

# Whanganui District Speed Management Plan 2024-27



## Contents

Purpose of the Whanganui District Speed Management Plan .....	3
Objectives of Waka Kotahi, the NZ Transport Agency.....	3
Objectives of Whanganui District Council.....	4
Goals .....	4
The Whanganui District .....	5
Consultation Process.....	8
Crash Analysis System (CAS) Data.....	9
Proposed Changes.....	10
Proposed speed limit changes on State Highways in Whanganui District before 30 June 2024.....	10
Proposed speed limits for schools fronting State highways in Whanganui District before 30 June 2027 .....	10
Appendices.....	27
Appendix A Whanganui District Speed Limit Maps .....	28
Appendix B Whanganui District Speed Limit Schools Maps .....	29

## Purpose of the Whanganui District Speed Management Plan

The Land Transport Rule: Setting of Speed Limits 2022 (the Rule) requires all road controlling authorities (RCAs) to develop and consult on a “Speed Management Plan”. Whanganui District Council is the RCA responsible for local public roads (i.e., public roads that are not state highways) within Whanganui District. The purpose of this “Whanganui District Speed Management Plan” is to enable Whanganui District Council to share how it intends to manage speed limits over the next two years through to June 2024.

The primary focus over this period is the reduction of speed limits around the schools in Whanganui under the Road to Zero project. Some other minor proposals are also being put forward following some calls for change from the community, as well as a few locations where the posted speed does not align with the current legislation/bylaw (Traffic and Speed Limits Bylaw 2017).

Following on from this Plan, Whanganui District is in the process of developing another Whanganui District Speed Management Plan which will provide details on further speed management changes proposed for the 2027 to 2030 period and beyond. The 24/27 plan further considers the integration between planned safety infrastructure, speed limits, and selected enforcement with safety cameras supplied and operated by Waka Kotahi.

## Objectives of Waka Kotahi, the NZ Transport Agency

The NZ Transport Agency (Waka Kotahi) has an important role to play in delivering safer speeds around all schools and marae in Aotearoa-New Zealand. This, supported by the Waka Kotahi vision of an Aotearoa-New Zealand where no-one is killed or seriously injured in road crashes. It is seeking to achieve five objectives by 2030:

- The state highway network will be safer with reduced numbers of deaths and serious injuries
- People using the State highway network or living alongside it will feel safer, improving their own wellbeing as well the liveability of places
- A greater proportion of the state highway network will have posted speed limits that match their safe and appropriate operating speed.
- Proposals for managing speeds on state highways will take account of the local context and be aligned with the local road network features, ensuring there is consistency for drivers.
- Waka Kotahi hopes to bring communities, partners, and stakeholders on the journey with it, with greater numbers of people supporting its proposals to manage speeds better.

The above objectives have guided the development of the Waka Kotahi Interim State Highway Speed Management Plan, which provides a clear picture of how changes to speed limits will help manage speeds on the state highway network and reduce the risk of death or serious injury over the next two years. Note that these objectives are also driving the development of the 2024-2027 State Highway Speed Management Plan.

## Objectives of the Whanganui District Council

Assisting Waka Kotahi to achieve these objectives, Whanganui District Council plans to adopt similar objectives to bring its local roads in line with the national objectives of the country's Speed Management Plans. These are set out below:

- The district's road network will be safer with reduced numbers of deaths and serious injury crashes
- People using the district's road network, or living alongside it, will feel safer, improving their own wellbeing as well the liveability of places
- A greater proportion of the district's road network will have posted speed limits that match their safe and appropriate operating speeds
- Proposals for managing speeds on local roads will take account of the local context and be aligned with the state highway road network features, ensuring there is consistency for drivers
- Proposals for managing speeds on local roads will take account of the local context and be aligned with the adjoining district and regional road networks, ensuring there is consistency for drivers when crossing district and regional boundaries
- Whanganui District Council hopes to bring communities, partners, and stakeholders on the journey with it, with greater numbers of people supporting its proposals to manage speeds better.

## Goals

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 Speed Management Plan 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 this Speed Management Plan.

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 with schools the priority for roads.

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.

Through the development and implementation of the 2027-2030 Whanganui District Management Plan, Council will seek to address the wider district road network in a fully integrated manner where speed limits, safety infrastructure upgrades and enforcement (using safety cameras provided and operated by Waka Kotahi) will be considered more holistically.

