

Tararua District Council

Alternative Method Proposal

**National Land Transport Programme (NLTP)
period [August 2024 to July 2027]**

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Strategic Context

This Alternative Method Proposal has been put in place by Tararua District Council (TDC) to directly address and comply with the requirements set out in the Land Transport Rule: Setting of Speed Limits 2024. The objective of the Rule is to contribute to an effective, efficient and safe land transport system which gives effect to the key strategic priority; Safety within the Government Policy Statement on Land Transport 2024.

This plan ensures GPS alignment and adherence to the Rule by including:

- A plan to implement variable speed limits of 30km/h outside all Category 1 schools within the Tararua District to improve safety for all children and their families travelling to and from school
- A plan to implement variable speed limits of up to 60km/h outside all Category 2 schools within the Tararua District to improve safety for all children and their families travelling to and from school
- A plan for the provision of signs at, or near, point where speed limit changes will occur
- Information on consultation that has been undertaken in relation to speed limit changes
- Recommended safety infrastructure changes and the associated implementation programme.

TDC's general approach to speed management has included:

- A comprehensive review process undertaken in 2022-2023 which included development of technical proposals and associated consultation and engagement activities for reducing speed limits around schools in the district. The outcome from this process was a Draft Speed Management Plan which was approved by the Director of Land Transport on 7 June 2024, which proposed a mix of variable and permanent speed limits around schools, with some speed limit reductions within buffer zones on approaches to schools.
- Adjustment to the aforementioned technical proposals following the new approach to setting speed limits coming into force on 30 October 2024. This has resulted in a change in approach to all variable speed limits, with Category 2 designation proposed for four rural schools which have limited pedestrian traffic and a higher permanent speed limit in place.
- Targeted engagement with schools based on this revised approach and a number of recommended minor safety improvement opportunities identified, outlined within this plan.

With affordability being a key challenge for our District, we are focusing on the mandatory rules for reducing speed limits around schools before and after the school bell, along with minor safety improvements where practicable and affordable.

Two minor permanent speed limit changes may be required on Makirikiri and Te Rehunga South Roads to meet the requirements of the new rule, particularly around signage placement.

Consultation

Consultation as part of the 2022-23 review process included:

- Individual consultation with 20 schools – all principals and school boards
- Both local iwi (Rangitāne o Tamaki nui-ā-Rua and Ngāti Kahungunu ki Tāmaki-nui-a-Rua)
- NZ Police Liaison
- Road Safety Committee Group
- Three meetings in front of Tararua District Elected Members (Works Liaison Group initially now renamed Infrastructure and Climate Change Committee Meeting)
- Ministry of Education
- Go Bus (local school bus provider)

There was also a feedback process undertaken where all proposed designs went schools with a letter drop for houses within the affected area. Following the 2024 review, targeted engagement has also been undertaken with affected schools, updating them on the Rule changes and our proposed application of these, as well as the local NZ Police Liaison.

Specific separate public consultation is also being undertaken for the two potential minor permanent speed limit changes at Makirikiri and Te Rehunga South Roads, as requested by NZTA.

Cost Benefit Disclosure Statements

To be determined, pending outcome of consultation.

Implementation

Table 1 – Speed limit changes

Road (Include the start and end locations)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Year of commencement	Road Classification	Additional Information*	Map name / reference
eg: Road A – from intersection with Road B to Road C	80	60	Permanent	2025	Rural Stopping Place		Map A
<p><i>[Draft only – pending outcome of consultation]</i> Makirikiri Road, Dannevirke – from State Highway 2 through to Miller Street.</p> <p>Note: This involves an extension of the existing 70km/h area from around 500m down Makirikiri Road, to one-way bridge before Miller Street – total distance 1.1km.</p>	70km then 100km/h	All 70km/h	Permanent	2025	Peri Urban Road	Proposed in conjunction with school speed limit changes – movement of permanent speed limit signs are needed to avoid contradictory and confusing information for drivers.	Map Q
<p><i>[Draft only – pending outcome of consultation]</i> Te Rehunga South Road – from Maharahara Road intersection to around existing 250m along Te Rehunga South Road.</p> <p>Note: This involves an extension of the existing 70km/h from around 50m along Te Rehunga South Road, to around 250m – total distance 200m.</p>	100km/h	70km/h	Permanent	2025	Peri Urban Road	Proposed in conjunction with school speed limit changes – movement of permanent speed limit signs are needed to avoid contradictory and confusing information for drivers.	Map M

Table 2 – Speed limits around Schools

Name of School	Road/s outside the school (Include the start and end locations)	Category 1 or 2	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	If variable, provide operational times	Map name / reference
Alfredton School	Alfredton Road (start RP 16.928 to 17.001)	2	100	50	Variable	8:30 to 9:10am and 2.50 to 3:30pm	Map A
	Route 52-0144 (start RP 9.894 to 10.451)		100	50	Variable	8:30 to 9:10am and 2.50 to 3:30pm	
Ballance School	Post Office Road (start RP 0.0 to 0.437)	2	100	50	Variable	8:30 to 9:10am and 2.50 to 3:30pm	Map B
	Gorge Road (start RP 8.120 to 8.300)		100	50	Variable	8:30 to 9:10am and 2.50 to 3:30pm	
	Ballance Road (start RP 4.214 to 4.388)		100	50	Variable	8:30 to 9:10am and 2.50 to 3:30pm	
Dannevirke High School	Grant Street (start RP 0.00 to 0.256)	1	50	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	Map C
	King Street (start RP 0.164 to 0.382)		50	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	
	Allan Street (start RP 0.305 to 0.426)		50	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	
	Queen Street (start RP 0.00 to 0.029)		50	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	
Dannevirke South School	Hunter Street (start RP 0.321 to 0.016)	1	50	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	Map D
	Nelson Street (start RP 0.117 to 0.580)		50	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	
	Stairs Street (start RP 0.00 to 0.207)		50	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	

