

Report No:	RESC12-04-03
File No:	B953
Date:	16 April 2012
<b>Decision Required</b>	

## REPORT SUMMARY

**Report to:** Engineering Services  
**Meeting Date:** 26 April 2012  
**Report Author:** Gary Clark, Transportation Manager  
**Subject:** Speed Limit Review – Mapua, Ruby Bay and Tasman

### EXECUTIVE SUMMARY

At the Engineering Services Committee meeting on 27 October 2011 the following recommendations were adopted:

**THAT the Engineering Services Committee receives the report Proposed Speed Limit Changes – Aporo Road and Surrounding Road Network, RESC11-10-05 and**

**THAT the Engineering Services Committee approves the changes to the posted speed limits as per the table below.**

Road Name	Between	Current Posted Speed km/h	New Posted Speed km/h
Aporo Road	Through Tasman Village	70	60
Aporo Road	From Stafford Drive – 70/100 SL sign near Baldwin Road	100	80
Marriages Road	Aporo Road – Awa Awa Road	100	80
Mamaku Road	Marriages Road - end	100	80
Awa Awa Road	Marriages Road - end	100	80
Pomona Road	Marriages Road – 50/100 SL sign	100	80
Foley Road	Pomona Road – Awa Awa	100	80
Pine Hill Road West	Pomona Road – end	100	80
Permin Road	Aporo Road – end	100	80
Brook View Heights	Permin Road – end	100	80
Horton Road	Aporo Road – end	100	80
Williams Road	Aporo Road – end	100	80
Kina Beach Road	Aporo Road - 70/100 SL sign near Dee Road	100	80
Kina Peninsula Road	Kina Beach Road - end	100	80
Dee Road	Kina Beach Road - end	100	80
Baldwin Road	From existing 50/100 SL sign to end	100	80

This report summarises the submissions received from the consultation process and discusses the options and draft recommendations for consideration.

## **RECOMMENDATION**

That the Committee receives this report and approves the changes to the current speed limits.

## **DRAFT RESOLUTION**

**THAT the Engineering Services Committee receives the report Speed Limit Review – Mapua, Ruby Bay and Tasman, RESC12-04-03 and;**

**THAT the Engineering Services Committee agrees to the new posted speed limits on those roads referred to in the Report - Speed Limit Review – Mapua, Ruby Bay and Tasman, RESC12-04-03.**

Report No:	RESC12-04-03
File No:	
Report Date:	16 April 2012
<b>Decision Required</b>	

**Report to:** Engineering Services  
**Meeting Date:** 26 April 2012  
**Report Author:** Gary Clark, Transportation Manager  
**Subject:** **Speed Limit Review – Mapua, Ruby Bay and Tasman**

## 1. Purpose

- 1.1 The purpose of this report is to summarise the submissions received for the proposed speed limits changes for the areas of Mapua, Ruby Bay and Tasman and to recommend a resolution.

## 2. Background

- 2.1 When the new section of The Coastal Highway (the Ruby Bay Bypass) was opened in late 2010, ownership of the former section of state highway was handed over to Council along with responsibility for operations and maintenance.
- 2.2 When the former section of The Coastal Highway was under the control of the New Zealand Transport Agency it carried all state highway traffic to Motueka. The traffic flows on this road have significantly reduced to approximately a quarter since it came under Council control. The function of the road has also changed from a main commuter and commercial transport link to that of a Collector function carrying what is mainly local and tourist traffic.
- 2.3 This report covers submissions received on the proposal to lower a number of speed limits in the Tasman, Mapua and Ruby Bay areas.
- 2.4 The changes were advertised for consultation from 12 November 2011 with submissions closing Thursday 22 December 2011. The changes were advertised in Council's Newslines (November issue), in the and on the website.
- 2.5 The proposed changes are described below:

Road Name	Existing speed limit kph	Proposed speed limit kph	Description of proposed change
Aporo Road	70	<b>60</b>	Through Tasman Village - From the existing 70/100 speed limit sign south of Baldwin Road extending in a northerly direction to the existing 70/100 speed limit sign near the intersection with State Highway 60
Aporo Road	100	<b>80</b>	From Stafford Drive extending in a northerly direction to the existing 70/100 speed limit sign south of Baldwin Road
Aranui Road	70	<b>50</b>	Extend the existing Mapua Urban Traffic Area in a northerly direction along Aranui Road with a speed limit of 50kph to Stafford Drive
Awa Awa Road	100	<b>80</b>	From Marriages Road to road end
Baldwin Road	100	<b>80</b>	From the existing 50/100 speed limit sign on Baldwin Road and extending in a westerly direction to the road end
Brook View Heights	100	<b>80</b>	From Permin Road to road end
Dee Road	100	<b>80</b>	From Kina Beach Road to road end
Foley Road	100	<b>80</b>	From Pomona Road to Awa Awa Road
Horton Road	100	<b>80</b>	From Aporo Road to road end
Kina Beach Road	100	<b>80</b>	From Aporo Road to the existing 70/100 speed limit sign near Dee Road
Kina Peninsula Road	100	<b>80</b>	From Kina Beach Road to road end
Mapua Drive	70	<b>60</b>	From the existing 70/100 speed limit sign east of Seaton Valley Road to Aranui Road
Mapua Drive	100	<b>80</b>	Extending in a north-easterly direction from the intersection of State Highway 60 to the existing 70/100 speed limit sign east of Seaton Valley Road
Mamaku Road	100	<b>80</b>	From Marriages Road to road end
Marriages Road	100	<b>80</b>	From Aporo Road to Awa Awa Road
Permin Road	100	<b>80</b>	From Aporo Road to road end
Pine Hill Road West	100	<b>80</b>	From Pomona Road to road end
Pine Hill Road	100	<b>60</b>	From Stafford Drive to road end
Pomona Road	100	<b>80</b>	From Marriages Road to the existing 50/100 speed limit sign on Pomona Road
Stafford Drive	70	<b>60</b>	From Aranui Road intersection to the existing 70/100 speed limit sign north of Brabant Drive
Stafford Drive	100	<b>80</b>	From the existing 70/100 speed limit sign north of Brabant Drive to Aporo Road
Williams Road	100	<b>80</b>	From Aporo Road to road end

### 3. Submissions Summary

#### 3.1 Comment

There were 28 submissions received with one requesting a speed reduction on Edward Street, Wakefield and several requesting Harley Road be considered. These additional sites are outside the scope of this current speed limit review

#### 3.2 Submissions – Summary and Comment

The following is a summary of the comments drawn from the submissions.

Submitters summarised comments	Response
<ul style="list-style-type: none"> <li>• Objects to changes</li> <li>• Acknowledging 80kph is maximum speed able to achieve on sections of some side roads</li> <li>• Aporo Road should remain at 100kph as it now carries much less traffic and other similar roads observed are not 80kph</li> <li>• Aporo Road is their only access route and in an emergency a lower speed means longer travel time.</li> </ul>	<ul style="list-style-type: none"> <li>• The lower speed will not effect travel times for emergency vehicles</li> <li>• While some sections of Aporo Road have a speed environment of around 100 km/hr, the minimum length of a 100 km/hr limit is 2 km. Due to other requirements to reduce speed along other parts of the road to 80 km/hr the remaining section is too short for 100 km/hr limit to apply.</li> </ul>
<ul style="list-style-type: none"> <li>• One speed limit from Mapua School corner to Kina Bluffs</li> <li>• Little shoulder on section of Stafford Drive between Pine Hill Road and Aporo Road. Observed an increase number of vulnerable road users using roadside</li> <li>• 80 kph can only be driven along the straight north of Pine Hill Road and the scenery distracts and there are poorly configured corners</li> <li>• Appropriate speed limit signs in advance would prepare drivers for the changed speed limit ahead</li> <li>• The 60kph speed limit through Ruby Bay would be welcomed</li> </ul>	<ul style="list-style-type: none"> <li>• A speed limit of 60 km/hr along Stafford Drive to Pine Hill Road is appropriate due to the semi urban nature of this road.</li> <li>• The change from 60km/hr to 80km/hr for the section along the Ruby Bay Bluffs provides a good transition from one speed limit to the other.</li> <li>• The speed environment along this section has an 85<sup>th</sup> percentile that is slightly higher then the proposed speed limit of 60km/hr.</li> <li>• The increase in use of Stafford Drive by vulnerable road users also highlights the needs of the urban community over passing traffic.</li> </ul>
<ul style="list-style-type: none"> <li>• Welcomes changes but would prefer 50kph between Mapua School and Warren Place and extending the proposed 60kph to the top of Kina Cliffs at Aporo Road</li> </ul>	<ul style="list-style-type: none"> <li>• This request can be considered under these changes have been made an evaluated.</li> <li>• A speed limit of less than 80km/hr along the section of Stafford Drive from Pine Hill Road would be out context with other proposed speed limits and would create confusion. An 80 km/hr speed limit with appropriate warning signs at the curve that can't meet the design speed of 80 km/hr.</li> </ul>

