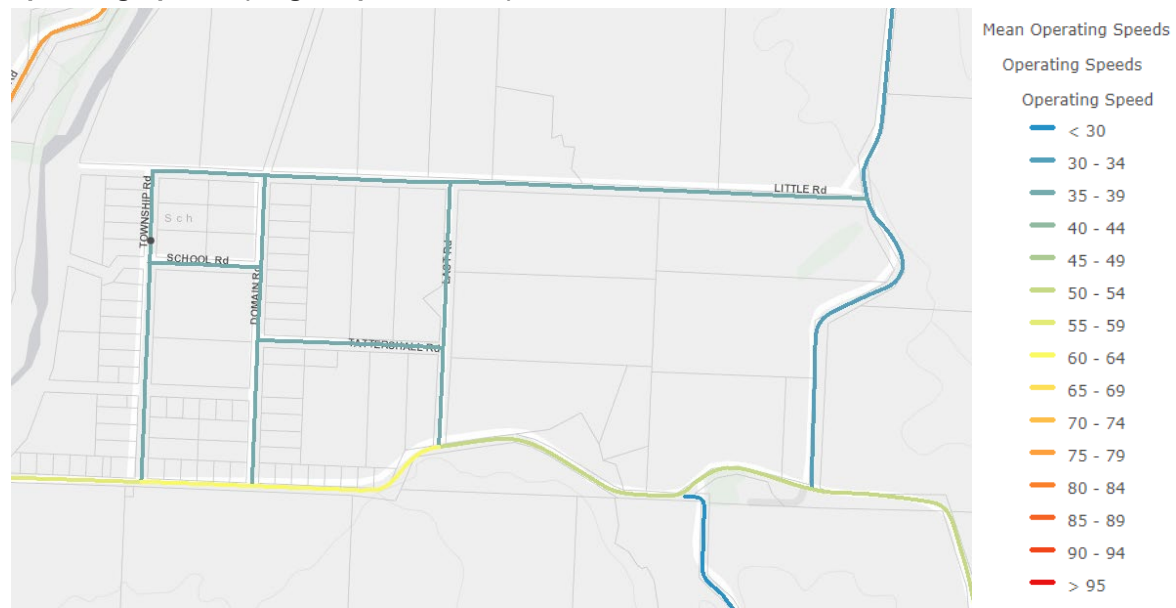


Proposed Speed Limits	
	30km/h permanent
	30km/h variable speed limit (VSL)
	60km/h permanent

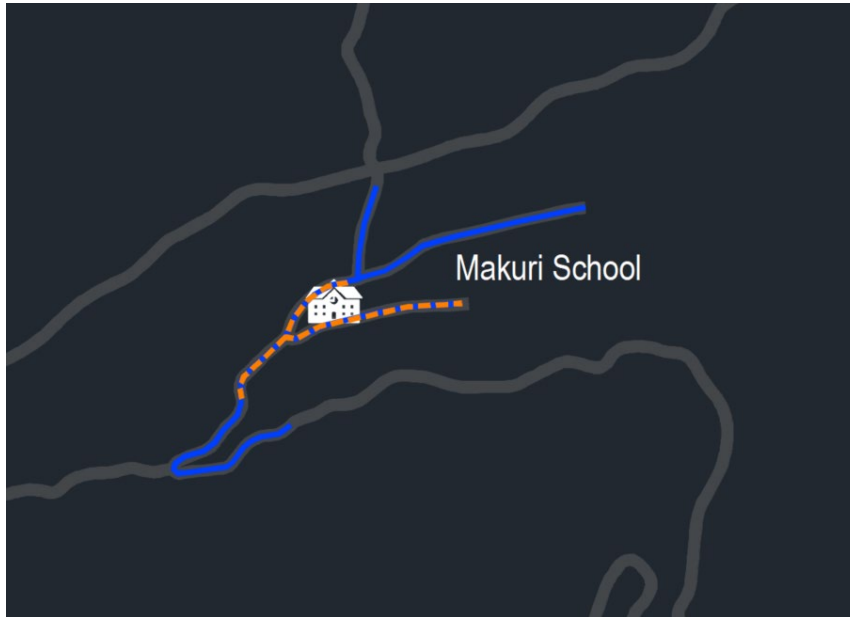
Kumeroa-Hopelands School has a permanent 30 km/h zone outside the school on Township Road, Little Road, and School road where parents will be picking up their kids. 60 km/h buffer zones proposed by the slow speed zone to align with the Safe and Appropriate Speeds and slow down traffic ahead of the school zone. These speeds will be operating at all times. The 60 km/ h slow speed zone has been extended further throughout Kumeroa to maintain a consistent network. The operating speeds through Kumeroa are all below 40 km/h, proving the road environment suits the drop in speed, and that drivers will comply with it as well.

### Additional data

#### Operating Speeds (Megamaps RtZ 2023)



## Makuri School

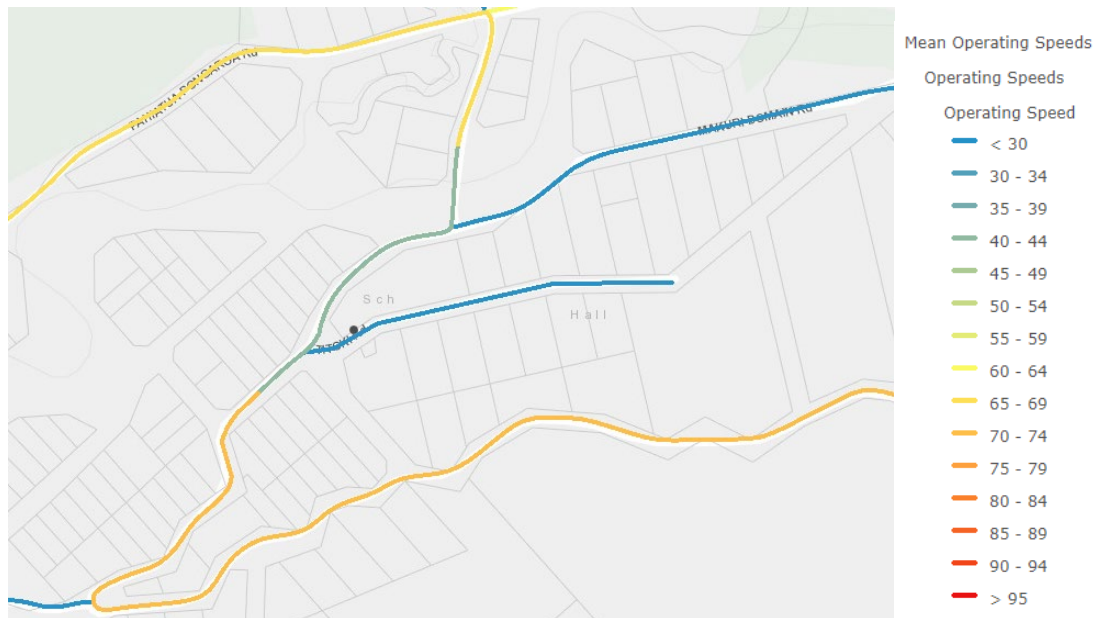


Proposed Speed Limits	
	30km/h permanent
	30km/h variable speed limit (VSL)
	60km/h permanent