Name of School	Road/s outside the school (Include the start and end locations)	Category 1 or 2	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	If variable, provide operational times	Map name / reference
	Empire Street (start RP 0.147 to 0.166)		50	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	
Eketahuna School	Alfredton Road (start RP 0.141 to 0.365)	1	50	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	Map E
	Albert Street (start RP 0.00 to 0.090)		50	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	
Huia Range School	Cole Street (start RP 0.00 to 0.226)	1	50	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	Map F
	Thyra Street (start RP 0.496 to 0.627)		50	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	
	High Street – State Highway 2 (start RP 1.562 to 1.862) Under NZTA Management		50	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	
	Robertshawe Crescent (start RP 0.00 to 0.085)		50	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	
Kumeroa School	School Road (start RP 0.00 to 0.189)	2	100	50	Variable	8:30 to 9:10am and 2.50 to 3:30pm	Map G
	Township Road (start RP 0.353 to 0.738)		100	50	Variable	8:30 to 9:10am and 2.50 to 3:30pm	
	Little Road (start RP 0.00 to 0.060)		100	50	Variable	8:30 to 9:10am and 2.50 to 3:30pm	
Makuri School	Pahiatua-Pongaroa Road (start RP 25.982 to 26.500)	2	100	50	Variable	8:30 to 9:10am and 2.50 to 3:30pm	Map H
	Titoki Road (start RP 0.00 to 0.162)		100	50	Variable	8:30 to 9:10am and 2.50 to 3:30pm	
Mangatainoka School	Makuri Street (start RP 0.00 to 0.120)	1	100	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	Map I

Name of School	Road/s outside the school (Include the start and end locations)	Category 1 or 2	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	If variable, provide operational times	Map name / reference
	State Highway 2 (start RP 4.398 to 4.642) Under NZTA Management		70	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	
Norsewood and Districts School	Coronation Street (start RP 0.273 to 0.540)	1	100 (RP 0.273) 50 (RP 0.519)	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	Map J
	Eriksen Street (start RP 0.00 to 0.080)		50	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	
	Thor Street (start RP 0.00 to 0.111)		50	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	
Pahiatua School	Mangahao Road (start RP 0.054 to 0.428)	1	50	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	Map K
	Albert Street (start RP 0.483 to 0.719)		50	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	
	Arthur Street (start RP 0.460 to 0.521)		50	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	
Pongaroa School	Route 52-0093 (start RP 14.950 to 15.174)	1	50	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	Map L
	Makomako Street (start RP 0.00 to 0.165)		50	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	
	Tui Street (start RP 0.211 to 0.259)		50	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	
Ruahine School (subject to change depending on public consultation for Te Rehunga South Road)	Maharahara Road (start RP 3.148 to 3.526)	1	70	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	Map M
	Te Rehunga South Road (start RP 0.00 to 0.092)		70 (0.049) 100	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	

Name of School	Road/s outside the school (Include the start and end locations)	Category 1 or 2	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	If variable, provide operational times	Map name / reference
			(0.092)				
	Te Rehunga South Road (start RP 0.092 to 0.246)		100	70	Permanent	N/A	
St Anthony's School Pahiatua	Tyndall Street (start RP 0.261 to 0.587)	1	50	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	Map N
	Wakeman Street (start RP 0.140 to 0.348)		50	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	
St Josephs School Dannevirke	McPhee Street (start RP 0.067 to 0.308)	1	50	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	Map O
	Allardice Street (start RP 0.279 to 0.516)		50	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	
	Denmark Street (start RP 0.823 to 0.920)		50	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	
Tatarua College	Churchill Street (start RP 0.055 to 0.180)	1	50	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	Map P
	Arthur Street (start RP 0.00 to 0.186)		50	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	
Te Kura Kaupapa Maori o Tamaki Nui A Rua <i>(subject to change depending on public consultation for Makirikiri Road)</i>	Makirikiri Road (start RP 0.207 to 0.482)	1	70	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	Map Q
	Makirikiri Road (start RP 0.500 to 1.750)		100	70	Permanent	N/A	
Totara College	Ruahine Street (start RP 0.020 to 0.217)	1	50	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	Map R
	Otanga Street (start RP 0.00 to 0.050)		50	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	

Name of School	Road/s outside the school (Include the start and end locations)	Category 1 or 2	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	If variable, provide operational times	Map name / reference
Weber School	Weber Road (start RP 33.098 to 33.451)	1	70	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	Map S
Woodville School	State Highway 2 (start RP 13.620 to 13.921) Under NZTA Management	1	50	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	Map T
	Ross Street (start RP 0.770 to 0.907)		50	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	
	Atkinson Street (start RP 0.407 to 0.478)		50	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	
	Bevan Street (start RP 0.00 to 0.156)		50	30	Variable	8:30 to 9:10am and 2.50 to 3:30pm	

The following four rural schools are proposed to be designated as Category 2:

Alfredton School: School is in a rural location with a 100km/h permanent speed limit, which will make it more difficult for vehicles to reduce speed to 30km/h, therefore we have proposed a 50km/h limit, with the speed restriction area and associated signage slightly further out from the school gate. There is also limited pedestrian traffic at this school due to most children being dropped off by bus or other vehicles.

Safety infrastructure improvements have also been proposed to increase the safety within this area, particularly changing the intersection of Alfredton Road and Route 52 to a Stop instead of Give Way, and the addition of double yellow no passing lines on Route 52 leading up to the school.

Ballance School: School is in a rural location with a 100km/h permanent speed limit, which will make it more difficult for vehicles to reduce speed to 30km/h, therefore we have proposed a 50km/h limit, with the speed restriction area and associated signage slightly further out from the school gate. There is also limited pedestrian traffic at this school due to most children being dropped off by bus or other vehicles.

In terms of safety infrastructure improvements, edgelines on both sides of the road are proposed to be added to prevent vehicles from parking within the road corridor, impacting visibility.

