

Manawātū District Council

Draft Speed Management Plan 2024-2027



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1 INTRODUCTION

1.1 BACKGROUND

The Land Transport Rule: Setting of Speed Limits 2022 (the Rule) **mandates** that all Road Controlling Authorities (RCA) must create and consult on a speed management plan. As the RCA responsible for local roads in the Manawātū District, the Manawātū District Council (MDC) has developed this Speed Management Plan (SMP) to share its proposals for managing speed limits until June 2027.

MDC is proposing to implement safer speeds around schools and key urban areas. This SMP outlines the details of the proposed speed limit changes for all schools on the Manawātū District's local road network between 1 July 2023 and 30 June 2024, as well as the urban areas and township centres from 1 July 2024 to 30 June 2027.

The first Manawātū Speed Management Plan will cover the period between 2023 and 2033 and will be updated every three years along with relevant community and stakeholder engagement.

1.2 WHAT IS SPEED MANAGEMENT

When a crash occurs, the speed at which it happens is the primary determinant of whether individuals survive, irrespective of the cause. Figure 1-1 below shows the probability of different crash types resulting in a fatality at a range of speeds. Although speed limits are a critical tool, speed management encompasses more than that. It involves establishing secure and appropriate travel speeds that consider factors such as the road's purpose, design, means of transportation, surrounding area, and the safety of all road users. Whilst facilitating efficient travel within the region is vital, a key priority is to maximise the safety of all individuals on or near the road.

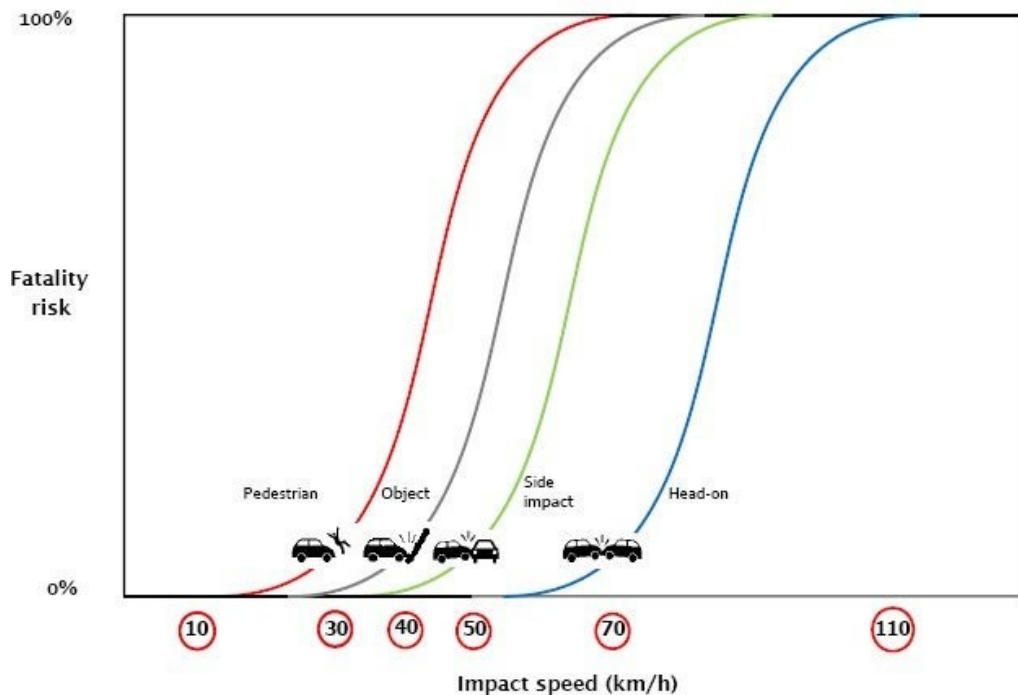


Figure 1-1: Fatality risk at a range of speeds

New Zealand's road safety performance has been deteriorating since 2013. Whilst the number of accidents has remained relatively steady over the past few years, the severity of these incidents has worsened. There has also been a decline in the number of people choosing to walk, cycle, or utilise bus services as there are few sections of the road network where pedestrians, cyclists, or buses are given priority over vehicles.

Implementing safer speed limits around schools and key urban areas allows us to contribute to safety on Manawātū Roads. When vehicles reduce their speed, particularly during peak hours around school areas, children will perceive greater safety and be more likely to opt for walking or cycling. Moreover, lower vehicle speeds will play a role in minimising the extent of harm during unfortunate accidents. The proposals are in line with our local strategy as well as the overarching road safety strategy of the Government.

1.3 CURRENT SITUATION IN MANAWATŪ

A total of 2,613 crashes throughout the Manawātū District were reported between 2013 and 2022 (on local and State Highway networks combined), comprising 62 deaths, 280 serious injuries and 1,045 minor injuries. Over this period the number of death and serious injuries (DSI's) steadily increased (as shown in Figure 1-2).

This is also reflected in an increase in the 5-year rolling average of DSI's that, as at 31 December 2022, was 37. To achieve the Government's Road to Zero strategy target of a 40% reduction in DSI's, MDC and Waka Kotahi would need to lower¹ instances to 22 by 2030.

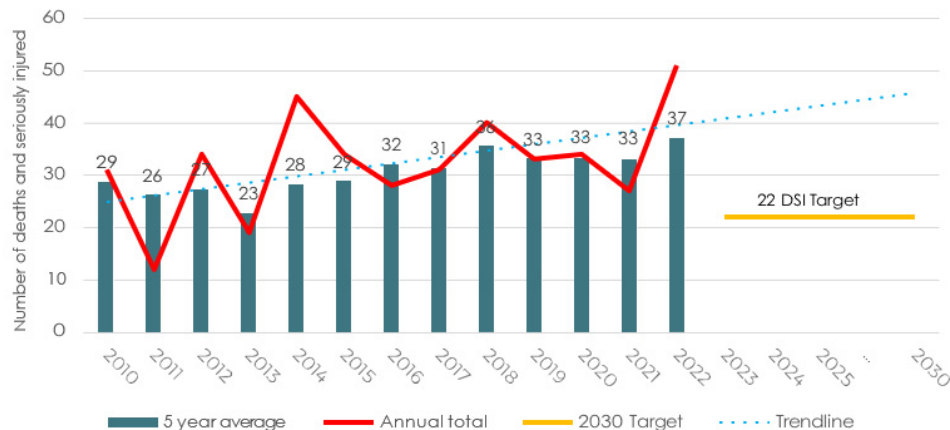


Figure 1-2: Deaths and serious injuries in Manawātū (2010-2022)

The introduction of lower speed limits outside of schools in Manawātū began in 2021 and will be completed by 30 June 2027, in accordance with the Land Transport Rule: Setting of Speed Limits 2022 (detailed in Section 2.2 below).

As part of the requirement to implement Safe and Appropriate Speeds (SaAS) at schools, the school speed zones and safety improvements captured in Table 1-1 on the following page have been (or will be) implemented by June 2024.

The **mandatory application** of appropriate speed limit(s) for the remaining schools are incorporated as part of this 2024-2027 Speed Management Plan.

¹ The reduction to 22 death and serious injuries (DSI) in the Manawātū is based on 2018 DSI levels (aligned with Road to Zero targets)

Table 1-1: Speed Management and Infrastructure Improvements at Schools on Local Road Network (to date)

School	Infrastructure Treatment(s) Applied to Date	Speed Management
Feilding High	Crossing improvements (North St and Churcher St) Parking area / delineation improvements	Variable Speed Limit 30 km/h
Feilding Intermediate	Delineation improvements	Variable Speed Limit 30 km/h
North Street	Delineation improvements	Variable Speed Limit 30 km/h
Lytton Street	Traffic calming Crossing improvement (Lytton St) Crossing improvement (Monmouth St) Bus stopping area, parking and delineation improvements	-
Manchester Street	Crossing improvement (Church St) Bus stopping area and parking improvement	-
St Joseph's	Crossing improvement	-
Hiwinui	Footpath installation	Variable Speed Limit 60 km/h
Taonui	Right turn bay Left turn filter lane Bus stopping area and delineation improvements	Variable Speed Limit 60 km/h
Bainesse	Right Turn Bay Guardrail installation	Variable Speed Limit 60 km/h
Kopane	Right turn bay	Variable Speed Limit 60 km/h
Rongotea	Traffic calming Crossing improvement	-
Mt Biggs	Active school warning signage Crossing improvement	60 km/h Permanent Speed Limit *
Halcombe	Parking area improvement	40 km/h Permanent Speed Limit *
Sanson	Standard school signage	40 km/h Permanent Speed Limit *
Colyton	Active school warning signage Footpath installation Parking area improvement	-
Waituna West	Active school warning signage	-
Kairanga	Active school warning signage	-
Kiwitea	Active school warning signage	-
Awahou South	Standard school signage	-
Glen Oroua	Standard school signage	-
Kimbolton	Standard school signage	-
Tangimoana	Crossing facility Standard school signage	-
Apiti	Standard school signage	-

* to be implemented by June 2024

2 POLICY AND STRATEGIC CONTEXT

2.1 GOVERNMENT POLICY STATEMENT (GPS)

The Government Policy Statement (GPS) on Land Transport (2021/22 - 2030/31) outlines the Government's strategic priorities for land transport investment over a 10-year period. The four strategic priorities of the current GPS are shown in Figure 2-1.

Two of the strategic priorities in the GPS relate directly to road safety:

- Developing a transport system where no one is killed or seriously injured; and
- Developing a low-carbon transport system that supports emission reductions while improving safety and inclusive access.

