



2025–26 Speed Management Consultation

Outcomes and Implementation

March 2026



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Purpose of this document

The Manawatū District Council, in line with Government legislation, is committed to safety improvements in our district.

As part of Central Government requirements, we consulted on amending speed limits in specific areas where the data and legislation supported this change.

This document summarises the findings of the preceding consultation, and provides the reader with a final programme of speed limit changes to be implemented by 30 June 2026.

History

In 2024, legislative requirements regarding speed management on public roads was updated via the release of the Land Transport Rule: Setting of Speed Limits (2024). This legislation requires Road Controlling Authorities (RCA's) to install Variable Speed Limits (VSL's) in proximity to schools - that do not already have them - by 30 June 2026.

Since the setting of school related speed limits is mandatory, the preceding consultation document served two purposes:

- 1) to inform the public of changes being applied for schools, and

- 2) to seek feedback on changes to Permanent Speed Limits (PSL's) where:

- the underlying speed limit needed to change to accommodate school related VSL's, and
- where residential or commercial development had expanded over time, and effected change in how roads are used

Consultation

Public consultation was undertaken between Monday 15 December 2025 and Sunday 25 January 2026.

During this time, Council received **65** submissions from members of the public on the proposal via online form, email, or hardcopy.

In addition, businesses affected by permanent speed limit changes were contacted directly, along with organisations representing various interest groups that use the roads.

A summary of submissions received is included on the next page:

Public submissions

Of the **65** submissions received, only **8** (12.3%, or 1 in 8) presented an **unfavourable** stance.

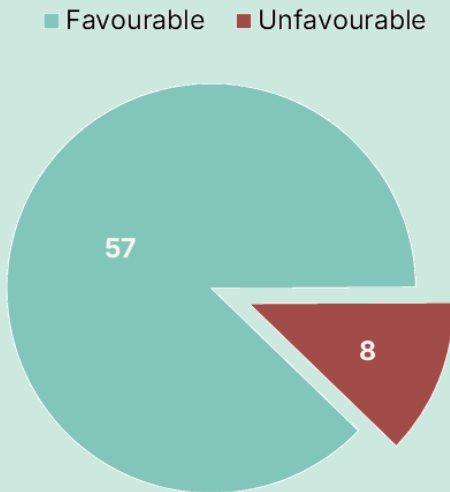


Figure 1: Public Submissions

It is worth noting that a number of submissions received made comment regarding the State Highway corridor between East Street and Camerons Line (State Highway 54), and around Sanson (State Highways 1 and 3); these roads are outside Council's remit - and authority - to manage.

Business submissions

Of the **35** businesses contacted within Precinct 5 (Feilding's Industrial Park comprising Turners, Kawakawa, and Darragh Roads), **10** (28.6%) responded. Of those responses, **3** (30%, or 3 in 10)

presented an **unfavourable** stance. (Again, the NZTA SH54 corridor was frequently commented upon.)

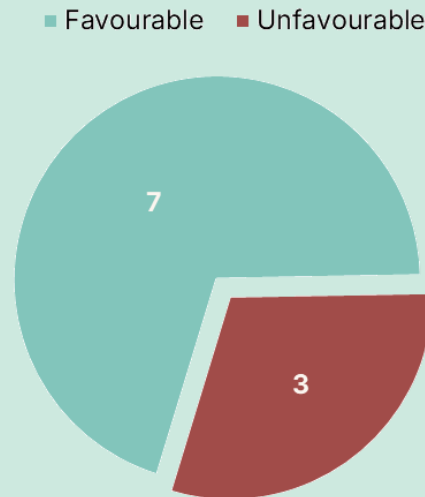


Figure 2: Affected Business Submissions

Community organisations

The 6 Community Committees affected by the proposal were contacted through Council's Community Connector. **3** (50%) responded, with all committees submitting a **favourable** stance.

Other road user groups

The Freight Association (Ia Ara Aotearoa), The Automobile Association (The AA), Fire and Emergency NZ, and Hato Hone St John **did not** take the opportunity to provide comment on the speed management proposal.

Outcomes

Significant support has been shown for the changes proposed to permanent speed limits in order to:

- align with the introduction of variable speed limits outside schools, and
- reflect areas where residential or commercial development has increased over time.

A detailed review of submissions resulted in the following, minor alterations from the original proposal:

- Extension of the 60kph speed limit - entering Colyton Village from the South on Taonui Road - by **71m**, and
- Increasing the Rongotea Road and No.1 Line Intersection Speed Zone (ISZ) from a 60kph (variable) limit to **70kph** (variable) limit (*note: the ISZ is to be funded, implemented, and managed by PNCC*)

Taking this feedback into account, the proposed speed limit changes will be implemented and scheduled to take effect by 30 June 2026. Maps showing these changes are provided in Appendix A.

Note: Under the Land Transport Rule: Setting of Speed Limits (2024), an updated Cost-Benefit Disclosure Statement has been prepared, detailing the time impact(s), predicted safety impact(s), and cost of implementation.

The updated Cost-Benefit Disclosure Statement can be found in Appendix B.



Appendix A | Maps



Map A | Apiti | Variable Speed Limit to Bryce Street, outside **Apiti School**

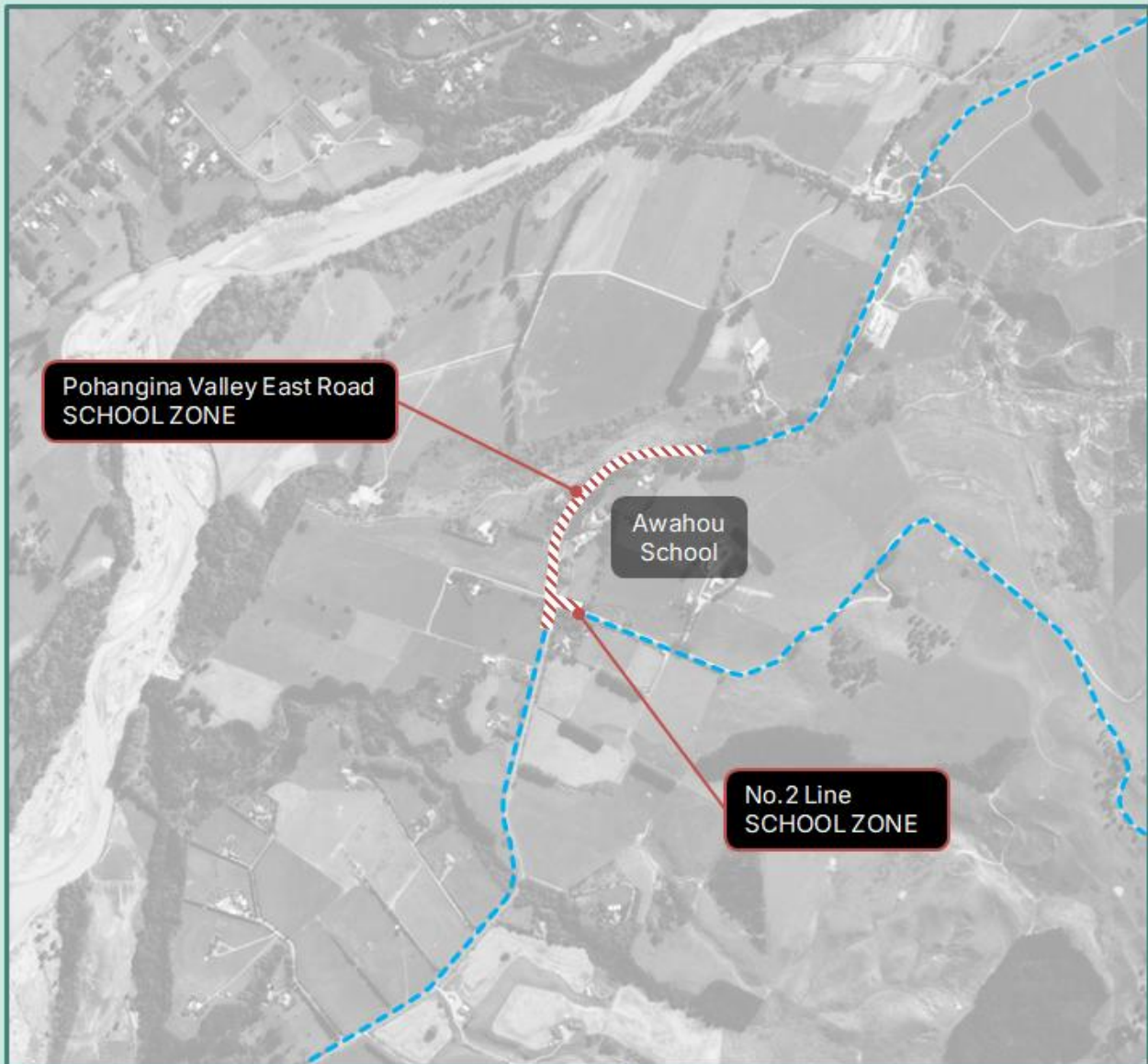
Existing Speed Limits	
Permanent	Variable
100 kph	None
70 kph	

NEW Speed Limits	
Permanent	Variable
No change	30 kph

Role and Function of the Road(s) proposed for change	
Bryce Street	Peri-urban road servicing Apiti village, accessing low density lifestyle & residential properties, and a primary school