Kumeroa School: School is in a rural location with a 100km/h permanent speed limit, which will make it more difficult for vehicles to reduce speed to 30km/h, therefore we have proposed a 50km/h limit, with the speed restriction area and associated signage slightly further out from the school gate. There is also limited pedestrian traffic at this school due to most children being dropped off by bus or other vehicles.

Makuri School: School is in a rural location with a 100km/h permanent speed limit, which will make it more difficult for vehicles to reduce speed to 30km/h, therefore we have proposed a 50km/h limit, with the speed restriction area and associated signage slightly further out from the school gate. There is also limited pedestrian traffic at this school due to most children being dropped off by bus or other vehicles.

Table 3 – Safety Infrastructure changes

School	Name of Road (include start and end point)	Proposed infrastructure changes	Year of commencement	Further information
Alfredton School	Route 52-144	Upgrade Give Way sign to Stop sign	2026	Safety issues at intersection with school buses vs other vehicles, changing to a stop sign will reduce the risk
	Route 52-144	Double yellow no passing lines from RP 9.941 to 10.109 (168M)	2026	Reduce risk of vehicles overtaking turning school bus
Ballance School	Post Office Road	Edgeline on both sides of road (RP 0.106 to 0.166 – 60m)	2026	Edgelines will assist with speed control and parking risks - road width clearly marked
Norsewood & Districts School	Thor Street	Install bus stop sign and no parking lines	2026	Reduce number of vehicles parking in bus stop / increase safety
	Coronation Street	Islands to place sign poles	2026	Visibility restricted by trees
Pongaroa School	Route 52-0093	Island build outs	2026	Required to improve safety for children crossing road (road is 13m wide, build outs to reduce to around 7m)
Te Kura Kaupapa Maori o Tamaki Nui A Rua	Makirikiri Road	Edgelines on Makirikiri Road outside school entrance	2026	Edgelines will assist with speed control and parking risks - road width clearly marked

Declaration

I, Andrew Desmond, Network Manager from Tararua Alliance (on behalf of Tararua District Council) declare that:

Description	Yes/No
This proposal provides details to the Director of the proposed speed limit, including the information that would need to be submitted to the Registrar under section 200L of the <i>Land Transport Act 1998</i>	Yes
NZTA guidance and information provided under clauses 3.12 and 3.13 of the Rule has been considered	Yes
Consultation has been carried out in accordance with clause 3.8 of the Land Transport Rule: Setting of Speed Limits 2024 OR This alternative method proposal addresses roads outside schools exclusively, therefore consultation is not required - clause 2.6(2)	Yes
Requirements on a cost benefit disclosure statement have been met in accordance with clause 3.3 of the Land Transport Rule: Setting of Speed Limits 2024. Note: cost benefit disclosure statements are not required for speed limits proposed for roads outside schools or new roads	Yes
Speed limits proposed comply with clause 4.5 (to the extent that clause 4.5 applies) of the Land Transport Rule: Setting of Speed Limits 2024	Yes
This proposal identifies all roads outside schools for which changes to speed limits are needed to set speed limits in accordance with Section 5 of the Land Transport Rule: Setting of Speed Limits 2024	Yes
Legal requirements in relation to setting the speed limit have been satisfied outlined under section 200L of the <i>Land Transport Act 1998</i>	Yes

Signature:		Date:	
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Appendix A - Maps

MAP A: Designation of Alfredton School as Category 2 school with the following proposed changes for Alfredton Road and Route 52-144



Key	
———	50 km/h variable (proposed)
- - - - -	100 km/h permanent (current)

Proposed Speed Limit Changes: The current average operating speeds are recorded as 65km/h before school and 64km/h after school around this area, due to the existing 100 km/h speed limit. A 50 km/h variable speed limit will be implemented outside the school entrances and will be operating solely during pick-up and drop-off times – from 8:30 to 9:10am before school, and from 2:50 to 3:30pm after school.

Signage will be a combination of electronic and static signs, with 2 electronic signs on the busier Route 52-144 to increase visibility. The speed restriction zone area has been based on the most practicable place for signage and also factoring in the community centre on Route 52-144.

Proposed Safety Infrastructure Changes: Through previous consultation, there were safety concerns raised regarding cars trying to pass the bus along Route 52, before the bus turns into the school entrance soon after the intersection. To reduce this risk, the following additional safety infrastructure changes are also proposed:

- Upgrade Give Way sign to a Stop sign at T intersection to address safety risks from turning vehicles and buses.
- Add double yellow no passing lines between RP 9.941 to 10.109 (168m).

MAP B: Designation of Ballance School as a Category 2 school with the following proposed changes for Post Office Road, Gorge Road and Ballance Road



Key	
———	50 km/h variable (proposed)
- - - - -	100 km/h permanent (current)

Proposed Speed Limit Changes: The current average operating speeds are recorded as 55km/h before school and 57km/h after school around this area. A 50 km/h variable speed limit will be implemented outside the school entrances and will be operating solely during pick-up and drop-off times – from 8:30 to 9:10am before school, and from 2:50 to 3:30pm after school. Signage will be static signs.

Proposed Safety Infrastructure Changes:

Edgeline on both sides of road (RP 0.106 to 0.166 – 60m).

MAP C: Proposed changes to the Dannevirke High School area – Grant Street, King Street



Key	
---	30 km/h variable (proposed)
---	50 km/h permanent (current)

Proposed Speed Limit Changes: A 30 km/h variable speed limit will be implemented outside the main school gate and will be operating solely during pick-up and drop-off times, from 8:30 to 9:10am before school, and from 2:50 to 3:30pm after school. Signage will be electronic on Allan and Queen Streets due to the higher volume of traffic and to increase visibility. Signage on Grant and King Streets will be static signs.

Proposed Safety Infrastructure Changes: None at this stage.

