

**To** Kane Patena, Director of Land Transport

**CC:** Chris Rodley, Senior Manager Regulatory Standards and Implementation  
Karina Morrow, Manager Regulatory Technical

**From** Brian Nijman, Principal Advisor, Regulatory Technical

**Date** 21 October 2022

**Subject** **Setting of Speed Limits Rule: certification of interim speed management plan submitted by New Plymouth District Council**

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### **Purpose**

To seek Director certification of an interim speed management plan submitted by New Plymouth District Council.

Attachment 1 outlines your powers under the Setting of Speed Limits Rule 2022 (the Rule) to certify and publish plans.

### **Background**

Clause 12.13(6) of the Rule enables speed limit proposals, published before the commencement of the Rule, to be treated as a consultation draft of an interim speed management plan for the purposes of certification [Attachment 2 refers]. New Plymouth District Council's plan meets this criterion.

### **Assessment**

#### ***Assessment panel***

An assessment panel meet on 4 October 2022 to consider the plan. Its members and their primary areas of contribution were:

Anna BraySharpin (Principal Advisor - Infrastructure, Speed and Urban Mobility)	Road Safety
Iain McAuley (Team Lead Safe System Support)	Road Safety
Aydan Chatterton (Area Programme Manager, Transport Services)	Regional relationships
Junine Stewart (Area Programme Manager, Transport Services)	Regional relationships
Dulcie Tauri (Project Manager Road Safety)	Road safety, Māori contribution
Derrick Russell (Senior Business Analyst, Corporate Support-Enterprise Change)	Certification processes
Brian Nijman (Principal Advisor, Policy, Standards and Network)	Facilitator, Regulatory Services
Milica Tojaga (Team Administrator, Corporate Support-Business Support)	Secretariat

#### ***The plan exceeded the Rule's content requirements for interim plans consulted on under the 2017 Rule***

The Rule is less prescriptive in its content requirements for speed limit consulted upon before the Rule came into effect (i.e., under the 2017 Rule). Attachment 3 compares these content requirements with those for full plans and interim plans consulted *after* the new Rule came into effect.

Interim plans consulted upon before the new Rule came into effect are not required to conform to Agency requirements for the form of plans (since such requirements were not available at the time).

**Plan assessed against criteria**

The plan was assessed against the criteria outlined below. On this basis, the plan is recommended for certification. The certificate included as Attachment 4 are included for signature.

To inform subsequent engagement with Council on plan implementation, the panel also discussed:

- sequencing of speed management activity
- timelines for and progression to lower speed limits outside schools; and
- how speed management and safety infrastructure investments are best considered in the context of area-wide speed management approaches (such as moves to uniformly lower speed limit in urban areas and a general move to safe and appropriate speed implementation).

The assessment of the plan, including criteria, is summarised as follows:

**Table: New Plymouth District Council** (the plan as submitted is included as Attachment 5):

Requirements for interim speed management plans consulted upon prior the 2022 Rule coming into effect		Required / Optional	Addressed
Clause 12.12(1)	The plan has regard to—		
	(a) the road safety aspects of the GPS on land transport and any Government road safety strategy; and	optional	yes
	(b) the desirability of taking a whole-of-network approach to changing speed limits, safety cameras, and safety infrastructure, including considering a range of speed management interventions; and	optional	yes
	(c) Agency guidance and information, including on the use of mean operating speed when setting speed limits	optional	yes
Clause 12.13(1)	The plan identifies changes proposed to speed limits, outlining—		
	(a) information on the type of speed limit, speed expressed in km/h, applicable geographical area, and—for a seasonal or variable speed limit—the applicable conditions applying; and	optional	yes
	(b) the timeframe within which the change is proposed to occur	optional	yes
Clause 12.13(2)	The plan includes—		
	(a) an explanation for any changes proposed to a speed limit that do not align with the Agency’s confirmed assessment of the safe and appropriate speed limit; and	optional	yes
	(b) a designation for a category 2 school; and in such instances:	optional	yes
	(c) an explanation for why, having regard to Agency guidance, the speed limit outside the category 2 school is safe and appropriate	optional	yes
Clause 12.13(3)	The plan proposes a speed limit outside a school that complies with Section 5	optional	yes
Clause 12.13(6)	The plan—		
	(a) only identifies changes proposed to speed limits (other than temporary speed limits) on relevant roads (and may also include further information); and	required	yes
	(b) addresses any proposed change to a speed limit on a road outside a school that does not comply with Section 5	required (where applicable)	yes
Clause 12.13(7)	The plan includes discussion of other matters related to speed management on the relevant roads, including matters regarding safety infrastructure changes, temporary speed limits, and safety cameras.	required (where applicable)	N.A.

Clause 12.13(8)	The plan is in the form (if any) set by the Agency	optional	N.A.
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**Comment and observations**

New Plymouth District Council consulted on their plan under the 2017 Rule, referencing 2022 Rule provisions as required. Councillors endorsed the proposals consultation upon and submitted in the plan.

The One Network Framework is referenced, as is Waka Kotahi’s estimate of Safe and Appropriate Speeds and the maximum speed limits outside of schools as outlined in Section 5 of the 2022 Rule.

The plan focuses on reducing speed limits outside schools and to lower urban speed limits generally. Electronic and static variable speed limits are proposed around schools to facilitate such speed reductions.

The panel therefore recommended Council be thanked for submitting a plan that tackles the Government’s priorities for road safety and addresses the requirements of new Rule (including lower speed limits outside schools). This will be conveyed by the Regulatory Technical team.

With reference to Section 5 of the Rule, the plan outlines Category 1 (30 km/h) speed limit limits outside urban schools, with a mixture of Category 1 and Category 2 (40-60 km/h) speed limits outside of peri-urban and rural schools. The plan indicates the full speed management plan for 2024-27 will move towards achieving Category 1 speed limits generally.

Although the 2017 Rule does not explicitly reference requirements for Māori contribution to plans (in contrast to the 2022 Rule), Māori contribution, nevertheless, appears to be light. The Regulatory Technical team will therefore provide feedback to Council on Māori contribution and encourage them to be explicit in this respect in the full speed management plan scheduled for 2024-27.

In its full plan, Council will also be encouraged to consider:

- area-based approaches to lower speed limits (with potential to reduce the need for site-specific signage and safety infrastructure, with corresponding cost savings); and
- the potential use of the new ‘school permanent speed limit’, which conveys to road users the [lower] speed limit posted outside the school applies at all times (noting that schools are often used outside of school hours and are often located in proximity to other facilitates involving vulnerable road users) .

## Summary

The assessment panel recommends you certify the interim speed management plan submitted by New Plymouth District Council.

Brian Nijman  
Principal Advisor  
Regulatory Technical  
9/09/2022

## Endorsed



Chris Rodley, Senior Manager Regulatory Standards and Implementation  
10/11/2022

## Attachments

- Attachment 1 2022 Rule extract—Director powers to certify and publish interim speed management plans
- Attachment 2 2022 Rule extract—plan requirements for speed limit proposals consulted upon prior to the Rule coming into effect
- Attachment 3 Speed management plan content requirements—comparison of plan types
- Attachment 4 Speed management plan certificate for signature
- Attachment 5 Speed management plan submitted by New Plymouth District Council

**Recommendations**

It is recommended you:

1. Certify and publish the interim speed management plan submitted by New Plymouth District Council:

Yes  No

2. Sign the attached interim speed management plan certificate for New Plymouth District Council:

Yes  No

Signed



**Kane Patena**

Director of Land Transport

  /November/2022

## Attachment 1: 2022 Rule extract—Director powers to certify and publish interim speed management plans

### 12.14 Certification of, and comment on, interim plans

- (1) For the purpose of clauses 12.15(2), 12.16(5) and 12.17(2), the requirements are—
  - (a) the Agency (as RCA), the regional transport committee or territorial authority (as the case may be) has confirmed that—
    - (i) consultation has been carried out in accordance with clause 3.9; and
    - (ii) the interim plan includes an explanation of how the plan is consistent with the road safety aspects of the GPS on land transport and any Government road safety strategy; and
    - (iii) the interim plan includes a general explanation of how a whole-of-network approach was taken to changing speed limits by considering a range of speed management interventions; and
  - (b) the interim plan includes the content required by clause 12.13.
- (2) When assessing a final draft interim plan, the Director may also provide comment in writing on the extent to which, in their view, the plan—
  - (a) is consistent with the road safety aspects of the GPS on land transport and any Government road safety strategy; and
  - (b) takes a whole-of-network approach by including consideration of a range of speed management interventions.
- (3) The Director may, after providing comments under subclause (2) and giving the Agency (as RCA), the regional transport committee or the territorial authority (as the case may be) a reasonable time to consider those comments, publish the comments on an Internet site.
- (4) However, if a territorial authority has published before the commencement of this Rule a proposal to change a speed limit or speed limits and that proposal has been consulted on in accordance with clause 3.9, then—
  - (a) the proposal published may be treated as a consultation draft of an interim territorial authority speed management plan; and
  - (b) for the purpose of clause 12.17(2), the requirements are that—
    - (i) the territorial authority has confirmed that consultation has been carried out in accordance with clause 3.9; and
    - (ii) the interim territorial authority speed management plan identifies changes being proposed to speed limits (other than temporary speed limits) on the relevant roads; and
  - (c) subclauses (1) to (3) do not apply.

**12.17 Process for interim territorial authority speed management plan**

- (1) To create an interim territorial authority speed management plan for roads in its area, a territorial authority must—
  - (a) prepare a consultation draft interim plan to include—
    - (i) the content required by clause 12.13; and
    - (ii) any relevant information received from road controlling authorities that are not the Agency (as RCA) or a territorial authority and that control roads in the area; and
  - (b) subject to clause 12.10(3), publish the consultation draft interim plan on an Internet site; and
  - (c) consult on the consultation draft interim plan in accordance with clause 3.9 as if the interim plan were the territorial speed management plan; and
  - (d) consider any submissions received on the consultation draft interim plan; and
  - (e) prepare a final draft interim plan and submit it to the Director for certification.
- (2) The Director must consider whether they are satisfied that the final draft interim plan meets the requirements in clause 12.14(1) or (4) (as the case may be) and—
  - (a) if they are satisfied, they must certify the plan and provide a certificate to that effect; and
  - (b) if they are not satisfied—
    - (i) they must refer the final draft interim plan back to the territorial authority with recommendations for how to meet the requirements in clause 12.14(1) or (4) (as the case may be); and
    - (ii) the territorial authority must repeat the step at subclause (1)(e), after having regard to the Director's recommendations.
- (3) Once the Director has certified the final draft interim plan, the Agency must publish, on an Internet site—
  - (a) the interim plan; and
  - (b) the certificate provided under subclause (2)(a).
- (4) An interim territorial authority speed management plan ceases to be **current** when—
  - (a) a territorial authority speed management plan for the territory is published under clause 3.5(5); or
  - (b) an interim regional speed management plan that includes the territory is published under clause 12.16(6); or
  - (c) a regional speed management plan that includes the territory is published under clause 3.4(13).
- (5) In this clause, **territorial authority** excludes a unitary authority, Auckland Council and Auckland Transport.

## Attachment 2: 2022 Rule extract— plan requirements for speed limit proposals consulted upon prior to the Rule coming into effect

### 12.13 Content and form of interim plans

- (1) An interim plan must identify changes being proposed to speed limits (other than temporary speed limits) on the relevant roads, and for each proposed change must include—
  - (a) to the extent practicable, information on 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 (*see also* Section 4); and
  - (b) the timeframe within which the change is proposed to occur.
- (2) An interim plan—
  - (a) must also 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 (4) applies); and
  - (b) may include a designation for a category 2 school; and
  - (c) in relation to any designation of a category 2 school, must include 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.
- (3) If an interim plan proposes to change the speed limit on a road outside a school, the road controlling authority must propose to set a speed limit outside the school that complies with Section 5.
- (4) However, a plan does not need to include an explanation of where a proposed change to a speed limit does not align with the Agency’s confirmed assessment of what is the safe and appropriate speed limit for the road in the following cases:
  - (a) where the proposed speed limit is 70 km/h and the Agency’s assessment of the safe and appropriate speed limit for the road is 80km/h;
  - (b) where the proposed speed limit is 90 km/h and the Agency’s assessment of the safe and appropriate speed limit for the road is 100km/h;
  - (c) where the proposed speed limit is to a road outside a school and complies with Section 5.
- (5) In this clause, **confirmed assessment** has the same meaning as in clause 3.8(4).
- (6) However, if a territorial authority has published before the commencement of this Rule a proposal to change a speed limit or speed limits and that proposal has been, is or will be consulted on in accordance with clause 3.9, then—
  - (a) the proposal published may be treated as a consultation draft of an interim territorial authority speed management plan; and
  - (b) the interim territorial authority speed management plan must only identify changes being proposed to speed limits (other than temporary speed limits) on the relevant roads (and may also include further information); and
  - (c) clause 12.12(1) and clause 12.13(1), (2), (3) and (8) do not apply to the interim territorial authority speed management plan; and
  - (d) the territorial authority may (despite anything else in this Rule), in the interim plan, propose a change to a speed limit on a road outside a school that does not comply with Section 5.
- (7) An interim plan may include discussion of other matters related to speed management on the relevant roads, including matters regarding safety infrastructure changes, temporary speed limits, and safety cameras.
- (8) An interim plan must be in the form (if any) set by the Agency.



## Attachment 3: Speed management plan content requirements—comparison of plan types

Full plans		Interim plans
<b>Clause 3.8 Content and form of full plans</b>		<b>Clause 12.13 Content and form of interim plans</b>
<p>(1) A plan <b>must</b>—</p> <p>(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</p> <p>(b) include an explanation of how the plan is consistent with the road safety aspects of the GPS on land transport and any Government road safety strategy; and</p> <p>(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.</p> <p>(2) A plan <b>must</b> also—</p> <p>(a) identify the changes (if any) being proposed to speed limits (other than temporary speed limits) and safety infrastructure on the relevant roads; and</p> <p>(b) include an implementation programme for at least 3 financial years from the start of the plan that sets out—</p> <p>(i) (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 (see also Section 4); and (B) safety infrastructure on the relevant roads; and</p> <p>(ii) the timeframe within which each change is proposed to occur; and</p> <p>(c) for speed limits of 70 km/h or 90 km/h, include any content required by clause 4.3(2); and</p> <p>(d) in relation to schools, include—</p> <p>(i) any content required by clause 5.2(4); and</p> <p>(ii) any designation of a category 2 school; and</p> <p>(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</p> <p>(e) include, for any changes being proposed to a speed limit that do not align with the Agency's confirmed assessment of what is the safe and appropriate speed limit for the road, an explanation for why, after considering the matters in clause 3.2(1), the road controlling authority proposes a speed limit that differs from the Agency's confirmed assessment (unless subclause (3) applies); and</p> <p>(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).***</p>		<p>(1) An interim plan <b>must</b> identify changes being proposed to speed limits (other than temporary speed limits) on the relevant roads, and for each proposed change <b>must</b> include—</p> <p>(a) to the extent practicable, information on 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 (see also Section 4); and</p> <p>(b) the timeframe within which the change is proposed to occur.</p> <p>(2) An interim plan—</p> <p>(a) <b>must</b> also 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 (4) applies); and</p> <p>(b) <b>may</b> include a designation for a category 2 school; and</p> <p>(c) in relation to any designation of a category 2 school, <b>must</b> include 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.***</p> <p>(3) If an interim plan proposes to change the speed limit on a road outside a school, the road controlling authority <b>must</b> propose a speed limit outside the school that complies with Section 5.</p> <p>(7) An interim plan <b>may</b> include discussion of other matters related to speed management, including safety infrastructure changes, temporary speed limits, and safety cameras.</p>
<b>State highway Speed Management Plan</b>	<b>Regional Speed Management Plans</b>	<p>* Clause 12.13(6) states that if a territorial authority has published before the commencement of the Rule a proposal to change a speed limit or speed limits and that proposal has been, is or will be consulted on in accordance with clause 3.9, then—</p> <p>(a) the proposal published <b>may</b> be treated as a consultation draft of an interim territorial authority speed management plan; and</p> <p>(b) the interim territorial authority speed management plan <b>must</b> only identify changes being proposed to speed limits (other than temporary speed limits) on the relevant roads (and <b>may</b> also include further information); and</p> <p>(c) (clauses 12.12(1), 12.13(1), (2), (3) and (8) do not apply to the interim territorial authority speed management plan; and</p> <p>(d) the territorial authority <b>may</b> (despite anything else in the Rule), in the interim plan, propose a change to a speed limit on a road outside a school not complying with Section 5.</p>
<b>Clause 3.8(5)</b>	<b>Clause 3.8(6)</b>	
<p>(5) A State highway speed management plan—</p> <p>(a) <b>must</b> 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</p> <p>(b) <b>may</b> also include changes to safety cameras on roads that are not State highways.</p>	<p>(6) A regional speed management plan <b>must</b>—</p> <p>(a) identify, for any proposed change to a speed limit for a road under the control of a territorial authority (the <b>first road</b>) that adjoins a road under the control of another territorial authority (the <b>second road</b>), 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) that relates to State highways in the region.</p>	
<p>(7) A plan <b>may</b> include discussion of other matters related to speed management on the relevant roads, including temporary speed limits.</p>		
<p>(8) A plan <b>must</b> be in the form (if any) set by the Agency.</p>		

