

STAFF REPORT

TO: Chairman and Members, Engineering Services Committee

FROM: Gary Clark Transportation Manager
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REFERENCE: B953

DATE: 22 October 2009

SUBJECT: **REVIEW OF VARIOUS DISTRICT ROAD SPEED LIMITS**

1 PURPOSE

To recommend that public consultation be undertaken for a number of proposed speed limit changes that affect various roads across the district.

2 BACKGROUND

Council's Consolidated Bylaw – Chapter 4 Speed Limit Bylaw 2004, has been amended a number of times since 2004, with changes to various speed limits. Speed limit reviews are usually initiated through public enquiries or by Council's roading staff. This recent review was initiated from a back-log of speed limits that Council had indicated that it would carry-out.

Reviews are undertaken in line with the requirements of the "Land Transport Rule – Setting of Speed Limits 2003". The first step requires undertaking a Speed Limit Warrant in line with *Speed Limits NZ*, where the road is assessed in terms of both roadside development and roadway factors. The roadside development rating assesses the number of accessways, adjoining development type and size, where as the roadway rating assesses the road in terms of frequency of users and facilities provided for pedestrians, cyclists as well other road features such as parking, road geometry, land use and traffic devices.

Where a Bylaw is changed there is a process which must be followed and which includes public consultation, further to this the "Land Transport Rule – Setting of Speed Limits 2003" sets down specific requirements to be followed for a speed limit to be legally enforceable. The following table summarises the recommended speed limit for an average rating:

| Average Rating - R | Recommended Speed Limit |
|---|-------------------------|
| Equal or greater than 11 | 50 |
| Less than 11 or equal or greater than 6 | 70 |
| Less than 6 or equal or greater than 3 | 80 |
| Less than 3 | 100 |
| | |

3 COMMENT

Attached to the back of this report are the Speed Limit Maps showing the proposed changes. Also a report prepared by MWH NZ Limited is also available for viewing however due to the size of this report and supporting detail it has not been appended.

Golden Bay

a) Collingwood

- Collingwood Urban Traffic Area (with 50kph Speed Limit)

The review noted that with in recent years the new subdivision involving the creation of Ruataniwha Drive and McDonald Place has taken place and to keep the records straight the Urban Traffic Area requires extending to encompass these new roads.

- Haven Road & Collingwood Quay

The existing 50kph Urban Traffic Area currently extends along Haven Road to the northern side of Lewis Street where it then changes to a 70kph speed limit. A review of the speed limit along Collingwood Quay and Haven Road was undertaken and found that based on the level of roadside development just west of Lewis Street as well as the short length of the 70kph speed limit that some rationalisation of the current speed limits should occur.

Proposal: (See Map 2)

To revoke the existing 70kph speed limit along Haven Road by extending out the Urban Traffic Area thereby encompassing the new subdivision on the western side of Collingwood and including most of Haven Road. The 50kph speed limit change point on Haven Road would be in line with the western side of the Collingwood Wharf and opposite the first house No.35 Haven Road as you approach Collingwood.

b) Parapara Beach Road

Currently on roads in the Parapara settlement there is a 70kph permanent speed limit in place with a 50kph Holiday speed limit coming into force from the 20th December to 31st of January. Based on the increased development within Parapara a Speed Limit Warrant was undertaken. The warrant indicated that a 50kph speed limit is appropriate for the roads within the Parapara settlement and that an Urban Traffic Area should ideally apply from near the intersection of Parapara Beach Road with Takaka Collingwood Highway (SH60). Whilst a 70kph speed limit could be applied to part of Parapara Beach Road the minimum length for this under the Speed Limit Rule could not be achieved.

Proposal: (See Map 22)

To revoke the existing permanent 70kph speed limit and 50kph Holiday speed limit and instead create an Urban Traffic Area with a permanent 50kph speed limit extending along Parapara Beach Road from a point near the intersection of SH60 and enclose all of the roads within Parapara Settlement including Lookout, Bishop, Pryor and Parapara Esplanade Roads

c) Patons Rock Road

The review extended over the section of Patons Rock Road between Takaka Collingwood Hwy SH60 and the existing 50kph speed limit.

Due to the low level of development along the road a reduction in the speed limit has not been recommended.