Note: The Allan Street / Grant Street intersection has been identified as a high risk intersection based on the volume of pedestrians and traffic using this before and after school. The current bus stops are located on Grant Street, and larger vehicles increase the risk at the intersection due to reduced visibility. There is an option of relocating the school bus parking area from Grant Street to King Street to reduce the traffic at the Grant / Queen Street intersection, and also to improve safety along Grant Street where pedestrian and vehicle congestion particularly after school is high. This change would result in buses using Albert Street / Queen Street intersection instead. This will be investigated in future and will be subject to approval and further consultation with the school and other affected parties.

MAP D: Proposed changes to the Dannevirke South School area – Stairs Street, Empire Street, Hunter Street and Nelson Street



Key	
---	30 km/h variable (proposed)
---	50 km/h permanent (current)

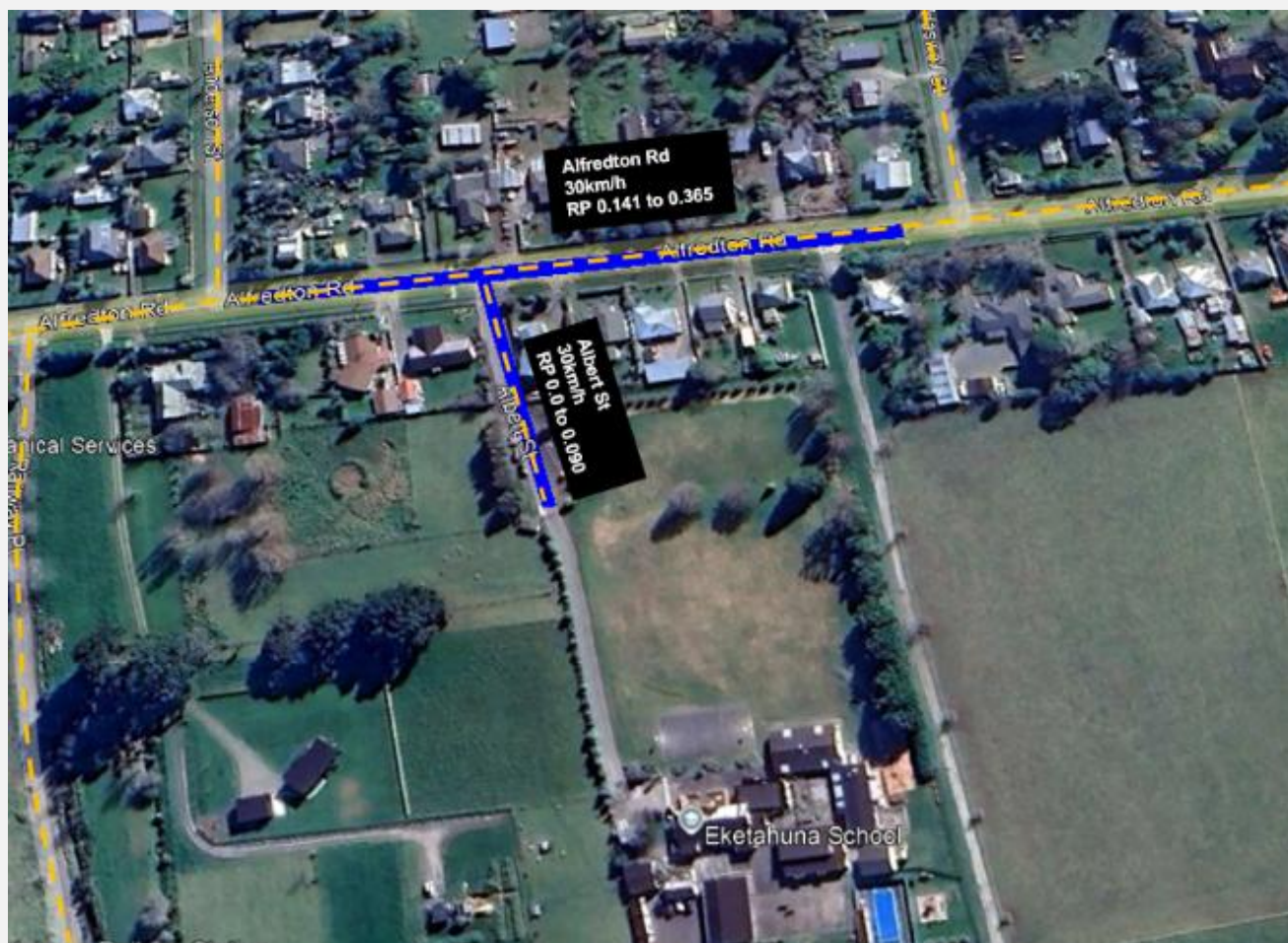
Proposed Speed Limit Changes: A 30 km/h variable speed limit will be implemented outside the main school gate and will be operating solely during pick-up and drop-off times. Signage will be static signs.

Proposed Safety Infrastructure Changes: None at this stage.

Note: During previous consultation, the school suggested pedestrian crossings on Hunter and Stairs Streets. This would provide a common crossing point for students, and would also create a threshold to encourage reduced speeds and improve safety for children crossing road.

This will be investigated in future and will be subject to approval and further consultation with the school.

MAP E: Proposed changes to the Eketahuna School area – Albert Street, Alfredton Road



Key	
———	30 km/h variable (proposed)
- - - -	50 km/h permanent (current)

Proposed Speed Limit Changes: A 30 km/h variable speed limit will be implemented outside the main school gate and will be operating solely during pick-up and drop-off times. Signage will be static signs.

Proposed Safety Infrastructure Changes: None

MAP F: Proposed changes to Huia Range School area – Cole Street, Thyra Street, High Street, Robertshawe Crescent



Key	
	30 km/h variable (proposed)
	50 km/h permanent (current)

Proposed Speed Limit Changes: A 30 km/h variable speed limit will be implemented outside the main school gate and will be operating solely during pick-up and drop-off times – from 8:30 to 9:10am before school, and from 2:50 to 3:30pm after school. Signage will be a combination of electronic and static signs, with electronic signs planned for State Highway 2 (noting these are under NZTA control therefore are subject to NZTA consultation / approval). Speed restriction areas have been based on the most practicable place for signage as well as factoring in the neighbouring church.