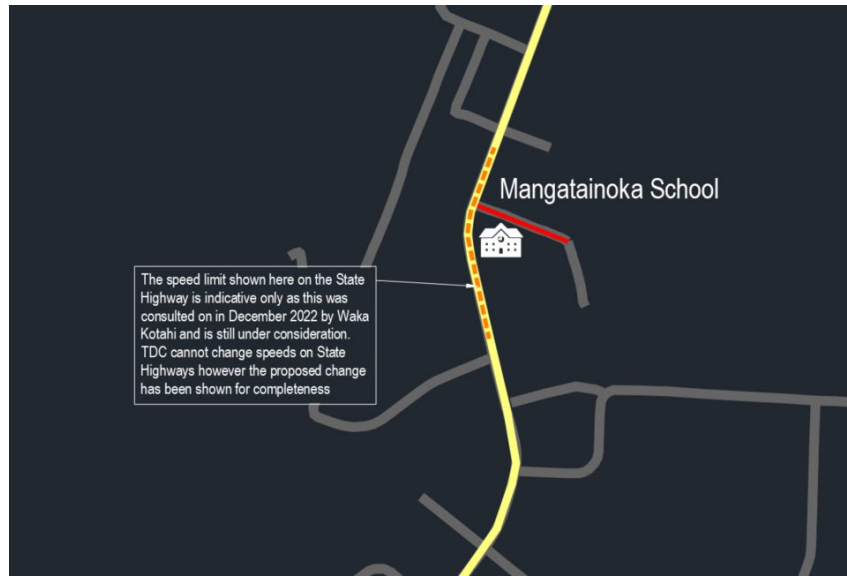
A Variable Speed Limit of 30 km/h is proposed on Pahiatua-Pongoroa Road to operate during pick-up and drop-off times. This is because the average operating speeds on this road are higher, and the purpose of the road is to get people efficiently from A to B. 60km/h buffer zones proposed by the slow speed zone to align with the Safe and Appropriate Speeds and slow down traffic ahead of the school zone. This has been extended to include the hairpin corner on Pahiatua-Pongoroa Road. A variable 30 km/h is proposed on Titoki to create a consistent network outside of the school entrances. The current average operating speeds support this drop in speed, as does the road environment. This is where the main entrance to the school is, and where there is parking to pick up and drop off the kids. The buffer zone starts just north of the One-Way Bridge on Pahiatua-Pongoroa Road, so drivers are already naturally slowing down on this section of the road.

### Additional data

#### Operating Speeds (Megamaps RtZ 2023)



## Mangatainoka School



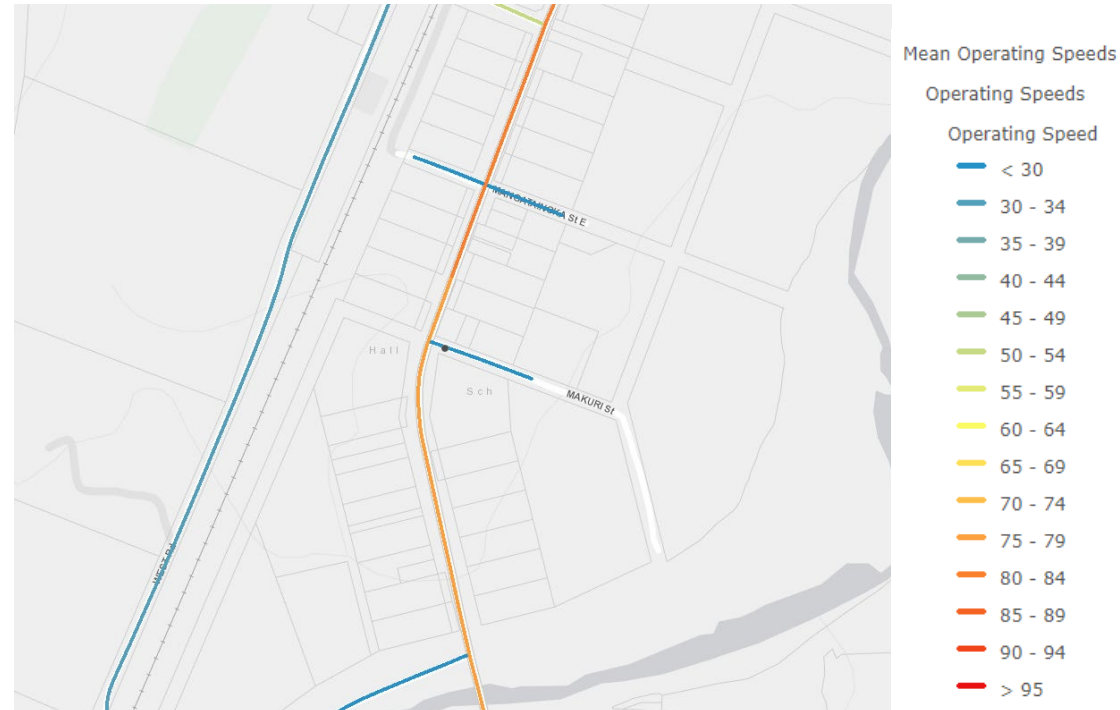
The speed limit shown here on the State Highway is indicative only as this was consulted on in December 2022 by Waka Kotahi and is still under consideration. TDC cannot change speeds on State Highways however the proposed change has been shown for completeness

Proposed Speed Limits	
	30km/h permanent
	30km/h variable speed limit (VSL)
	60km/h permanent

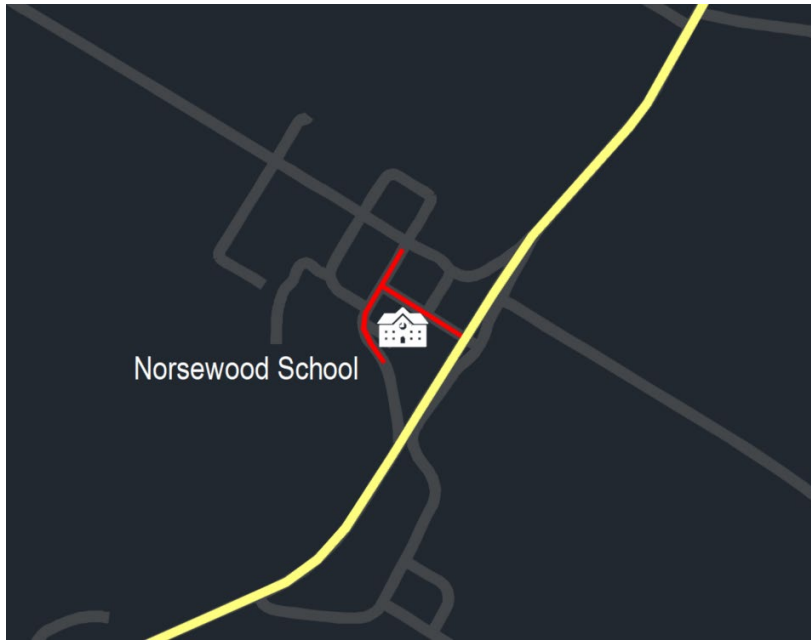
Mangatainoka School is located on State Highway 2, where Waka Kotahi is the Road Controlling Authorities. The proposed State Highway 30km/h VSL is shown on the map. This was consulted upon in December 2022 and is still undergoing assessment by Waka Kotahi, so what is shown here is indicative and is still to be confirmed by Waka Kotahi. There is a permanent 30 km/h proposed on Makuri Street. This captures the area where there are higher volumes of pedestrians as this is where the entrance to the school is, and the car park where parents will pick up and drop off their kids. Operating speeds on this road are already <30 km/h, so it supports the permanent drop in speed.

### Additional data

#### Operating Speeds (Megamaps RtZ 2023)



## Norsewood School



Proposed Speed Limits	
	30km/h permanent
	30km/h variable speed limit (VSL)
	60km/h permanent

Permanent 30 km/h speed limit proposed around Norsewood School. This slow speed zone is extended on Coronation Street to Odin Street to include the strip of shops in Norsewood, where there are higher volumes of pedestrians around. These roads have low operating speeds, so drivers are already travelling at these lower speeds. The drop in speed will suit the existing change in environment as drivers head into Norsewood. Exiting off SH2 heading northbound into Norsewood, drivers will naturally slow down and not accelerate back up to 100 km/h prior to the 30 km/h speed zone and so the safety risk is less prevalent and buffer zones are not needed.

