

STAFF REPORT

TO: Mayor and Councillors

FROM: Steve Elkington on behalf of Gary Clark Transportation Manager

DATE: 12 March 2010

REFERENCE: B953

SUBJECT: **Proposed Change to Tasman District Council's Consolidated Bylaw Chapter 4 - Speed Limits Bylaw 2004 RCN10-03-07**

1 PURPOSE

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

2 BACKGROUND

A report was presented to Council's Engineering Services Committee in October 2009 outlining various proposed speed limit changes on roads in Waimea, Lakes Murchison, Motueka and Golden Bay Wards, recommending these go out for consultation.

Speed limits were reviewed last year in line with the "Land Transport Rule Setting of Speed Limits 2003", and a number of changes proposed.

The list of speed limit sites reviewed was compiled from local knowledge as well as requests from local residents and Community Boards.

3 DISCUSSION

The changes were advertised on the 15th December and closed on the 1st February 2010. Copies of the proposed changes were sent to each of Council's Service Centres as well as to Ward Councillors, Golden Bay & Motueka Community Board, Police, AA Automobile Association, NZ Road Transport Forum Region 4, NZ Transport Agency.

There were Thirty Eight submissions received by closing date with a further late submission received on the 9th February.

Of the 38 submissions, 9 of these were requesting a reduction to the speed limit on Redwood Valley Road and Redwood Valley Lane with a further 3 requests for reviews of Westdale Road, Stafford Drive through Ruby Bay once this road becomes a local road, and Abel Tasman Drive through Motupipi township. There was also one late submission.

Summary of Submissions at a Glance

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 proposed changes were advertised in Council's Newsline of the Nelson Mail, Motueka Guardian and Golden Bay Weekly.

A summary of the submissions is set out below and a copy of submissions will be made available at the Council meeting of 12 March 2010 should anyone wish to peruse them.

There is a set of Speed Limit maps showing the proposed changes attached to the end of this report after the recommendations.

Abbreviations/Notes:

MCB – Motueka Community Board

GBCB – Golden Bay Community Board

(Number) – Submission Number for reference

Walk Nelson – Tasman is associated with Living Streets Aotearoa

Location/ Road	Existing Speed Limit kph	Proposed Speed Limit kph	Proposal/Responses
COLLINGWOOD			
Collingwood Township (Map 2)	100	50	Extend out the existing 50kph speed limit to include Ruataniwha Drive and McDonald Place. <ul style="list-style-type: none"> – Michel Rose von Dreger supports the proposal (2); – Walk Nelson – Tasman supports the proposal (10); – Peter Blasdale supports the proposal (13); – Albie Burgers supports the proposal (14); – GBCB supports the proposal (21); – NZ Police supports the proposal (22); – NZTA supports the proposal (24); – NZ Automobile Association supports the proposal (25);
Haven Road - Collingwood (Map 2)	70	50	Revoke existing 70kph speed limit and instead make 50kph <ul style="list-style-type: none"> – Michel Rose von Dreger supports the proposal (2); – Walk Nelson – Tasman supports the proposal (10); – Peter Blasdale supports the proposal (13); – Albie Burgers supports the proposal (14); – GBCB supports the proposal (21); – NZ Police supports the proposal (22); – NZTA supports the proposal (24); – NZ Automobile Association supports the proposal (25);

