



Director of Land Transport  
50 Victoria Street  
Private Bag 6998  
Wellington 6141

18 December 2023

Dear Sir/ Madam

### **CERTIFICATION OF SPEED MANAGEMENT PLAN FOR PORIRUA CITY**

Porirua City Council has approved the proposed Speed Management Plan 2023-2030 to the Director of Land Transport for certification on 26 October 2023, as below:

- a. *Establish 30 km/h speed limits adjacent to schools and maraes, either permanent or variable, depending on the location and outcomes required.*
- b. *Establish a permanent 30 km/h speed limit with a supplementary sign advising hours of operation between 8 AM and 5 PM, for all roads within CBD.*
- c. *Establish a permanent 30 km/h speed limit on all roads at all times within Kenepuru Landing area*
- d. *Increase the speed limit to 60 km/h along Waitangirua Link Rd*
- e. *Correct NSLR by establishing speed limit of 30 km/h on Ocean Parade*
- f. *Establish 60 km/h speed limits along Titahi Bay Road and 50 km/h along Papakowhai Road*

### **Methodology**

On 4 May 2023, Te Puna Kōrero adopted the consultation document "Proposed Speed Management Plan" (Attachment 1). The proposal has been developed using the following guidelines, where considered appropriate:

- A permanent speed limit of 30 km/h for non-arterial roads in the vicinity of schools.
- A speed limit of 30 km/h for arterial roads in the vicinity of schools at the time of peak activity.
- A speed limit of 30 km/h in the vicinity of marae.
- A speed limit of 30 – 40 km/h in the vicinity of town centres.
- Review all routes currently posted at 70 km/h and more.

The proposed speed management Plan has been consulted on in accordance with Section 82 of the Local Government Act 2002 (LGA) as required by Section 3.9(2) of the Rule. The results were presented to Te Puna Kōrero at its 17 August 2023 meeting. Through the consultation process, stakeholders provided their perspectives on speed management issues such as speed limits, traffic calming measures, policing, and public education campaigns.

### **Iwi consultation**

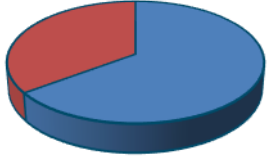




Early engagement with iwi was undertaken by having fortnightly meetings with the Manager of Māori Strategy at Porirua City Council and the communications team. The purpose of these meetings was to provide updates on the speed management plan, discuss a communications and engagement strategy to ensure that iwi are kept updated, and forming an action list at each meeting.

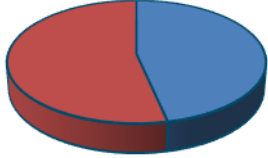

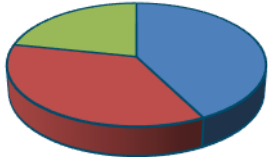


Porirua City Council also had recurring meetings with a representative from Ngāti Toa to discuss drafted plans. The representative then discussed the plans with iwi and came back to us with feedback. The oral feedback received was positive and emphasised the importance of lowering speeds around maraes, particularly Takapūwhāhi Marae as a busy community centre.

### Wider community consultation

A total of 98 formal submissions were received on the proposal. When providing their written submission, submitters were given the opportunity to speak to their submission at a hearing. Six submitters have spoken at the hearing.

Through the consultation process, stakeholders provided their perspectives on speed management issues such as speed limits, traffic calming measures, policing, and public education campaigns. Responses to the five major proposals listed in consultation document were collected, analysed and are presented below.

Proposal	Responses			
	Yes	No	Partially	
<b>1 Schools - Permanent Speed Limit of 30 km/h</b>				
1a) Do you Support the permanently reduced speed limits around schools where traffic is generated continuously by other, adjacent, land uses?	65%	35%	-	
1b) If you support a permanent speed limit, do you agree with the proposed speed limit zone?	65%	35%	-	
<b>2 Schools - Variable Speed Limit of 30 km/h</b>				
2a) Do you Support variable speed limits in the vicinity of schools with significant traffic increases associated with start and/or end of school activity?	85%	15%	-	
2b) If you support a variable speed limit, do you agree with the proposed speed limit zone?	80%	20%	-	
<b>3 Road corridors with 70 km/h</b>				
3a) Do you support reviewing, and lowering as appropriate, the 70km/h speed limits?	50%	50%	-	

Proposal	Responses			
	Yes	No	Partially	
3b) Do you support the 50km/h speed limits proposed in this document?	47%	53%	-	
<b>4 Town centres</b>				
4a) Do you support reviewing, and lowering as appropriate, the speed limits in our town centres?	62%	38%	-	
4b) Do you support the speed reduction of town centres to 30km/h?	42%	36%	22%	
<b>5 Waitangirua Link Road</b>				
5a) Do you support increasing the speed limit on the Waitangirua Link Road?	96%	4%	-	
5b) Do you support the maximum proposed speed limit of 70km/h?	85%	10%	4%	

## Schools

Of the submitters 65% support speed reduction adjacent to schools. However, 80-85% prefer variable speed limits, reducing the speed limits at the start and end of school times. Comments included use of electronic signs that would be more effective when compared to static signs.

The setting of Speed Limits Rule 2022 is prescriptive in relation to speed limits outside schools. In determining what sections of road are outside of a school (area of a school speed zone) regard must be given to:

- i. Typical or expected routes for pedestrians to access the school; and
- ii. The purpose of making people feel safer to walk to and from school (or travel to and from school on cycles or mobility devices) and encouraging them to do so; and
- iii. What are the school travel periods for a school, having regard to any guidance provided by the Agency about school travel periods.

The Rule sets out the maximum speed limit outside schools as:

- i. Category 1 schools – 30km/h, permanent or variable
- ii. Category 2 schools (rural) – a maximum of 60km/h, permanent or variable, provided that a full explanation is provided as to why the speed limit set is safe and appropriate for the road.

Thirty-five schools are located within Porirua City, for which speed reductions are proposed for all. Feedback was received from four schools and the Ministry of Education.

The submitters agree that speed management is a crucial element in improving safety for all transport users, however they also encourage Council to continue to deliver physical improvement to the road which will support and encourage safer speeds, including formalise crossing points, interventions such as raised crossing and speed calming.

### **Marae**

Porirua has four (4) marae within our jurisdiction. Hongoeka marae, Te Rūnanga O Toa Rangatira, Horouta marae and Maraeroa marae. Te Rūnanga o Toa Rangatira have expressed support for a 30km/h speed limit in the Takapūwāhia area.

### **Response to submissions**

The Rule requires Council, as a RCA, to set a 30km/h speed limit (either permanent or variable) outside all urban schools and those schools where students actively use the road to access the school, for example, where school bus drop-off does not occur off-road, or students walk along or cross the road to access the school. The requirement applies to all urban schools and some rural schools. Rural schools where there is no active use of the road environment by student pedestrians, can only have a speed limit of 60km/h or less.

As a category 1 school, it is now mandatory to have a 30km/h speed limit outside and near the school. The only area of discretion is the extent of the 30km/h zone, and whether a variable speed zone is utilised.

### **Enforcement**

Some submitters have raised the issue of enforcement. The feedback received can be categorised into the following broad topics:

- without proper enforcement, lower speed limits won't work
- lower speed limits are intended for revenue collection.

It is agreed that enforcement is a key component of ensuring compliance with speed limits and improving safety on our roads. However, if the speed limit is neither safe, nor appropriate for the road environment, then, even with a good level of enforcement, safety outcomes will not be achieved.

NZ Police are a partner in the Government's Road to Zero strategy and they base their enforcement activities on risk, with the sole purpose of reducing serious and fatal crashes on our roads. The NZ Police target drivers that are driving in an unsafe manner for the road environment and/or inappropriately exceeding the safe and appropriate speed (proposed speed limits).

### **Safety Cameras**

Safety cameras are an important road safety tool. Mobile safety cameras can be deployed at almost any location. The Government has recently introduced new legislation relating to safety cameras. This legislation shifts the operation of safety cameras from the NZ Police to Waka Kotahi. It is expected that, over the coming years, there will be greater reliance on safety camera deployment, including the use of newer technology that measures vehicle speed over a greater distance. Although speed limits are set by

the RCA (e.g. Porirua City Council), the responsibility for enforcing those speed limits is with the NZ Police and Waka Kotahi. Any fines, including safety camera fines, do not go to Council. Nor do they go directly to the NZ Police.

**Maintenance and Upgrade**

Some submitters stated that Council should expend more effort on road maintenance rather than lowering speed limits. It was also noted that Council should upgrade or improve the roads instead of lowering speed limits.

One submitter raised a concern relating to floods that extends over footpaths, forcing pedestrians onto the road.

Council has a limited budget available for maintaining and upgrading our road network, even with Government subsidies. Given the costs involved, it is necessary to prioritise which roads should be upgraded over time. Once a road is identified for an upgrade, the time required to secure finances (including Government subsidies), complete planning and design work and undertake the upgrades is typically between two and five years, depending on the size and nature of the work to be undertaken. In most cases, it is cost prohibitive to upgrade the full length of a road. Therefore, any upgrade work is normally undertaken in a staged manner over several years.

**Travel time saving**

Some submitters questioned the increase in travel time due to the proposed speed reduction. Travel times in seconds based on a distance of 1km length of road are listed below;

Speed (km/h)	Travel time (Sec)
70	51
60	60
50	72
40	90
30	120

Change in speeds from 70 to 60 km/h will add an additional nine seconds to a journey time over a distance of 1 km, while the reduction from 70 to 50 km/h adds an additional 21 seconds per kilometre and reducing from 50 to 30 km/h will add an additional 48 seconds. The travel time at 30 km/h for 1 km length of road is calculated as two minutes.

The table below provides the Percentage of vehicles exceeding 70 km/h

	Percentage of vehicles travelling over 70km/h
Waitangirua Link Road (29/06/22-05/07/22) 440m north of the RAB with SH1	16%
Waitangirua Link Road (29/06/22-05/07/22) 100m north of the RAB with SH1	1%
Titahi Bay Road (2021) Between Hagley St to Lyttelton Ave	1%
Titahi Bay Road (2021) Between Prosser St and Semple St	6%
Titahi Bay Road (2021) Between Te Hiko St and Te Pene St	3%
Papakowhai Road (2021) Between Tweed Rd and Romesdale Rd	51%

## Options

Speed limit signs need to be placed where changes in speed limits occur and at regular ('repeater') intervals along the road to advise road users of the maximum speed they are allowed to operate at on that road.

There was a wide variety of submissions, both supporting and opposing the proposed speed limits. Consideration has therefore been given to the following options.

Each option is evaluated comparing their relevant advantages & disadvantages, operational impact and costs.

### Item 1: Schools

The proposal was to reduce the speed limit near schools to 30 km/h with a view to reduce the risk of crashes.

Option 1 – Permanent speed limits. Permanent signs are a standard installation thus it is easy to understand by all drivers. However, the drivers may not always obey the speed limit due to varying traffic conditions. Once the speed limit is set there is no need for further intervention. Cost of each sign is estimated at \$250.

Option 2 – Variable speed limits. Improves safety especially during periods of high traffic, while reducing congestion during off-peak hours. Benefits also include reduced driver frustration. Two types of variable speed signs are in operation.

- a. Static signs, which include a supplementary sign indicating operation hours. It is estimated at \$300-\$500 per location.
- b. Electronic sign, which can be dynamically controlled. The added benefit is that it can be used for unplanned events. However, the cost of installation is estimated at \$5,000 per sign.

### Recommended Option

Overall, both permanent and variable speed limits have advantages & disadvantages. The best type of speed limit to use will depend on the specific circumstances of the road. If the goal is to improve safety and reduce traffic congestion, then an electronic variable speed limit may be a better option. However, considering the costs involved, it is necessary to prioritise based on the specific outcomes required.

## Item 2: CBD

The proposal was to reduce the speed limit on roads within the CBD area to 30 km/h with a view to achieve the Road to Zero targets. Dynamic electronic signs are proposed at the entrance to the CBD.