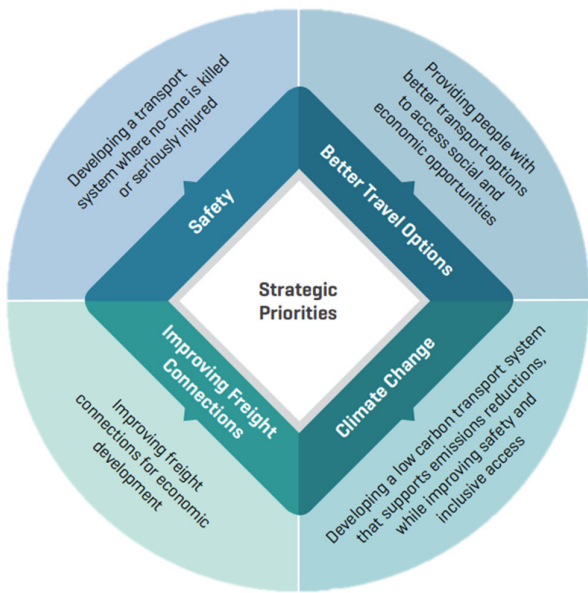


Figure 2-1: Government Policy Statement Strategic Priorities

Speed Management Plans *must* be consistent with the road safety aspects of the GPS on land transport (as outlined in the Land Transport Rule: Setting of Speed Limits 2022). Alignment of the Manawātū Speed Management Plan with the strategic priorities in the GPS is outlined in Table 2-1.

Table 2-1: Manawātū District Council Speed Management Alignment with the GPS priorities

GPS Priority	Alignment
Safety	This plan seeks to improve safety on the transport network by reducing speeds on local transport network to be safe and appropriate, thereby reducing the risk of death and serious injury in the event of a collision and improving road safety. This aligns with the objectives in both the Road to Zero Strategy and GPS, where no one is killed or seriously injured on the transport network.
Better travel Options	Safe and appropriate speeds around schools and in urban areas will make these places safer for people walking, cycling, and using alternative active modes.

GPS Priority	Alignment
Climate change	Safe and appropriate speeds will increase active mode uptake, resulting in a reduction in vehicle kilometres travelled (KVT) and carbon emissions.
Improving freight connections	A reduction in speed limits will lead to a fewer crashes and therefore more reliable travel times for freight movement. Infrastructure to support lower speeds will also encourage freight movement onto more appropriate transport routes and improving freight efficiency.

2.2 LAND TRANSPORT RULE: SETTING OF SPEED LIMITS 2022

The Land Transport Rule: Setting of Speed Limits 2022 ('the Rule') provides a framework for setting speed limits across New Zealand through the formation of speed management plans (SMP), with consideration of speed limits alongside infrastructure investment by Road Controlling Authorities (RCA's).

Under the Rule, RCA's like Manawātū District Council are required to:

- Develop a 10-year SMP addressing safe and appropriate speed limits and supporting infrastructure;
- Implement safe speed limits outside schools by 31 December 2027, with an interim target of 40 percent of schools by 30 June 2024; and
- Submit the SMP to the Regional Transport Committee (RTC) to develop a regional SMP, that aligns with the 3-year cycle of the Regional Land Transport Plan (RLTP) process and National Land Transport Programme (NLTP).

2.3 ROAD TO ZERO

New Zealand's *Road to Zero* strategy was adopted in 2019, outlining a strategy to guide improvements in road safety in New Zealand over the next 10 years (from 1 January 2020 to 31 December 2029).

Vision: 'A New Zealand where no-one is killed or seriously injured in road crashes.' This vision means that no death or serious injury while travelling on our roads is acceptable.

The Road to Zero targets a reduction of 40 percent in annual deaths and serious injuries by 2030.

2.4 REGIONAL TRANSPORT VISION

The Horizons' Regional Land Transport Plan (RLTP) sets out the current state of the region's transport network, the challenges it faces, and future investment priorities to achieve the region's shared vision. Developed by Horizons' Regional Transport Committee (RTC) on behalf of Horizons Regional Council and in collaboration with regional partners.

Vision: 'A region that connects central New Zealand and supports safe, accessible and sustainable transport options.'

Aligned with goals set in the Road to Zero Strategy, the RLTP has set a target of a 40% reduction in deaths and serious injuries on the region's road by 2030.

3 SPEED MANAGEMENT PLAN DEVELOPMENT

3.1 SPEED MANAGEMENT PRINCIPLES

To develop its SMP, MDC is guided by the Safe System approach which recognises that road crashes are caused by human error, the human body's limitations, and the shared responsibility for safety among those who design, build, manage, and use roads and vehicles. All aspects of the system must be strengthened to ensure road users are protected even if one part fails. The four speed management principles include: safety; whole of system; community wellbeing; and movement and place (as shown in Figure 3-1).



Figure 3-1: Guiding Principles for Speed Management

3.2 COMMUNITY AND IWI ENGAGEMENT

Engagement is conducted in parallel with the general public and through Council's dedicated Kaitohu Aporei, Principal Advisor - Māori, ensuring all communication remains organic, of a continuous nature, respectful, and open. This aims to ensure opportunities for all to:

- acquire and absorb knowledge - and aspirations - for the district in the speed management space,
- have adequate time to consider and promote each identity's own views, goals, and growth, and
- contribute unique experience and distinctiveness for inclusion and improving outcomes.

This partnership process also aligns with the Council's strategic priorities (listed below, particularly items 2, 3, 4, and 6).

Manawatū District Council Strategic Priorities:

1. **A place to belong and grow. He kāinga e ora pai ai te katoa**
We provide leisure and sports facilities and support community activities to encourage social and cultural well-being for everyone.
2. **A future planned together. He kāinga ka whakamaherea tahitia tōna anamata e te hāpori tonu**
We work with all parts of our community to plan for a future everyone can enjoy.
3. **An environment to be proud of. He kāinga ka rauhihia tōna taiao**
We protect and care for the Manawatū District's natural and physical resources.
4. **Infrastructure fit for future. He kāinga ka tūwhena tonu ōna pūnahahanga, haere ake nei te wā**
We ensure the Manawatū District has infrastructure (water, roads, etc.) that meets the needs of the community now and into the future.
5. **A prosperous, resilient economy. He kāinga ka tōnui tōna ōhanga**
We aim to make the Manawatū District a great place to live, to visit and to do business.
6. **Value for money and excellence in local government. He kāinga ka eke tōna kāwanatanga ā-rohe ki ngā taumata o te kairangi**
We take pride in serving our communities. We focus on doing the best for the district.

3.3 ONE NETWORK FRAMEWORK

Speed limits are set in accordance with the One Network Framework (ONF) – the national classification system for roads and streets in New Zealand. The ONF acknowledges the transport network has 'place' and 'movement' functions, which recognises that roads and streets are destinations as well as transport corridors to move people and goods. There are 12 street categories across urban and rural environments.

The ONF street categories and examples are shown in [Figure 3-2](#).

Unfortunately, a significant portion of the road network is not signed at a Safe and Appropriate Speed (SaAS, see [section 3-4](#)), violating the Guide's framework that requires speeds of 80km/h or less on undivided rural roads and highways, and 30km/h on some urban street categories.

MDC acknowledges the road network's scale, function, and use; recognising that achieving Central Government's vision and objectives requires a strategy that ensures the road network's users and local communities are on board. Thus, MDC is taking a practical approach that involves gradual progression of the road network towards SaAS over time.

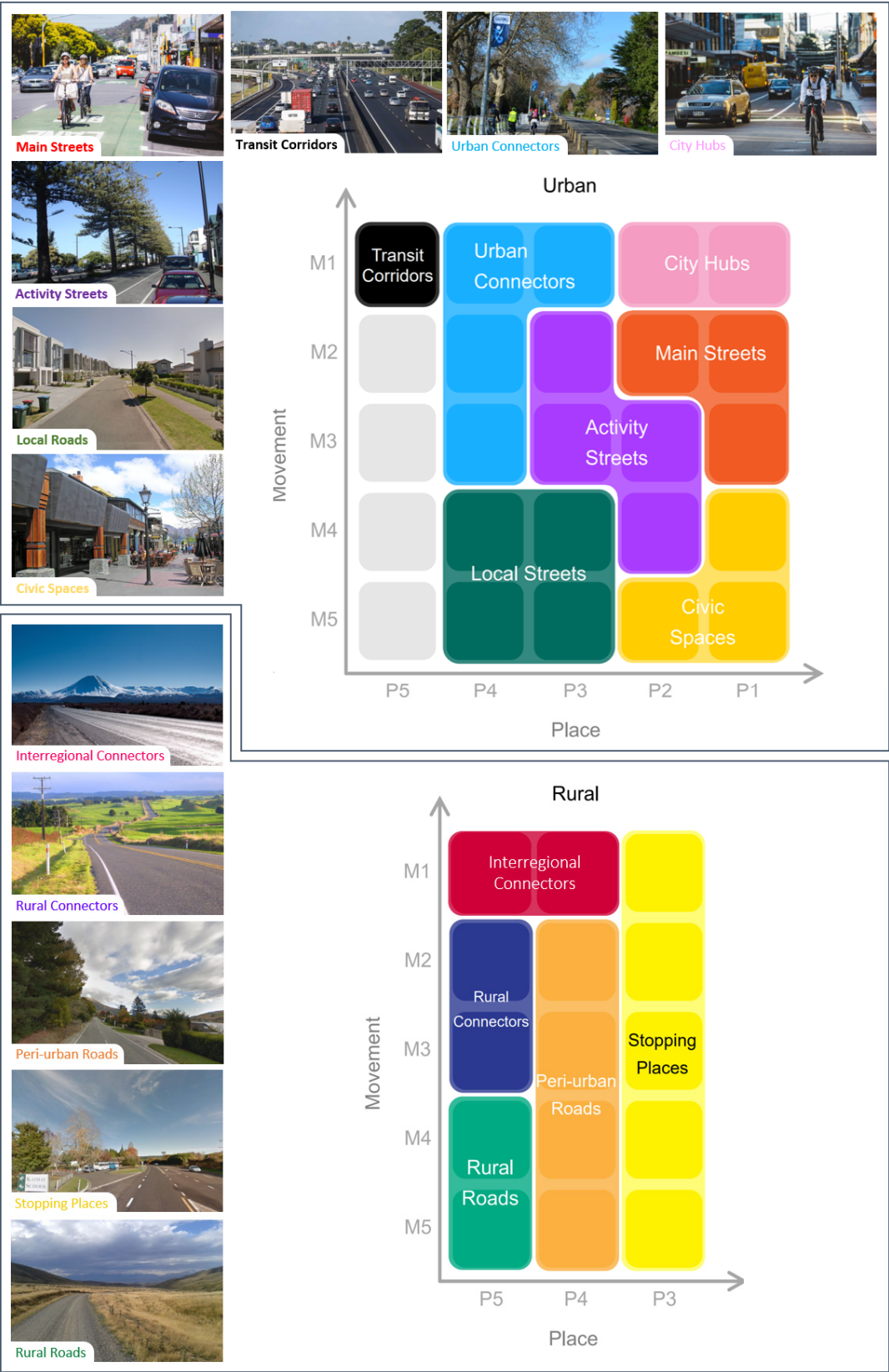


Figure 3-2: One Network Framework | Street categories and examples

3.4 SAFE AND APPROPRIATE SPEED LIMITS

As defined in the Setting of Speed Limits Framework,² a safe and appropriate speed limit is a speed limit that is safe according to the standards set by the Safe System approach, and appropriate in terms of aligning with community wellbeing objectives, movement and place functions, design and infrastructure on the street or road.

