

WORKSHOP MATERIAL

Workshop: Speed Management Plan

Date: Monday, 6 May 2024

Item	Released Information
1.	Speed Management Plan – 06 May 2024 - PowerPoint
2.	Specific Locations for Speed Limit Changes in Tasman Townships – Draft Workshop Discussion Document

Regional Speed Management Plan

Tasman District Council Workshop

6 May 2024



tasman
district council

Te Kaunihera o
te tai o Aorere



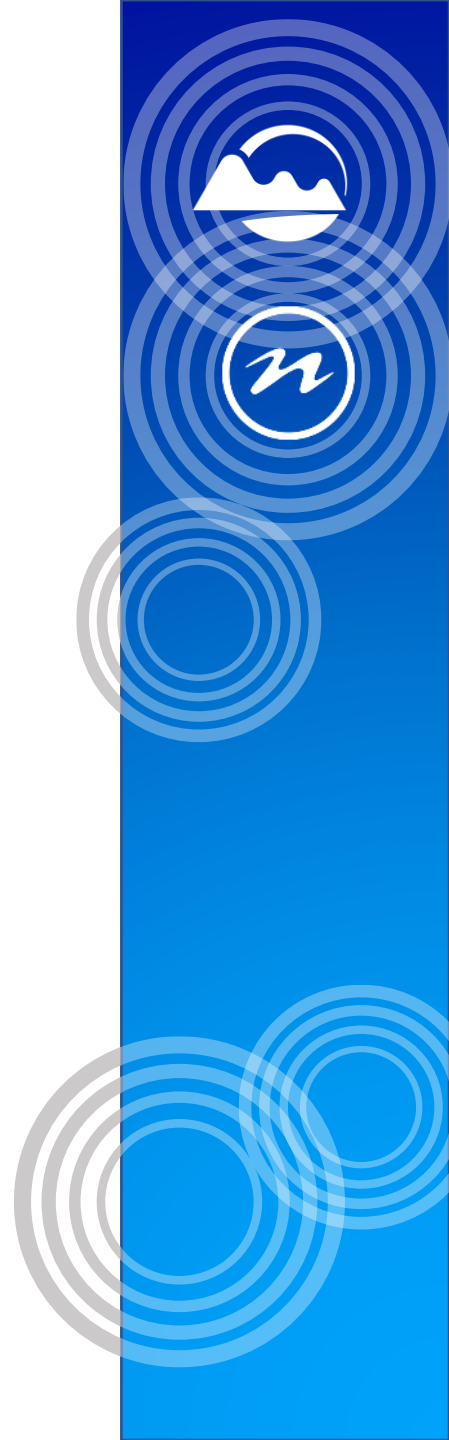
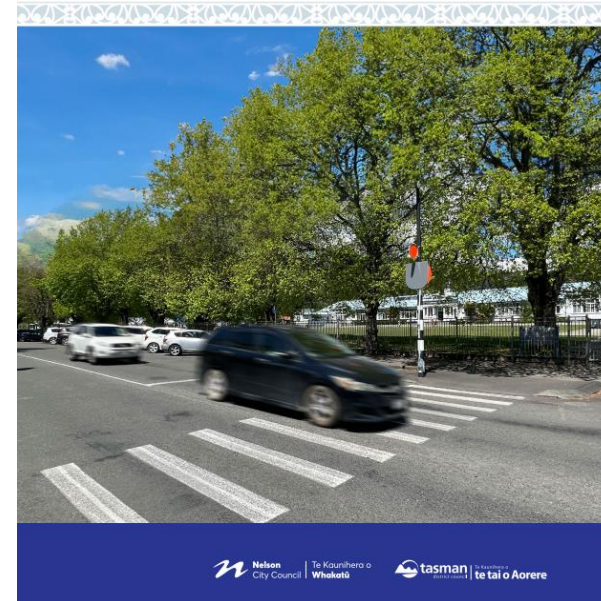
Nelson
City Council

Te Kaunihera o
Whakatū

Purpose of Workshop

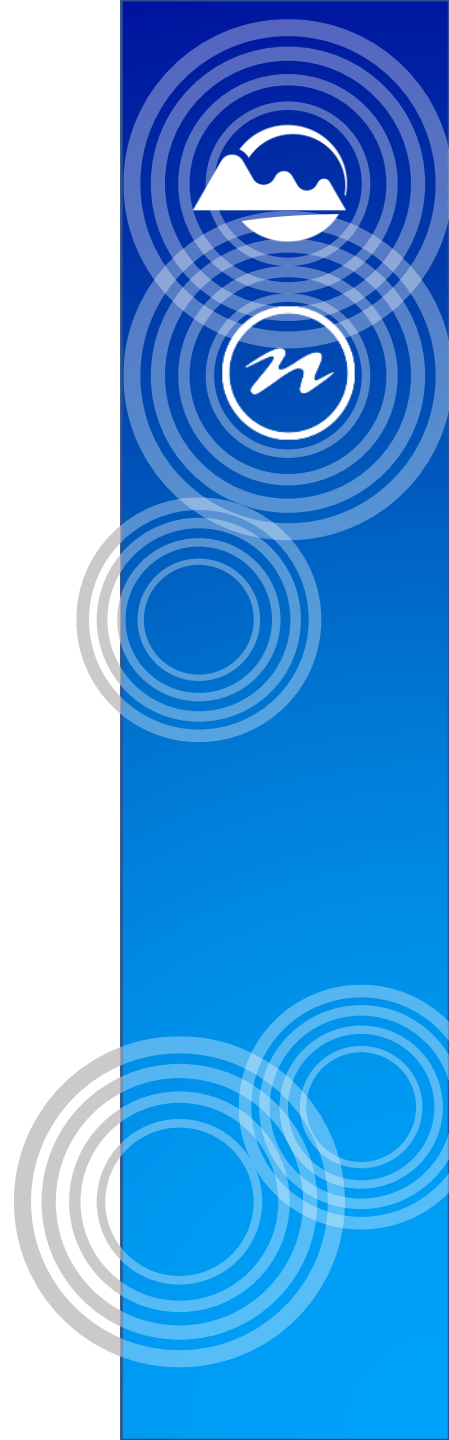
To seek Councillors' direction on Speed Management which will subsequently inform Speed Management Plan Deliberations

DRAFT NELSON TASMAN
SPEED MANAGEMENT PLAN
2024-2034



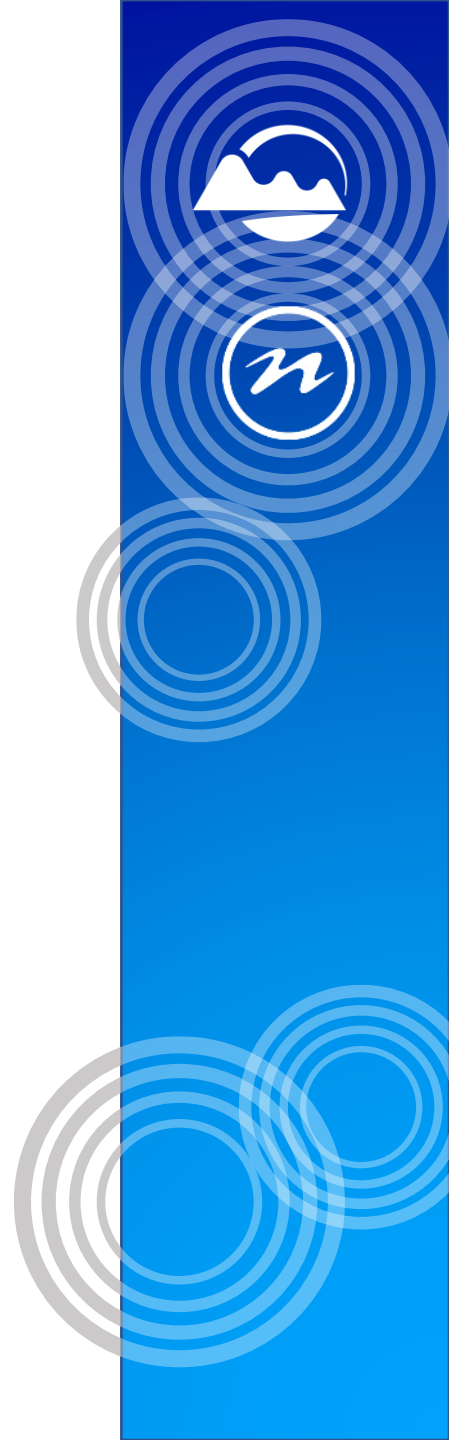
Contents

- Background (including Govt direction)
- Consultation
- Economic Assessment
- Timing
- Specific Categories / Locations



Process steps

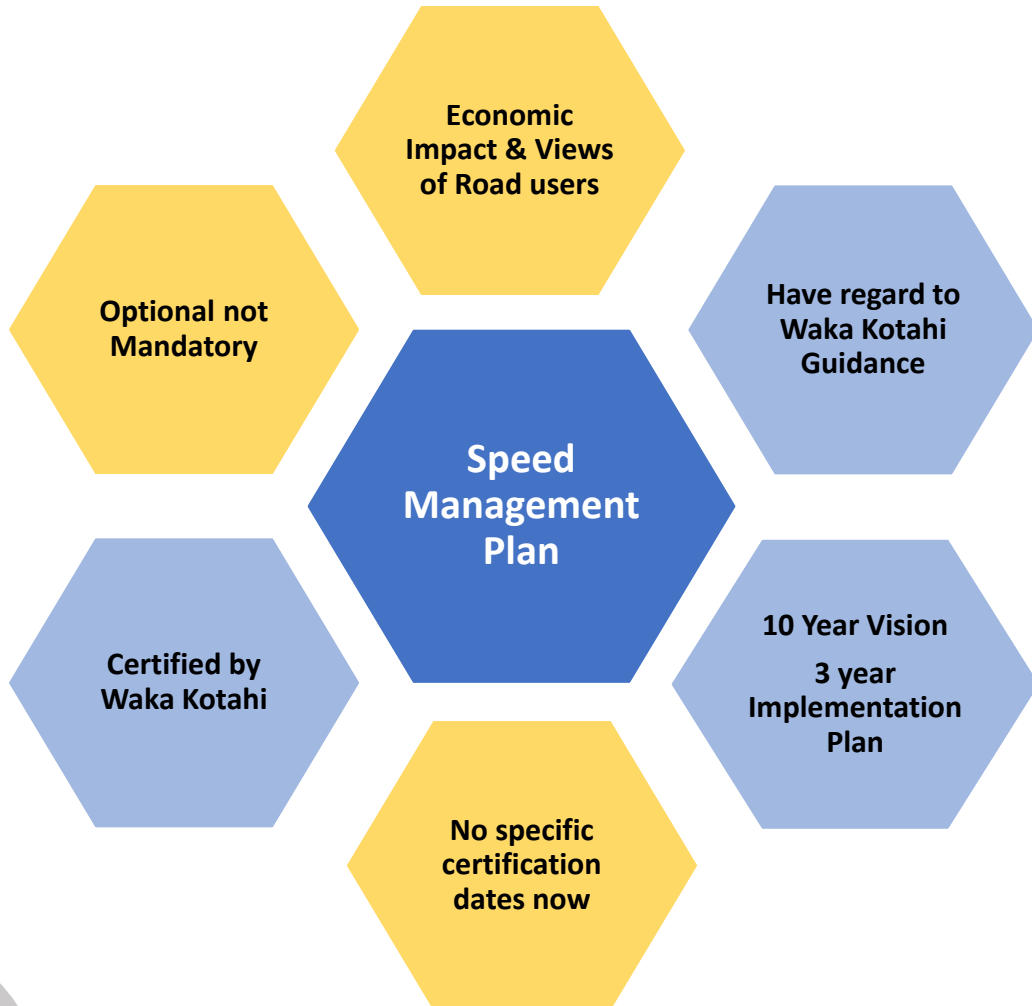
- Hearings **28, 29 April**
- This workshop
- NCC workshop **20 May**
- RTC deliberations **TBC**
- Joint committee meeting approve plan **TBC**
- Submit plan to Director for certification **TBC**



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Background

Speed Management Plan Requirements



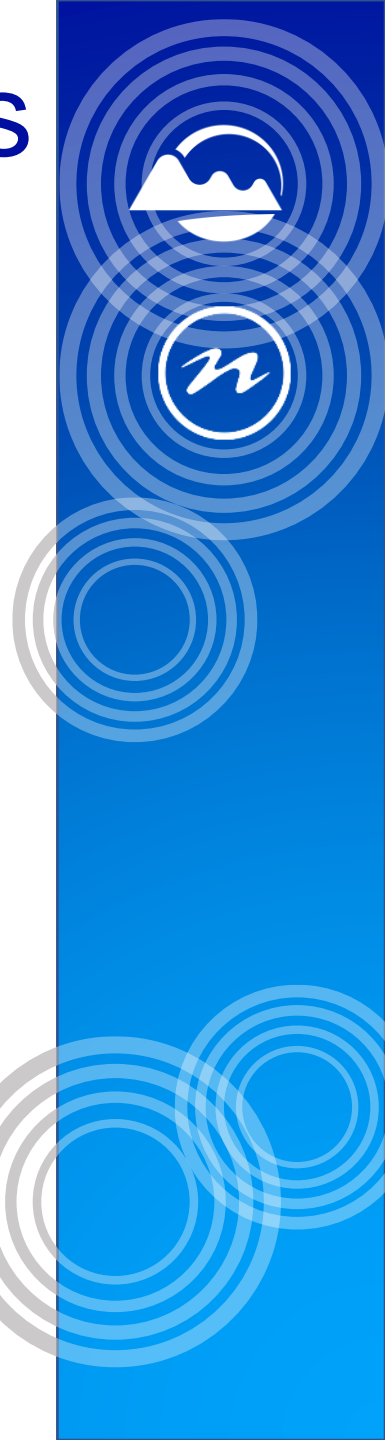
2022 Rule: had specific requirements

- Our Plan reflected these requirements



Interim changes made to 2022 Rule

New Rule to be released by the end of 2024



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Consultation

Consultation Options

WE ARE PROPOSING FOUR OPTIONS FOR THE URBAN AREA:

(km/h)

URBAN ROADS	OPTION A	OPTION B	OPTION C	OPTION D
Outside schools (within 100m of boundary)	30	30	30	30
School neighbourhoods	50	30	40	30
Selected town centres and tourist areas	50	30	40	30
Local urban streets	50	50	40	30
Urban connector streets with separated cycle facilities	50	50	50	50

WE ARE PROPOSING FOUR OPTIONS FOR THE RURAL AREA:

(km/h)

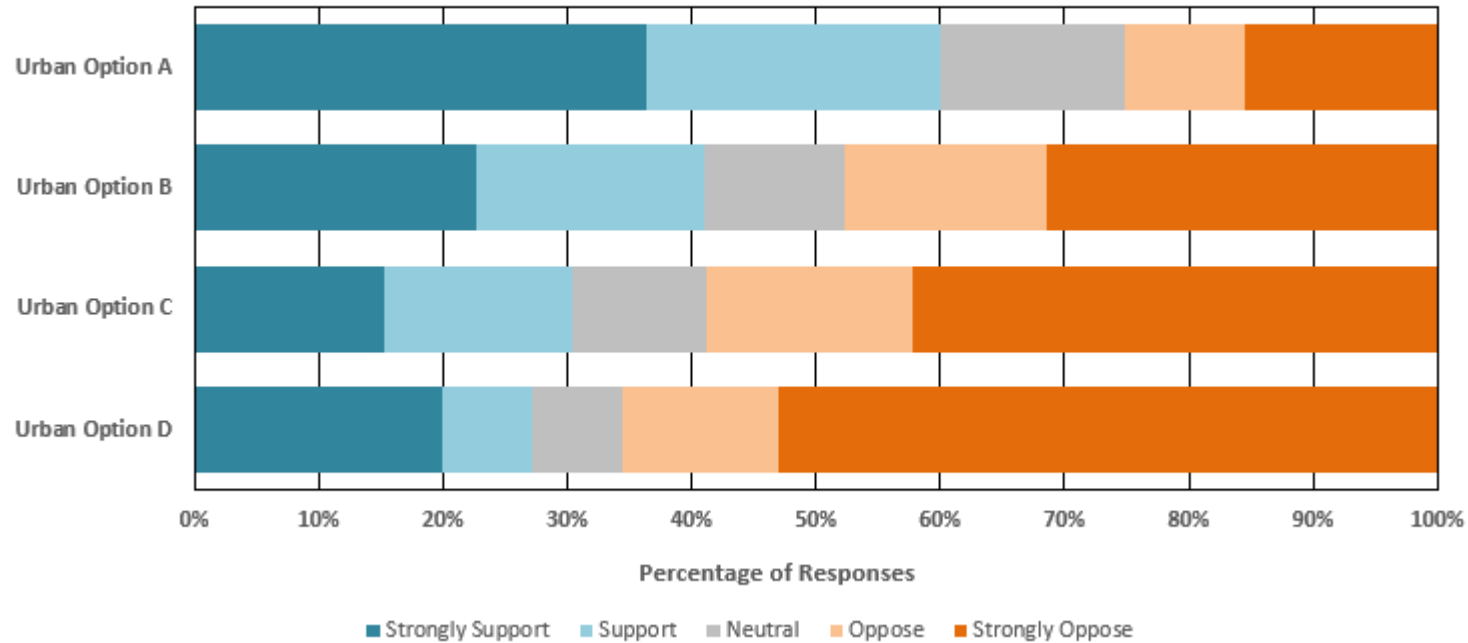
The speeds in Option 4 reflect SAAS and International best practice.

RURAL ROADS	OPTION 1	OPTION 2	OPTION 3	SAAS
				OPTION 4
Outside schools	30-60	30-60	30-60	30-60
Rural residential areas	100	50-60	50-60	50
Unsealed rural roads (winding or narrow)	100	60	80	60
Unsealed rural roads	100	100	80	60
High risk roads and adjacent roads	100	80	80	60-80
Sealed rural roads (winding or narrow)	100	100	80	60
All other sealed rural roads	100	100	80	80



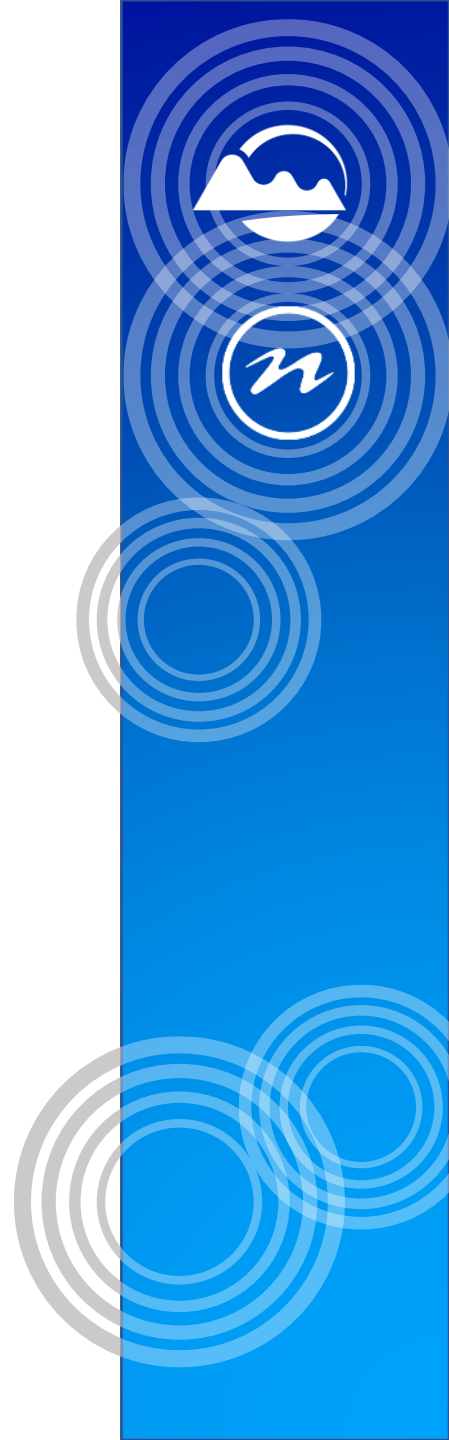
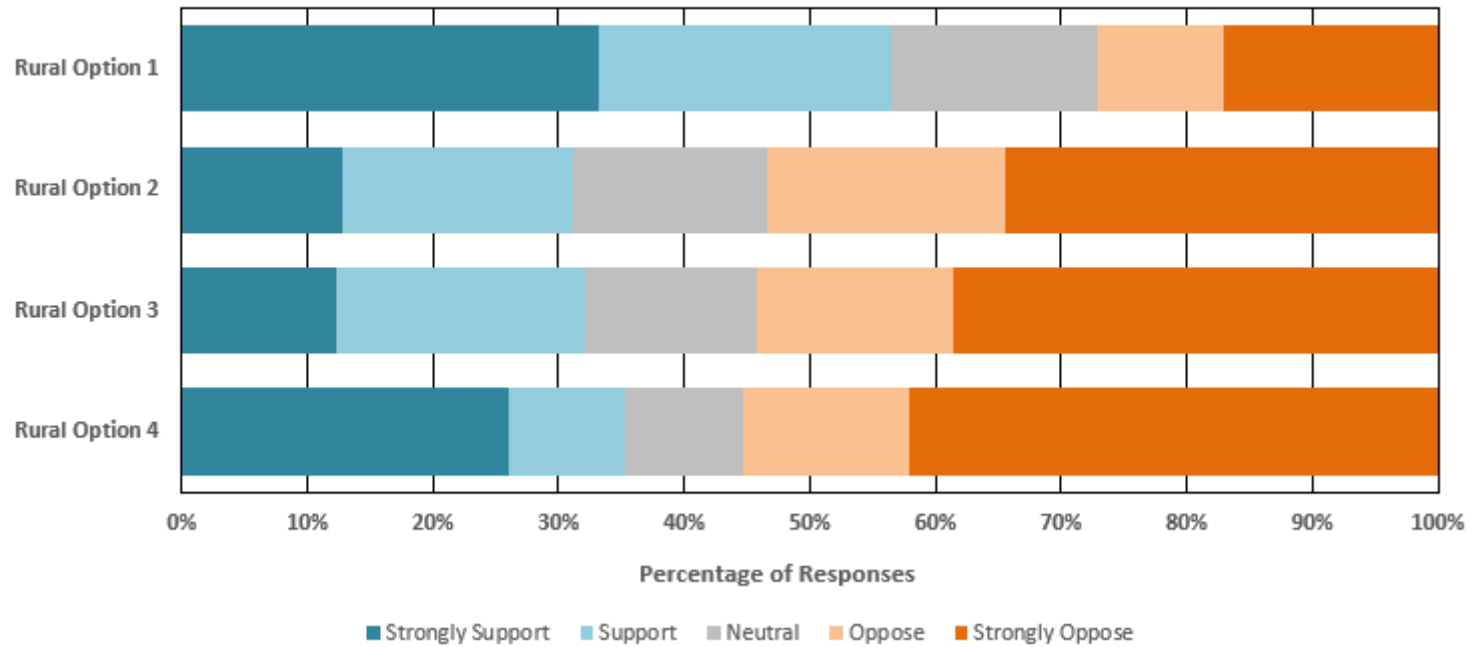
Results – Urban part one

Public Opinion on Urban Speed Management Options - All Responses



Results – Rural part one

Public Opinion on Rural Speed Management Options - All Responses



Key themes

Support Reduced Limits

1. reduced speed makes walking and cycling safer (n312)
2. creates a safer environment (n298)
3. children walking/cycling nearby (n205)
4. reduce accidents (n181)
5. around schools (n164)



Oppose Reduced Limits

1. raise state highway speeds (n123)
2. drivers need more education rather than speed reductions (n118)
3. more road maintenance (n107)
4. concerns about cost of implementation and/or cost on businesses for slower speeds (n101)
5. frustration at slow speeds (n94)



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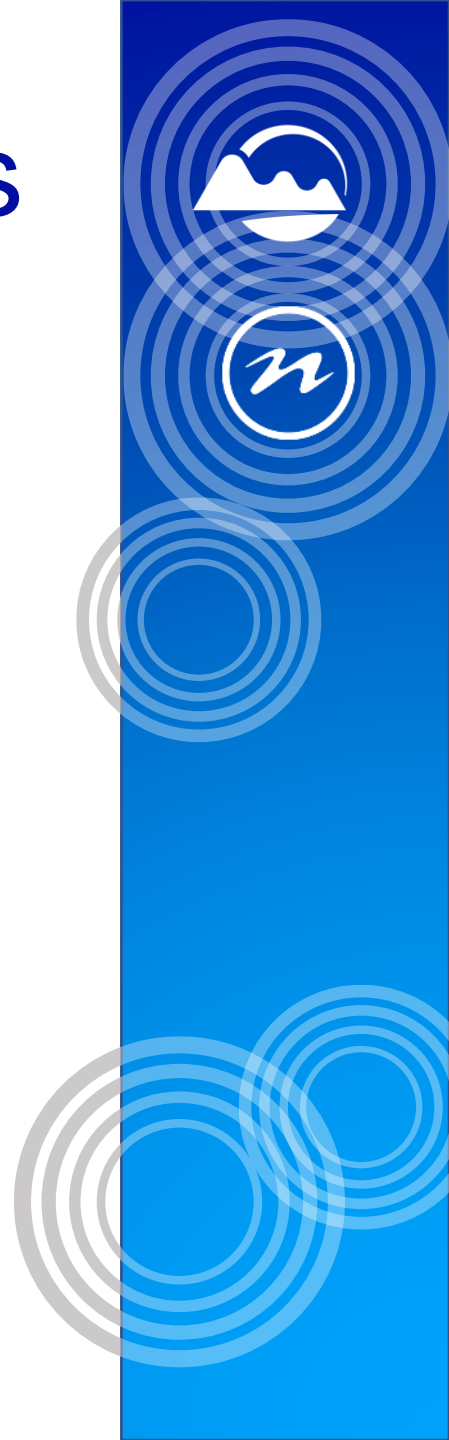
Economic Assessment

Economic assessment - Urban Results

Table 3-11: Summary of total benefits & costs (Urban)

Total Combined Benefits	Option A	Option B	Option C	Option D
LOW Range scenario	-\$1,100,432	-\$3,176,504	-\$674,464	-\$6,616,291
MID Range scenario	-\$1,527,987	-\$4,610,919	-\$1,158,544	-\$9,803,853
HIGH Range scenario	-\$2,321,460	-\$7,357,613	-\$2,480,006	-\$15,583,985
Sign Installation Costs				
Nelson	\$700,000	\$700,000	\$1,000,000	\$700,000
Tasman	\$400,000	\$400,000	\$500,000	\$400,000
TOTAL COSTS	\$1,100,000	\$1,100,000	\$1,500,000	\$1,100,000
Benefit/Cost Ratio (signs only)				
LOW Range scenario	-1.00	-2.89	-0.45	-6.01
MID Range scenario	-1.39	-4.19	-0.77	-8.91
HIGH Range scenario	-2.11	-6.69	-1.65	-14.17

- No option achieves a positive nett benefit when all of the four economic variables are combined.
- Urban areas: other less quantifiable benefits are likely to be apparent from reduced speeds, particularly in relation to likely mode shift to active modes.