There were wide variety of submissions, both supporting and opposing the proposed speed limits. The figure below shows the extent of the CBD. Generally, the CBD is located within activity streets with no residential dwellings. Some submitters objected to a blanket speed reduction to 30 km/h, as it is not suitable at early morning times, when deliveries are made.



Option 1 – Agree to maintain the existing speed limits on roads within CBD area.

Option 2 - Establish a permanent 30 km/h speed limit on all roads at all times within CBD area.

Option 3 – Establish a variable 50/30 km/h speed limit for all roads within CBD. Install electronic dynamic signs at entrances.

### Recommended Option

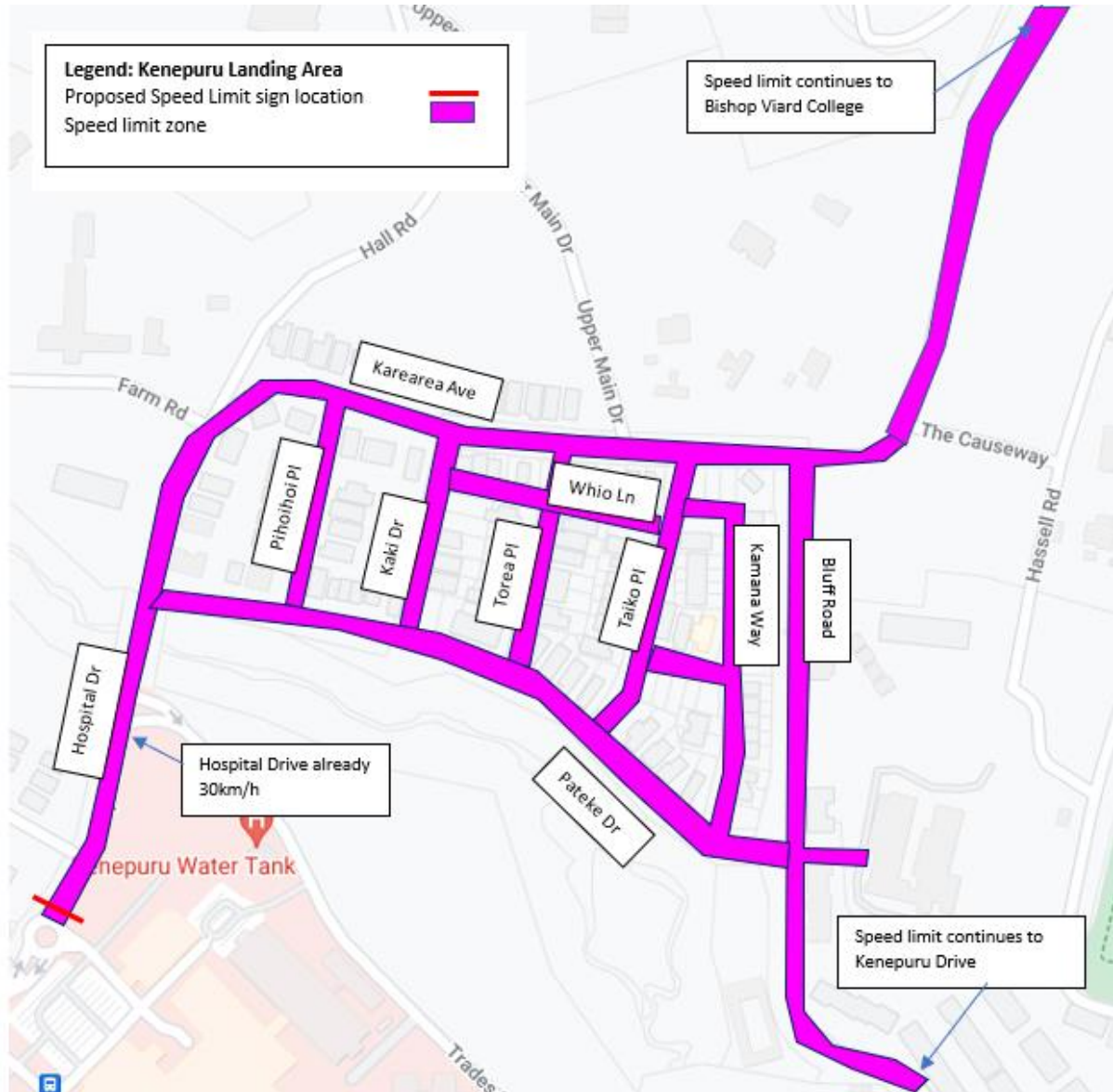
Option 3 is the recommended option. Further, Council officers to prioritise renewal of footpaths and crossing facilities as funding allows.

### Item 3: Kenepuru Landing Area

The proposal was to reduce the speed limit on roads located within Kenepuru Landing Area to 30 km/h with a view to achieve the Road to Zero targets.

There was a wide variety of submissions, both supporting and opposing the proposed speed limits. Some submitters agree to the proposed speed reduction to 30km/h, given the density of the residential development and the narrow roads.

The figure below shows the extent of the proposal.



Option 1 - Agree to maintain the existing 50 km/h speed limits on roads within Kenepuru Landing area.

Option 2 - Establish a permanent 30 km/h speed limit on all roads at all times within Kenepuru Landing area.

#### Recommended Option

Option 2, establishing a permanent 30 km/h speed limit on all roads at all times within Kenepuru Landing area, is the recommended option.



#### Item 4: Waitangirua Link Road

The proposal was to increase the existing 50km/h speed limit to 70km/h on Waitangirua Link Road for the section between 75 meters northwest of its intersection with Te Ara Kāpehu and 750 meters east of Warspite Avenue, spanning 1,050 meters.

A speed survey was carried out to identify the traffic behaviour along Waitangirua Link Road. It highlights that a significant proportion of vehicles, (79% and 82% for eastbound and westbound directions, respectively) are travelling at speeds higher than the posted speed limit of 50km/h, indicating that many drivers are disregarding the posted limit. The 85th percentile speeds (typical operating speeds) are influenced by real-world conditions that affect the drivers perception of, and response to, the road environment. The 85th percentile speeds were found to be 65km/h and 63km/h for eastbound and westbound directions, respectively.

Medium density residential developments are being planned off this road, and more intersections will be created providing access to this development. This will change the traffic environment in the future resulting in lower operating speeds.

Option 1 – Maintain the speed limit as 50 km/h. Currently the advice from the Wellington Road Policing Group that they are only issuing fines to those drivers exceeding 70 km/hr.

Option 2 - Increase the speed limit to 70 km/h. 85% of the submitters, perceive that this section of road should have this higher speed limit. Based on the current road environment this is acknowledged. However, considering future development activities, it is likely that temporary traffic management and construction activities will result in a lower operating speed which can create a safety issue if road users attempt to travel at a higher, legal, speed.

Option 3 Increase the speed limit to 60 km/h. To achieve the desired purpose of regulating the speed limits to establish a consistent approach and considering the rural environment and safe system principles, 60 km/h will be more suitable for this road and is closer to current 85th percentile speeds.

#### Recommended Option

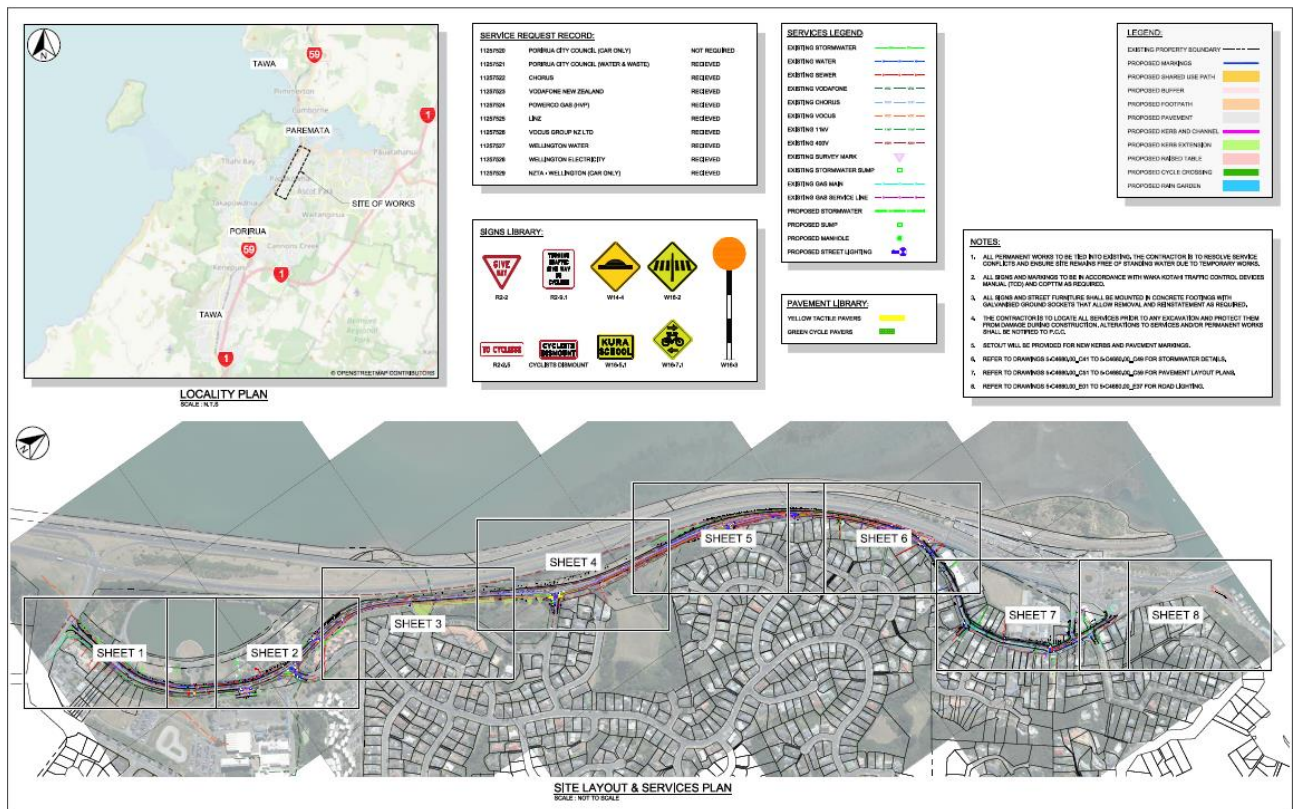
Option 3, increasing the speed limit from 50 km/hr to 60 km/hr, is the recommended option.

#### Item 5: Urban Connectors such as Titahi Bay and Papakowhai Roads

Titahi Bay Rd between Hagley St and south of Te Pene Ave is currently posted at 70 km/h. Although the direction of travel between Hagley St and Semple St is separated by a physical median, the average free flow speed is 50 km/h, and only 6% of the total traffic exceed 70 km/h. Considering developments on this corridor, 50 km/h speed limit will be more appropriate to this corridor.

Papakowhai Rd between Tweed Rd and Brora Cres is currently posted at 70 km/h. This is acceptable for the present environment. However, a shared path project is underway connecting Whitford Brown Road and Paremata Bridge, will change the environment. This project will deliver pedestrian and cycle facilities on the eastern side together with seven crossing facilities, by June 2024. Kerbs will be built out to make the road environment narrower and slower. Therefore, a 50 km/h speed limit will be more appropriate to this corridor.

The figure below shows the extent of the shared path.



Details of the speed limit changes including the plans together with the safety infrastructure changes are provided in the Attachment 2.

We appreciate your consideration of the proposed speed limits and look forward to hearing from you shortly.

Ngā mihi

**Canute Chandrakumaran**  
Manager Planning & Programming – Transport  
Kaiwhakahaere Whakatakoto Mahere me te Hotaka

**Attachment 1:** Consultation document ‘Proposed Speed Management Plan’

**Attachment 2:** Plans together with the safety infrastructure.

**Attachment 3:** Request for certification



# Speed Limit Signs Procedure

## Purpose

To manage the implementation of speed management plan carried out in accordance with the Land Transport Rule: Setting of Speed Limits 2022, clause 3.9.

