



When replying please quote: ECM 9250388

Date: 17 June 2024

To: **Brent Alderton**, The Director of Land Transport,  
Waka Kotahi NZ Transport Agency

Cc: *NZ Transport Agency Waka Kotahi Area Programme Manager*

**SUBJECT: SETTING SPEED LIMITS – ALTERNATIVE METHOD**

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The New Plymouth District Council (NPDC) seeks approval from the Director of Land Transport to approve changes to speed limits within the New Plymouth district before the next Regional OR Territorial Authority Speed Management Plan is published.

The following information supports NPDCs proposal changes to speeds limits on roads controlled by NPDC, which has been sent to the NZ Transport Agency Waka Kotahi (NZTA) for approval.

**The alternative method is proposed in lieu of a Speed Management Plan.**

Correspondence from Hon Simeon Brown, Minister of Transport, sent 12 December 2023 informed local and regional authorities of the recent changes to the Setting of Speed Limits Rule 2022. Specifically, the revocation of the requirement to prepare speed management plans.

In response to the revocation of this requirement the Taranaki Regional Council (TRC), who was leading the development of the Regional Speed Management Plan for Taranaki, indicated that they would no longer support the development of a Regional Speed Management Plan.

Given that the NPDC had already completed community consultation at that point, it was considered reasonable to continue and request for approval under the alternative method.

**This proposal gives effect to the guidance and information developed by NZTA.**

NPDC signed off on Guiding Principles to Speed in 2018 (Appendix 1). The principles include:

- Managing speeds on roads plays a key role in developing communities, a sense of place, improving neighbourhood amenity and the safety of all road users.
- Travel speeds will be able to provide both road safety and efficiency (economic productivity).
- Speed limits will become intuitive and reflect the use and function of roads.
- NPDC recognises the importance of and will undertake community engagement prior to changing any speed limits.
- Speed management does not happen in isolation, and other measures including infrastructure upgrades will continue to be considered when addressing safety issues on the transport network.



These guiding principles were based on the Speed Management Guide (Nov 2016)

The proposed changes are limited to a single variable speed limit for an urban Marae, a local reduction to support an NZTA intersection improvement, and changes to limits on special purpose roads and reserves.

**The proposal follows extensive community consultation.**

District wide community consultation was undertaken in 2022 by NPDC and the TRC undertook community consultation late 2023 on changing speed limits. NPDC also sent letters to every resident and/or business owner on all roads that we were proposing to change speed limits late 2023.

There was little feedback relating to the specific changes that were ultimately resolved by Council. All correspondence received was included in the report to Council ([Hyperlink 1](#)).

**The community consultation includes specifically seeking contributions of Māori.**

Prior to TRC starting community consultation, an email was sent out to all marae trustees organisations within the district and followed up with phone calls. The purpose was to request a hui to discuss both safer speeds and any other road safety concerns.

Although there were several conversations held with individual marae trustees, the only formal request and support has been received from Owae Marae in Waitara.

**The proposal aligns with Section 200L of the Land Transport Act 1998**

The attached maps detail the site-specific information that will also be included in the National Speed Limit Register as those records are uploaded for certification.

We are planning to have these speed limits in place **2 September 2024**.

We trust that the information provided above and attached as appendices is sufficient for your assessment, if not please let us know what additional information you require.

Ngā mihi

A blue ink signature of Rui Leitão, written in a cursive style.

Rui Leitão

**Kaiwhakahaere Hanganga | Manager Infrastructure**

Te Kaunihera-ā-Rohe o Ngāmotu | New Plymouth District Council

Appendix 1: NPDC Guiding Principles to Speed Management

Appendix 2: Plans of the Proposed Speed Limit Changes and Supporting Information

[Hyperlink 1: Meeting Agenda for NPDC Strategy and Operations Committee](#)

[Hyperlink 2: NPDC Resolution for Action](#)



## **New Speed Management Guiding principles for New Plymouth District**

- Managing speeds on roads plays a key role in developing communities, a sense of place, improving neighbourhood amenity and the safety of all road users.
- Travel speeds should be able to provide both road safety and efficiency (economic productivity).
- Speed limits will become intuitive and reflect the use and function of roads.
- NPDC recognises the importance of and will undertake community engagement prior to changing any speed limits or introducing new infrastructure.
- Speed management does not happen in isolation, and other measures including infrastructure upgrades will continue to be considered when addressing safety issues on the transport network.