How these road(s) are used	
Bryce Street	Provides access to Apiti School and local residences with low levels of non-vehicular traffic

Rationale for speed limit over other infrastructure intervention(s)	
School	A variable speed limit is mandated by legislation



Map B | Awahou | Variable Speed Limit to PVE Road & No.2 Line, outside **Awahou School**

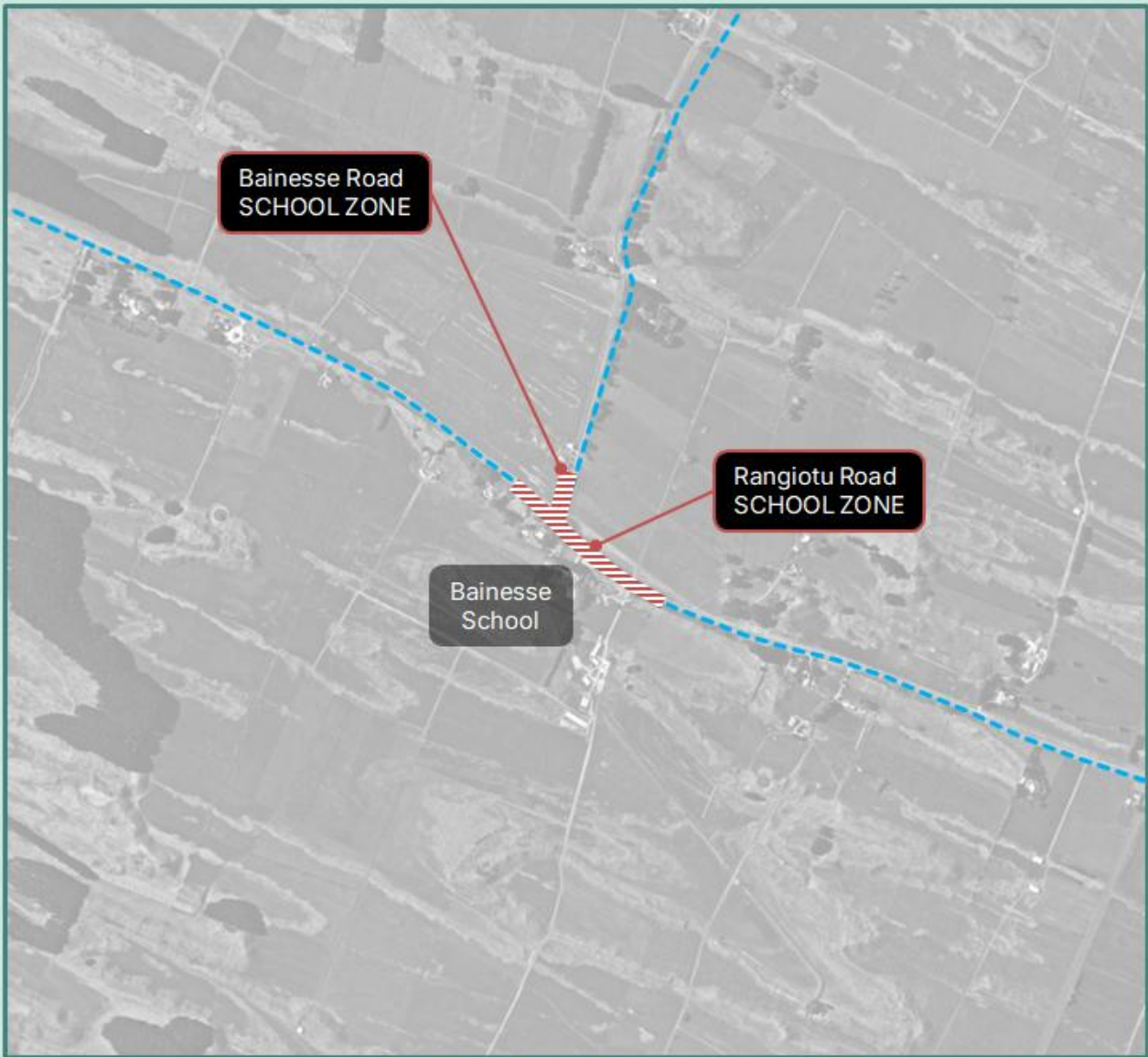
Existing Speed Limits	
Permanent	Variable
100 kph	None

NEW Speed Limits	
Permanent	Variable
No change	60 kph


Role and Function of the Road(s) proposed for change	
PVE Road	Rural Road, accessing local residences, agricultural businesses, and tourism route(s)
No.2 Line	


How these road(s) are used	
PVE Road	Provides access to/from Pohangina Valley, including Awahou School with vehicular based traffic
No.2 Line	

Rationale for speed limit over other infrastructure intervention(s)	
School	A variable speed limit is mandated by legislation



Map C | Bainesse | VSL to Rangiotu and Bainesse Rds, outside **Bainesse School**

Existing Speed Limits	
Permanent	Variable
 100 kph	None

NEW Speed Limits	
Permanent	Variable
No change	 60 kph

Role and Function of the Road(s) proposed for change	
Rangiotu Road	Rural Connector, carrying commuters, local traffic, and school trips
Bainesse Road	Rural Road, accessing residences, agricultural businesses/farms

How these road(s) are used	
Rangiotu Road	Connects Palmerston North to Sanson, Himatangi, and Foxton via SH1 with very low non-vehicular traffic
Bainesse Road	

Rationale for speed limit over other infrastructure intervention(s)	
School	A variable speed limit is mandated by legislation



Map D | Colyton | Peri-Urban Road Speed Limit Proposal & School VSL, outside Colyton School

Existing Speed Limits	
Permanent	Variable
100 kph	None
80 kph	

NEW Speed Limits	
Permanent	Variable
60 kph	30 kph

Role and Function of the Road(s) proposed for change	
Colyton Road	Peri-urban roads servicing Colyton village, accessing low density lifestyle properties, a primary school, a community hall, and local businesses
Taonui Road	

How these road(s) are used	
Colyton Road	Commuting from/through the settlement between Feilding, Palmerston
Taonui Road	North and Ashhurst, with low levels of non-vehicular traffic

Rationale for speed limit over other infrastructure intervention(s)	
Road alignment	Straight roads preclude physical interventions naturally restricting speed
Local community	Desire expressed for lower speed limits by local community
School	A lower speed limit is required to enact the school's mandated VSL



Map E | Glen Oroua | Peri-Urban Road Speed Limit Proposal & VSL, outside Glen Oroua School

Existing Speed Limits	
Permanent	Variable
100 kph	None
70 kph	

NEW Speed Limits	
Permanent	Variable
70 kph	30 kph

Role and Function of the Road(s) proposed for change	
Sansons Road	Peri-urban road servicing Glen Oroua village, accessing low density lifestyle & residential properties, and a primary school

How these road(s) are used	
Sansons Road	Local traffic within/through the settlement, school trips with vehicular based traffic

Rationale for speed limit over other infrastructure intervention(s)	
School	<ul style="list-style-type: none"> Straight road precludes physical interventions to naturally restrict speed Permanent speed limit needs to move North to accommodate VSL



Map F | Feilding | VSL to Manchester, Fitzroy and Warwick Sts, outside **Manchester St School**

Existing Speed Limits	
Permanent	Variable
50 kph	None

NEW Speed Limits	
Permanent	Variable
No Changes	30 kph

Role and Function of the Road(s) proposed for change	
Fitzroy St	Local and Urban Connector streets, servicing medium density residential properties, recreational services and town centre
Manchester St	
Warwick St	

How these road(s) are used	
Fitzroy St	Providing access to Manchester St School, local residences, recreational services, and town centre businesses, with frequent and moderate non-vehicular traffic present
Manchester St	
Warwick St	

Rationale for speed limit over other infrastructure intervention(s)	
School	A variable speed limit is mandated by legislation



Map G | Feilding | VSL to Derby and Monmouth Streets, outside **St Joseph's School**

Existing Speed Limits	
Permanent	Variable
50 kph	None

NEW Speed Limits	
Permanent	Variable
No Changes	30 kph

Role and Function of the Road(s) proposed for change	
Derby Street	Urban Collector road, connecting Feilding North to State Highway 54
Monmouth Street	Local street between St Joseph's and Lytton St Schools

How these road(s) are used	
Derby Street	Services schools, medium density residential properties, medical and residential care facilities. Access to State Highway 54, with frequent and moderate non-vehicular traffic present
Monmouth Street	

Rationale for speed limit over other infrastructure intervention(s)	
School	A variable speed limit is mandated by legislation



Map H | Feilding | VSL to local roads, outside Lytton St and Feilding Intermediate Schools