Submitters summarised comments	Response
<p><b>Aporo Road</b></p> <ul style="list-style-type: none"> <li>• Support a lower speed limit through Tasman to 60kph but 50kph would be better</li> <li>• The current 70kph speed limit is observed often being exceeded</li> <li>• There are more children in the area with the path between the school and store being popular. Children are known to be easily distracted and are at high risk of being struck by a vehicle</li> <li>• If a quieter seal is not available then 50kph would be desirable from a noise point of view</li> <li>• Encourage infill housing to reduce infrastructure costs</li> </ul>	<ul style="list-style-type: none"> <li>• A 50 km/hr limit would be too low for this environment.</li> <li>• 60 km/hr speed limit is consistent with how Stafford Drive through Ruby Bay is to be treated.</li> <li>•</li> </ul>
<p><b>Kina Beach Road</b></p> <ul style="list-style-type: none"> <li>• Prefer 60 or 70kph rather than 80kph. The blind corner between Tasman and Kina Beach Rd is dangerous and has caused them many times when walking or cycling to take evasive action and is very disconcerting when pushing a babies buggy in this area</li> </ul>	<ul style="list-style-type: none"> <li>• 70 km/hr is appropriate for Kina Beach Road because of the level of residential density.</li> <li>• The lack of development on one side of the road has an effect on the speed environment by increasing the base speeds.</li> </ul>
<ul style="list-style-type: none"> <li>• Submitter welcomes the proposed speed limit changes</li> </ul>	
<ul style="list-style-type: none"> <li>• Crashes will happen irrespective of a lower speed limit due to the way people drive</li> <li>• Drivers travel at a speed they consider comfortable and this has been observed on Aporo Road at much lower than the posted 100kph</li> <li>• More effort should go into encouraging motorists to be courteous and undertaking defensive driving courses</li> <li>• Happy with status quo and do not support a lower speed limit through Tasman</li> <li>• Slower the speed on a road where it is not appropriate will lead to more crashes due to drivers losing concentration of the task</li> <li>• Is this decision about risk or lowering statistics and flies in the face of efficiency. A good public transport system is needed</li> </ul>	<ul style="list-style-type: none"> <li>• Crashes may continue to happen however the lower speed limit will generally lead to fewer crashes and less severity when a crash does occur.</li> <li>• Tasman District has a high number of crashes associated to too fast for conditions and/or loss of control on a bend.</li> </ul>
<ul style="list-style-type: none"> <li>• Support the lower speed limits that will make it safer and encourage cycling</li> </ul>	
<ul style="list-style-type: none"> <li>• Strongly believes following the speed limit rule to maintain a consistent approach</li> <li>• 85<sup>th</sup> percentile and Mean Speeds have been dropping on New Zealand roads since 1995</li> <li>• The blanket approach goes against the speed limit rule and creates inconsistency in the national approach</li> </ul>	<ul style="list-style-type: none"> <li>• The proposed speed limits provide a consistent approach to roads in the Mapua, Ruby Bay and Tasman areas</li> <li>• The roads that are designed for around 80 km/hr will have an appropriate speed limit that reflects the recommended speed. The current posted speed limits in the area bare no reasonable</li> </ul>