## The Whanganui District

Whanganui District lies within the Horizons (Manawatū-Whanganui) Region with neighbouring districts being:

- South Taranaki to the west
- Stratford District in the northwest
- Ruapehu District to the north
- Rangitīkei District to the east and,
- The Tasman Sea to the south

Whanganui District covers 2,373.27 km<sup>2</sup> and had an estimated population of 48,700 as of June 2022, with a population density of 21 people per km<sup>2</sup>. All but some 6,100 people in the Whanganui District live in the city itself, meaning there are few prominent outlying settlements. These include:

- Pākaraka (formerly known as Maxwell)
- Kai Iwi
- Mowhanau
- Jerusalem
- Ranana
- Matahiwi
- Kaiwhaiki
- Upokongaro
- Okoia
- Fordell and,
- Kaitoke

The district is known for its outstanding natural environment with the Whanganui Awa (River) at its heart. It is the second-largest river in the North Island and the longest navigable waterway in the country. The Awa runs for 290 km from the heights of Mount Tongariro to Whanganui's coast and the Tasman Sea. In the northern part of the district the Awa runs through a remote section of the Whanganui National Park.

Whanganui has a pleasant, temperate climate, with four distinct seasons. It's not too hot, nor too cold. It enjoys an average of 2055 sunshine hours per year and only 920mm of annual rainfall, making it the second driest town in the North Island.

The district covers 2,373 km<sup>2</sup> of mostly hill country with steep, deep valleys. This contrasts with neighbours Taranaki and Manawatū, both of which are dominated by plains. The hill country is made up of sandstones and mudstones, falling gradually from the higher mountain areas toward the coast. Rivers and streams have cut through this soft material, creating deeply entrenched valleys and a maze of sharp-crested ridges with uniform summit levels. Many of these hills are used for pastoral farming although in recent times a lot of forestry has been planted on the steeper hills throughout the district.

Along much of the coastline there are sand dunes among which are several small lakes. Many of these dunes have also been planted in pine forests that are being harvested and replanted in a cyclic pattern.

Whanganui District Council provides a road network that has an all-weather surface with good skid resistance, visibility, and smoothness. It can carry both light and heavy vehicles. Council's road network covers 835 kilometres – 220 kilometres of urban roads, 615 kilometres of rural roads and 74 bridges.

Of the district's urban roads, 99% (219 kilometres) are sealed, while 51% (314 kilometres) of rural roads are sealed. The rest are unsealed gravel roads.

SH3 runs from west to east through Whanganui, largely following the coastline, while SH4 runs from north to south through the district. These highways are maintained by Waka Kotahi (the NZ Transport Agency).

There are 41 schools in Whanganui District. Of those, there are four that are solely reliant on the state highways for access while five others have shared frontages with both a state highway and a local road or street. The rest are solely reliant on local roads for access.

The district has 20.6 kilometres of marked cycle lanes on busy and narrow roads, 8.8 kilometres of shared pathways (i.e. dedicated pathways off the roadway for cyclists / walkers / scooters / skateboarders / mobility scooters) and eight service lanes (0.9 kilometres total) to give rear access to commercial properties in the central city.



**Figure 1: Map of Horizons Regional Council areas**



**Figure 2: Map showing Whanganui District highlighted**

## Consultation Process

A representative of Council will engage with each school to listen to the Principal and Board of Trustees concerns about the safety issues their school is facing and what measure could be taken to alleviate those issues. As well, Council will consult with Iwi on these matters to ascertain their concerns and determine what can be done to address them.

Once this Speed Management Plan has been endorsed by Whanganui District Council's elected members the public, including schools and Iwi, will be invited to comment on the proposed speed limit changes through open public consultation.



## Crash Analysis System (CAS) Data

The Waka Kotahi Crash Analysis System (CAS) data base recorded the following reported crashes occurred on local Whanganui roads since 2017. These are shown below in Table 1 which shows crash numbers and degrees of injury by year since 2017.

Crash Year	Fatal Injury	Serious Injury	Minor Injury	Non-Injury	Totals
2017	0	17	63	144	224
2018	5	7	69	148	229
2019	1	16	72	186	275
2020	2	19	72	192	285
2021	1	20	88	195	304
2022	0	30	112	238	380
<b>Totals</b>	<b>9</b>	<b>96</b>	<b>445</b>	<b>959</b>	<b>1,509</b>
<b>Average/Year 2017-21</b>	<b>1.8</b>	<b>15.8</b>	<b>72.8</b>	<b>173</b>	<b>263.4</b>

**Table 1: Reported Crashes on Local Whanganui District Roads 2017-22**

As can be seen in Table 1 above, the total number of reported crashes on local roads in the Whanganui District has been growing steadily each year since 2017. All crash statistics except for fatalities has increased by more than 15% between 2021 and 2022.