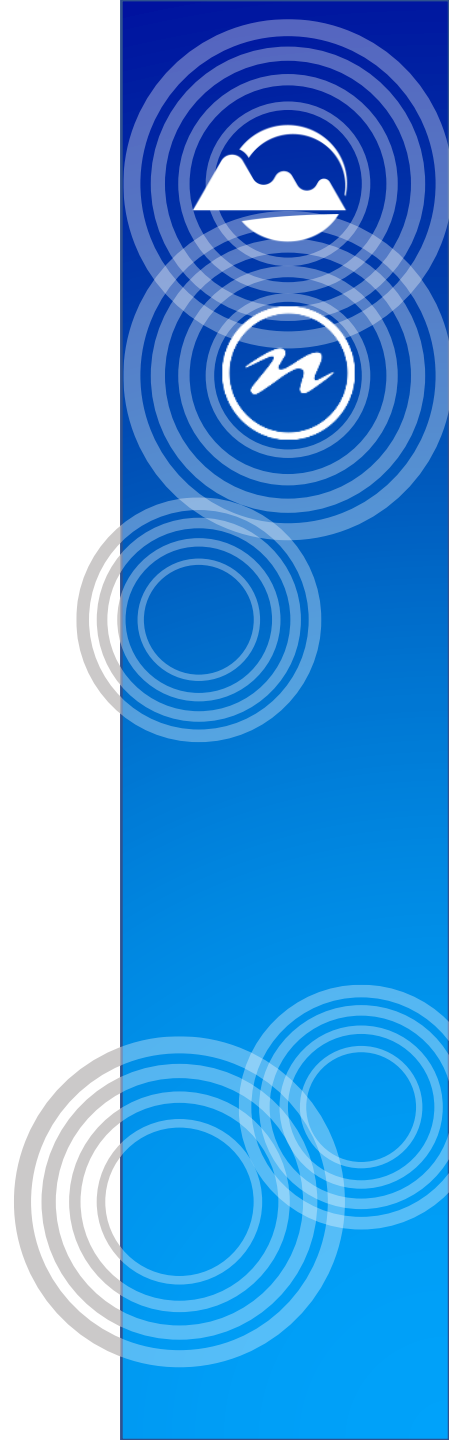


Economic assessment - Rural Results

Table 3-12: Summary of total benefits & costs (Rural)

Total Combined Benefits	Option 1	Option 2	Option 3	Option 4
LOW Range scenario	-\$211,286	\$5,051,512	\$6,779,590	\$6,301,167
MID Range scenario	-\$402,509	\$6,181,486	\$8,372,910	\$7,495,998
HIGH Range scenario	-\$856,982	\$7,253,330	\$9,917,814	\$9,922,022
Sign Installation Costs				
Nelson	\$0	\$100,000	\$100,000	\$100,000
Tasman	\$500,000	\$900,000	\$1,000,000	\$1,100,000
TOTAL COSTS	\$500,000	\$1,000,000	\$1,100,000	\$1,200,000
Benefit/Cost Ratio (signs only)				
LOW Range scenario	-0.42	5.05	6.16	5.25
MID Range scenario	-0.81	6.18	7.61	6.25
HIGH Range scenario	-1.71	7.25	9.02	8.27

Options 2-4 produce strong positive benefits, largely due to good expected crash reductions and reductions in VOCs and emissions, all of which outweigh any increases in travel times.



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Timing Options

Timing

Rock

Minister:

"I encourage you to consider the new Rule before making final decisions."

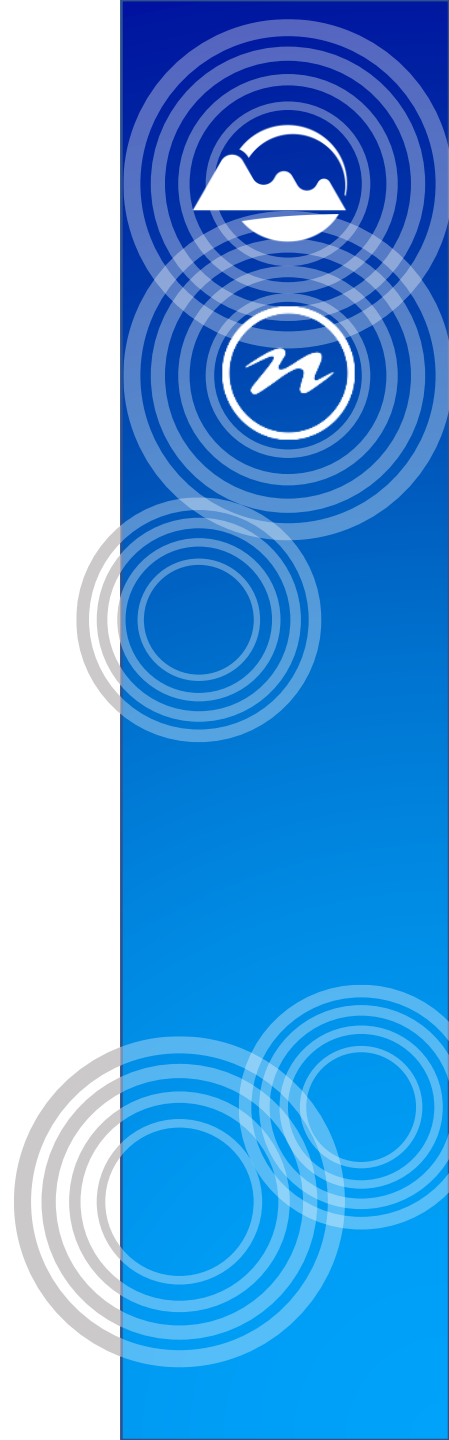
Hard Place

Our Community:

"We need speed limits changed on these roads now, and you've been promising it for years."

Options:

1. Implement do minimum Speed Management Plan (Recommended)
 1. Outside schools & specific locations now
 2. Indicate future preferred direction
 3. Review once new rule released
2. Delay until new rule comes out



Timing Assessment

Option	Pros	Cons
Implement do minimum Speed Management Plan	<ul style="list-style-type: none">• Addresses inappropriate limits in short term• Indicates preferred future direction	<ul style="list-style-type: none">• Risk (albeit small) that new limits may not meet new rule & need changing
Delay until new rule comes out	<ul style="list-style-type: none">• Consistent with Minister's advice• No risk of needing to change recently implemented limits	<ul style="list-style-type: none">• Timing of new rule unknown• Does not address known inappropriate limits• Public appetite for change around schools and locations• Time and energy spent on consultation to date• Community expectation for some change



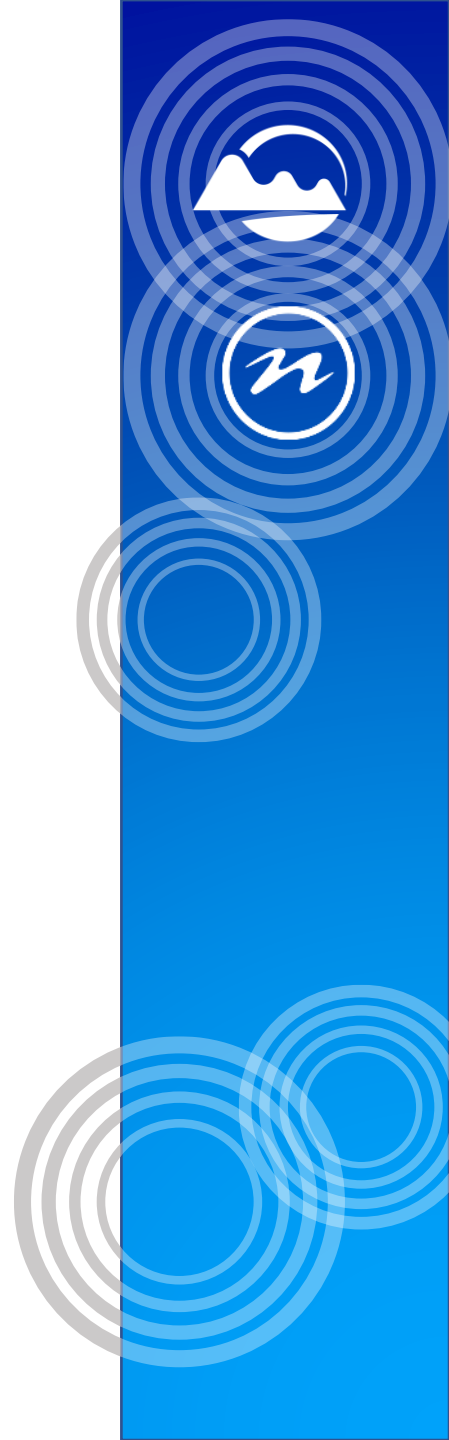
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Specific Locations

Locations to consider in SMP

Priority

- Urban schools
- Rural schools
- High risk areas
- Tortuous & narrow unsealed roads
- Rural residential
- Narrow urban streets no footpath
- Changed land use
- Great Taste Trail roads in 80km/h areas



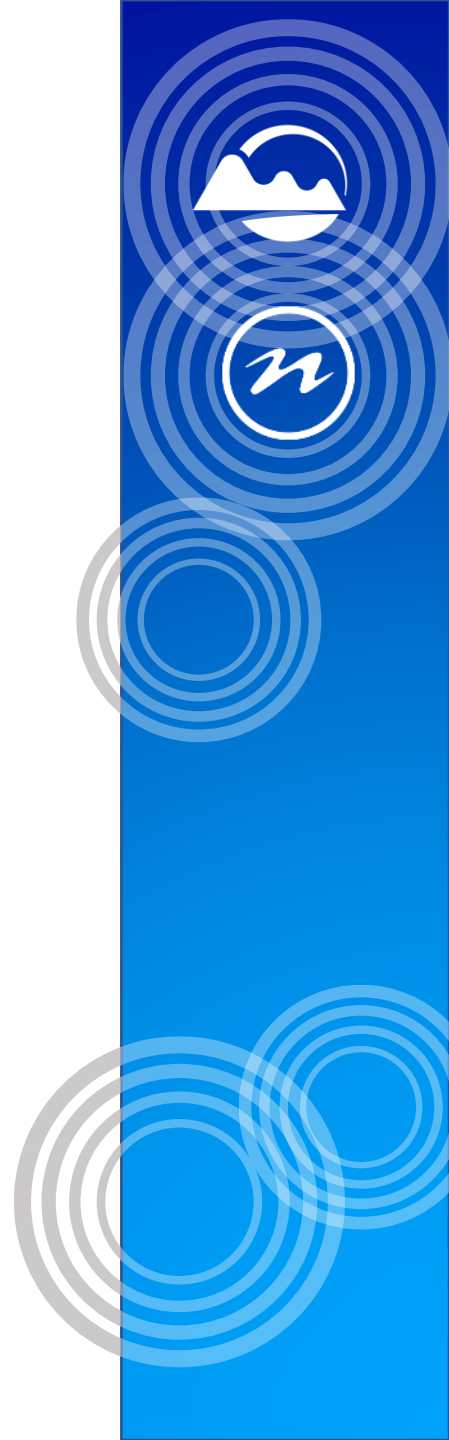
Urban schools

Consulted on	Priority	Changes to consultation	Cost	Staging	Comments
Yes All options	Yes	Initially mix of permanent, temporary and electronic, now predominately variable signs	\$60,000-\$80,000 (Static signs) plus \$620-700,000 (Electronic)	2024 / 2025	Costs do not include traffic calming or any additional treatment

High level of community support

Recommendation:

That Option A is adopted

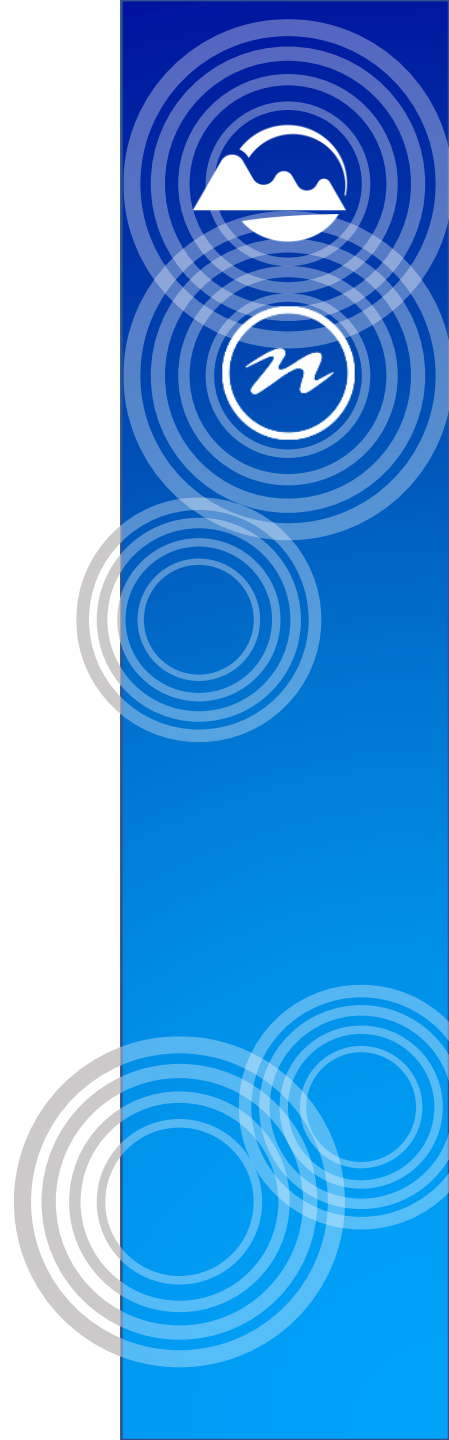


Rural Schools

Consulted on	Priority	Cost	Crash Data	Staging
Yes Options 1-4	Yes: need to be done same time as school changes	Static 30,000-40,000 Electronic \$620-700K plus Additional roads \$15K	TBC	2024
Examples				
1. Main Road Lower Moutere		21 requests	70km/h to 50km/h	
2. Motueka Valley Road by Ngatimoti School		16 requests	100km/h to 60km/h	
3. a) Aporo Road – Tasman School b) Tasman Christian School		17 requests	60km/h to 50km/h (80km/h to 60km/h)	