### Additional data

#### Operating Speeds (Megamaps RtZ 2023)



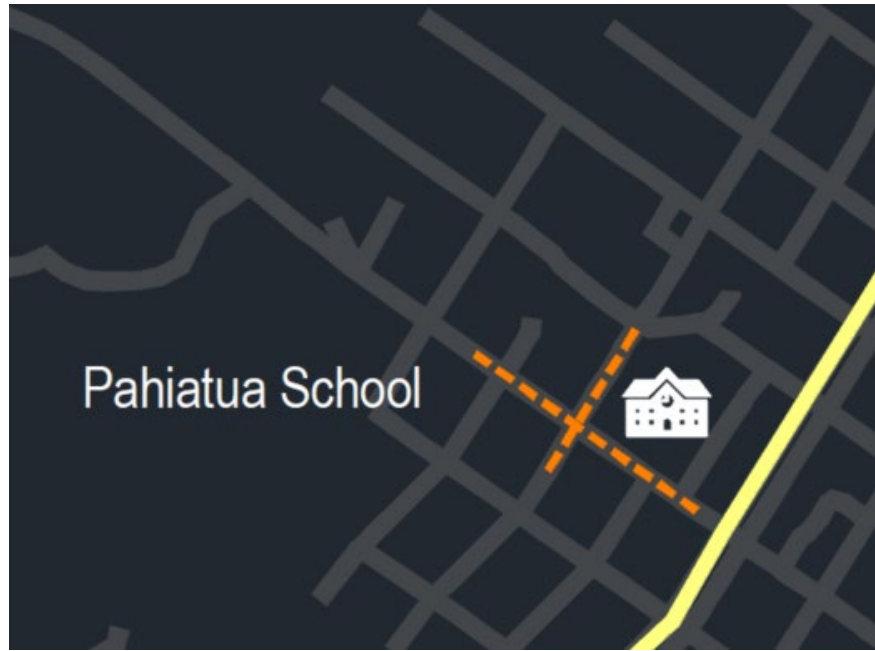
Mean Operating Speeds

#### Operating Speeds

##### Operating Speed

- < 30
- 30 - 34
- 35 - 39
- 40 - 44
- 45 - 49
- 50 - 54
- 55 - 59
- 60 - 64
- 65 - 69
- 70 - 74
- 75 - 79
- 80 - 84
- 85 - 89
- 90 - 94
- > 95

## Pahiatua School



Proposed Speed Limits	
	30km/h permanent
	30km/h variable speed limit (VSL)
	60km/h permanent

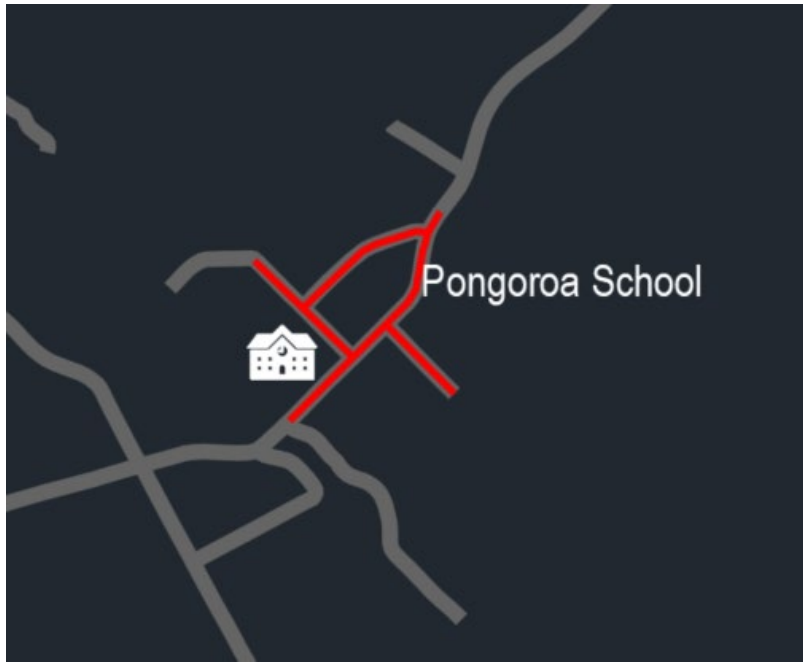
Pahiatua School has existing 40 km/h Variable Speed Limits (VSL) that are proposed to be replaced with 30 km/h VSLs. This slow speed zone covers the three crossings – the Zebra Crossing on Mangahao Road and Tui Street, and the Kea Crossing on Albert Street. This also captures the angle parking that is on Albert Street where there will be higher volumes of pedestrians on this street waiting to be picked up. Mangahao Road is proposed as a VSL to maintain the main purpose and environment of the road, as seen by the higher operating speeds, while still increasing safety during pick-up and drop off times.

### Additional data

#### Operating Speeds (Megamaps RtZ 2023)



## Pongoroa School

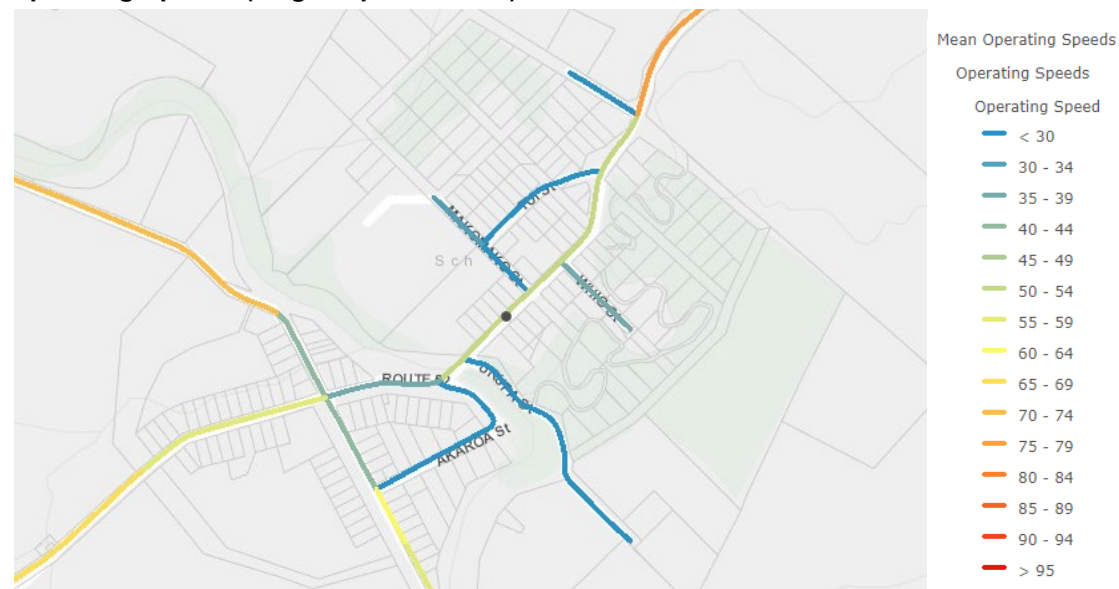


Proposed Speed Limits	
	30km/h permanent
	30km/h variable speed limit (VSL)
	60km/h permanent

Pongoroa School has a 30 km/h permanent speed limit proposed on Route 52. This captures the zebra crossing that kids use to get to the school, to create a safer environment where there are higher amounts of pedestrians. The speeds that drivers are currently driving are on the higher side, however infrastructure is planned to be implemented to support the slower speeds, and help drivers comply with the new speed limit. The side roads (Mako Mako Street and Tui Street) are proposed at a permanent 30 km/h, as these are roads where the layout of the road supports the slower speed, and drivers are on average already driving at these speeds. This captures the main entrance to the school and the car park, where there will be lots of pedestrians in this area.