Location/ Road	Existing Speed Limit kph	Proposed Speed Limit kph	Proposal/Responses
PARAPARA			
Parapara Beach, Bishop, Pryor and Parapara Esplanade Roads (Map 22)	70/50	50	Revoke the existing permanent 70kph speed limit and 50kph Holiday speed limit and replace with a 50kph speed limit. <ul style="list-style-type: none"> - Michel Rose von Dreger supports the proposal (2); - Walk Nelson – Tasman supports the proposal (10); - Peter Blasdale supports the proposal (13); - Albie Burgers supports the proposal (14); - NZ Transport Ass supports proposal (16); - Dave Myall supports the proposal (19); - GBCB supports the proposal (21); - NZ Police supports the proposal (22); - NZTA supports the proposal (24); - NZ Automobile Association supports the proposal (25); - Ross Wise believed the speed on Esplanade Road should be lower and felt that 50kph was unsafe (38).
PATONS ROCK			
Patons Rock Road (Map 3)	100	50	Extend out the existing 50kph speed limit. <ul style="list-style-type: none"> - Michel Rose von Dreger supports the proposal (2); - Walk Nelson – Tasman supports the proposal (10); - David James believes the sign should be closer to the State Highway due to the proposed location being obscured by over-grown vegetation (11); - Peter Blasdale supports the proposal (13); - Albie Burgers supports the proposal (14); - NZ Transport Ass supports proposal (16); - GBCB supports the proposal (21); - NZ Police supports the proposal (22); - NZ Automobile Association does not oppose proposal (25); - NZTA does not oppose the proposal (24); - Walk Nelson – Tasman supports the proposal (10).

Location/ Road	Existing Speed Limit kph	Proposed Speed Limit kph	Proposal/Responses
POHARA/EAST TAKAKA & TAKAKA			
Abel Tasman Drive (Maps 5,6 &7)	100	80	<ol style="list-style-type: none"> 1. Extend out the existing 80kph speed limit near Three Oaks to the start of the existing 70kph speed limit at Motupipi; 2. Put in place an 80kph speed limit from the end of the existing 70kph speed limit at Motupipi to the 50kph speed limit at Pohara. <ul style="list-style-type: none"> – Michel Rose von Dreger supports the proposal (2); – Tony Sandall supported proposals but felt that the 70kph speed limit at Motupipi should extend through to Pohara (3); – Walk Nelson – Tasman supports the proposal (10); – Helen Kingston supported the proposals but felt that the 80kph speed limit should also extend from near Pohara Valley Road to Totaranui (12); – Peter Blasdale supports the proposal (13); – Albie Burgers supports the proposal (14); – NZ Transport Ass suggested a Holiday Speed Limit to be more appropriate (16); – David Thorpe supported the proposal but also suggested 40kph School Zone outside Motupipi School and leaving the section between Clifton and Motupipi to remain at 100kph (20); – GBCB supports the proposals, see further comment below(21); – NZ Police supports the proposal (22); – NZTA supports the proposal (24); – NZ Automobile Association supports the proposal (25); – Elizabeth Burdett supports the proposals (27); – Phil Castle supports the proposals (28); – John Garner opposed the proposals and felt the existing rural speed limit was appropriate (34).
Arapeta Place and Toiora Place (Map 7)	100	50	<p>Make 50kph speed limit from start of the subdivision off Rototai Road and encompassing both roads</p> <ul style="list-style-type: none"> – Michel Rose von Dreger supports the proposal (2); – Walk Nelson – Tasman supports the proposal (10); – Peter Blasdale supports the proposal (13); – Albie Burgers supports the proposal (14); – NZ Transport Ass supports proposal (16); – GBCB supports the proposal (21); – NZ Police supports the proposal (22); – NZTA was not able to support the proposal due to lack of development(24); – NZ Automobile Association supports the proposal (25);

