

South Taranaki District Council

Speed Management Plan

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

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Strategic Context

This Speed Management Plan (The Plan) is prepared in accordance with the Land Transport Rule: Setting of Speed Limits 2024 (the Rule).

The Plan is consistent with the road safety aspects of the Government Policy Statement (GPS) on land transport, particularly the emphasis on reducing death and serious injury through a Safe System approach. It recognises that speed is a critical factor in determining crash severity and that operating speeds must be appropriate to the function of the road, surrounding land use, and the level of safety provided by infrastructure.

The Plan prioritises locations with elevated safety risk, including:

- areas experiencing urban growth with increased traffic volumes, cycling, and pedestrian activity
- roads in the vicinity of marae
- rural roads near schools where speed limit adjustments need to be made

Council's general approach to speed management is risk-based and evidence-led. Road safety risk is regularly reviewed using crash history, road environment characteristics, traffic volumes, and community feedback. A range of interventions is considered, including speed limit changes, targeted safety infrastructure, road markings, and signage.

Decisions on whether to invest in infrastructure to support higher speeds or to apply lower speed limits are made in a proportionate manner, taking into account the road's function, the level of safety risk, the feasibility and cost of engineering improvements, and the likely safety benefit. Given the predominantly remote rural nature of the Council area, the Plan generally favours lower-cost treatments and speed limits that better align with existing road conditions, while prioritising infrastructure investment where it delivers clear and enduring safety benefits.

Consultation

Public consultation on the proposed Speed Management Plan was undertaken between 1 December 2025 and 27 February 2026.

Consultation was promoted using a range of channels to ensure a broad reach and accessibility, including the Council website, Facebook, Annteno notifications, and notices at public facilities. Information packs and submission forms were made available online and in hardcopy at LibraryPlus facilities and the Council administration building.

Consultation was undertaken in accordance with clause 3.8(3)(c) with the following groups:

- **Road users** - Road users were advised of the consultation via public notices, social media, and advertising through the council facilities.
- **Businesses and residents** – Businesses and residents located on roads with the proposed speed limit changes received flyers in their letterboxes.
- **Schools** - Rural schools located on roads with proposed speed limit changes were contacted directly by the road safety team and encouraged to provide a submission.

Separate engagement was undertaken with iwi representatives and marae committees in relation to proposed speed limit changes affecting or likely to affect Māori land. Iwi were contacted directly and provided with information about the proposed changes and were encouraged to engage and share information within their communities. This engagement occurred alongside the general public consultation process.

The Speed Management Plan consultation webpage received 608 views during the consultation period, and 110 submissions were received via online and hardcopy forms.

Feedback included a mix of support and concern regarding specific speed limit changes. In general, decisions were based on the option most favoured by submitters. Where submission numbers were relatively evenly balanced, greater weighting was given to feedback from those most directly affected, including residents, businesses, and schools located on the affected roads.

As a result of submissions received, adjustments were made to one proposed speed limit to better reflect local context and community feedback, particularly where strong, location-specific concerns were raised. These changes are reflected in the final Speed Management Plan.

Cost Benefit Disclosure Statements

Cost benefit disclosure statements have been prepared for each road and were available for viewing when consultation was undertaken.

The consultation document can be found [here](#).

The cost benefit disclosure statements can be found [here](#).

Implementation Plan

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
Glover Road – from Rata St to Goodson Road.	70 and 100	50	Permanent	2026	Urban Street	Residential development underway with two new roads to be connected to Glover Road.	Map 1A
Glover Road – from Goodson Road to Ketemarae Road.	100	70	Permanent	2026	Urban Connector		Map 1A
Goodson Road	100	50	Permanent	2026	Urban Connector		Map 1A
Larlin Drive	70	50	Permanent	2026	Urban Street		Map 1A
Larlin Heights	70	50	Permanent	2026	Urban Street		Map 1A
Fitzgerald Road	100	50	Permanent	2026	Urban Street		Map 2A
Houston Road	100	50	Permanent	2026	Urban Street		Map 2A
Kerry Road	100	50	Permanent	2026	Urban Street		Map 2A
Turuturu Road from west of the railway line to the north of the entrance to Turuturu Mōkai.	70 and 80	50	Permanent	2026	Urban / Peri Urban Street	The next stage of the Longview subdivision requires a lower speed limit over railway line. A lot of residential development is happening along this road, and a walkway will soon be installed.	Map 3A

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
Haowhenua Place	70	50	Permanent	2026	Urban Street		Map 3A
Arthur Street	70	50	Permanent	2026	Peri Urban Street		Map 3A
Longview Drive	70	50	Permanent	2026	Urban Street	Part of Longview subdivision	Map 3A
Matariki Street	70	50	Permanent	2026	Urban Street	Part of Longview subdivision	Map 3A
Punga Street	70	50	Permanent	2026	Urban Street	Part of Longview subdivision	Map 3A
Tawhiti Road from south of Grant Road to north of Grant Road	100	60	Permanent	2026	Stopping Places	The Silverfern Farms site requires a lower safer speed limit.	Map 4A
Waitotara Valley Road outside the marae grounds	100	100 / 60 / 30	Variable	2026	Marae	Kaipō Marae	1B
Piraunui Road outside the marae grounds	100	100 / 60 / 30	Variable	2026	Marae	Takirau Marae	2B
Ihupuku Pa Road outside marae grounds	100	100 / 60 / 30	Variable	2026	Marae	Te Ihupuku Marae	3B
Brassey Street, Waverley	50	50 / 30	Variable	2026	Marae	Te Wairoa-Iti Marae (Te Hunga Ririki Te Kohanga Reo)	4B
Lower Kaharoa Road	100	100 / 60 / 30	Variable	2026	Marae	Wai-O-Turi Marae and Kohanga Reo	5B
Block Nine Road outside marae grounds	100	100 / 60 / 30	Variable	2026	Marae	Waipapa Marae	6B