Submitters summarised comments	Response
<ul style="list-style-type: none"> <li>• Crash rates quoted were those when the route was part of SH60 and are misleading</li> <li>• Lowering rural road speed limits makes it more difficult for drivers to judge over-taking opportunities</li> <li>• There are a lot of other factors involved in crashes than just speed such as driver inattention, fatigue and distraction</li> <li>• With a reduction of up to 75% of the traffic volume how can anyone say reducing speed will make the road safer</li> <li>• Side roads are no different to many other roads around the country where drivers drive to the conditions irrespective of the speed limit</li> <li>• “Self explaining speeds” are a natural means of governance that rely less on enforcement</li> <li>• Perceptual treatments can deliver good speed management</li> <li>• There is a risk of spoon feeding drivers with constantly changing speeds</li> </ul>	<p>justification apart from the level of development.</p> <ul style="list-style-type: none"> <li>• The proposed speed limits will provide a consistent and methodical way for motorists using these roads.</li> <li>• The measured speed limits along most of the roads are around the proposed posted speed limit. The two most notable sections are a Small part of Aporo Road and Stafford Drive.</li> <li>• While there may be several different posted speed limits the actual driver behaviour will remain largely unchanged due to most drivers already driving at these lower speeds</li> </ul>
<ul style="list-style-type: none"> <li>• Would like to see a lower speed limit of 60kph on Baldwin Road, Brook View Heights and Kina Beach Road from Aporo Road intersection to Kina Beach Domain</li> <li>• Reducing the speed around the blind bend on Kina Beach Road which is heavily used by pedestrians and cyclists is a very effective way to make the road safer until an off road path can be funded</li> <li>• Common sense needs to prevail over rules</li> <li>• Harley Road should be considered for a lower speed limit in future</li> </ul>	
<ul style="list-style-type: none"> <li>• Lived in area for 25 years</li> <li>• Both Pine Hill Road West and Foley Road are little more than gravel tracks and 50kph speed limit would be more appropriate</li> <li>• Aporo Road should have the existing speed limit retained</li> </ul>	<ul style="list-style-type: none"> <li>• The rules around speed limits doesn't cover these situations where the driver selects the appropriate speed at or below the legal speed limit that is appropriate for the conditions and their skill</li> </ul>
<ul style="list-style-type: none"> <li>• Support the lower speed limits</li> <li>• Suggest that all roads that lead off Aporo Road through Tasman should be 60kph</li> <li>• And that the 60kph speed limit should start at Williams Road near the exit of the Tasman Christian School.</li> </ul>	<ul style="list-style-type: none"> <li>• The roads in Tasman west of Aporo Road are all 50kph with the exception of the lower portion of Baldwin Road</li> <li>• If the 60kph started at Williams Road then it is highly unlikely that good compliance would be observed due to lack of development. The school alone set back from the road is in itself insufficient to encourage compliance. The speed limit along this part of Aporo Road will reduce from 100km/hr to 80km/hr.</li> </ul>