Proposal: (See Map 3)

Due to development that has occurred near-by but outside the existing 50kph Urban Traffic Area it is proposed to extend out this area by relocating the existing speed limit sign 60metres towards the highway.

d) Abel Tasman Drive (Two sections)

- Sunbelt Crescent to Motupipi review and;
- Motupipi to Pohara review

The aim is to rationalise the number of speed limits on the section of Abel Tasman Drive between near Sunbelt Crescent on the outer fringe of Takaka to Pohara. The range of speed limits along this route is 70, 80 and 100kph. The proposal is to retain the 70kph speed limit that extends to just beyond the intersection of Sunbelt Crescent as well as that through Motupipi township.

Proposal: (See Maps 5, 6 and 7 appended to this report)

To extend the existing 80kph speed limit that currently ends just north of Three Oaks to the existing 70kph speed limit at Motupipi and then from Motupipi to the start of the existing 50kph speed limit at Pohara.

e) Rototai Road including Arapeta Place & Toiora Place

- Rototai Road review (See Map 7 appended to this report)

The review of Rototai Road was to ascertain whether there was justification in changing the existing 70kph speed limit to 50kph. Currently the permanent 70kph speed limit extends from the 50kph speed limit near Boundary Road Takaka to north of Arapeta Place. The review recommended the 70kph speed limit remain unchanged as the warrant only indicated an average **Rating 7.3** which is well below the minimum of 11 required. Therefore it has not been proposed to lower the current speed limit.

- Arapeta and Toiora Places

These roads were constructed a number of years ago as part of a new subdivision and classified as urban. This subdivision is slowly in-filling with development however not all sections have been built on so a speed limit warrant was not undertaken. Both roads have footpaths that can be accessed via the foot path and new shared path on Rototai Road.

Proposal: (See Map 7 appended to this report)

To make an Urban Traffic Area enclosing both Arapeta and Toiora Places and which will have a speed limit of 50kph.

Motueka Area

f) Riwaka Kaiteriteri Road

The speed limit review looked at the entire length of Riwaka Kaiteriteri Road from Cooks Corner at SH60 intersection to the start of the 30kph speed limit near Rowling Road Kaiteriteri. Currently the road has a speed limit of 100kph however this is severely limited by the current road alignment which from a speed survey undertaken near Cederman Drive showed an 85th Percentile speed of approximately 50km/h. Unfortunately there is little roadside development in the proposed 80kph speed limit section to meet the Speed Limit Warrant which achieved an average rating over approximately 4km of **R = 2.7**, however based on the low operating speed an 80kph speed limit appears more appropriate than the posted 100kph speed limit.

Proposal: (See Map 9A and 9B)

- Firstly, to extend an 80kph speed limit from Cooks Corner SH60 to the southern end of where the Tapu Bay residential area begins and;
- Secondly, to extend out the existing Kaiteriteri Urban Traffic Area (50kph speed limit) which currently encompasses Kaiteriteri, Little Kaiteriteri, Stephens Bay and Tapu Bay areas, to include the section of Riwaka Kaiteriteri Road from the proposed 80kph speed limit to the existing 30kph speed limit near Rowling Road.

Comment: The position of the proposed 80kph and 50kph speed limits located near Tapu Bay will need to be positioned where sufficient warning is provided and the reduction in speed is reinforced by sighting the Tapu Bay urban sprawl.

g) Factory Road

Factory Road is a very narrow road which is a link between Swamp Road and Main Road Riwaka SH60. Currently Factory Road has a rural road speed limit of 100kph whereas both roads at each end now have speed limits of 80kph.

Comment: A speed survey has been undertaken and the 85th percentile speed recorded as 75km/h. The Speed Limit Warrant achieved an average rating **R = 2.9**, which is very close to the minimum requirement for an 80kph speed limit.

Proposal: (See Map 10)

The proposal is to set the speed limit on Factory Road as 80kph, thereby making it consistent with that of the roads at either end.

h) Wildman Road & High Street South

Both Wildman Road and High Street South merge into one another creating a link between The Coastal Highway SH60 and The Moutere Highway. The existing speed limit is 70kph. From a recent speed survey the 85th percentile speed was 70kmh which is consistent with previous speed surveys undertaken. This shows that the level of compliance is very good.