\*\* 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. [clauses 3.5(2) and 12.10(3) refer]

\*\*\* 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 Agency's confirmed assessment of what is the safe and appropriate speed limit for the road in the following cases: (a) where the proposed speed limit is 70km/h and the Agency's 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 Agency's assessment of the safe and appropriate speed limit for the road is 100km/h; (c) where the proposed speed limit is to a road outside a school and complies with Section 5.

## Attachment 4: Speed management plan certificate

*New Plymouth District Council*

# Speed management plan certificate

Pursuant to clause 12.17(2)(a) of the Setting of Speed Limits Rule 2022, the interim territorial authority speed management plan, reference 'New Plymouth District Council interim speed management plan, September 2022', submitted by New Plymouth District Council and applicable to the 2021 – 2024 National Land Transport Programme period, is hereby certified.

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Date 11 October 2022



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Director of Land Transport

## Attachment 5: Interim Speed Management Plan submitted by New Plymouth District Council



When replying please quote: ECM 8835464

Date: 13 September 2022

To: **Kane Patena**, The Director of Land Transport,  
Waka Kotahi NZ Transport Agency

SUBJECT: **INTERIM SPEED MANAGEMENT PLAN**

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Please find following information supporting our interim speed management plan, for the NLTP period August 2021 – July 2024 which has been sent to Waka Kotahi for final approval.

As per the Land Transport Rule: Setting of Speed Limits 2022, we are confident that we have met the following clauses:

- 3.8(1)(a) New Plymouth District Council signed off on Guiding Principles to Speed in 2018 (Appendix 1). The principles include:
- Managing speeds on roads plays a key role in developing communities, a sense of place, improving neighbourhood amenity and the safety of all road users.
  - Travel speeds should be able to provide both road safety and efficiency (economic productivity).
  - Speed limits will become intuitive and reflect the use and function of roads.
  - NPDC recognises the importance of and will undertake community engagement prior to changing any speed limits or introducing new infrastructure.
  - Speed management does not happen in isolation, and other measures including infrastructure upgrades will continue to be considered when addressing safety issues on the transport network.

Our plan had been split into three phases, and Council have only consulted on phase one at this stage, with phase two and three anticipated to be picked up via the Regional speed management plan.

Phase one (2022-24): included speed reductions at 100% of schools on the local roading network, a reduction on approximately 67% of local rural roads and a trial safer speed area outside Taranaki Base Hospital.

Phase two (2024-27): includes safer speeds for the remainder of our rural roads, and targeting 15% of our urban roads.

Phase three (2027-30): safer speeds for the remainder of our urban roads.

Liardet Street, Private Bag 2025, New Plymouth 4340, New Zealand  
P 06-759 6060 | F 06-759 6072 | E enquiries@npdc.govt.nz

Following New Plymouth District Council’s decision at the Council meeting on 6 September, the 10 year plan will need to be revised. Our interim speed management plan for phase one includes safer speeds outside our schools, including infrastructure improvements for several, along with the trial safer speeds zone area around the Taranaki Base Hospital.

- 3.8(1)(b) The speed limits proposed aligns with Waka Kotahi safe and appropriate Speeds.
- 30km/h outside category 1 schools,
  - 60km/h outside category 2 schools,
  - 40km/h on residential streets (outside Taranaki Base Hospital)

Phase one, according to the data contained within MegaMaps, we will deliver a DSI reduction of 8.36 (ten years after implementation). The full plan is anticipated to deliver a DSI reduction of 106.

What has been proposed will see NPDC meet the target of 100% of schools receiving a speed reduction by 2027 (as set by the Rule). Safer speeds have been proposed outside all of schools during phase one, traffic calming will be prioritised at schools that have higher operating speeds, with funding requested through the next NLTP process to complete any additional traffic calming.

- 3.8(1)(c) The roads proposed have been prioritised based on a matrix that considers:
- Crash history and infrastructure risk rating
  - Reduction in DSI that can be made from reducing speed on this road
  - Community priorities (based on our earlier engagement work, our communities priorities are roads by schools and our rural network).
  - Alignment with our current Long Term Plan build program.

At the same time NPDC has its biggest-ever road safety improvements programme, we’re investing \$64.6m over the next 10 years, targeting high-risk roads. We are meeting with Waka Kotahi to discuss the change in management of safety cameras and will look to incorporate this additional tool into phase two of our plan (NLTP 2024-27).

Visit this link [here](#) to see a visual representation of what has been proposed. Appendix 2 has the geospatial shape files attached.

- 3.8(2)(b) Implementation programme: Appendix 3 identifies the roads with proposed safer speed limits, the planned implementation timeframe and whether safety infrastructure is being considered. The intention is to deliver phase one within the existing NLTP (2021-2024) which leaves two years of implementation.

3.8(2)(d) The implementation programme around schools can be found in Appendix 3.

3.11(1)(a) As per clause 3.9 NPDC have completed consultation on the proposed interim speed management plan following the principals specified in section 82 of the Local Government Act.

As per clause 3.10 NPDC have begun consultation with Māori on speed management. Māori have had the opportunity to engage on phase one, however the intent has been set to further this korero early in 2023 for phase two.

In addition the proposed interim speed management plan (excluding rural roads) has the approval of New Plymouth District Council, please see Appendix 4 which is the resolution for action.