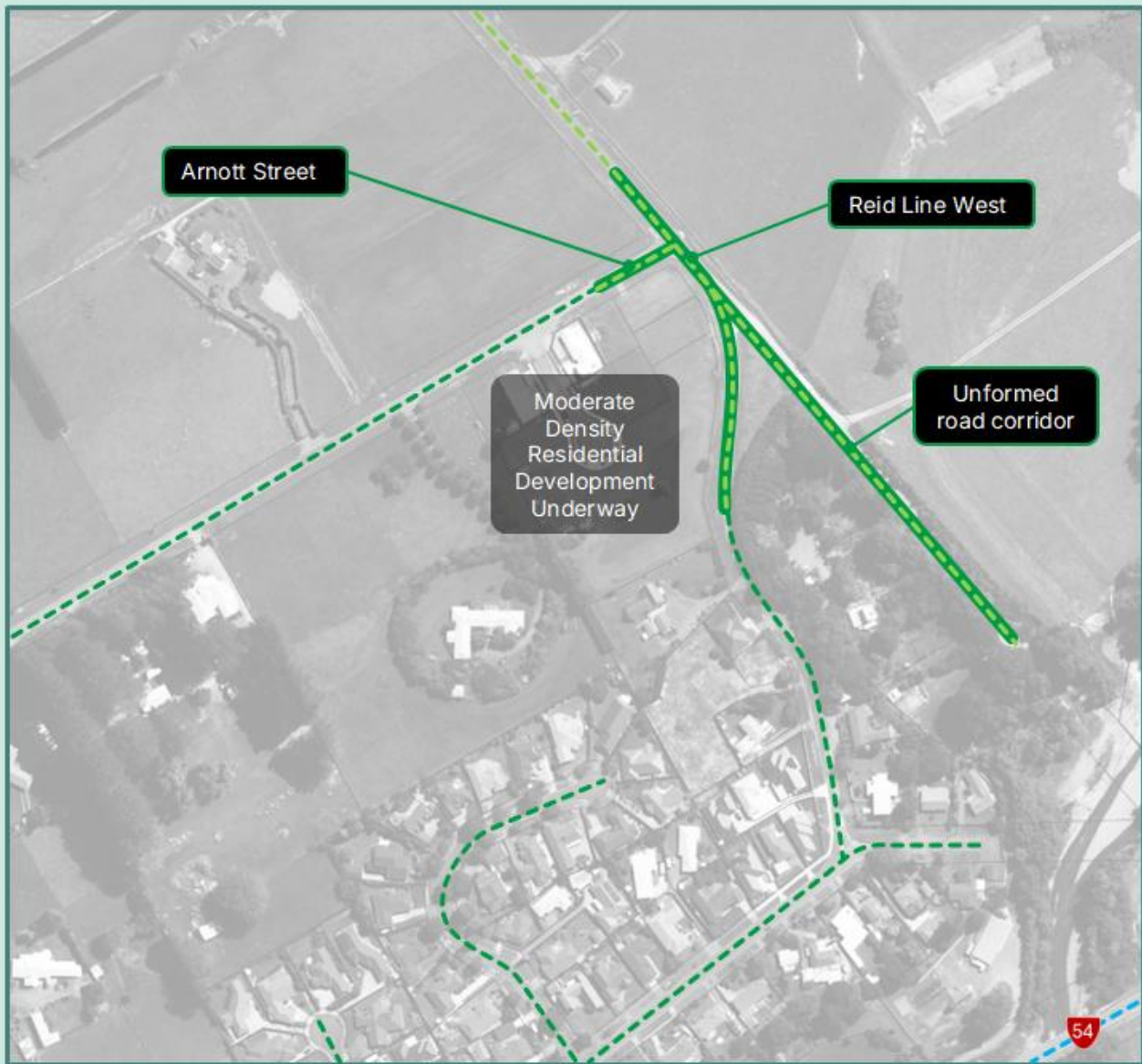
Existing Speed Limits	
Permanent	Variable
50 kph	None

NEW Speed Limits	
Permanent	Variable
No Changes	30 kph

Role and Function of the Road(s) proposed for change	
Lytton, Monmouth, East, & Montagu Sts	Local streets, servicing medium density residential properties, recreational services, schools, and State Highway 54
Fair Cr, Fairview Ave	

How these road(s) are used	
Lytton, Monmouth, East, & Montagu Sts	Providing access to Lytton St, St Joseph's, Feilding High and Intermediate Schools, local residences, recreational services, and businesses, with frequent and moderate non-vehicular traffic present
Fair Cr, Fairview Ave	

Rationale for speed limit over other infrastructure intervention(s)	
Schools	A variable speed limit is mandated by legislation



Map I | Feilding | **Peri-Urban** Road Boundary Speed Limit Change Proposal

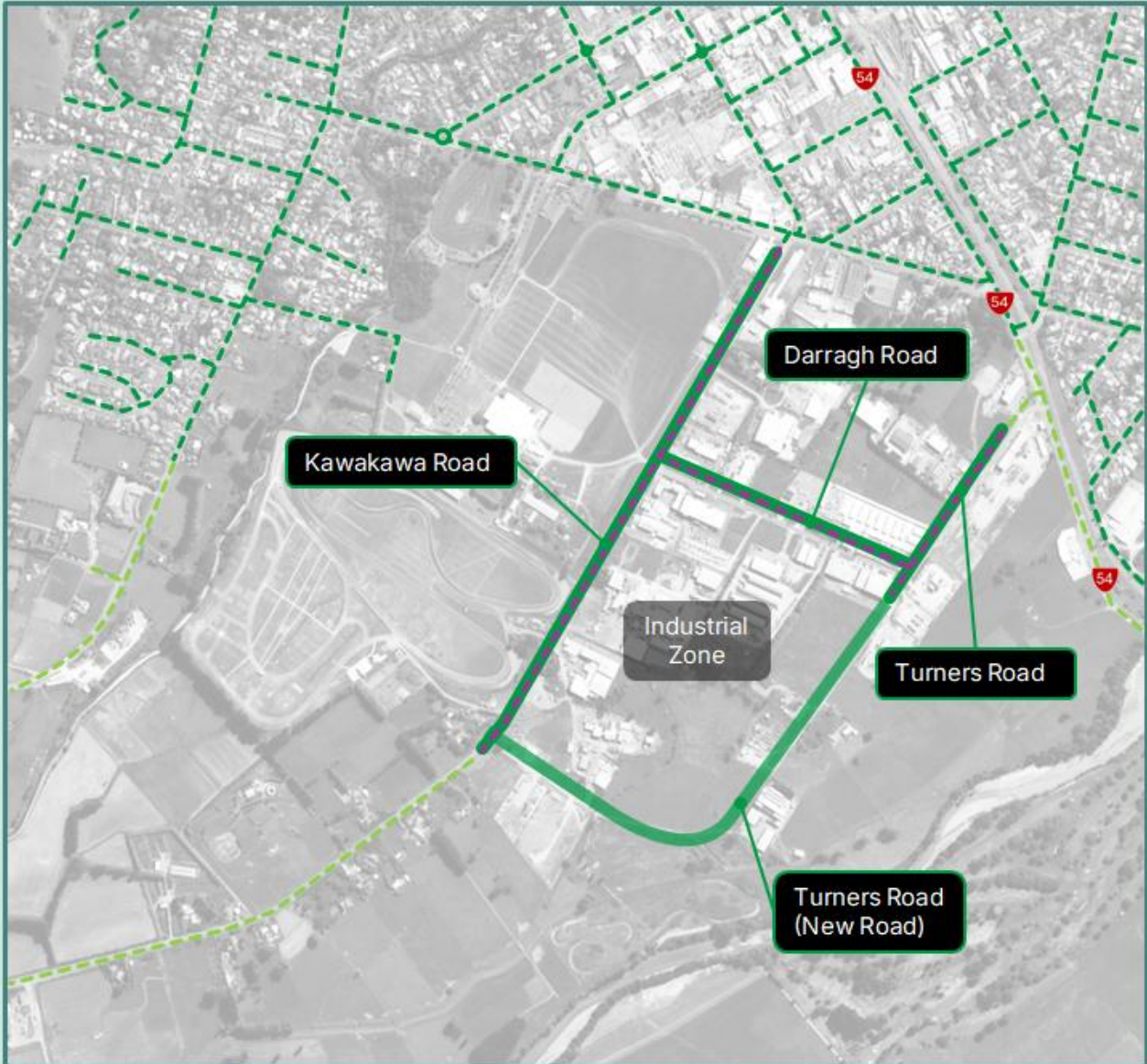
Existing Speed Limits	
Permanent	Variable
80 kph	None
50 kph	

NEW Speed Limits	
Permanent	Variable
50 kph	None

Role and Function of the Road(s) proposed for change	
Reid Line West	Peri-urban roads servicing medium to low density lifestyle residences, expanding urban development, and local business
Arnott Street	

How these road(s) are used	
Reid Line West	Accessing local business, and an increasing medium to low density lifestyle & residential occupation, with low levels of non-vehicular traffic
Arnott Street	

Rationale for speed limit over other infrastructure intervention(s)	
Road alignment	Lack of visibility at Arnott St/Reid Line West requires safety mitigation
Local community	Desire expressed for lower speed limits by local community
Densification	Reduction in speed to match road use from rural to peri-urban



Map J | Feilding | Urban/Peri-Urban (Industrial) Road Boundary Speed Limit Change Proposal

Existing Speed Limits	
Permanent	Variable
80 kph	None
70 kph	
50 kph	

NEW Speed Limits	
Permanent	Variable
50 kph	None




Role and Function of the Road(s) proposed for change (excluding NEW & SCHOOL ZONE roads)	
Kawakawa Road	Urban/Peri-urban roads servicing Feilding's primary, and expanding, industrial zone, and connects lifestyle residences to Feilding town.
Turners Road	


How these road(s) are used	
Kawakawa Road	Accessing local businesses, and freight / industrial complex access, with limited non-vehicular traffic use.
Turners Road	