The setting of safe and appropriate speed limits involves integrating the One Network Framework Street categories to identify a safe and appropriate speed limit from within that range for a specific street or road (as shown in Table 3-1). To support this process, the Speed Management Guide outlines criteria that must be satisfied to select a given speed limit within the range. The criteria reflect the typical road characteristics, including the road design, the type of road user present, and the safety infrastructure.

Table 3-1: One Network Framework | Safe and Appropriate Speed (SaAS)

Category	Description	SaAS Range
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 safe, reliable and efficient movement of people and goods between regions and strategic centres and mitigate the impact on adjacent communities.	40-60km/h
Rural Connectors	These roads provide the link between rural roads and interregional connectors.	60-100km/h
Rural Roads	These roads primarily provide access to rural land for people who live there and support the land-use activity being undertaken.	60-80km/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
Stopping Places	These are where people gather in a rural setting. Adjacent land use generates on-street activity, and people are likely to be crossing the road.	40-80km/h

² The Setting of Speed Limits Framework, contained within the Speed Management Guide: Road to Zero edition (2022), provides the rationale for identifying the safe and appropriate speeds for all streets and roads.

4 PROPOSED SPEED MANAGEMENT PLAN

4.1 10 YEAR VISION

As per the Rule, speed management plans require a vision, principles, objectives, and measures. These are outlined in this section.

Vision

The Horizons' Regional Land Transport Plan (RLTP) 2021-31 vision is: 'A region that connects central New Zealand and supports safe, accessible and sustain transport options.'

Objectives

Aligned with the objectives in the Horizons' Regional Land Transport Plan (RLTP) 2021-31, this plan has five objectives:

- Transport users in the region have access to affordable transport choices that are attractive, viable and encourage multi-modal travel;
- The regional transport network connects central New Zealand and is efficient, reliable and resilient;
- The transport network is safe for all users;
- The impact of transport on the environment, and the transport system's vulnerability to climate change, is minimised; and
- Transport and land use are integrated to support well-connected communities that promote a strong regional economy and livable economy.

Principles

Aligned with the principles set in the Waka Kotahi speed management guide, MDC will be guided by the following principles:

- Set speed limits to minimise the risk of fatal and serious injury to all road users by reducing impact speeds and crash forces;
- Support speed limits with other speed management activities, such as regulation, enforcement, communications, engagement and monitoring;
- Set speed limits to enable equitable access to a variety of safe and health transport options, and generate public health, accessibility, environmental and amenity co-benefits; and
- Set speed limits in accordance with the One Network Framework street categories, design and infrastructure.

Measures

We will monitor and review the changes we make to speed limits to determine the need for accompanying road safety infrastructure. By doing this we determine whether the vision and objectives in this plan have been achieved.

In particular, we will measure:

- Free-flow speed (average).
- The number and severity of recorded crashes, reported via Waka Kotahi crash analysis system (CAS)

4.2 3-YEAR IMPLEMENTATION PLAN (2024-27)

4.2.1 EXTENT OF NETWORK CONSIDERED

This Speed Management Plan proposes to target amendments to **4.6%** of the total road network (comprising 63.8km of 1373.2km).

Figure 4-1 below summarises the change in road environment within the portion of the road network proposed for change (based on whether the permanent speed limit is above or below 70 km/h). This is primarily as a result of the need to reflect changes in road use, matching residential and sub-divisional expansion on the fringes of the district's villages.

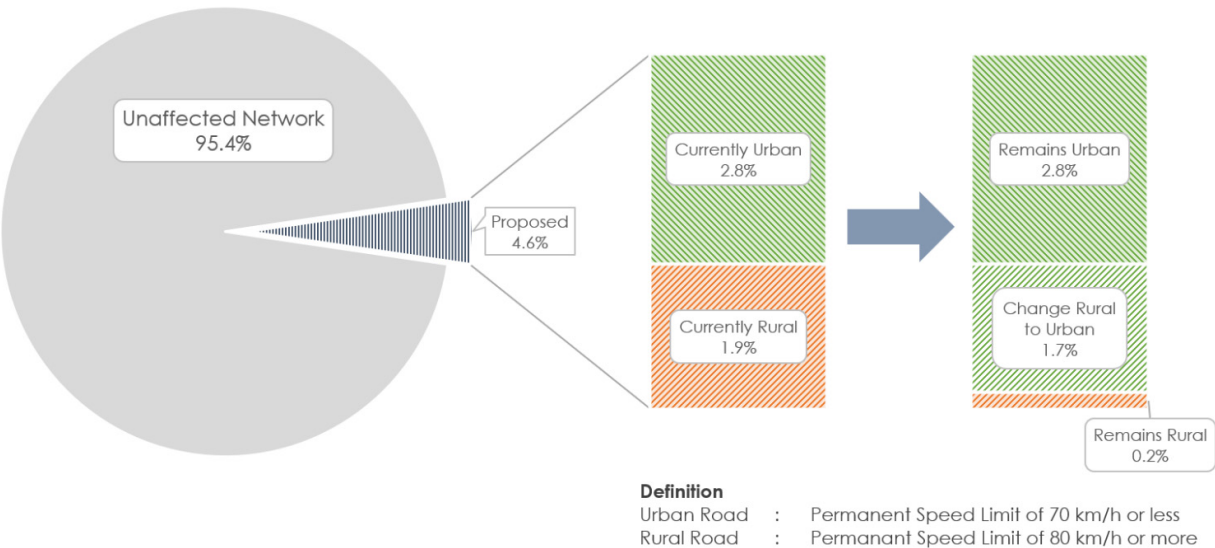


Figure 4-1: Change in Road Environment as a Result of Proposed Speed Limit Amendments

Similarly, Figure 4-2 below summarises the redistribution of speed limits within the 68.2km of road network proposed for change. These primarily consist of amendments to the fringes - and within the boundaries - of the district's villages.

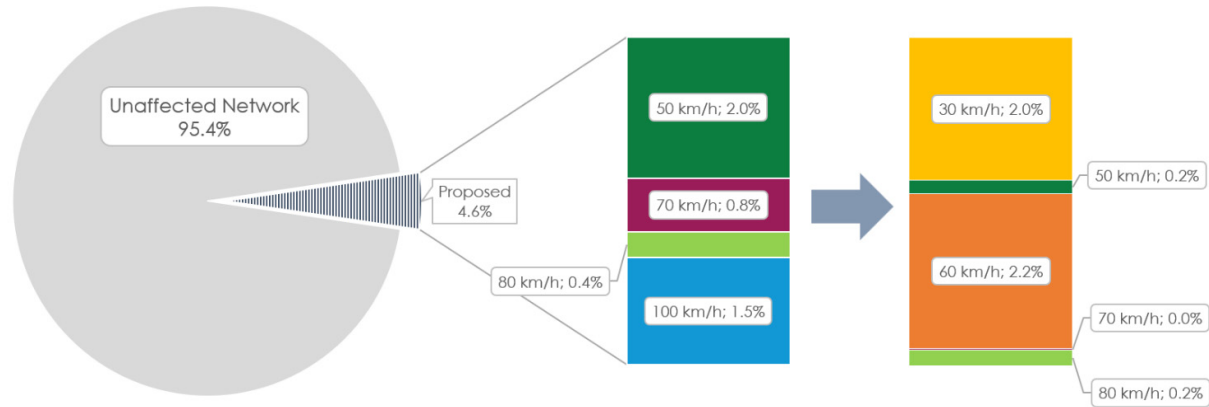


Figure 4-2: Change in Speed Limit Distribution of Proposed Speed Limit Amendments

The Speed Management Plan for the next 3 years will include mandatory changes to schools that will not have had speed treatment applied by 30 June 2024, surrounding roads within - and on the fringe of - villages, and discrete rural links, which have been further detailed in [sections 4.2.2 to 4.2.4](#) below.

4.2.2 SCHOOLS

All schools in the Manawātū District have been identified by Waka Kotahi as high benefit areas for speed management interventions in the short to medium term. This means that Council has been **mandated** to implement new speed limits for:

- 40 percent of all schools directly accessed from roads under their control by 30 June 2024 (has been / is being completed, as detailed in [Section 1.3](#) of this report), and
- remaining schools on the local road network by 30 June 2027.

[Table 4-1](#) summarises the intended speed limits at the remaining schools. The extent of these changes are captured in the speed maps in [Section 4.2.5](#).

Schools are categorised **Cat 1** (maximum speed of 30 km/h) or **Cat 2** (maximum speed limit of 60 km/h), based on whether the majority of students arrive/depart in vehicles or a large proportion of students walk to and from – or congregate outside – the school grounds.

Where a school fronts onto the State Highway, any proposed speed changes will be captured in the Waka Kotahi State Highway Speed Management plan.

Table 4-1: Implementation plan for schools

Map	School	School Category	Proposed Speed Limit(s)	Speed Limit Type	Timeframe
A	Apiti School	Cat 1	30 km/h	Permanent	2024-25
B	Colyton School	Cat 2	60 km/h	Permanent	2024-25
C	Glen Oroua School	Cat 2	60 km/h	Permanent	2026-27
D	St Joseph's School	Cat 1	30 km/h	Variable*	2026-27
	Manchester Street School	Cat 1	30 km/h	Permanent	2026-27
	Lytton Street School	Cat 1	30 km/h	Permanent	2026-27
G	Hiwinui School	Cat 2	40 km/h	Permanent, Variable*	2024-25
H	Kairanga School	Cat 2	60 km/h	Permanent	2024-25
K	Rongotea School	Cat 1	30 km/h	Permanent	2025-26
M	Tangimoana School	Cat 1	30 km/h	Permanent	2025-26
N	Kimbolton School	Cat 1	30 km/h	Permanent	2024-25
O	Awahou School	Cat 2	60 km/h	Permanent	2025-26
P	Kiwitea School	Cat 2	60 km/h	Permanent	2026-27
Q	Waituna West School	Cat 2	60 km/h	Permanent	2025-26

*Variable Speed Limit (VSL). Only active during school start and end times

4.2.3 RURAL ROADS

The implementation of SaAS on the greater 'rural road' network in Manawatu will be considered as part of the longer term Speed Management Plan for 2027 to 2033. Details of these proposed speed changes will be provided as part of the Speed Management Plan review process at the end of 2026.