Location/ Road	Existing Speed Limit kph	Proposed Speed Limit kph	Proposal/Responses
Rototai Road (Map 7)	70	70	Leave as 70kph speed limit from Boundary Road to end of existing 70kph speed limit <ul style="list-style-type: none"> - NZ Transport Ass supports proposal (16); - NZ Police (22), NZ Automobile Association (25) and NZTA (25) did not oppose this recommendation; - GBCB does not support the recommendation to leave unchanged (21); - Dave Myall did not support the recommendation to leave unchanged and preferred a 50kph speed limit (19). - Late submission from Ivan & Lily McKay did not support the recommendation to leave unchanged and preferred a 50kph speed limit.
KAITERITERI/ RIWAKA			
Riwaka Kaiteriteri Road (Map 9A)	100	80	Make 80kph speed limit from SH60 to Tapu Bay. <ul style="list-style-type: none"> - John & Sally Palmer support this proposal however they prefer to see the speed limit remain at 100kph for 1.6kilometres from the intersection with SH60(1); - David Ryder's submission didn't support or oppose the change in the speed limit but referred to speed limit through Riwaka(4); - Rex & Val Westley supported the proposal (5); - Walk Nelson – Tasman supported the proposal (10); - NZ Road Transport Association Tasman suggested a holiday speed limit may be more appropriate (16); - NZ Police supports the proposal (22); - NZTA was not able to support the proposal due to lack of development(24); - NZ Automobile Association supports the proposal (25); - Jude Ahearn supports the proposal (30).
Riwaka Kaiteriteri Road (Map 9B)	100	50	Make 50kph speed limit from Tapu Bay to the existing 30kph speed limit near Rowling Road Little Kaiteriteri. <ul style="list-style-type: none"> - John & Sally Palmer support this proposal (1); - David Ryder's submission didn't support or oppose the change in the speed limit (4); - Rex & Val Westley supported the proposal (5); - Walk Nelson – Tasman supports the proposal (10); - NZ Road Transport Association does not oppose the proposal (16); - NZ Police supports the proposal (22); - NZTA was not able to support the proposal due to lack of development(24); - NZ Automobile Association supports the proposal (25); - Jude Ahearn supports the proposal but would have liked the existing 30kph speed limit to have been pushed out for a short distance (30).

Location/ Road	Existing Speed Limit kph	Proposed Speed Limit kph	Proposal/Responses
Factory Road – (Map 10)	100	80	From SH60 to Swamp Road to match speed limits at both ends of road. <ul style="list-style-type: none"> – NZ Road Transport Association does not oppose the proposal (16); – NZ Police supports the proposal (22); – NZTA supports the proposal (24); – NZ Automobile Association supports the proposal (25);
MOTUEKA NORTH & SOUTH			
Thorp Street (Map 11B)	100	80	Put in place an 80kph speed limit extending from the existing 50kph speed limit to the Sewage Oxidation Ponds. <ul style="list-style-type: none"> – Walk Nelson – Tasman supports the proposal (10); – NZ Road Transport Association supports the proposal (16); – NZ Police supports the proposal (22); – NZTA supports the proposal (24); – NZ Automobile Association supports the proposal (25); – D N Wilson supports a lower speed limit of 60kph (26).
Staple Street (Map 11B)	100	80	Put in place an 80kph speed limit extending from SH60 to the intersection of Thorp Street. <ul style="list-style-type: none"> – John & Sally Palmer oppose the speed limit being lowered (1); – Walk Nelson – Tasman supports the proposal (10); – Muriel Hope supports a lower speed limit of 70kph (15); – NZ Road Transport Association supports the proposal (16); – NZ Police supports the proposal (22); – NZTA supports the proposal (24); – NZ Automobile Association supports the proposal (25); – D N Wilson supports a lower speed limit of 60kph (26).
Staple Street (Map 11B)	100	50	Extend out the Motueka Urban Traffic Area to encompass Staple Street from Thorp Street to the Kumaras walkway carpark. <ul style="list-style-type: none"> – John & Sally Palmer oppose the speed limit being lowered (1); – Walk Nelson – Tasman supports the proposal (10); – NZ Road Transport Association supported the proposal (16); – NZ Police supports the proposal (22); – NZTA supports the proposal (24); – NZ Automobile Association supports the proposal (25).