Rationale to amend the speed limit over other infrastructure intervention(s)	
Road alignment	Roads already engineered with wide shoulders & appropriate delineation
Industrial Expansion	Speed limit to match design speed(s) for new Turners Road Extension



Map K | Feilding | **Peri-Urban** Road Boundary Speed Limit Change Proposal

Existing Speed Limits		
Permanent	Variable	
	50 kph	None
	80 kph	
	100 kph	

NEW Speed Limits		
Permanent	Variable	
	50 kph	None

Role and Function of the Road(s) proposed for change (excluding NEW & SCHOOL ZONE roads)	
Sandon Road	Peri-urban roads servicing Feilding's urban fringe, accessing medium to low density lifestyle & residential properties, and expanding urban area
Ranfurly Road	

How these road(s) are used	
Sandon Road	Commuter access to/from Feilding, accessing increasing medium to low density residential occupation, with moderate non-vehicular traffic use
Ranfurly Road	

Rationale to amend the speed limit over other infrastructure intervention(s)	
Local community	Desire expressed for lower speed limits by local community
Urban expansion	Speed to match changes in road use from rural to peri-urban residential



Map L | Halcombe | VSL to Willoughby and Monteith Streets, outside Halcombe School

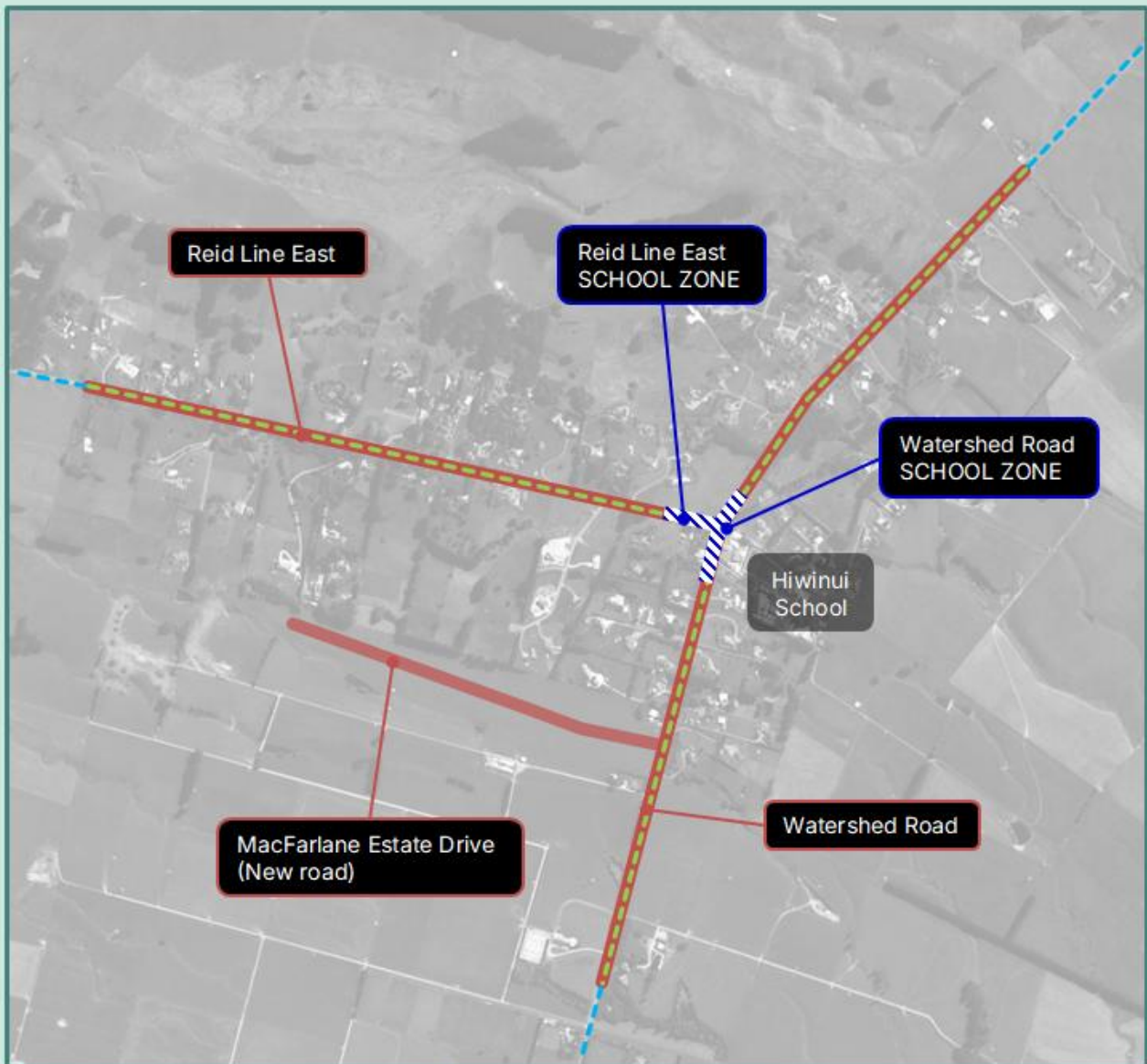
Existing Speed Limits	
Permanent	Variable
100 kph	None
70 kph	
50 kph	

NEW Speed Limits	
Permanent	Variable
No Changes	30 kph

Role and Function of the Road(s) proposed for change	
Monteith Street	Local streets, servicing low density residential properties, recreational services, and a school
Willoughby Street	

How these road(s) are used	
Monteith Street	Provides access to Halcombe School and local residences, with low to moderate non-vehicular traffic present
Willoughby Street	

Rationale for speed limit over other infrastructure intervention(s)	
School	A variable speed limit is mandated by legislation



Map M | Hiwinui | Peri-Urban Road Speed Limit Proposal & VSL, outside Hiwinui School

Existing Speed Limits			
Permanent		Variable	
	100 kph		60 kph
	80 kph		

NEW Speed Limits			
Permanent		Variable	
	60 kph		40 kph

Role and Function of the Road(s) proposed for change	
Reid Line East	Peri-urban roads servicing Hiwinui village, accessing medium to low density lifestyle & residential properties, and a primary school
Watershed Road	

How these road(s) are used	
Reid Line East	Commuting from/through the settlement, school trips, medium to low density residential occupation, and low to moderate non-vehicular traffic
Watershed Road	

Rationale for speed limit over other infrastructure intervention(s)	
Road alignment	Straight roads preclude physical interventions naturally restricting speed
Local community	Desire expressed for lower speed limits by local community
School	A lower speed limit is recommended to maintain school's mandated VSL



Map N | Kairanga | VSL to Kairanga Bunnythorpe Road, outside **Kairanga School**

Existing Speed Limits	
Permanent	Variable
100 kph	None
70 kph	

NEW Speed Limits	
Permanent	Variable
No Changes	30 kph

Role and Function of the Road(s) proposed for change	
Kairanga Bunnythorpe Road	Stopping place, servicing low density residential properties, and a school

How these road(s) are used	
Kairanga Bunnythorpe Road	Provides access to Kairanga School and local residences, with low non-vehicular traffic use

Rationale for speed limit over other infrastructure intervention(s)	
School	A variable speed limit is mandated by legislation



Map O | Rongotea Road & No.1 Line | **Intersection Speed Zone (Rural)**

Existing Speed Limits	
Permanent	Variable
--- 100 kph	None
--- 70 kph	

NEW Speed Limits	
Permanent	Variable
No Changes	/// 70 kph

Role and Function of the Road(s) proposed for change	
Rongotea Road	Rural Connector road, providing commuter & freight route to the outskirts of Palmerston North, and connecting with the State Highway network

How these road(s) are used	
Rongotea Road	Local and regional traffic accessing/exiting Palmerston North's residential & commercial areas, by light, heavy commercial, and agricultural vehicles

Rationale for speed limit over other infrastructure intervention(s)	
Safety	Number & severity of crashes at No.1 Line require mitigation
Road alignment	Arrangement precludes physical interventions to naturally restrict vehicle speed without significant costs



Map P | Kimbolton | VSL to Flyger and Henderson Streets, outside **Kimbolton School**

Existing Speed Limits	
Permanent	Variable
100 kph	None
50 kph	

NEW Speed Limits	
Permanent	Variable
No Changes	30 kph

Role and Function of the Road(s) proposed for change	
Flyger Street	Local streets, servicing medium to low density residential properties, and a school
Henderson Street	

How these road(s) are used	
Flyger Street	Provides access to Kimbolton School and local residences, with low to moderate non-vehicular traffic use
Henderson Street	

Rationale for speed limit over other infrastructure intervention(s)	
School	A variable speed limit is mandated by legislation



Map Q | Kiwitea | VSL to Kimbolton Rd North, Perry and Coulter Lines, outside **Kiwitea School**

Existing Speed Limits	
Permanent	Variable
100 kph	None

NEW Speed Limits	
Permanent	Variable
No Changes	60 kph


Role and Function of the Road(s) proposed for change	
Perry Line	Peri-urban Roads, carrying commuters, accessing low density residences, agricultural businesses/farms, playschool, church, and local school
Coulter Line	
Kimbolton Rd Nth	


How these road(s) are used	
Perry Line	Provides access between district villages/businesses and
Coulter Line	Feilding/Palmerston North, and wider regional network via State Highways,
Kimbolton Rd Nth	with low levels of non-vehicular traffic use

Rationale for speed limit over other infrastructure intervention(s)	
School	A variable speed limit is mandated by legislation



