



**WHANGANUI  
DISTRICT COUNCIL**  
Te Kaunihera a Rohe o Whanganui

**Statement of Proposal  
for  
Traffic and Speed Limits Bylaw 2017**

## **INTRODUCTION**

Whanganui District Council (Council) is completing a review of its Traffic and Speed Limits Bylaw and introducing a Speed Management Plan. Council is undertaking the review as a result of the previous government's Transportation Rule and the previous requirement to reduce posted speed limits around schools and to formalise a number of existing unofficial speed limits within the district that require formalisation and existing locations where the speed limit is inappropriate.

Unofficial speed limits are speed limits where a speed limit is in place, but is not legally enforceable. An example of this is aged care facilities where a speed limit is posted, but has no formal recognition and is not legally enforceable. Or where temporary speed limits have been installed and are now required to be formalised.

Generally informal speed limits exist due to the previous practice of annual or biannual "catch up" of formalisation through the bylaw process.

Inappropriate speed limits are where the current posted speed limit does not suit the existing road conditions or adjoining property activities "the environment".

The sites relating to unofficial speed limits can be found in Table B: Proposed speed limit changes on local roads in the Whanganui District with unofficial speed limits by 30 June 2027.

The sites relating to inappropriate speed limits can be found in Table C: Proposed speed limit changes on local roads in the Whanganui District with inappropriate speed limits by 30 June 2027.

The purpose of the Traffic and Speed Limits Bylaw is to enhance and promote a safe and efficient road network by managing and setting safe and appropriate speed limits on roads within the district. The bylaw provides the legal basis for council and enforcement agencies to manage and enforce speed limits.

## **PROPOSAL**

Council is proposing to introduce a Speed Management Plan to set out the reduction of speed limits around district schools for the 2024-27 period and to formalise or establish speed limits where they are unofficial or do not align with current legislation/bylaw.

The situations where the speed limits do not align with the legislation are around schools and can be found in Table A: Proposed speed limit changes for schools on local roads in Whanganui District by 30 June 2027. The posted speed limits at these locations are too high for school road frontages.

The situations where the speed limits do not align with the bylaw can be found in Tables B & C. The existing speed limits are in some cases not enforceable. The posted speed limits have not been formally adopted.

Council has identified the following challenges which may benefit from changes to the Traffic and Speed Limits Bylaw:

- Speed Limits around district schools need to be reduced to safe and appropriate limits;
- Some existing speed limit signage within the District has not been formalised (unofficial); this needs to be completed to enable enforcement;
- Some existing speed limit signage is unofficial and requires formalisation to enable enforcement;
- Some existing speed limit signage is inappropriate for the road conditions and or adjoining property activities “the environment” and requires formalisation to enable enforcement.

This statement of proposal will look at possible options for addressing these challenges, including:

- a) Decreasing speed limits around schools to safe and appropriate limits;
- b) Formalising unofficial speed limit signage.

Council has considered a range of options based on alignment with National Policy and Guidelines while at the same time considering how the option achieves the desired outcomes for a safe road network.

Council has considered the crash history of sites and community feedback received as part of regular Council business and specific requests from members of the public and community stakeholders.

## **OPTIONS FOR CONSIDERATION**

### **School speed limits**

Council has considered two possible options with regards to school speed limits:









1. Reduce speed limits around schools (preferred option), or
2. Retain our current speed limits (status quo).

School speed limits are a method of managing vehicle speeds around schools. Speed limits contribute significantly to the overall road safety of school frontages.









Safe and appropriate speed limits create a safer environment for all road users and significantly reduce the risk of serious harm or death in the event of an accident.

Speed limits can be set as permanent or variable depending upon the desired road safety outcomes for both the immediate and surrounding location. The Speed Management Plan sets out the preferred signage for each school site. This is set out in Table A: Proposed speed limit changes for schools on local roads in the Whanganui District by 30 June 2027. A copy of the table is provided below.