Table 2 below breaks these crashes down to identify where fatal and serious crashes occur by speed limit. In Whanganui, more fatal and serious crashes occur in the urban areas than on rural roads by a factor of 2.91:1 that is almost three to one. This explains the emphasis on addressing speed in the urban areas by adopting 30 km/h speed limits around schools, parks, reserves, beaches, and the cemetery in the 2021–24 NLTP before addressing rural roads in the 2024-27 NLTP.

Crash Year	Fatal Injury				Serious Injury				Totals			
	50	60	80	100	50	60	80	100	50	60	80	100
2018	4	0	0	1	4	0	0	3	8	0	0	4
2019	0	0	0	1	12	0	1	3	12	0	1	4
2020	0	0	0	2	15	0	0	4	15	0	0	6
2021	1	0	0	0	13	1	1	4	14	1	1	4
2022	0	0	0	0	20	0	1	8	20	0	1	8
<b>Totals</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>64</b>	<b>1</b>	<b>3</b>	<b>22</b>	<b>69</b>	<b>1</b>	<b>3</b>	<b>26</b>
<b>Average/Year 2018-22</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>11.6</b>	<b>0.2</b>	<b>0.6</b>	<b>4.4</b>	<b>13.8</b>	<b>0.2</b>	<b>0.6</b>	<b>5.2</b>

**Table 2: Reported Fatal/Serious Injury Crashes by Speed Limit on Local Whanganui District Roads 2018-22**

## Proposed Changes

Proposed speed limit changes on state highways in Whanganui District before 30 June 2024













Road/ Area	Existing Speed Limit (km/h)	Proposed Speed Limit (km/h)	Speed Limit Type	Implementation Timeframe
SH4 Upokongaro Urban	70		Permanent	NLTP 21/24

Proposed speed limits for schools fronting state highways in Whanganui District before 30 June 2027













School Name	Category	Implementation timeframe	Further Information
SH3 Kai Iwi School	2	NLTP 24-27	Existing 60km/hr variable
SH3 St George's Preparatory School	1	NLTP 21-24	No direct access to and from State Highway. Whanganui School Cluster
SH3 Whanganui Collegiate School	1	NLTP 21-24	30km/hr variable speed limit – Whanganui School Cluster
SH3 Carlton School	1	NLTP 21-24	30km/hr variable speed limit – Whanganui School Cluster
SH3 Kaitoke School	2	NLTP 24-27	60km/hr variable speed limit
SH4 Kakatahi School	2	NLTP 24-27	60km/hr variable speed limit
SH4 Aberfeldy School	2	NLTP 24-27	60km/hr variable speed limit
SH4 Upokongaro School	1	NLTP 24-27	30km/hr variable speed limit
SH4 Whanganui Girls College	1	NLTP 24-27	30km/hr variable speed limit















**Proposed speed limit changes for schools on local roads in 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
Castlecliff School – Polson Carson and, Thatcher Streets			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
Churton School – Burmah Street			<b>230 m</b> Full length of road	Permanent	1	NLTP 24-27



Cullinane College – Peat and Seddon Streets			700 m from Halswell to Terrace St	Permanent	1	NLTP 24-27
Durie Hill School – Portal Street, Burtt's Road, Iwiroa Terrace and Moray Place			500 m on Portal Street + full length of the others = 1,000 m	Permanent	1	NLTP 24-27
Faith City School – Springvale Road			500 m on Springvale Road + 385 m full length of Cathro Road = 885 m	Permanent with VMS signs on Springvale Road.	1	NLTP 24-27
Fordell School – Duncan Street			100m on Duncan St + 535 m on Budge St + 95 m on Martin St + 110 m on Lloyd St = 840 m	Permanent	1	NLTP 24-27
Gonville School – Gonville Avenue Plus, Rata Street			390 m on Gonville Ave + 250 m on Rata Street = 580 m	Permanent	1	NLTP 24-27
Kaitoke School – Concord Line			450 m 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 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 + 310 m on Matarawa Street = <b>810 m</b>	Permanent	1	NLTP 24-27