Submitters summarised comments	Response
<ul style="list-style-type: none"> <li>• There is no need to alter the speed limits in the Mapua area</li> <li>• Unaware of any speed related crashes on roads in Mapua area proposed to have lower speed limits</li> <li>• Mapua Drive has had a 70kph speed limit for at least 16 years since having moved to the area</li> <li>• There is a shared path along side Stafford Drive</li> <li>• Doubt if any benefit will come of lowering the speed limit on Stafford Drive</li> </ul>	<ul style="list-style-type: none"> <li>• The crash rate on Stafford Drive was high when the road was state highway however the traffic volumes were much higher then. Admittedly the crashes were minor however with a lower speed limit one would expect the crash rate to reduce.</li> <li>• The changes in speed limits endeavour to provide consistency in terms of driver expectations. 80km/hr zones typically mean a low level of development. Stafford Drive has a higher level of development than a typical 70km/hr zone.</li> </ul>
<ul style="list-style-type: none"> <li>• Support lower speed limits but suggests that a 60kph speed limit be imposed over a section encompassing the entrance to Jester House</li> <li>• He doesn't support any of the side roads having a lower speed limit due to the amount off additional signage required as many of them can't be safely driven at 80kph</li> <li>• Most sensible drivers recognise that a side road is likely to be driven at a lower speed than on a main road</li> <li>• Let drivers use common sense instead of cluttering up the landscape with unnecessary signage</li> </ul>	<ul style="list-style-type: none"> <li>• 80 km/hr is appropriate along the frontage of Jester House. The activity is an isolated traffic generator in a rural area.</li> <li>• The aim of the blanket area speed limit approach is designed to eliminate the need for signage at every speed limit change point.</li> <li>• It proposed to have boundary signs at entrances to the area and reduce the number of repeater signs.</li> </ul>
<ul style="list-style-type: none"> <li>• Both Permin Road and Brook View Heights should be 50kph with the level of development</li> </ul>	<ul style="list-style-type: none"> <li>• The road alignment of Brook View Heights limits traffic speeds where as there is little development on Permin Rd. Both roads scored low in the Warrant survey due to lack of roadside development even though there is quite a cluster of houses but well spaced due to life style size sections</li> </ul>
<ul style="list-style-type: none"> <li>• Support lower speed limits but consider the section of Mapua Drive from SH60 intersection to near Seaton Valley Rd should be 70kph as opposed to the proposed 80kph due to restricted view near Sonoma Orchards</li> </ul>	<ul style="list-style-type: none"> <li>• The speed limit warrant for Mapua Drive only just achieved that for an 80km/hr speed limit.</li> <li>• Te nature of this road is consistent with an 80km/hr posted speed limit. 70km/hr would not be appropriate as it is not consistent in terms of level of development.</li> </ul>
<ul style="list-style-type: none"> <li>• Strongly support Harley Road speed limit being lowered to 80kph</li> <li>• Harley Road is curvilinear</li> <li>• Used daily by cyclists and pedestrians</li> <li>• Logging trucks</li> <li>• Motorbikes and young drivers race up road at weekends</li> <li>• On some corners there is nowhere for pedestrians and cyclists to move clear of the road if vehicles approaching from both directions</li> </ul>	<ul style="list-style-type: none"> <li>• Harley Road wasn't included in the current review as it is bisected by SH60 and there are other nearby roads between SH60 and the Moutere Highway which should ideally be included in a package to be done at a later date.</li> </ul>



Submitters summarised comments	Response
<ul style="list-style-type: none"> <li>• It would be very difficult to drive at 100kph on this road due to it being narrow and poorly maintained</li> <li>• Concerned that it is gravel road where speed creates dust. The speed should be lower at 30-50kph</li> </ul>	<ul style="list-style-type: none"> <li>• Speeds on gravel roads are generally a lot lower than a sealed road and agree even 80kph is unlikely to be achievable on Mamaku Road</li> <li>• The blanket area 80kph speed limit is to avoid excessive signage that may promote a target rather allow drivers to set their speed for the road conditions. The operating speed on Mamaku Road is most likely a lot lower than either the current 100kph legal speed limit or the 80kph proposed.</li> </ul>
<ul style="list-style-type: none"> <li>• Believe traffic speeds have increased since bypass opened</li> <li>• Agree with lowering the speed limits on Stafford Drive</li> <li>• On a tourist route we need to slow traffic so they enjoy their trip and stay</li> <li>• Cycling towards Kina particularly alongside the Kina Bluffs is suicidal</li> <li>• What about lowering the speed limit and making it one-way towards Motueka making it safer for cyclists and enjoyable for tourists and return route via Marriages and Pomona Roads.</li> </ul>	<ul style="list-style-type: none"> <li>• There are many road users on this route both commuter and tourists so it is necessary to select an appropriate upper limit whilst acknowledging that all drives will select their speed based on psychological factors at the time as well as environmental conditions including roadway activity</li> </ul>
<ul style="list-style-type: none"> <li>• Believes the section of Stafford Drive from Brabant Drive to Aporo Road should be lowered to 60kph</li> <li>• Children crossing the road near Brabant Drive are confused by the change in speed of approaching vehicles</li> <li>• There is a 55kph bend north of Brabant Drive</li> <li>• Frequent turning traffic at McKee Domain and Pinehill Reserve</li> <li>• The route is a scenic drive and some of the best sea views are in this area</li> <li>• There is little room for cyclists due to narrow width of road</li> </ul>	<ul style="list-style-type: none"> <li>• It is unlikely to achieve good compliance and hence respect particularly by commuter traffic such as locals</li> <li>• Agree there are two intersections a speed limit change point and a scenic reserve. However the sight lines are good at this section of Stafford Drive and traffic volumes are much less than when the road was state highway</li> <li>• Providing Safe Stopping Sight distances are achievable then this is the main criteria for drivers reacting to what they see happening on the road ahead.</li> <li>• The road has deep water tables and sight rails in places that appear to narrow the road but do limit any recovery or escape</li> </ul>
<ul style="list-style-type: none"> <li>• Supports changes and general consistency in approach</li> <li>• Traffic calming is more likely to bring about the desired affect over enforcement</li> <li>• Prefers a consistent speed along Mapua and Stafford Drives of 60-70kph</li> <li>• Traffic calming measures used along the route</li> <li>• Suggests pedestrian improvements at various locations to assist pedestrians crossing the main road</li> <li>• If there is to be a speed transition point between Aporo Road and Stafford Drive that</li> </ul>	<ul style="list-style-type: none"> <li>• The development concentration varies along the route but is very obvious between Ruby Bay settlement and where the road becomes more rural in nature. Speed expectation is set mainly on this principal of development and hence activity verse low development less activity</li> <li>• Agree if there was to be a different speed limit between Stafford Drive and Aporo Road then the change point would need to be placed in an appropriate location where drivers receive adequate advance notice and there are appropriate cue's</li> </ul>