Location/ Road	Existing Speed Limit kph	Proposed Speed Limit kph	Proposal/Responses
High Street South & Wildman Road (Map 11A)	70	70	The proposal is to leave this speed limit un-changed <ul style="list-style-type: none"> - NZ Road Transport Association does not oppose the recommendation (16); - NZ Police does not oppose the recommendation (22); - NZTA supported the recommendation (24); - NZ Automobile Association does not oppose the recommendation but suggests the speed limit of all arterial roads into Motueka be 80kph (25).
Wharf Road (Map 11A)	100	70	Put in place a 70kph speed limit. <ul style="list-style-type: none"> - Walk Nelson – Tasman supports the proposal (10); - NZ Road Transport Association supports the proposal (16); - NZ Police supports the proposal (22); - NZ Automobile Association proposes the speed limit to be 80kph (25); - Muriel Hope supports a lower speed limit of 50kph (15).
MAPUA			
Old Coach (Seaton Valley to TDC Water Tank), Seaton Valley, Chaytor and Dawson Roads (Map 13, 13A, 13B &14)	100	80	Put in place an 80kph speed limit on these roads. <ul style="list-style-type: none"> - Walk Nelson – Tasman supports the proposal (10); - NZ Road Transport Association supported the proposal (16); - NZ Police supports the proposal (22); - NZTA was unable to support the proposal due to insufficient information and suggested an area wide approach be taken using draft speed zoning criteria (24); - NZ Automobile Association supports the proposal (25); - Bill & Erica Lynch supported a lower speed of 50kph on Seaton Valley Road (36).
WAKEFIELD			
Pigeon Valley Road (Map 18B)	100	80	Put in place an 80kph speed limit from the existing 50kph speed limit at Wakefield to near Pigeon Valley South Branch Road <ul style="list-style-type: none"> - Walk Nelson – Tasman supports the proposal (10); - NZ Road Transport Association are concerned that there is a lack of justification for lowering the speed on this road (16); - NZ Police supports the proposal (22); - NZTA did not support the proposal (24); - NZ Automobile Association supports the proposal (25); - Maria Ware supported the proposal and requested the speed limit be extended along Pigeon Valley South Branch Road (37).

Location/ Road	Existing Speed Limit kph	Proposed Speed Limit kph	Proposal/Responses
ST ARNAUD Beechneest Drive and Glacial Terrace (Map 20)	100	30	Extend out the existing Urban Traffic Area for St Arnaud with a 30kph speed limit to include these roads. <ul style="list-style-type: none"> - Walk Nelson – Tasman supports the proposal (10); - NZ Road Transport Association supports the proposal (16); - NZ Police supports the proposal (22); - NZTA refrained from commenting due to lack of supporting evidence (24); - NZ Automobile Association supports the proposal (25);
MURCHISON Hotham, Waller & Chalgrave Streets (Map 21)	100	50	Extend out the existing Urban Traffic Area for Murchison with a 50kph speed limit to include these roads. <ul style="list-style-type: none"> - Walk Nelson – Tasman supports the proposal (10); - NZ Road Transport Association does not oppose the proposal (16); - NZ Police supports the proposal (22); - NZTA does not support the proposal (24); - NZ Automobile Association supports the proposal (25);

The following two tables include further comments from those submissions received. These comments will be followed up on and where feasible included in future speed limit reviews or added to Council's Minor Road Improvements Programme for investigation.

Submission No.	Name	Further Comments
5	Rex & Val Westley	Request that the 30kph speed limit at Kaiteriteri be extended along Martin Farm Road
12	Helen Kingston	Requested the 80kph proposed speed limit be extended from Pohara to Totaranui.
13	Peter Blasdale	Requested a blanket 80kph speed limit West of Takaka
14	Albie Burgers	supported an overall blanket rural road speed limit of 80kph across Golden Bay
17	Jeremy Cooper	Requested Westdale Rd be reviewed for a lower speed limit
18	Chas Packer	Suggested the speed limit of 70kph on Abel Tasman Drive through Motupipi should be lowered to 50kph
19	Dave Myall	Requested Rangihaeata Rd be reviewed for a lower speed limit
21	GBCB	That side roads off Abel Tasman Drive should have there speed limits reduced; Motupipi School should have a 40kph School Zone; Motupipi 70kph speed limit be reduced to 50kph; And a 70kph speed limit extended beyond Pohara Valley Road
23	Julie Panes	Suggested the speed limit on Stafford Drive should be reduced to 50kph once TDC takes ownership from NZTA

The following Submissions are specific to Redwood Valley Lane and Redwood Valley Road.