For further information please contact either:

Liz Beck, Let's Go Advisor  
[Liz.beck@npdc.govt.nz](mailto:Liz.beck@npdc.govt.nz) | 021 204 9085

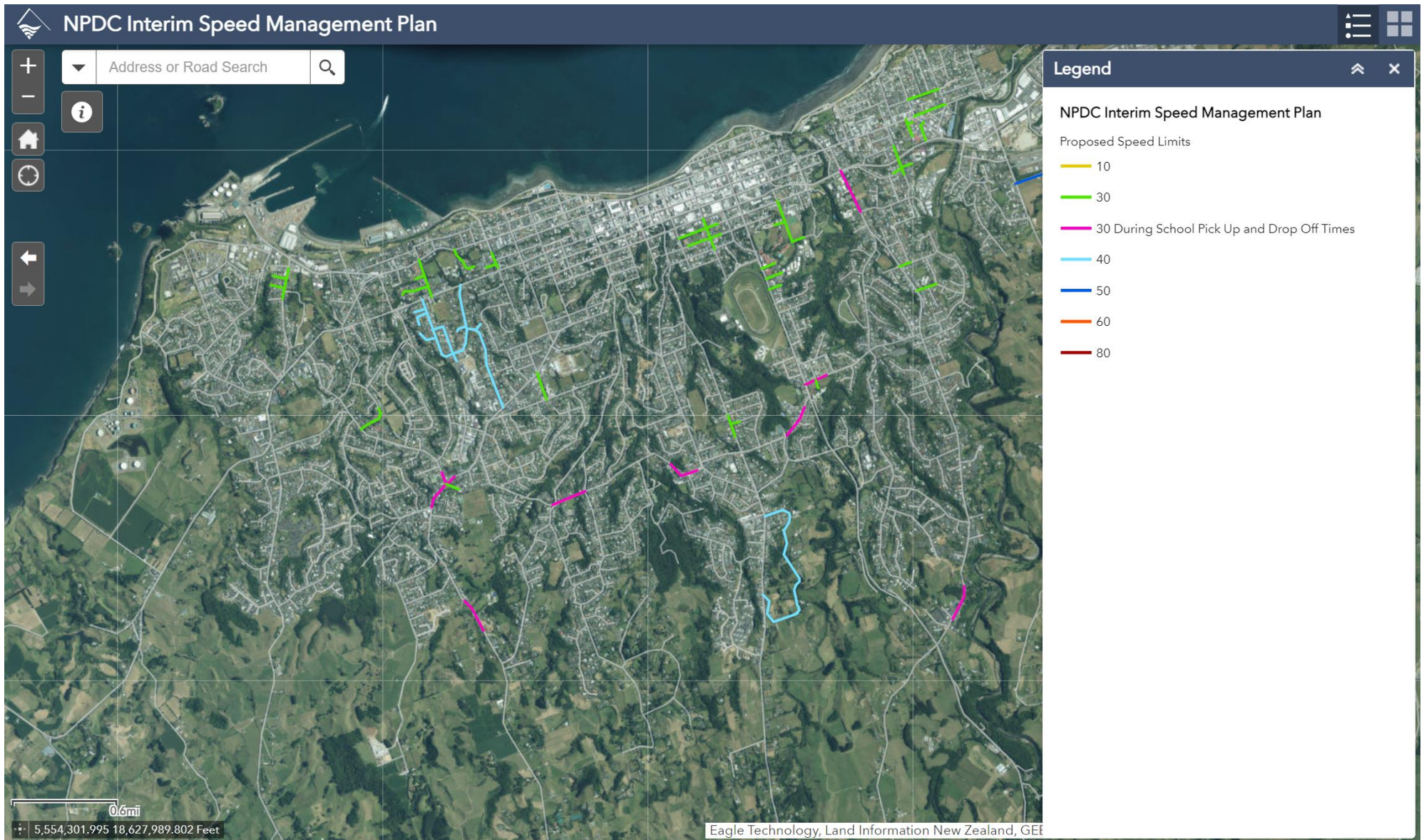
OR

David Brown, Traffic and Safety Engineer  
[David.brown@npdc.govt.nz](mailto:David.brown@npdc.govt.nz) | 027 214 8903

Ngā mihi

- Appendix 1: New Plymouth District Council: Guiding Principles to Speed Management
- Appendix 2: New Plymouth District Council: Proposed Safer Speeds Geospatial Shape Files.
- Appendix 3: New Plymouth District Council: Implementation Programme for Phase One (2021-2024)
- Appendix 4: New Plymouth District Council: Resolution for Action

Figure 1: Map view of interim speed management plan (New Plymouth District Council)  
[viewable in browser](#) (right-clickable for speed limit details)



**Table 1: National Land Transport Plan—schools (New Plymouth District Council)**

1	School Name	State Highway	Catego	Current Spe Limit	Compliant with Speed Rule?	Proposed Sp Limit	Main Treatment	MT Co	MT NLT Period	Additional Treat	AT Co	AT NLT Period	Total Co	Notes
17	Puketapu School (New Plymouth)	No	Cat 1	50	No	30	Static speed signs	\$ 2,000	NLTP 21-24	Traffic Calming	\$ 58,000	NLTP 24-27	\$ 60,000	Gateway treatment (two)
18	Waitara East School	No	Cat 1	50	No	30	Static speed signs	\$ 2,000	NLTP 21-24	Traffic Calming	\$ 96,000	NLTP 24-27	\$ 98,000	Review need for zebra, if yes, raise it, if no Kea
19	Waitara Central School	No	Cat 1	50	No	30	Static speed signs	\$ 2,000	NLTP 21-24	Traffic Calming	\$ 98,000	NLTP 24-27	\$ 100,000	Raised zebra
20	Huirangi School	No	Cat 1	100	No	30	Static speed signs	\$ 1,000	NLTP 21-24				\$ 1,000	End of cul-de-sac, signs should be sufficient
21	St Patrick's School (Inglewood)	No	Cat 1	50	No	30	Static speed signs	\$ 3,000	NLTP 21-24	Traffic Calming	\$ 97,000	NLTP 24-27	\$ 100,000	Gateway treatment (three)
22	Manukorihī Intermediate	No	Cat 1	50	No	30	Static speed signs	\$ 1,000	NLTP 21-24	Traffic Calming	\$ 59,000	NLTP 24-27	\$ 60,000	Relocate crossing, gateway treatment
23	Oakura School	No	Cat 1	50	No	30	Static speed signs	\$ 1,000	NLTP 21-24				\$ 1,000	End of cul-de-sac, signs should be sufficient
24	Highlands Intermediate	No	Cat 1	40(V) / 50	Yes s5.2(3)	30(V) / 50	Electronic speed sign	\$ 26,900	NLTP 21-24				\$ 26,900	Arterial Road, Zebra should raised as separate project
25	Waitara High School	No	Cat 1	40(V) / 50	Yes s5.2(3)	30(V) / 50	Electronic speed sign	\$ 26,900	NLTP 21-24				\$ 26,900	Arterial Road, Zebra should raised as separate project
26	New Plymouth Boys' High School	Partial	Cat 1	50	No	30	Static speed signs	\$ 2,000	NLTP 21-24				\$ 2,000	This is the rear entrance, main entrance is on SH3
27	Marfell School	No	Cat 1	50	No	30	Static speed signs	\$ 2,000	NLTP 21-24				\$ 2,000	Seperate project
28	Bell Block School	No	Cat 1	50	No	30	Static speed signs	\$ 4,000	NLTP 21-24	Traffic Calming	\$ 56,000	NLTP 24-27	\$ 60,000	Gateway treatment (four), aldo there is an adjacent project that may address some risk.
29	Welbourn School	No	Cat 1	40(V) / 50	Yes s5.2(3)	30(V) / 50	Electronic speed sign	\$ 40,350	NLTP 21-24				\$ 40,350	Arterial Road, Zebra should raised as separate project
30	Sacred Heart Girls' College (New Plymouth)	No	Cat 1	50	No	30	Static speed signs	\$ 3,000	NLTP 21-24	Traffic Calming	\$ 97,000	NLTP 24-27	\$ 100,000	Raised zebra
31	Kaimata School	No	Cat 2	100	No	60	Static speed signs	\$ 4,000	NLTP 21-24	Traffic Calming	\$ 166,000	NLTP 21-24	\$ 170,000	Gateway treatments (three)