Submitters summarised comments	Response
<p>this be located 50m west of the Bluff sheds</p> <ul style="list-style-type: none"> <li>• Pleased with proposals</li> <li>• Still consider 80kph to high for Kina Peninsular Road and should be 70kph similar to Kina Beach Rd</li> <li>• There are no footpaths, and we see children biking to school and increase cyclists</li> <li>• Increase in building and development of more tourist accommodation this area is more like a suburb than rural</li> </ul>	<ul style="list-style-type: none"> <li>• Kina Peninsula has a lot less concentrated development than the 70kph section of Kina Beach Road east of Dee Road. The road is also curvilinear and has a reasonable usable shoulder on at least one side the entire road</li> </ul>
<ul style="list-style-type: none"> <li>• Enjoying a quieter road</li> <li>• Popular cycle route</li> </ul>	
<ul style="list-style-type: none"> <li>• Object to lowering the speed limit on Aporo Road</li> <li>• Believes the road is safe for the current speed limit of 100kph and this is appropriate for the function of the road. This is their only main route out</li> <li>• Object to lower the 70kph speed limit through Ruby Bay to 60kph as the road is wide enough and there is a shared path along one side all the way to Mapua</li> <li>• Stafford Drive is not a residential street and never will be</li> <li>• Reducing the speed limits on what was the State Highway will add a considerable delay to our journey to Mapua and Richmond</li> </ul>	

### 3.3 General Comment - Submissions

The numbers of submissions was disappointing as neither the NZ Police or the New Zealand Transport Agency provided comment. The Road Transport Association approved the proposed changes.

3.4 The general support was for lowering the local speed limits as recommended whilst others preferred a more consistent approach with one speed limit for the route of Mapua and Stafford Drives.

### 3.5 Aporo Road

Several submitters saw no reason for the speed limits to change; in particular Aporo Road with its speed limit of 100kph considered appropriate for its rural environment and lowering the speed limit will only increase the travel time. The road also has a good width of seal and good sightlines.

3.6 The lowering of the speed limit of this faster section of Aporo Road comes from the need to reduce the limits at each of its ends. At one end is the Ruby Bay Bluff

which has a history of crashes and the speed environment is less than 80 km/hr. The other end has the entrance into Tasman village, a school and other development.

3.7 The remaining section of Aporo Road is less than 2 km and therefore cannot have a posted speed limit of 100 km/hr as required under the Speed Limit Rule 54001

3.8 The Automobile Association presented a very good submission which strongly recommended a consistent approach which it felt the Setting of Speed Limits Rule provided.