### **Our approach**

<b>Desired speed limits (km/h)</b>	<b>Locations</b>
	<u>Urban speed limit guidance:</u>
10	Shared zones
20	Parks, cemeteries
30	Shopping precincts and school zones on residential streets, variable speed school zones on arterials and collectors
40	Local residential streets
	<u>Other speed limit guidance:</u>
50	Urban Arterial and Collector Roads
60	Urban arterials with an infrastructure and development appropriate to 60km/h or rural roads with significant development
80	Rural roads without additional engineering.
100	Rural roads with additional engineering to allow the safe travel at this speed



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- The selection of urban speed reduction (40km/hr or less) will be prioritised according to community concern and the highest benefit (safety and efficiency).
- The selection of rural speed reduction (80km/h or less) will be prioritised according to community concern and the highest benefit (safety and efficiency).
- In the urban areas, speed reductions will be based on natural groupings of local residential streets which are bounded by roads of higher classification in the road hierarchy.
- A variety of mechanisms will be used to achieve lower travelling speeds ranging from communication and education to signage and physical engineering works.

Community engagement will underpin all interventions for speed management in the District.



## Appendix 2: Plans of the Proposed Speed Limit Changes and Supporting Information

### Variable 30km/h speed limit adjacent to the Owae Marae

We are not proposing any changes to the permanent speed limits on this part of the corridor and are only seeking approval for a variable speed limit to support safe access to and from the Marae at busy times. MegaMaps does not recognise the location of this Marae and therefore does not recommend a variable speed limit on this part of the corridor.