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
Ketemarae Road outside marae grounds	100	100 / 60 / 30	Variable	2026	Marae	Ketemarae/Ngārongo	7B
Mountain Road outside marae grounds	100	100 / 60 / 30	Variable	2026	Marae	Ketemarae/Ngārongo	7B
Upper Taumaha Road outside marae grounds	100	100 / 60 / 30	Variable	2026	Marae	Manutahi / Te Takere Mara	8B
Meremere Road outside marae grounds and urupa	100	100 / 60 / 30	Variable	2026	Marae	Meremere / Pukomoko Pā	9B
Ohangai Road outside marae grounds	100	100 / 60 / 30	Variable	2026	Marae	Meremere / Pukomoko Pā	9B
Ararata Road directly outside marae grounds	100	100 / 60 / 30	Variable	2026	Marae	Ngātiki Mara (Ngātiki Kohanga Reo)	10B
Pariroa Road outside marae grounds	100	100 / 60 / 30	Variable	2026	Marae	Pariroa Mara (Te Kaikapo Kohanga Reo)	11B
Ohangai Road outside marae grounds	100	100 / 60 / 30	Variable	2026	Marae	Taiporohēnui Mara (Kautu-kī-te-Rangi Kohanga Reo)	12B
Matangarara Road outside marae grounds	100	100 / 60 / 30	Variable	2026	Marae	Taiporohēnui Mara (Kautu-kī-te-Rangi Kohanga Reo)	12B
Tiwhaiti Road outside marae grounds and urupa	100	100 / 60 / 30	Variable	2026	Marae	Taiporohēnui Mara (Kautu-kī-te-Rangi Kohanga Reo)	12B
Fraser Road outside marae grounds	100	100 / 60 / 30	Variable	2026	Marae	Wharepuni Mara	13B
Hastings Road outside marae grounds	100	100 / 60 / 30	Variable	2026	Marae	Aotearoa Mara	14B

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
Inuawai Road outside marae grounds	100	100 / 60 / 30	Variable	2026	Marae	Aotearoa Marae	14B
Hastings Road outside marae grounds	100	100 / 60 / 30	Variable	2026	Marae	Kānihi-Māwhitiwhiti Pā	15B
Omahuru Road outside marae grounds	100	100 / 60 / 30	Variable	2026	Marae	Kānihi-Māwhitiwhiti Pā	15B
Taikatu Road outside marae grounds	100	100 / 60 / 30	Variable	2026	Marae	Taikātu Pā	16B
Inaha Road outside marae grounds	100	100 / 60 / 30	Variable	2026	Marae	Te Aroha (o Titokowaru)	17B
Ōhawe Terrace, Ōhawe	50	50 / 30	Variable	2026	Marae	Te Rangatapu Marae	18B
Karora Street, Ōhawe	50	50 / 30	Variable	2026	Marae	Te Rangatapu Marae	18B
Winks Road outside marae grounds	100	100 / 60 / 30	Variable	2026	Marae	Waiōkura Marae (Manaia Kohanga Reo)	19B
Eltham Road outside marae grounds	100	100 / 60 / 30	Variable	2026	Marae	Ōrimupiko Marae	20B
Puniho Pa Road outside marae grounds	100	100 / 60 / 30	Variable	2026	Marae	Puniho Pā Tarawainuku Marae	21B
Parihaka Road outside marae grounds	80	60	Permanent	2026	Marae	Parihaka Pā	22B

* Additional Information: If seasonal, provide start and finish dates. If variable, provide operational times

Table 2 – Speed limits around Schools

The table below sets out proposed changes to existing speed limit settings. These proposals include amendments to the extent of restricted speed limit zones, and updates to variable speed limit operating times. As these matters have been the subject of considerable public interest, with community members both requesting and expressing support for these changes, they were included in the public consultation process to ensure affected stakeholders had an opportunity to provide feedback.

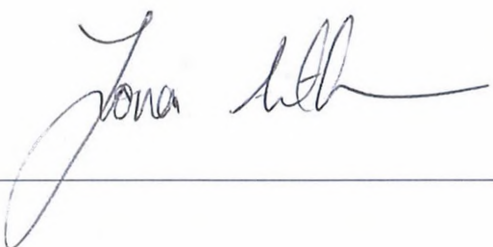
Name of School	Road/s outside the school (Include the start and end locations)	Category 1 or 2	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	If variable, provide operational times	Additional Comments
Auroa School	Skeet Road (250m either side of the Auroa Road intersection)	1	60 / 30 VSL	60	Permanent		The 30km/h VSL is being removed. This area will now be part of a 60km/h permanent zone
Auroa School	Skeet Road	1	60	100	Permanent		The 60km/h speed limit zone is being shortened. The speed limit will return to the national default speed limit.
Auroa School	Auroa Road (Lower – south of Skeet Road)	1	60 / 30 VSL	100	Permanent		The 30km/h VSL is being removed. The speed limit is being returned to the national default speed limit.
Matapū School	Hastings Road (Lower – south of Skeet Road)	1	60 / 30 VSL	100	Permanent		The 30km/h VSL is being removed. The speed limit is being returned to the national default speed limit.
Matapū School	Skeet Road (Shorten 60km/h speed limit zone to 510m, shorten 30km/h to 190m. Update variable speed limit times)	1	60 / 30 VSL	100	Permanent	8.15-9.00am 2.15-3.15pm	The 60km/h speed limit zone is being shortened. The speed limit is being returned to the national default speed limit.
Matapū School	Hastings Road (Shorten 60km/h speed limit zone to 610m, shorten 30km/h	1	60 / 30 VSL	100	Permanent	8.15-9.00am 2.15-3.15pm	The 60km/h speed limit zone is being shortened. The speed limit is being returned to the national default speed limit.