Map R | Kopane | VSL to Rongotea and Green Roads, outside **Kopane School**

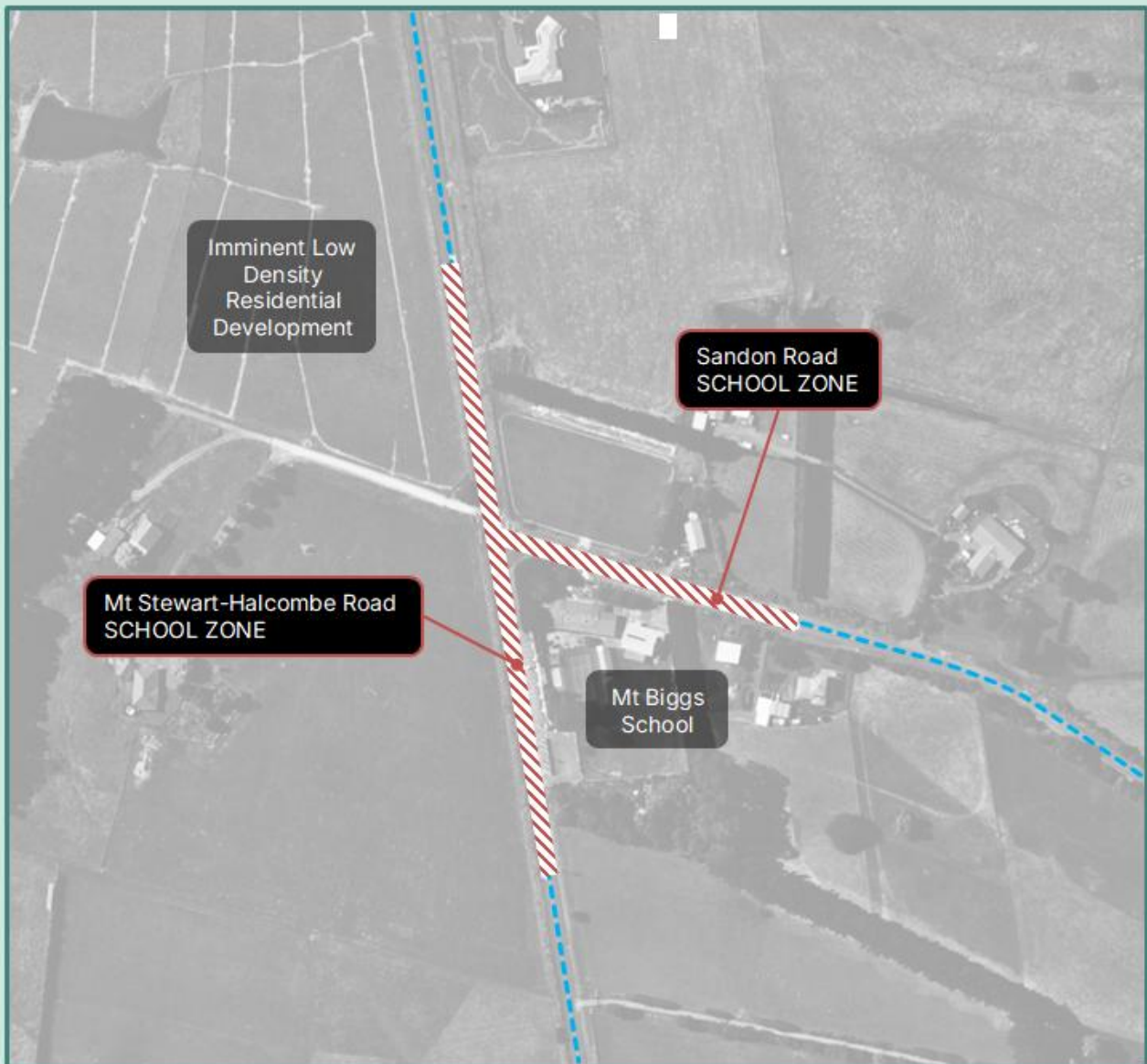
Existing Speed Limits	
Permanent	Variable
 100 kph	None

NEW Speed Limits	
Permanent	Variable
No Changes	 60 kph

Role and Function of the Road(s) proposed for change	
Rongotea Road	Rural Connector Roads, carrying commuters, commercial & local traffic, and vehicular based school trips
Green Road	

How these road(s) are used	
Rongotea Road	Connects Rongotea village and Feilding to Palmerston North; provides access to Bulls/Sanson/Foxton via SH1 and/or SH3
Green Road	

Rationale for speed limit over other infrastructure intervention(s)	
School	A variable speed limit is mandated by legislation



Map S | Mt Biggs | VSL to Mt Stewart-Halcombe and Sandon Roads, outside **Mt Biggs School**

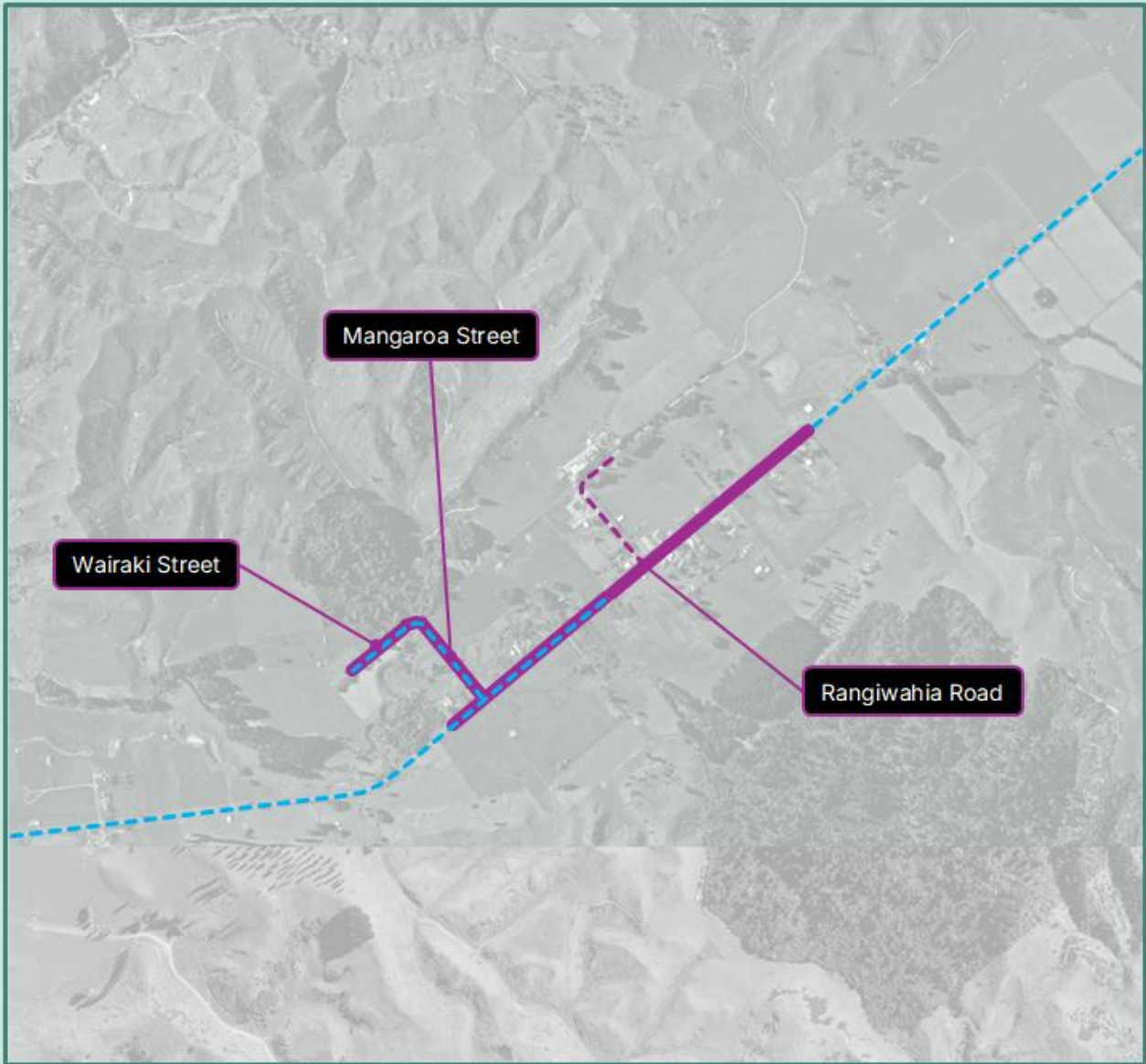
Existing Speed Limits	
Permanent	Variable
100 kph	None

NEW Speed Limits	
Permanent	Variable
No Changes	60 kph

Role and Function of the Road(s) proposed for change	
Sandon & Mt Stewart-Halcombe Roads	Rural Connector Roads, carrying commuters, commercial & local traffic, and school trips, with increased foot traffic to/from Mt Lees reserve

How these road(s) are used	
Sandon & Mt Stewart-Halcombe Roads	Connects local residences to Halcombe/Sanson villages and Feilding/Palmerston North; provides access to Bulls via SH3

Rationale for speed limit over other infrastructure intervention(s)	
School	A variable speed limit is mandated by legislation