<p><b>St Anthony's School and St Dominic's College – York Street and Alma Road</b></p>			<p>250 m on Alma Road + 250 m on York St = <b>500 m</b></p>	<p>Permanent with VMS on York Street and Alma Road</p>	<p>1</p>	<p>NLTP 24-27</p>
<p><b>St George's Preparatory and Whanganui Collegiate Schools – Liverpool and Grey Streets</b></p>			<p>500 m on Grey St from London St to Selwyn + 500 m on Liverpool Street = <b>1,000 m</b></p>	<p>Permanent on Liverpool Street with VMS on Grey Street tied to SH3 signage by Waka Kotahi</p>	<p>1</p>	<p>NLTP 21-24</p>
<p><b>St John's Hill School – Parkes Avenue, plus Aiken and Peakes Roads</b></p>			<p>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></p>	<p>Permanent</p>	<p>1</p>	<p>NLTP 24-27</p>
<p><b>St Marcellin and Tawhero Schools – Totara and Nikau Streets plus Broadhead Avenue and Banks Place</b></p>			<p>520 m on Totara St + 50 m on Karamu Street + 312 m on Broadhead Ave + 319 m on Nikau St = <b>1,200 m</b></p>	<p>Permanent</p>	<p>1</p>	<p>NLTP 24-27</p>
<p><b>St Mary's School – London, Barrack, Russell, and Tay Streets</b></p>			<p>London St 300 m + Barrack St 130 m + Russell St 190 m + Tay St 140 m = <b>760 m</b></p>	<p>Permanent</p>	<p>1</p>	<p>NLTP 24-27</p>





<b>Te Kura Kaupapa Maori o Te Atihaunui-A-Paparangi – Te Anaua Street</b>			<b>235 m</b> Full length of No Exit Road	Permanent	1	NLTP 24-27
<b>Te Kura Kaupapa Maori o Tupoho – Cross Street</b>			<b>470 m</b> Full length of Cross Street	Permanent	1	NLTP 24-27
<b>Te Kura o Kokohuia – Matipo and Tiki Streets</b>			530 m Matipo St + 100 m Tiki St = <b>630 m</b>	Permanent	1	NLTP 24-27
<b>Whanganui City College – Nelson, Bassett, Wilson, Ingestre, Hardy, Cooks and St Hill Streets</b>			300 m Ingestre St + 240 m 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>	Permanent need to consider VMS in 5 locations.	1	NLTP 24-27
<b>Whanganui Collegiate School – see notes on St George’s School</b>				Permanent on Liverpool Street with VMS on Grey Street tied to SH3 signage by Waka Kotahi (NZTA)	1	NLTP 21-24
<b>Whanganui East School – Tinirau, Patapu and Kapa Streets</b>			550 m Tinirau Street Full length + 200 m Kapa St + 200 m Patapu St = <b>950 m</b>	Permanent with VMS on Tinirau Street	1	NLTP 24-27
<b>Whanganui Girls College – Jones,</b>			450 m Jones St + 200 m Millward St + 80 m	Permanent with VMS on Jones Street and the Dublin St Bridge to tie into SH4 signs.	1	NLTP 24-27


























<b>Millward, and Richmond Streets</b>			<b>Richmond Street = 730 m</b>			
<b>Whanganui High School – Purnell Street</b>			<b>500 m Purnell Street</b>	VMS to tie in with variable signs on SH3.	1	NLTP 24-27
<b>Whanganui Intermediate School – Nelson, Dublin, and St Hill Streets</b>			<b>200 m on Dublin St + Nelson St as part of Whanganui City College</b>	Permanent with VMS as part of Whanganui City College proposal.	1	NLTP 24-27
<b>Westmere School – Rapanui and Francis Roads</b>	 			VMS already in place and complies with new Standard.	2	In place now.

**Proposed Speed Limit Changes on Local Roads in Whanganui District by 30 June 2027**













<b>Road/Area</b>	<b>Location</b>	<b>Existing Speed Limit (km/h)</b>	<b>Proposed Speed Limit (km/h)</b>	<b>Speed Limit Type</b>	<b>Implementation Timeframe</b>
<b>Jane Winstone Retirement Village</b>	Oakland Avenue			Permanent	NLTP 24-27





		but signposted as 			
<b>Kowhainui Drive</b>	St John's Hill	but signposted as  		Permanent	NLTP 24-27
<b>Mt St Joseph</b>	Hillside Terrace	but signposted as  		Permanent	NLTP 24-27
<b>Mowhanau Motor Camp</b>	Mowhanau			Permanent	NLTP 24-27
<b>Whanganui River Top 10 Holiday Park</b>	Aramoho			Permanent	NLTP 24-27
<b>Whanganui Seaside Holiday Park</b>	Castlecliff			Permanent	NLTP 24-27
<b>Whanganui Softball Park</b>	Puriri Street Tawhero			Permanent	NLTP 24-27