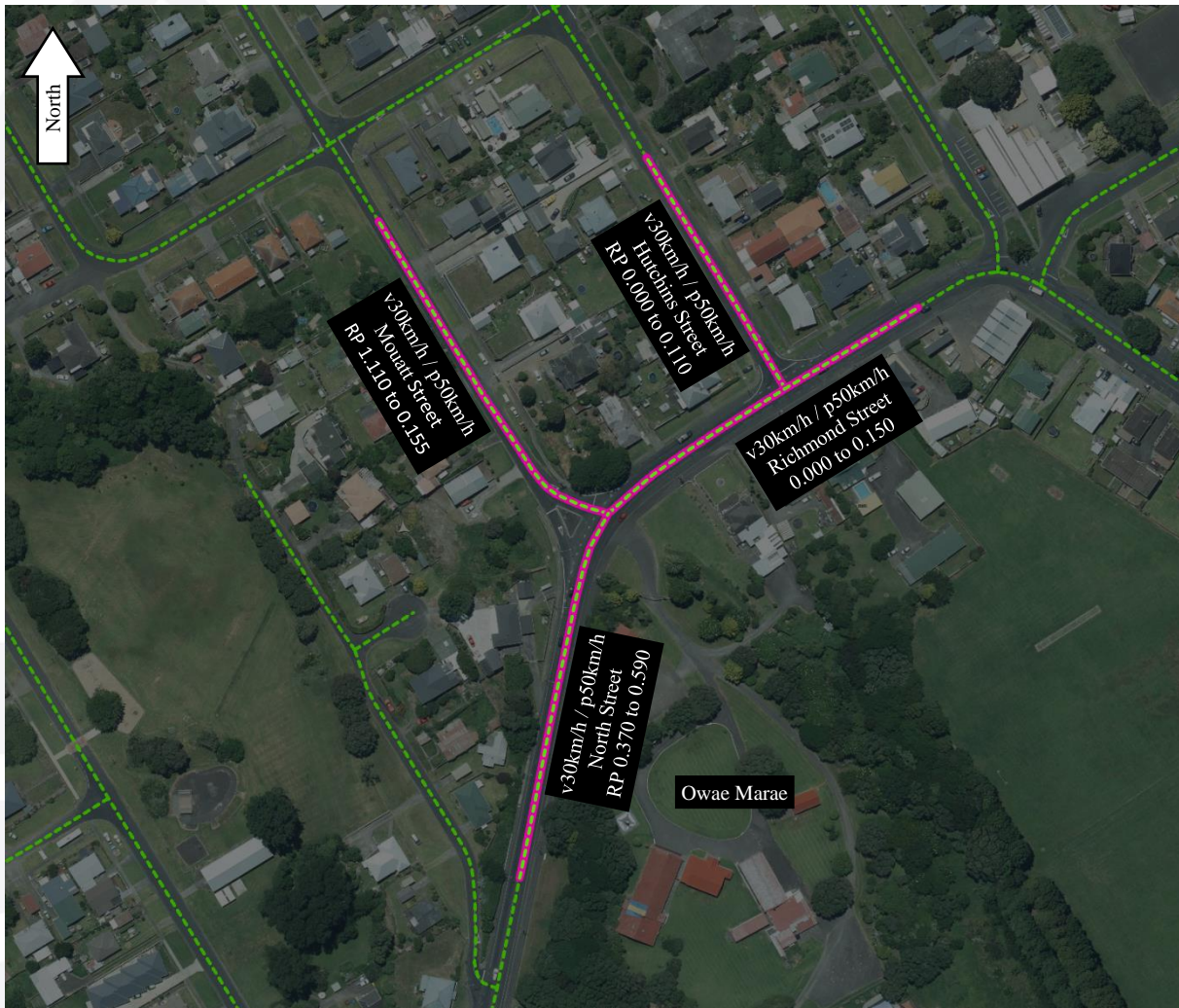


Figure one: Proposed variable speed limit for Owae Marae

Key:  
 Proposed variable speed limits: --- 30 km/h  
 Current permanent speed limits: --- 50 km/h

### MegaMaps data:

	Existing speed limit	Operating speed	Safe and appropriate speed limit	Proposed speed limit
Hutchins Street	50 km/h	28 km/h	30 km/h	30 km/h variable 50km/h permanent
Mouatt Street		35 km/h		
North Street		48 km/h	40 km/h	
Richmond Street		44 km/h		



**Permanent 50km/h speed limit within Brixton**

We are proposing a 50km/h speed limit to suit the planned roundabout at this location. MegaMaps does not recognise the location of this planned roundabout and therefore does not recommend a lower speed limit on this part of the adjacent corridor.