32	West End Te Kura O Morere	No	Cat 1	50	No	30	Static speed signs	\$ 2,000	NLTP 21-24	Traffic Calming	\$ 58,000	NLTP 21-24	\$ 60,000	Gateway treatment (two)
33	Moturoa School	No	Cat 1	50	No	30	Static speed signs	\$ 2,000	NLTP 21-24				\$ 2,000	Completed project, engineered to 30km/h
34	Central School Te Kura Waenga O Ngamotu	No	Cat 1	50	No	30	Static speed signs	\$ 6,000	NLTP 21-24				\$ 6,000	Separate project
35	St John Bosco School (New Plymouth)	Yes	Cat 1	50	No	30	Static speed signs	\$ 2,000	NLTP 21-24				\$ 2,000	End of cul-de-sac, signs should be sufficient
36	St Joseph's School (Waitara)	No	Cat 1	50	No	30(V) / 50	Electronic speed sign	\$ 26,900	NLTP 21-24				\$ 26,900	Arterial Road, review location and need for Zebra - if necessary this should be a separate project
37	Urenui School	No	Cat 1	50	No	30	Static speed signs	\$ 3,000	NLTP 21-24	Traffic Calming	\$ 97,000	NLTP 24-27	\$ 100,000	Gateway treatments (three)
38	Coastal Taranaki School	No	Cat 1	50	No	30	Static speed signs	\$ 2,000	NLTP 21-24	Traffic Calming	\$ 298,000	NLTP 21-24	\$ 300,000	Gateway treatments (raised) and chicane
39	Ratapiko School	No	Cat 2	100	No	60	Static speed signs	\$ 3,000	NLTP 21-24	Traffic Calming	\$ 97,000	NLTP 24-27	\$ 100,000	Gateway treatments (three)
40	Frankley School	No	Cat 1	40(V) / 50	Yes s5.2(3)	30(V) / 50	Electronic speed sign	\$ 26,900	NLTP 21-24				\$ 26,900	Arterial Road, Zebra should raised as separate project
41	Mangorei School	No	Cat 1	40(V) / 50	Yes s5.2(3)	30(V) / 50	Electronic speed sign	\$ 26,900	NLTP 21-24				\$ 26,900	Arterial Road, review location and need for Zebra - if necessary this should be a separate project
42	Waitoriki School	No	Cat 2	100	No	60	Static speed signs	\$ 3,000	NLTP 21-24	Traffic Calming	\$ 97,000	NLTP 24-27	\$ 100,000	Gateway treatments (three)
43	Uruti School	No	Cat 2	100	No	60	Static speed signs	\$ 2,000	NLTP 21-24				\$ 2,000	Signs should be sufficient
44	Mimi School	No	Cat 2	100	No	60	Static speed signs	\$ 2,000	NLTP 21-24				\$ 2,000	Signs should be sufficient
45	Omata School	No	Cat 1	30	Yes s5.2(2)(a)	NC		\$ -					\$ -	30km/h speed limit already in place
46	New Plymouth Adventist Christian School	No	Cat 2	70	No	40	Static speed signs	\$ 2,000	NLTP 21-24				\$ 2,000	There is no increased presence of vulnerable road users an association with the school as all school traffic is managed outside of the road reserve.
47	Ahititi School	Yes						\$ -					\$ -	Activity is on SH
48	Devon Intermediate	Yes						\$ -					\$ -	Activity is on SH
49	Green School New Zealand	No	Cat 2	100				\$ -					\$ -	There is no increased presence of vulnerable road users an association with the school as all school traffic is managed outside of the road reserve.
50	Spotswood College	Yes						\$ -					\$ -	Activity is on SH
51	Spotswood Primary School	Yes						\$ -					\$ -	Activity is on SH
52	Taranaki Activity Centre	No	Cat 2	50	No	NC		\$ -					\$ -	There is no increased presence of vulnerable road users an association with the school as the school has a very small roll.
53	Te Pi'ipi'inga Kakano Mai   Rangiatea	Yes						\$ -					\$ -	There is no increased presence of vulnerable road users an association with the school as all school traffic is managed outside of the road reserve.
54								\$ 413,250			\$ 2,260,000			
55														
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NLTP 21-24	\$ 413,250	School signs
	\$ 1,312,000	School traffic calming
	\$ 10,000	Urban signs (40km/h trial)
	\$ 100,000	Other expenditure (consultants, staff, etc)
	\$ 1,835,250	NLTP 21-24 cost
	\$ 1,858,900	Budget (NLTP 21-24)
	\$ 23,650	Remainder
	\$ 1.27%	Remainder