Comment: Both of these roads have a footpath separated from the road with a section of shared path on Wildman Road from end of the footpath to Main Road Lower Moutere.

The Speed Limit Warrant undertaken for both roads achieved an average rating **R = 7.7** for High Street South and an average rating **R = 8.3** for Wildman Road, therefore the speed limit is not being recommended for lowering. This is consistent with the 70kph speed limit through Lower Moutere including a section of Queen Victoria Street.

i) Main Road Lower Moutere

The speed limit review undertaken on Main Road Lower Moutere was to ascertain whether the existing 70kph speed limit should be extended from its southern end south past Lower Moutere School to as far as Community Road.

From the Speed Limit Warrant a very low rating of **R=1.8** was achieved and which primarily is due to the lack of roadside development. Whilst the school had some effect on the warrant the entrance to the school is from School Road.

Proposal: To further review the speed limit warrant to see if the 70kph speed limit should be extended along Main Road Lower Moutere to in front of the school. Originally the review went as far as Community Road but didn't consider a shorter section of 70kph extension.

Comment: There are three well used intersections these being Central, Robinson and School Roads within the review section which need to be considered carefully along with two bridges which do tend to slow speeds. Also the Jubilee Bridge creates a sightline issue particularly for drivers turning out of Robinson Road being able to see over the hand rail.

j) Staple and Thorp Streets

- Staple Street from High Street SH60 to Thorp Street
- Staple Street from Thorp Street to Kumaras Walkway Carpark
- Thorp Street from existing 50kph speed limit to the Waste Water Oxidation Pond

Comment: These roads were reviewed due to them still retaining the rural road speed limit of 100kph. Both roads create a link between State Highway 60 which has an 80kph speed limit, and the seaward side of Motueka urban area which has a 50kph speed limit. The Speed Limit Warrant gave an average rating below that required for an 80kph speed limit for the section of Thorp Street from past the last house to the Oxidation Pond, due to the lack of development. However from the 50kph speed limit to the last house a distance of approximately 1.4km, the rating **R=3.1** was achieved which meets that for an 80kph speed limit. In the case of Staple Street a rating **R=5** for the section from SH60 to Thorp Street intersection, which also meets that for an 80kph speed limit. A rating of **R=1.5** was achieved for the section of Staple Street from Thorp Street to the Kumaras walkway carpark which was due to the lack of roadside development thereby meeting the requirements for a 100kph speed limit.

Due to a lot of recreational pedestrians accessing the Kumaras walkway via the eastern end of Staple Street and the fact the road is narrow at 4metres wide with drainage ditches on both sides, it is proposed to extend out the Motueka Urban Traffic Area and implement a 30kph speed limit on this section of Staple Street. To control vehicle speeds it is also recommended that speed humps be installed at regular intervals. This section of Staple Street would then be created into a shared space for use by pedestrians, cyclists and vehicles and would negate the need to construct footpaths in future.

Proposal: (See Map 11B)

- Staple Street (SH60 to Thorp Street) – To put in place an 80kph speed limit extending from High Street SH60 to Thorp Street intersection;
- Staple Street (Thorp Street to Kumaras carpark) – Extend out the Motueka Urban Traffic Area and implement a 30kph speed limit on this section of road. By installing speed humps to control vehicle speeds will enable a shared use area to be created for vehicles, pedestrians and cyclists;

- Thorp Street (50kph sign to Oxidation Pond) – To put in place an 80kph speed limit extending from the end of the existing Urban Traffic Area 50kph speed limit to the Oxidation Pond.