Proposed Safety Infrastructure Changes: None.

MAP G: Proposed designation of Kumeroa School as Category 2 School and the following proposed changes to School Road, Little Road and Township Road



Key	
	50 km/h variable (proposed)
	100 km/h permanent (current)

Proposed Speed Limit Changes: The current average operating speeds are recorded as 52km/h before school and 51km/h after school around this area. A 50 km/h variable speed limit will be implemented outside the school entrances and will be operating solely during pick-up and drop-off times – from 8:30 to 9:10am before school, and from 2:50 to 3:30pm after school. Signage will be static signs.

Proposed Safety Infrastructure Changes: None

MAP H: Proposed designation of Makuri School as Category 2 school apply the following changes to Pahiatua-Pongaroa Road and Titoki Road:



Key	
———	50 km/h variable (proposed)
- - - - -	100 km/h permanent (current)

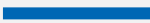


Proposed Speed Limit Changes: The current average operating speeds are recorded as 36 km/h before school and 35km/h after school around this area. A 50 km/h variable speed limit will be implemented outside the school entrances and will be operating solely during pick-up and drop-off times – from 8:30 to 9:10am before school, and from 2:50 to 3:30pm after school.

Signage will be a combination of electronic and static signs, with 2 electronic signs on the busier Pahiatua-Pongaroa Road to increase visibility, and static signs on Titoki Road.

Proposed Safety Infrastructure Changes: None

MAP I: Proposed changes to Mangatainoka School area – State Highway 2, Makuri Street



Key	
	30 km/h variable (proposed)
	100 km/h permanent (current)
	70 km/h permanent (current)

Proposed Speed Limit Changes: A 30 km/h variable speed limit will be implemented outside the school entrances and will be operating solely during pick-up and drop-off times – from 8:30 to 9:10am before school, and from 2:50 to 3:30pm after school. Signage will be a combination of electronic and static signs, with electronic signs planned for State Highway 2 (noting these are under NZTA control therefore are subject to NZTA consultation / approval).

Proposed Safety Infrastructure Changes: None

MAP J: Proposed changes to Norsewood & Districts School – Coronation Street, Thor Street, Eriksen Street



Key	
	30 km/h variable (proposed)
	100 km/h permanent (current)
	50 km/h permanent (current)

Proposed Speed Limit Changes: A 30 km/h variable speed limit will be implemented outside the school entrances and will be operating solely during pick-up and drop-off times – from 8:30 to 9:10am before school, and from 2:50 to 3:30pm after school. Signage will be static signs. Due to the pavement width, proximity to the intersection and other visual barriers along Coronation Street, the signage at this location also requires kerb build-outs.

Proposed Safety Infrastructure Changes:

The previous consultation identified the need for the installation of a bus stop sign and no parking lines on Thor Street, both of which are low cost improvement and are able to be implemented at the same time as the installation of variable speed limit signs.

MAP K: Proposed changes to Pahiatua School area – Mangahao Road, Albert Street, Arthur Street