Traffic management projects
8 NLTP 21-24
11 NLTP 24-27

**Table 2: National Land Transport Plan—all roads (New Plymouth District Council)**

	B	C	D	E	H	J	K	L	M	N	O
1	Road Name	Length (m)	School (Y/N)	School Name	Main Treatment	MT\$	MT NLTP Period	Additional Treatment	AT NLTP Period	Timeframe	Notes
2	JEFFERY LANE (SERVICE LANE)	113.0	Yes	Bell Block School	Static speed signs	\$ -	NLTP 21-24	Traffic Calming	NLTP 24-27		
3	CRACROFT STREET (NEW PLYMOUTH)	112.0	Yes	WITT	Static speed signs	\$ -	NLTP 21-24				
4	BELL STREET	156.0	Yes	WITT	Static speed signs	\$ -	NLTP 21-24				
5	WAKEFIELD STREET	124.0	Yes	New Plymouth Boys' High School	Static speed signs	\$ -	NLTP 21-24				
6	HENDRIE STREET	112.0	Yes	New Plymouth Boys' High School	Static speed signs	\$ -	NLTP 21-24				
7	NIGER TERRACE	98.0	Yes	New Plymouth Boys' High School	Static speed signs	\$ -	NLTP 21-24				
8	SAXTON ROAD	600.0	No		Static speed signs	\$1,000.00	NLTP 21-24				New Plymouth Adventist Christian School
9	SAXTON ROAD	267.0	No		Static speed signs	\$1,000.00	NLTP 21-24				New Plymouth Adventist Christian School
10	FRANCIS DOUGLAS DRIVE	124.0	Yes	Francis Douglas Memorial College	Electronic speed sign	\$ -	NLTP 21-24				
11	CLOVELLY STREET	79.6	Yes	St John Bosco School (New Plymouth)	Static speed signs	\$ -	NLTP 21-24				
12	ARAWA STREET	70.0	Yes	Welbourn School	Electronic speed sign	\$ -	NLTP 21-24				
13	ENDEAVOUR STREET	292.1	Yes	Marfell School	Static speed signs	\$ -	NLTP 21-24				
14	BLACKMORE STREET	176.0	No		Static speed signs	\$ -	NLTP 21-24				TDHB Trial
15	TAUNTON PLACE	98.0	No		Static speed signs	\$ -	NLTP 21-24				TDHB Trial
16	LYN STREET	63.0	No		Static speed signs	\$1,000.00	NLTP 21-24				TDHB Trial
17	LYN STREET	377.0	No		Static speed signs	\$ -	NLTP 21-24				TDHB Trial
18	TRURO PLACE	62.0	No		Static speed signs	\$ -	NLTP 21-24				TDHB Trial
19	RIDD STREET	168.0	No		Static speed signs	\$ -	NLTP 21-24				TDHB Trial
20	CARVER PLACE	101.0	No		Static speed signs	\$ -	NLTP 21-24				TDHB Trial
21	WESTON STREET	124.0	Yes	Moturoa School	Static speed signs	\$ -	NLTP 21-24				
22	MOULTON STREET EAST	76.5	Yes	St Joseph's School (New Plymouth)	Static speed signs	\$ -	NLTP 21-24				
23	HARBOUR STREET	128.0	Yes	Moturoa School	Static speed signs	\$ -	NLTP 21-24				
24	DAVIES LANE	91.0	Yes	West End Te Kura O Morere	Static speed signs	\$ -	NLTP 21-24	Traffic Calming	NLTP 21-24		
25	BONITHON AVENUE	277.0	Yes	West End Te Kura O Morere	Static speed signs	\$ -	NLTP 21-24	Traffic Calming	NLTP 21-24		
26	PENDARVES STREET	311.4	Yes	Central School Te Kura Waenga O Ngamo	Static speed signs	\$ -	NLTP 21-24				
27	LEMON STREET	272.0	Yes	Central School Te Kura Waenga O Ngamo	Static speed signs	\$ -	NLTP 21-24				
28	LEMON STREET	105.7	Yes	Central School Te Kura Waenga O Ngamo	Static speed signs	\$ -	NLTP 21-24				
29	CHILMAN STREET	95.9	Yes	Sacred Heart Girls' College (New Plymouth)	Static speed signs	\$ -	NLTP 21-24	Traffic Calming	NLTP 24-27		
30	PUKAKA STREET	92.0	Yes	Sacred Heart Girls' College (New Plymouth)	Static speed signs	\$ -	NLTP 21-24	Traffic Calming	NLTP 24-27		
31	DARNELL STREET	179.0	Yes	St John Bosco School (New Plymouth)	Static speed signs	\$ -	NLTP 21-24				
32	CLINTON STREET	215.5	Yes	St John Bosco School (New Plymouth)	Static speed signs	\$ -	NLTP 21-24				
33	TAHANA LANE	141.4	Yes	Bell Block School	Static speed signs	\$ -	NLTP 21-24	Traffic Calming	NLTP 24-27		
34	CHESNEY STREET	363.0	Yes	Bell Block School	Static speed signs	\$ -	NLTP 21-24	Traffic Calming	NLTP 24-27		
35	DESMOND PLACE	70.1	Yes	Puketapu School (New Plymouth)	Static speed signs	\$ -	NLTP 21-24	Traffic Calming	NLTP 24-27		
36	SAXTON ROAD	900.0	Yes	New Plymouth Adventist Christian School	Static speed signs	\$ -	NLTP 21-24				
37	CARTHEW STREET	526.3	Yes	Coastal Taranaki School	Static speed signs	\$ -	NLTP 21-24	Traffic Calming	NLTP 21-24		
38	WHITCOMBE STREET	210.0	Yes	Lepperton School	Electronic speed sign	\$ -	NLTP 21-24				
39	TAKIROA STREET	295.2	Yes	Urenui School	Static speed signs	\$ -	NLTP 21-24	Traffic Calming	NLTP 24-27		
40	JAMES STREET	176.0	Yes	St Patrick's School (Inglewood)	Static speed signs	\$ -	NLTP 21-24	Traffic Calming	NLTP 24-27		
41	STANDISH STREET (INGLEWOOD)	460.0	Yes	St Patrick's School (Inglewood)	Static speed signs	\$ -	NLTP 21-24	Traffic Calming	NLTP 24-27		
42	DONNELLY STREET	600.0	Yes	Oakura School	Static speed signs	\$ -	NLTP 21-24				
43	HUSSEY STREET	176.0	Yes	Oakura School	Static speed signs	\$ -	NLTP 21-24				
44	NELSON STREET	85.7	Yes	St Joseph's School (Waitara)	Electronic speed sign	\$ -	NLTP 21-24				
45	MANUKORIHU ROAD	615.0	Yes	Manukorihui Intermediate	Static speed signs	\$ -	NLTP 21-24	Traffic Calming	NLTP 24-27		
46	AIREDALE PLACE	172.6	Yes	Waitara East School	Static speed signs	\$ -	NLTP 21-24	Traffic Calming	NLTP 24-27		
47	ANNANDALE STREET	252.0	Yes	St Joseph's School (New Plymouth)	Static speed signs	\$ -	NLTP 21-24				
48	BARRIBALL STREET	292.2	Yes	Fitzroy School	Static speed signs	\$ -	NLTP 21-24	Traffic Calming	NLTP 24-27		
49	BAYLEY STREET	235.0	Yes	Huirangi School	Static speed signs	\$ -	NLTP 21-24				
50	BEACH ROAD (PUKEARUHE)	390.0	No		Static speed signs	\$1,000.00	NLTP 21-24				Access to beach/park
51	BELL BLOCK COURT	314.4	Yes	Bell Block School	Static speed signs	\$ -	NLTP 21-24	Traffic Calming	NLTP 24-27		