**Table A: Proposed speed limit changes for schools on local roads in the Whanganui District by 30 June 2027**

Road/ Area	Existing Speed Limit (km/h)	Proposed Speed Limit (km/h)	Length	Speed Limit Type	Category	Implementation Time Frame
Arahunga School – Poynter Place			<b>240 m</b> Full length of Road	Permanent	1	NLTP 24-27
Aranui School –Aranui Avenue plus Kamahi, Waitai, Cornfoot and, Taupata Streets			130 m Aranui + 275 m Waitai + 120m Kamahi + 20 m Taupata + 325 m Cornfoot = <b>1.365 km</b>	Permanent with VMS signs on Cornfoot Street	1	NLTP 24-27
Brunswick School – on Campbell Road			<b>300 m</b> from Brunswick Road to 250 past school	Permanent	1	NLTP 24-27
Carlton School – Churchill Crescent			<b>300 m</b> Full length of road + Carlton Ave (SH3)	Permanent on Local Road sections with VMS on Carlton Ave (SH3) by Waka Kotahi (NZTA)	1	NLTP 21-24

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<b>Castlecliff School – Polson Carson and, Thatcher Streets</b>			300 m on Polson Street plus 300 m on Carson Street = <b>600 m</b>	Permanent with VMS signs on Polson Street	1	NLTP 24-27
<b>Churton School – Burmah Street</b>			<b>230 m</b> Full length of road	Permanent	1	NLTP 24-27
<b>Cullinane College – Peat and Seddon Streets</b>			<b>700 m</b> from Halswell to Terrace Street	Permanent	1	NLTP 24-27
<b>Durie Hill School – Portal Street, Burtt's Road, Iwiroa Terrace and Moray Place</b>			500 m on Portal Street + full length of the others = <b>1,000 m</b>	Permanent	1	NLTP 24-27
<b>Faith City School – Springvale Road</b>			500 m on Springvale Road + 385 m full length of Cathro Road = <b>885 m</b>	Permanent with VMS signs on Springvale Road.	1	NLTP 24-27

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<b>Fordell School – Duncan Street</b>			100m on Duncan St + 535 m on Budge St + 95m on Martin St + 110m on Lloyd St = <b>840m</b>	Permanent	1	NLTP 24-27
<b>Gonville School – Gonville Avenue Plus, Rata Street</b>			390 m on Gonville Ave + 250 m on Rata Street = <b>580 m</b>	Permanent	1	NLTP 24-27
<b>Kaitoke School – Concord Line</b>			<b>450 m</b> on Concord Line	Permanent	1	NLTP 24-27
<b>Keith Street School Niblett, Keith and Liverpool Streets</b>			250 m on Keith, Liverpool and Niblett Streets = <b>750 m</b>	Permanent	1	NLTP 24-27
<b>Mangamahu School – Kowhai Street</b>			<b>550 m</b> on Kowhai Street + Naumai Crescent	Permanent	1	NLTP 24-27
<b>Mosston School – Mosston Road</b>			<b>550 m</b> Existing	Variable 2 existing signs to be recalibrated from 40 down to 30 km/h	2	In place now with 40 km/h signs that will need to

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						be replaced in the 24-27 NLTP
<b>Okoia School No. 3 Line</b>			500 m	Permanent	2	NLTP 24-27
<b>Rutherford Junior High School – Toi and Konini Streets</b>			500 m on Toi St + 200 m on Konini St + 150 m on Parsons St = <b>850 m</b>	Permanent	1	NLTP 24-27
<b>St Anne’s School – Raine and Matarawa Streets</b>			500 m on Raine St + 310m on Matarawa St = <b>810 m</b>	Permanent	1	NLTP 24-27
<b>St Anthony’s School and St Dominic’s College – York Street and Alma Road</b>			250 m on Alma Road + 250 m on York Street = <b>500 m</b>	Permanent with VMS on York Street and Alma Road	1	NLTP 24-27
<b>St George’s Preparatory and Whanganui Collegiate</b>			500 m on Grey St from London St to Selwyn + 500 m on Liverpool Street = <b>1,000 m</b>	Permanent on Liverpool Street with VMS on Grey Street tied to SH3 signage by Waka Kotahi	1	NLTP 21-24













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<b>Schools – Liverpool and Grey Streets</b>						
<b>St John’s Hill School – Parkes Avenue, plus Aiken and Peakes Roads</b>			300 m on Parkes Ave + 289 m on Bristow St + 108 m on Chittick Place + 337 on Aiken Road + 77 m of Linda Place + 200 m of Peakes Road <b>= 1,311 m</b>	Permanent	1	NLTP 24-27
<b>St Marcellin and Tawhero Schools – Totara and Nikau Streets plus Broadhead Avenue and Banks Place</b>			520 m on Totara St + 50m on Karamu Street + 312m on Broadhead Ave + 319 m on Nikau St <b>= 1,200 m</b>	Permanent	1	NLTP 24-27
<b>St Mary’s School – London, Barrack, Russell, and Tay Streets</b>			300 m on London St + 130 m on Barrack St + 190 m on Russell St + 140 m on Tay St <b>= 760 m</b>	Permanent	1	NLTP 24-27