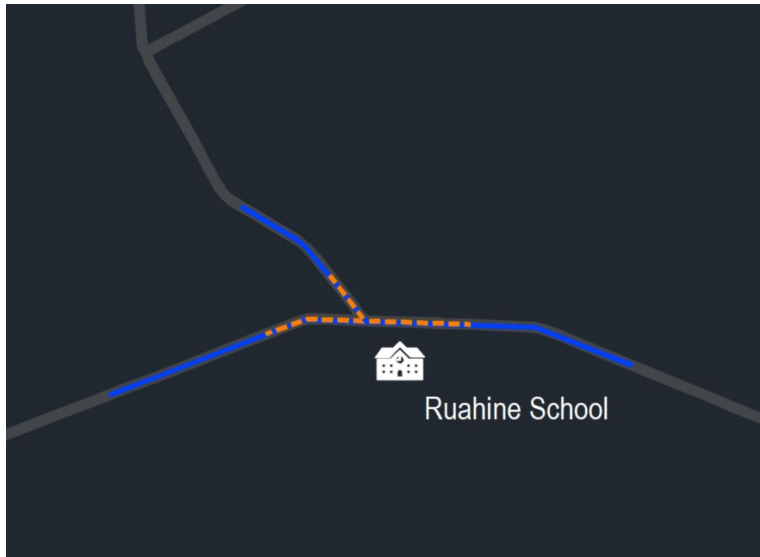
### Additional data

#### Operating Speeds (Megamaps RtZ 2023)





## Ruahine School



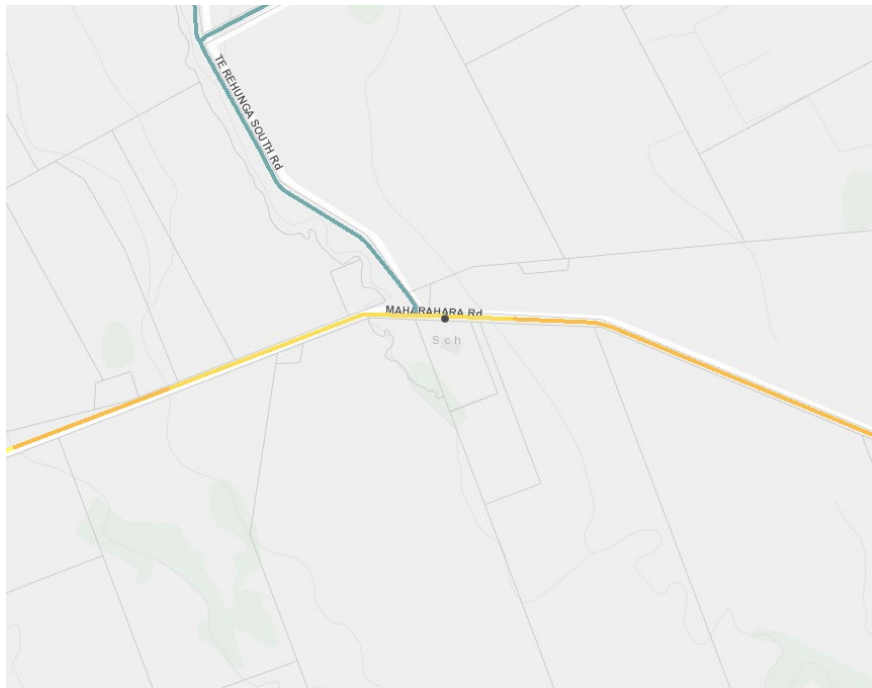
### Proposed Speed Limits

	30km/h permanent
	30km/h variable speed limit (VSL)
	60km/h permanent

There is a 30 km/h Variable Speed Limit (VSL) proposed outside of Ruahine School. This captures the main entrance of the school and the car parking areas, where there will be higher amounts of pedestrians during pick-up and drop-off times, while allowing vehicles to travel at higher speeds (that the road is designed for) at all other times. 60 km/h buffer zones proposed on all approaches to align with the Safe and Appropriate Speed and to slow down traffic ahead of the school zone. This will be operating at all times.

### Additional data

#### Operating Speeds (Megamaps RtZ 2023)



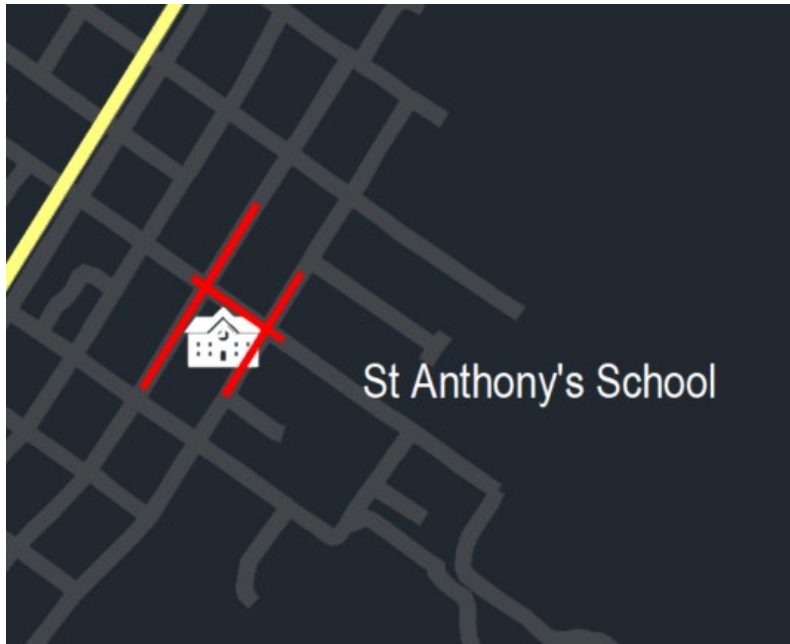
### Mean Operating Speeds

#### Operating Speeds

#### Operating Speed

- < 30
- 30 - 34
- 35 - 39
- 40 - 44
- 45 - 49
- 50 - 54
- 55 - 59
- 60 - 64
- 65 - 69
- 70 - 74
- 75 - 79
- 80 - 84
- 85 - 89
- 90 - 94
- > 95

## St. Anthony's School

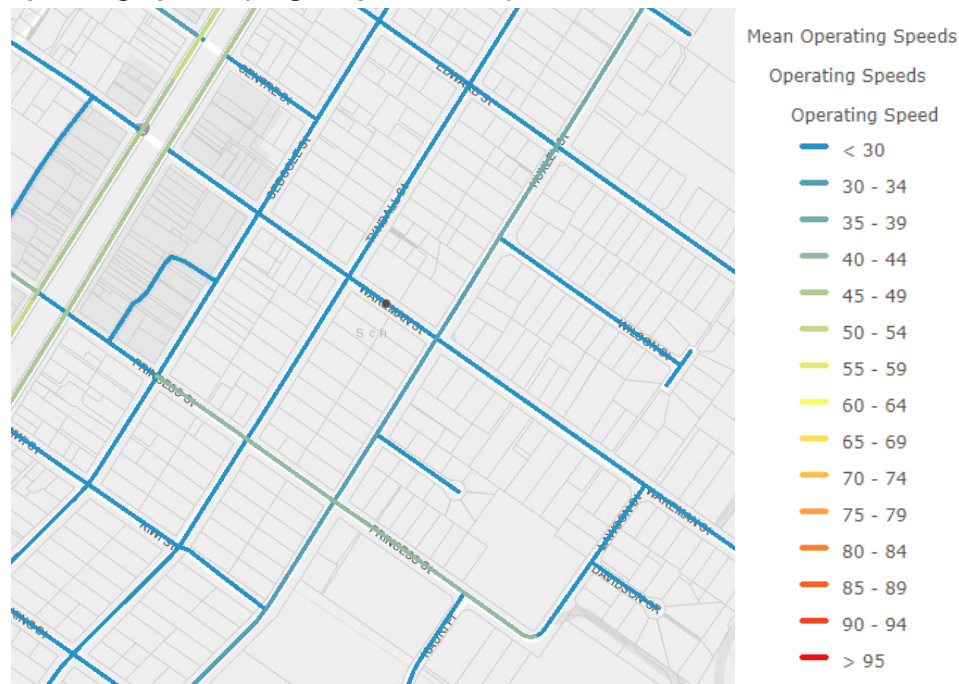


Proposed Speed Limits	
	30km/h permanent
	30km/h variable speed limit (VSL)
	60km/h permanent