k) Old Coach, Seaton Valley, Chaytor and Dawson Roads

- Old Coach Road (Seaton Valley Road to the road end near Council's Water Tank) – A Speed Limit Warrant has not been undertaken for this road however a preliminary review of development indicates that an 80kph speed limit could be justified;
- Seaton Valley Road –The Speed Limit Warrant undertaken on the approximate 3.3km length of this road from The Coastal Highway SH60 to Old Coach Road achieved a rating **R=4** which meets that for an 80kph speed limit;
- Chaytor Road – This road is a cul-de-sac off Old Coach Road which when the Ruby Bay Bypass is operational will extend off Seaton Valley Road. Whilst a Speed Limit Warrant has not been undertaken for this road it is envisaged from the level of development that an 80kph speed limit could be justified however, like Dawson Road below it is likely the operating speed is much lower than 80kph due to the road alignment and that it serves rural lifestyle blocks;
- Dawson Road – This road is a cul-de-sac extending from Seaton Valley Road for approximately 1km. The road alignment has many vertical and horizontal curves which limits the speed of traffic to below the rural road speed limit of 100kph which legally applies. The Speed Limit Warrant undertaken achieved a rating **R=6.5** which just meets that for a 70kph speed limit. Based on the proposal for a permanent 80kph speed limit on Seaton Valley Road it is being recommended that Dawson Road should have a similar speed limit for consistency. The only issue is that a speed survey undertaken some years ago showed an 85th percentile speed of between 55 and 60kph. An 80kph speed sign will look a little out of place.

Proposal: (See Map 13 & 14)

The proposal is to implement permanent 80kph speed limits on Old Coach Road as it is currently known under this name between the Ruby Bay Bypass and the road end, as well as extending the full length of Seaton Valley Road, Chaytor Road and Dawson Road. Speed limit signs would be installed on Old coach Road near the intersection with Seaton Valley Road and Ruby Bay Bypass with repeater signs installed along Seaton Valley Road including signs near the intersection with currently The Coastal Highway SH60.

l) Pigeon Valley Road and Pigeon Valley South Branch Road

A Speed Limit Warrant was undertaken on both Pigeon Valley and Pigeon Valley South Branch Roads. The overall rating achieved for Pigeon Valley Road from the 50kph speed limit near Wakefield to Pigeon Valley South

Branch Road a total length of approximately 2.7km is **R= 2.97** and therefore is close to justifying an 80kph speed limit. Based on the crash rate which is double than expected at 0.4 injury accidents per year and the recorded 85percentile speed of 85kph, it is proposed to install an 80kph permanent speed limit to see if this improves the safety of the road.

The Speed Limit Warrant undertaken on Pigeon Valley South Branch Road showed there to be insufficient development to support lowering the 100kph rural road speed limit. There are no crashes recorded on this road.

Proposal: (See Map 18B)

The proposal is to install an 80kph permanent speed limit extending along Pigeon Valley Road from the existing 50kph Urban Traffic Area for Wakefield to near the intersection of Pigeon Valley South Branch Road.

m) St Arnaud – Beechnest Subdivision

The local roads in St Arnaud have a historical 30kph speed limit. With the new Beechnest Subdivision adjoining the urban sprawl of St Arnaud it is preferred that the speed limit of the roads in this subdivision be the same as other local roads.

Proposal: (See Map 20)

That the Urban Traffic Area in St Arnaud with a permanent 30kph speed limit be extended to include the new roads with in the Beechnest subdivision these are Beechnest Drive and Glacial Terrace.

n) Murchison – Hotham & Chalgrave Streets

The speed limit review extended along part of Waller Street which was once part of the old State Highway and included the full length of Chalgrave Street and the gravel section of Hotham Street from Chalgrave Street to start of seal near where the existing 50kph speed limit sign is.

Comment:

Waller, Hotham and part of Chalgrave Streets form in part, part of the Murchison urban sprawl, unfortunately when the speed limit bylaw was created many years ago both Waller (TDC local road) and Chalgrave Streets were left out of the Urban Traffic Area. From the Speed Limit Warrant the rating achieved for these roads where there is a higher level of development met that for a 50kph speed limit but overall along the entire route the rating was only equivalent for that of an 80kph speed limit.

The route of Waller, Hotham and Chalgrave Streets form part of a pedestrian circuit used by locals for recreational walking. These roads have wide grass berms but for a considerable length are in gravel. Council has in its LTCCP for Year 1 - 2009/10 to construct a footpath from the end of the existing footpath in Hotham Street to the path in Waller Street. The assessed 85th percentile speed along Chalgrave Street was 46kph. The speed of both Chalgrave and Hotham Streets is restricted by a 90deg curve where the two roads meet and there are stock crossings along the route. The only road

adjoining the route under review is Canton Road which is a no exit road providing access for the local dairy farm.

Proposal: (See Map 21)

To extend out the Urban Traffic Area to include all of Waller, Hotham and Chalgrave Streets which whilst not achieving the rating over the full length for a 50kph speed limit will create a better environment for the health of those using the new footpath.