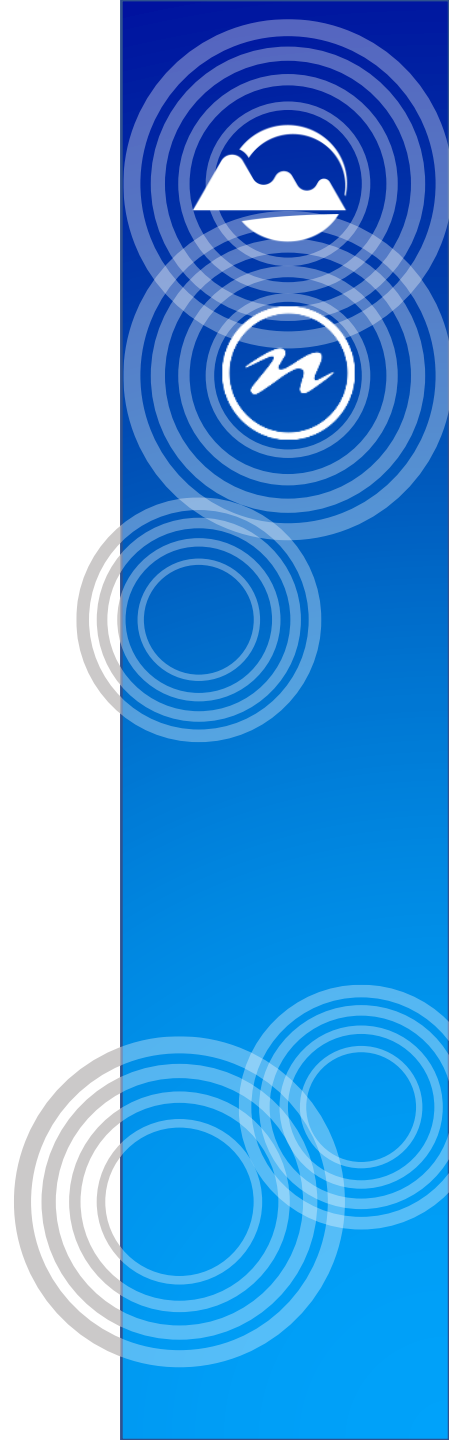
Recommendation

Speeds dropped as per consultation material



High Risk Rural Roads

	Consulted	Priority	Cost	Crash Data	Stage	Requests
Moutere Highway (Redwood Valley to Edwards Road)	Yes Option 2	Yes	\$17K	Fatal = 3 Serious = 18 Minor/Non = 80	2024 / 2025	31
Motueka Valley Highway	Yes Option 2	Yes	\$14K	Fatal = 0 Serious = 7 Minor/Non = 109	2024 / 2025	8
Korere-Top House (Stock Rd to SH63)	Yes Option 2		\$11K	Fatal = 0 Serious = 4 Minor/Non = 34	?	2
Neudorf Road	Yes Option 2	Yes	\$6K	Fatal = 1 Serious = 2 Minor/Non = 20	?	21
Speed Limit	Currently 100- for all		Recommend: 80			



Changed land use

Consulted on	Priority	Cost	Crash Data	Staging
Yes Varies	High	\$12-20K	TBC	2024 / 2025

Examples

1. McShane Road	11 requests	80 to 50km/h
2. Marahau Valley	12 requests	80 to 60km/h
3. Kaiteriteri Sandy Bay Road	4 requests	80 to 60km/h
4. Abel Tasman Drive – Port Taranaki	5 requests	60 to 40km/h
5. Aniseed Valley Road	11 requests	80 to 60km/h

Recommendation

Speeds dropped as per table above



Rural Residential

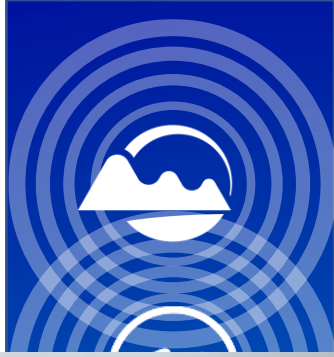


Consulted on	Priority	Cost	Crash Data	Staging
Yes Options 1-4	Yes: community expectation	\$160-240K		2025 / 2026
Examples				
<i>Rural residential consulted on</i>				
1. Bronte East Road		16 requests	100km/h	
2. Nelson Street		1 request	100km/h	
3. Apple Valley Road East		3 requests	100km/h	
<i>Narrow peri-urban streets (no footpath)</i>				
1. Whakarewa St near the river,		6 requests	80km/h	

Recommendation:
Reduce to 50km/h



Narrow urban streets – no footpath



Consulted on	Priority	Cost	Crash Data	Staging
Partially	?	TBC	TBC	?
Examples		Response		
1. Anarewa Crescent, Kaiteriteri,		0		50 to 30km/h
2. Peninsula Road, Tata Beach		Tata: 4		50 to 30km/h
3. Reilly Road, Junction, Buxton, Takaka		54% in favour with option B (Takaka)		50 to 30km/h

Recommendation:
Speeds are lowered to 30km/h (consistent with NCC Home Zones)



Tortuous Narrow Unsealed Roads

Consulted on	Priority	Cost	Crash Data	Staging
Yes Option B & D	?	Example McC \$1K Tot \$3K ThO \$3K	All 69 roads Fatal = 2 Serious = 8 Minor = 26 Non injury = 49	?
69 roads in District				
Examples				
1. McCallum Road		10 requests	100km/h	
2. Totaranui Road		1 request	100km/h	
3. Thorpe Orinoco Road		1 request	100km/h	

Recommendation:

Speeds are reduced to 60km/h. However an 80km/h could be considered



Great Taste Trails Roads – 80km/h area



Consulted on	Priority	Cost	Crash Data	Staging
Options 1-4 (Exception – Pugh)	?	\$25-30K	None involving cyclists to date on the example roads listed below	2026

Examples

- Riwaka-Kaiteriteri Road (Non injury 9, Minor 1)
- Higgins Road (Non injury 1, Serious 1)
- Pugh Road (Non injury 3, Serious, 1, Fatal 1)
- Staples Road (Non injury, Minor 1)

Recommendation: That speeds are reduced to 60km/h.

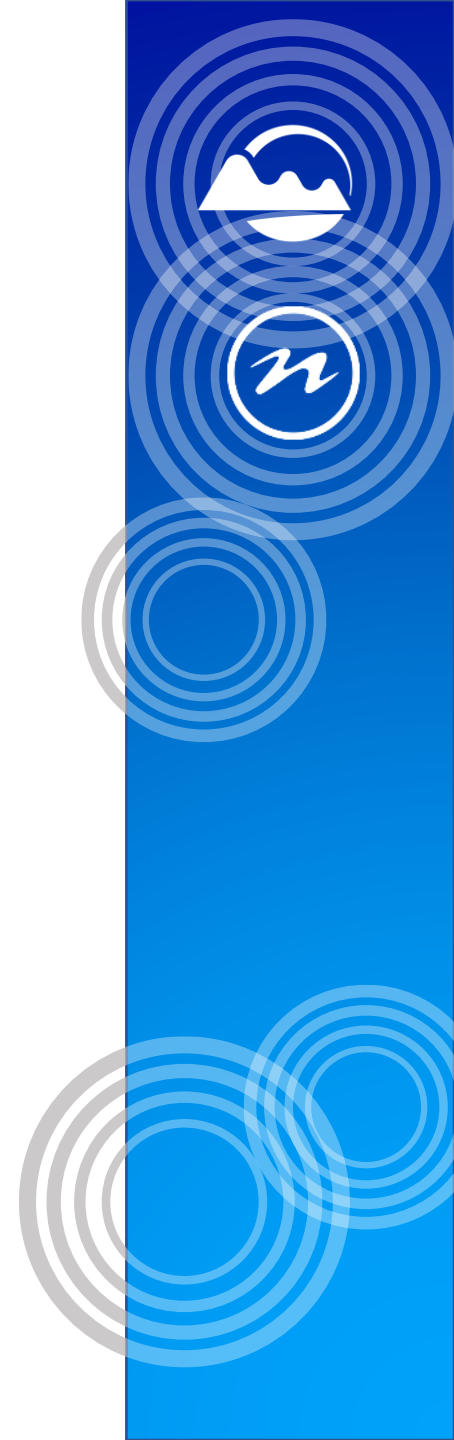




Recommendation

Recommendations

Options	Recommendations
Areas around urban schools	As per Option A & 1
Roads which are adjacent to rural schools	As per Option A & 1
High risk areas	Reduced to 80km/h
Tortuous & narrow unsealed roads	Reduced to 60km/h
Roads where land use has changed	Site specific
Rural residential includes <i>Narrow peri-urban streets (no footpath)</i>	Reduced to 50km/h
Narrow urban streets no footpath	Reduced to 30km/h
Great Taste Trail roads in 80km areas	Reduced to 60km/h



Future Plans

WE ARE PROPOSING FOUR OPTIONS FOR THE URBAN AREA:

(km/h)

URBAN ROADS	OPTION A	OPTION B	OPTION C	OPTION D
Outside schools (within 100m of boundary)	30	30	30	30
School neighbourhoods	50	30	40	30
Selected town centres and tourist areas	50	30	40	30
Local urban streets	50	50	40	30
Urban connector streets with separated cycle facilities	50	50	50	50

Stage 2 (2027)

- Review in light of new rule
- Options B & 3 used as starting point

WE ARE PROPOSING FOUR OPTIONS FOR THE RURAL AREA:

(km/h)

The speeds in Option 4 reflect SAAS and International best practice.

RURAL ROADS	OPTION 1	OPTION 2	OPTION 3	SAAS
				OPTION 4
Outside schools	30-60	30-60	30-60	30-60
Rural residential areas	100	50-60	50-60	50
Unsealed rural roads (winding or narrow)	100	60	80	60
Unsealed rural roads	100	100	80	60
High risk roads and adjacent roads	100	80	80	60-80
Sealed rural roads (winding or narrow)	100	100	80	60
All other sealed rural roads	100	100	80	80

Feedback

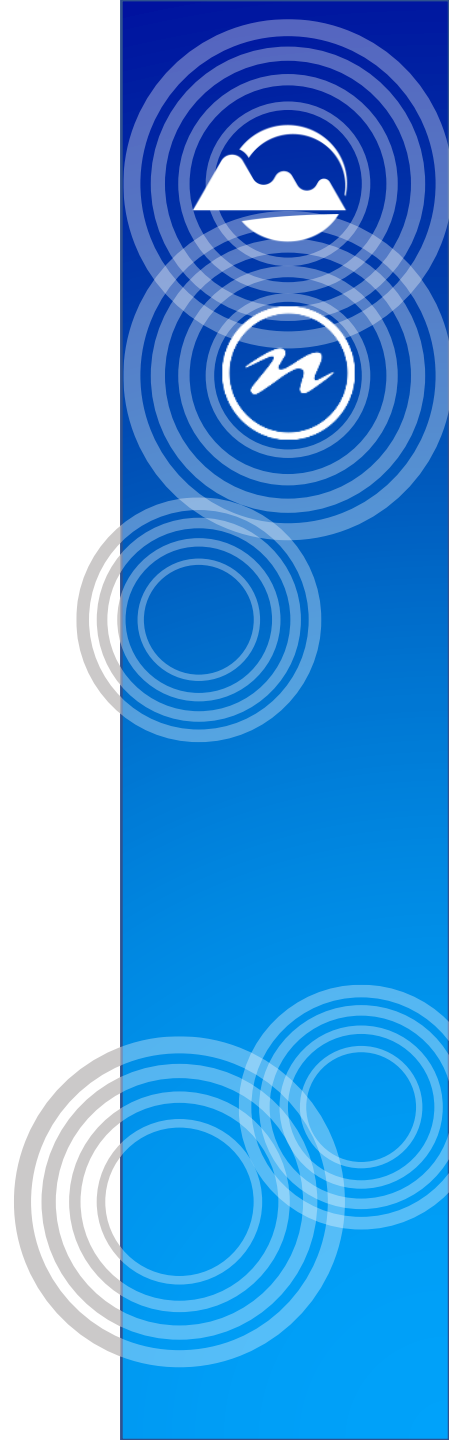
Questions / comments on:

Timing

- Progress with the process

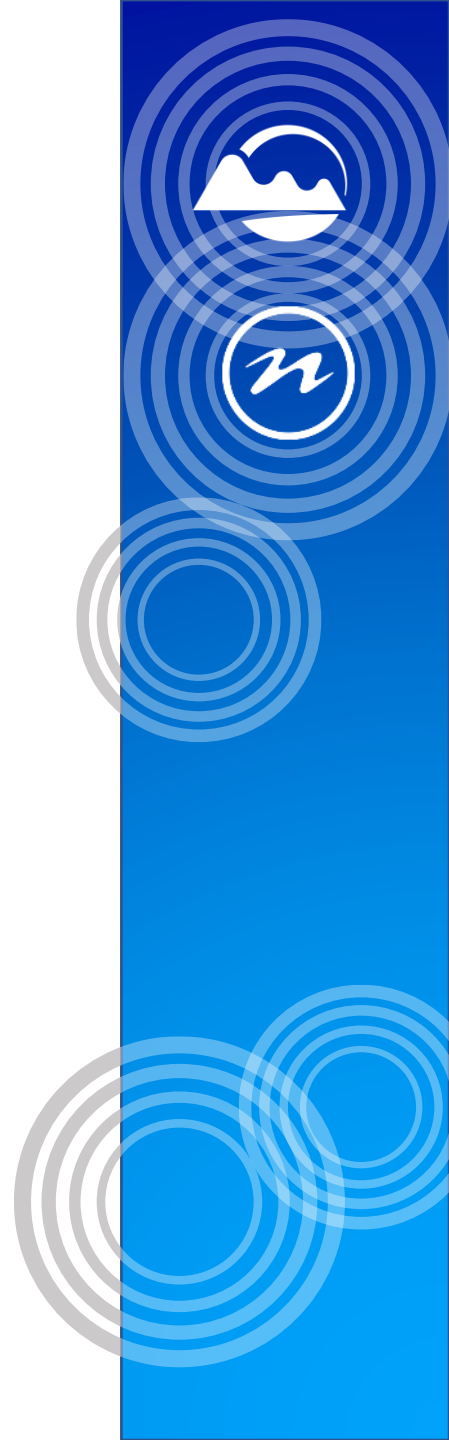
Change Options

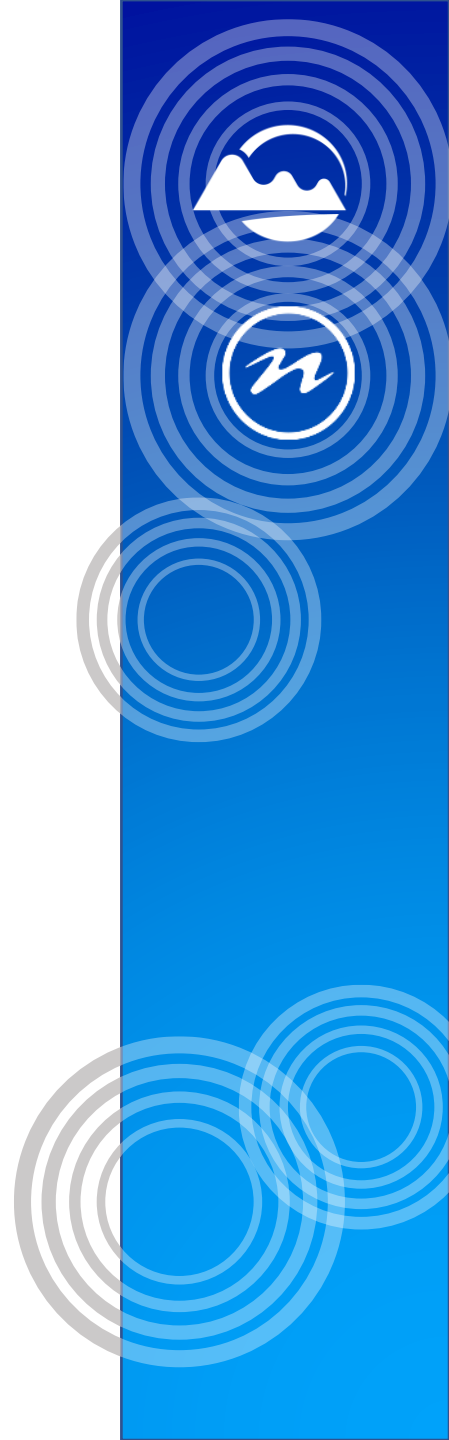
- Stage One (Option A & 1)
 - School speed limits
 - Specific Classifications

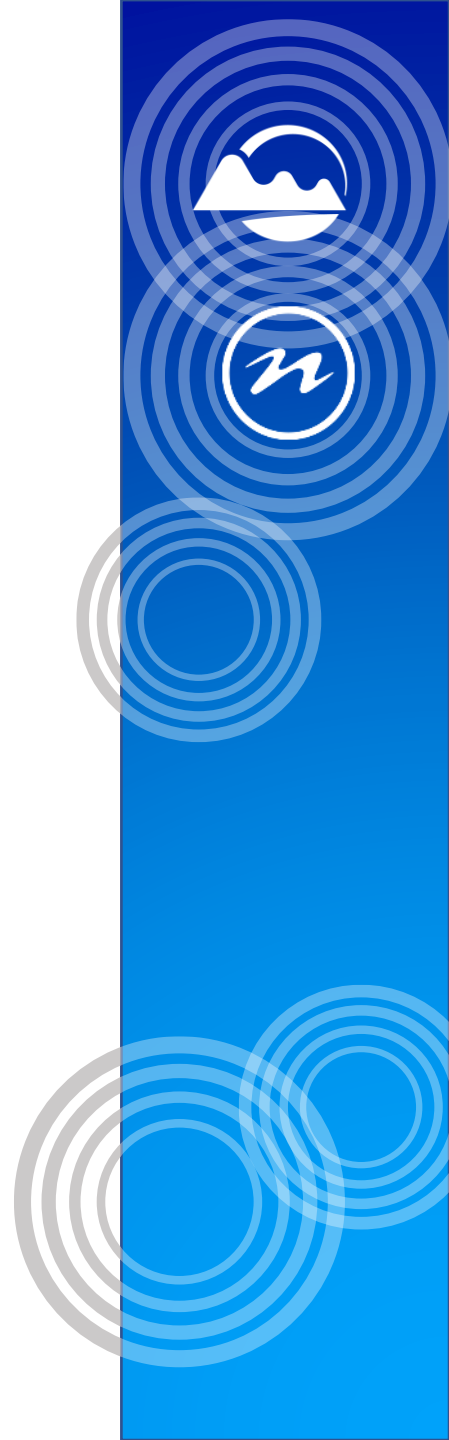


Next Steps

- Feedback to the RTC
- RTC considers the options as part of the deliberations which will come back to Council members







Key themes

those not in favour of speed reductions

Number on the right indicates the number of times that topic was mentioned in submitter comments

1. raise state highway speeds (n123)
2. drivers need more education rather than speed reductions (n118)
3. more road maintenance (n107)
4. concerns about cost of implementation and/or cost on businesses for slower speeds (n101)
5. frustration at slow speeds (n94)
6. people should just drive to the conditions (n60)
7. prefer status quo but want school speeds to be reduced only at school times (n43)
8. rural roads should remain at status quo (n37)
9. congestion will be caused as a result of slow speeds (n33)
10. drivers will be less attentive with slow speeds (n17)



Key themes: *General*

Number on the right indicates the number of times that topic was mentioned in submitter comments

1. other road improvements requested (n123)
2. dangerous behaviour on roads was noted (n108)
3. consistency of speed signs was important (n82)
4. more enforcement (n74)
5. need intersection improvements (n63)

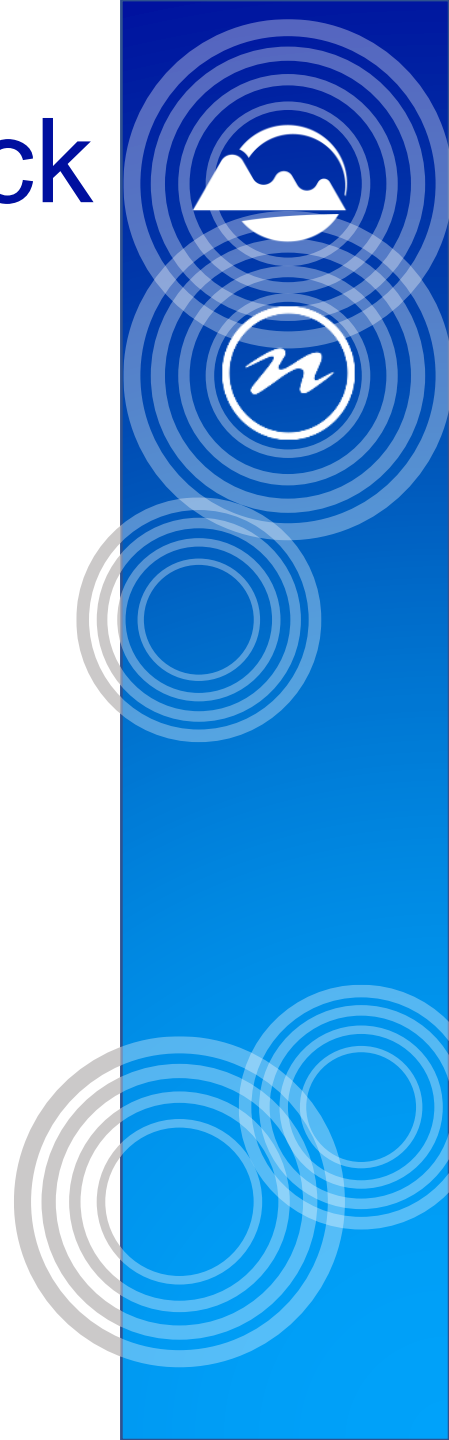


Overview of the Consultation feedback

- **Submitters were also asked for feedback**

The feedback comments not consistent with sentiment expressed in questions

- *'Reduce speed'* was the most common theme (n752)
- *'Current speed is an issue'* in relation to specific locations (n529).
 - Most submitters who requested speed limit reductions cited detailed reasons for the reduction
- Those wanting status quo (n380) in relation to speed tended to be more generic with their feedback.



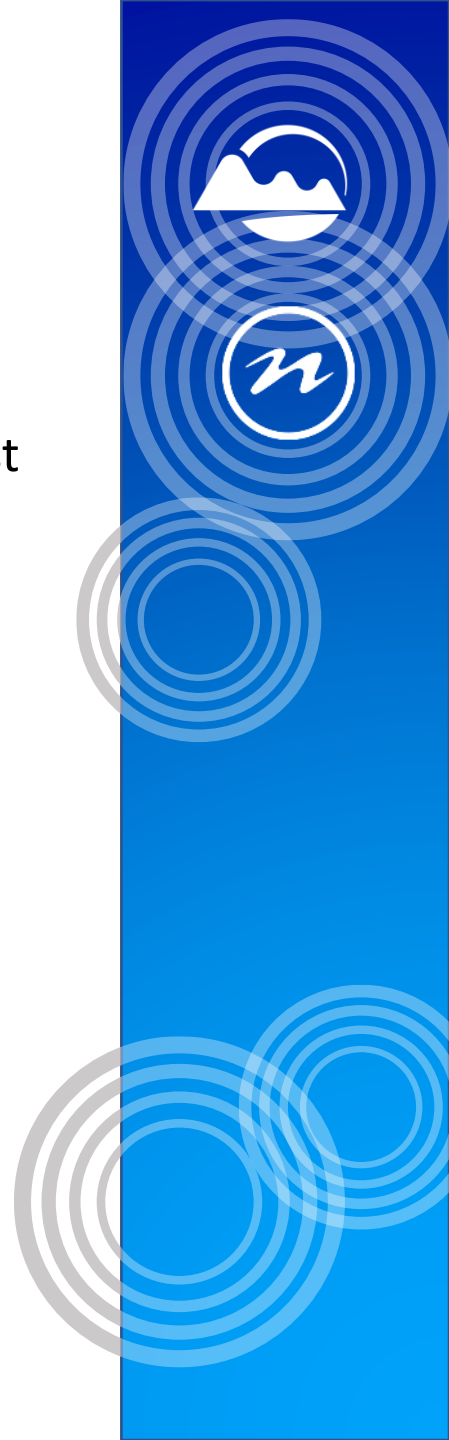
Overview of the Economic assessment

ViaStrada undertook an economic assessment (April 2024) (attachment)

The benefit (or dis-benefit) values were determined using NZTA's Monetised Benefit Cost Manual for each SMP option in terms of expected:

- reductions in crashes and casualties
- impacts on travel times
- changes in vehicle operating costs
- changes in vehicle emissions

The process investigated the quantitative impacts only.



Serious school incident in Takaka

Refer to Attachment



27 February 2024

To: Tasman District Council
Re: Transport Planning
From: Golden Bay High School Board

Tēnā koe Jane

Subsequent to the email from Brian Nesbit on Thursday 14 December, please add this incident to our submission.

On Monday 12th February, at 3:05pm, an incident occurred directly outside of Golden Bay High School. While the child involved fortunately received only minor injuries, the incident illustrates the risks faced. The incident was eye witnessed by the Principal and many students.

Immediately after the end of the school day, a car with a father and his 9 year old daughter, that had recently been picked up from a local primary school, parked on Rototai Road. He parked on the far side of the road near the main entrance. The father was picking up his 11 year old son from Golden Bay High School. When the father crossed the road to find his son, the girl decided to follow. She ran out onto the road and was hit by the front of a car, driven by a member of the public, travelling past the school. The child passed over the bonnet and came to rest in the gutter. Fortunately, the car was driving slowly (estimated 20 km/h) and the child was caught on the corner of the car. The result was scrapes, scratches and bruises. The driver and child were shaken and support provided by nearby adults and the child taken to the local medical centre for check up.

This incident clearly had very real potential to be far more serious. Between school activities and other events such as swimming pool usage and sports, children and teenagers are required to cross the road very regularly in this area (within as well as outside of school hours). A busy bus bay also operates in close proximity.

For these reasons, we reaffirm that the Golden Bay High School Board strongly requests the implementation of a permanent 30 km/hr speed limit along Rototai Road from Melhane Street to Wadsworth Street.

Naku iti noa, nā,

Board Presiding Member
Sasi Struck
On behalf of Golden Bay High School Board



‘When the father crossed the road to find his son, the girl decided to follow. She ran out onto the road and was hit by the front of a car, driven by a member of the public, travelling past the school. The girl passed over the bonnet and came to rest in the gutter.

Fortunately the car was driving slowly (20km/h) and the child was caught on the corner of the car. The result was scrapes, scratches and bruises ...