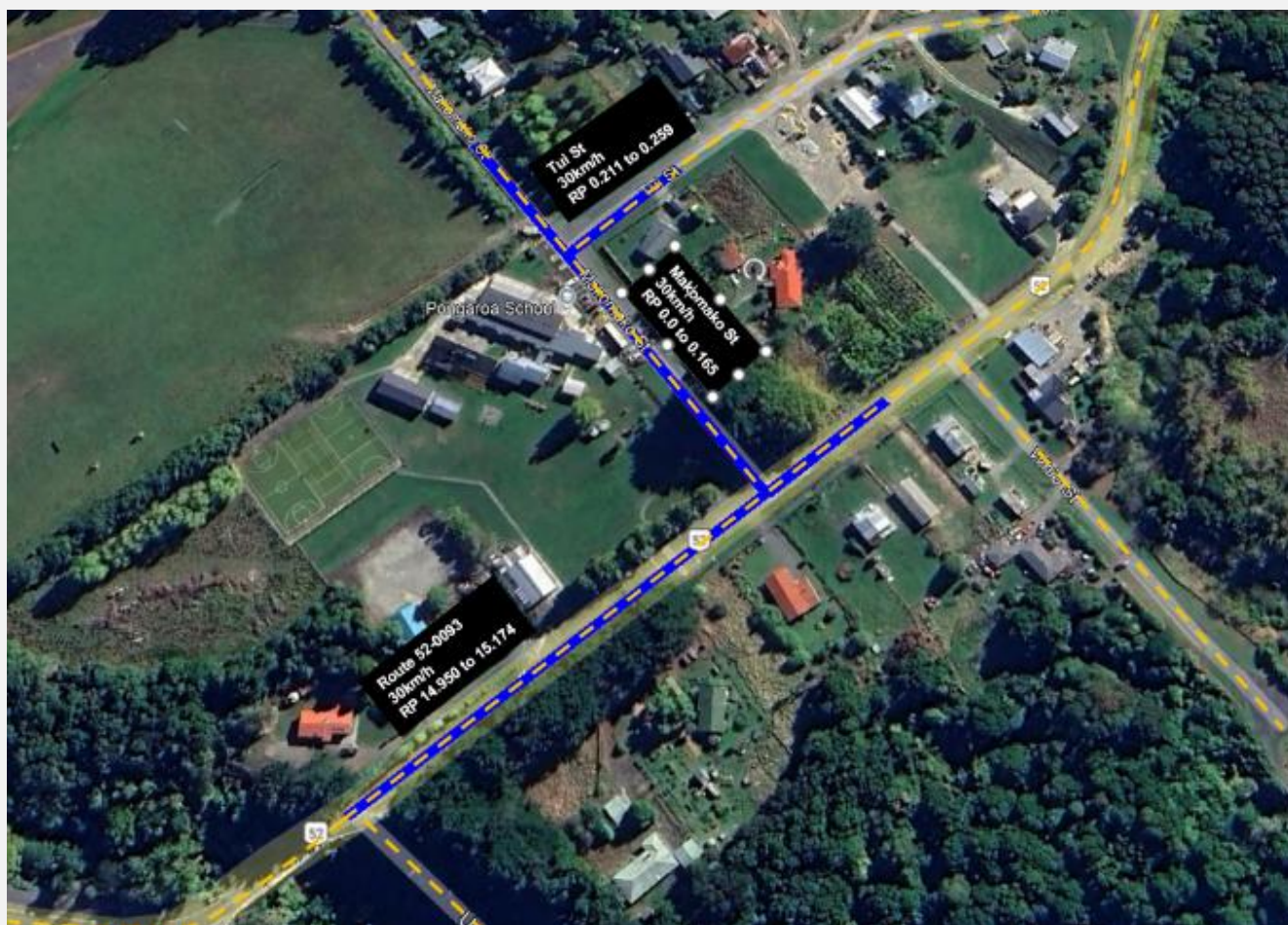


Key	
	30 km/h variable (proposed)
	40 km/h permanent (current)
	50 km/h permanent (current)

Proposed Speed Limit Changes: A 30 km/h variable speed limit will be implemented outside the school entrances and will be operating solely during pick-up and drop-off times – from 8:30 to 9:10am before school, and from 2:50 to 3:30pm after school. Signage will be static signs.

Proposed Safety Infrastructure Changes: None

MAP L: Proposed changes to Pongaroa School area - Route 52-0093, Makomako Street, Tui Street

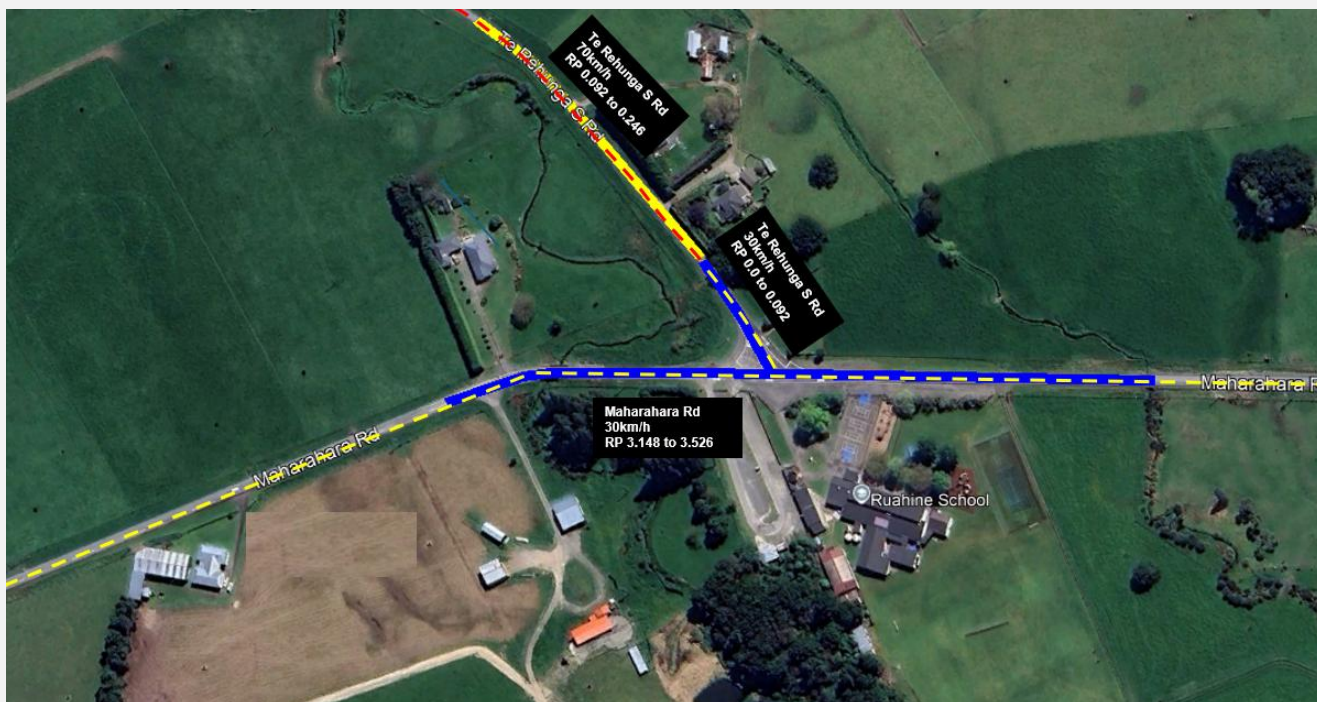


Key	
———	30 km/h variable (proposed)
- - - -	50 km/h permanent (current)

Proposed Speed Limit Changes: A 30 km/h variable speed limit will be implemented outside the school entrances and will be operating solely during pick-up and drop-off times – from 8:30 to 9:10am before school, and from 2:50 to 3:30pm after school. Signage will be static signs.

Proposed Safety Infrastructure Changes: Painted pedestrian build-outs.

MAP M: Proposed changes to Ruahine School area – Maharahara Road, Te Rehunga South Road



Key	
	30 km/h variable (proposed)
	70 km/h permanent (proposed)
	100 km/h permanent (current)
	70 km/h permanent (current)

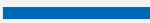

Proposed Speed Limit Changes: A 30 km/h variable speed limit will be implemented outside the school entrances and will be operating solely during pick-up and drop-off times – from 8:30 to 9:10am before school, and from 2:50 to 3:30pm after school. Signage will be static signs.

Depending on the outcome of public consultation, a permanent speed zone change may be implemented which would see the 70km/h zone along Te Rehunga South Road extended to RP 0.246 to allow a buffer before the 30km/h variable speed limit sign and prevent conflicting or confusing speed areas.