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<p><b>Te Kura Kaupapa Māori o Te Atihaunui-A-Paparangi – Te Anaua Street</b></p>			<p align="center"><b>235 m</b> Full length of No Exit Road</p>	<p align="center">Permanent</p>	<p align="center">1</p>	<p align="center">NLTP 24-27</p>
<p><b>Te Kura Kaupapa Māori o Tupoho – Cross Street</b></p>			<p align="center"><b>470 m</b> Full length of Cross Street</p>	<p align="center">Permanent</p>	<p align="center">1</p>	<p align="center">NLTP 24-27</p>
<p><b>Te Kura o Kokohuia – Matipo and Tiki Streets</b></p>			<p align="center">530 m Matipo St + 100 m Tiki St  <b>= 630 m</b></p>	<p align="center">Permanent</p>	<p align="center">1</p>	<p align="center">NLTP 24-27</p>
<p><b>Whanganui City College – Nelson, Bassett, Wilson, Ingestre, Hardy, Cooks and St Hill Streets</b></p>			<p align="center">300 m Ingestre St + 240m Wilson St + 112 m Bassett St + 122 m Nelson St + 300 m St Hill St + 220 m Hardy St + 220 m Cook St  <b>= 1.514 km</b></p>	<p align="center">Permanent need to consider VMS in 5 locations.</p>	<p align="center">1</p>	<p align="center">NLTP 24-27</p>

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<p><b>Whanganui Collegiate School</b> – See notes on St George’s School</p>				<p>Permanent on Liverpool Street with VMS on Grey Street tied to SH3 signage by Waka Kotahi (NZTA)</p>	<p align="center">1</p>	<p align="center">NLTP 21-24</p>
<p><b>Whanganui East School</b> – Tinirau, Patapu and Kapa Streets</p>			<p>550 m Tinirau Street Full length + 200 m Kapa St + 200 m Patapu St = <b>950 m</b></p>	<p>Permanent with VMS on Tinirau Street</p>	<p align="center">1</p>	<p align="center">NLTP 24-27</p>
<p><b>Whanganui Girls College</b> – Jones, Millward, and Richmond Streets</p>			<p>450 m Jones St + 200 m Millward St + 80 m Richmond Street = <b>730 m</b></p>	<p>Permanent with VMS on Jones Street and the Dublin St Bridge to tie into SH4 signs.</p>	<p align="center">1</p>	<p align="center">NLTP 24-27</p>
<p><b>Whanganui High School</b> – Purnell Street</p>			<p>500 m Purnell Street</p>	<p>VMS to tie in with variable signs on SH3.</p>	<p align="center">1</p>	<p align="center">NLTP 24-27</p>
<p><b>Whanganui Intermediate School</b> – Nelson, Dublin, and St Hill Streets</p>			<p>200 m on Dublin St + Nelson St as part of Whanganui City College</p>	<p>Permanent with VMS as part of Whanganui City College proposal.</p>	<p align="center">1</p>	<p align="center">NLTP 24-27</p>

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<b>Westmere School – Rapanui and Francis Roads</b>	 			VMS already in place and complies with new Standard.	2	In place now.
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**Comparison of options**

	<b>Advantages</b>	<b>Disadvantages</b>
<p><b>Option A1:</b></p> <p><b>Reduce speed limits around schools (preferred)</b></p>	<ul style="list-style-type: none"> <li>• Slower speeds around schools</li> <li>• Creates safer environment for pupils, school staff and visitors/parents</li> <li>• Provides a safe and appropriate speed limit</li> <li>• Reduces the chances of serious injury or death from accidents</li> <li>• Encourages active transport modes for school pupils</li> </ul>	<ul style="list-style-type: none"> <li>• Cost of implementing signage changes.</li> <li>• Minimal increase to vehicle trip times.</li> </ul>
<p><b>Option A2:</b></p> <p><b>Retain existing speed limits (status quo)</b></p>	<ul style="list-style-type: none"> <li>• Requires no changes to bylaw</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Higher risk of serious injury or death as a result of accident.</li> <li>• Existing speed limits are not considered safe or appropriate for school environment.</li> </ul>

**Formalising unofficial and inappropriate speed limits**

Council has considered two possible options with regards to formalising unofficial and inappropriate speed limits:

1. Formalise unofficial and inappropriate speed limits (preferred option), or
2. Retain our current speed limits (status quo).