Map T | Rangiwahia | **Peri-Urban** Road Speed Limit Proposal

Existing Speed Limits		
Permanent	Variable	
100 kph	None	
70 kph		

NEW Speed Limits		
Permanent	Variable	
70 kph	None	

Role and Function of the Road(s) proposed for change	
Rangiwahia Road	Peri-urban roads servicing Rangiwahia village, accessing low density lifestyle & residential properties, a cemetery, school bus termination point, and community hall
Mangaroa and	
Wairaki Streets	

How these road(s) are used	
Rangiwahia Road	Light and agricultural traffic, school bus service, cemetery, and recreational reserve, with low levels of non-vehicular traffic
Mangaroa/Wairaki	

Rationale for speed limit over other infrastructure intervention(s)	
Road alignment	Straight roads preclude physical interventions naturally restricting speed
Local community	Desire expressed for lower speed limits by local community



Map U | Rongotea | Peri-Urban Road Speed Limit Proposal & VSL, outside Rongotea School

Existing Speed Limits	
Permanent	Variable
100 kph	None
50 kph	

NEW Speed Limits	
Permanent	Variable
70 kph	30 kph
50 kph	

Role and Function of the Road(s) proposed for change	
Banks Road	Peri-urban roads servicing Rongotea village, accessing expanding medium to low density lifestyle & residential properties, and expanding urban development
Waitohi Road	
Rongotea Road	

How these road(s) are used	
Banks/Waitohi Rd	Commuting from/through the settlement, school trips, local businesses, and increasing residential occupation, with moderate non-vehicular traffic
Rongotea Road	

Rationale for speed limit over other infrastructure intervention(s)	
Road alignment	Straight roads preclude physical interventions naturally restricting speed
Local community	Desire expressed for lower speed limits by local community



Map V | Sanson | VSL to Fagan and Phillips Streets, outside Sanson School

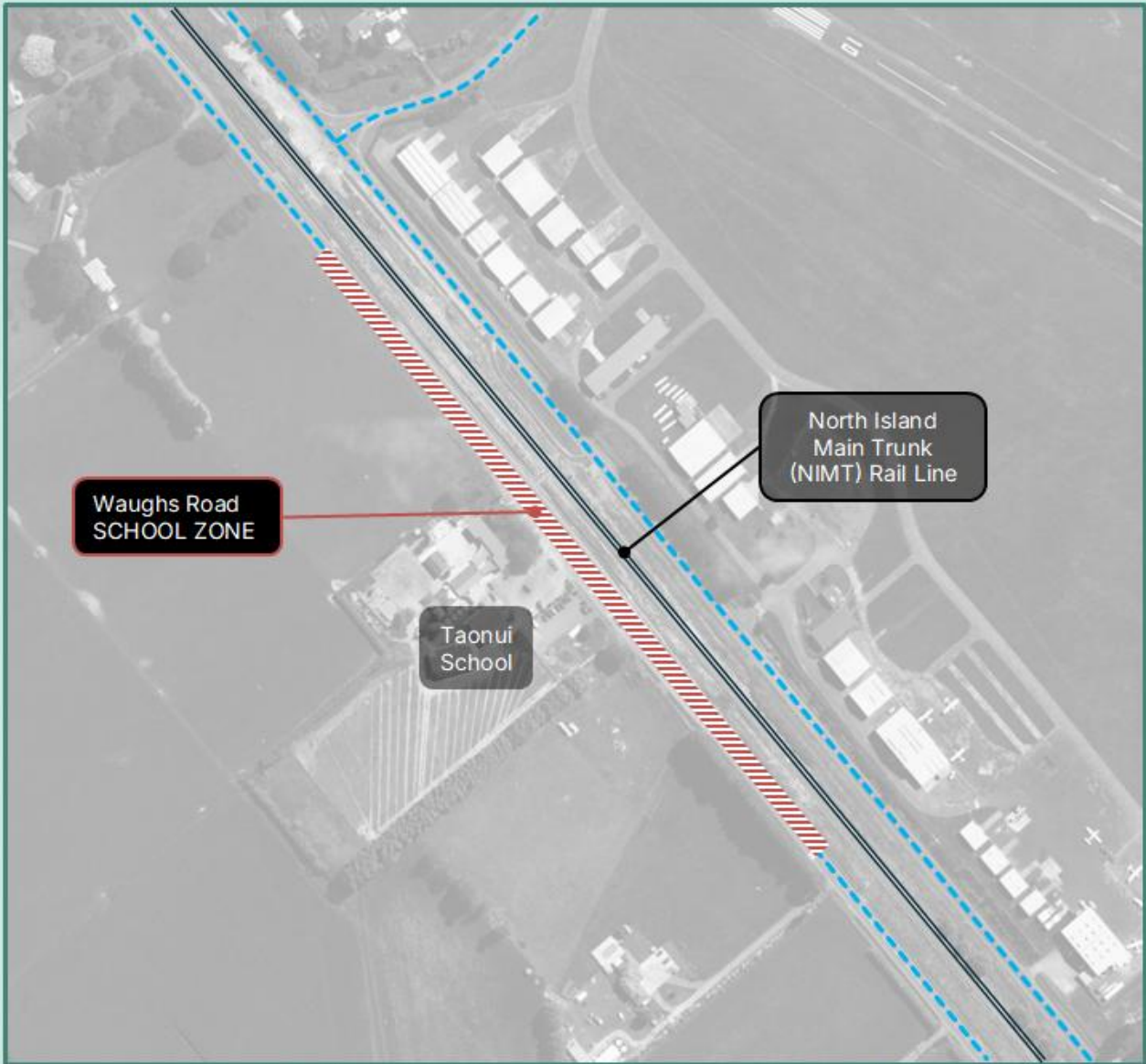
Existing Speed Limits	
Permanent	Variable
100 kph	None
50 kph	

NEW Speed Limits	
Permanent	Variable
No Changes	30 kph


Role and Function of the Road(s) proposed for change	
Fagan Street	Local streets, servicing low density residential properties, recreational services, and a school
Phillips Street	


How these road(s) are used	
Fagan Street	Provides access to Sanson School, community facilities, and local residences, with moderate levels of non-vehicular traffic
Phillips Street	

Rationale for speed limit over other infrastructure intervention(s)	
School	A variable speed limit is mandated by legislation



Map W | Taonui | VSL to Waughs Road, outside **Taonui School**

Existing Speed Limits	
Permanent	Variable
 100 kph	None

NEW Speed Limits	
Permanent	Variable
No Changes	 60 kph

Role and Function of the Road(s) proposed for change	
Waughs Road	Rural Connector Road, carrying commuters, commercial & local traffic, and vehicular based school trips

How these road(s) are used	
Waughs Road	Connects Feilding, Bunnythorpe, and Palmerston North

Rationale for speed limit over other infrastructure intervention(s)	
School	A variable speed limit is mandated by legislation



Map X | Tangimoana | Peri-Urban Speed Limit Proposal & VSL, outside Tangimoana School

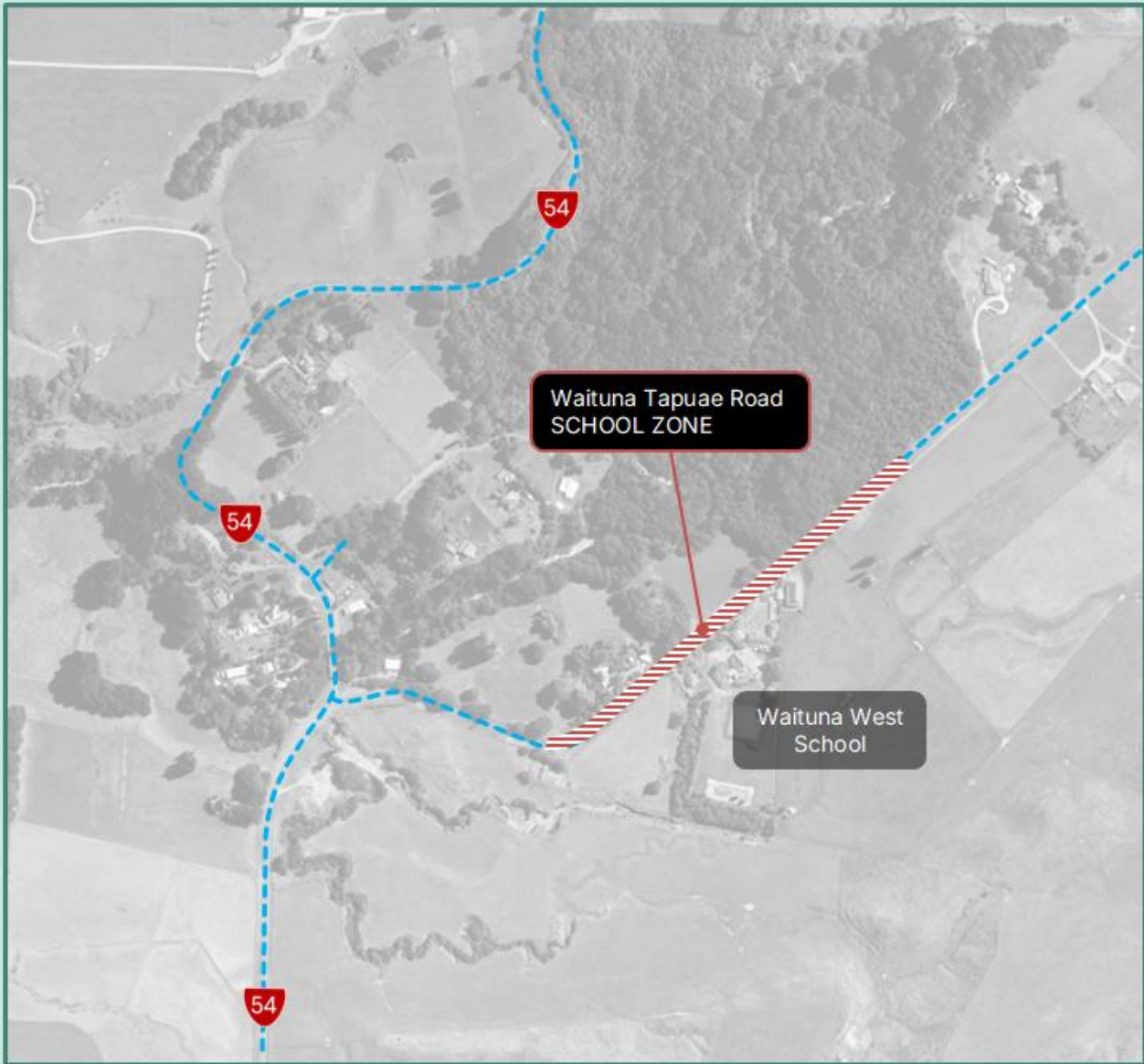
Existing Speed Limits		
Permanent	Variable	
	100 kph	None
	50 kph	