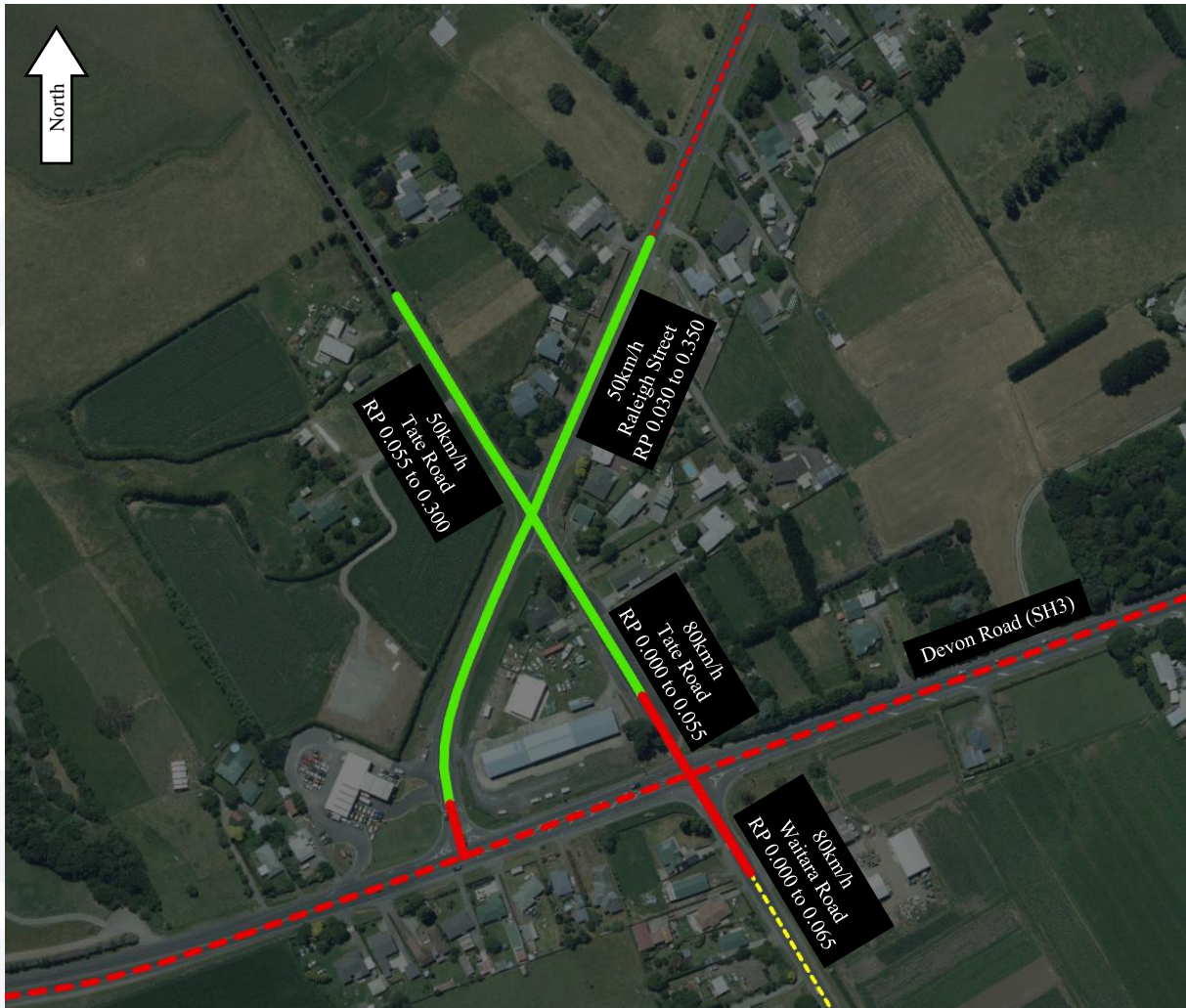


Figure two: Proposed changes to the Brixton Area

Key:

Proposed permanent speed limits:

- 50 km/h
- 80 km/h

Current permanent speed limits:

- - - 70km/h
- - - 80km/h
- - - 100km/h

**MegaMaps data:**

	Existing speed limit	Operating speed	Safe and appropriate speed limit	Proposed speed limit
Raleigh Street	80 km/h	72 km/h	80 km/h	50 km/h
Tate Road (nth)	80 km/h	50 km/h		50 km/h
Tate Road (sth)	80 km/h	50 km/h		80 km/h
Waitara Road	70 km/h	83 km/h		80 km/h



**Permanent 30km/h speed limits with the following Department of Conservation Reserves**  
 We are proposing a 30km/h speed limit on this access to the Lucy's Gully Reserve. MegaMaps does not account for the formation and alignment of this road therefore does not recommend a lower speed limit this low.