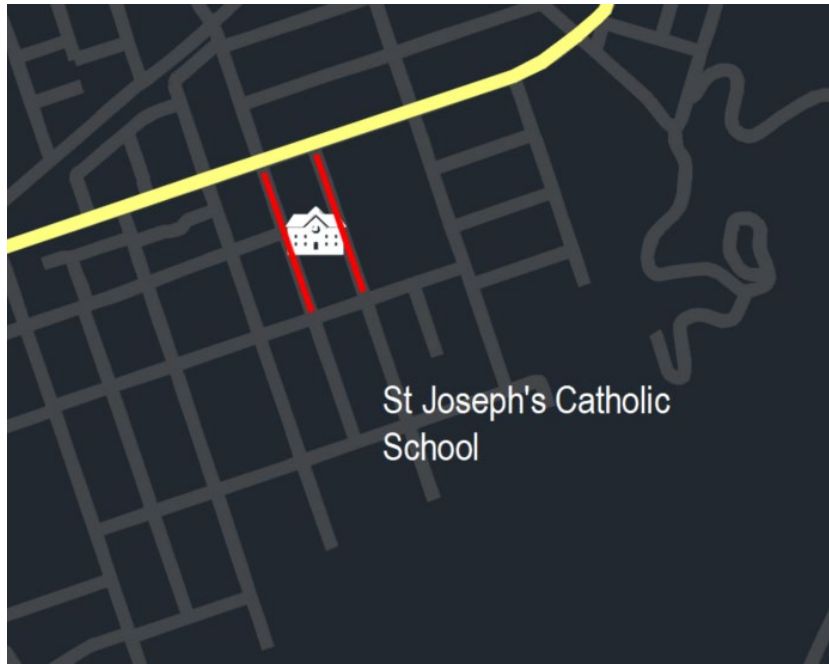
Permanent 30 km/h speeds are proposed around St Anthony's School. These streets have slower road environments that support the drop in speed, and drivers are already travelling below 30 km/h on average on these streets. This zone captures the entrances to the schools on Tyndall Street and Wakeman Street, as well as the angled parking zones, zebra crossings, and school bus stops. It improves the safety for the higher amounts of pedestrians that will be in this area.

### Additional data

#### Operating Speeds (Megamaps RtZ 2023)



## St. Joseph's Catholic School



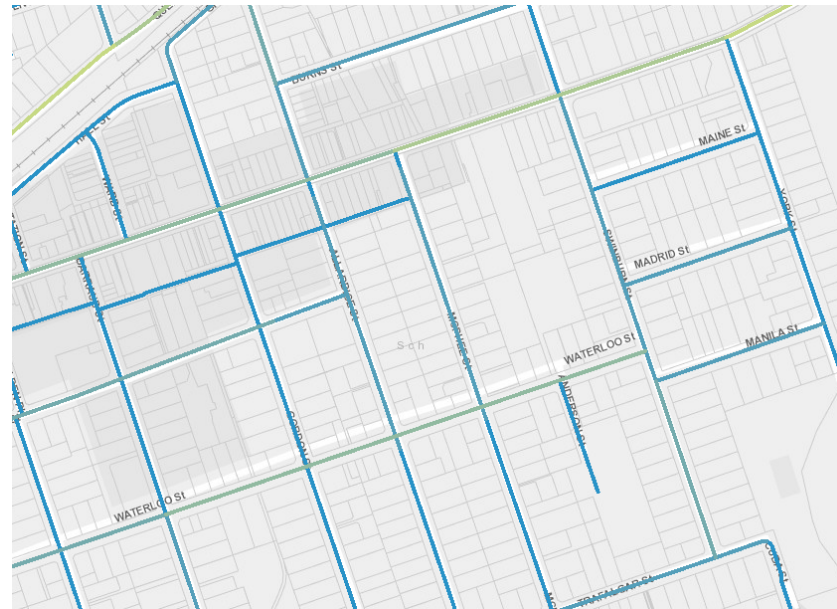
### Proposed Speed Limits

	30km/h permanent
	30km/h variable speed limit (VSL)
	60km/h permanent

There is a 30 km/h proposed speed on McPhee Street and Allardice Street from State Highway 2 to Waterloo Street for St. Joseph's Catholic School. These roads capture the main gates to the schools and the school bus stop, where there will be higher numbers of pedestrians being picked up and dropped off. These streets are ones where drivers are already driving slower speeds. The 30 km/h section stops at Waterloo Street because it has a wide road layout that encourages faster speeds with people on average travelling faster than 40 km/h.

### Additional data

#### Operating Speeds (Megamaps RtZ 2023)



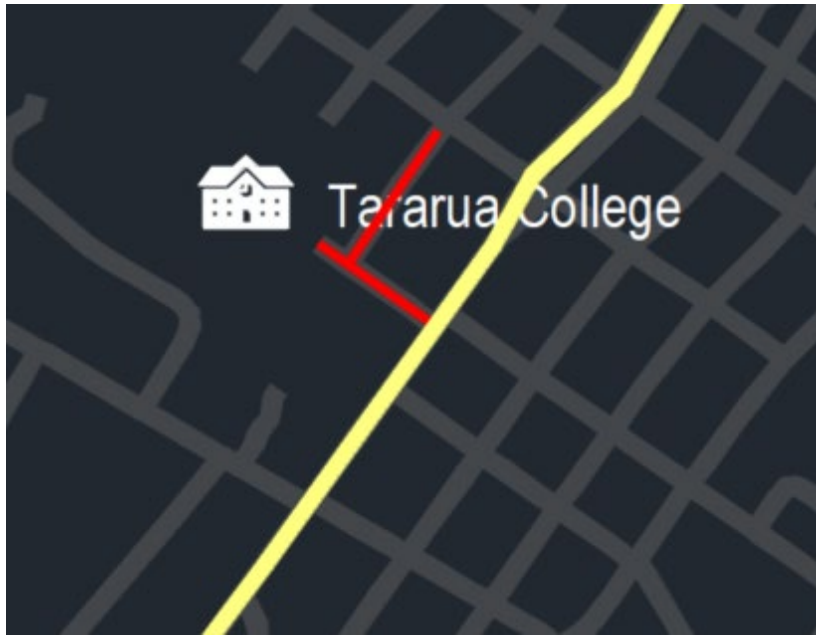
### Mean Operating Speeds

#### Operating Speeds

##### Operating Speed

- < 30
- 30 - 34
- 35 - 39
- 40 - 44
- 45 - 49
- 50 - 54
- 55 - 59
- 60 - 64
- 65 - 69
- 70 - 74
- 75 - 79
- 80 - 84
- 85 - 89
- 90 - 94
- > 95