	B	C	D	E	H	J	K	L	M	N	O
1	Road Name	Length (m)	School (Y/M)	School Name	Main Treatment	MT\$	MT NLTP Period	Additional Treatment	AT NLTP Period	Timeframe	Notes
52	BELT ROAD	140.2	Yes	West End Te Kura O Morere	Static speed signs	\$ -	NLTP 21-24	Traffic Calmin	NLTP 21-24		
53	BROIS STREET	325.5	Yes	Woodleigh School	Electronic speed sig	\$ -	NLTP 21-24				
54	BROOKLANDS ROAD	205.3	Yes	St Pius X School (New Plymouth)	Static speed signs	\$ -	NLTP 21-24	Traffic Calmin	NLTP 21-24		
55	CALVERT ROAD	348.0	Yes	St Joseph's School (New Plymouth)	Static speed signs	\$ -	NLTP 21-24				
56	CLEMOV ROAD	305.8	Yes	Fitzroy School	Static speed signs	\$ -	NLTP 21-24	Traffic Calmin	NLTP 24-27		
57	COLSON ROAD	419.0	No		Static speed signs	\$ 1,000.00	NLTP 21-24				Access to refuse transfer station
58	COLSON ROAD	314.0	No		Static speed signs	\$ -	NLTP 21-24				Access to refuse transfer station
59	CORONATION AVENUE	313.9	Yes	Highlands Intermediate	Electronic speed sig	\$ -	NLTP 21-24				
60	CRACROFT STREET (WAITARA)	201.9	Yes	Waitara Central School	Static speed signs	\$ -	NLTP 21-24	Traffic Calmin	NLTP 24-27		
61	CUMBERLAND STREET	215.4	Yes	Welbourn School	Electronic speed sig	\$ -	NLTP 21-24				
62	DAVID STREET	270.0	No		Static speed signs	\$ 1,000.00	NLTP 21-24				TDHB Trial
63	DAVID STREET	580.0	No		Static speed signs	\$ -	NLTP 21-24				TDHB Trial
64	DILLON DRIVE	148.8	Yes	Puketapu School (New Plymouth)	Static speed signs	\$ -	NLTP 21-24	Traffic Calmin	NLTP 24-27		
65	DOONE STREET	655.0	No		Static speed signs	\$ 1,000.00	NLTP 21-24				TDHB Trial
66	EGMONT ROAD	288.4	Yes	Egmont Village School	Static speed signs	\$ -	NLTP 21-24	Traffic Calmin	NLTP 21-24		
67	GOVER STREET	295.8	Yes	Central School Te Kura Waenga O Ngai	Static speed signs	\$ -	NLTP 21-24				
68	HOBSON STREET	398.4	Yes	New Plymouth Boys' High School	Static speed signs	\$ -	NLTP 21-24				
69	HUATOKI STREET	296.5	Yes	Vogelton School	Electronic speed sig	\$ -	NLTP 21-24				
70	KAIMATA ROAD (NORTH)	284.7	Yes	Kaimata School	Static speed signs	\$ -	NLTP 21-24	Traffic Calmin	NLTP 21-24		
71	KAIMATA ROAD (SOUTH)	101.4	Yes	Kaimata School	Static speed signs	\$ -	NLTP 21-24	Traffic Calmin	NLTP 21-24		
72	KARAKA STREET (NEW PLYMOUTH)	107.5	Yes	Merrilands School	Static speed signs	\$ -	NLTP 21-24				
73	KAURI STREET (NEW PLYMOUTH)	183.0	Yes	Merrilands School	Static speed signs	\$ -	NLTP 21-24				
74	KELLY STREET	96.8	Yes	Inglewood High School	Static speed signs	\$ -	NLTP 21-24				
75	KELLY STREET	232.2	Yes	Inglewood School	Static speed signs	\$ -	NLTP 21-24				
76	LINCOLN ROAD	335.4	Yes	Waitoriki School	Static speed signs	\$ -	NLTP 21-24	Traffic Calmin	NLTP 24-27		
77	LINCOLN ROAD	267.5	Yes	Waitoriki School	Static speed signs	\$ -	NLTP 21-24	Traffic Calmin	NLTP 24-27		
78	LORNA STREET	708.0	No		Static speed signs	\$ 1,000.00	NLTP 21-24				TDHB Trial
79	MANGOREI ROAD	417.2	Yes	New Plymouth Girls' High School	Electronic speed sig	\$ -	NLTP 21-24				
80	MANGOREI ROAD	321.0	Yes	Mangorei School	Electronic speed sig	\$ -	NLTP 21-24				
81	MCLEAN STREET (WAITARA)	103.7	Yes	St Joseph's School (Waitara)	Electronic speed sig	\$ -	NLTP 21-24				
82	MURRAY STREET	237.0	Yes	Bell Block School	Static speed signs	\$ -	NLTP 21-24	Traffic Calmin	NLTP 24-27		
83	NELSON STREET	152.0	Yes	St Joseph's School (Waitara)	Electronic speed sig	\$ -	NLTP 21-24				
84	NGATIMARU ROAD	166.9	Yes	Tikorangi School	Static speed signs	\$ -	NLTP 21-24	Traffic Calmin	NLTP 21-24		
85	NORFOLK ROAD (LOWER)	262.8	Yes	Norfolk School	Static speed signs	\$ -	NLTP 21-24	Traffic Calmin	NLTP 21-24		
86	OMATA ROAD	112.7	Yes	Francis Douglas Memorial College	Electronic speed sig	\$ -	NLTP 21-24				
87	PAYNTERS AVENUE	276.5	Yes	Sacred Heart Girls' College (New Plymouth)	Static speed signs	\$ -	NLTP 21-24	Traffic Calmin	NLTP 24-27		
88	PIONEER ROAD	282.9	Yes	Moturoa School	Static speed signs	\$ -	NLTP 21-24				
89	PRINCESS STREET (NORTH)	306.4	Yes	Waitara High School	Electronic speed sig	\$ -	NLTP 21-24				
90	PUKEARUHE ROAD	507.4	Yes	Mimi School	Static speed signs	\$ -	NLTP 21-24				
91	RATAPIKO ROAD	241.0	Yes	Ratapiko School	Static speed signs	\$ -	NLTP 21-24	Traffic Calmin	NLTP 24-27		
92	RICHMOND ROAD	311.8	Yes	Waitoriki School	Static speed signs	\$ -	NLTP 21-24	Traffic Calmin	NLTP 24-27		
93	RICHMOND ROAD	290.2	Yes	Lepperton School	Electronic speed sig	\$ -	NLTP 21-24				
94	RICHMOND STREET (EAST)(WAITARA)	221.8	Yes	Waitara East School	Static speed signs	\$ -	NLTP 21-24	Traffic Calmin	NLTP 24-27		
95	SANDERS AVENUE	253.2	Yes	Westown School	Static speed signs	\$ -	NLTP 21-24	Traffic Calmin	NLTP 21-24		
96	TARATA ROAD	257.1	Yes	Kaimata School	Static speed signs	\$ -	NLTP 21-24	Traffic Calmin	NLTP 21-24		
97	TARATA ROAD	134.7	Yes	Kaimata School	Static speed signs	\$ -	NLTP 21-24	Traffic Calmin	NLTP 21-24		
98	TARIKI ROAD (NORTH)	108.8	Yes	Ratapiko School	Static speed signs	\$ -	NLTP 21-24	Traffic Calmin	NLTP 24-27		
99	TARIKI ROAD (SOUTH)	129.5	Yes	Ratapiko School	Static speed signs	\$ -	NLTP 21-24	Traffic Calmin	NLTP 24-27		
100	TASMAN PARADE	175.7	No		Static speed signs	\$ 2,000.00	NLTP 21-24				
101	TUKAPA STREET	260.3	Yes	Francis Douglas Memorial College	Electronic speed sig	\$ -	NLTP 21-24				
102	TUKAPA STREET	92.2	Yes	Francis Douglas Memorial College	Electronic speed sig	\$ -	NLTP 21-24				
103	TUKAPA STREET	316.6	Yes	Frankley School	Electronic speed sig	\$ -	NLTP 21-24				
104	URUTI ROAD	308.6	Yes	Uruti School	Static speed signs	\$ -	NLTP 21-24				
105						\$10,000.00	Total estimated cost of signage				

**Figure 2: Safer Speeds review—resolution for action (New Plymouth District Council)**

**From:** Carol Allen <Carol.Allen@npdc.govt.nz>  
**Sent:** Friday, 9 September 2022 10:29 AM  
**To:** Liz.Beck  
**Cc:** rui.leitao@npdc.govt.nz; Kevin Strongman  
**Subject:** Resolution for Action

Kia ora

The following resolution was carried at the Council meeting held on 6 September 2022.

**SAFER SPEEDS REVIEW - NEW PLYMOUTH DISTRICT**

ECM 8799550

The matter for consideration by the Council is the proposed safer speeds for New Plymouth District.

Council Resolution

Mayor Holdom )

Cr Pearce )

That having considered all matters raised in the report Council approve the proposed safer speeds, with amendments:

- 1) Amend an error in the report (at a) 50) by removing Airedale Place and substituting with Ihaia Street.
- 2) Remove clause h)

a) 30 km/h permanent

1.	Bell Block Court	Bell Block School
2.	Murray Street	Bell Block School
3.	Wynyard Street	Bell Block School
4.	Chesney Street	Bell Block School
5.	Tahana Lane	Bell Block School
6.	Gover Street	Central School
7.	Lemon Street	Central School
8.	Pendarves Street	Central School
9.	Carthew Street	Coastal Taranaki School
10.	Egmont Road	Egmont Village School
11.	Barriball Street	Fitzroy School
12.	Clemow Road	Fitzroy School
13.	Francis Douglas Drive	Francis Douglas Memorial College
14.	Bayley Street	Huirangi School
15.	Kelly Street	Inglewood High School
16.	Kelly Street	Inglewood School
17.	Whitcombe Street	Lepperton School
18.	Manukorihi Road	Manukorihi Intermediate
19.	Endeavour Street	Marfell School
20.	Karaka Street (New Plymouth)	Merrilands School
21.	Kauri Street (New Plymouth)	Merrilands School
22.	Harbour Street	Motorua School
23.	Pioneer Road	Motorua School

24.	Weston Street	Motorua School
25.	Hendrie Street	New Plymouth Boys High School
26.	Hobson Street	New Plymouth Boys High School
27.	Niger Terrace	New Plymouth Boys High School
28.	Wakefield Street	New Plymouth Boys High School
29.	Norfolk Road (Lower)	Norfolk School
30.	Donnelly Street	Oakura School
31.	Hussey Street	Oakura School
32.	Desmond Place	Puketapu School
33.	Dillon Drive	Puketapu School
34.	Chilman Street	Sacred Heart Girls' College (New Plymouth)
35.	Paynters Avenue	Sacred Heart Girls' College (New Plymouth)
36.	Pukaka Street	Sacred Heart Girls' College (New Plymouth)
37.	Clinton Street	St John Bosco School
38.	Darnell Street	St John Bosco School
39.	Annandale Street	St Joseph's School (New Plymouth)
40.	Calvert Road	St Joseph's School (New Plymouth)
41.	Moulton Street East	St Joseph's School (New Plymouth)
42.	Nelson Street	St Joseph's School (Waitara)
43.	James Street	St Patrick's School (Inglewood)
44.	Standish Street (Inglewood)	St Patrick's School (Inglewood)
45.	Brooklands Road	St Pius X School
46.	Clovelly Street	St Pius X School
47.	Ngatimaru Road	Tikorangi School
48.	Takiroa Street	Urenui School
49.	Cracraft Street (Waitara)	Waitara Central School
50.	Ihaia Street	Waitara East School
51.	Richmond Street (East)(Waitara)	Waitara East School
52.	Arawa Street	Welbourne School
53.	Belt Road	West End School
54.	Bonithon Avenue	West End School
55.	Davies Lane	West End School
56.	Sanders Avenue	Westown School
57.	Bell Street	WITT
58.	Cracraft Street (New Plymouth)	WITT
		From To
59.	Beach Road	Pukearuhe Road to END
60.	Tasman Parade	Wairau Road to Shearer Drive
b)	30 km/h variable	
1.	Omata Road	Francis Douglas Memorial College
2.	Tukapa Street	Francis Douglas Memorial College
3.	Tukapa Street	Frankley School
4.	Coronation Avenue	Highlands Intermediate
5.	Richmond Road	Lepperton School
6.	Mangorei Road	Mangorei School
7.	Mangorei Road	New Plymouth Girls High School
8.	McLean Street (Waitara)	St Joseph's School (Waitara)