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Specific Locations for Speed changes in Tasman

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Background

Speed changes are recommended in 2024 on the roads listed on the following pages. This list includes:

- all Tasman schools and adjacent roads (Option 1 and A),
- roads that require a reduction due to land use change and were identified in the consultation document (Orange highlight)
- roads alongside the Great Taste Trail¹ with little separation (Green highlight)
- roads where the public requested a change (Blue highlight).

Unless noted otherwise, school speed limits listed here can be either variable (effective at school start and finish times) or permanent. Signs can be either electronic or static. Examples of each are shown below



Electronic Sign




Static Sign

The NZTA Speed Management Guidance (2022) recommended that electronic signs be used on main roads outside schools, with static signs used on “*minor give way and stop controlled side roads*”.

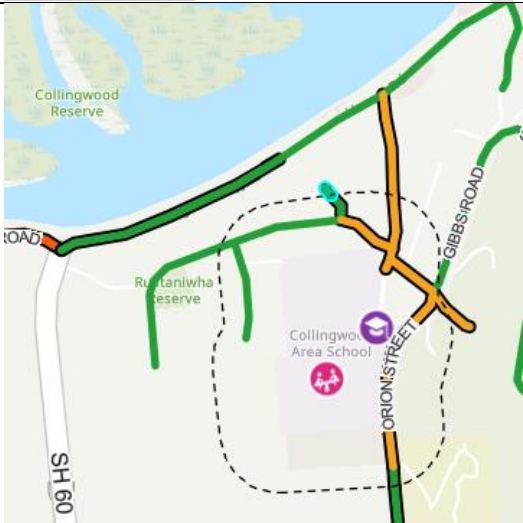
The following pages show Towns and locations where specific changes are proposed. These are listed alphabetically.

¹ Popular cycle route with large cycle numbers.

Brightwater

School - map		Roads
		<p>Current: Ellis Street: 40km/h <u>permanent</u> limit.</p> <p>Proposed: Ellis Street: 30km/h <u>permanent</u> limit</p>
Road (shown in consultation)	Rationale	
<p>Roughton Lane Posted speed: 80km/h Change to: 50km/h</p>	<p>Short (approx 400m) residential road.</p>	

Collingwood

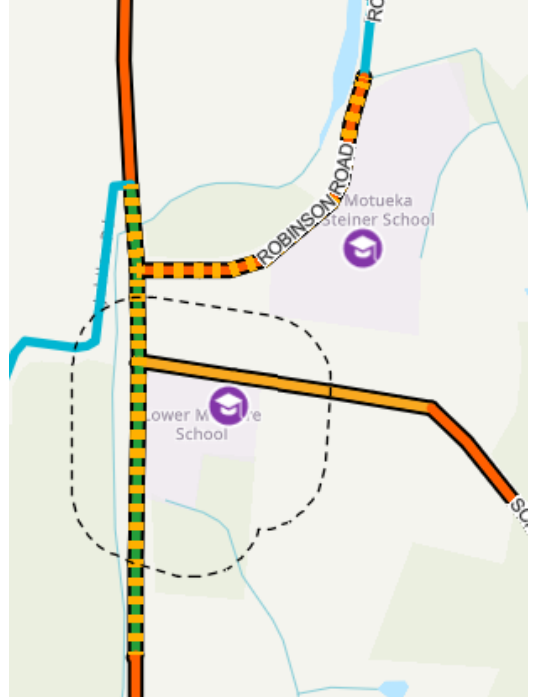
School - map		Roads
		<p>Current: Speed Limit Register shows 100km/h on Orion Street outside the school (although signed at 50km/h) 50km/h on Washington Street and Lewis Street.</p> <p>Proposed:</p> <ul style="list-style-type: none"> • Formalise existing 50km/h on Orion Street, and extend to end of seal • 30km/h on: • Orion Street outside the school • Washington Street • Lewis Street
Road (shown in consultation)	Rationale	
<p>Collingwood Quay (600m to SH60) Posted speed: 70km/h Change to: 50km/h</p>	<p>This section of road is on the outskirts of urban area of Collingwood where there are people using a range of transport modes</p>	
<p>Collingwood-Bainham Road (SH60-Collingwood-Puponga) Posted speed: 70km/h Change to: 60km/h</p>	<p>This section of road is on the outskirts of urban area of Collingwood where there are people using a range of transport modes</p>	

Washington Street (northern section) Posted speed: 100km/h Change to: 50km/h	Residential street, incorrectly posted
Requested Speed	
Excellent Street Posted speed: 100km/h Change to: 50km/h	Land intensification and more recreational use means this road should be lowered.

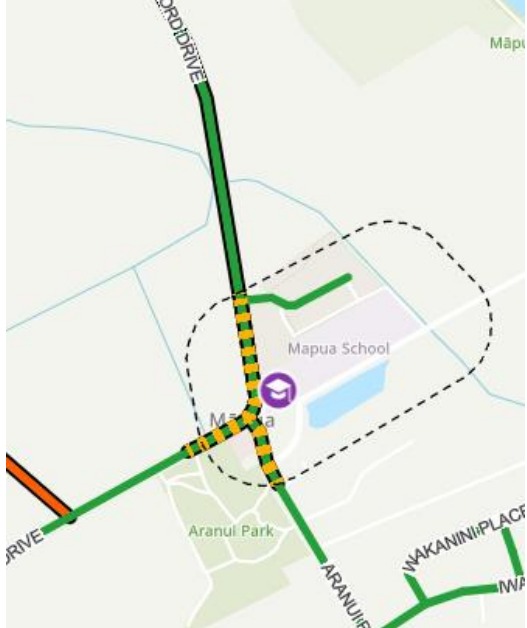
Kaiteriteri

Road (shown in consultation)	Rationale
Riwaka- Kaiteriteri Road Posted speed: 80km/h Change to: 60km/h	Lower speeds around the Mountain bike park to Township
Mapua Causeway Posted speed: 100km/h Change to: 50km/h	Currently incorrect posted speed: too high for residential New speed consistent with surrounding area.
Kaiteriteri-Sandy Bay Road (to Riwaka Sandy Bay Road) Posted speed: 80km/h Change to: 60km/h	More intensification with higher number of recreational users.
Kaiteriteri-Sandy Bay Road (700m past Breaker Bay) Posted speed: 100km/h Change to: 50km/h	Change of land use with more tourist properties.
Cook Crescent Posted speed: 100km/h Change to: 50km/h	Final section of road incorrectly coded
Public Requests	
Marahau Valley Road (first section) Posted speed: 100km/h Change to: 30km/h	Many recreational users. Drop speed to make the surrounding area.
Harvey Road (first section) Posted speed: 60km/h Change to: 30km/h	Many recreational users. Drop speed to make the surrounding area.
Sandy-Bay-Marahau Road (first section) Posted speed: 80km/h Change to: 60km/h	Many recreational users. Drop speed to make the surrounding area. Would be consistent with Kaiteriteri-Sandy Bay Road
Inlet Road Posted speed: 50km/h Change to: 30km/h	Make it consistent with surrounding area
Rowling Road Posted speed: 50km/h Change to: 30km/h	Many recreational users. Make it consistent with other main roads in Kaiteriteri
Stephens Bay Road Posted speed: 50km/h Change to: 30km/h	Make it consistent to surrounding area with other main roads in Kaiteriteri

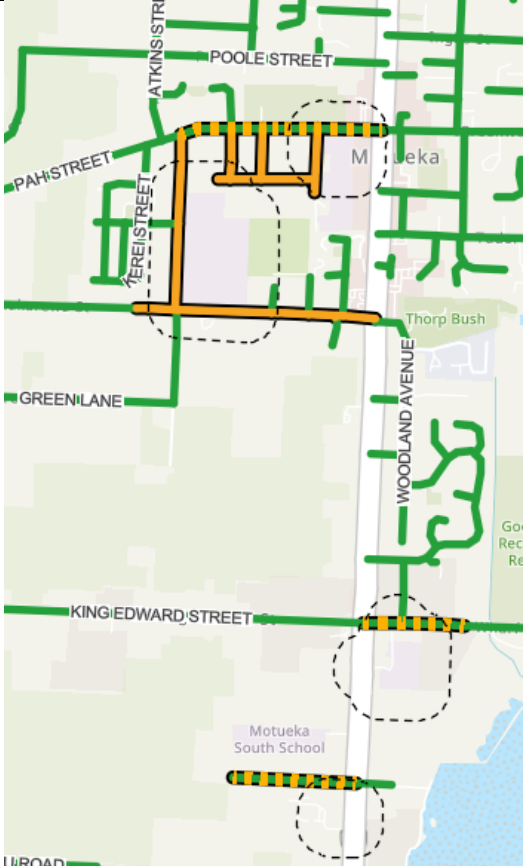
Lower Moutere

School - map	Roads
	<p>Current</p> <p>School Road: 60km/h Main Road Lower Moutere: 70km/h. Robinson Road outside Steiner School: 60km/h</p> <p>Proposed</p> <ul style="list-style-type: none"> • School Road : permanent 30km/h outside the school, 60km/h from the bottom of the hill to Seaview Avenue. • Main Road Lower Moutere: 60km/h between Edwards Road and Hau Road with a Variable Speed Limit of 30km/h outside the school • Robinson Road: 60km/h with a variable 30km/h limit outside the school <p>Great Taste Trail runs along School Road and Main Road Lower Moutere</p>
Road (shown in consultation)	Rationale
Main Road Lower Moutere (School – Edwards Road) Posted speed: 100km/h Change to: 60km/h	Change of land use: too high for residential leading into township and school
Community Road Posted speed: 100km/h Change to: 50km/h	Due to proximity of Riverside community request for speed change

Mapua

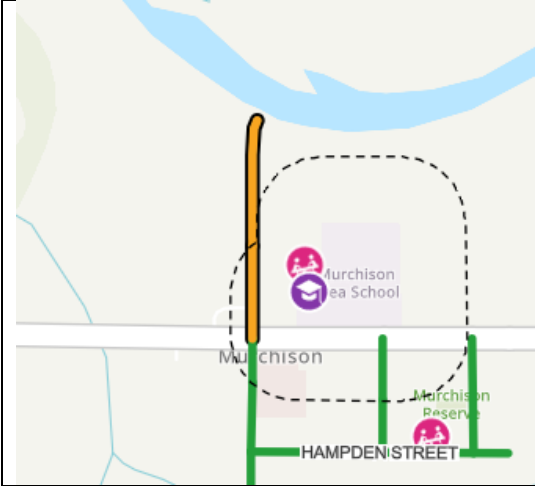
School - map	Roads
	<p>Current: Stafford Drive: 60km/h with a 40km/h variable Mapua Drive and Aranui Road: 50km/h with 40km/h variable</p> <p>Proposed:</p> <ul style="list-style-type: none"> Aranui Road, Mapua Drive and Stafford Drive: 50km/hr with 30km variable speed outside the school
Road	Rationale
<p>Mapua Causeway Posted speed: 100km/h Change to: 50km/h</p>	<p>Currently incorrect posted speed: too high for residential New speed consistent with surrounding area.</p>
<p>Stafford Drive (School to north of Warren Place) Posted speed: 50km/h, but Register shows 60km/h Change to: 50km/h</p>	<p>Speed Limit Register to match posted speed</p>
<p>Pippin Lane Posted speed: 80km/h Change to: km/h: 60km/h</p>	<p>Rural residential road. On-road section of the Great Taste Trail</p>
<p>Chaytor Road Posted speed: 80km/h Change to: 60km/h.</p>	<p>Land intensification means this rural residential road should be lowered. Reduction makes it consistent with surrounding roads</p>
<p>Dawson Road Posted speed: 80km/h Change to: 60km/h.</p>	<p>Land intensification means this rural residential road should be lowered. Reduction makes it consistent with surrounding roads</p>
<p>Seaton Valley Road Posted speed: 80km/h Change to: 60km/h.</p>	<p>Land intensification means this rural residential road should be lowered. Reduction makes it consistent with surrounding roads</p>
<p>Foley Road Posted speed: 100km/h Change to: 60km/h.</p>	<p>Land intensification means this rural residential road should be lowered. Reduction makes it consistent with surrounding roads</p>