## Background

Land Transport Rule: Setting of Speed Limits 2022 (the Rule) was notified via Gazette on 20 April 2022 and came into force on 19 May 2022, thereby revoking Land Transport Rule: Setting of Speed Limits 2017, which was reported to the Council in August 2022.

## Council Procedure

These procedures only related to roads that are under the control of Porirua city. Permitted sign dimensions, legends, symbols and installation must comply with Manual of Traffic Control Devices.

Minimum desirable lateral clearance: (TCD Part 1 Section 7)

**Table 7.3 Lateral clearances for traffic signs**

Road and environment type			Lateral clearance	
			Minimum (mm)	Maximum (mm)
Urban	Kerbed	Mountable	500 (where minimum lateral clearance cannot be achieved, the sign mounting height must be increased to at least 4.6m to ensure adequate clearance height for most vehicles)	-
		Non-mountable	300	-
	Un-kerbed (including urban arterial expressways)	600	5000 (from nearest lane/closest edge)	
	Kerbed (channelised intersections)	500	-	
Rural	Un-kerbed		600 (from outer edge of the road shoulder, line of edge marker posts or face of guardrail)	5000 (from nearest lane/closest edge)

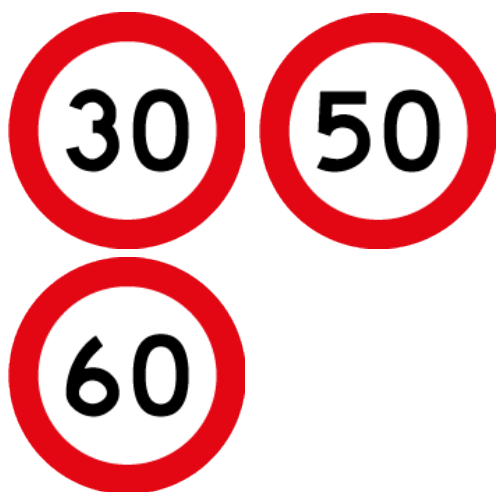
For typical sign lateral clearances and mounting heights for regulatory, warning, guide, service and tourist signs, see figures 7.1–7.10.

Minimum desirable mounting heights: (TCD Part 1 Section 7)

**Table 7.4 Minimum desirable mounting heights for traffic signs**

Mounting situation		Minimum desirable mounting height (m)	
<b>General minimum</b> This is the height the sign must be mounted as a basic minimum requirement. In some situations, heights may be lower, such as chevron boards on roundabouts, curves, etc		1.5	Mounting height must be measured from the underside of the sign, or the lowest sign in an assembly of signs, to the surface of the adjacent road, trafficable shoulder or top of kerb, whichever is the critical dimension
<b>Rural areas</b> (no footpath)	small sign	1.5	
	large sign	2.1	
<b>Urban areas</b> (not over or near a footpath) Mounting heights need to be increased in urban areas to avoid sign visibility problems caused by parked vehicles	small sign	2.0	
	large sign	2.1	
<b>Over or near a footpath if likely to obstruct</b>		2.5	Mounting height must be measured to the ground surface or footpath immediately beneath the sign
<b>Overhead signs</b> Mounting height is important when there is no alternative route for overdimension loads. (An absolute minimum of 5.3m can be used where the sign is located over an emergency shoulder or parking lane)		6.0	Mounting height must be measured to the road surface immediately below the sign

**Speed Limit Standard**



TCD RULE: R1-1  
 LEGEND: Black  
 BACKGROUND: Reflectorised white  
 BORDER: Reflectorised red  
 LOCATION: Must be installed to instruct road users of a requirement, restriction or prohibition.

(c) where the requirement, restriction or prohibition applies to a zone restriction at:  
 (i) each entry point to the zone; and  
 (ii) intervals within the zone, as specified in the Rule; and  
 (iii) each exit point from the zone.

Forward visibility for these signs will be 60m in urban areas. Speed limit signs must be placed on the left-hand side and within 20m of its legally defined position. If the AADT at the point where a speed limit changes exceeds 500vpd, an additional speed limit sign must be installed on the right-hand side of the road or on the central median where appropriate. (Speed Management Guide: Road to Zero edition – Additional Technical information, *Waka Kotahi (2022)*, pg. 82) The maximum interval between repeating the 60kph sign is 2km. 50kph signs should be repeated where road users may not reasonably understand that the speed limit has not changed. (Speed Management Guide: Road to Zero edition – Additional Technical information, *Waka Kotahi (2022)*, pg. 82)

**Policy:**

R1-1 signs should be installed within 20m of where the speed limit changes to 60kph.

- the normal sign size where 85th percentile operating speeds are 50km/h or less is 600mm in diameter

**Speed limit variable – white or yellow figures on black background — Regulatory**



TCD RULE: R1-2.1

ROUNDEL LEGEND: Roundel red (lit)  
reflectorised red

NUMERAL LEGEND: yellow (lit) or white (lit)

FLASHING LIGHTS: yellow (lit) or white (lit)

BACKGROUND: Black

BORDER: None

Size: 800 x 800mm

**Policy:**

Dynamic variable speed signs should be installed at the threshold of speed limit changes in non-school zone areas.

LOCATION: Must be installed to instruct road users of a requirement, restriction or prohibition.

Forward visibility for these signs will be 60m in urban areas. Speed limit signs must be placed on the left-hand side and within 20m of its legally defined position. If the AADT at the point where a speed limit changes exceeds 500vpd, an additional speed limit sign must be installed on the right-hand side of the road or on the central median where appropriate.

**Intervals between speed limit signs:**

Repeater signs are generally used where the speed limit is above 50km/h and below 100km/h.

They are not usually necessary if the nature of a particular length of road is such that a road user would reasonably understand that the speed limit displayed on the last speed limit sign remains the speed limit on the road throughout the whole of that length of road.

## Kura School variable — Speed limit



TCD RULE: R1-6

Speed limit sign

SPEED LIMIT ROUNDEL: Red (lit) reflectorized red

NUMERALS: yellow (lit) or white (lit)

BACKGROUND: Black (unlit)

BORDER: None

Kura School sign

BACKGROUND: Yellow-green (RF)

BORDER: Black

LEGEND: Black

### Policy:

R1-6 consists of a dynamic variable speed limit sign with a supplementary kura school sign.

Variable speed limits require electronic variable speed limit signs to be effective for reducing main road speeds. Electronic signs will only be used on arterial road approaches to school entrances.

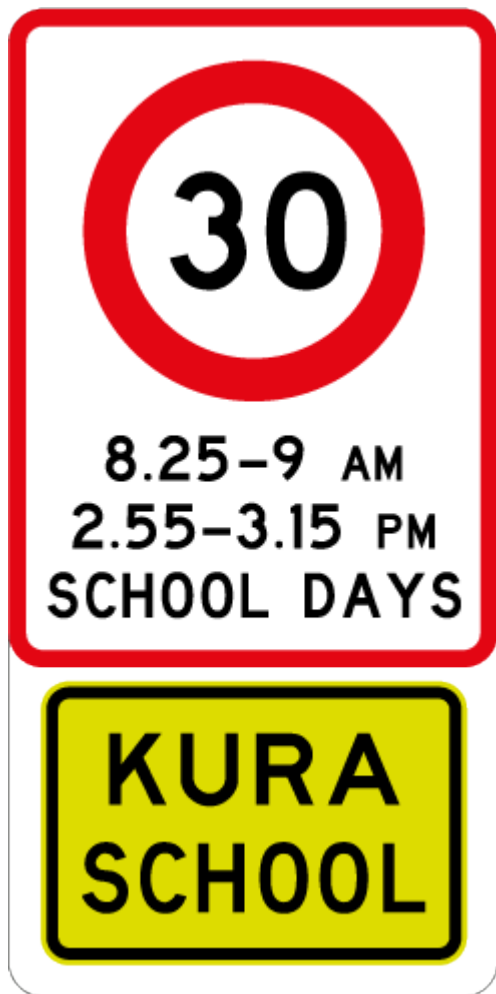
Static variable speed limit signs are used on minor roads to support electronic variable speed limit signs located on arterial roads.

Dimensions are one size for the speed limit sign 800mm x 800mm and for the supplementary sign 750mm x 500mm.

LOCATION: Must be installed to instruct road users of a requirement, restriction or prohibition.

Forward visibility for these signs will be 60m in urban areas. Speed limit signs must be placed on the left-hand side and within 20m of its legally defined position. If the AADT at the point where a speed limit changes exceeds 500vpd, an additional speed limit sign must be installed on the right-hand side of the road or on the central median where appropriate. School zone speed limits will begin and end approximately 100m from the school entrance (preferred length of speed limit is a minimum of 300m) but will be extended if there is a 50kph speed limit zone between two schools that is less than 500m. (See minimum road lengths for speed limits Schedule 1 to the Land Transport Rule: Setting of Speed Limits 2022).

## Kura School static variable — Speed limit



TCD RULE: R1-6.1

Speed limit sign

LEGEND: Black

BACKGROUND: White (R)

BORDER: red (R)

Kura School sign

BACKGROUND: Yellow-green (RF)

BORDER: Black

LEGEND: Black

\*Note: The regulatory sign and supplementary warning sign are on a single white reflective backing board.

Size: 860 x 1740mm

### Policy:

R1-6.1 consists of a static variable speed limit sign and a kura school warning sign together on a single white reflective backing board. Static variable speed limit signs are used on the threshold of the school zone speed limit on all roads approaching a school OR only on minor roads to support electronic variable speed limit signs which located on arterial roads.

LOCATION: Must be installed to instruct road users of a requirement, restriction or prohibition. Forward visibility for these signs will be 60m in urban areas. Speed limit signs must be placed on the left-hand side and within 20m of its legally defined position. If the AADT at the point where a speed limit changes exceeds 500vpd, an additional speed limit sign must be installed on the right-hand side of the road or on the central median where appropriate. School zone speed limits will begin and end approximately 100m from the school entrance (preferred length of speed limit is a minimum of 300m) but will be extended if there is a 50kph speed limit zone between two schools that is less than 500m. (See minimum road lengths for speed limits Schedule 1 to the Land Transport Rule: Setting of Speed Limits 2022).

### Intervals between speed limit signs:

Repeater signs are generally used where the speed limit is above 50km/h and below 100km/h.



They are not usually necessary if the nature of a particular length of road is such that a road user would reasonably understand that the speed limit displayed on the last speed limit sign remains the speed limit on the road throughout the whole of that length of road.

#### Safer Speed Area Threshold — Regulatory



TCD RULE: R1-5.5  
BACKGROUND: Blue (R) or green (R)  
BORDER: White (R)  
LEGEND: White (R), red (R), and black  
Size: 750 x 1200mm (approach speed < 60kph)

#### Policy:

The speed limit shown on the sign has been set in accordance with Safe System principles and applies to the roads in the area beyond the sign. R

#### Marae variable - speed limit- Regulatory



TCD RULE: R1-2.3  
SPEED LIMIT ROUND: Red (lit) reflectorised red  
NUMERALS: yellow (lit) or white (lit)  
BACKGROUND: Black (unlit)  
BORDER: None  
DIMENSIONS: 800 x 800mm  
Marae supplementary plate  
BACKGROUND: Yellow-green (RF)  
BORDER: Black  
LEGEND: Black  
DIMENSIONS: 750 x 300mm

Variable speed limit digital sign, to be used on all approaches to maraes. There is no static equivalent for this sign. Same location information as variable digital school sign R1-6.

**Warning – symbol illuminated when activated (Kura School) — Permanent warning**



TCD RULE: W19-2.1  
 LEGEND: orange (lit), yellow (lit) or white (lit)  
 BACKGROUND: Black  
 BORDER: Black

**Policy:**

The use of an active warning sign is most effective in situations of high risk, such as the beginning and end of the school day. Active components of the sign should therefore only be displayed on when the hazard is present. Schools have different needs at different times of day and the main roads which are used for school pick up and drop off are often congested around these times, adding to risk. These main roads may be quiet at other times. To meet these variable traffic needs, active kura signs will be used on the primary approach(es) to the main school entrance. Standard warning signs are considered inadequate because of the high volume of traffic at pick up and drop off times.