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	Additional Comments
	to 230m Update variable speed limit times)						
Rāwhitiroa School	Oru Road	1	60 / 30 VSL	100	Permanent		The speed limit is being returned to the national default speed limit
Rāwhitiroa School	Rāwhitiroa Road (Shorten 60km/h speed limit zone to 580m, shorten 30km/h to 330m Update variable speed limit times)	1	60 / 30 VSL	100	Permanent	8 15-9 00am 2 30-3 30pm	The 60km/h speed limit zone is being shortened The speed limit is being returned to the national default speed limit
Te Kura o Ngāruahinerangi	Eltham Road (250m either side of the Hastings Road intersection)	1	60 / 30 VSL	60	Permanent		The extent of the 30km/h VSL is being shortened This area will now be part of a 60km/h permanent buffer zone
Te Kura o Ngāruahinerangi	Hastings Road (Lower – south of Eltham Road)	1	60 / 30 VSL	100	Permanent		The 30km/h VSL is being removed The speed limit is being returned to the national default speed limit
Te Kura o Ngāruahinerangi	Hastings Road (Shorten 60km/h speed limit zone to 500m, shorten 30km/h to 200m)	1	60 / 30 VSL	100	Permanent		The 60km/h speed limit zone is being shortened The speed limit is being returned to the national default speed limit
Whenuakura School	Kaharoa Road (Shorten 60km/h speed limit zone to 500m, shorten 30km/h to 300m)	1	60 / 30 VSL	100	Permanent		The 60km/h speed limit zone is being shortened The speed limit is being returned to the national default speed limit

Declaration

I Fiona Aitken, Chief Executive from South Taranaki District Council declare that

Description	Yes / No
The plan 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
Consultation has been carried out in accordance with clause 3.8 of the Land Transport Rule Setting of Speed Limits 2024	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
The plan 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:	19/5/26
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Appendix

Appendix A- Urban Growth

1A Glover Road



Extend the 50km/h speed limit on Glover Road to Goodson Road intersection. Install a 70km/h speed limit zone along western portion of Glover Road. Reduce the speed limit to 50km/h on Larlin Drive, Larlin Heights, and Goodson Road.

2A South Taranaki Business Park



Reduce the speed limit to 50km/h at the South Taranaki Business Park (Fitzgerald Road, Houston Road, Kerry Road and all future roads)