9.	Nelson Street	St Joseph's School (Waitara)
10.	Huatoki Street	Vogeltown School
11.	Princess Street (North)	Waitara High School
12.	Cumberland Street	Welbourn School
13.	Brois Street	Woodleigh School

c) 60km/h permanent

1.	Kaimata Road (North)	Kaimata School
2.	Kaimata Road (South)	Kaimata School
3.	Lincoln Road	Waitoriki School
4.	Pukearuhe Road	Mimi School
5.	Ratapiko Road	Ratapiko School
6.	Richmond Road	Waitoriki School
7.	Tarata Road	Kaimata School
8.	Uruti Road	Uriti School

d) 10km/h permanent

		From	To
1.	Jeffery Lane (Service Lane)	Nugent Street	END

e)

		From	To
1.	Blackmore Street	Doone Street	END
2.	Carver Place	Doone Street	END
3.	David Street	Lorna Street	Tukapa Street
4.	Doone Street	Devon Street West (SH45)	Lyn Street
5.	Lorna Street	Devon Street West (SH45)	Lyn Street
6.	Lyn Street	Doone Street	END
7.	Ridd Street	Doone Street	END
8.	Saxton Road	Carrington Street	Carrington Street
9.	Taunton Place	Lorna Street	END
10.	Truro Place	David Street	END

f)

		From	To
<b>1.</b>	Colson Road	Smart Road	END

g)

		From	To
1.	Albion Road	Upper Pitone Road	END
2.	Amo Street	Tarata Road	Mungu Street
3.	Autawa Road	Tarata Road	END
4.	Bishop Road	Egmont Road	END
5.	Burgess Hill Road	Junction Road (SH3)	END
6.	Carrington Road	Plymouth Road	Saunders Road
7.	Clarke Road	Everett Road	Lincoln Road
8.	Cowling Road	Existing 50 km/h change	END
9.	Cross Road	Waitara Road	Richmond Road
10.	Croydon Road	South Road (SH45)	END

11.	Davis Road	Mountain Road (SH3a)	END
12.	Davis Road (Extension)	Davis Road	END
13.	Derby Road	Stratford DC boundary	END
14.	Derby Road (North)	Norfolk Road Upper	END
15.	Dorset Road	Smart Road	Egmont Road
16.	Dover Road	South Road (SH45)	Carrington Road
17.	Egmont Road	Egmont National Park boundary	END
18.	Ekuarangi Place	Pahakahaka Drive	END
19.	Elsham Road	Richmond Road	END
20.	Foreman Road	Otaraoa Road	END
21.	Gardner Road	Waireka Road West	END
22.	Hickman Road	Mataro Road	END
23.	Hurford Road	South Road (SH45)	END
24.	Hydro Road	Junction Road (SH3)	END
25.	Johnson Road	Pukearuhe Road	END
26.	Kaipakopako Road	Ninia Road	END
27.	Kaipikari Road (Upper)	Wilson Road	END
28.	Kaitake Road	Surrey Hill Road	END
29.	Kelly Road	Manutahi Road	END
30.	King Road	Junction Road (SH3)	END
31.	Kirihau Road	Plymouth Road	END
32.	Kohete Road	Tariki Road (North)	END
33.	Kupara Road	Ratapiko Road	END
34.	Lincoln Road	Clarke Road	END
35.	Lincoln Road East	Lincoln Road	END
36.	Makara Road	Clarke Road	END
37.	Mana Road	Ratapiko Road	END
38.	Mangahewa Road	Otaraoa Road (Upper)	END
39.	Mangamaio Road	Mokau Road (SH3)	END
40.	Mangaone Road	Bristol Road	Tarata Road
41.	Mangaotea Road	Tariki Road (South)	END
42.	Mangawara Road	Alfred Road	END
43.	Matapo Road	Kaipikari Road (Upper)	END
44.	Mataro Road	Hickman Road	END
45.	Maude Road	Hill Road	END
46.	Mimi Road	Pukearuhe Road	Mokau Road (SH3)
47.	Motukawa Road	Tarata Road	END
48.	Mungu Street	Amo Street	Tarata Road
49.	Ngatoto Road (South)	Tarata Road	END
50.	Nopera Road	Pukearuhe Road	END
51.	Oapui Road	Tarata Road	END
52.	Old Mountain Road	Mountain Road (SH3)	END
53.	Onaero River Road	Main North Road (SH3)	Mataro Road
54.	Otaraoa Road (Upper)	Tikorangi Road (East)	Tarata Road
55.	Oxford Road	Saunders Road	Carrington Road
56.	Pahakahaka Drive	Wairau Road (upper)	END
57.	Parrs Road	Frankley Road	END
58.	Pheney Road	Hurford Road	Barrett Road

59.	Pitt Road	Dorset Road	END
60.	Plymouth Road	Koru Road	South Road (SH45)
61.	Pukeho Road	Tarata Road	END
62.	Pukemahoe Road	Tarata Road	END
63.	Ratapihipihi Road	Cowling Road	END
64.	Rimutauteka Road	Bristol Road	END
65.	Rowe Road	Wai-Iti Road	END
66.	Saunders Road	Wiremu Road	END
67.	Sealy Road	South Road (SH45)	END
68.	Smart Road	Existing 50 km/h change	END
69.	Stockman Road	Tikorangi Road (East)	END
70.	Surrey Hill Road	Wairau Road (upper)	END
71.	Surrey Road	Derby Road	END
72.	Sutton Road (New Plymouth)	Waireka Road West	END
73.	Tapuae Road	Barrett Road	END
74.	Taramoukou Road	Otaraoa Road (Upper)	END
75.	Tarata Road	Tariki Road (North)	END
76.	Tariki Road (North)	Tariki Road (South)	Tarata Road
77.	Te Arai Road West	Ninia Road	END
78.	Thomason Road	Alfred Road	END
79.	Tikorangi Road (West)	Ngatimaru Road	END
80.	Timaru Road Upper	South Road (SH45)	END
81.	Toetoe Road	Tarata Road	END
82.	Toro Road	Tarata Road	END
83.	Umutekai Road	Dorset Road	END
84.	Upper Pitone Road	South Road (SH45)	Carrington Road
85.	Wairau Road (Upper)	Surrey Hill Road	END
86.	Wai-Iti Road	Pukearuhe Road	END
87.	Waikaramarama Road	Pukearuhe Road	END
88.	Waireka Road West	South Road (SH45)	Gardner Road
89.	Waiwakaiho Road (West)	Junction Road (SH3)	END
90.	Wharekauri Road	Mokau Road (SH3)	END
91.	Wilson Road	Kaipikari Road (Upper)	END
92.	York Road	Waitara Road	END

An amendment was moved:

Cr Jordan )  
Cr Chong )  
Remove clause g)

The amendment was put and Carried

An amendment was moved:

Cr Brown )  
Cr Chong )  
Remove clause f)

The amendment was withdrawn

A division was called on the substantive motion (ECM8831951):

Those voting for the motion were Councillors Bedford, Bennett, Brown, Carlson, Chong, Johnston, Jordan, Pearce and Mayor Holdom.

Those voting against the motion were Councillors Bublitz, Clinton-Gohdes, Handley, Hitchcock, and Moeahu.

The substantive motion was Carried

Ngā mihi

Carol Allen

Governance Adviser

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