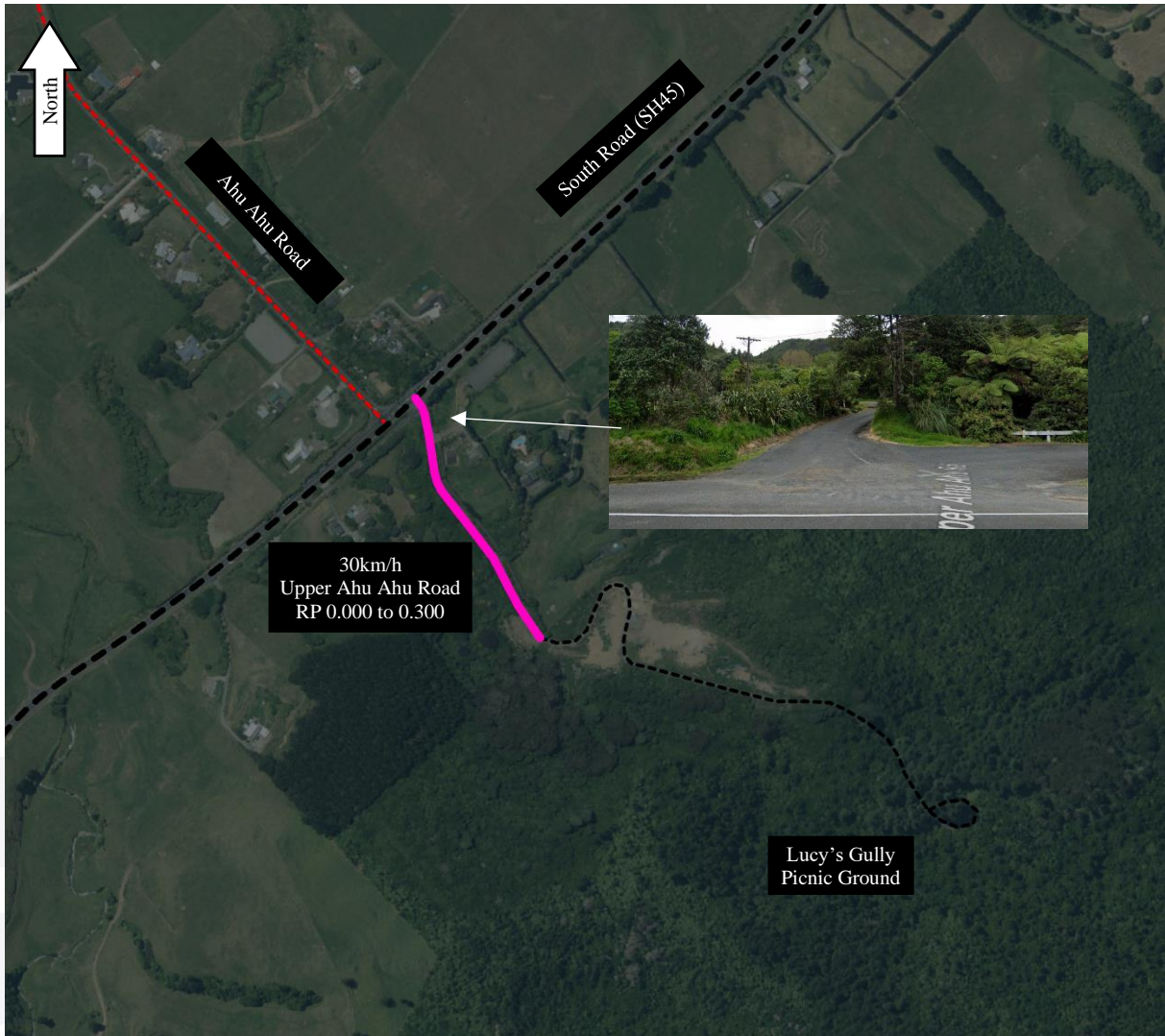


Figure four: Proposed changes to the DOC roads within Lucy's Gully Reserve

Key:

Proposed permanent speed limits:  
— 30 km/h

Current permanent speed limits:  
- - - 80km/h  
- - - 100km/h

**MegaMaps data:**

	Existing speed limit	Operating speed	Safe and appropriate speed limit	Proposed speed limit
Upper Ahuahu Road	100 km/h	23 km/h	60 km/h	30 km/h



**Permanent 60km/h and 30km/h speed limit on Egmont Road**

We are proposing a 60km/h speed limit on Egmont Road within from the National Park boundary and a 30km/h limit at the top on the approach to the visitors’ centre. The SSAS is shown as 60km/h for this section of Egmont Road but does not account for the visitors’ centre and the associated parking area and increased pedestrian activity.

