

# STAFF REPORT

**TO:** Councillors

**FROM:** Roding Asset Engineer

**REFERENCE:**

**DATE:** 8 December 2005

**SUBJECT:** Proposed Changes to Tasman District Council's Consolidated Bylaw Chapter 4 - Speed Limits Bylaw 2004

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## PURPOSE

To request that Council adopt the attached proposed changes to speed limits in its Consolidated Bylaw Chapter 4 - Speed Limit Bylaw 2004

## BACKGROUND

Speed limits on various Council roads in Golden Bay were reviewed earlier this year in line with the "Land Transport Rule Setting of Speed Limits 2003", and a number of changes proposed. These proposals were put before Council's Engineering Services Committee for approval to go to public consultation. A copy of the proposed changes was also sent to both Ward Councillors and the Chairman of the Golden Bay Community Board.

The list of speed limit sites reviewed was compiled from local community requests as well as from Golden Bay Community Board and local Ward Councillors.

The only contentious speed limit proposal was at Para Para, where the existing 70kph speed limit was to be revoked to allow the speed limit sign to be removed and instead traffic calming measures put in place to control speed. The road is narrow and for most of the year is reasonably quiet. The Speed Limit Warrant undertaken for Para Para met the rating for a 70kph speed limit, which it was felt inappropriate by both locals and Council. Also proposed is to put in place a 50kph Holiday Speed Limit.

## COMMENT OR DISCUSSION

Public Consultation on the proposed changes was undertaken as required under Section 86 of the Local Government Act 2002, pertaining to the Adoption, Review or Amendment of Bylaws.

The Special Consultative Process has been undertaken with Sixteen submissions being received including a Petition from Para Para residents. Also copies of the proposed changes were sent to the Director of Land Transport NZ, NZ Police - Nelson Bays Region, AA Automobile Association and NZ Road Transport Association Region 4. Copies of the proposed changes were also advertised in Council's Newline and Golden Bay Weekly.

A summary of the submissions is set out below and a copy of submissions is attached at the end of this report.

1. NZ Police (2 responses) – Police were in support of the changes with local Police preferring one speed limit that applied throughout the year rather than having a lower Holiday Speed Limit from the 20<sup>th</sup> December to January 31<sup>st</sup> the following year;
2. AA Automobile Association – Supported the proposed changes;
3. Land Transport NZ –
  - Generally LTNZ supported the proposed speed limit changes for Rototai Road, Meihana Street , Abel Tasman Drive at Ligar Bay and Collingwood Puponga Main Road at Pakawau;
  - LTNZ did not support without further evidence extending the 50kph Urban Traffic Area on Motupipi St. Their concern was the lack of development along this short section of road;
  - LTNZ did not support the 50kph speed limit proposed for either Sunbelt Crescent or Park Avenue, due to them being too short in length under the rule. Further to this they felt that a 70kph speed limit for Park Avenue was more appropriate since this is what the Warrant indicated;
  - Para Para – LTNZ did not support a Holiday Speed Limit without further supporting evidence nor did they support using speed limiting devices such as speed humps for a road environment with a legal speed limit of 100kph;
  - LTNZ supported only partially the proposed 50kph Urban Traffic Area for Pohara and instead, suggested that the 50kph speed limit stops 100m east of Richmond Road. And, from Richmond Road through to Pohara Valley Road including this road and Haille Lane, that the existing 70kph speed limit and the Holiday Speed Limit be retained.
4. NZ Road Transport Ass –
  - Para Para – Strongly objected to raising the speed limit and installing speed humps;

- Ligar Bay - Supported a 70kph speed limit but did not support a 50kph Holiday Speed Limit during the holiday period;
  - Pohara – Supported the existing 70kph speed limit on Abel Tasman Drive remaining, with the side roads reverting to 50kph speed limit and the existing 50kph Holiday Speed Limit continuing to apply only on Abel Tasman Drive through Pohara but extended out for a longer period;
5. Golden Bay Community Board – The Board submitted a comprehensive response on local road speed limits in Golden Bay. My summary of the board’s response is only for the roads where speed limits were proposed to be changed. Note: The other roads identified were reviewed under the Speed Limit Warrant however these did not qualify for a reduction in the speed limit with the exception of Abel Tasman Drive, which if changed would have created confusion by introducing 70 and 80 kph speed limits back to back.
- Supported lowering the speed limit on Rototai Road from 100kph to 70kph from Boundary Road to Arapeta Place however they would prefer this to be 50kph;
  - Supported lowering the speed limit to 50kph on Meihana and Motupipi Streets, Sunbelt Cres and Park Avenue;
  - Supported lowering the existing speed limit of 70kph in Pohara Township to 50kph;
  - Supported lowering the speed limit to 70kph through Pakawau Township and retention of the 50kph Holiday Speed Limit;
  - Did not support increasing the speed limit at Para Para and installing speed humps;
6. AJ Harris – Supported the lowering of the speed limit on Meihana Street from 70kph to 50kph;
7. R & A Mackay – Supported the lowering of the speed limit on Park Avenue from 100kph to 50kph;
8. Transit NZ – Had no objection to the proposed changes;
9. J M Beatson – Supported retaining the existing speed limit of 70kph at Para Para and objected the proposal of speed humps;
10. N Antman - Opposed changing the speed limit at Para Para and installing speed humps and questioned why some 15 years ago the Traffic Department deemed 50kph to be appropriate;
11. L Clingan – Submitted a petition signed by 112 persons opposed to lifting the speed limit at Para Para and supported a lower speed limit of 50kph;