Active warning signs may replace existing static reflective warning signs, however road users should not pass more than one warning sign on their approach to the school.

From TCD Part 1 Section 7:

**Table 7.1 Longitudinal location of warning signs** (Source: Austroads Guide to traffic management part 10)

Road environment		A (m)	B (m)
Rural	$V_{85} \leq 70\text{km/h}$	80 - 120	50
	$V_{85} > 70 - 90\text{km/h}$	120 - 180	60
	$V_{85} > 90\text{km/h}$	180 - 250	70
Urban	Business and residential roads	30 - 100	30
	Arterial roads	As per rural	As per rural

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**Note:**

$V_{85}$  is the 85th percentile speed measured 1.5 to 2 times 'A' in advance of the hazard.

A - distance from sign to hazard.

B - minimum distance between successive signs having different messages.

**Table 7.2 Deceleration distances for light vehicles (cars or utilities)**

85th percentile speed at sign location (km/h)	Deceleration distance (m), between the sign location and the unusual or hazardous situation to achieve a speed of:							
	0	20	30	40	50	60	70	80
50	60	55	45	30	-	-	-	-
60	80	75	65	50	30	-	-	-
70	100	95	80	70	55	35	-	-
80	120	110	105	95	80	65	40	-
90	140	135	125	115	100	90	70	45
100	170	160	155	145	130	120	100	80

Warning signs should also be located where approaching road users have an uninterrupted view of them over a distance of at least 120m in rural areas and at least 60m in urban areas.

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In urban areas:

- the normal sign size is 600mm × 600mm (measured along the edge of the sign)

**Non motorised users Children — Children flag**



TCD RULE: W16-4

BACKGROUND: reflectorised fluorescent yellow-green or reflectorised yellow

LEGEND: Black

SYMBOL: Black

Size: 600mm x 600mm

**Permanent warning general supplementary non-motorised users `Kura School` — Non-motorised users**



TCD RULE: W16-5.1  
BACKGROUND: reflectorised fluorescent yellow-green or reflectorised yellow  
LEGEND: Black  
SYMBOL: Black  
Size: 600mm x 400mm

**Policy**

A road controlling authority must install a permanent warning sign at any place where it considers special care or reduced speed is appropriate, and, in particular, must consider its appropriateness near the entrance to a school, kindergarten, pre-school centre or hospital. **Council policy** is to install W16-4 signs with W16-5.1 supplementary signs on local road approaches to the reduced speed limit for schools zones. These will be installed ideally 45-60m approach to a speed limit threshold, but may be more or less depending on site constraints.

**Marae warning and supplementary (Marae use only) — Pedestrians**

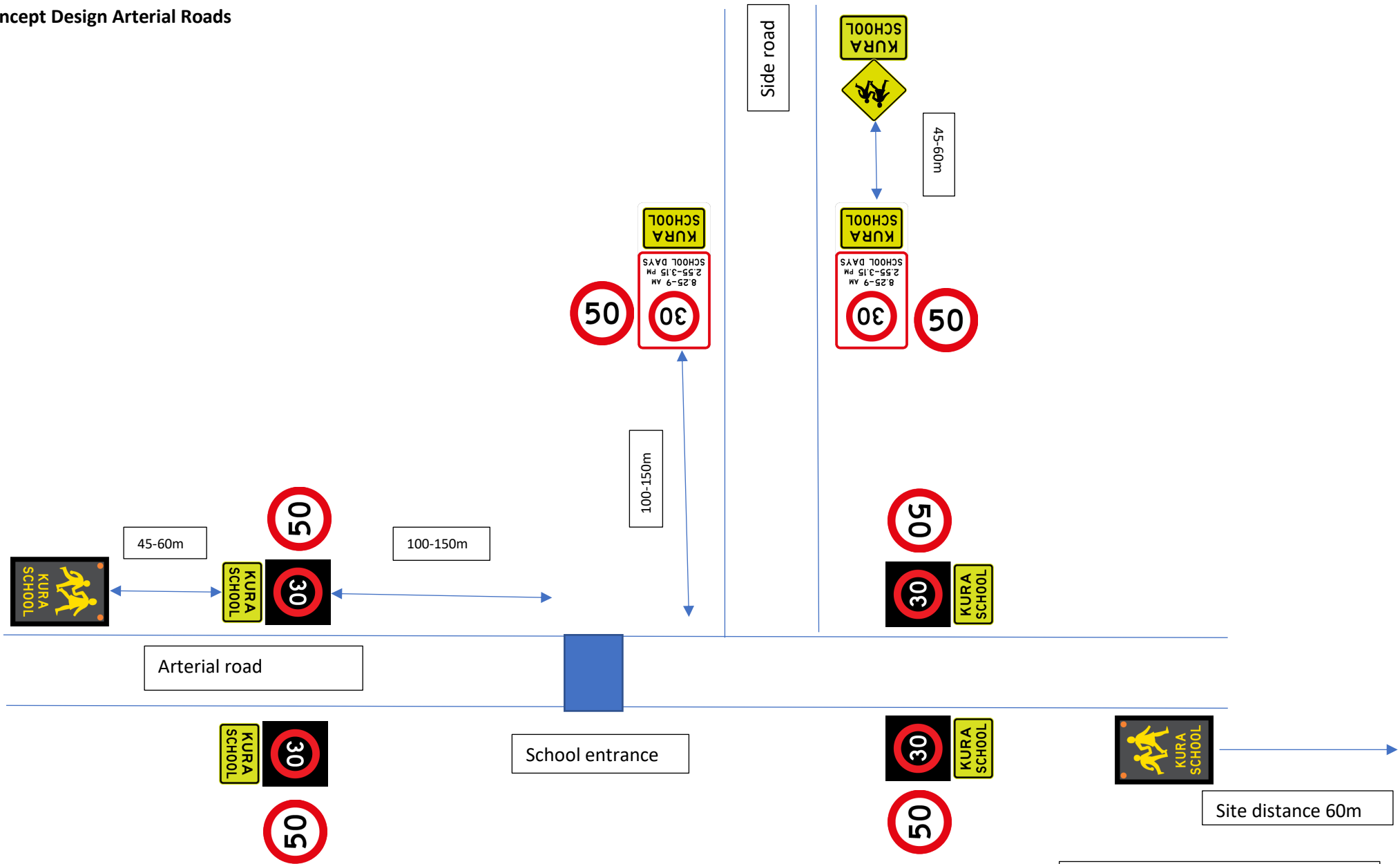


TCD RULE: W16-11  
BACKGROUND: reflectorised fluorescent yellow-green or reflectorised yellow  
LEGEND: Black  
SYMBOL: Black  
Size: 600mm x 600mm  
Marae supplementary sign:  
BACKGROUND: reflectorised fluorescent yellow-green or reflectorised yellow  
LEGEND: Black  
SYMBOL: Black  
Size: 600mm x 250mm

Used as an advanced warning sign for R1-2.3 signs.