Note The existing school speed limit is unchanged

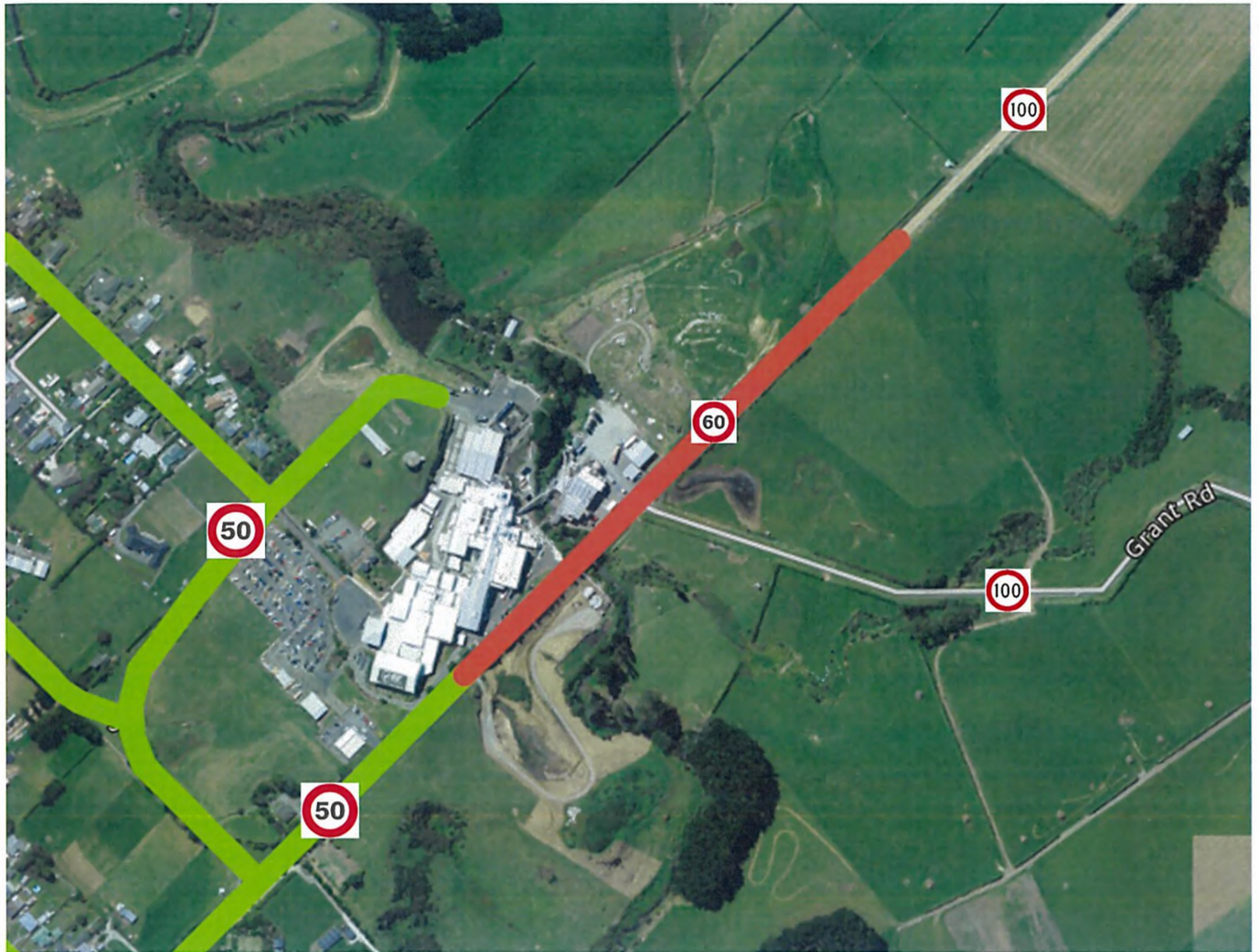
3A Turuturu Road



Extend the 50km/h speed limit zone on the northern portion of Turuturu Road, from west of the railway crossing to north of the entrance to Turuturu Mōkai

Note This means that the speed limits on Arthur Street, Haowhenua Place, and roads and future roads within the Longview subdivision will also reduce to 50km/h

4A Tawhiti Road



Install a 60km/h speed limit zone on Tawhiti Road.

Appendix B - Marae

Marae are symbols of identity and are tūrangawaewae (a place to stand, a place to belong, a place of safety). Marae are used for important events like tangihanga (funerals), celebrations, workshops and meetings. Some marae have kōhanga reo attached to them, others may have papakāinga (housing) on or near marae grounds.

Due to the level of roadside activity and safety around the entrance to marae grounds the Council wishes to lower the speed limit so those entering and exiting the marae as well as other road users are safe.

The speed limit will reduce to 60km/h when an event is being held and a large number of vehicles are entering and exiting the marae grounds.

The speed limit will reduce to 30km/h when an event is being held and cars are parked alongside the road or pedestrians are on the road, such as tangihanga or movement between the marae and urupā.

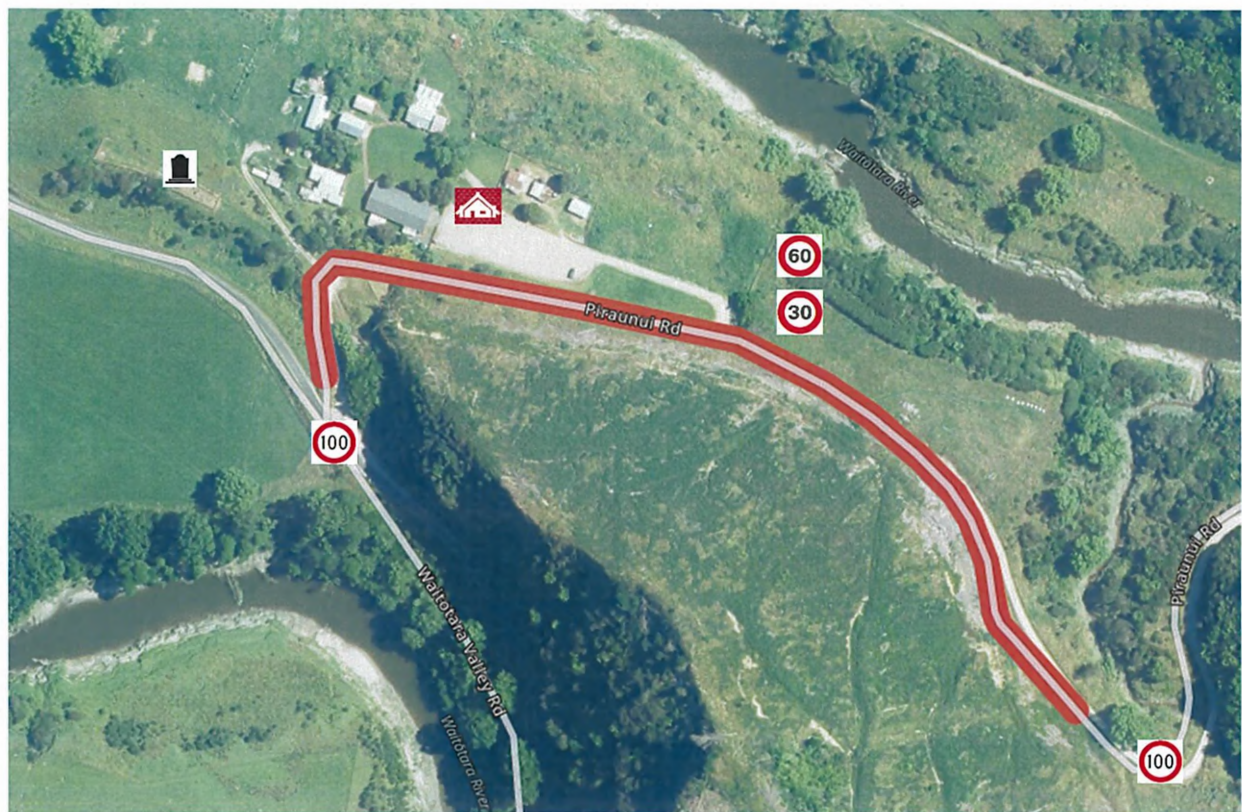
The Iwi Liaison and Roding Teams will work with each marae to establish the process for activating the variable speed limit.