In the meantime, Manawātū District Council will reduce the speeds of 3 discrete sections of rural road to ensure:

- a) consistency with roads bordering Horowhenua District Council, which have been reduced to 80km/h, and
- b) Rural sub-division activity South of Rongotea Village.

These sections are detailed in Table 4-2 below.

Table 4-2: Rural road speed changes in Manawātū 2024-2027

Map	Rural Road	Proposed Speed Limit(s)	Speed Limit Type	Timeframe
R	Wylie Road	80 km/h	Permanent	2025-26
	Himatangi Block Road	80 km/h	Permanent	2025-26
	Banks Road	80 km/h	Permanent	2025-26

4.2.4 URBAN CENTRES AND VILLAGES

The bulk of this 2024-2027 Speed Management plan addresses SaAS in urban centres & villages across the Manawātū District. Details of the proposed changes are captured in Maps A to Q.

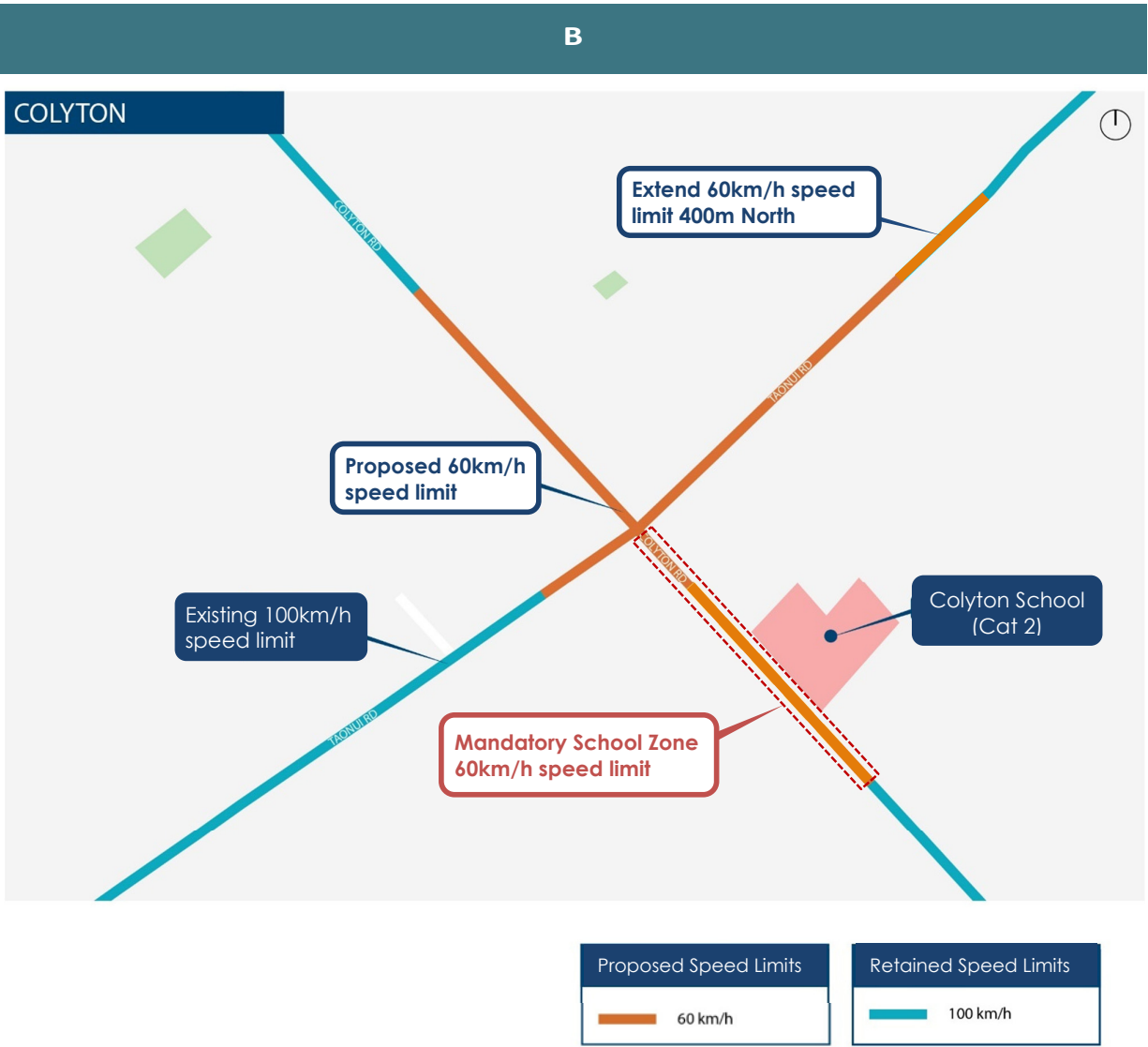
Table 4-3: Urban road speed changes in Manawātū 2024-2027

Map	Urban Area / Settlement	Proposed Speed Limit(s)	Speed Limit Type	Timeframe
A	Apiti	60 km/h	Permanent	2024-25
B	Colyton	60 km/h	Permanent	2024-25
C	Glen Oroua	60 km/h	Permanent	2026-27
D	Feilding CBD	30 km/h	Permanent	2026-27
E	Halcombe	60 km/h, 70 km/h	Permanent	2024-25
F	Himatangi Beach	60 km/h, 30 km/h	Permanent	2025-26
G	Hiwinui	60 km/h	Permanent	2024-25
H	Kairanga	60 km/h	Permanent	2024-25
I	Rangiwahia	60 km/h	Permanent	2025-26
J	Pohangina	60 km/h	Permanent	2025-26
K	Rongotea	30 km/h	Permanent	2025-26
L	Sanson	30 km/h	Permanent	2024-25
M	Tangimoana	30 km/h	Permanent	2025-26
N	Kimbolton	50 km/h	Permanent	2024-25
P	Kiwitea	60 km/h	Permanent	2026-27
Q	Waituna west	60 km/h	Permanent	2025-26