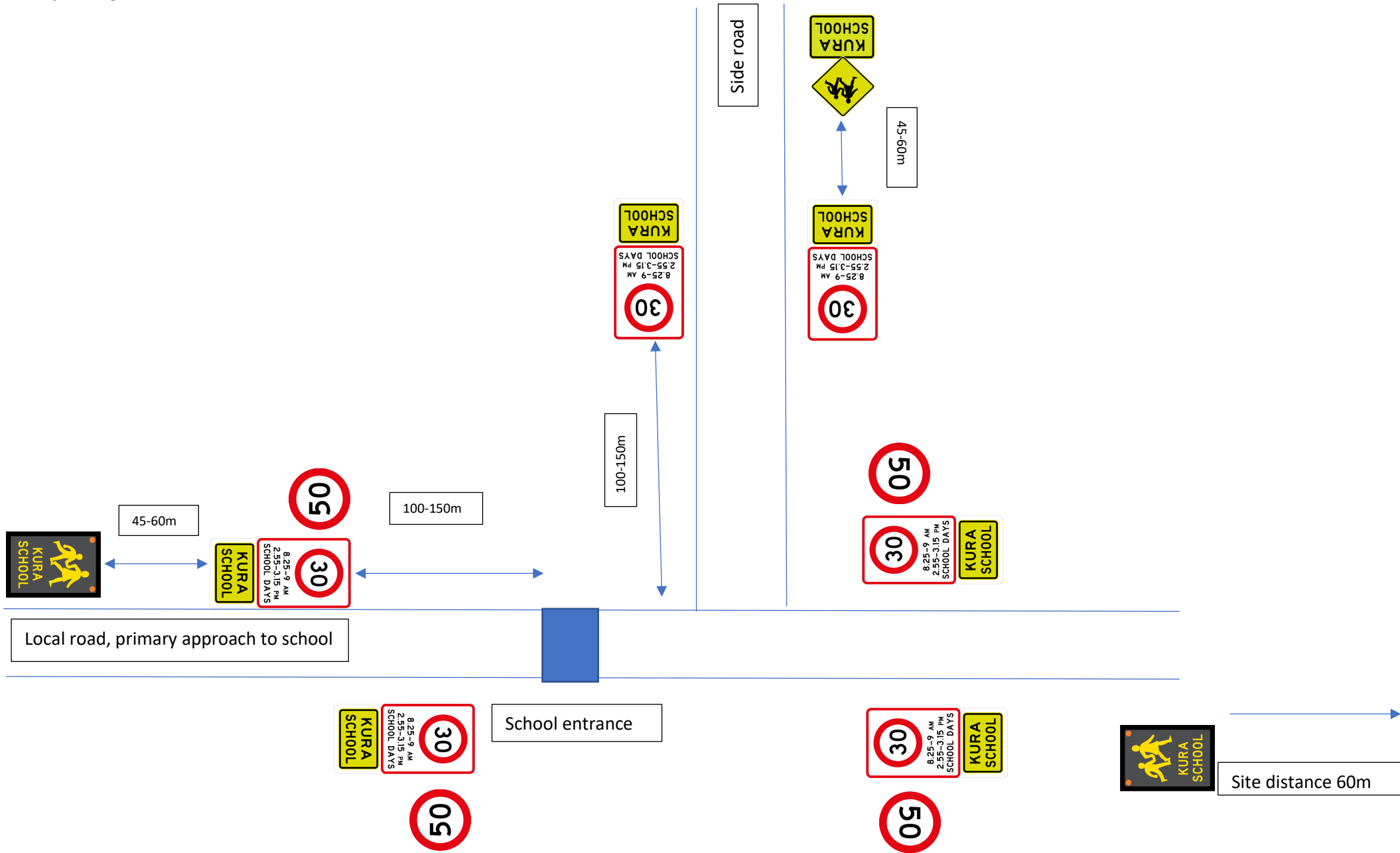


# Concept Design Arterial Roads

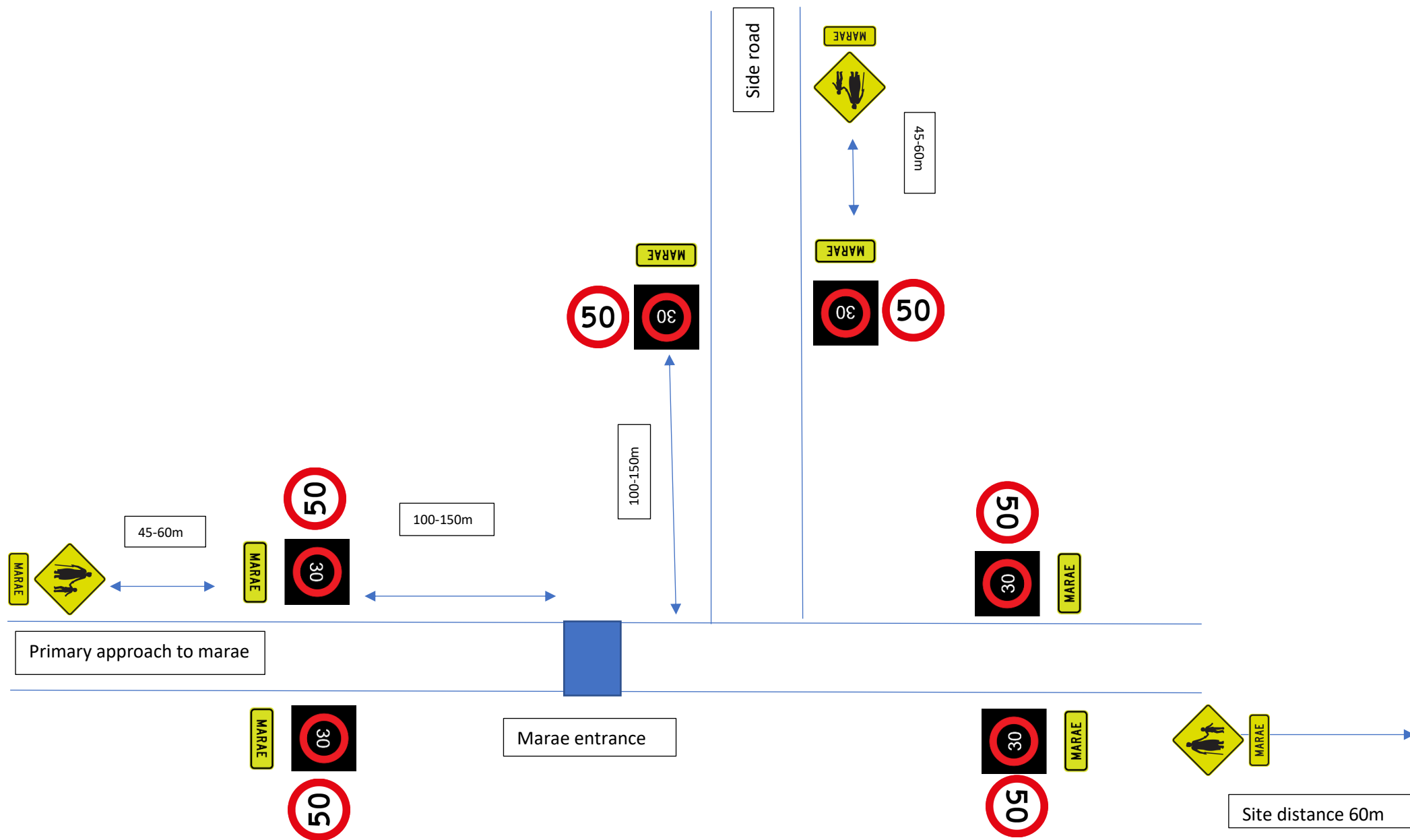


Note: Distances between signs may be reduced due to site constraints.

# Concept Design Local Roads



# Concept Design Marae



# Certification template for a speed management plan

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## Plan information

Road controlling authority or regional transport committee	Porirua City – Local Roads
Submitted by	Porirua City
National Land Transport Programme (NLTP) period	2020 -23

## Pre-submission checklist

Complete this checklist following completion of the plan, prior to submitting for certification.

Category	Confirmation	Clause ^	Yes/no
<b>Public consultation complete</b>	Consultation for this speed management plan has been carried out in accordance with the Land Transport Rule: Setting of Speed Limits 2022, clause 3.9	3.11(1)(a)	[Yes]
<b>Plan content check</b>	Includes objectives, policies, and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan.	3.8(1)(a)	[Yes]
	Includes an explanation of how the plan is consistent with the road safety aspects of the Government Policy Statement (GPS) on land transport and any Government road safety strategy.	3.8(1)(b)	[Yes]
	Include a general explanation of how a whole-of-network approach was taken to changing speed limits, safety cameras and safety infrastructure, including the approach when deciding whether to invest in making a road safer at higher speeds or to set a lower speed limit.	3.8(1)(c)	[Yes]
	Includes an implementation programme for at least 3 financial years from the start of the plan which sets out changes to speed limits and safety infrastructure on the relevant roads, and the timeframe within which each change will occur in.	3.8(2)(b)(i-ii)	[Yes]
	Identifies all speed limits of 70km/h and 90km/h subject to review.	3.11(1)(b)(ii)	[Yes]
	Identifies all roads outside schools for which changes to speed limits are needed in order to set speed limits.	3.11(1)(b)(iii)	[Yes]

Includes an explanation for any changes being proposed to a speed limit that do not align with the Agency's confirmed assessment of what is the safe and appropriate speed limit for the road.	3.8(2)(e)	[Yes]
Includes comment on any review relevant to the roads or region that has been completed since the previous plan published.	3.8(2)(f)	[Yes]

^ The clauses are from the Land Transport Rule: Setting of Speed Limits 2022.



# Speed management plan content

## 10-year vision: Objectives, strategic alignment, and whole-of-network approach

### 1. Describe objectives, policies and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan

Speed is an important factor in transport. Speeds directly affect the mobility of persons and goods travelling from one location to another. Driving speeds also have a direct impact on the risk of the driver and other people being involved and severely injured in a crash as well as on noise and pollutant emissions.

Setting speed limits on different road types is often not just as simple as following strict safety criteria developed for each road type. We have considered several challenges when deciding on speed limits, such as balancing safety and mobility aspects.

In New Zealand, the social cost of a road crash or a road injury includes the following components: reduction in quality of life; loss of output due to temporary incapacitation; medical costs; legal costs; and vehicle damage costs. The behaviors of road users is an important determinant of a country's road safety performance. Inappropriate speed is one of the main causes of road crashes.

Porirua City is responsible for developing, maintaining, and operating the network of local roads, including setting speed limits and delivering public transport infrastructure and services. Decisions on construction, maintenance and management of the road networks must also consider road safety. By implementing a Speed Management Plan the Council will not only meet legislative requirements, aimed at overcoming some of these common issues, but work toward meeting its vision – to enhance community wellbeing, neighborhood spirit and safety through reinforcing speed limits appropriate to the changing needs of our roads.

Managing speeds also aligns with our strategic priorities as a Council by and working to minimise greenhouse gas emissions.

Porirua City Strategic Priorities are discussed in detail below:

**Our People** – When people feel safe, they tend to do things that they enjoy such as walking and cycling. This delivers many health and wellbeing benefits. Keeping tamariki safe on our roads is a key priority for Porirua City Council. We want to ensure that children can walk and bike to school. Setting safe and appropriate speeds around schools where people walk and cycle alongside vehicles is critical to ensuring a safe environment.

**Our Harbour** – The Council has made climate change a priority by committing to reach net zero emissions by 2050. Lowering speed limits will help as slower speeds are proven to help mitigate air pollution, Green House Gas (GHG) emissions, fuel consumption and noise. It will also encourage people to use alternative forms of transport be it active or public transport, which further reduces carbon emissions.

Stages	Timeline	High benefit area description
Stage 1	2023 – 2024	Variable speed limits for roads accessing schools with significant traffic increases associated with start and/or end of school activity  Permanent speed limit for roads accessing Takapūwahia Marae and Hongoeka Marae.

		Permanent speed limit for the Kenepuru Landing community. Corridors with a focus on roads with 70 km/h speed limits Variable speed limit for Porirua’s CBD area. Based on community feedback
Stage 2	2024 – 2027	Permanent speed limits for roads accessing schools where traffic is generated continuously by other, adjacent, land uses Town centres Based on community feedback
Stage 3	2027 – 2030	Based on community feedback

**Commented [KG1]:** See comment below about permanent or variable speed limits for arterial roads

**2. Demonstrate consistency with the road safety aspects of the Government Policy Statement (GPS) on land transport and any other government road safety strategy**

During the Long-Term Planning (LTP) process, Porirua City Council adopts its set of strategic priorities which outlines the direction of the organisation for the next 30 years.

Through the LTP (2021-51) we committed to our vision: Porirua City, a great place to live, work and raise a family and our community outcomes centred around our people, our harbour, our home.

The proposed Speed Management Plan aligns with the following strategic priorities:

1. Advocating for and providing a safe, healthy, and thriving community
2. Putting children and young people at the heart of the city
3. Proactively responding to the climate crisis.

Porirua’s proposed Speed Management Plan has been developed in accordance with guidance from Waka Kotahi and is aligned in its approach with the RCAs reporting to the Wellington Regional Transport Committee.

While some of the changes in terms of our speeds will be set based on achieving national consistency, most speeds proposed take key local knowledge of Porirua into consideration. This means that proposed speeds are intended to match the existing speed environment if safe. Where the safe and appropriate speed does not match the existing environment, physical changes to the road environment, in the form of speed calming, will be required to support the speed limit changes.

Setting safe and appropriate speed limits that provide comfort to the people travelling by active modes or accessing public transport are expected to help to create a mode shift from private vehicles to sustainable alternatives. This is because lower speed limits will increase safety (both real and perceived), which will make walking and cycling a more attractive and accessible alternative option.

Speed management principles including safety, community wellbeing, movement and place, and system thinking were considered in our approach in creating this proposed Speed Management Plan.

The purpose of introducing speed limits around schools is to ensure the safety of children who are walking, biking, or being dropped off or picked up at school. By reducing the speed limit,



drivers are forced to slow down and pay more attention to their surroundings, making it easier to avoid accidents and protect children who may be crossing the street. However, this needs to be balanced with movement function, and variable speed limits were proposed where the schools are located along arterial/ collector roads, however, Variable speed limits are being proposed along all school access roads based on the feedback received . During peak times, such as when schools open and close, there are typically more children and parents on the roads around schools. The proposed Speed Management Plan includes variable speed limits that depend on peak times.

As a key outcome of this process, Council ensured that iwi and the wider community were engaged and consulted with on the proposed speed changes. This helped the community to understand how the proposed changes to speed limits are made, and when and why it is important to do so.

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### 3. Describe how a whole-of-network approach to changing speed limits, safety cameras and safety infrastructure has been taken

Porirua's speed management planning process considered how safety infrastructure, safety cameras and speed limits can be combined effectively to help achieve a safe transport system.

Safe and appropriate speed limits are a key lever in creating a safe transport system for all road users, no matter their mode of transport. Furthermore, we have also implemented safety infrastructure improvement projects as listed below.

- Road safety promotion
- Minor safety – local roads
- Intersection improvements
- Pedestrian crossing upgrades
- Minor Safety - walking/cycling
- R2Z - School Safety
- R2Z - Speed Management Planning

### 3-year Implementation programme

#### 4. Speed limits

Where possible, provide geospatial shape files or maps for this section. Table 1 can also be used for all roads, or only those where it is necessary to provide additional information.

Table 1 – Speed limit changes to all roads including school/area to which it relates.

Area	Road	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Is proposed speed limit different from its Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information	Dates and times
								<i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>
Kenepuru Landing	Bluff Road	50	30	Permanent	2024	N	From a point 70m north from its intersection with Kenepuru Drive to its intersection with Kārearea Aenue.	
Kenepuru Landing	Pāteke Drive	50	30	Permanent	2024	N	From its intersection with Bluff Road to its intersection with Kārearea Avenue.	
Kenepuru Landing	Kāmana Way	50	30	Permanent	2024	N	From its intersection with Pāteke Drive to its intersection with Taiko Place.	
Kenepuru Landing	Tieke Lane	50	30	Permanent	2024	N	From its intersection with Kamana Way to its intersection with Taiko Place.	
Kenepuru Landing	Tāiko Place	50	30	Permanent	2024	N	From its intersection Pāteke Drive to its intersection with Kārearea Avenue.	
Kenepuru Landing	Tōrea Place	50	30	Permanent	2024	N	From its intersection Pāteke Drive to its intersection with Kārearea Avenue.	
Kenepuru Landing	Toutouwai Lane	50	30	Permanent	2024	N	From its intersection with Taiko Place to its intersection with Torea Place.	
Kenepuru Landing	Whio Lane	50	30	Permanent	2024	N	From its intersection with Torea Place to Kaki Drive.	
Kenepuru Landing	Kakī Drive	50	30	Permanent	2024	N	From its intersection with Pāteke Drive to its intersection with Moho Way.	
Kenepuru Landing	Titipounamu Place	50	30	Permanent	2024	N	From its intersection with Kaki Drive to its intersection with Pihoihoi Place.	
Kenepuru Landing	Pihoihoi Place	50	30	Permanent	2024	N	From its intersection with Kārearea Avenue to its intersection with Pāteke Drive.	
Kenepuru Landing	Pārekareka Lane	50	30	Permanent	2024	N	From its southern intersection with Pihoihoi Place to its northern intersection with Pihoihoi Place.	