<b>Broadview Retirement Village</b>	Fitzherbert Avenue Extension			Permanent	NLTP 24-27
<b>Castlecliff Golf Club</b>	Awatea Street Castlecliff			Permanent	NLTP 24-27
<b>Springvale Park including GF Moore Drive</b>	Springvale Road and London Street			Permanent	NLTP 24-27
<b>Summerset Retirement Village</b>	Burton Avenue Whanganui East			Permanent	NLTP 24-27
<b>Wembley Park</b>	Falkland and Wilke Street entrances			Permanent	NLTP 24-27
<b>Whanganui Golf Club (Belmont Links)</b>	Clarkson Avenue	 but signposted as 		Permanent	NLTP 24-27
<b>Whanganui Hospital</b>	Heads Road			Permanent	NLTP 24-27
<b>Whanganui Racecourse</b>	Purnell Street			Permanent	NLTP 24-27
<b>Aramoho Cemetery including full length of Mitchell Street</b>	Signs located 10 metres from boundary line at each entrance			Permanent	NLTP 24-27















					
<b>Airport Road –Landguard Road at Whanganui Airport</b>	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>Bason Botanic Gardens</b>	Bason Botanic Gardens access road from its junction with Rapanui Road to include all roads and land within the reserve			Permanent	NLTP 24-27
<b>Castlecliff Beach</b>	Castlecliff Beach – From 2.5 km north of Rangiora Road to Morgan Street			Permanent	NLTP 24-27
<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>Kowhai Park</b>	Kowhai Park, Whanganui – All roads and land within Kowhai Park between the Aramoho Railway Bridge and Georgetti Road			Permanent	NLTP 24-27



<b>Morgan Street</b>	Morgan Street from 100 m southwest of Tregenna Street to Castlecliff Beach and the North Mole access Road. Includes the car park and access road from its intersection with Tregenna Street to the North Mole	 but signposted as 		Permanent	NLTP 24-27
<b>Mowhanau Beach starting on 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 – Whanganui Prison</b>	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>Pukenamu (Queen's) Park – Pukenamu Drive</b>	Pukenamu (Queens) 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>131-131G Roberts Avenue</b>	131-131G Roberts Avenue – From its junction with Roberts Avenue along its full length and all internal legs	 but signposted as 		Permanent	NLTP 24-27
<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 Dickson Crescent plus, the full lengths of Dickson Crescent – Tulloch Street and, Hillside	 Currently signposted with a temporary 		Permanent	NLTP 24-27








	Terrace – to the head of the cul-de-sac				
<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
<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:			Permanent	NLTP 24-27













	<p>Tenga Street - along its full length</p> <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>			Permanent	NLTP 24-27
<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>			Permanent	NLTP 24-27
<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>			Permanent	NLTP 24-27
<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 southern junction with Airport Road</p>			Permanent	NLTP 24-27
<p><b>No. 2 Line, Warrengate Road, Kauangaroa Road, O’Leary Road and Station Road</b></p>	<p>No. 2 Line at Fordell - from 130 metres west of its junction with Duncan Street to its junction</p>			Permanent	NLTP 24-27



<p><b>at Fordell</b></p>	<p>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>				
<p><b>Papaiti and Flemington Roads</b></p>	<p>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</p>	<p> but signposted with a  temporary speed limit</p>	<p></p>	<p>Permanent</p>	<p>NLTP 24-27</p>
<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</p>	<p></p>	<p></p>	<p>Permanent</p>	<p>NLTP 24-27</p>





	Aerowork building on Airport Road				
<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
<b>Francis, and Tayforth Roads</b>	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			Permanent	NLTP 24-27
<b>Landguard Road – Sealed section</b>	Landguard Road (east) from its junction with Airport Road to 400m west of its junction with Wikitoria Road			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 600 metres north of the intersection of the access road to Mosquito Point	 but signposted with a 		Permanent	NLTP 24-27



	This includes the full length of Waireka Road	temporary speed limit			
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## Appendices



## Appendix A Whanganui District Speed Limit Maps

## Appendix B Whanganui District Speed Limit Schools Maps