Whanganui District Council, as a road controlling authority, is required to follow the policies and strategies laid out in the National Road Safety Strategy, Te Ara ki te Ora, Road to Zero, and the Speed Management Guide (Road to Zero edition, 2022). Key to the development of this are the Safe System principles which remind us that:

- people make mistakes that lead to road crashes
- the human body has a limited physical ability to tolerate crash forces before harm occurs
- the responsibility for safety is shared amongst those who design, build, manage and use roads and vehicles
- all parts of the system must be strengthened so that, if one part fails, road users are still protected.

The four guiding principles from the Speed Management Guide relating to safety, community wellbeing, movement, place, and system thinking have also played an instrumental role in guiding the Speed Management Plan and the formalisation of unofficial speed limits.

A significant proportion of the local road network in Whanganui District is not signposted at its safe and appropriate operating speed. For example, the Speed Management Guide framework requires a safe and appropriate speed limit of 30km/h in some urban street categories such as around schools and in the central business district. It is known that 30 km/h is the highest speed at which a pedestrian and car collision is usually survivable. In some cases, a lower safe and appropriate speed limit will be made in combination with other (supporting) infrastructure like raised platforms and/or speed humps. Council will engage and work with local Police to manage appropriate enforcement for these speed changes. These actions will be aligned to further the Safe Systems Approach to managing the local road network.

Acknowledging the above, alongside the scale, function and use of the local road network, Council recognises that to be successful in achieving its vision and objectives, its approach to managing speed needs to ensure users of the local road network and local communities are brought along on the journey towards a safer Aotearoa-New Zealand. The current level of public acceptance of lower speed limits has influenced the proposals within this Whanganui District Speed Management Plan.

Consequently, Waka Kotahi has asked Council to take a more pragmatic approach that involves progressing the local road network towards safe and appropriate speeds over time. Council is choosing to take a “less is more” approach to changing speed limits initially.

This allows Council to focus on roads where speed changes make sense to the community now so, the benefits can be realised in a staged approach, thus building support and credibility over time.

The Speed Management Plan sets out the preferred signage for each location where formalisation is proposed. This is set out in Tables B & C – see copies below.

**Table B: Proposed speed limit changes on local roads with unofficial speed limits in the Whanganui District by 30 June 2027**














Road/Area	Location	Existing Speed Limit (km/h)	Proposed Speed Limit (km/h)	Speed Limit Type	Implementation Timeframe
Jane Winstone Retirement Village (Inside Village)	Oakland Avenue	 but signposted as 		Permanent	NLTP 24-27
Kowhainui Drive (Inside Village)	St John's Hill	 but signposted as 		Permanent	NLTP 24-27
Mt St Joseph (Inside Village)	Hillside Terrace	 but signposted as		Permanent	NLTP 24-27

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<b>Mowhanau Motor Camp</b> (Inside Camp)	Mowhanau			Permanent	NLTP 24-27
<b>Whanganui River Top 10 Holiday Park</b> (Inside Camp)	Aramoho			Permanent	NLTP 24-27
<b>Whanganui Seaside Holiday Park</b> (Inside Camp)	Castlecliff			Permanent	NLTP 24-27
<b>Whanganui Softball Park</b> (Inside Park)	Puriri Street Tawhero			Permanent	NLTP 24-27
<b>Broadview Retirement Village</b> (Inside Village)	Fitzherbert Avenue Extension			Permanent	NLTP 24-27
<b>Castlecliff Golf Club</b> (Inside Golf Club)	Awatea Street Castlecliff			Permanent	NLTP 24-27