## Tararua College

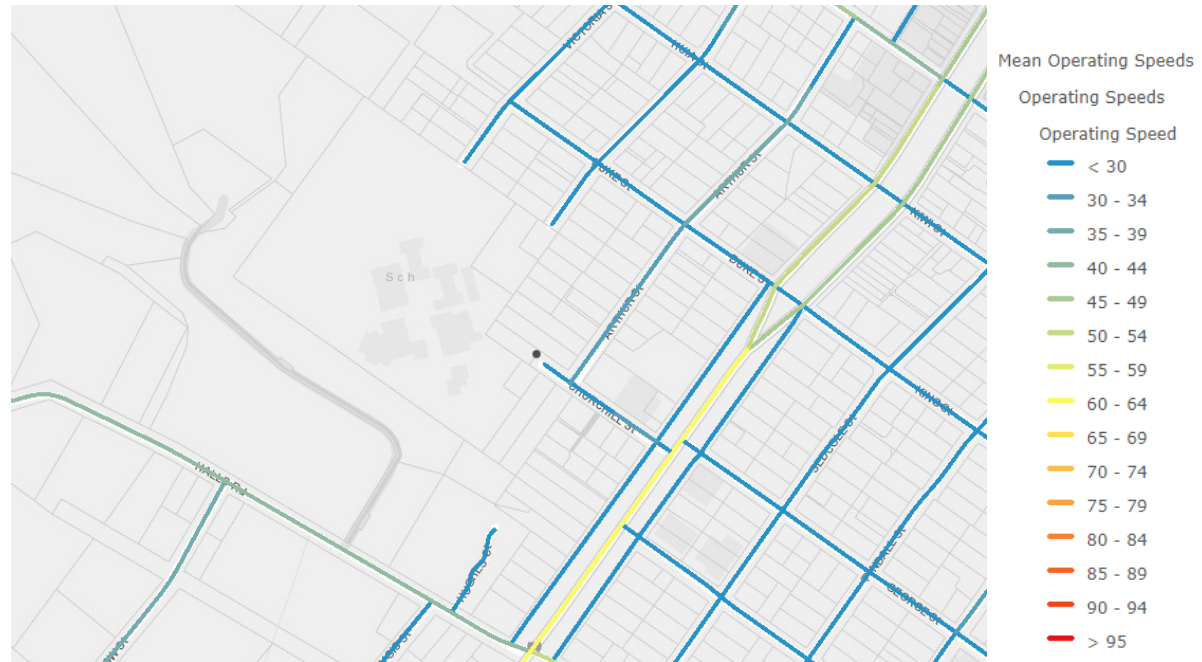


Proposed Speed Limits	
	30km/h permanent
	30km/h variable speed limit (VSL)
	60km/h permanent

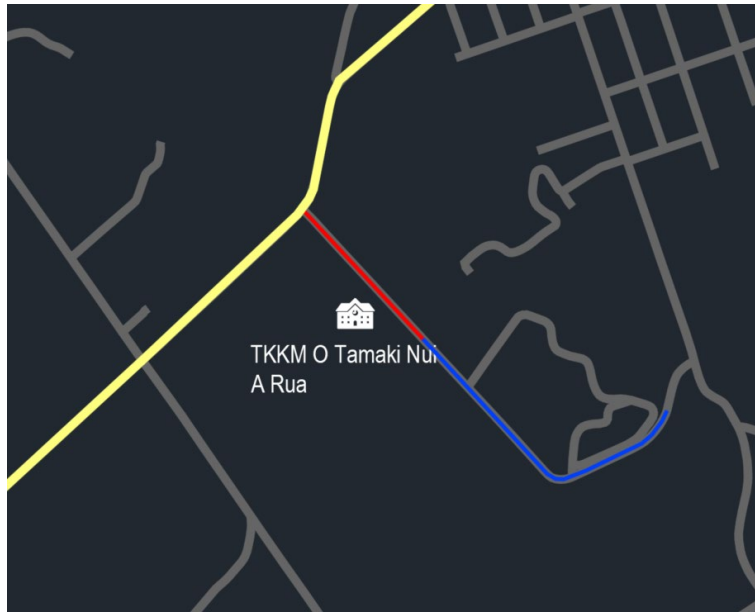
Permanent 30 km/h speeds are proposed outside Tararua College on Churchill Street and Arthur Street. The existing road design is already supporting of these slower speeds and aligns to the purpose of these roads being to prioritise safety for students and residents who live on and use these streets. The average operating speeds on these streets are already low (<30 km/h) so the impact of a permanent 30 km/h speed limit is expected to be low, as this is what most people are travelling at already. These roads will have higher amounts of pedestrians with the car park, on-street parking, and school bus stop, so the slower speeds will increase safety in this area.

### Additional data

#### Operating Speeds (Megamaps RtZ 2023)



## Te Kura Kaupapa Māori o Tamaki Nui a Rua



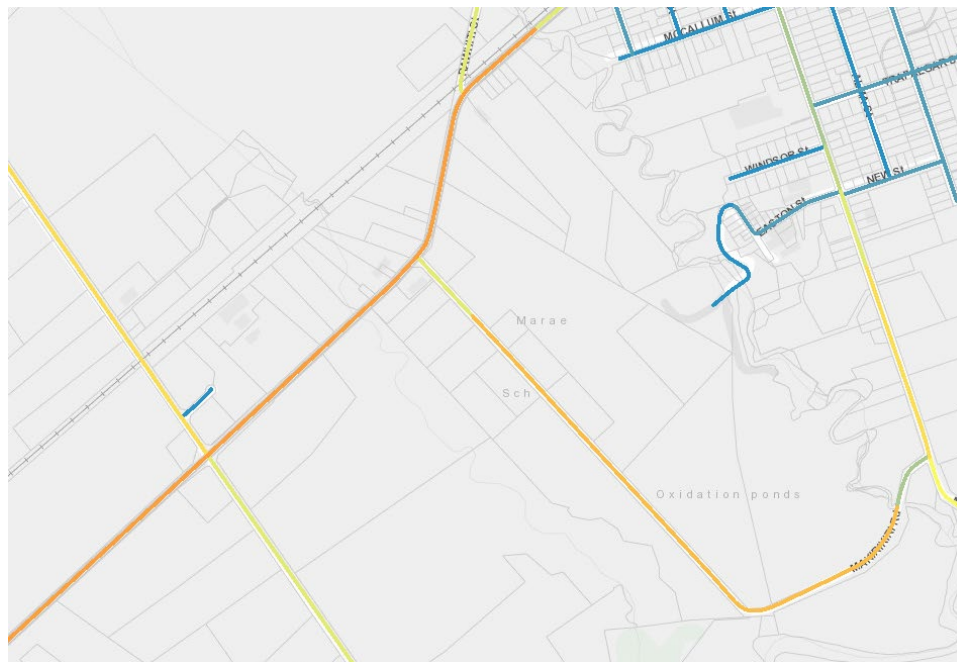
### Proposed Speed Limits

	30km/h permanent
	30km/h variable speed limit (VSL)
	60km/h permanent

There is a permanent 30 km/h speed limit proposed outside of Te Kura Kaupapa Māori o Tamaki Nui a Rua. This captures the drop-off zone for the school, as well as the nearby Mākirikiri Marae which the students walk to during the day. The operating speeds here are higher than 30 km/h, but it is still being lowered so that the children walking between the school and the marae have increased safety at all times of the day. In the short term, the reduced speed on this road will be monitored to see if they are working, and if they are not then infrastructure will be considered to change the design of the road to make the 30 km/h speed limit on these roads more comfortable. A 60 km/h buffer zone proposed on the southern approach to the school to align with the Safe and Appropriate Speed and to slow down traffic ahead of the school zone. This will be operating at all times. This stretch of 60 km/h extends all the way to the existing 70 km/h near Miller Street to avoid a short stretch of 100 km/h.