Motueka

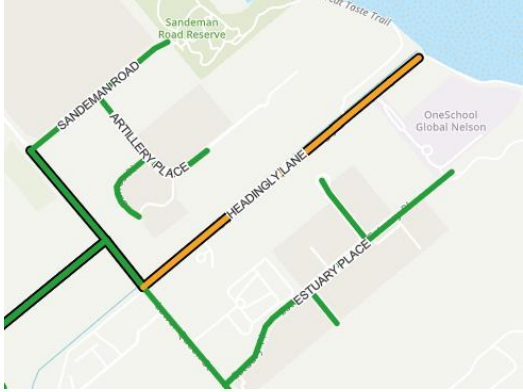
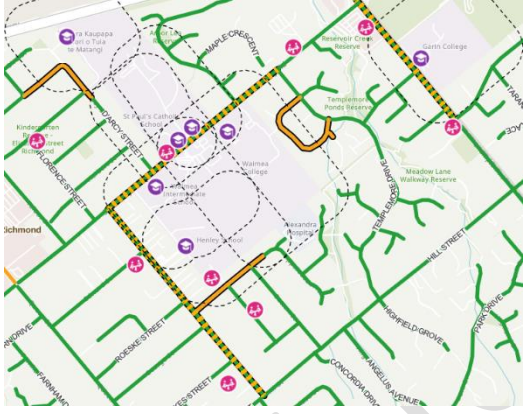
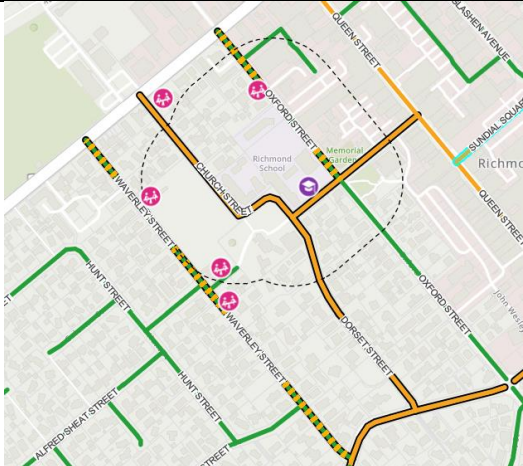
School - map	Roads
	<p>Current: 50km/h</p> <p>Proposed</p> <ul style="list-style-type: none"> • Pah Street, King Edward Street and Courtney Street: 50km/h speed limit with a 30km/h variable limit • Whakarewa Street (between Grey Street and High Street), Grey Street, Bennet, Talbot and McGlashen): Permanent 30km/h speed limit
Road (shown in consultation)	Rationale
<p>Marchwood Park Road Posted speed: 100km/h Change to: 50km/h</p>	<p>Currently incorrect posted speed: too high for urban New speed consistent with surrounding area.</p>
<p>Queen Victoria Street Posted speed: 70km/h Change to: 60km/h</p>	<p>This section of road is on the outskirts of urban area of Motueka where there are people using a range of transport modes.</p>
<p>Wharf Road Posted speed: 70km/h Change to: 60km/h</p>	<p>This section of road is on the outskirts of urban area of Motueka where there are people using a range of transport modes.</p>
<p>Staples Street Posted speed: 80km/h Change to: 60km/h</p>	<p>High recreational use. On Road section of the Great Taste Trail.</p>
<p>Little Sydney Road Posted speed: 100km/h Change to: 60km/h</p>	<p>Land intensification means this rural residential road should be lowered. Reduction makes it consistent with surrounding roads</p>
<p>Settlers Road Posted speed: 100km/h Change to: 60km/h</p>	<p>Land intensification means this rural residential road should be lowered. Reduction makes it consistent with surrounding roads</p>
Public Requests	
<p>Whakarewa Street (Chamberlain to river) Posted speed: 80km/h</p>	<p>Land intensification means this rural residential road should be lowered. High recreation use.</p>

Change to: 60km/h	
Motueka Valley Highway (Alexander Bluff Road – Woodstock) Posted speed: 100km/h Change to: 80km/h	High risk road which is windy and tortuous .
Chamberlain Street Posted speed: 100km/h Change to: 80km/h	Land intensification means this rural residential road should be lowered. Some recreation use.
River Road Posted speed: 100km/h Change to: 80km/h	Land intensification means this rural residential road should be lowered.
Quayle St (High Street South) Posted speed: 60km/h Change to: 50km/h	Land intensification means this rural residential road should be lowered. High recreation use.

Murchison

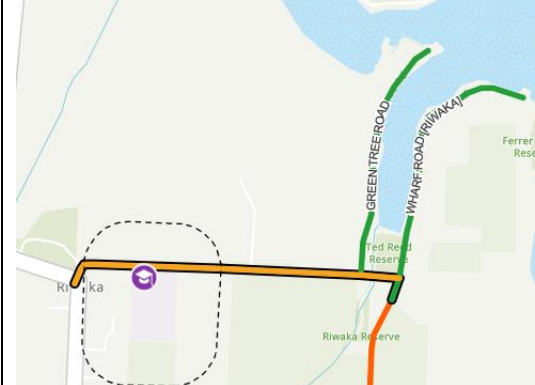
School - map	Roads
	<p>Current: 50km/h</p> <p>Proposed:</p> <ul style="list-style-type: none"> Fairfax St would reduce to 30km/h from State Highway to the river.
Road (shown in consultation)	Rationale
Cromwell St (east of George) Posted speed: 100km/h Change to: 50km/h	Currently incorrect posted speed: too high for residential New speed consistent with surrounding area.
Fairfax Street (south of Cromwell St) Posted speed: 70km/h Change to: 50km/h	This section of road is on the outskirts of urban area of Murchison where there are people using a range of transport modes.

Richmond

<p>Oneschool School - map</p> 	<p>Roads</p> <p>Current Estuary Place and Headingly Lane: 50km/h</p> <p>Proposed</p> <ul style="list-style-type: none"> • Headingly Lane: 30km/h due to school and Great Taste Trail • Estuary Place: 50km/h with variable 30km/h
<p>Salisbury and Champion Schools</p> 	<p>Current: Speed limit is 50km in Richmond</p> <p>Proposed:</p> <ul style="list-style-type: none"> • Salisbury Road will have a variable speed limit of 30km/h from Templemore Drive to William Street, • William Street would have a variable 30km/h limit on its entire length • Gilbert Street would be a permanent 30km/h • D'Arcy Street would be 30km/h outside the front of the school • Heritage Crescent would be 30km/h
<p>Richmond School</p> 	<p>Current Currently the speed limit is 50km/h around Richmond School</p> <p>Proposed</p> <ul style="list-style-type: none"> • Church Street and Dorset Street would have a permanent 30km/h speed limit • Waverley would have 30km/h variable speed limit • Oxford Street would have a 30km/h variable speed limit • Cambridge Street would become 30km/h • Wensley Road would be 30km/h between Waverley St and Oxford Street

Road (shown in consultation)	Rationale
Eyles Road Posted speed: 100km/h Change to: 60km/h	Peri-urban road which is used by cyclists
McShane Road Posted speed: 80km/h Change to: 50km/h	Change of land use. No longer a rural connector but should be a urban connector given its current use. Have public support for this.
Paton Road (Ranzau to past Hope School) Posted speed: 80km/h Change to: 60km/h	Change of land use. No longer a rural connector but should be a urban connector given its current use and future development plans and proximity to school. Have public support for this.
Silvan Place Posted speed: 100km/h Change to: 50km/h	Peri-urban road which is used by cyclists
Lower Queen Street (Headingly to Sandeman Reserve) Posted speed: 60km/h Change to: 50km/h	Cycle connection to Headingly Lane and Sandeman Reserve as shown in the Walking and Cycling Strategy
Lower Queen Street (Landsdowne Road west) Posted speed: 80km/h Change to: 60km/h	On-road section of the Great Taste Trail with very high usage.
Landsdowne Road (LQS to Best Island) Posted speed: 80km/h Change to: 60km/h	On-road section of the Great Taste Trail with very high usage.
Best Island Road Posted speed: 80km/h Change to: 60km/h	Reclassified from rural connector to peri-urban road. Higher number of cyclists on road now

Riwaka

School - map	Roads
	<p>Current: School Road: 50km/h</p> <p>Proposed: School Road: permanent 30km/h</p> <p>This road is also an on-road section of the Great Taste Trail</p>
GTT Request	Rationale
Goodall Street Posted speed: 100km/h Change to: 60km/h	On-road section of the Great Taste Trail.

St Arnaud

Road	Rationale
Ward Street Posted speed: 100km/h Change to: 30km/h	Currently incorrect posted speed: too high for residential New speed consistent with surrounding area.
Range View Road Posted speed: 100km/h Change to: 30km/h	Currently incorrect posted speed: too high for residential. New speed consistent with surrounding area.
Alpine Meadows Drive Posted speed: 100km/h Change to: 50km/h	Currently incorrect posted speed: too high for residential. New speed consistent with surrounding area.

Takaka


School - map	Roads
	<p>Current: 50km/h</p> <p>Proposed:</p> <ul style="list-style-type: none"> • Boundary Road and Wadsworth Street will reduce to 30km/h • Rotaitai Road would be 50km/h with 30km/h variable speed limit outside the High School • Meihana Street would be 50km/h with 30km/h variable speed limit.
Road	Rationale
Windle Road Posted speed: 100km/h Change to: 50km/h	Currently incorrect posted speed: too high for residential/commercial centre. New speed consistent with surrounding area.
Coote Street Posted speed: 100km/h Change to: 50km/h	Currently incorrect posted speed: too high for residential/commercial centre. New speed consistent with surrounding area.
Nees Road Posted speed: 100km/h Change to: 60km/h	Land intensification means this rural residential road should be lowered.
Abel Tasman Drive (Ligar Bay past Tata) Posted speed: 60km/h Change to: 50km/h	Land intensification and more recreational use means this road should be lowered.

Tata Beach Esplanade Posted speed: 100km/h Change to: 30km/h	Land intensification and more recreational use means this road should be lowered in line with Kaiteriteri speeds. Consulted on 50km/h but had requests for 30km
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Road Requested	
Abel Tasman Drive (Port Area) Posted speed: 60km/h Change to: 50km/h	Busy area of road with Port traffic and recreational users. Should be consistent with surrounding roads.
Cornwall Place (Tata) Posted speed: 50km/h Change to: 30km/h	Land intensification and more recreational use means this road should be lowered in line with Kaiteriteri speeds.
Tata Heights (Tata) Posted speed: 60km/h Change to: 50km/h	Land intensification and more recreational use means this road should be lowered in line with Kaiteriteri speeds.
Peninsula Road (Tata) Posted speed: 60km/h Change to: 50km/h	Land intensification and more recreational use means this road should be lowered in line with Kaiteriteri speeds.
Rangihaeta Road Posted speed: 100km/h Change to: 50km/h	Land intensification and more recreational use means this road should be lowered.
Fraser Road Posted speed: 100km/h Change to: 50km/h	Land intensification and more recreational use means this road should be lowered.
Keoghan Road Posted speed: 100km/h Change to: 50km/h	Land intensification and more recreational use means this road should be lowered.
Fenwick Road Posted speed: 100km/h Change to: 50km/h	Land intensification and more recreational use means this road should be lowered.

Tapawera

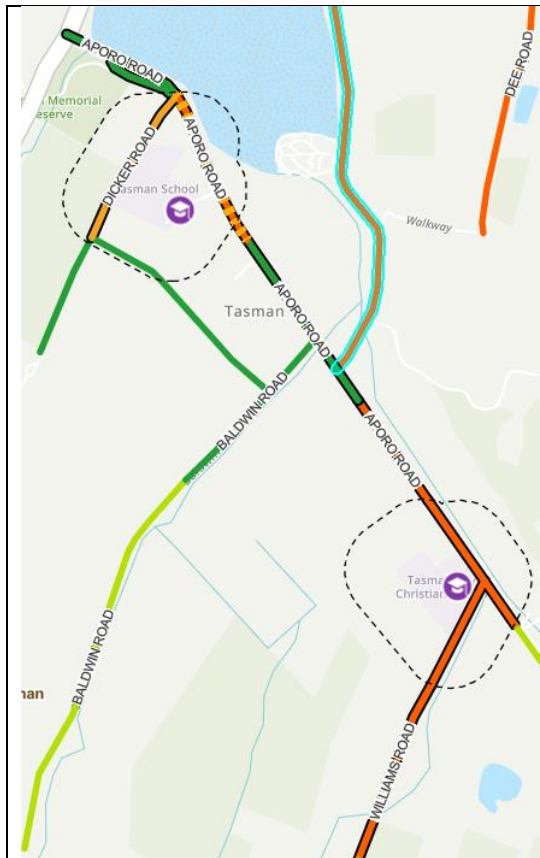
School - map	Roads
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	<ul style="list-style-type: none"> The road outside the school would be 50km/h with a 30km/h limit <p>Current: Main Road Tapawera: 50km/h</p> <p>Proposed: 50km/h with a 30km/h limit</p>
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Road	Rationale
Tapawera Service Lane Posted speed: 100km/h Change to: 50km/h	Currently incorrect posted speed: too high for residential/commercial centre. New speed consistent with surrounding area.
Ferry Inn Lane Posted speed: 100km/h Change to: 50km/h	Currently incorrect posted speed: too high for residential/commercial centre. New speed consistent with surrounding area.