Kenepuru Landing	Kārearea Avenue	50	30	Permanent	2024	Y	From its intersection with Bluff Road to its intersection with Pāteke Drive. SAAS 40km/h.	
Kenepuru Landing	Hōkioi Drive	50	30	Permanent	2024	N	From its intersection with Hokioi Drive to its intersection with Hokioi Drive.	
Kenepuru Landing	Taraiti Crescent	50	30	Permanent	2024	N	From its eastern intersection with Hokioi Drive to its western intersection with Hokioi Drive.	
Kenepuru Landing	Weweia Close	50	30	Permanent	2024	N	From its intersection with Hokioi Drive to the end of the cul-de-sac.	
Kenepuru Landing	Kōreke Close	50	30	Permanent	2024	N	From its intersection with Hospital Drive to the end of the cul-de-sac.	
Kenepuru Landing	Tokitoki Way	50	30	Permanent	2024	N	From its intersection with Hokioi Drive to its intersection with Taraiti Crescent.	
Kenepuru Landing	Moho Lane	50	30	Permanent	2024	N	From its intersection with Kaki Drive to its intersection with Kōkako Rise.	
Kenepuru Landing	Kororā Way	50	30	Permanent	2024	N	From its intersection with Kaki Drive to its intersection with Upper Main Drive.	
Kenepuru Landing	Hall Road	50	30	Permanent	2024	Y	From Hospital Drive to Kārearea Avenue. SAAS is 40km/h.	
Kenepuru Landing	Hospital Drive	50	30	Permanent	2024	N	From Hall Road to its intersection with Raiha Street.	
CBD	Lyttelton Avenue	50	30	Variable	2024	N	From its intersection with Titahi Bay Road to a point 86m northeast of its intersection with Kenepuru Drive.	8am-5pm
CBD	Bullock Lane	50	30	Variable	2024	N	Along its entire length, from the boundary between No. 3 and No. 4 Lyttelton Avenue to the boundary between No. 6 and No. 8 Parumoana Street, and its intersection with Parumoana Street.	8am-5pm
CBD	Hagley Street	50	30	Variable	2024	N	From a point 8m north of the boundary between No. 12 and No. 14 Hagley Street to the intersection with Lyttelton Avenue.	8am-5pm
CBD	Cobham Court	50	30	Variable	2024	N	From its southern intersection with Hagley Street to its northern intersection with Hagley Street.	8am-5pm
CBD	Hartham Place South	50	30	Variable	2024	N	From its intersection with Trask Place along its entire length.	8am-5pm
CBD	Lydney Place North	50	30	Variable	2024	Y	From its intersection with Lyttelton Avenue, along its entire length. SAAS is 10km/h. This road is exclusively a carpark.	8am-5pm
CBD	Ferry Place	50	30	Variable	2024	N	From its intersection with Lyttelton Avenue, along its entire length.	8am-5pm

CBD	Blue Heron Lane	50	30	Variable	2024	N	From its intersection with Hagley Street, along its entire length.	8am-5pm
CBD	Civic Place	50	30	Variable	2024	N	From its intersection with Lyttelton Avenue, along its entire length.	8am-5pm
CBD	Lodge Place	50	30	Variable	2024	N	From its intersection with Hagley Street, along its entire length.	8am-5pm
CBD	Trask Place	50	30	Variable	2024	N	From its intersection with Walton Leigh Avenue, along its entire length.	8am-5pm
CBD	Walton Leigh Avenue	50	30	Variable	2024	N	From 26 east of its intersection with Trask Place to its intersection with Lyttelton Avenue.	8am-5pm
CBD	Station Road	50	30	Variable	2024	N	From its northern intersection with Lyttelton Avenue to its southern intersection with Lyttelton Avenue.	8am-5pm
CBD	The Ramp	50	30	Variable	2024	Y	On its southwest bound side only, from its intersection with Parumoana Street to a point 155m northeast. SAAS is 80km/h, however vehicles need to slow down on approach to the CBD 30km/h zone. Northeast bound side of the carriageway remains at 50km/h.	8am-5pm
CBD	Kilkerran Place	50	30	Variable	2024	N	From its intersection with Lyttelton Avenue, along its entire length.	8am-5pm
CBD	Parumoana Street	50	30	Variable	2024	N	From its intersection with Lyttelton Avenue to its intersection with Semple Street.	8am-5pm
CBD	Jellicoe Street	50	30	Variable	2024	N	From its intersection with Norrie Street to its intersection with Parumoana Street.	8am-5pm
CBD	Auty Lane	50	30	Variable	2024	N	From its intersection with Jellicoe Street to the end of the cul-de-sac.	8am-5pm
CBD	Norrie Street	50	30	Variable	2024	N	From its intersection with Lyttelton Avenue to its intersection with Parumoana Street.	8am-5pm
CBD	Semple Street	50	30	Variable	2024	N	From its intersection with Lyttelton Avenue to its intersection with Titahi Bay Road.	8am-5pm
CBD	Wi Neera Drive	50	30	Variable	2024	N	From its intersection with Parumoana Street to its intersection with Titahi Bay Road.	8am-5pm
CBD	Tutuiira Place	50	30	Variable	2024	N	From its intersection with Wi Neera Drive to the end of the cul-de-sac.	8am-5pm
	Titahi Bay Road	70	60	Permanent	2024	Y	From a point 42m north of its intersection with Hagley Street to a point 19m south of its intersection with Te Pene Avenue. SAAS ranges from 40km/h-50km/h along this section of road.	



	Papakōwahi Road	70	50	Permanent	2024	Y	From a point 228m north of its intersection with Tweed Road to a point 68m south of its intersection with Brora Crescent. SAAS is 50km/h.	
	Waitangirua Link Road	50	60	Permanent	2024	Y	From a point 334m north east of its intersection with Warspite Avenue to a point 268m north of its intersection with Te Ara Kapehu. SAAS is 40km/h.	
Titahi Bay North School	Herewini Street	50	30	Variable	2024	N	From a point 7m south west of the boundary between No. 49 and No. 47 Herewini Street and the boundary between No. 9 and No. 11 Herewini Street.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Titahi Bay North School	Murphy Place	50	30	Variable	2024	N	From the intersection of Jillet Street to the end of the cul-de-sac.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Titahi Bay North School	Jillet Street	50	30	Variable	2024	N	From the boundary between No. 59 and No. 61 Jillet Street to the boundary between No. 33 and No. 35 Jillet Street.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Titahi Bay North School	Morere Street	50	30	Variable	2024	N	From its intersection with Jillet Street to the boundary between No. 6 and No. 8 Morere Street.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Titahi Bay School and St Pius X	Te Pene Avenue	50	30	Variable	2024	Y	From a point 11m south of the boundary between No. 96 and No. 98 Te Pene Avenue to a point 5m north of the boundary between No. 50 and No. 52 Te Pene Avenue. SAAS is 40km/h, but this is a road outside Titahi Bay School and St Pius X School so 30km/h speed limit is proposed.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Titahi Bay School and St Pius X	Opapa Street	50	30	Variable	2024	N	From its intersection with Te Pene Avenue to its intersection with Waiuta Street.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Titahi Bay School and St Pius X	Kura Street	50	30	Variable	2024	N	From a point 9m west of the boundary between No. 102 Main Road and No. 5 Kura Street to its intersection with Te Pene Avenue.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Titahi Bay School and St Pius X	Te Puke Street	50	30	Variable	2024	N	From its intersection with Te Pene Avenue to the boundary between No. 12 and No. 10 Te Puke Street.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Titahi Bay School and St Pius X	Tuki Street	50	30	Variable	2024	N	From its intersection with Te Puke Street to the boundary between No. 18 and No. 16 Tuki Street.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Titahi Bay School and St Pius X	Waiuta Street	50	30	Variable	2024	N	From its intersection with Opapa Street to its intersection with Kura Street.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Titahi Bay Intermediate	Titahi Bay Road	50	30	Variable	2024	Y	From Main Road to a point 94m south west of the intersection with Kahutea Terrace. SAAS is 40km/h, but this is a road outside Titahi Bay Intermediate so 30km/h speed limit is proposed.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Titahi Bay Intermediate	Onepoto Road	50	30	Variable	2024	N	From its intersection with Main Road for 72m east.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Titahi Bay Intermediate	Kahutea Crescent	50	30	Variable	2024	N	From its intersection with Main Road to the end of the cul-de-sac.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Titahi Bay Intermediate	Main Road	50	30	Variable	2024	Y	From Titahi Bay Road to a point 3m north of the boundary between No. 122A and No. 122 Main Road. SAAS is 40km/h, but this is a road outside Titahi Bay Intermediate so 30km/h speed limit is proposed.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm

Ngati Toa School	Piko Street	50	30	variable	2024	N	From a point 6m south west of the boundary between No. 66 and No. 64 Piko Street to the boundary between No. 36 and No. 34 Piko Street.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Ngati Toa School	Arene Grove	50	30	Variable	2024	N	From its intersection with Mawhare Street to the end of the cul-de-sac.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Ngati Toa School	Mawhare Street	50	30	Variable	2024	N	From its intersection with Piko Street to the end of the cul-de-sac.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Ngati Toa School	Arero Place	50	30	Variable	2024	N	From its intersection with Piko Street to the end of the cul-de-sac.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Ngati Toa School	Whanga Crescent	50	30	Variable	2024	N	From its eastern intersection with Piko Street to its western intersection with Piko Street.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Papakōwhai School	Tweed Road	50	30	Variable	2024	Y	From a point 6m south west of the boundary between No. 2 Naver Place and No. 30 Tweed Road to the boundary between No. 2 Findhorn Place and No. 7 Tweed Road. SAAS is 40km/h, but this is a road outside of Papakōwhai School so 30km/h speed limit is proposed.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Papakōwhai School	Spey Place	50	30	Variable	2024	N	From its intersection with Tweed Road to the end of the cul-de-sac.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Papakōwhai School	Yarrow Place	50	30	Variable	2024	N	From its intersection with Tweed Road to the end of the cul-de-sac.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Aotea College	Okowai Road	50	30	Variable	2024	N	From John Burke Drive to a point 45m south west of its intersection with Papakowhai Road.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Aotea College	John Burke Drive	50	30	Variable	2024	N	From Okowai Road to a point 40m southwest of its intersection with Frances Brown Avenue.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Aotea College	Waitaria Terrace	50	30	Variable	2024	N	From its intersection with Frances Brown Avenue to the southern boundary of No. 4 Waitaria Terrace.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Aotea College	Frances Brown Avenue	50	30	Variable	2024	N	From its intersection with Okowai Road to the boundary of No. 20 and No. 22 Frances Brown Avenue.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Tairangi School and Te Kura Māori o Porirua	Omapere Street	50	30	Variable	2024	Y	From its intersection with Warspite Avenue to a point 16m north of the boundary between No. 17 and No. 19 Omapere Street. SAAS is 40km/h, but this is a road outside of Tairangi School so 30km/h speed limit is proposed.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Tairangi School and Te Kura Māori o Porirua	Warspite Avenue	50	30	Variable	2024	Y	From a point 8m north of the boundary between No. 345 and No. 347 Warspite Avenue to a point 5m east of the boundary between No. 383 and No. 385 Warspite Avenue. SAAS is 40km/h, but this is a road outside of Te Kura o Māori so 30km/h speed limit is proposed.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Rangikura School	Conclusion Street	50	30	Variable	2024	N	From the boundary of No. 120 and No. 118 Conclusion Street to the boundary between No. 70 and No. 72 Conclusion Street.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Rangikura School	Almora View	50	30	Variable	2024	N	From a point 4m north of the boundary between No. 78 Conclusion Street and No. 3 Almora View to its intersection with Conclusion Street.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm

Rangikura School	Idaho Place	50	30	Variable	2024	N	From its intersection with Conclusion Street to the end of the cul-de-sac.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Bishop Viard College	Kenepuru Drive	50	30	Variable	2024	N	From a point 53m south of its intersection with Titahi Bay Road to the boundary between No. 21 and No. 23 Kenepuru Drive.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Bishop Viard College	Lyttelton Avenue	50	30	Variable	2024	N	From its intersection with Kenepuru Drive to a point 86m northeast.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Wellington Seventh Day Adventist School	Raiha Street	50	30	Variable	2024	Y	From 35m northwest its intersection with Kenepuru Drive to the boundary between No. 54 and No. 52 Raiha Street. SAAS ranges from 40km/h to 50km/h, but this is a road outside of Seventh Day Adventist School so 30km/h speed limit is proposed.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Porirua School, Mana College and Mahinawa Specialist School	Awarua Street	50	30	Variable	2024	N	From a point 46m from its intersection with Titahi Bay Road to the intersection with Takapuwahia Drive and Kotuku Street.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Porirua School, Mana College and Mahinawa Specialist School	Kahika Grove	50	30	Variable	2024	N	From its intersection with Awarua Street to the end of the cul-de-sac.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Porirua School, Mana College and Mahinawa Specialist School	Takapuwahia Drive	50	30	Variable	2024	N	From its intersection with Awarua Street to the boundary of No. 5 and No. 7 Takapuwahia Drive.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Porirua School, Mana College and Mahinawa Specialist School	Kotuku Street	50	30	Variable	2024	N	From its intersection with Awarua Street and Takapuwahia Drive to the boundary of No. 91 and No. 93 Kotuku Street.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Porirua School, Mana College and Mahinawa Specialist School	Hukatai Street	50	30	Variable	2024	N	From its intersection with Awarua Street to a point 7m west of the boundary of No. 10 and No. 12 Hukatai Street.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Porirua East School	Mungavin Avenue	50	30	Variable	2024	N	From a point 8m southeast of the boundary between No. 7 and No.9 Mungavin Avenue to the boundary between No. 22 and No. 24 Mungavin Avenue.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Porirua East School	Awatea Street	50	30	Variable	2024	N	From its intersection with Mungavin Avenue to a point 14m north of the boundary between No. 26C and No. 24 Awatea Street.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Porirua East School	Kivell Street	50	30	Variable	2024	N	From its intersection with Awatea Street to the end of the cul-de-sac.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Porirua East School	Jackson Terrace	50	30	Variable	2024	N	From its intersection with Martin Street to the end of the cul-de-sac.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Porirua East School	Martin Street	50	30	Variable	2024	N	From its intersection with Mungavin Avenue to the end of the cul-de-sac.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Porirua East School	Mexted Crescent	50	30	Variable	2024	N	From its intersection with Martin Street to the boundary between No. 12 and No. 14 Mexted Crescent.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Holy Family School and Windley School	Mungavin Avenue	50	30	Variable	2024	Y	From a point 20m south of the boundary between No. 131 and No.133 Mungavin Avenue to its intersection with Warpsite Avenue and Champion Street. SAAS ranges from 30km/h to 40km/h, but have kept to a 30km/h speed limit for continuity to Cannons Creek School.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm

Holy Family School and Windley School	Sievers Grove	50	30	Variable	2024	N	From its intersection with Mungavin Avenue to the boundary between No. 6 and No. 8 Sievers Grove	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Holy Family School and Windley School	Hampshire Street	50	30	Variable	2024	N	From its intersection with Mungavin Avenue to the boundary between No. 25 and No. 27 Hampshire Street.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Holy Family School and Windley School	Berkshire Grove	50	30	Variable	2024	N	From its intersection with Hampshire Street to the end of the cul-de-sac.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Holy Family School and Windley School	Bedford Street	50	30	Variable	2024	N	From its western intersection with Mungavin Avenue to a point 6m north of the boundary between No. 6 and No. 8 Bedford Street.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Russel School	Miranda Street	50	30	Variable	2024	N	From its southern intersection with Fantame Street to its northern intersection with Fantame Street.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Russel School	Fantame Street	50	30	Variable	2024	N	From the boundary of No. 7 Fantame Street and No.1 Dido Place to a point 3m north of the boundary between No. 59 and No. 61 Fantame Street.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Glenview school	Bedford Street	50	30	Variable	2024	N	From the boundary between No. 86 and No. 88 Bedford Street to the boundary between No.118 and No. 116 Bedford Street.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Brandon Intermediate, Porirua College, Maraeroa School	Driver Crescent	50	30	Variable	2024	N	From its intersection with Warspite Avenue to the boundary between No. 83 and No. 85 Driver Crescent.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Brandon Intermediate, Porirua College, Maraeroa School	D'Urville Street	50	30	Variable	2024	N	From its intersection with Driver Crescent to its intersection with Astrolabe Street.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Brandon Intermediate, Porirua College, Maraeroa School	Justine Street	50	30	Variable	2024	N	From its intersection with Astrolabe Street to its intersection with Driver Crescent	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Brandon Intermediate, Porirua College, Maraeroa School	Levant Street	50	30	Variable	2024	N	From its intersection with Astrolabe Street to its intersection with Driver Crescent	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Brandon Intermediate, Porirua College, Maraeroa School	Astrolabe Street	50	30	Variable	2024	N	From its intersection with Driver Crescent to the boundary between No. 61 and No. 63 Astrolabe Street.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Brandon Intermediate, Porirua College, Maraeroa School	Surprise Place	50	30	Variable	2024	N	From its intersection with Driver Crescent to the end of the cul-de-sac.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Brandon Intermediate, Porirua College, Maraeroa School	Dumont Place	50	30	Variable	2024	N	From its intersection with Astrolabe Street to the end of the cul-de-sac.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Natone Park School and Corinna School	Warspite Avenue	50	30	Variable	2024	Y	From the boundary between No. 153 and No. 155 Warspite Avenue to a point 17m north of the boundary of No. 201 Warspite Avenue and Waitangirua Mall. SAAS ranges from 40km/h - 30km/h, but this is a road outside of Corinna School, Natone Park School and Maraeroa Marae so 30km/h speed limit is proposed.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Natone Park School and Corinna School	Corinna Street	50	30	Variable	2024	N	From its intersection with Warspite Avenue to a point 3m south of the boundary between No. 49 and No. 51 Corinna Street.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm

Natone Park School and Corinna School	Kokiri Crescent	50	30	Variable	2024	N	From its intersection with Warspite Avenue to a point 8m north of the boundary between No. 24 and No. 22B Kokiri Crescent.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Natone Park School and Corinna School	Kalingo Street	50	30	Variable	2024	N	From its intersection with Corinna Street to its intersection with Warspite Avenue.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Cannons Creek School	Bedford Street	50	30	Variable	2024	N	From its eastern intersection with Mungavin Avenue to a point 5m south of the boundary between No. 221 and No. 219 Bedford Street.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Cannons Creek School	Mentor Lane	50	30	Variable	2024	N	From its intersection with Bedford Street to the end of the lane.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Cannons Creek School	Champion Street	50	30	Variable	2024	Y	From its intersection with Mungavin Avenue and Warspite Avenue to the boundary between No. 183 and No. 193 Champion Street. SAAS is 40km/h, but this is a road outside of Cannons Creek School so 30km/h speed limit is proposed.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Cannons Creek School	Warspite Avenue	50	30	Variable	2024	Y	From its intersection with Mungavin Avenue and Champion Street to a point 6m southwest of the boundary between No. 39B and No.41A Warspite Avenue. SAAS ranges from 30km/h-40km/h, but this is a road outside of Cannons Creek School so 30km/h speed limit is proposed.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Paremata school	Paremata Crescent	50	30	Variable	2024	N	From the boundary between No. 5 and No. 7 Paremata Crescent to a point 10m north of its intersction with Station Road.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Paremata school	Paremata Drive	50	30	Variable	2024	N	From its intersection with Paremata Crescent to the end of the cul-de-sac.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Paremata school	Whitianga View	50	30	Variable	2024	N	From its intersection with Paremata Drive to the end of the cul-de-sac.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Paremata school	Station Road	50	30	Variable	2024	N	From its intersection with Paremata Crescent to the end of the cul-de-sac.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
St Theresa's School	James Street	50	30	Variable	2024	N	From a point 90m south east of its northern intersection with State Highway 59 to a point 25m east of its southern intersection with State Highway 59.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Plimmerton School	Steyne Avenue	50	30	Variable	2024	N	From a point 5m north of the boundary of No. 16 and No. 18 Steyne Avenue to its intersection with Beach Road, Motuhara Road and School Road.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Plimmerton School	Motuhara Road	50	30	Variable	2024	N	From its intersection with Steyne Avenue, School Road and Beach Road to the boundary between No. 30 and No. 28 Motuhara Road.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Plimmerton School	School Road	50	30	Variable	2024	N	From its intersection with Steyne Avenue, Motuhara Road and Beach Road to the end of the cul-de-sac.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Plimmerton School	Beach Road	50	30	Variable	2024	N	From its intersection with Steyne Avenue, Motuhara Road and School Road to Sunset Parade.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Plimmerton School	Bath Street	50	30	Variable	2024	N	From its intersection with Steyne Avenue to the end of the cul-de-sac.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm

Pukerua Bay School	Rawhiti Road	50	30	Variable	2024	N	From the boundary between No. 108 and No. 106 Rawhiti Road to the boundary between No. 74 and No. 72 Rawhiti Road.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Pukerua Bay School	Donlin Place	50	30	Variable	2024	N	From its intersection with Rawhiti Road to the end of the cul-de-sac.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Pāuatahanui School	Paekakariki Hill Road	50	30	Variable	2024	N	From a point 15m from its intersection with Paremata Road to the boundary with No. 25 and No. 27 Paekakariki Hill Road.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Pāuatahanui School	Paremata Road	50	30	Variable	2024	N	From its intersection with Paekakariki Hill Road to the end of the cul-de-sac.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Discovery School	Pullen Lane	50	30	Variable	2024	N	From its intersection with Spinnaker Drive to the end of the cul-de-sac.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Discovery School	Capstan Lane	50	30	Variable	2024	N	From its intersection with The Companionway to the end of the cul-de-sac.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Discovery School	Spinnaker Drive	50	30	Variable	2024	Y	From the boundary between No. 87 and No. 89 Spinnaker Drive to the boundary between No. 64 and No. 62 Spinnaker Drive. SAAS is 40km/h, but this is a road outside of Discovery School so 30km/h speed limit is proposed.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Discovery School	Discovery Drive	50	30	Variable	2024	Y	From its intersection with Spinnaker Drive to the boundary between No. 16 and No. 14 Discovery Drive. SAAS is 40km/h, but this is a road outside of Discovery School so 30km/h speed limit is proposed.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Discovery School	The Companionway	50	30	Variable	2024	N	From its intersection with Discovery Drive to the boundary with No. 14 and No. 16 The Companionway.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Postgate School	Postgate Drive	50	30	Variable	2024	Y	From Spinnaker Drive to the boundary between No. 35 Postgate Drive and No. 82 Leeward Drive. SAAS is 40km/h, but this is a road outside of Postgate School so 30km/h speed limit is proposed.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Postgate School	Staites Drive North	50	30	Variable	2024	N	From its intersection with Postgate Drive to a point 5m southeast of the boundary between No. 17 and No. 19 Staites Drive North.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Postgate School	Woolwich Close	50	30	Variable	2024	N	From its intersection with Staites Drive North to the end of the cul-de-sac.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Postgate School	Spinnaker Drive	50	30	Variable	2024	Y	From the boundary between No. 133 and No. 135 Spinnaker Drive to Postgate Drive. SAAS is 40km/h, but this is a road outside of Postgate School so 30km/h speed limit is proposed.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Postgate School	Staites Drive South	50	30	Variable	2024	N	From its intersection with Omapere Street to a point 10m northeast of the boundary between No. 223 and No. 225 Staites Drive South.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Postgate School	Omapere Street	50	30	Variable	2024	Y	From its intersection with Postgate Drive to the boundary between No. 75 and No. 77 Omapere Street. SAAS is 40km/h, but this is a road outside of Postgate School so 30km/h speed limit is proposed.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Whitby Collegiate	Discovery Drive	50	30	Variable	2024	Y	From a point 100m southwest of its intersection with Starboard Lane to the boundary of No. 77 and No. 79 Discovery Drive. SAAS ranges from 30km/h - 40km/h, but this is a road outside of Whitby Collegiate so 30km/h speed limit is proposed.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm