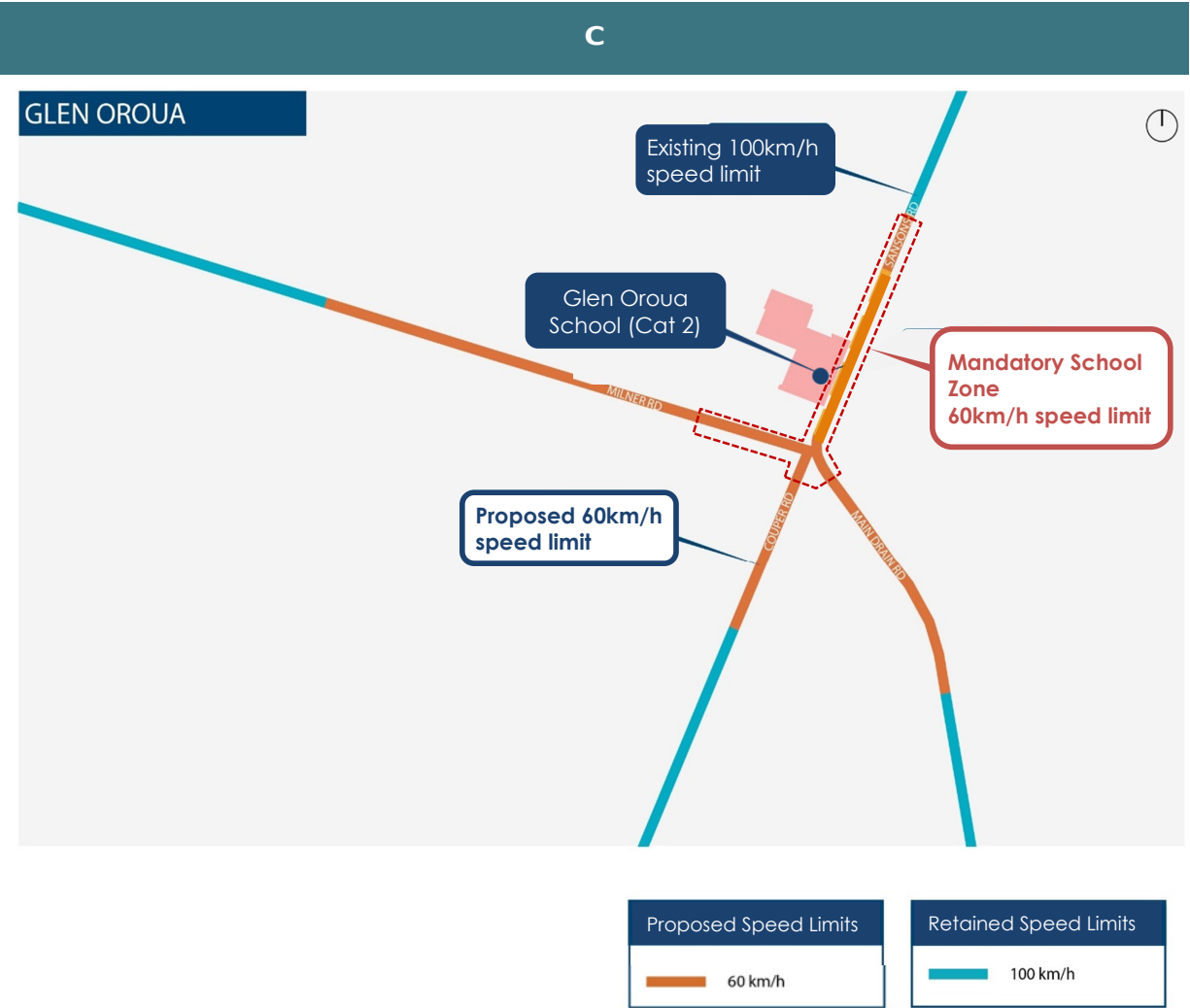
4.2.5 MAPS



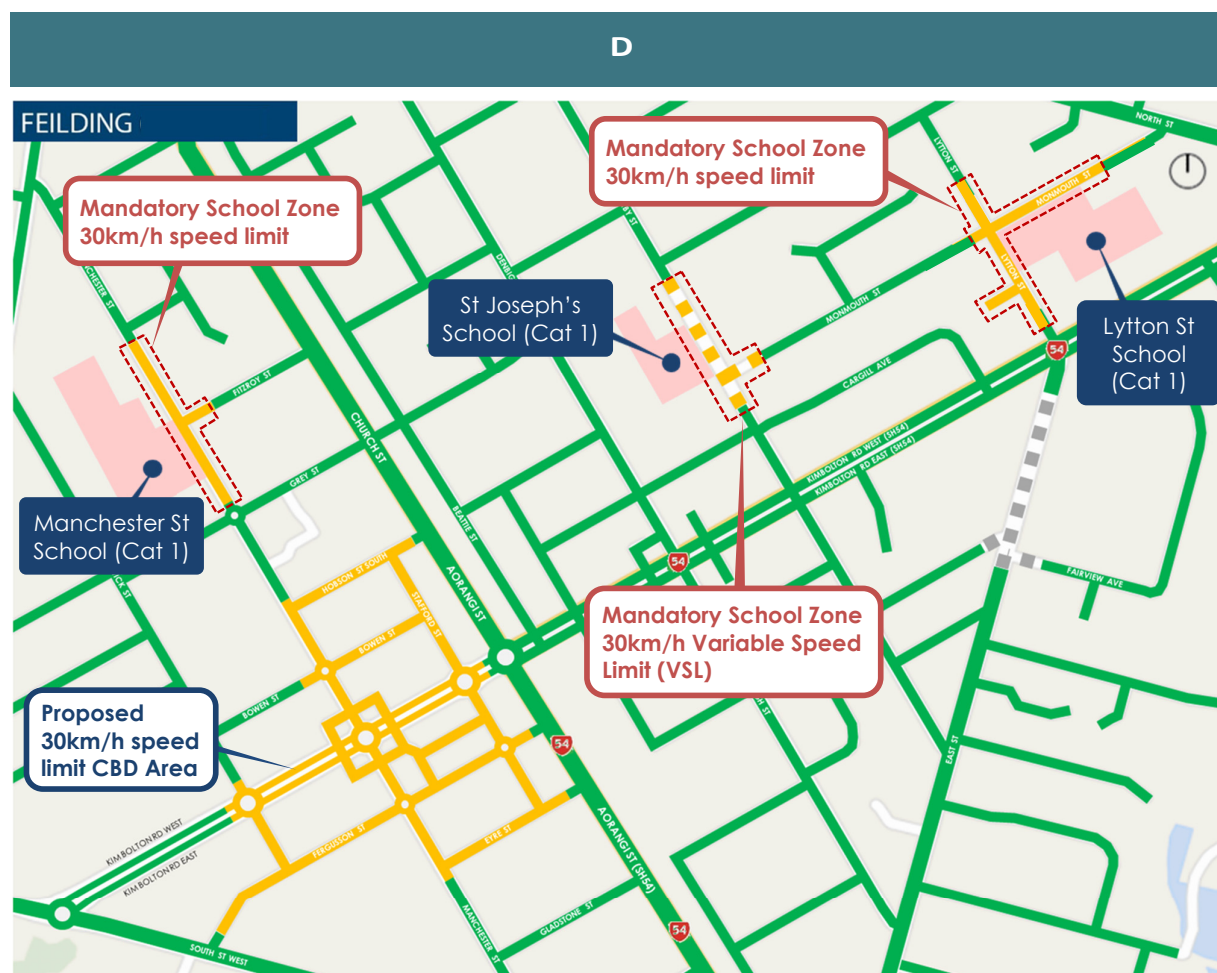
Road	Start	End	Current Speed Limit	Proposed Speed Limit	Length of Road
Oroua Valley Road	Existing 70 km/h	Existing 70 km/h	70 km/h	60 km/h	745m
Watsons Road	Oroua Valley Road	End of road	70 km/h	60 km/h	120m
Ballance Street	Oroua Valley Road	End of road	70 km/h	60 km/h	76m
Bryce Street	Oroua Valley Road	Makoura Road	70 km/h	30 km/h	305m
Bruce Street	Oroua Valley Road	End of road	70 km/h	60 km/h	120m
Makoura Road	Oroua Valley Road	Existing 70 km/h	70 km/h	60 km/h	300m



Road	Start	End	Current Speed Limit	Proposed Speed Limit	Length of Road
Colyton Road	Existing 80 km/h (NW)	Existing 80 km/h (SE)	80 km/h	60 km/h	1004m
Taonui Road	Existing 80 km/h (SW)	Existing 80 km/h (NE)	80 km/h	60 km/h	697m
Taonui Road	Existing 80 km/h (NE)	House #608	100 km/h	60 km/h	400m

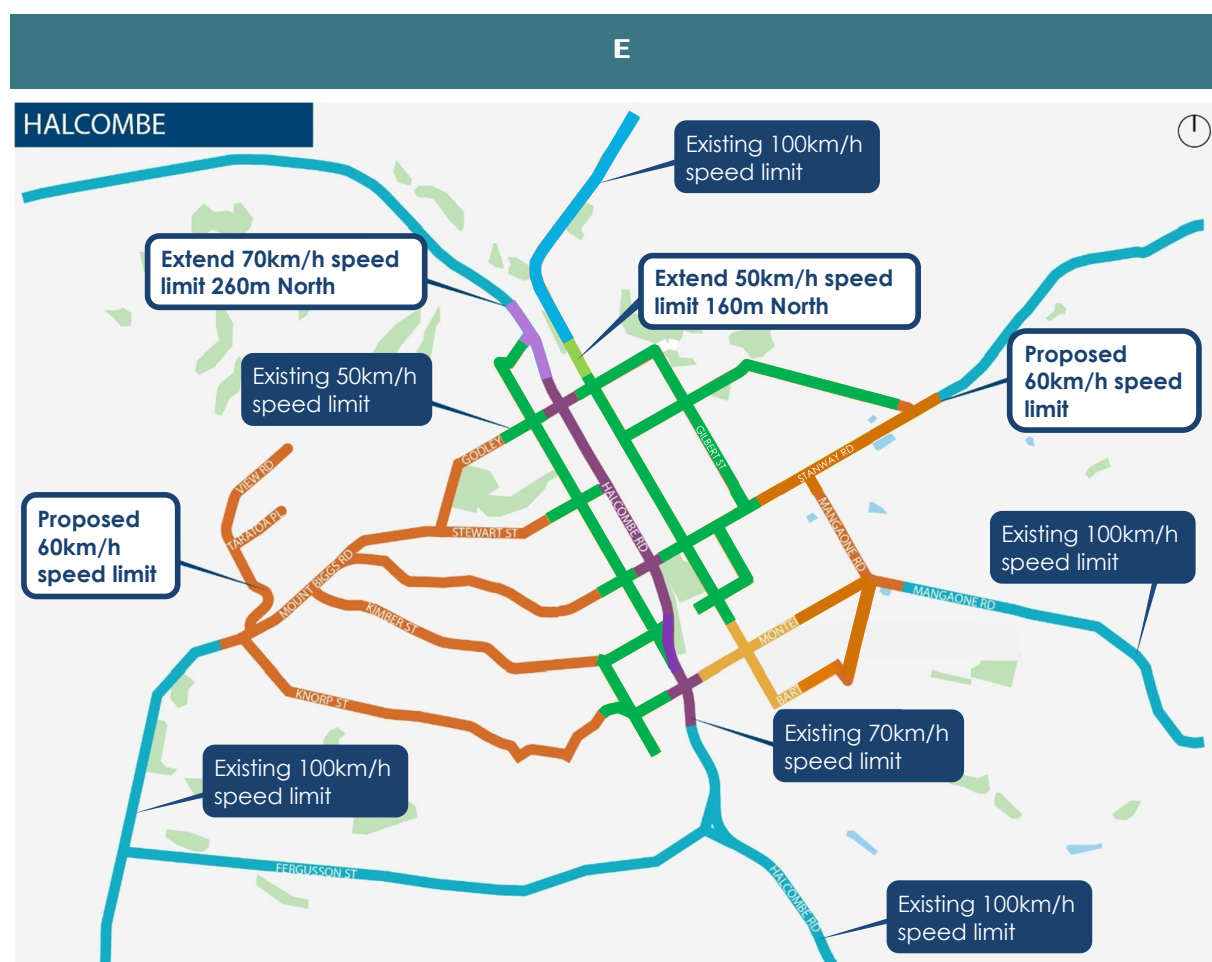


Road	Start	End	Current Speed Limit	Proposed Speed Limit	Length of Road
Milner Road	Existing 70 km/h (W)	Couper Road	70 km/h	60 km/h	395m
Couper Road	Existing 70 km/h (S)	Milner Road	70 km/h	60 km/h	216m
Sansons Road	Existing 70 km/h (N)	Main Drain Road	70 km/h	60 km/h	242m
Main Drain Road	Sansons Road	Existing 70 km/h (SW)	70 km/h	60 km/h	403m



Road	Start	End	Current Speed Limit	Proposed Speed Limit	Length of Road
Manchester Street School					
Manchester Street	Shelton Place	Grey Street	50 km/h	30 km/h	320m
Fitzroy Street	Manchester Street	House #6	50 km/h	30 km/h	80m
St Joseph's School					
Derby Street	Marlborough Street	Monckton Street	50 km/h	30 km/h VSL	278m
Monmouth Street	Derby Street	House #11	50 km/h	30 km/h VSL	117m
Lytton Street School					
Monmouth Street	House #52	House #75	50 km/h	30 km/h	278m
Lytton Street	House #21A/#23A	House #2	50 km/h	30 km/h	260m
Fair Crescent	Lytton Street	End of road	50 km/h	30 km/h	60m
Feilding CBD					
Manchester Street	Makino Stream Bridge	Eyre Street	50 km/h	30 km/h	551m