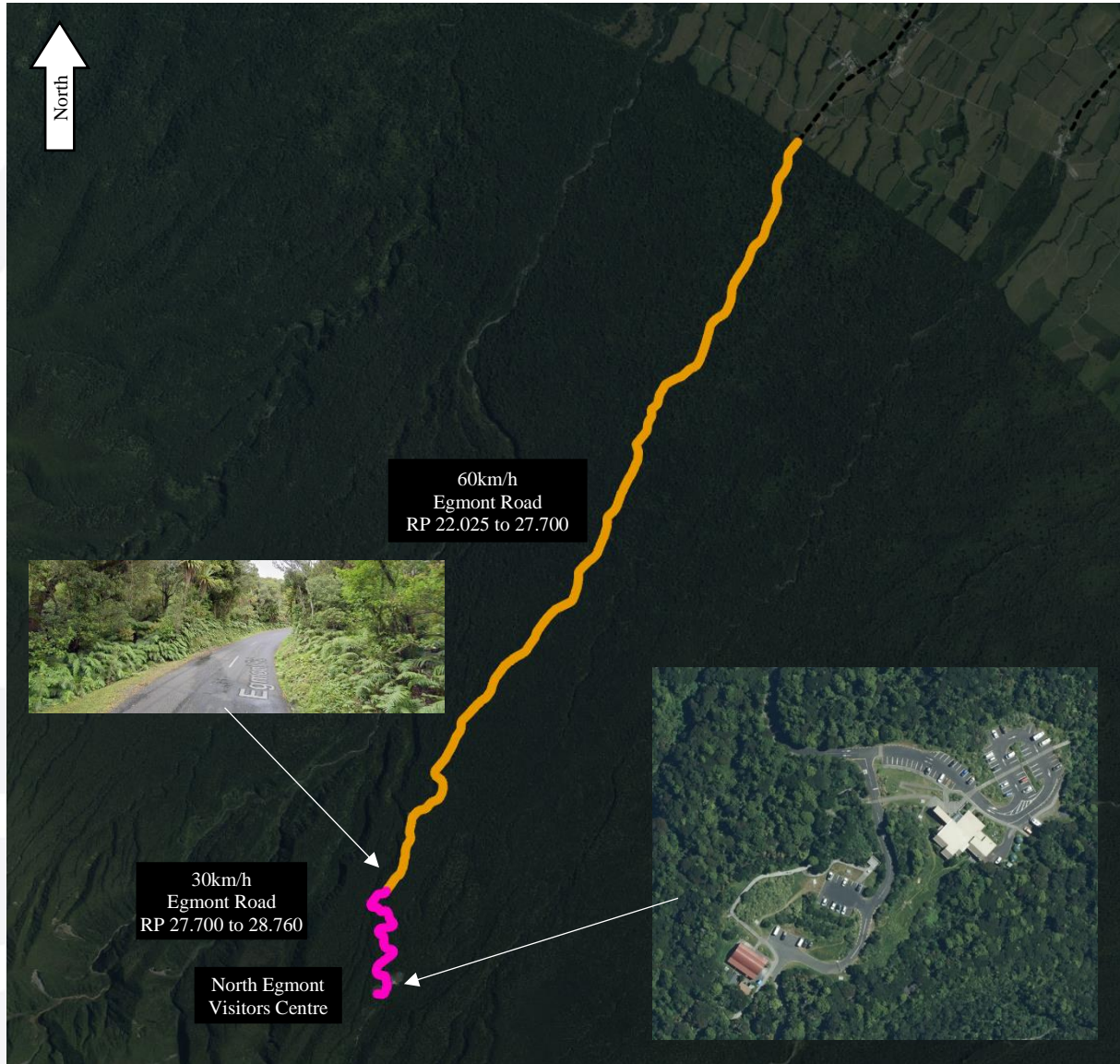


Figure five: Proposed changes to Egmont Road

Key:  
 Proposed permanent speed limits:  
 30 km/h (pink line)  
 60 km/h (yellow line)  
 Current permanent speed limits:  
 100km/h (dashed black line)

**MegaMaps data:**

	Existing speed limit	Operating speed	Safe and appropriate speed limit	Proposed speed limit
Egmont Road	100 km/h	42 km/h	60 km/h	60 km/h
Egmont Road				30 km/h





### Permanent 30km/h speed limits on Ahu Ahu Road

We are proposing a 30km/h speed limit at the end of Ahu Ahu Road as it approaches the beach. The SSAS is shown as 60km/h for this section of Ahu Ahu Road but does not account for the beach access and the associated parking area and increased pedestrian activity in this location.



Figure seven: Proposed changes to Ahu Ahu Road Reserve

Key:

Proposed permanent speed limits:  
30 km/h

Current permeant speed limits:  
80km/h

### MegaMaps data:

	Existing speed limit	Operating speed	Safe and appropriate speed limit	Proposed speed limit
AhuAhu Road	80 km/h	16 km/h	60 km/h	30 km/h



### Permanent 30km/h speed limits on Mangorei Road

We are proposing a 30km/h speed limit at the end of Mangorei Road as it approaches the end and the start of the Mangorei Track Trailhead. The SSAS is shown as 60km/h for this section of Mangorei Road but does not account for the trailhead and the associated parking area and increased pedestrian activity in this location.



Figure eight: Proposed changes to Mangorei Road

Key:  
 Proposed permanent speed limits:  
█ 30 km/h  
█ 80 km/h

### MegaMaps data:

	Existing speed limit	Operating speed	Safe and appropriate speed limit	Proposed speed limit
Mangorei Road	100 km/h	55 km/h	60 km/h	30 km/h