1B Kaipō Marae

Ngā Rauru Kītahi Area



2B Takirau Marae
Ngā Rauru Kītahi Area



3B Te Ihupuku Marae
Ngā Rauru Kītahi Area



4B Te Wairoa-Iti Marae and Te Hunga Ririki Te Kohanga Reo

Ngā Rauru Kītahi Area



5B Wai-O-Turi Marae and Kohanga Reo

Ngā Rauru Kītahi Area



6B Waipapa Marae
Ngā Rauru Kītahi Area

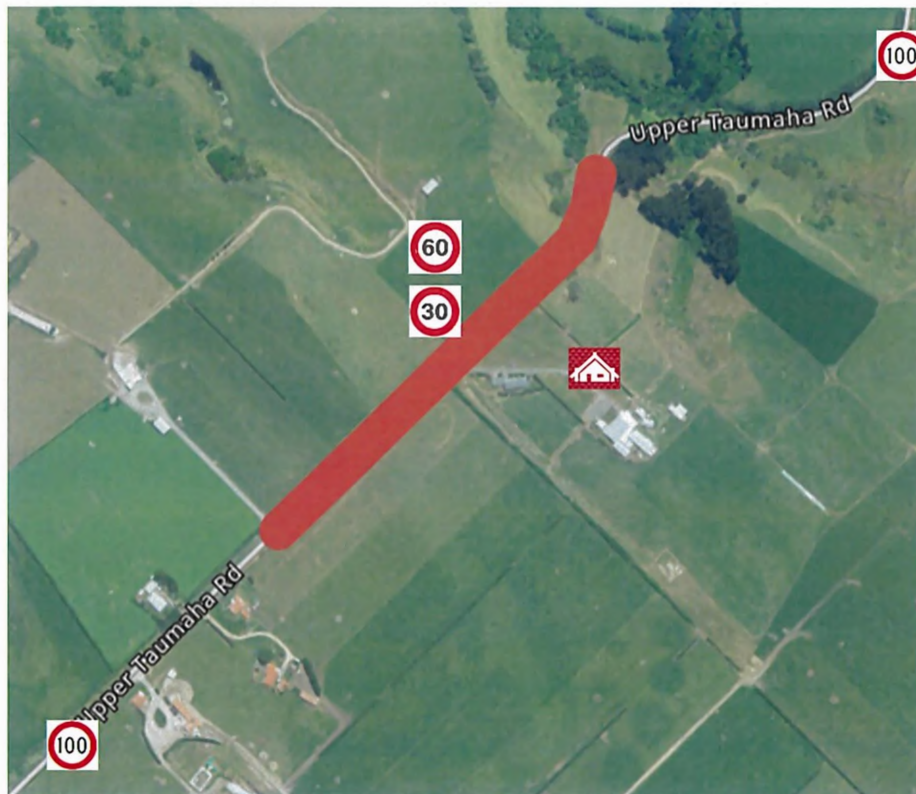


7B Ketemarae/Ngārongo
Ngāti Ruanui Area