3.9 Others felt the 60km/hr speed limit proposed through Tasman should extend out as far as Tasman Christian School and Jester House as well as out towards Kina Beach. The Tasman Village has a very different road environment of that in the surrounding roads and does not need a 60km/hr speed limit to be imposed.

**3.10 Stafford Drive –**

Some felt this road should be 60km/hr over its entire length to where it meets Aporo Road. The justification of lowering the section from Warren Place to Brabant Drive is that it has residential and commercial development along its length which is consistent with what motorists would expect to find in a 60 km/hr posted speed limit.

3.11 The section of road from Brabant Drive to the start of Aporo Road is consistent with an 80km/hr speed limit. It is curvilinear in nature and there are other elements which show it should be lower than 100km/hr.

**3.12 Mapua Drive –**

There were a number of identical submissions on the speed limit proposed for this road with a lower proposed speed limit of 60kph being suggested. From the submissions a number of issues have been raised which irrespective of what happens with the speed limit should be followed up and may become Minor Improvement Matrix projects. Mapua Drive currently has very little development along its length and the nature of the road is that it is easily driveable at 80 km/hr.

<b>4. General Discussion</b>
------------------------------

**4.1 Proposed Approach**

A consistent approach to speed limits lessens confusion for the motorist.

**4.2 Matters to be Considered**

When staff investigated a lower speed limit for Aporo Road a number of issues required consideration. These included:

- All side roads off Aporo Road would have a higher posted speed limit and hence would require signage to show this at every location where this occurred;
- The majority of side roads off Aporo Road are no exit roads;
- The speed environment along these side roads is typically below 80kph due to road widths, road geometry and type of traffic; and
- The zoning of the surrounding land is predominantly Rural 3 which over time will experience increased development and hence more on-road activity;

#### 4.3 Speed Limit Warrant Surveys

Under the Land Transport Rule - Setting of Speed Limits 2003 any changes to speed limits are to be first assessed by using the arithmetic/survey tool *Speed Limits NZ* to quantify what the appropriate speed limit should be. This evaluation method provides an objective and hence consistent approach to setting speed limits. However, the Rule does recognise the need to consider each location in context of the road environment and hence some variance from the quantitative result of *Speed Limits NZ* is permitted.

4.4 The Rule also bases the speed limit on the level of development with the actual road geometry and speed environment being weighted less. Generally it is the road environment in semi rural and rural areas that dictate the vehicle speeds rather than the level of development.

4.5 The Warrant survey results are provided below. These are based on the requirements of the Setting of Speed Limits Rule 54001.

Road Name	Location	Existing Speed limit km/h	Warrant Survey Rating	Assessed Speed Limit 11>R>6 =70 6>R>3 = 80 R<3 = 100	Recommended Speed km/h
Aporo Road	Through Tasman Village	70	6.2	70	60
Aporo Road	From Stafford Drive – 70/100 SL sign near Baldwin Road	100	2.8	100	80
Kina Beach Road	Aporo Road - 70/100 SL sign near Dee Road	100	2.0	100	80
Kina Peninsula Road	Kina Beach Road - end	100	1.4	100	80
Dee Road	Kina Beach Road - end	100	1.2	100	80
Williams Road	Aporo Road - end	100	2.2	100	80
Horton Road	Aporo Road - end	100	1.9	100	80
Permin Road	Aporo Road - end	100	5	80	80
Brook View Heights	Permin Road - end	100	3.8	80	80

Road Name	Location	Existing Speed limit km/h	Warrant Survey Rating	Assessed Speed Limit 11>R>6 =70 6>R>3 = 80 R<3 = 100	Recommended Speed km/h
Mamaku Road	Marriages Road - end	100	<1	100	80
Awa Awa Road	Marriages Road - end	100	2.9	80	80
Pomona Road	Marriages Road – 50/100 SL sign	100	2.6	100	80
Foley Road	Pomona Road – Awa Awa Road	100	3.6	80	80
Pine Hill Road West	Pomona Road – end	100	4.5	80	80
Pine Hill Road	Stafford Drive - end	100	-	-	60
Stafford Drive	Aporo Road - Brabant Drive	100	1.9	100	80
Stafford Drive	Brabant Drive – Mapua Drive	70	6.9	70	60
Mapua Drive	Stafford Drive – 70/100 SL Sign	70	4.6	80	60
Mapua Drive	70/100 SL sign to SH60	100	3.0	80	80