Summary Table

| Golden Bay | Proposal | Existing Speed Limit | Proposed Speed Limit | Comment |
|---|--|----------------------|----------------------|--|
| Collingwood Township | Extend out the existing 50kph speed limit to include Ruataniwha Drive and McDonald Place. | 100 | 50 | Extend out the Urban Traffic Area |
| Haven Road – Collingwood | Revoke the existing 70 kph speed limit | 70 | 50 | Extend out the Urban Traffic Area |
| Parapara Beach, Bishop, Pryor and Parapara Esplanade Roads | Revoke the existing permanent 70kph speed limit and 50kph Holiday speed limit and replace with a 50kph speed limit. | 70 and 50 | 50 | Create an Urban Traffic Area |
| Patons Rock Road | Extend out the existing 50kph speed limit. | 100 | 50 | Extend the Urban Traffic Area 60metres towards the highway |
| Abel Tasman Drive | Extend out the existing 80kph speed limit near Three Oaks to the start of the existing 70kph speed limit at Motupipi | 100 | 80 | The average rating on the two sections either side of Motupipi is approximately 4 |
| | Put in place a 80kph speed limit from the end of the existing 70kph speed limit at Motupipi to the 50kph speed limit at Pohara | 100 | 80 | |
| Rototai Road | From Boundary Road to end of existing 70kph speed limit | 70 | 70 | No change proposed |

| | | | | |
|---------------------------------------|--|-----|-----|---|
| Arapeta Place and Toiora Place | From start of the subdivision off Rototai Road and encompassing both roads | 100 | 50 | Roads classified as Urban Create an Urban Traffic Area |
| Motueka | | | | |
| Riwaka Kaiteriteri Road | From SH60 to Tapu Bay | 100 | 80 | Little roadside development to justify a lower speed however 80kph speed limit is more appropriate |
| | Tapu Bay to the existing 30kph speed limit near Rowling Road Little Kaiteriteri. | 100 | 50 | Extend the Urban Traffic Area to encompass a section of Riwaka Kaiteriteri Road. |
| Factory Road – Riwaka | From SH60 to Swamp Road | 100 | 80 | Create consistency to match speed limits either end. |
| High Street South | SH60 to Wildman Road | 70 | 70 | No change proposed |
| Wildman Road | High Street South to Main Road Lower Moutere | 70 | 70 | No change proposed |
| Main Road Lower Moutere | Undertake further review of road section from the permanent 70kph speed limit to south of School Road. | 100 | 100 | To be further reviewed due to current safety issues |
| Staple Street | Put in place an 80kph speed limit extending from SH60 to the intersection of Thorp Street. | 100 | 80 | |
| Staple Street | Extend out the Motueka Urban Traffic Area to encompass Staple Street from Thorp Street to the Kumaras walkway carpark. | 100 | 30 | Create a shared use area and restrict vehicle speeds with speed humps |
| Thorp Street | Put in place an 80kph speed limit extending from the existing 50kph speed limit to the Sewage Oxidation Ponds | 100 | 80 | |

| | | | | |
|---|--|------------|-----------|--|
| Mapua Old Coach (Seaton Valley to TDC Water Tank), Seaton Valley, Chaytor and Dawson Roads | Put in place an 80kph speed limit on these roads | 100 | 80 | |
| Wakefield Pigeon Valley Road | Put in place an 80kph speed limit from the existing 50kph speed limit at Wakefield to near Pigeon Valley South Branch Road | 100 | 80 | Improve the safety of the road |
| St Arnaud Beechnest Drive and Glacial Terrace | Extend out the 30kph Urban Traffic Area for St Arnaud to include the new Beechnest Subdivision | 100 | 30 | Make speed limit consistent with other local roads in St Arnaud |
| Murchison Hotham, Waller & Chalgrave Streets | Extend out the Urban Traffic Area for Murchison to encompass these roads. | 100 | 50 | Roads missed in earlier review and to make safer the route for a planned footpath link. |

4 RECOMMENDATION

THAT the Engineering Services Committee support the proposed speed limit changes included in the Summary Table of this report and that these proposed changes to the Council's Speed Limit Bylaw are advertised for public consultation.

Gary Clark
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