Road	Start	End	Current Speed Limit	Proposed Speed Limit	Length of Road
Warwick Street	Kimbolton Rd West	Fergusson Street	50 km/h	30 km/h	161m
Hobson St South	Manchester Street	Church Street	50 km/h	30 km/h	240m
Bowen Street	Manchester Street	Stafford Street	50 km/h	30 km/h	220m
Stafford Street	Hobson St South	Eyre Street	50 km/h	30 km/h	509m
Fergusson Street	South St West	Aorangi St (SH54)	50 km/h	30 km/h	648m
Eyre Street	Manchester Street	Aorangi St (SH54)	50 km/h	30 km/h	268m
Goodbehere Street	Fergusson Street	Manchester Square	50 km/h	30 km/h	87m
MacArthur Street	Goodbehere Street	Stafford Street	50 km/h	30 km/h	130m
Manchester Square	Feilding Hotel	ANZ	50 km/h	30 km/h	98m
Manchester Square	FMG	You Travel	50 km/h	30 km/h	98m
Manchester Square	BNZ	Caci	50 km/h	30 km/h	100m
Manchester Square	Smith's Pharmacy	My Farm	50 km/h	30 km/h	95m
Kimbolton Rd West	Warwick Street	Stafford St	50 km/h	30 km/h	467m
Kimbolton Rd East	Warwick Street	Stafford St	50 km/h	30 km/h	467m
Kimbolton-Stafford Roundabout			50 km/h	30 km/h	87m
Kimbolton-Manchester Roundabout			50 km/h	30 km/h	78m
Kimbolton-Warwick Roundabout			50 km/h	30 km/h	72m



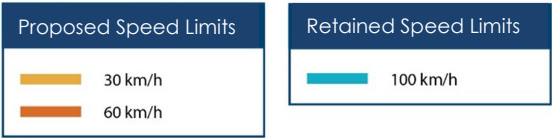
Proposed Speed Limits	
—	50 km/h
—	60 km/h
—	70 km/h

Retained Speed Limits	
—	30 km/h
—	70 km/h
—	50 km/h

Road	Start	End	Current Speed Limit	Proposed Speed Limit	Length of Road
Halcombe Road	Existing 70 km/h (N)	House #1153	100 km/h	70 km/h	260m
Tokorangi Rd	Existing 50 km/h (N)	House #151A	100 km/h	50 km/h	160m
Stanway Road	Pearce Road	Existing 50 km/h	100 km/h	60 km/h	755m
Pearce Street	Stanway Road	Existing 50 km/h	100 km/h	60 km/h	30m
Mangaone Road (Halcombe)	Monteith Street	Stanway Road	100 km/h	60 km/h	464m
Mangaone Road	House #819	Monteith Street	100 km/h	60 km/h	117m
Monteith Street	Existing 50 km/h	Mangaone Road	100 km/h	60 km/h	221m
Vogel Street	Monteith Street	Barton Street	100 km/h	60 km/h	373m
Barton Street	Vogel Street	House #10	100 km/h	60 km/h	209m
Mt Biggs Road	House #210	Existing 50 km/h	100 km/h	60 km/h	1652m
Knorp Street	Mt Biggs Road	Existing 50 km/h	100 km/h	60 km/h	1475m
Kimber Street	Existing 50 km/h	Mt Biggs Road	100 km/h	60 km/h	1132m

Road	Start	End	Current Speed Limit	Proposed Speed Limit	Length of Road
Stewart Street	Existing 50 km/h	Mt Biggs Road	100 km/h	60 km/h	805m
Stewart Street (Left Leg)	Stewart Street	Mt Biggs Road	100 km/h	60 km/h	35m
Godley Street	Existing 50 km/h	Stewart Street	100 km/h	60 km/h	460m
View Road	Mt Biggs Road	End of road	100 km/h	60 km/h	854m
Taratoa Place	View Road	End of road	100 km/h	60 km/h	207m

F

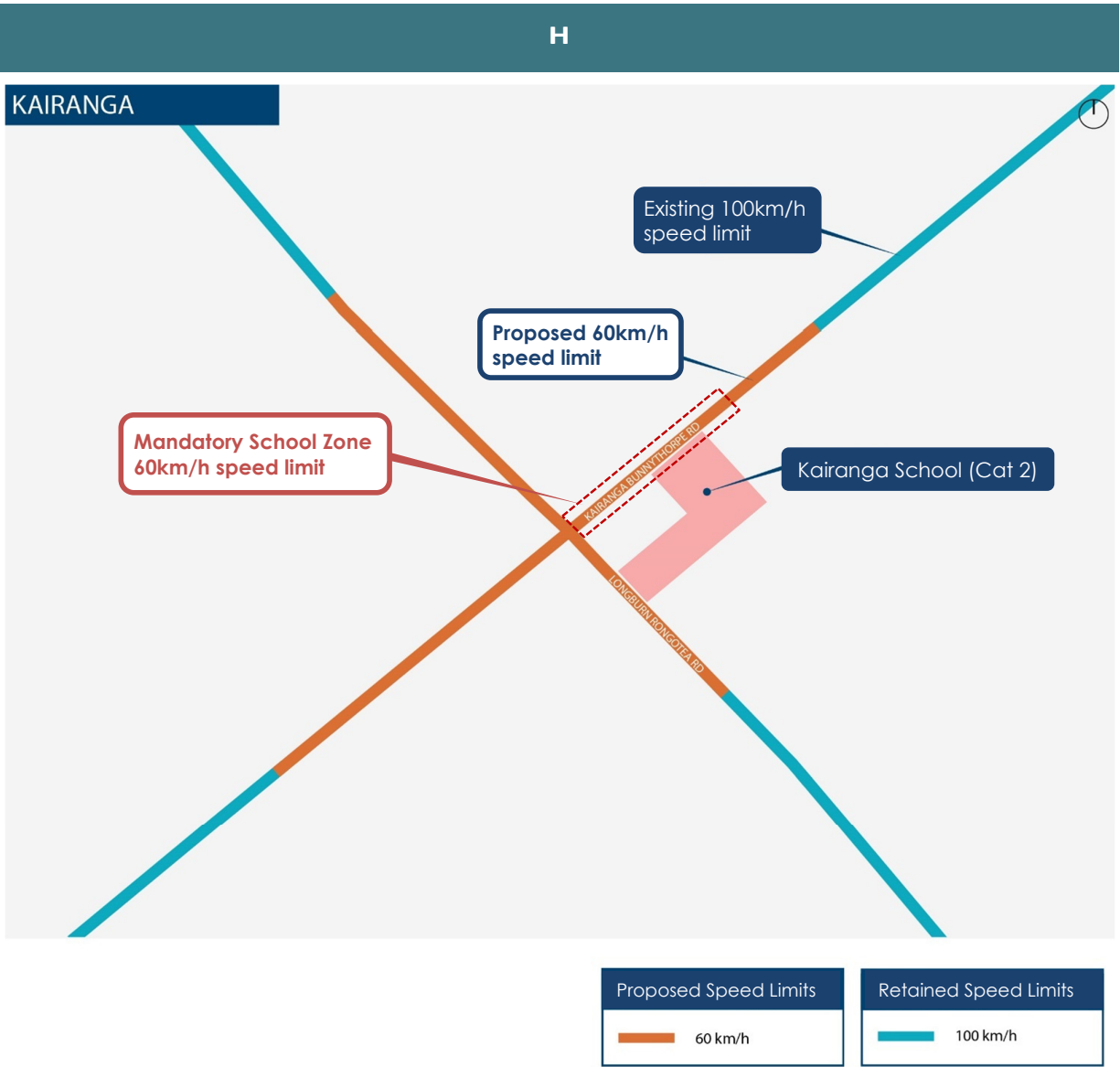


Road	Start	End	Current Speed Limit	Proposed Speed Limit	Length of Road
Himatangi Beach Road	Existing 70 km/h	Existing 50 km/h	70 km/h	60 km/h	634m
Farm road	Existing 70 km/h	End of road	70 km/h	60 km/h	130m
Koputara Road	Existing 50 km/h	Hunia Terrace	50 km/h	30 km/h	1024m
Koputara Rd (Beach Access)	Hunia Terrace	Existing 30 km/h	50 km/h	30 km/h	100m
Hunia Terrace	Koputara Road	End of road	50 km/h	30 km/h	623m
Fire Lane	Koputara Road	End of road	50 km/h	30 km/h	112m
Barling Street	Koputara Road	Himatangi Street	50 km/h	30 km/h	392m
Himatangi Street	Hunia Terrace	Barling Street	50 km/h	30 km/h	784m
Sandown Avenue	Barling Street	Sandown Roundabout	50 km/h	30 km/h	147m
Sandown Roundabout	Sandown Avenue	Sandown Ave (no exit)	50 km/h	30 km/h	74m
Tararua Drive	Sandown Roundabout	End of road	50 km/h	30 km/h	38m
Sandown Ave (no exit)	Sandown roundabout	End of road	50 km/h	30 km/h	198m
Ruanui Street	Koputara Road	Himatangi Street	50 km/h	30 km/h	413m
Muapoko Street	Koputara Road	Himatangi Street	50 km/h	30 km/h	443m

Road	Start	End	Current Speed Limit	Proposed Speed Limit	Length of Road
Kauwhata Street	Koputara Road	Himatangi Street	50 km/h	30 km/h	396m
Raukawa Street	Koputara Road	Himatangi Street	50 km/h	30 km/h	338m
Rangitane Street	Koputara Road	Himatangi Street	50 km/h	30 km/h	270m
Ngatiawa Street	Rangitane Street	Barling Street	50 km/h	30 km/h	463m
Te Kiri Street	Hunia Terrace	Mahuri Street	50 km/h	30 km/h	456m
Mahuri Street	Te Kiri Street	End of road	50 km/h	30 km/h	166m
Te Awa Awa Grove	Te Kiri Street	End of road	50 km/h	30 km/h	74m
Muritai Grove	Te Kiri Street	End of road	50 km/h	30 km/h	56m
Kawana Grove	Hunia Terrace	End of road	50 km/h	30 km/h	67m