#### 4.6 Local Area Speed Limit Reduction Concept

An area approach to setting a blanket speed limit is considered appropriate where the roads within an area have few or no connections to a wider roading network and the road environment tends to be homogenous in both density of road side development. This includes roadway factors such as parking, pedestrian and cycle demand, geometry and function of road, ie local, collector or arterial.

#### 4.7 Recreational Demand – Increasing

With the increased densification of zoned Rural 3 areas which cover most of the roads considered for lower speed limits there is an increasing demand from cyclists and pedestrians to use these roads. Whilst the Speed Limit Warrant takes into account these activities which are very random, the issue of travel time efficiencies need to be weighed against increased use by vulnerable road users. Where sightlines are adequate then this provides all road users with adequate reaction time but of course a road environment changes along its length and even during seasons.

### 5. Evaluation and Comment

5.1 The ability of Councils to set their own speed limits to reflect the needs of their communities, road safety targets and provide consistent information to the driving public was given by central government in 2003.

- 5.2 The method of setting the speed limits was covered by Rule 54001 which was based on the original procedures that the Ministry of Transport used to set limits. This Rule primary focused the setting of speed limits on the level of development.
- 5.3 Motorists generally drive to the conditions which are typically set by the road geometry, particularly in rural areas.
- 5.4 Most of the roads in the Tasman District were designed in the days when the speeds of vehicles were around 80km/hr. This has led to a road network that, in places, causes problems for some drivers. The drivers caught out are often inexperienced, tourists or the elderly. As with any activity there is a need to consider and provide for the minority to ensure that system that is provided is safe for all road users.
- 5.5 The proposed changes will provide an environment that is safer for all road users. While some of the more competent drivers will feel some frustration with the lower speeds, it will provide a safer environment for the less skilled driver.

## **6. Pros and Cons**

### **6.1 Pros**

The lowering of the speed limit from 100kph to 80kph will increase the safety of many rural roads within the Tasman area by providing drivers with better margins for stopping or avoiding a crash. With more lifestyle blocks being developed within the locally zoned Rural 3 Area there is likely to be an increase in on-road activity whether this includes car trips, cycling or walking alongside roads;

- 6.2 Most local roads weren't built for the speeds that drivers travel today. Whilst good sightlines can provide drivers with a certain level of confidence these sightlines are often variable along the route and range from good to inadequate. A lower speed expectation will reduce drivers travel time exposure risk.

### **6.3 Cons**

A slight increase in travel time;

- 6.4 A greater expectation from other residents across the rural district for an area-wide approach to be implemented in their neighbourhood.
- 6.5 Possibly a larger range of speeds due to varying expectations of drivers some being commuters whilst others in a leisurely frame of mind.

## **7. Financial/Budgetary Considerations**

- 7.1 The cost of the consultation process is considered part of Council's statutory responsibility.
- 7.2 The costs associated with changing the signage would come from the Minor Improvements Budget.

## **8. Significance**

- 8.1 This is not a significant issue.

## **9. Recommendation**

- 9.1 That the proposed posted speed limits in the Mapua Ruby Bay and Tasman Areas be implemented.

## **10. Draft Resolution**

**10.1 THAT the Engineering Services Committee receives the report Speed Limit Review – Mapua, Ruby Bay and Tasman, RESC12-04-03 and;**

**10.2 THAT the Engineering Services Committee agrees to the new posted speed limits on those roads referred to in the Report - Speed Limit Review – Mapua, Ruby Bay and Tasman, RESC12-04-03.**

### **Appendices –**

Appendix A – Map 1 showing existing speed restrictions – Tasman-Mapua

Appendix B – Map 2 showing proposed speed restrictions – Tasman-Mapua