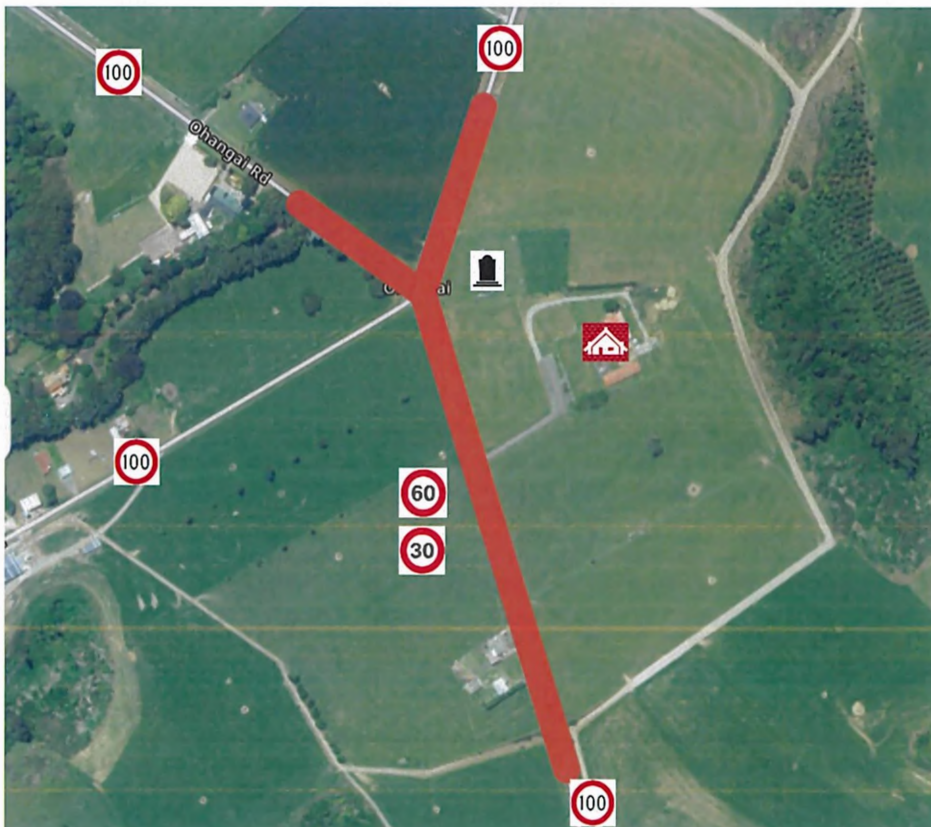
8B Manutahi / Te Takere Marae

Ngāti Ruanui Area



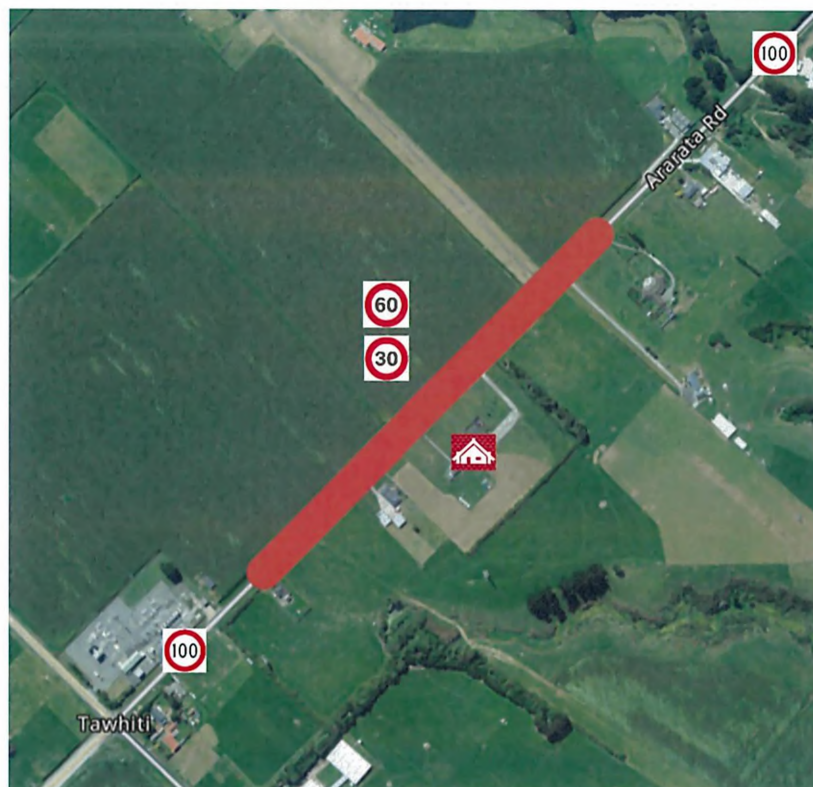
9B Meremere / Pukomoko Pā

Ngāti Ruanui Area



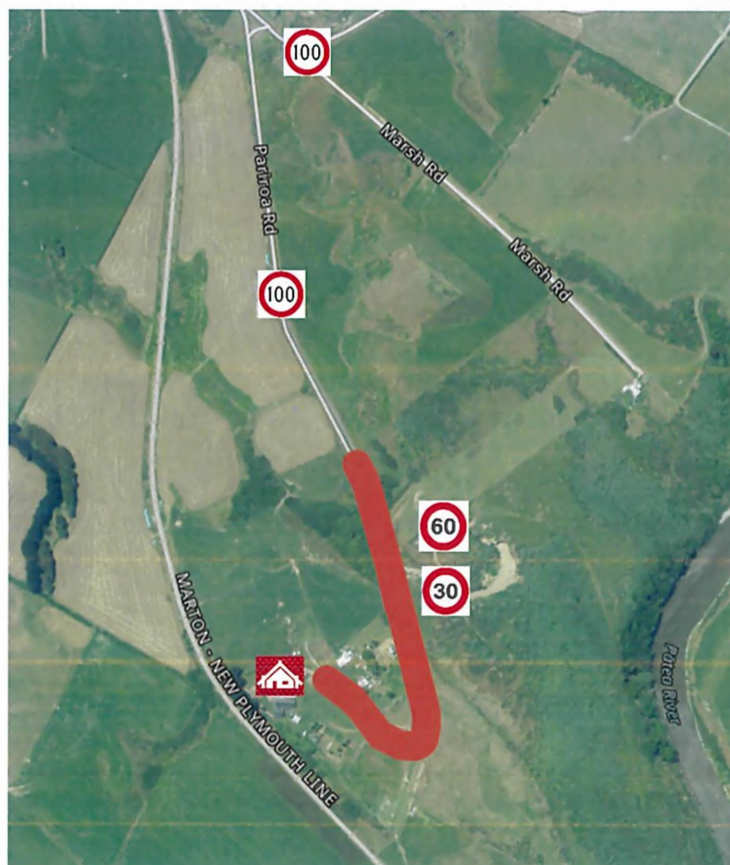
10B Ngātiki Marae (Ngātiki Kohanga Reo)

Ngāti Ruanui Area



11B Pariroa Marae (Te Kaikapo Kohanga Reo)

Ngāti Ruanui Area



12B Taiporohēnui Marae (Kautu-ki-te-Rangi Kohanga Reo)