Tasman

School - map	Roads
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Current:

Aporo Road: 60km/h

Proposed:

Tasman School:

- 50km/h on Aporo Road (SH60 to south of Kina Road)
- Dicker Road reduces to 30km/h

Tasman Christian School

- 60km/h on Aporo Road from Kina Beach Road to south of Williams

Great Taste Trail runs adjacent to Aporo Road

Road	Rationale
Harley Road Posted speed: 80km/h Change to: 60km/h	Housing intensification means that this rural residential road that needs speed reduction. Great Taste Trail also crosses this road
Tasman View Road (Harley Road to Harley Ridged) Posted speed: 80km/h Change to: 60km/h	Housing intensification means that this rural residential road that needs speed reduction. Great Taste Trail beside this road
Mamaku Road Posted speed: 80km/h Change to: 60km/h	Land intensification means this rural residential road should be lowered. Reduction makes it consistent with surrounding roads
Deck Road Posted speed: 80km/h Change to: 60km/h	Land intensification means this rural residential road should be lowered. Reduction makes it consistent with surrounding roads
Brook View Heights Posted speed: 80km/h Change to: 60km/h	Land intensification means this rural residential road should be lowered. Reduction makes it consistent with surrounding roads
Permin Road Posted speed: 80km/h Change to: 60km/h	Land intensification means this rural residential road should be lowered. Reduction makes it consistent with surrounding roads

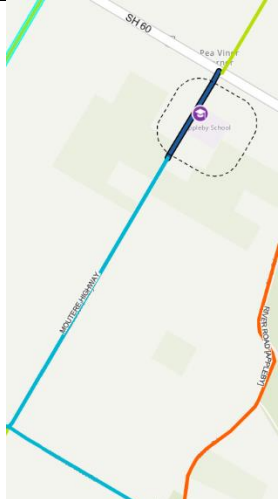

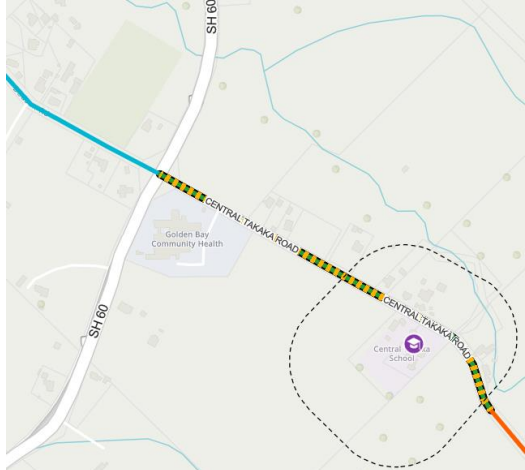
Requested Road	
Tasman View Road Posted speed: 80km/h Change to: 60km/h	Great Taste Trail beside this road

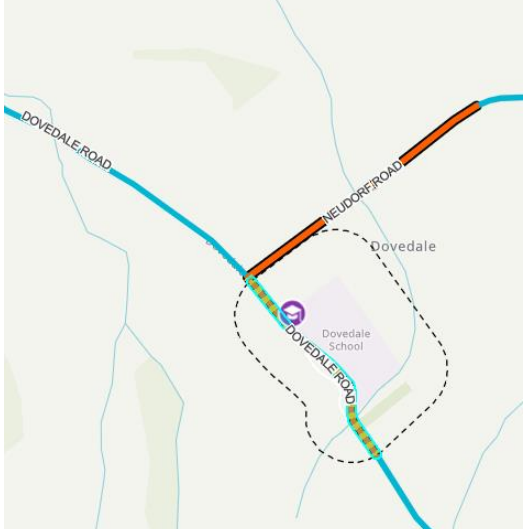
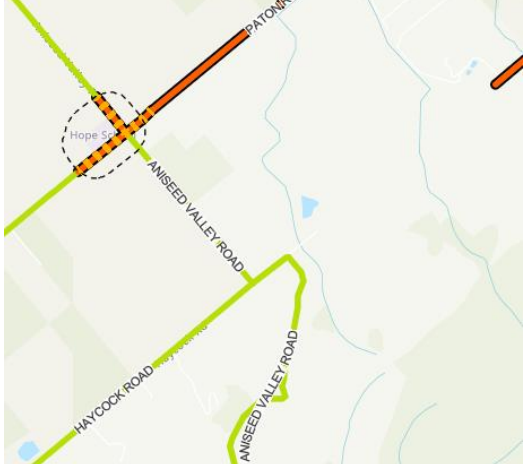
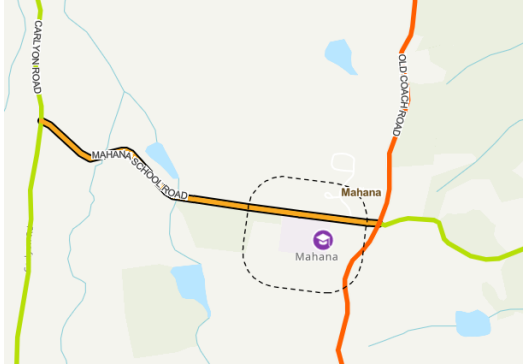
Marriages Road Posted speed: 80km/h Change to: 60km/h	Land intensification means this rural residential road should be lowered. Reduction makes it consistent with surrounding roads
Pomona Road Posted speed: 80km/h Change to: 60km/h	Land intensification means this rural residential road should be lowered. Reduction makes it consistent with surrounding roads
Awa Awa Road Posted speed: 80km/h Change to: 60km/h	Land intensification means this rural residential road should be lowered. Reduction makes it consistent with surrounding roads

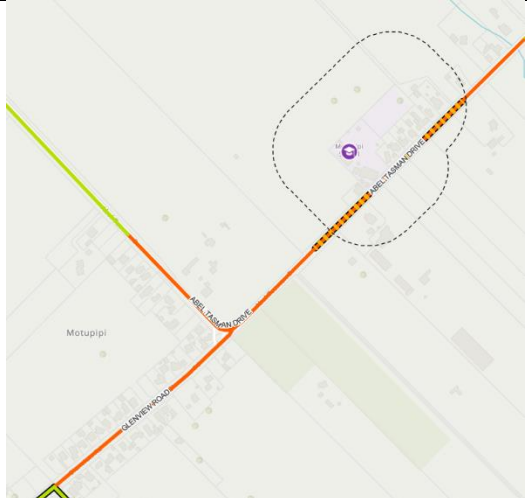

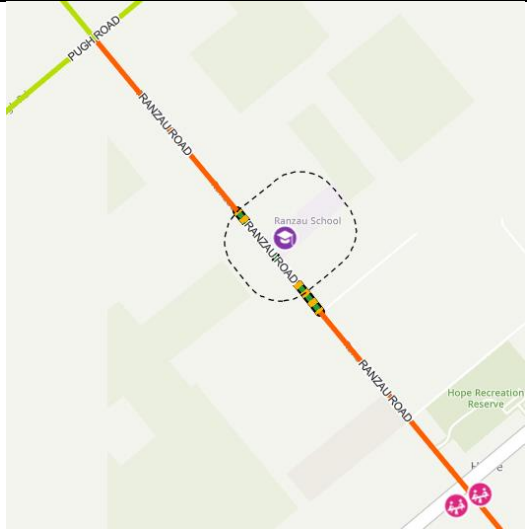
Wakefield

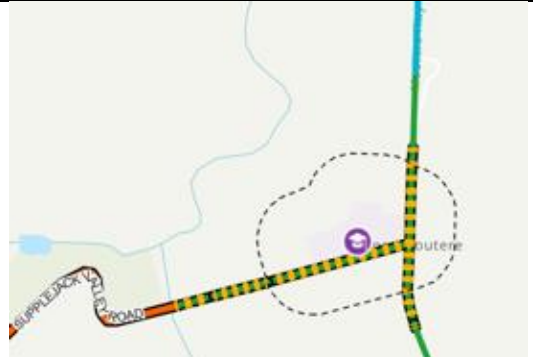
School - map		Roads
		<p>Current: Speed limit outside the school 50km/h, Town Centre is 30km/h</p> <p>Proposed: The town centre 30km/h zone would extend past the school to west of Pitfure Street The speed limit on Edward Street and Treeton Place outside would reduce to 30km/h</p>
Road	Rationale	
Baigent Reserve Access Posted speed: 100km/h Change to: 50km/h	Short (approx 250m) reserve road close to residential area	
Higgins Road Posted speed: 80km/h Change to: 60km/h.	Peri-urban area with Great Taste Trail adjacent	
Eighty Eight Valley Road Posted speed: 70km/h Change to: 60km/h	This section of road is on the outskirts of urban area of Wakefield where there are people using a range of transport modes.	
Ara o Paki Paki (south section) Posted speed: 100km/h Change to: 50km/h.	New subdivision incorrectly coded.	
Louden Place (south section) Posted speed: 100km/h Change to: 50km/h.	New subdivision incorrectly coded.	
Pigeon Valley Road (Baigents Bush) Posted speed: 100km/h Change to: 50km/h.	Coded as Local Street so speed reduced (100m section)	

Rural Schools

<p>Appleby School - map</p> 	<p>Roads</p> <p>Current: Moutere Highway: 80km/h with a 40km/h variable limit.</p> <p>Proposed: Moutere Highway: 80km/h with a 40km/h <u>permanent</u> limit.</p>
<p>Brooklyn School - map</p> 	<p>Roads</p> <p>Current Umukuri Road and Old Mill Road: 60km/h with a 40km/h variable limit</p> <p>Proposed Umukuri and Old Mill Road Speed Limit: 60km/h with a Variable Speed Limit of <u>30km/h</u></p>
<p>Central Takaka School- map</p> 	<p>Roads</p> <p>Current Central Takaka Road 80km/h</p> <p>Proposed Central Takaka Road (SH60 to past the school): <u>50km/h</u> with a Variable Speed Limit of <u>30km/h</u></p>

<p>Dovedale School - map</p>	<p>Roads</p>
	<p>Current Dovedale Road: 60km/h with a 40km/h variable limit</p> <p>Proposed</p> <ul style="list-style-type: none"> • Dovedale Road: 60km/h with a <u>30km/h</u> variable limit • The initial section of Neudorf Road from Dovedale Road will be reduced to 60km/h.
<p>Hope School - map</p>	<p>Roads</p>
	<p>Current Paton Road and Aniseed Valley Road: 80km/h with a 40km/h variable limit</p> <p>Proposed</p> <ul style="list-style-type: none"> • Aniseed Road: Variable Speed Limit of 30km/h. • Paton Road between Aniseed Valley Road and Ranzau Road would permanently reduce to 60km and the Variable speed would be 30km/hr outside the school.
<p>Mahana School - map</p>	<p>Roads</p>
	<p>Current Mahana School Road: 60km/h</p> <p>Proposed Mahana School Road: 30km/h permanent</p>

<p>Motupipi School - map</p> 	<p>Roads</p> <p>Current Abel Tasman Drive: 60km/h with a 40km/h variable limit</p> <p>Proposed Abel Tasman Drive: 60km/h with a 30km/h variable limit</p>
<p>Ngatimoti School - map</p> 	<p>Roads</p> <p>Current Motueka Valley Highway and Greenhill Road: 100km/h</p> <p>Proposed</p> <ul style="list-style-type: none"> • Greenhill Road: Permanent Speed Limit of 30km/h outside Ngatimoti School • Motueka Valley Highway (between River Haven and Peninsula Road) will reduce to 60km with a 30km variable speed limit outside the school <p>Great Taste Trail runs close to this section of the Motueka Valley Highway</p>
<p>Ranzau School - map</p> 	<p>Roads</p> <p>Current Ranzau Road: 60km/h with a 40km/h variable limit</p> <p>Proposed Ranzau Road: 60km/h with a <u>30km/h</u> variable limit</p>

Upper Moutere School - map	Roads
	<p>Current Moutere Highway: 50km/h with a 40km/h variable limit</p> <p>Proposed</p> <ul style="list-style-type: none"> • Moutere Highway: 50km/h with a 30km/h variable limit • Supplejack Valley Road would reduce to 60km/h prior to the school area.

Rural area not included in township section

Road	Rationale
Ken Beck Drive Posted speed: 70km/h Change to: 60km/h	This section of road has many recreational users including a great number of Great Taste Trail rides (novices to expert riders)
Aniseed Valley Road, Hope Posted speed: 70km/h Change to: 60km/h.	The final section of this road is classified as tortuous.
Arnold Land (Spring Grove) Posted speed: 100km/h Change to: 60km/h.	Short 100m peri-urban road.
Porika Road (Lake Rotoroa) Posted speed: 100km/h Change to: 50km/h.	Short corridor adjustment. 100m section of road should be coded as 50km/h for consistency with surrounding area.
Public requests	Rationale
Moutere Highway Posted speed: 100km/h Change to: 80km/h	Many requests to lower this road due to the diverse users and very few straight sections. Has been classified as a high-risk road. Consider also lowering side roads
Neudorf Road Posted speed: 100km/h Change to: 80km/h.	Many requests to lower this road due to the diverse users and very few straight sections. Considered a high-risk road..
Aniseed Valley Road Posted speed: 80km/h Change to: 60km/h.	High recreational use especially in summer. Windy and narrow.
Clover Road (SH-Paton) Posted speed: 100km/h Change to: 80km/h.	Inconsistent with surrounding roads which are 80km.

Rural Residential Roads

Land intensification means this rural residential road should be lowered. Reduction makes it consistent with surrounding roads. Changes shown in consultation document

	Posted speed	Change to
Research Orchard Road (Redwood Valley)	80km/h	60km/h.
Pukeko Lane (Redwood Valley)	80km/h	60km/h.
Redvale Road (Redwood Valley)	100km/h	50km/h.
Martin Conway Road (Redwood Valley)	100km/h	50km/h.
Stringer Road (last section (Redwood Valley)	80km/h	50km/h.
Mahoe Close (Mahana)	100km/h	60km/h.
Old Coach Road (SH to Carlyon (Mahana)	80km/h	60km/h.
Mahana Ridge (Mahana)	100km/h	60km/h.
Apple Valley Road East (Mahana)	100km/h	60km/h.
Bronte Road East (Mahana)	100km/h	<i>Residents request change to 40km/h same as Hoddy Road.</i>
Petra Way (Mahana)	100km/h	60km/h.
Chaytor Road (Mahana)	80km/h	60km/h.
Mytton Heights (Motueka Valley)	100km/h	50km/h.
Wharua Tiro Place (Motueka Valley)	100km/h	50km/h.
Chaytor Road (Mahana)	100km/h	60km/h.
Milanthorpe Quay (Parapara)	100km/h.	50km/h.
Nelson Street (Parapara)	100km/h.	50km/h.
Kendal Street (Parapara)	100km/h	50km/h.
Totara Avenue (Puponga)	100km/h	50km/h.
Collingwood-Puponga Main Road (Pakawau)	60km/h	50km/h.
Ward Place (Port Puponga)	60km/h	50km/h.
McGowan Street (Puponga)	60km/h	50km/h.

Speed reduction where there are roads with on road sections of the Great Taste Trail

	Posted speed	Change to
Motueka River West Bank.	100km/h	60km/h
Baton Valley Road	100km/h	60km/h
Tapawera-Baton Road	100km/h	60km/h
Tadmor Valley Road	100km/h	60km/h
Quail Valley Road (first section off SH6)	100km/h	60km/h
Hoult Valley Road (first section off SH6)	100km/h	60km/h
Edwards Road (Treeton Place to Higgins Road)	50km/h	30km/h

Draft for discussion