Submission No.	Name	Further Comments
6	Gail Mason	Request review of speed limit
7	Peter & Christine Stringer	Also raise issue with the numerous road names with "Redwood" in them
8	Cathryn Kerridge & Peter Bright	Request review of speed limit
9	G M Waring	Suggested making the intersection of Redwood Valley Lane at Moutere Hwy one way and look at moving fences back to provide for pedestrians
29	Trish & Brian Kidson	Request review of speed limit
31	Ian & Maureen Grage	Request review of speed limit
32	Karen Matthews	Request review of speed limit
33	Simon Duqueumin	Request review of speed limit
35	Hilda & Bob Bright	Suggested making Redwood Villy Lane No Exit on to the Moutere Hwy

Comments

Golden Bay

a) Collingwood

- Ruataniwha Drive and McDonald Place - (See Map 2)

This recommendation is to extend out the Urban Traffic Area with a 50kph speed limit to encompass both Ruataniwha Drive and McDonald Place which are both Urban Roads within Collingwood.

- Haven Road & Collingwood Quay - (See Map 2)

The existing 70kph speed limit along Haven Road and Collingwood Quay is recommended to be revoked and the Collingwood Urban Traffic Area extended out. The 50kph speed limit change point on Haven Road will be in line with the western side of the Collingwood Wharf and opposite the first house No.35 Haven Road as you approach Collingwood.

It has not been recommended to extend out the 70kph speed limit due to there being no roadside development over the minimum 500metres length required under the Speed Limits Rule, from the recommended 50kph speed limit change point.

b) Parapara Beach Road - (See Map 22)

The recommendation is to revoke the existing 70kph permanent speed limit and 50kph Holiday speed limit currently in place for roads in the Parapara settlement. And put in place an Urban Traffic Area with a speed limit of 50kph.

Ross Wise (Submission No.38) mentions that 50kph is too fast for Esplanade Road which is a legal road. Whilst the speed limit applies over this section of

road the character of the road itself and activities occurring along it, will determine the lower speed at which drivers will choose to travel at.

c) Patons Rock Road - (See Map 3)

The recommendation is to move out the existing Urban Traffic Area with a 50kph speed limit to account for the level of roadside development that has occurred beyond the speed limit change point indicated on the speed limit map.

David James (Submission No.11) mentions that there is nearby vegetation that will obscure the sign if located where proposed. In the Speed Limit Rule there is flexibility to shift slightly the location of a speed limit sign to account for it being obscured.

d) Abel Tasman Drive (Two sections) – (See Maps 5,6&7)

The two sections recommending the speed limit be lowered are from:

- The end of the existing 70kph speed limit north of Sunbelt Crescent to the start of the 70kph speed limit at Motupipi and;
- From the end of the 70kph speed limit at Motupipi to the start of the 50kph speed limit at Pohara.

The recommendation is to put in place an 80kph speed limit for both these sections of Abel Tasman Drive. This speed limit better suits the level of surrounding roadside development.

All side roads off Abel Tasman Drive will have De-Restriction signs installed near there intersection with Abel Tasman Drive.

e) Rototai Road including Arapeta Place & Toiora Place

- Rototai Road (See Map 7)

The recommendation is to leave the current speed limit unchanged. Currently the permanent 70kph speed limit extends from the 50kph speed limit near Boundary Road Takaka to north of Arapeta Place. The recommendation is based on the Speed Limit Warrant findings where the lack of roadside development along most of the 70kph speed limit section of Rototai Road except for at Rototai, was well below the rating required for a 50kph speed limit. Further to this Council has in recent years constructed a shared path along Rototai Road to near Arapeta Place for cyclists and pedestrians. The roadside development at Rototai is similar to that found at other 70kph speed limit sites around the district.