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<p><b>Summerset Retirement Village</b> (Inside Village)</p>	<p>Burton Avenue Whanganui East</p>			<p>Permanent</p>	<p>NLTP 24-27</p>
<p><b>Wembley Park</b> (Inside park)</p>	<p>Falkland and Wilke Street entrances</p>			<p>Permanent</p>	<p>NLTP 24-27</p>
<p><b>Whanganui Golf Club (Belmont Links)</b> (Inside Golf Club)</p>	<p>Clarkson Avenue</p>	<p>50 but signposted as 20</p>   		<p>Permanent</p>	<p>NLTP 24-27</p>
<p><b>Whanganui Hospital</b></p>	<p>Heads Road</p>			<p>Permanent</p>	<p>NLTP 24-27</p>
<p><b>Whanganui Racecourse</b></p>	<p>Purnell Street</p>			<p>Permanent</p>	<p>NLTP 24-27</p>
<p><b>Aramoho Cemetery</b> including full length of <b>Mitchell Street</b></p>	<p>Signs located 10 metres from boundary line at each entrance</p>			<p>Permanent</p>	<p>NLTP 24-27</p>










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<p><b>Airport Road – Landguard Road at Whanganui Airport</b></p>	<p>Airport Road – From 50 metres northeast of the northern corner of the Aerowork building to 60 metres along Landguard Road from its southern junction with Airport Road.</p>			<p>Permanent</p>	<p>NLTP 24-27</p>
<p><b>Bason Botanic Gardens (Inside Park)</b></p>	<p>Bason Botanic Gardens access road from its junction with Rapanui Road to include all roads and land within the reserve.</p>			<p>Permanent</p>	<p>NLTP 24-27</p>
<p><b>Castlecliff Beach</b></p>	<p>Castlecliff Beach – From 2.5 km north of Rangiora Road to Morgan Street</p>			<p>Permanent</p>	<p>NLTP 24-27</p>
<p><b>Kowhai Park</b></p>	<p>Kowhai Park, Whanganui – All roads and land within Kowhai Park between the Aramoho Railway Bridge and Georgetti Road.</p>			<p>Permanent</p>	<p>NLTP 24-27</p>
<p><b>Morgan Street</b></p>	<p>Morgan Street from 100 m southwest of Tregenna Street to Castlecliff Beach and the North Mole access Road.</p>			<p>Permanent</p>	<p>NLTP 24-27</p>








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	Includes the car park and access road from its intersection with Tregenna Street to the North Mole.	but signposted as 			
<b>Mowhanau Beach</b> starting on <b>Tangi Street</b>	Mowhanau from Tangi Street 70 m east of its junction with Mowhanau Drive to the end of both legs. Includes Mowhanau and Kai Iwi Beaches from the southern bank of Kai Iwi Stream to the northern bank of Mowhanau Stream.	 but signposted as 		Permanent	NLTP 24-27
<b>Pauri Domain Road</b> – Whanganui Prison	Pauri Domain Road - From 325 metres west of its junction with Pauri Road to the end of the sealed section 215 m west of the main Prison entrance.	 but signposted as 		Permanent	NLTP 24-27
<b>131-131G Roberts Avenue</b> (Inside Private Right of way)	131-131G Roberts Avenue – From its junction with Roberts Avenue along its full length and all internal legs			Permanent	NLTP 24-27

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		but signposted as 			
<b>Wakefield Street Rail Overbridge</b>	Wakefield Street – From 170 metres west of its junction with No. 3 Line to 40 metres west of its junction with No. 3 Line	 but signposted as 		Permanent	NLTP 24-27
<b>Whanganui Sewer Water Treatment Facility</b>	Airport Road	 but signposted as 		Permanent	NLTP 24-27
<b>Virginia Road - Christies Hill plus, Porritt Street plus, Dickson Crescent plus, Tulloch Street and Hillside Terrace.</b>	Virginia Road - from 10 metres south of its junction with Brassey Road to its junction with Halswell Street plus, Porritt Street - from Virginia Road to 50 metres south of	 Currently signposted with a temporary		Permanent	NLTP 24-27

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	Dickson Crescent plus, the full lengths of Dickson Crescent – Tulloch Street and, Hillside Terrace – to the head of the cul-de-sac.				
<b>Papaiti and Flemington Roads</b>	Papaiti Road – From 225 metres east of the intersection of McNeill Street and Somme Parade to 350 metres north of the shared pathway crossing on Papaiti Road and, Flemington Road from its junction with Papaiti Road along its full length.	 but signposted with a  temporary speed limit		Permanent	NLTP 24-27
<b>Papaiti and Waireka Roads</b>	Papaiti Road from 350 metres north of the point where the shared pathway crosses Papaiti Road, to 150 metres north of the intersection of the access road to Mosquito Point.  This includes the full length of Waireka Road.	 but currently under an  temporary speed limit		Permanent	NLTP 24-27