Ngāti Ruanui Area



13B Wharepuni Marae

Ngāti Ruanui Area



14B Aotearoa Marae

Ngāruahine Area



15B Kānihi-Māwhitiwhiti Pā

Ngāruahine Area



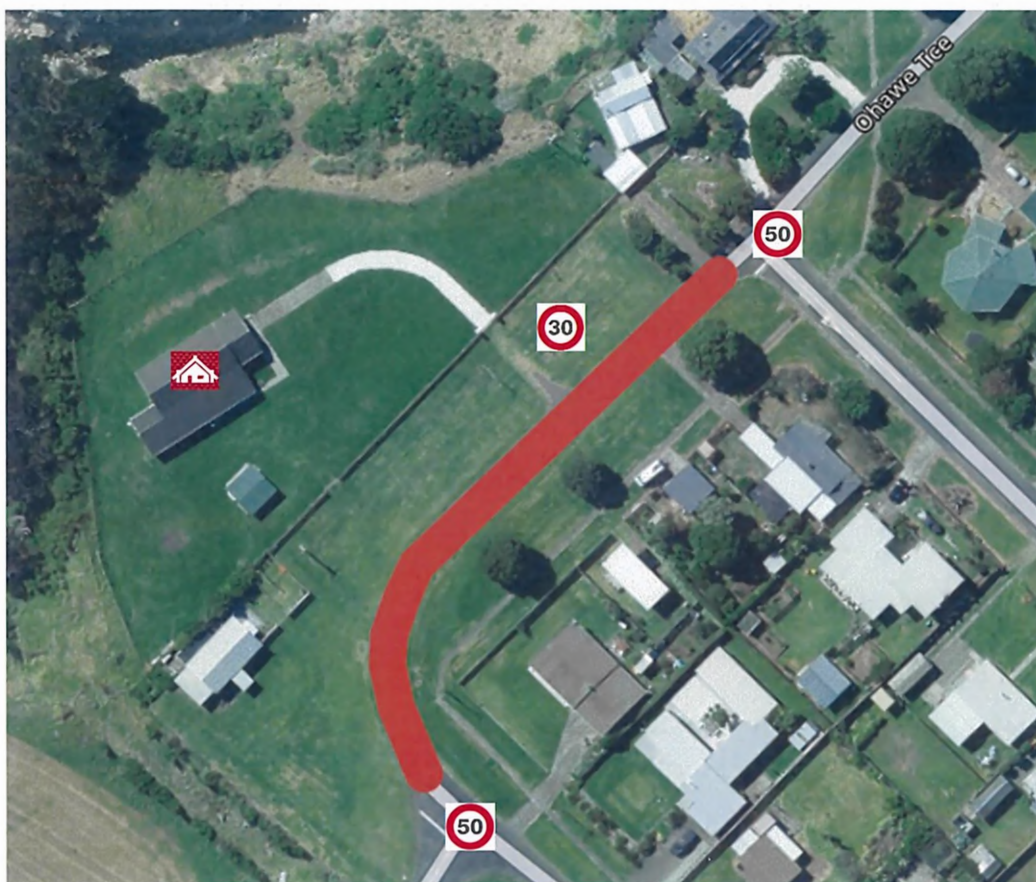
16B Taikātu Pā
Ngāruahine Area



17B Te Aroha (o Tītōkōwaru)
Ngāruahine Area



18B Te Rangatapu Marae
Ngāruahine Area



19B Waiōkura Marae (Manaia Kohanga Reo)
Ngāruahine Area



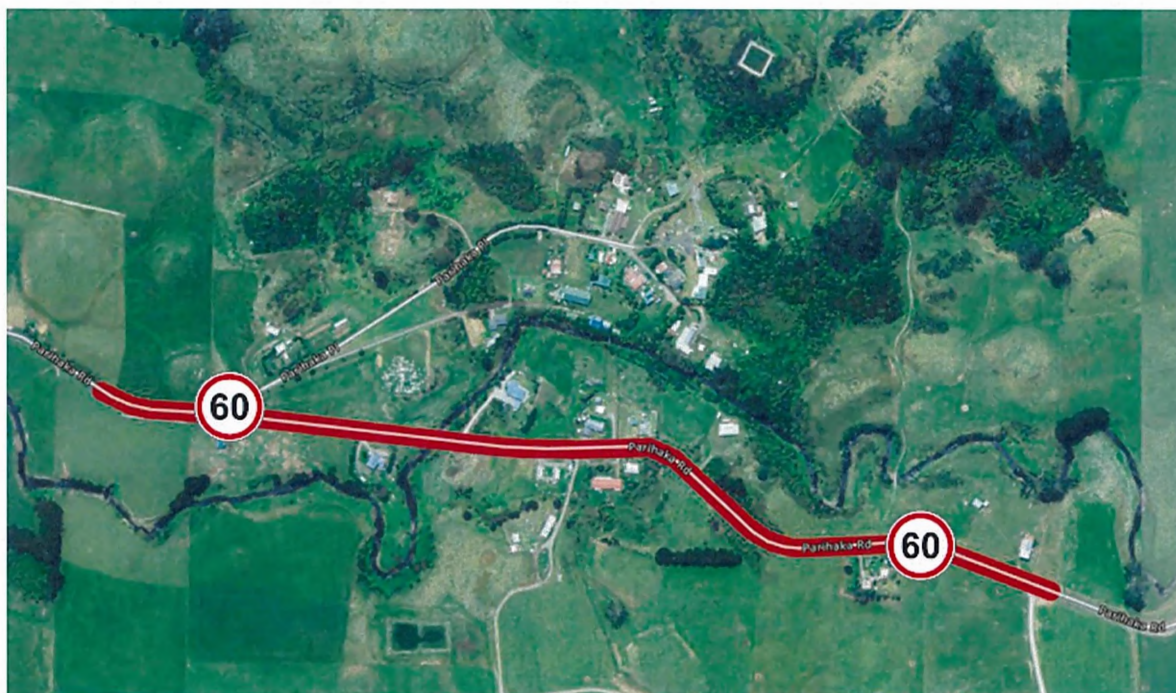
20B Ōrimupiko Marae
Taranaki Iwi Area



21B Pūniho Marae
Taranaki Iwi Area



22B Parihaka Pā
Taranaki Iwi Area



Permanent speed limit of 60km/h on Parihaka Road, in the vicinity of Parihaka Pā.

Appendix C- Rural Schools

1C Auroa School

Auroa school is located on the corner of Auroa and Skeet Roads. The 60km/h permanent speed limit zone is in place to slow traffic approaching the school zone.

Current



The 60km/h speed limit extends:

- 870m west to east along Skeet Road.
- 914m north to south along Auroa Road.

The 30km/h variable speed limit extends:

- 380m west to east along Skeet Road.
- 470m north to south along Auroa Road.

Proposed



The 60km/h speed limit extends:

- 500m west to east along Skeet Road.
- 500m north to south along Auroa Road.

The 30km/h variable speed limit extends:

- 210m north to south along Auroa Road.

2C Matapū School

Matapū school is located on the corner of Hastings and Skeet Roads. The 60km/h permanent speed limit zone is in place to slow traffic approaching the school zone.

Current



The 60km/h speed limit extends:

- 1077m west to east along Skeet Road.
- 1067m north to south along Hastings Road.

The 30km/h variable speed limit extends:

- 622m west to east along Skeet Road.
- 550m north to south along Hastings Road.

Proposed



The 60km/h speed limit extends:

- 510m west to east along Skeet Road.
- 610m north to south along Hastings Road.

The 30km/h variable speed limit extends:

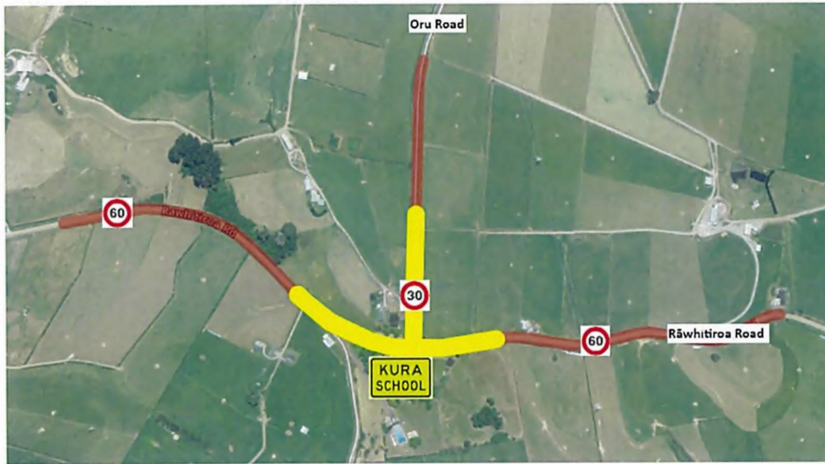
- 190m west to east along Skeet Road.
- 230m north to south along Hastings Road.