NEW Speed Limits		
Permanent	Variable	
	50 kph	
		30 kph


Role and Function of the Road(s) proposed for change	
Beach/Punga Sts	Local Streets, servicing residences, recreational services, and a school
Tangimoana Beach Road	Peri-urban road connecting Tangimoana village and the beach, accessing low density lifestyle properties and community facilities


How these road(s) are used	
Beach, Punga & Tangimoana Beach	Recreational and local traffic accessing beach and businesses situated in village. Increasing usage of road by non-motorised traffic

Rationale for speed limit over other infrastructure intervention(s)	
Road alignment	Straight road precludes physical interventions to naturally restrict speed
Local community	Desire expressed for lower speed limits by local community



Map Y | Waituna West | VSL to Waituna Tapuae Road, outside **Waituna West School**

Existing Speed Limits	
Permanent	Variable
 100 kph	None

NEW Speed Limits	
Permanent	Variable
No Changes	 60 kph

Role and Function of the Road(s) proposed for change	
Waituna Tapuae Road	Rural Road, carrying agricultural & local traffic, and vehicular based school trips with low levels of non-motorised traffic

How these road(s) are used	
Waituna Tapuae Road	Connects local residences to Hunterville, Bulls and Feilding via State Highway 54

Rationale for speed limit over other infrastructure intervention(s)	
School	A variable speed limit is mandated by legislation

Appendix B | Cost-Benefit Disclosure Statement

Cost Benefit Disclosure Statements describe the anticipated impacts for changes to speed limits.

For each proposed speed limit change, the Rule requires estimates to be made for impacts to safety, travel time and implementation cost. The methods used for the estimations and the underlying assumptions are shown in the table below:

Required content	Method and assumptions
<p>Estimated safety impacts:</p> <ul style="list-style-type: none"> • Number and severity of crashes on the affected road over the previous 5 years. • Estimated impact of the proposed speed limit change on the number and severity of crashes on the road in the next 5 years, expressed as an annual rate averaged over those 5 years. 	<p>For the majority of roads in the district there have been zero crashes in the 5 year period. This is typical for roads with relatively low traffic volumes. Therefore, the safety impacts cannot be estimated by considering potential changes to crashes per se.</p> <p>The safety impacts are estimated more generally by acknowledging that crash frequency is expected to decrease with a reduction in the average speed. Research indicates that a 5 km/h decrease in speed results in 15-16% decrease in all injury crashes, 26% decrease in serious crashes, and 28% decrease in fatal crashes¹.</p> <p>NZTA's "Optional Cost Impact Analysis Tool" has been used to identify the expected reduction in mean operating speed, which is in turn used to estimate a potential safety impact, expressed as a percentage.</p> <p>Assumptions:</p> <ul style="list-style-type: none"> • 3% traffic growth per year. • Rural roads are those with existing speed limits of 80 km/h or higher. • Average Daily Traffic is sourced from MobileRoads.org. • Mean travel speed is sourced from NZTA's MegaMaps application. • Crash history is over the 5 year period between 2020-2024, extracted from NZTA's Crash Analysis System (CAS) Database.

¹ Table 2.4, page 24, IRTAD Research Report: 'Speed and Crash Risk' (<https://media.nrspp.org.au/wp-content/uploads/2018/04/06015935/speed-crash-risk.pdf>)

Required content	Method and assumptions
<p>Estimated travel time impacts:</p> <ul style="list-style-type: none"> ● Current mean operating speed on the road. ● Estimated mean operating speed on the road once the proposed speed limit change is in effect. ● Estimated impact of the proposed speed limit change on: <ul style="list-style-type: none"> ○ individual vehicle journey time on the road ○ collective vehicle journey times on the road, accounting for average annual daily traffic volumes. 	<p>NZTA's Megamaps application and "Optional Cost Impact Analysis Tool" have been used to identify these features.</p> <p>Where the existing operating speed is lower than the proposed speed limit, it is anticipated that the operating speed will not change. Consequently, it is not expected that travel time will change. For example, if the mean operating speed is 60 km/h on a road with an existing limit of 100 km/h - and the proposed limit is 80 km/h - it is expected that the mean operating speed will remain the same.</p> <p>Note: Vehicle speed(s) may become more consistent (i.e., lower speeds may increase toward the mean and higher speeds reduce towards the mean), providing a perceptual safety benefit due to less variability; however, these safety benefits are not specifically measured. There is also a potential safety benefit associated with applying a speed limit that reflects the observed mean operating speed (i.e., a road that is 'self-explanatory' in nature).</p>
<p>Implementation costs</p>	<p>The costs included are the typical local costs to purchase and install signage and other infrastructure.</p> <p>NZTA guidance has been used to identify the number of signs required. For example, a speed limit of 60 km/h requires a maximum sign spacing of 2km. For a speed limit of 80 km/h, the maximum sign spacing is 2.7 km.</p> <p>Where average daily traffic volumes are greater than 500, signs are installed on both sides of the road. In addition, practical considerations have been made, such as relocating existing signage, combining roads to reduce signage requirements, removing the number of different speed limits in a particular locale, and recognition of school zone Variable Speed Limit requirements.</p>

Note the following regarding the estimate of impacts:

- *The impacts stated above do not include impacts such as changes to vehicle operating costs, greenhouse gas emissions, and/or harmful emissions.*
- *The impacts are not monetised and therefore cannot be used in a cost-benefit analysis.*

CBD Statements for proposed changes to speed limit(s) for locale(s) - with each road separated therein - are included in the following table:

Locale	Road	Safety	Travel Time	Cost	Summary
Colyton	<p>Colyton Road</p> <p>Start: 501m West of Taonui Road</p> <p>End: 503m East of Taonui Road</p>	<p>There have been no crashes reported within the section of Colyton Road proposed for speed limit change in the previous 5 years.</p> <p>Estimated impacts are expected to realise benefits of a perceptual nature for local residents and users of the road.</p>	<p>The mean operating speed is expected to reduce to 72 km/h, resulting in a 5 second increase in travel time for each vehicle, and an estimated increase of 1,234 hours for all traffic over a year.</p>	\$2,500	<p>Reduced Permanent Speed Limit required to accommodate the mandated Variable Speed Limit for Colyton School.</p> <p>Lower limit reflects expansion and low density urbanisation of locale.</p> <p>Cost of implementation and negligible increase in travel time is outweighed by safety benefit and community needs.</p>
	<p>Taonui Road</p> <p>Start: 271m South of Colyton Road</p> <p>End: 900m North of Colyton Road</p>	<p>There have been no crashes reported within the section of Taonui Road proposed for speed limit change in the previous 5 years.</p> <p>Estimated impacts are expected to realise benefits of a perceptual nature for local residents and users of the road.</p>	<p>The mean operating speed is expected to reduce to 64 km/h, resulting in an 8 second increase in travel time for each vehicle, and an estimated increase of 1,313 hours for all traffic over a year.</p>		
Glen Oroua	<p>Sansons Road</p> <p>Start: 324m North of Milner Road</p> <p>End: 240m North of Milner Road</p>	<p>There have been no crashes reported within the section of Sansons Road proposed for speed limit change in the previous 5 years.</p> <p>Estimated impacts are expected to realise benefits of a perceptual nature for local residents and users of the road.</p>	<p>The mean operating speed of 64 km/h is not expected to change, resulting in no discernible travel time impact.</p>	\$875	<p>Minimal extension of Permanent Speed Limit required to accommodate the mandated Variable Speed Limit for Glen Oroua School.</p>