### Additional data

#### Operating Speeds (Megamaps RtZ 2023)



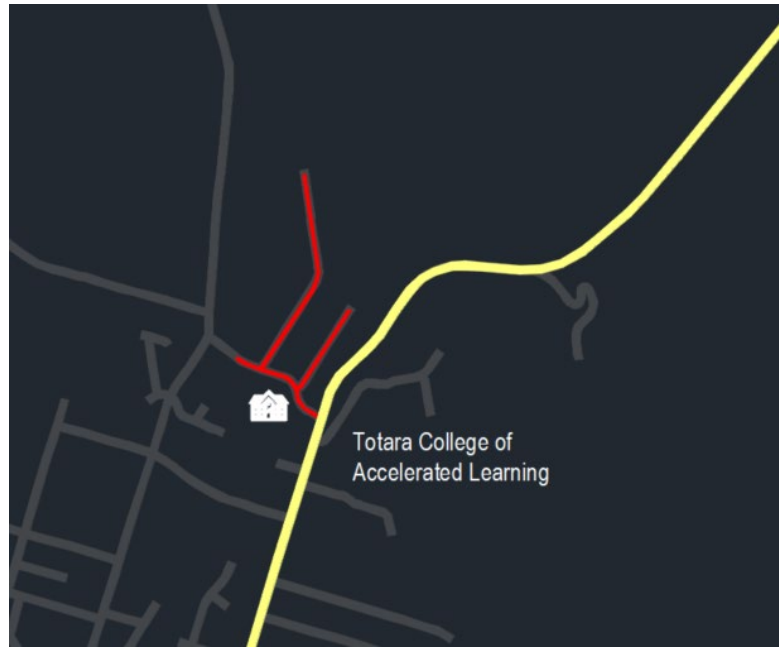
#### Mean Operating Speeds

##### Operating Speeds

##### Operating Speed

- < 30
- 30 - 34
- 35 - 39
- 40 - 44
- 45 - 49
- 50 - 54
- 55 - 59
- 60 - 64
- 65 - 69
- 70 - 74
- 75 - 79
- 80 - 84
- 85 - 89
- 90 - 94
- > 95

## Totara College of Accelerated Learning

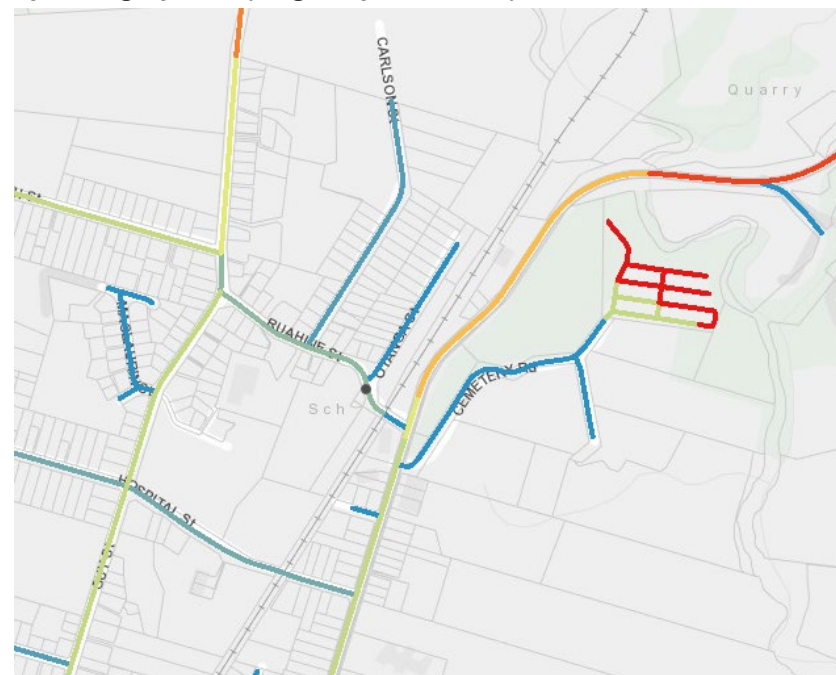


Proposed Speed Limits	
	30km/h permanent
	30km/h variable speed limit (VSL)
	60km/h permanent

There is permanent 30 km/h speeds proposed outside Totara College of Accelerated Learning. This slow speed zone begins as soon as drivers turn off of State Highway 2 onto Ruahine Street to slow down cars before they reach the school right after the railway line. This captures the school entrance and school bus stop, as well as the buildouts by Otanga Street, to support the safety of children walking and crossing in these areas. The operating speeds on Ruahine Street are slightly higher than 30 km/h, but it is still being lowered so that a consistent speed limit is set for Dannevirke, as multiple speed limits over a short distance can be frustrating for drivers. In the short term, the reduced speed on this road will be monitored to see if they are working, and if they are not then infrastructure will be considered to change the design of the road to make the 30 km/h speed limit on these roads more comfortable.

### Additional data

#### Operating Speeds (Megamaps RtZ 2023)



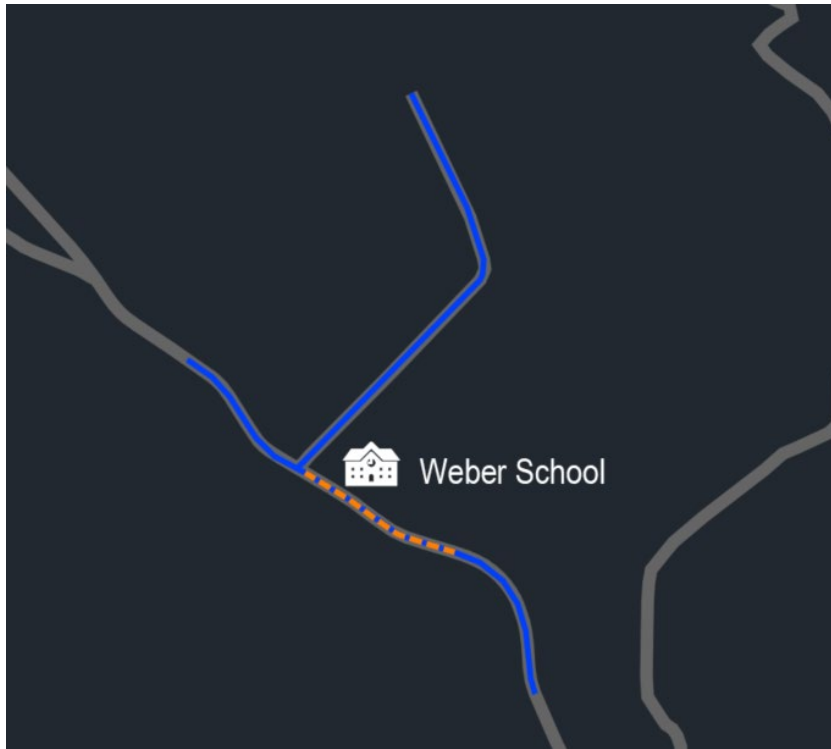
#### Mean Operating Speeds

##### Operating Speeds

##### Operating Speed

- < 30
- 30 - 34
- 35 - 39
- 40 - 44
- 45 - 49
- 50 - 54
- 55 - 59
- 60 - 64
- 65 - 69
- 70 - 74
- 75 - 79
- 80 - 84
- 85 - 89
- 90 - 94
- > 95