- Arapeta and Toiora Places – (See Map 7)

The recommendation is to create an Urban Traffic Area with a 50kph speed limit. These roads were constructed a number of years ago as part of a new

subdivision and classified as urban. The sections within this subdivision are slowly being built on.

Kaiteriteri Area

f) Riwaka Kaiteriteri Road – (See Maps 9A & 9B)

- The recommendations are to lower the speed limit from 100kph to 80kph from Cooks Corner at SH60 intersection to near Tapu Bay and;
- Lower the speed limit from 100kph to 50kph between Tapu Bay and Kaiteriteri by extending out the Urban Traffic Area for Kaiteriteri and Tapu Bay.

The proposed 80kph section of Riwaka Kaiteriteri Road has a lower level of roadside development than the section north of Tapu Bay and has a higher operating speed. Whilst NZTA did not support this proposal, it instead suggested Council should consider reviewing both road sections in line with NZTA's Draft Speed Zoning Policy. Speed Zoning is about setting a speed limit that matches closely the average mean operating speed of the road. For both sections of Riwaka Kaiteriteri Road, the speed limits proposed do align closely with the 85th percentile and mean speeds.

Further to the above, the existing speed limit on SH60 at Cooks Corner is 80kph, therefore the recommended 80kph for the first section of Riwaka Kaiteriteri Road is deemed appropriate.

g) Factory Road Riwaka – (See Map 10)

The recommendation is to lower the speed limit on Factory Road from 100kph to 80kph thereby bringing it inline both roads at either end of Factory Road, these are SH60 and Swamp Road, which have a speed limit of 80kph.

Motueka

h) Wildman Road & High Street South – (See Map 11A)

The recommendation is to leave the current speed limit unchanged. Currently the permanent 70kph speed limit extends along both roads which run into one another from SH60 to Queen Victoria Street/Main Road Lower Moutere Intersection.

Both the Speed Limit Warrant and results from speed surveys show that the existing 70kph speed limit is appropriate. The most recent speed survey indicated the 85th percentile speed was 70kmh and which is consistent with previous speed surveys undertaken. This shows that the level of compliance is very good.

Both of these roads have footpaths separated from the road with kerbing and where there is a shared path set back from the road edge.

i) Wharf Road – (Map 11A)

The recommendation is to lower the existing speed limit from 100kph to 70kph.

Whilst there isn't any roadside development along this road to generate a Speed Limit Warrant Rating, it was felt 70kph was appropriate as this is in line with other speed limits on nearby roads on the fringes of Motueka.

Muriel Hope (Submission 15) suggested a lower speed limit of 50kph. It is felt that a 50kph speed limit would achieve low acceptance. It is noted that with proposed walkway to be developed by Keep Motueka Beautiful and financially supported by Council, that this will provide pedestrians with an off road path while cyclists who choose to use the roadway should have more berm to escape on to, once the vegetation is removed with the path works.

j) Staple and Thorp Streets – (Map 11B)

The recommendations are to lower the speed limit on:

- Staple Street from SH60 to Thorp Street from 100kph to 80kph and;
- Thorp Street from the end of the existing 50kph speed limit to the sewage oxidation ponds from 100kph to 80kph and;
- Staple Street from Thorp Street to Kumaras Walkway Carpark from 100kph to 50kph by extending the Motueka Urban Traffic Area.

Both Staple and Thorp Streets met the requirement for an 80kph speed limit under the speed limit warrant. This speed limit also aligns with that of SH60 at the northern end of Motueka.

Staple Street between Thorp Street and the Kumaras Walkway carpark, is used by higher numbers of pedestrians to access the coast and walkway. Whilst the road is narrow with roadside drains and narrow shoulders, pedestrians are required to share the road space with other road users. It is intended to install warning signage indicating this.