Update the times the speed restriction is in place to 8.15-9.15am and 2.15-3.15pm.

3C Rāwhitiroa School

Rāwhitiroa school is located on Rāwhitiroa Road. The 60km/h permanent speed limit zone is in place to slow traffic approaching the school zone.

Current



The 60km/h speed limit extends:

- 1,033m west to east along Rāwhitiroa Road.
- 500m north to south along Oru Road.

The 30km/h variable speed limit extends:

- 400m west to east along Skeet Road.
- 225m north to south along Oru Road.

Proposed



The 60km/h speed limit extends:

- 580m west to east along Rāwhitiroa Road.

The 30km/h variable speed limit extends:

- 330m west to east along Rāwhitiroa Road.

Update the times the speed restriction is in place to 8.15-9.15am and 2.30-3.30pm.

4C Te Kura o Ngāruahinerangi

Te Kura o Ngāruahinerangi is located on the corner of Eltham and Hastings Roads. The 60km/h permanent speed limit zone is in place to slow traffic approaching the school zone.

Current



The 60km/h speed limit extends:

- 1,500m west to east along Eltham Road.
- 1,500m north to south along Hastings Road.

The 30km/h variable speed limit extends:

- 665m west to east along Eltham Road.
- 770m north to south along Hastings Road.

Proposed



The 60km/h speed limit extends:

- 530m west to east along Eltham Road.
- 500m north to south along Hastings Road.

The 30km/h variable speed limit extends:

- 200m north to south along Hastings Road.

5C Whenuakura School

Whenuakura School is located on Upper Kaharoa Road. The 60km/h permanent speed limit zone is in place to slow traffic approaching the school zone.

Current



The 60km/h speed limit extends 1,024m north to south along Upper Kaharoa Road.

The 30km/h variable speed limit extends 640m north to south along Upper Kaharoa Road.

Proposed



The 60km/h speed limit extends 640m north to south along Upper Kaharoa Road.

The 30km/h variable speed limit extends 300m north to south along Upper Kaharoa Road.