Whitby Collegiate	Starboard Lane	50	30	Variable	2024	N	From its intersection with Discovery Drive to the end of the cul-de-sac.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Adventure School	Discovery Drive	50	30	Variable	2024	Y	From a point 100m west of its intersection with Exploration Way to the southern boundary of No. 2 Mariners Way. SAAS is 40km/h, but this is a road outside of Postgate School so 30km/h speed limit is proposed.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Adventure School	Longitude Place	50	30	Variable	2024	N	From its intersection with Discovery Drive to the end of the cul-de-sac.	During school terms, Monday - Friday 8:30am - 9am and 2:45pm - 3:15pm
Takapuwhāhia Marae	Te Arataura Street	50	30	Permanent	2024	N	From its intersection with Ngati Toa Street to the end of the cul-de-sac.	Depends on marae activities
Takapuwhāhia Marae	Te Arawi Street	50	30	Permanent	2024	N	From its intersection with Te Arataura Street to its intersection with Te Hiko Street.	Depends on marae activities
Takapuwhāhia Marae	Nohoura Street	50	30	Permanent	2024	N	From its intersection with Ngati Toa Street to the end of the cul-de-sac.	Depends on marae activities
Takapuwhāhia Marae	Te Hiko Street	50	30	Permanent	2024	N	From its intersection with Titahi Bay Road to a point 5m west of the boundary between No.22 and No. 20 Te Hiko Street.	Depends on marae activities
Takapuwhāhia Marae	Ngati Toa Street	50	30	Permanent	2024	N	From a point 5m south of the boundary between No. 31 and No.33 Ngati Toa Street to the southern end of the street.	Depends on marae activities
Horouta Marae	Routeburn Avenue	50	30	Variable	2024	Y	From its intersection with Whitford Brown Avenue to the boundary of No. 6 and No. 8 Routeburn Avenue. SAAS is 40km/h, but this is a road outside of Horouta Marae so 30km/h speed limit is proposed.	Depends on marae activities
Horouta Marae	Whitford Brown Avenue	50	30	Variable	2024	Y	From the boundary of No. 22 and No. 20 Whitford Brown Avenue to the boundary between No. 12 and No. 14 Whitford Brown Avenue. SAAS ranges between 50km/h-30km/h, but this is a road outside of Horouta Marae so 30km/h speed limit is proposed.	Depends on marae activities
Maraeroa Marae	Warspite Avenue	50	30	Variable	2024	N	From a point 17m north of the boundary of No. 201 Warspite Avenue and Waitangirua Mall north for 117m.	Depends on marae activities
Maraeroa Marae	Corinna Street	50	30	Variable	2024	N	From its intersection with Warspite Avenue to a point 3m east of the boundary between No. 128 and No. 126 Corinna Street.	Depends on marae activities
Hongoeka Marae	Moana Road	50	30	Permanent	2024	N	From the boundary between No. 78 and No. 79 Moana Road to the northern end of Moana Road.	





## 5. Speed limits around schools

**Table 12 – Speed limits around schools**

*[Text in italics is sample text to be replaced]*

School name	Category	Further information
Titahi Bay North School	1	N/A
Titahi Bay School	1	N/A
Titahi Bay Intermediate	1	N/A
Ngāti Toa School	1	N/A
St Pius X School	1	N/A
Papakōwhai School	1	N/A
Aotea College	1	N/A
Tairangi School	1	N/A
Te Kura Māori o Porirua	1	N/A
Rangikura School	1	N/A
Bishop Viard College	1	N/A
Wellington Seventh Day Adventist School	1	N/A
Porirua School	1	N/A
Mana College	1	N/A
Mahinawa Specialist School	1	N/A
Porirua East School	1	N/A
Holy Family School	1	N/A
Windley School	1	N/A
Russell School	1	N/A
Glenview School	1	N/A
Brandon Intermediate	1	N/A
Porirua College	1	N/A
Maraeroa School	1	N/A
Natone Park School	1	N/A
Corinna School	1	N/A
Cannons Creek School	1	N/A
Paremata School	1	N/A
St Theresa's School	1	N/A
Plimmerton School	1	N/A
Pukerua Bay School	1	N/A
Pāuatahanui School	1	N/A
Discovery School	1	N/A
Postgate School	1	N/A
Whitby Collegiate	1	N/A
Adventure School	1	N/A

## 6. Safety Infrastructure

Table 23 – Safety Infrastructure changes

Location	Proposed change	Year of commencement	Funding certainty (committed or not committed)	Further information
Omapere Street	Raise existing zebra crossing.			Site 1 at Tairangi School
Warspite Avenue	Raise existing zebra crossing.	Choose an item.	Choose an item.	Site 2 at Tairangi School
Champion Street	Raise existing zebra crossing.	Y1	Committed	Completed 2023. Site 3 at Cannons Creek School.
Warspite Avenue	Raise existing zebra crossing.	Y1	Committed	Completed 2023. Site 4 at Cannons Creek School.
Mungavin Avenue	Raise existing zebra crossing.	Y1	Committed	Completed 2023. Site 5 at Cannons Creek School.
Driver Crescent	New raised zebra crossing	Y1	Committed	Completed 2023. Site 6 at Brandon Intermediate / Maraeroa School / Porirua College.
Driver Crescent	Raise existing zebra crossing.	Y1	Committed	Completed 2023. Site 7 at Brandon Intermediate / Maraeroa School / Porirua College.
Driver Crescent	New raised zebra crossing	Y1	Committed	Completed 2023. Site 8 at Brandon Intermediate / Maraeroa School / Porirua College.
Mungavin Avenue	Raise existing zebra crossing.	Y1		Site 9 at Holy Family School / Windley School
Mungavin Avenue	Raise existing zebra crossing.	Y1	Committed	Completed 2023. Site 10 at Holy Family School / Windley School
Raiha Street	Road markings and speed calming infrastructure for downhill traffic. Possibly a flush median to reduce lane width and add in parking spaces.			Low priority and can be put in as part of Access Kenepuru. Site 11 at Wellington SDA School.
Main Road	Raise existing zebra crossing.	Y1	Committed	Completed. Site 12 at Titahi Bay School

Paremata School	Raise existing zebra crossing.	Site 13 at Paremata School. May be part of Papakowhāi Shared Path project?
Paekakariki Hill Road	Raise existing zebra crossing.	Site 14 at Pāuatahanui School.
Bedford Street	Raise existing zebra crossing.	Site 15 at Glenview School
Warspite Avenue	Raise existing zebra crossing.	Site 16 at Natone Park School
Omapere Street	Raise existing zebra crossing.	Site 18 at Postgate School
Warspite Avenue	Raise existing zebra crossing.	Site 19 at Rangikura School
Discovery Drive	Raise existing zebra crossing.	Site 20 at Whitby Collegiate.

All schools will have wig wag kura school warning signs (W19-2.1) on the primary approaches to the schools. Secondary approaches will have static W16-4 and supplementary W16-5.1 signs.

#### 7. Other matters relating to speed management

Discuss other matters related to speed management on the relevant roads, including matters regarding temporary speed limits (optional).

N/A

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*For completion by a regional transport committee only*

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## 8. State highway components

Include information from the state highway speed management plan (either the consultation draft or published copy, depending on which is most recent) that relates to state highways in the region.

### Supporting information

If you have attached supporting information for your state highway components, reference it here, so it can be readily identified.

## Reference table: Rule requirements for plan content

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

- (1) A plan must—
  - (a) set out objectives, policies and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan; and
  - (b) include an explanation of how the plan is consistent with the road safety aspects of the GPS on land transport<sup>6</sup> and any Government road safety strategy;<sup>7</sup> and
  - (c) include a general explanation of how a whole-of-network approach was taken to changing speed limits, safety cameras and safety infrastructure, including the approach when deciding whether to invest in making a road safer at higher speeds or to set a lower speed limit.
- (2) A plan must also—
  - (a) identify the changes (if any) being proposed to speed limits (other than temporary speed limits) and safety infrastructure on the relevant roads; and
  - (b) include an implementation programme for at least 3 financial years from the start of the plan that sets out —
    - (i) the changes (if any) being proposed to (A) speed limits on the relevant roads, including, to the extent practicable, information on each proposed speed limit relating to the geographical area of the proposed speed limit, the type of speed limit, the proposed speed limit expressed in kilometres per hour, and, for a seasonal or variable speed limit, the conditions under which each speed limit will apply; and (B) safety infrastructure on the relevant roads; and
    - (ii) the timeframe within which each change is proposed to occur; and
  - (c) for speed limits of 70 km/h or 90 km/h, include any content required by clause 4.3(2); and
  - (d) in relation to schools, include—
    - (i) any content required by clause 5.2(4); and
    - (ii) any designation of a category 2 school; and
    - (iii) if required by clause 5.3, an explanation for why, having regard to any guidance provided by the Agency about speed limits outside schools, the speed limit outside the category 2 school is safe and appropriate for the road; and
  - (e) include, for any changes being proposed to a speed limit that do not align with the Agency's confirmed assessment of what is the safe and appropriate speed limit for the road, an explanation for why, after considering the matters in clause 3.2(1), the road controlling authority proposes a speed limit that differs from the Agency's confirmed assessment (unless subclause (3) applies);<sup>8</sup> and
  - (f) include comment on any review relevant to the roads or region that has been completed under clause 3.17 since the previous plan published under clause 3.3(8) or 3.4(13).

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

State highway speed management plan – clause 3.8(5)	Regional speed management plans – clause 3.8(6)
<p>(5) A State highway speed management plan—</p> <p>(a) <b>must also include a general explanation of how the Agency (as RCA) has, when proposing a change to a speed limit, had regard under clause 3.2(2) to the desirability of a road under its control and an adjoining road under the control of another road controlling authority having the same speed limit, unless there is good reason for different speed limits; and</b></p> <p>(b) <b>may also include changes to safety cameras on roads that are not State highways.</b></p>	<p>(6) A regional speed management plan must—</p> <p>(a) identify, for any proposed change to a speed limit for a road under the control of a territorial authority (the first road) that adjoins a road under the control of another territorial authority (the second road), any instances where the speed limit for the first road is different or is proposed to differ from the speed limit for the second road; and</p> <p>(b) include information from the State highway speed management plan (either the consultation draft or the published copy, depending on which is most recently available) relating to State highways in the region.</p>
<p>(7) A plan may include discussion of other matters related to speed management on the relevant roads, including temporary speed limits.</p>	
<p>(8) A plan must be in the form (if any) set by the Agency. (Note that this template is not a required form, but an optional guide).</p>	

**Notes**

# New Zealand Government. 2020. *Government Policy Statement on Land Transport: 2021/22 – 2030/31*. Wellington: Ministry of Transport

† New Zealand Government. 2019. *Road to Zero: New Zealand’s road safety strategy 2020–2030*. Wellington: Waka Kotahi NZ Transport Agency.

\* A territorial authority must not publish a consultation draft territorial authority speed management plan if the regional transport committee has notified its intention to publish, within the next 28 days, a consultation draft regional speed management plan—the territorial authority must instead join in the process for a consultation draft regional speed management plan. (See clauses 3.5(2) and 12.10(3).)

^ Clauses 3.8(3) and 12.(4): A plan does not need to include explanation of where a proposed change to a speed limit does not align with the Waka Kotahi confirmed assessment of what is the safe and appropriate speed limit for the road (a) where the proposed speed limit is 70km/h and the Waka Kotahi assessment of the safe and appropriate speed limit for the road is 80km/h; (b) where the proposed speed limit is 90km/h and the Waka Kotahi assessment of the safe and appropriate speed limit for the road is 100km/h; and (c) where the proposed speed limit is to a road outside a school and complies with section 5 of the Rule.