Mapua

k) Old Coach, Seaton Valley, Chaytor and Dawson Roads – (See Maps 13A, 13B & 14)

The recommendation is to lower the existing 100kph speed limit to 80kph on the following roads:

- Old Coach Road (To be known as Stagecoach Road) from Ruby Bay Bypass to the Council's Water Tank;

- Seaton Valley Road from Old Coach Road (To be known as Stagecoach Road) to The Coastal Highway SH60 (To be known as Mapua Drive);
- Chaytor Road from Seaton Valley Road to road end;
- Dawson Road from Seaton Valley Road to road end.

The speed limit warrants undertaken for these roads supported an 80kph speed limit. Whilst the operating speed on these roads is likely to be less due to there alignment, the only speed limit signs needed will be at the Mapua end of Seaton Valley Road and on Old Coach Road near the intersection with the Bypass. Repeater signs may be required along Seaton Valley Road.

B & L Lynch (Submission 36) suggested a 50kph speed limit to be more appropriate on Seaton Valley Road. With the lack of roadside development it is likely this speed limit would gain low acceptance.

NZTA (Submission 24) did not support the proposal due to insufficient information and instead suggested an area wide approach should be taken. This is in fact the approach that Council has taken.

Wakefield

l) Pigeon Valley Road

The recommendation is to lower the speed limit from 100kph to 80kph from the 50kph speed limit at the Wakefield end to near Pigeon Valley South Branch Road, a total length of approximately 2.7km.

The Speed Limit Warrant undertaken for Pigeon Valley Road achieved the rating to justify an 80kph speed limit. Based on the crash rate which is double than expected at 0.4 injury accidents per year for this type of road and the recorded 85percentile speed of 85kph, this helped justify recommending a lower speed limit.

New Zealand Road Transport Association (Submission 16) questioned the justification for lowering the speed limit on this road.

m) **St Arnaud** – Beechnest Subdivision - (See Map 20)

The recommendation is to extend the Urban Traffic Area for St Arnaud to encompass the new Beechnest Subdivision roads of Beechnest Drive and Glacial Terrace.

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.

n) **Murchison** – Waller, Hotham & Chalgrave Streets – (See Maps 21)

The recommendation is to extend the Urban Traffic Area for Murchison to encompass the northern end of Murchison which includes an old section of State Highway Waller Street, the full length of Chalgrave Street and the gravel section of Hotham Street.

4 RECOMMENDATION

THAT Council adopt the attached schedule of changes to its Consolidated Bylaw Chapter 4 – Speed Limit Bylaw 2004, to come into force on Thursday 1st April 2010.

There is a set of Speed Limit maps showing the proposed changes attached to the end of this report.

Map No.	Location & Road Name	Existing Speed Limit kph	Proposed Speed Limit kph	Description of Proposed Change
2	COLLINGWOOD			
	Ruataniwha Drive & McDonald Place	100	50	Extend out the Urban Traffic Area with a permanent speed limit of 50kph to encompass Ruataniwha Drive and McDonald Place.
	Haven Road	70	50	Extend out the Urban Traffic Area with a permanent speed limit of 50kph in a westerly direction along Haven Road to a point measured approximately 400metres west of the intersection of Tasman and Elizabeth Streets and revoke the existing 70kph permanent speed limit.

Map No.	Location & Road Name	Existing Speed Limit kph	Proposed Speed Limit kph	Description of Proposed Change
22	PARAPARA Parapara Beach, Bishop, Pryor and Parapara Esplanade Roads	70	50	Create an Urban Traffic Area encompassing all of the said roads with a permanent 50kph speed limit and revoke the existing permanent 70kph speed limit and 50kph Holiday speed limit which currently apply.
3	PATONS ROCK Patons Rock Road	100	50	Extend out the Urban Traffic Area with a permanent speed limit of 50kph along Paton Rock Road in a south westerly direction towards State Highway 60 to a point measured approximately 200metres south west of Battery Road
5,6&7	POHARA/ EAST TAKAKA & TAKAKA			
	Abel Tasman Drive (Takaka to Motupipi)	100	80	Extend out the existing 80kph speed limit at Three Oaks to the start of the existing 70kph speed limit at the settlement of Motupipi.
	Abel Tasman Drive (Motupipi to Pohara)	100	80	Put in place an 80kph speed limit extending from the northern end of the existing 70kph speed limit at the settlement of Motupipi to the start of the 50kph speed limit at Pohara.
7	TAKAKA			
	Arapeta Place and Toiora Place	70	50	Create an Urban Traffic Area with a permanent 50kph speed limit to encompass all of Arapeta and Toiora Places and revoke the existing 70kph permanent speed limit.
	Rototai Road	70	70	No change proposed - To lower or extend the existing permanent 70kph speed limit.