<p><b>Papaiti and Waireka Roads</b></p>	<p>Papaiti Road from 350 metres north of the point where the shared pathway crosses Papaiti Road, to 600 metres north of the intersection of the access road to Mosquito Point.</p> <p>This includes the full length of Waireka Road.</p>	<p>               but signposted with a                temporary speed limit         </p>	<p>  </p>	<p>Permanent</p>	<p>NLTP 24-27</p>
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**Table C: Proposed speed limit changes on local roads with inappropriate speed limits in the Whanganui District by 30 June 2027**

Road/Area	Location	Existing Speed Limit (km/h)	Proposed Speed Limit (km/h)	Speed Limit Type	Implementation Timeframe
<b>Springvale Park including GF Moore Drive</b>	Springvale Road and London Street			Permanent	NLTP 24-27
<b>Aramoho Cemetery</b> including full length of <b>Mitchell Street</b>	Signs located 10 metres from boundary line at each entrance			Permanent	NLTP 24-27
<b>Airport Road – Landguard Road</b> at Whanganui Airport	Airport Road – From 50 metres northeast of the northern corner of the Aerowork building to 60 metres along Landguard Road from its southern junction with Airport Road.			Permanent	NLTP 24-27
<b>Castlecliff Beach</b>	Castlecliff Beach – From 2.5 km north of Rangiora Street to Morgan Street			Permanent	NLTP 24-27

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<b>Castlecliff Domain – Rangiora Street</b>	Castlecliff Beach – From 2.5 km north of Rangiora Road to Morgan Street. Includes Rangiora Street from its junction with Seafront Road to the beach.			Permanent	NLTP 24-27
<b>Pukenamu (Queen’s) Park – Pukenamu Drive</b>	Pukenamu (Queen’s) Park – Pukenamu Drive from Cameron Terrace and Watt Street to Drews Avenue intersection and all other land within the park boundaries.			Permanent	NLTP 24-27
<b>Clarkson Avenue</b>	Clarkson Avenue from 20 metres west of its junction with Mosston Road along its full length.			Permanent	NLTP 24-27
<b>Kaiwhaiki</b>	Kaiwhaiki Road from 500 m south of its junction with the Kaiwhaiki Pa entrance north to the end of the road.			Permanent	NLTP 24-27





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<b>Peat Avenue at Mowhanau</b>	Peat Avenue from 775 metres west of its junction with Rapanui Road to the end of the road			Permanent	NLTP 24-27
<b>Roberts Avenue</b>	Roberts Avenue from 170m north of its junction with Paterson Street to the end of the road			Permanent	NLTP 24-27
<b>Rakau Road</b>	Rakau Road from 20m north of its junction to the end of the road			Permanent	NLTP 24-27
<b>Allengate Road</b>	Allengate Road from 20m north of its junction to the end of the road			Permanent	NLTP 24-27
<b>Wikitoria Road, Onetere Drive and Bates Road</b>	Wikitoria Road – from its junction with SH3 to 50 metres south of its junction with Onetere Drive. This includes:  Tenga Street - along its full length			Permanent	NLTP 24-27

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	<p>Bates Road – along its full length</p> <p>Onetere Drive – along its full length and any other side road that is reliant on Onetere Drive for access.</p>				
<p><b>Campbell Road</b> Except for Brunswick School</p>	<p>Campbell Road from 300m south of its junction with Brunswick Road to the end of the road</p>			<p>Permanent</p>	<p>NLTP 24-27</p>
<p><b>Concord Line</b> Except for Kaitoke School</p>	<p>Concord Line from 450m north of its junction with SH3 to the end of the road.</p>			<p>Permanent</p>	<p>NLTP 24-27</p>
<p><b>Kowhai Street</b> Except for Mangamahu School</p>	<p>Kowhai Street at Mangamahu from 550m west of its junction with Mangamahu Road to the end of the road.</p>			<p>Permanent</p>	<p>NLTP 24-27</p>
<p><b>Landguard Road – Gravel Section</b></p>	<p>Landguard Road from 400m west of its junction with Wikitoria Road to 60 metres along Landguard Road from its</p>			<p>Permanent</p>	<p>NLTP 24-27</p>