Road	Start	End	Current Speed Limit	Proposed Speed Limit	Length of Road
Reid Line East	Existing 80 km/h (W)	Watershed Road	80 km/h	60 km/h	1397m
Watershed Road	Existing 80 km/h (S)	Existing 80 km/h (N)	80 km/h	60 km/h	1996m
Reid Line East	Greer Court (private)	Watershed Road	60 km/h VSL	40 km/h VSL	94m
Watershed Road	House #177	House #204	60 km/h VSL	40 km/h VSL	330m



Road	Start	End	Current Speed Limit	Proposed Speed Limit	Length of Road
Kairanga Bunnythorpe Road	Existing 70 km/h (E)	Existing 70 km/h (W)	70 km/h	60 km/h	1047m
Rongotea Road	Existing 70 km/h (N)	Existing 70 km/h (S)	70 km/h	60 km/h	846m



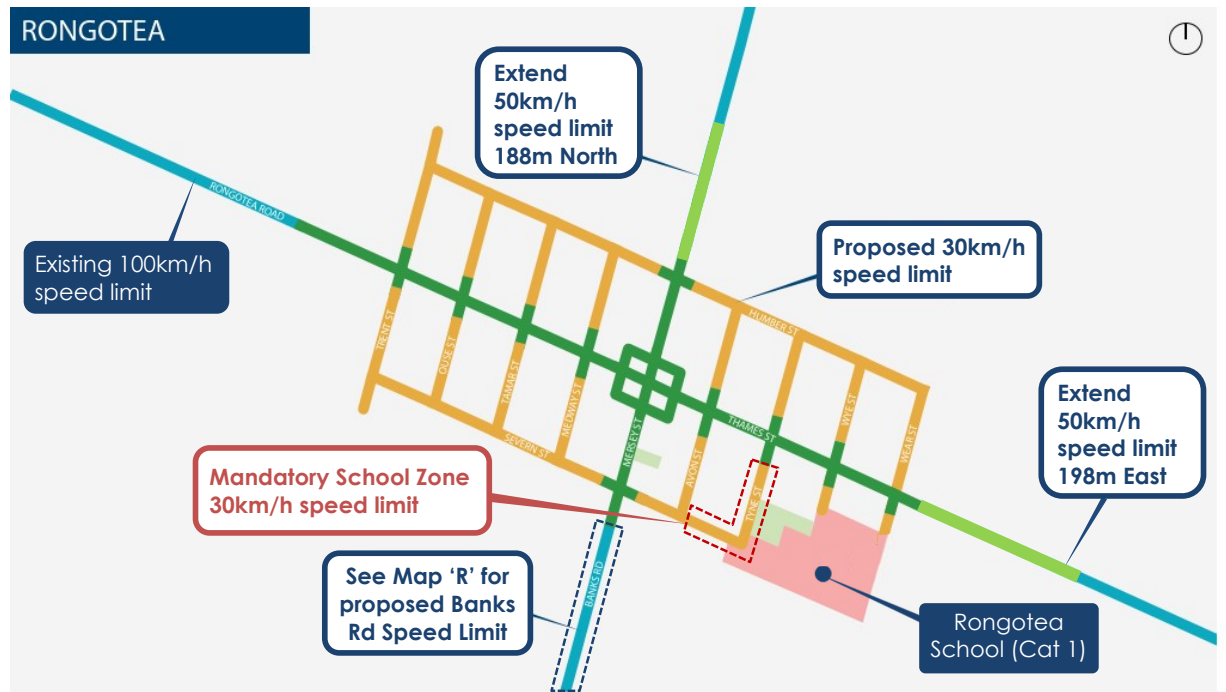
Road	Start	End	Current Speed Limit	Proposed Speed Limit	Length of Road
Rangiwahia Road	House #2467	Existing 70 km/h (S)	100 km/h	60 km/h	435m
Rangiwahia Road	Existing 70 km/h (S)	Existing 70 km/h (N)	70 km/h	60 km/h	556m
Maungawhakariki Street	Rangiwahia Road	End of road	70 km/h	60 km/h	300m
Mangaroa Street	Rangiwahia Road	Wairaki Street	100 km/h	60 km/h	221m
Wairaki Street	Mangaroa Street	End of road	100 km/h	60 km/h	163m

J



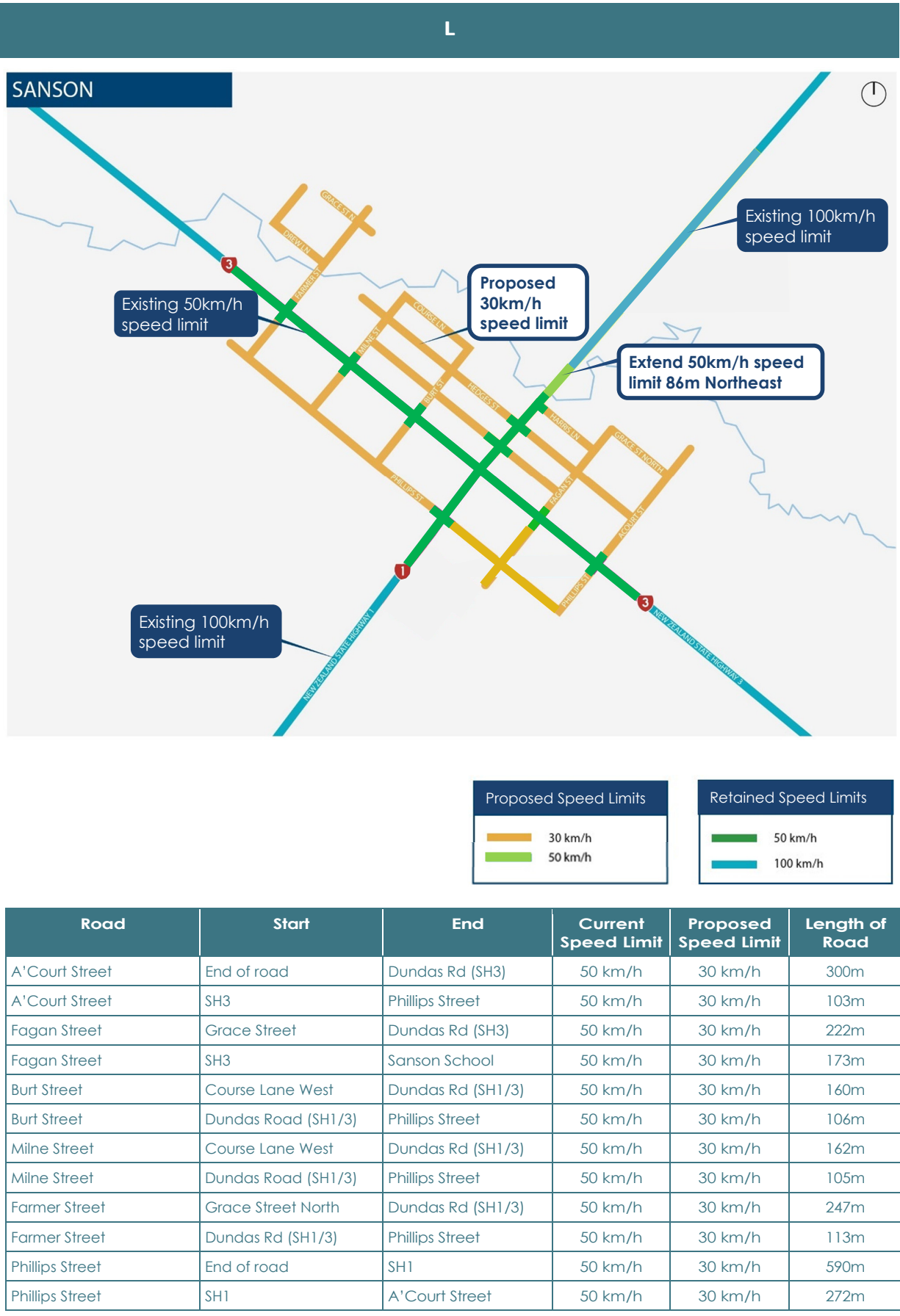
Road	Start	End	Current Speed Limit	Proposed Speed Limit	Length of Road
Pohangina Road	Existing 70 km/h (SW)	Existing 70 km/h (NE)	70 km/h	60 km/h	1651m
Pohangina Road	Existing 70 km/h (NE)	House #1460	100 km/h	60 km/h	846m
Finnis Rd (Urban)	Existing 70 km/h (NW)	Pohangina Road	70 km/h	60 km/h	455m
Kiwi Street	Finnis Road (Urban)	End of road	70 km/h	60 km/h	134m
Kuku Road	Finnis Road (Urban)	Pohangina Road	70 km/h	60 km/h	1193m
Weka Street	Pohangina Road	End of road	70 km/h	60 km/h	261m
Domain Road	Pohangina Road	End of road	70 km/h	60 km/h	232m

K



Road	Start	End	Current Speed Limit	Proposed Speed Limit	Length of Road
Rongotea Road	Existing 50 km/h (E)	House #562	100 km/h	50 km/h	198m
Waitohi Road	House #414	Mersey Street	100 km/h	50 km/h	188m
Humber Street	Trent Street	Mersey Street	50 km/h	30 km/h	470m
Humber Street	Mersey Street	Wear Street	50 km/h	30 km/h	469m
Severn Street	Trent Street	Mersey Street	50 km/h	30 km/h	470m
Severn Street	Mersey Street	Tyne Street	50 km/h	30 km/h	232m
Trent Street	End of road	Thames Street	50 km/h	30 km/h	245m
Trent Street	Thames Street	End of road	50 km/h	30 km/h	240m
Ouse Street	Humber Street	Thames Street	50 km/h	30 km/h	182m
Ouse Street	Thames Street	Severn Street	50 km/h	30 km/h	180m
Tamar Street	Humber Street	Thames Street	50 km/h	30 km/h	181m
Tamar Street	Thames Street	Severn Street	50 km/h	30 km/h	183m
Medway Street	Humber Street	Thames Street	50 km/h	30 km/h	182m
Medway Street	Thames Street	Severn Street	50 km/h	30 km/h	184m
Avon Street	Humber Street	Thames Street	50 km/h	30 km/h	184m
Avon Street	Thames Street	Severn Street	50 km/h	30 km/h	163m
Tyne Street	Humber Street	Thames Street	50 km/h	30 km/h	185m