Map No.	Location & Road Name	Existing Speed Limit kph	Proposed Speed Limit kph	Description of Proposed Change
9A & 9B	KAITERITERI			
	Riwaka Kaiteriteri Road	100	80	To put in place an 80 kph permanent speed limit extending from SH60 at Cooks Corner to a point near the southern end of Tapu Bay and measured approximately 300metres in a southerly direction from the intersection with Stephens Bay Road
	Riwaka Kaiteriteri Road	100	50	To extend the Urban Traffic area for Kaiteriteri area that has a permanent speed limit of 50kph area to enclose all of Riwaka Kaiteriteri Road from a point measured approximately 300metres south of Stephens Bay Intersection and extending along the said road to the start of the permanent 30kph permanent speed limit near Rowling Road.
10	RIWAKA & BROOKLYN Factory Road	100	80	Put in place a permanent 80kph speed limit extending the full length of Factory Road from Swamp Road to SH60
11B	MOTUEKA NORTH & SOUTH AND LOWER MOUTERE			
	Thorp Street	100	80	Put in place a permanent 80kph speed limit extending in a northerly direction from the existing 50kph speed limit to the Sewage Farm gate.
	Staples Street	100	80	Put in place a permanent 80kph speed limit extending in an easterly direction from SH60 to the intersection of Thorp Street .
	Staples Street	100	50	To extend out the Motueka township Urban Traffic Area with a permanent speed limit of 50kph to encompass the section of Staple Street between the intersection of Thorp Street and the Kumaras walkway carpark.
	High Street South & Wildman Road	70	70	No change proposed - To lower the existing permanent 70kph speed limit extending along High Street South and Wildman Road between SH 60 and Queen Victoria Street.

Map No.	Location & Road Name	Existing Speed Limit kph	Proposed Speed Limit kph	Description of Proposed Change
11A	Wharf Road	100	70	Put in place a permanent 70kph speed limit extending in an easterly direction from the 50kph speed limit sign near SH60 to the 50kph speed limit sign near Ward Street.
13A, 13B & 14	RUBY BAY & MAPUA Seaton Valley, Chaytor and Dawson Roads as well as Old Coach Road (To be known as Stagecoach Road) from the intersection of the Ruby Bay Bypass to the road terminus near the TDC Rural Water Supply Scheme tanks	100	80	Put in place an 80kph permanent speed limit encompassing Seaton Valley, Chaytor and Dawson Roads as well as a portion of Old Coach Road (To be known as Stagecoach Road) from near the intersection with the Ruby Bay Bypass and extending in a northerly direction to the road terminus near the rural water scheme tanks.
18B	WAKEFIELD Pigeon Valley Road	100	80	Put in place an 80kph permanent speed limit extending in a north westerly direction along the said road from the existing 50kph speed limit at Wakefield Township to the southern side of the intersection with Pigeon Valley South Branch Road.
20	ST ARNAUD Village - Beechnest Drive and Glacial Terrace	100	30	Extend out the St Arnaud Village Urban Traffic Area with a permanent speed limit of 30kph to encompass all of Beechnest Drive and Glacial Terrace.
21	MURCHISON Township - Waller, Chalgrave and Hotham Streets	100	50	Extend out the Murchison township Urban Traffic Area with a permanent speed limit of 50kph to encompass all of Waller, Chalgrave and Hotham Streets

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