	southern junction with Airport Road.				
<p><b>No. 2 Line, Warrengate Road, Kauangaroa Road, O’Leary Road and Station Road at Fordell</b></p>	<p>No. 2 Line at Fordell - from 130 metres west of its junction with Duncan Street to its junction with Station Road, including the first 45 metres of Warrengate Road south of its junction with No. 2 Line.</p> <p>Kauangaroa Road – from its junction with Station Road to a position 250 metres east of Station Road.</p> <p>Includes:</p> <p>O’Leary Road – from its junction with Kauangaroa Road to 20 metres south of Kauangaroa Road.</p> <p>Station Road – from its junction with No. 2 Line to a position 410 metres north of its junction with No. 2 Line</p>			Permanent	NLTP 24-27

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<p><b>Airport Road and part of Wikitoria Road</b></p>	<p>Wikitoria Road –50 metres south of its junction with Onetere Drive  to 50 metres northeast of the northern corner of the Aerowork building on Airport Road.</p>			<p>Permanent</p>	<p>NLTP 24-27</p>
<p><b>Francis, and Tayforth Roads</b></p>	<p>Francis Road from its junction with Rapanui Road to its junction with Tayforth Road and,  Tayforth Road from its Junction with Francis Road to 260 metres west of its junction with Mosston Road</p>			<p>Permanent</p>	<p>NLTP 24-27</p>
<p><b>Landguard Road – Sealed section</b></p>	<p>Landguard Road (east) from its junction with Airport Road to 400m west of its junction with Wikitoria Road.</p>			<p>Permanent</p>	<p>NLTP 24-27</p>

### ***Comparison of options***

	<b>Advantages</b>	<b>Disadvantages</b>
<b>Option B1</b> <b>Formalise unofficial speed limits (preferred option)</b>	<ul style="list-style-type: none"><li>• Slower speeds</li><li>• Creates safer environment for all road user types</li><li>• Provides a safe and appropriate speed limit</li><li>• Reduces the chances of serious injury or death from accidents</li><li>• Encourages active transport modes for users</li></ul>	<ul style="list-style-type: none"><li>• Cost of implementing signage changes.</li><li>• Minimal increase to vehicle trip times.</li></ul>
<b>Option B2</b> <b>Retain existing speed limits (status quo)</b>	<ul style="list-style-type: none"><li>• Requires no changes to bylaw</li><li>• No cost</li></ul>	<ul style="list-style-type: none"><li>• Higher risk of serious injury or death as a result of accident.</li><li>• Existing speed limits are not considered safe or appropriate for the locations under consideration.</li></ul>

### **Traffic and Speed Limits Bylaw**

Council requires a bylaw to enforce the speed limit rules, enhance and promote safe and effective management of the roading network. The bylaw provides the legal basis for council and enforcement agencies to manage and enforce speed limits.

The bylaw has been reviewed by Council officers and no significant changes have been recommended as part of this review.

### **DETERMINATION OF APPROPRIATENESS**

Section 22AB of the Land Transport Act 1998 provides for road controlling authorities to make bylaws for specified purposes, including the setting of speed limits on any road. The Traffic and Speed Limits Bylaw is considered the most appropriate form of bylaw for this purpose.

### **NEW ZEALAND BILL OF RIGHTS ACT 1990**

The Local Government Act 2002 also requires the Council to determine whether there are any implications for the bylaw under the New Zealand Bill of Rights Act 1990 i.e. no bylaw may be

made that is inconsistent with that Act. In Council's opinion the Traffic and Speed Limits Bylaw does not contain any provision that is in conflict with the New Zealand Bill of Rights Act 1990.

Following the prescribed special consultative procedure set out in section 83 of the Local Government Act 2002 Council will consider the final draft of the proposed bylaw and its New Zealand Bill of Rights Act 1990 implications, if any.

### **CONSULTATION AND SUBMISSION**

You can make a submission online at [www.whanganui.govt.nz/haveyoursay](http://www.whanganui.govt.nz/haveyoursay) or alternatively submission forms are available from council customer services at 101 Guyton Street, the Davis Library in Pukenua Queen's Park and the Gonville Library, Abbott Street.

Please indicate whether you would like to speak to your submission and include contact details. People who wish to be heard by Council will be given the opportunity to do so.

The hearing of submissions is scheduled for Wednesday, 10 April 2024 at the council at 101 Guyton Street.

The period for making submissions is from Tuesday, 20 February to Wednesday, 20 March 2024.