## Weber School

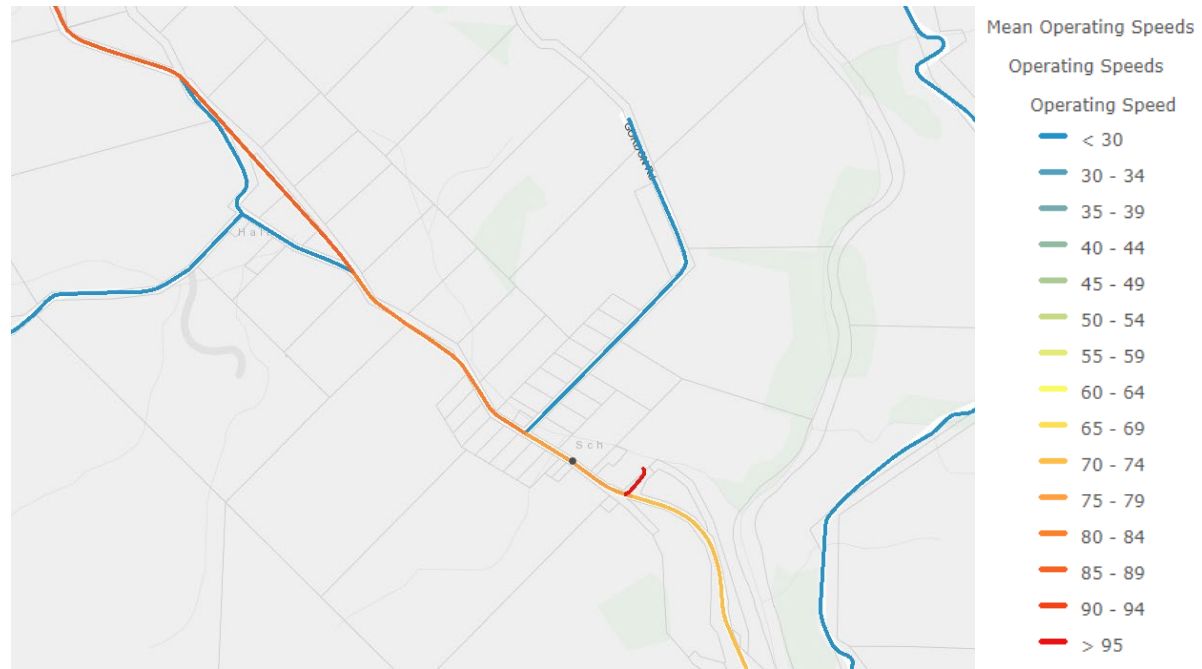


Proposed Speed Limits	
	30km/h permanent
	30km/h variable speed limit (VSL)
	60km/h permanent

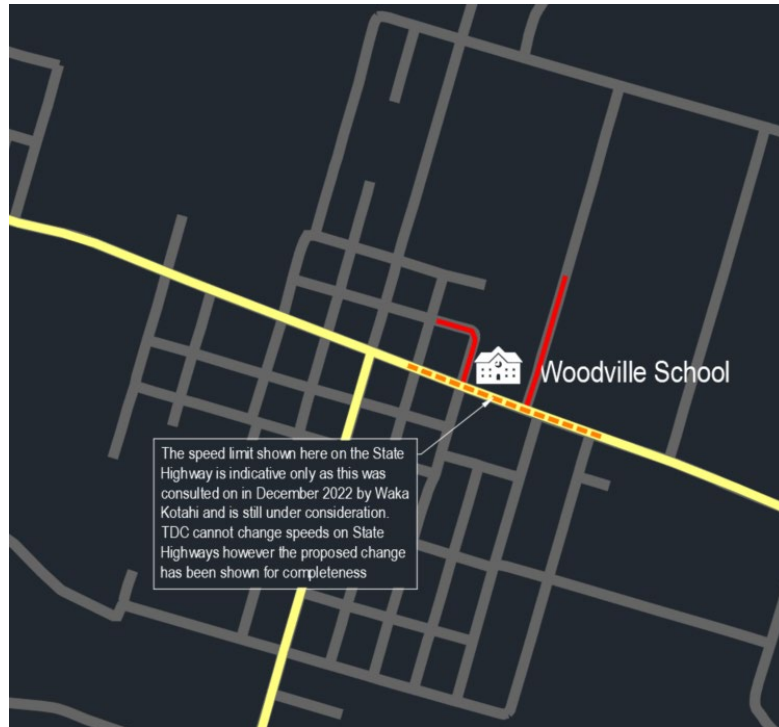
A Variable Speed Limit (VSL) of 30 km/h is proposed outside of Weber School that will operate at the school's pick-up and drop-off times. The VSL will slow speeds around the entrance, parking spaces, and school bus stop during pick-up and drop-off times, while allowing vehicles to travel at higher speeds (that the road is designed for) at all other times. A 60 km/h buffer zone proposed on all approaches to the school to align with the Safe and Appropriate Speed and to slow down traffic ahead of the school zone. This will be operating at all times.

### Additional data

#### Operating Speeds (Megamaps RtZ 2023)



## Woodville School

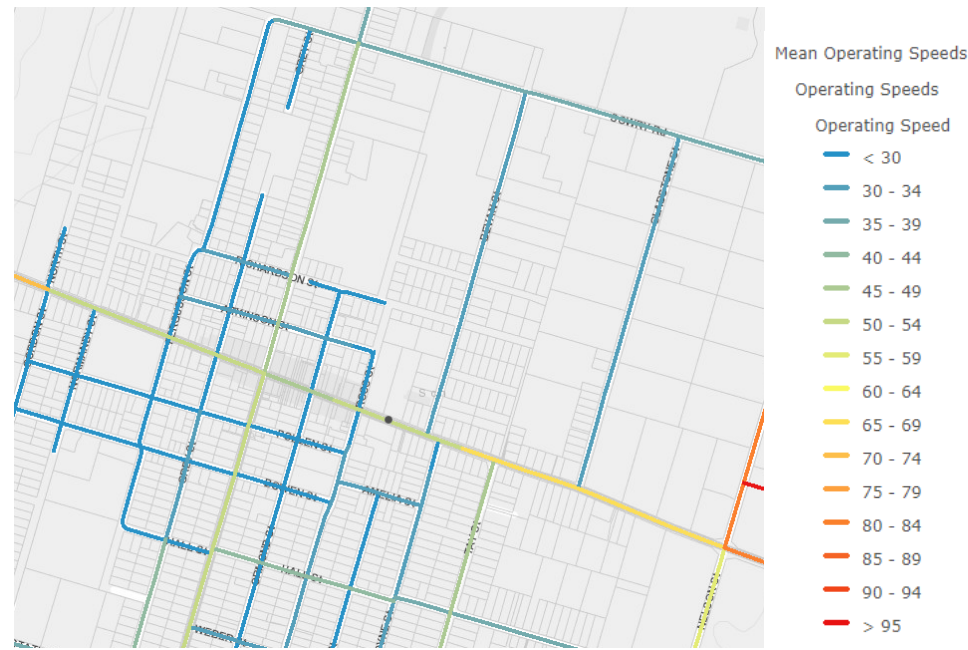


Proposed Speed Limits	
	30km/h permanent
	30km/h variable speed limit (VSL)
	60km/h permanent

Woodville School is located on State Highway 2, where Waka Kotahi are the Road Controlling Authorities. The proposed State Highway 30km/h VSL is shown on the map. This was consulted upon in December 2022 and is still undergoing assessment by Waka Kotahi, so what is shown here is indicative and is still to be confirmed by Waka Kotahi. Tararua District Council has proposed a permanent 30 km/h speed limit on Atkinson Street, Ross Street, and a section of Bevan Street. Other than the State Highway, Ross Street and Bevan Street are where the entrances to the school and bus stops are. The permanent 30 km/h speed limit will increase safety for kids at all times. The section on Bevan Street stops after the school parking as the road environment turns more rural and drivers may find it harder to comply with slow speeds.

## Additional data

### Operating Speeds (Megamaps RtZ 2023)







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