Proposed Safety Infrastructure Changes: None

MAP N: Proposed changes to St Anthony's School, Pahiatua – Wakeman Street, Tyndall Street





Key	
	30 km/h variable (proposed)
	50 km/h permanent (current)

Proposed Speed Limit Changes: A 30 km/h variable speed limit will be implemented outside the school entrances and will be operating solely during pick-up and drop-off times – from 8:30 to 9:10am before school, and from 2:50 to 3:30pm after school. Signage will be static signs.

Proposed Safety Infrastructure Changes: None

MAP O: Proposed changes to St Joseph’s School, Dannevirke area – McPhee Street, Allardice Street, Denmark Street



Key	
	30 km/h variable (proposed)
	50 km/h permanent (current)

Proposed Speed Limit Changes: A 30 km/h variable speed limit will be implemented outside the school entrances and will be operating solely during pick-up and drop-off times – from 8:30 to 9:10am before school, and from 2:50 to 3:30pm after school. Signage will be static signs.

Proposed Safety Infrastructure Changes: None

MAP P: Proposed changes to Tararua College Area – Arthur Street, Churchill Street



Key	
	30 km/h variable (proposed)
	50 km/h permanent (current)

Proposed Speed Limit Changes: A 30 km/h variable speed limit will be implemented outside the school entrances and will be operating solely during pick-up and drop-off times – from 8:30 to 9:10am before school, and from 2:50 to 3:30pm after school. Signage will be static signs.

Proposed Safety Infrastructure Changes: None

MAP Q: Proposed changes to Te Kura Kaupapa, Dannevirke area – Makirikiri Road



Key	
	30 km/h variable (proposed)
	70 km/h permanent (proposed)
	100 km/h permanent (current)
	70 km/h permanent (current)

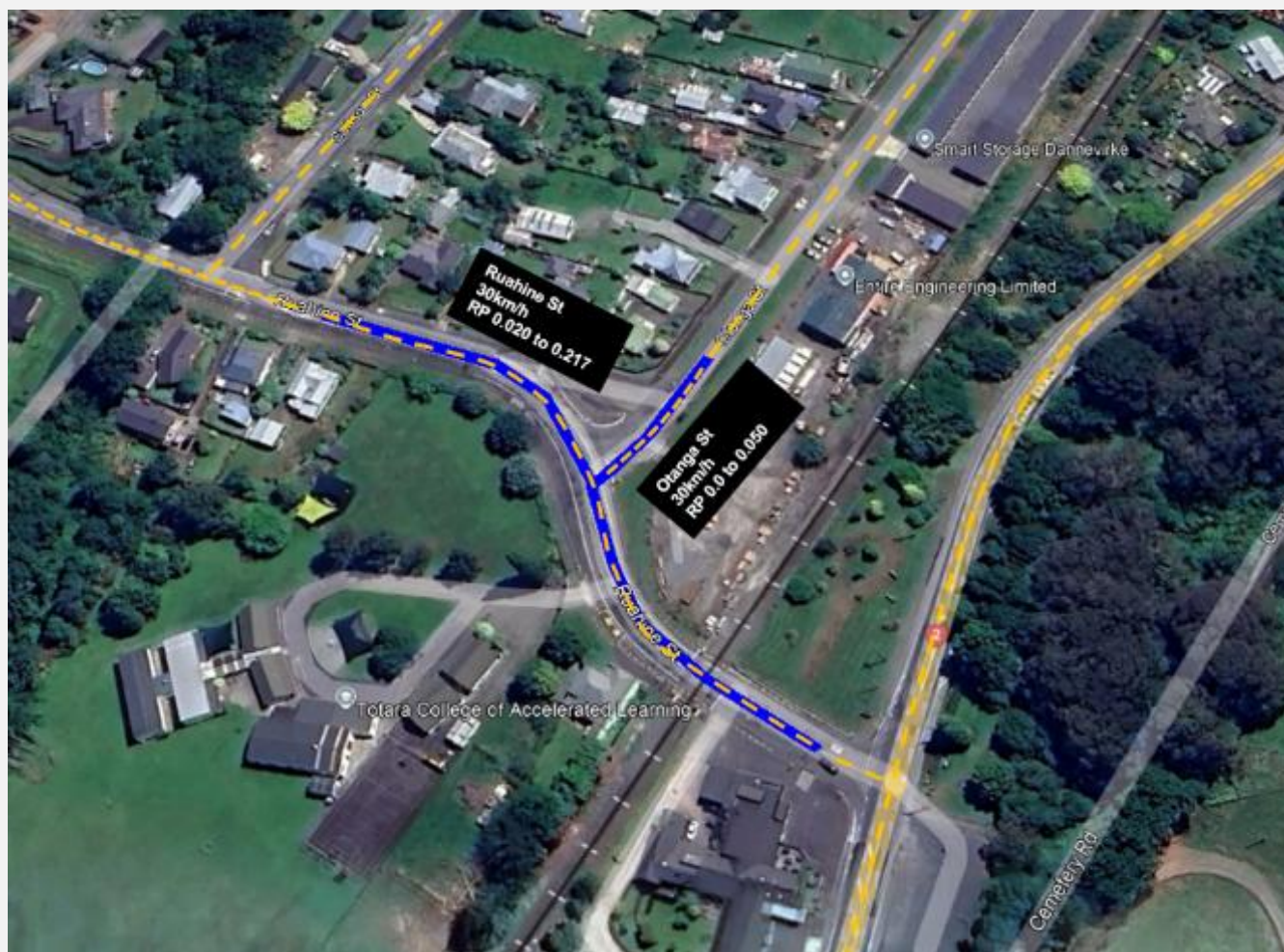
Proposed Speed Limit Changes: A 30 km/h variable speed limit will be implemented outside the main school entrance and will be operating solely during pick-up and drop-off times – from 8:30 to 9:10am before school, and from 2:50 to 3:30pm after school. Signage will be static signs.