Road	Start	End	Current Speed Limit	Proposed Speed Limit	Length of Road
Tyne Street	Thames Street	Severn Street	50 km/h	30 km/h	166m
Wye Street	Humber Street	Thames Street	50 km/h	30 km/h	170m
Wye Street	Thames Street	End of road	50 km/h	30 km/h	89m
Wear Street	Humber Street	Thames Street	50 km/h	30 km/h	187m
Wear Street	Thames Street	End of road	50 km/h	30 km/h	84m



Road	Start	End	Current Speed Limit	Proposed Speed Limit	Length of Road
Hedges Street	End of road	Cemetery Road	50 km/h	30 km/h	383m
Hedges Street	Cemetery Road	A'Court Street	50 km/h	30 km/h	303m
Grace Street	Fagan Street	A'Court Street	50 km/h	30 km/h	159m
Grace Street North	Farmer Street	End of road	50 km/h	30 km/h	72m
Drew Lane	Farmer Street	End of road	50 km/h	30 km/h	7m
Harris Lane	Cemetery Road	Fagan Street	50 km/h	30 km/h	161m
Course Lane West	Milne Street	End of road	50 km/h	30 km/h	292m
Service Station Lane	Phillips Street	Service Lane South	50 km/h	30 km/h	65m
Service Lane North	A'Court Street	Cemetery Road	50 km/h	30 km/h	312m
Service Lane North	Cemetery Road	End of lane	50 km/h	30 km/h	368m
Service Lane South	Service Station Lane	Milne Street	50 km/h	30 km/h	278m
Cemetery Road (Rural)	House #27	Existing 50 km/h	100 km/h	50 km/h	86m

M



Road	Start	End	Current Speed Limit	Proposed Speed Limit	Length of Road
Tangimoana Road	Existing 50 km/h	Punga Street	50 km/h	30 km/h	195m
Tangimoana Beach Rd	Tangimoana Road	Existing 50 km/h	50 km/h	30 km/h	197m
Tangimoana Beach Rd	Existing 50 km/h	End of road	100 km/h	60 km/h	1269m
Punga Street	Aru Street	Tangimoana Road	50 km/h	30 km/h	905m
Aru Street	Punga Street	Anga Street	50 km/h	30 km/h	371m
Anga Street	Aru Street	End of road	50 km/h	30 km/h	246m
Scotts Ferry Road	Aru Street	End of road	50 km/h	30 km/h	926m
Nuku Street	Anga Street	End of road	50 km/h	30 km/h	962m
Moana Street	Aru Street	Beach Street	50 km/h	30 km/h	238m
Beach Street	Moana Street	Punga Street	50 km/h	30 km/h	243m
Recreation Street	Beach Street	Ripa Street	50 km/h	30 km/h	183m
Ripa Street	Kuku Street	End of road	50 km/h	30 km/h	228m
Kuku Street	Kina Street	Ripa Street	50 km/h	30 km/h	391m
Domain Parade	Kuku Street	End of road	50 km/h	30 km/h	98m
Paua Street	Kuku Street	End of road	50 km/h	30 km/h	129m
Koura Street	Kuku Street	Punga Street	50 km/h	30 km/h	176m
Kina Street	Punga Street	Kuku Street	50 km/h	30 km/h	247m



Proposed Speed Limits		Retained Speed Limits	
	30 km/h		50 km/h
	50 km/h		100 km/h

Road	Start	End	Current Speed Limit	Proposed Speed Limit	Length of Road
Kimbolton Road	Existing 50 km/h (N)	150m from 50 km/h (N)	100 km/h	50 km/h	150m
Flyer Street	House #32	Henderson Street	50 km/h	30 km/h	79m
Henderson Street	Flyer Street	Start of gravel road	50 km/h	30 km/h	173m
Fleury Street	Kimbolton Road Nth	Henderson Street	50 km/h	30 km/h	85m
Haggerty Street	Rangiwahia Road	End of road	100 km/h	50 km/h	816m
London Street	Forest Road	Haggerty Street	100 km/h	50 km/h	990m

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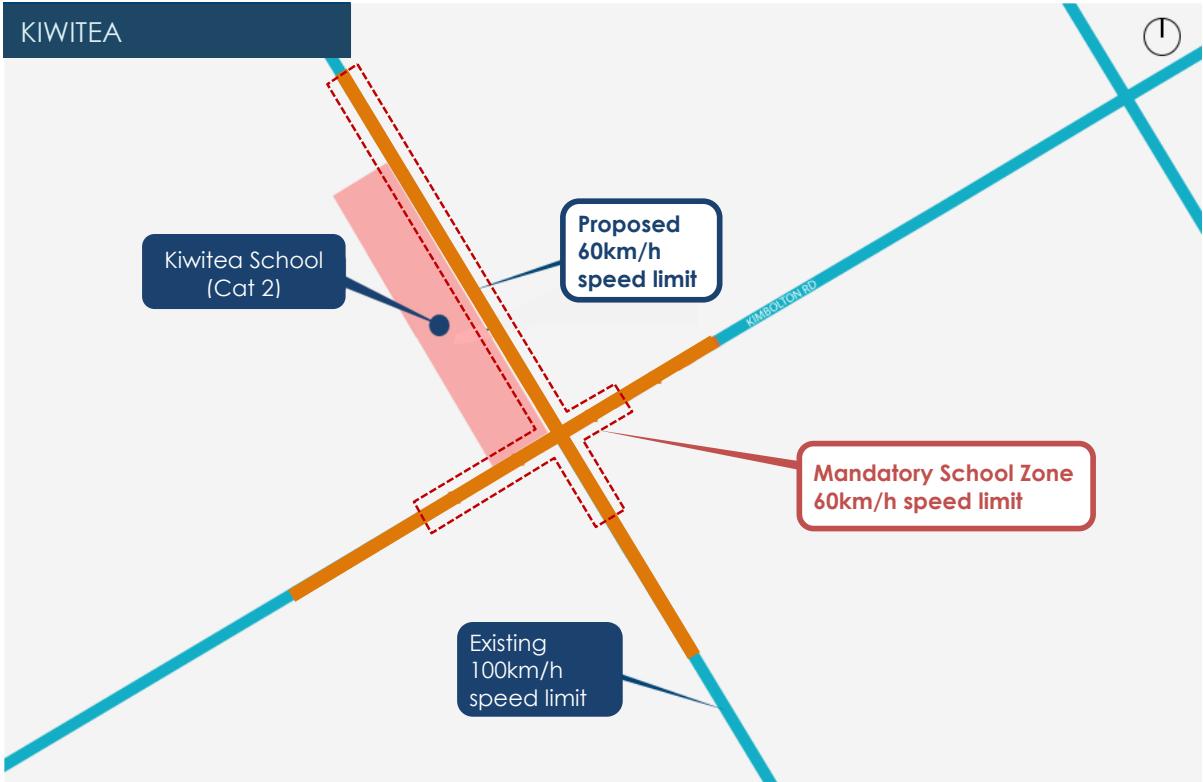


Proposed Speed Limits	
	60 km/h

Retained Speed Limits	
	100 km/h

Road	Start	End	Current Speed Limit	Proposed Speed Limit	Length of Road
Pohangina Valley East Road	House #495	'SCHOOL' Roadmarking / House #532	100 km/h	60 km/h	678m
No.2 Line	Pohangina Valley East Road	House #500 (No.2 line access)	100 km/h	60 km/h	110m

P



Proposed Speed Limits	
	60 km/h

Retained Speed Limits	
	100 km/h

Road	Start	End	Current Speed Limit	Proposed Speed Limit	Length of Road
Kimbolton Road North	Kiwitea Name Sign / House #2053	Kiwitea Name Sign / House #2114	100 km/h	60 km/h	587m
Perry Line	Kimbolton Road North	St Agnes Church	100 km/h	60 km/h	365m
Coulter Line	Kimbolton Road North	House #28	100 km/h	60 km/h	335m

Proposed Speed Limits: 60 km/h (represented by an orange line)

Retained Speed Limits: 100 km/h (represented by a teal line)

Road	Start	End	Current Speed Limit	Proposed Speed Limit	Length of Road
Waituna West Road	SH54	160m North of School	100 km/h	60 km/h	680m
McClaren Street	SH54	End of road	100 km/h	60 km/h	119m

R



Proposed Speed Limits

80 km/h

Retained Speed Limits

80 km/h

100 km/h

Road	Start	End	Current Speed Limit	Proposed Speed Limit	Length of Road
Wylie Rd	Himatangi Beach Rd	Horowhenua Boundary	100 km/h	80 km/h	738m
Himatangi Block Rd	Rangiotu Rd	Horowhenua Boundary	100 km/h	80 km/h	1477m
Banks Rd	Mersey Street	House #82	100 km/h	80 km/h	830m

4.3 LONG TERM PLAN (2027-2033)

As per the Land Transport Rule: Setting of Speed Limits 2022 ('the Rule'), this speed management plan requires review every 3 years to determine the applicability of proposed changes, reflect changes in community needs, and to take stock of what has been achieved throughout the road network.

This Speed Management Plan has been focused on schools and urban locales within the district. For 2027 and beyond, Manawātū District Council will switch its focus, monitoring lower performance rural roads that have been - or will also be - subject to infrastructure improvements.

At this point, those roads that continue to exhibit potential for high benefit speed management will be considered for the 2027-30 Speed Management Plan. These considerations shall be made in conjunction with further safety infrastructure improvements, aligning with future government focus and direction.

At present, safety performance of the following roads are to be monitored and may be subject to more detailed consideration in implementing SaAS and safety related infrastructure. The extent of these proposals will be reviewed and consulted on in 2026-27.

Road	Between		Anticipated Safety Infrastructure Improvements
Halcombe Rd	Mt Taylor Drive	Kakariki Bridge	Guardrails Delineation
Sandon Rd	Feilding	Mt Biggs School	Guardrails
Cemetery Rd	Mt Stewart-Halcombe Rd	Sanson	Guardrails Seal widening
Rangiotu Rd	SH56	SH1	Guardrails
No.1 Line Longburn	Rongotea Rd	Tiakitahuna Rd	Intersection Speed Zone Signage Improvements
Kairanga-Bunnythorpe Rd	SH54	Rongotea Rd	Intersection Speed Zone
Rongotea Rd	Green Rd	Kairanga	Seal widening Delineation Guardrails Signage Improvements