Locale	Road	Safety	Travel Time	Cost	Summary
Feilding East	Reid Line West Start: 152m South of Arnott Street End: 48m North of Arnott Street	<p>There have been no crashes reported within the section of Reid Line West proposed for speed limit change in the previous 5 years.</p> <p>Estimated impacts are expected to realise benefits of a perceptual nature for local residents and users of the road.</p>	<p>The mean operating speed is expected to reduce to 50 km/h, resulting in a 2 second increase in travel time for each vehicle, and an estimated increase of 64 hours for all traffic over a year.</p>	\$800	<p>Lower limit reflects expansion and low density urbanisation of locale.</p> <p>Cost of implementation and negligible increase in travel time is outweighed by safety benefit and community needs.</p>
	Arnott Street Start: 49m South of Reid Line West End: Reid Line West	<p>There have been no crashes reported within the section of Arnott Street proposed for speed limit change in the previous 5 years.</p> <p>Estimated impacts are expected to realise benefits of a perceptual nature for local residents and users of the road.</p>	<p>The mean operating speed of 37 km/h is not expected to change, resulting in no discernible travel time impact.</p>		

Locale	Road	Safety	Travel Time	Cost	Summary
Feilding South	<p>Kawakawa Road Start: 98m South of South Street West End: 41m South of Turners Road Extension</p>	<p>There has been 1 minor injury and 1 non-injury crash reported in the previous 5 years on Kawakawa Road within the section proposed for speed limit change.</p> <p>The mean operating speed is expected to reduce by 5 km/h, resulting in a potential to reduce injury crashes by 15%</p>	<p>The mean operating speed is expected to reduce to 60 km/h, resulting in a 5 second increase in travel time for each vehicle, and an estimated increase of 1,774 hours for all traffic over a year.</p>	\$1,250	<p>Reduction in number of differing speed limits to area reduces demand/complexity for road users.</p> <p>Cost of implementation and negligible increase in travel time is outweighed by safety benefit.</p>
	<p>Turners Road Start: 362m North of Darragh Road End: 62m South of Darragh Road</p>	<p>There has been 1 minor injury and 1 non-injury crash reported in the previous 5 years on Turners Road within the section proposed for speed limit change.</p> <p>The mean operating speed is expected to reduce by 5 km/h, resulting in a potential to reduce injury crashes by 15%</p>	<p>The mean operating speed of 33 km/h is not expected to change, resulting in no discernible travel time impact.</p>		

Locale	Road	Safety	Travel Time	Cost	Summary
Feilding West	<p>Sandon Road</p> <p>Start: 80m West of Cobbe Crescent</p> <p>End: 70m West of Ranfurly Road</p>	<p>There have been 3 minor injury crashes and 6 non-injury crashes reported in the previous 5 years on Sandon Road within the section proposed for speed limit change.</p> <p>The mean operating speed is expected to reduce by 12 km/h, resulting in a potential reduction of injury crashes by 30%</p>	<p>The mean operating speed is expected to reduce to 64 km/h, resulting in an 11 second increase in travel time for each vehicle, and an estimated increase of 2,178 hours for all traffic over a year.</p>	\$2,250	<p>Lower limit reflects expansion and medium to low density urbanisation of locale.</p> <p>Reduction in number of differing speed limits to area reduces demand/complexity for road users.</p> <p>Cost of implementation and minor increase in travel time is outweighed by safety benefit and community needs.</p>
	<p>Ranfurly Road</p> <p>Start: 190m West of Tiritoa Terrace</p> <p>End: Sandon Road</p>	<p>There have been no crashes reported within the section of Ranfurly Road proposed for speed limit change in the previous 5 years.</p> <p>Estimated impacts are expected to realise benefits of a perceptual nature for local residents and users of the road.</p>	<p>The mean operating speed of 46 km/h is not expected to change, resulting in no discernible travel time impact.</p>		

Locale	Road	Safety	Travel Time	Cost	Summary
Hiwinui	Reid Line East Start: 1,397m West of Watershed Road End: Watershed Road	<p>There has been 1 serious injury crash reported in the previous 5 years on Reid Line East within the section proposed for speed limit change.</p> <p>The mean operating speed is expected to reduce by 8 km/h, resulting in a potential reduction in injury crashes by 26%</p>	The mean operating speed is expected to reduce to 68 km/h, resulting in an 8 second increase in travel time for each vehicle, and an estimated increase of 631 hours for all traffic over a year.	\$3,000	<p>Reduced Permanent Speed Limit required to promote compliance with mandated Variable Speed Limit for Hiwinui School.</p> <p>Lower limit reflects expansion and medium to low density urbanisation of locale.</p> <p>Cost of implementation and minor increase in travel time is outweighed by safety benefit and community needs.</p>
	Watershed Road Starting 1,002m South of Reid Line East, ending 994m North of Reid Line East	<p>There have been no crashes reported within the section of Watershed Road proposed for speed limit change in the previous 5 years.</p> <p>Estimated impacts are expected to realise benefits of a perceptual nature for local residents and users of the road.</p>	The mean operating speed is expected to reduce to 62 km/h, resulting in a 5 second increase in travel time for each vehicle, and an estimated increase of 406 hours for all traffic over a year.		
Longburn	Rongotea Road Start: 150m North of No.1 Line Longburn End: 220m South of No.1 Line Longburn	<p>There have been 1 serious, 7 minor, and 2 non-injury crashes reported in the previous 5 years on Rongotea Road within the section proposed for an Intersection Speed Zone.</p> <p>The mean operating speed is expected to reduce by 12 km/h, resulting in a potential reduction in all injury crashes by 31%</p>	The mean operating speed is expected to reduce to 75 km/h for 50% of the time, resulting in a 2 second increase in travel time for each vehicle, and an estimated increase of 379 hours for all traffic over a year.	\$-	<p>Installation and operation of Intersection Speed Zone lies with Palmerston North City Council.</p> <p>Cost of implementation and minor increase in travel time is outweighed by safety benefit.</p>

Locale	Road	Safety	Travel Time	Cost	Summary
Rangiwahia	Rangiwahia Road Start: 92m Southwest of Mangaroa Street End: 453m Northeast of Maungawharariki Street	There have been no crashes reported within the section of Rangiwahia Road proposed for speed limit change in the previous 5 years. Estimated impacts are expected to realise benefits of a perceptual nature for local residents and users of the road.	The mean operating speed is expected to reduce to 73 km/h, resulting in a 5 second increase in travel time for each vehicle, and an estimated increase of 69 hours for all traffic over a year.	\$500	Lower limit reflects placement of low density residential properties, recreational and community facilities within locale. Cost of implementation and negligible increase in travel time is outweighed by safety benefit and community needs.
	Mangaroa Street Start: Rangiwahia Road End: Wairaki Street	There have been no crashes reported within the section of Mangaroa Road proposed for speed limit change in the previous 5 years. Estimated impacts are expected to realise benefits of a perceptual nature for local residents and users of the road.	The mean operating speed of 17 km/h is not expected to change, resulting in no discernible travel time impact.		
	Wairaki Street Start: Mangaroa Street End: end of road	There have been no crashes reported within the section of Wairaki Street proposed for speed limit change in the previous 5 years. Estimated impacts are expected to realise benefits of a perceptual nature for local residents and users of the road.	The mean operating speed of 17 km/h is not expected to change, resulting in no discernible travel time impact.		

Locale	Road	Safety	Travel Time	Cost	Summary
Rongotea	<p>Waitohi Road</p> <p>Start: 253m North of Humber Street</p> <p>End: 64m North of Humber Street</p>	<p>There have been no crashes reported within the section of Waitohi Road proposed for speed limit change in the previous 5 years.</p> <p>Estimated impacts are expected to realise benefits of a perceptual nature for local residents and users of the road.</p>	<p>The mean operating speed is expected to reduce to 50 km/h, resulting in a 3 second increase in travel time for each vehicle, and an estimated increase of 119 hours for all traffic over a year.</p>	\$2,250	<p>Lower limits reflect placement of low density residential properties, recreational and community facilities within locale.</p> <p>Cost of implementation and negligible increase in travel time is outweighed by safety benefit and community needs.</p>
	<p>Rongotea Road</p> <p>Starting 102m East of Wear Street, ending 309m East of Wear Street</p>	<p>There have been no crashes reported within the section of Rongotea Road proposed for speed limit change in the previous 5 years.</p> <p>Estimated impacts are expected to realise benefits of a perceptual nature for local residents and users of the road.</p>	<p>The mean operating speed is expected to reduce to 69 km/h, resulting in a 2 second increase in travel time for each vehicle, and an estimated increase of 529 hours for all traffic over a year.</p>		
	<p>Banks Road</p> <p>Starting 64m South of Severn Street, ending 235m South of Crown Lane</p>	<p>There have been no crashes reported within the section of Banks Road proposed for speed limit change in the previous 5 years.</p> <p>Estimated impacts are expected to realise benefits of a perceptual nature for local residents and users of the road.</p>	<p>The mean operating speed of 64 km/h is not expected to change, resulting in no discernible travel time impact.</p>		

Locale	Road	Safety	Travel Time	Cost	Summary
Tangimoana	<p>Tangimoana Beach Road</p> <p>Start: 197m Southwest of Kina Street</p> <p>End: beach access</p>	<p>There have been no crashes reported within the section of Tangimoana Beach Road proposed for speed limit change in the previous 5 years.</p> <p>Estimated impacts are expected to realise benefits of a perceptual nature for local residents and users of the road.</p>	<p>The mean operating speed of 39 km/h is not expected to change, resulting in no discernible travel time impact.</p>	<p>\$1,300</p>	<p>Lower limit reflects use of recreational and community facilities within locale.</p> <p>Cost of implementation is outweighed by safety benefit and community needs.</p>