12. J Morganti – Was disappointed that a lower speed limit on Abel Tasman Drive between Pohara and Ligar Bay was not proposed and considered the existing rural road speed limit of 100kph to be ridiculous;
13. Aorere Futures Trust, Chairperson, Alec Milne – Opposed an increase in the speed limit at Para Para but supported the installation of speed humps;
14. D Myall – Totally opposed the removal of the current speed limit at Para Para as well as the proposed seasonal Holiday Speed Limit;
15. AJ & ME Bell – Submission requested a 40kph speed limit for roads in the Milnthorpe Quay area and a review of the existing rural road speed limit on SH60 between Bishops Saddle and Para Para River Bridge.

## **DISCUSSION**

### Para Para

Firstly, with regards Para Para, the Community has clearly stated that removal of the current speed limit is not acceptable. Therefore the proposal to raise the speed limit and put in traffic calming devices has not been recommended.

Generally the majority of drivers travel at a speed they feel safe, in the case of Para Para the roads are narrow and curved therefore speeding is less likely to be a problem. However, by creating a trafficked calmed area this helps to ensure speeds are kept down, as opposed to relying on drivers to respect a speed sign.

### Abel Tasman Drive – Ligar Bay

The concern raised with this site by Land Transport NZ was regarding further information to substantiate the Holiday Speed Limit. In the case of the Holiday Speed Limits, warrants have not been undertaken during the holiday season as the amount of time and resources required to carry these out is not considered worthwhile. From local knowledge of these holiday areas, we know they swell in population over the Summer holidays and therefore a temporary reduction in the speed limit for a short period is only going to make these areas safer. Also NZ Road Transport Association did not support the proposed Holiday Speed Limit but did support the proposed 70kph permanent speed limit.

Local Police commented they would prefer one speed limit that applied all year round as opposed to having two, a permanent speed limit and temporary Holiday Speed Limit. Unfortunately, if this practise was applied there would not be a speed limit reduction during the holiday period under the present Speed Limit Rule, due to there being insufficient roadside development to substantiate a lower speed limit.

### Pohara

Both Land Transport NZ and NZ Road Transport Association had their own separate views on how Pohara should be dealt with. However it is felt that Pohara should be treated as one for simplicity, as the road between Richmond Road and Pohara Valley Road is an important link between the two portions of the community for providing access to Community facilities and local services. Also there are a lot of pedestrians using the roadside especially when the tide is in.

### Sunbelt Crescent and Park Avenue – Urban Traffic Areas

Land Transport NZ opposed these two roads having a 50kph speed limit primarily due to their short length. This non compliance with the rule in terms of length was known prior to the proposals being put forward however, due to the density of development and the type of recreational activities occurring on nearby facilities adjacent to Park Avenue, a 50kph speed limit appeared logical. The Speed Limit Rule states minimum lengths for defined speed limits however this is based on the section of road being part of a through route. Shorter lengths are permitted on side roads.

Speaking to Police, even though they are not able to ticket someone for exceeding the speed limit within a certain distance of a speed limit sign, they are able to issue tickets for other traffic offences in relation to driver behaviour where speed is a concern.

### Motuipipi Street

Land Transport NZ did not support extending the 50kph Urban Traffic Area to include the full length of this street. Based on the number of near misses between vehicles and trucks turning into the Dairy factory as well as the number of pedestrians and cyclists use this road, it is felt that including the current 70kph section of this road in the Takaka township 50kph area made sense.

It must be appreciated that Land Transport NZ has simply reviewed the proposed speed limits from a desktop study point of view, based on the Speed Limit Warrant data including photos and other relevant information sent to them.

## **RECOMMENDATION**

That Council adopt the attached changes to the Consolidated Bylaw Chapter 4 – Speed Limit Bylaw 2004.

Steve Elkington  
Roading Asset Engineer