Depending on the outcome of public consultation, a 70 km/h permanent speed limit may also be implemented along the remainder of Makirikiri Road to replace the current 100 km/h speed limit, to prevent conflicting or confusing speed areas, to match the speed limits of adjoining roads and to improve safety.

Proposed Safety Infrastructure Changes:

Edgelines proposed for Makirikiri Road outside school entrance to prevent vehicles parking on grass without sufficient space to pull off carriageway.

MAP R: Proposed changes to Totara College, Dannevirke area – Ruahine Street, Otanga Street





Key	
	30 km/h variable (proposed)
	50 km/h permanent (current)

Proposed Speed Limit Changes: A 30 km/h variable speed limit will be implemented outside the main school gate and will be operating solely during pick-up and drop-off times – from 8:30 to 9:10am before school, and from 2:50 to 3:30pm after school. Signage will be static signs.

Proposed Safety Infrastructure Changes: None

MAP S: Proposed changes to Weber School area - Weber Road

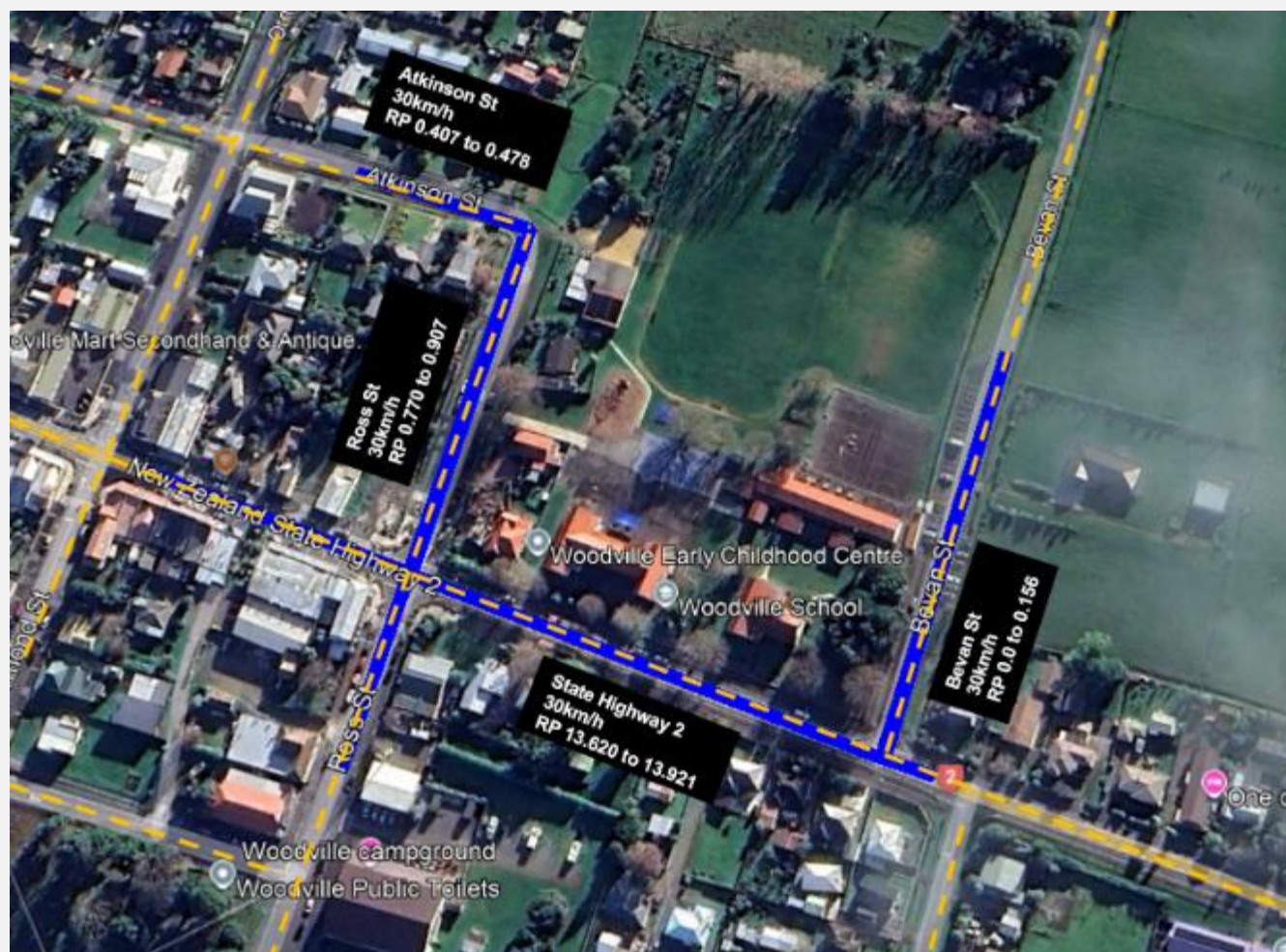


Key	
	30 km/h variable (proposed)
	70 km/h permanent (current)

Proposed Speed Limit Changes: A 30 km/h variable speed limit will be implemented outside the main school gate and will be operating solely during pick-up and drop-off times – from 8:30 to 9:10am before school, and from 2:50 to 3:30pm after school. Signage will be a combination of electronic and static signs.

Proposed Safety Infrastructure Changes: None

MAP T: Proposed changes to Woodville School area – State Highway 2, Bevan Street, Ross Street, Atkinson Street



Key	
	30 km/h variable (proposed)
	50 km/h permanent (current)

Proposed Speed Limit Changes: A 30 km/h variable speed limit will be implemented outside the school entrance and will be operating solely during pick-up and drop-off times – from 8:30 to 9:10am before school, and from 2:50 to 3:30pm after school. Signage will be a combination of electronic and static signs, with electronic signs planned for the main State Highway 2 (under NZTA control therefore subject to NZTA consultation / approval).

Proposed Safety Infrastructure Changes: None