

# STAFF REPORT

**TO:** Chairman and Members of Engineering Services Committee  
**FROM:** Steve Elkington, Road Asset Engineer  
**REFERENCE:** R879  
**DATE:** 12 October 2006  
**SUBJECT:** **SPEED LIMIT REVIEW RICHMOND WARD & LAKES WARD AREAS**

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## 1 PURPOSE

To recommend changes to a number of speed limits on various roads in the Waimea Ward and Lakes Ward areas:

### 1.1 Richmond & Hope

1. Salisbury Road – Extend 50kph Speed Limit towards Champion Rd;
2. Champion Road (Western Extension) and Access Road to the ASB Aquatic Centre – Proposal to lower existing 80kph Speed Limit to 30kph;
3. Queen Street – Extend 70kph Speed Limit to the MDF Factory main entrance;
4. McShanes Road – Make 70kph Speed Limit between SH60 and Queen St;
5. Sandeman Road & Artillery Place – Extend the Richmond Urban Traffic Area thereby making the speed limit 50kph;
6. Hill St South and Sunview Heights – Extend the Richmond Urban Traffic Area thereby making the speed limit 50kph;

### 1.2 Brightwater

7. Factor Road – Between SH6 and River Terrace Road make the speed limit 50kph;
8. River Terrace Road – SH60 to Factory Road make the speed limit 50kph;
9. River Terrace Road – Factory Road to Mt Heslington Road make the speed limit 80kph;

### **1.3 Wakefield**

10. Eighty Eight Valley Road:
  - Extend the Wakefield Urban Traffic Area of 50kph to the southern side of Genia Drive Intersection and,
  - Put in place an 80kph Speed Limit extending from the proposed 50kph Speed Limit near Genia Drive to the southern side of Totara View intersection;
11. Genia Drive and O'Shea Place – Extend the Urban Traffic Area of Wakefield in a southerly direction thereby making the speed limits on these roads 50kph;
12. Totara View Road and Kilkenny Place - Extend the Wakefield Urban Traffic Area in a southerly direction thereby making the speed limit of these roads 50kph;
13. Treaton Place & Matariki Place – Extend the Wakefield Urban Traffic Area to totally enclose these roads;
14. Bird Lane – Extend the Wakefield Urban Traffic Area to include Bird Lane thereby making the speed limit on this road 50kph;
15. Mayer Crescent & Whiting Drive – Extend the Wakefield Urban Traffic Area to totally enclose these roads;

### **1.4 Upper Moutere**

16. Moutere Highway & Sunrise Valley Road – To leave in place the 70kph Speed Limit and continue to monitor;

### **1.5 Lake Rotoroa Village**

17. Create Urban Traffic Area for Rotoroa Village affecting the following roads Gowan Valley, Porika & Braeburn Track Roads.

## **2 BACKGROUND**

Council was required as part of the Land Transport Rule “Setting of Speed Limits 2003”, to introduce a new Speed Limit Bylaw which it did in 2004. As part of the ongoing process of reviewing speed limits across the district, particularly where land use has changed and subdivisions have occurred, the Waimea and Lakes Wards are the last areas in the current round of reviews to be considered. Previously Golden Bay and lately Motueka and surrounding areas were reviewed.

## **3 COMMENT**

The roads in Waimea Ward and Lakes Ward reviewed for consideration of a lower speed limit were selected based on local knowledge and requests from the public.

## **Richmond (See map "16" for details)**

### **1. Salisbury Road (South of Champion Rd to Existing 50/80 SL Sign near Reservoir Creek)**

The proposal is to extend the existing 50kph Speed Limit closer to the Salisbury/Champion Roads Roundabout.

The change point between the existing 50kph and 80kph speed limits is approximately 130metres from Champion Road. The proposal is to move this change point to within approximately 65metres of Champion Road.

The proposal is simply to tidy-up the existing situation and clearly define within the Speed Limit Bylaw the exact position of the change point.

Therefore it is recommended to extend the 50kph Speed Limit in a northerly direction closer to Champion Road.

### **2. Champion Road (Western Extension) & ASB Aquatic Centre Access Road (Between Salisbury Rd Roundabout and ASB Pool)**

Both the short leg of Champion Road in front of Raeward Fresh and the pool access road carries significant traffic to the pool, Raeward Fresh and particularly in the height of the tourist season, the Craft Habitat. A shared footpath connecting to the popular Whakatu Drive cycleway and footpath also crosses the pool access road near the Craft Habitat carpark entrance.

#### ***Speed Limit Warrant Results***

The extension of Champion Road met the warrant for a 50kph Speed Limit and therefore under the "Speed Limit Rule" a 30kph Speed Limit was able to be considered. Further to this, the legal road only extends as far as the Raeward Fresh entrance. The proposal of a 30kph Speed Limit seems more appropriate for this area than 50kph.

Therefore it is recommended the speed limit on the western extension of Champion Road and ASB Aquatic Centre accessway be made 30kph.

### **3. Queen Street (Existing 70/100 SL Sign to just West of Sandeman Rd and the main entrance into Nelson Pine Industries MDF Plant)**

This section of Queen Street carries over 7000vehicles per day and is surrounded by land zoned Rural Industrial and Industrial Light.

The proposal is to extend the existing 70kph Speed Limit for a further 500metres to a position on the western side of the MDF Plant main entrance. The proposed 70kph Speed Limit will also take in McShanes Road, Sandeman Road and Headingly Lane intersections which have considerable amount of turning traffic.

### ***Speed Limit Warrant Results***

The average rating for this road is **R = 5.1**, which meets the requirements for an 80kph Speed Limit under the Rule.

However it is recommended that Queen Street has a 70kph Speed Limit imposed between the existing 70kph Speed Limit sign and just west of the MDF Plants main entrance for safety reasons as well as to limit the confusion by having two speed limits back to back with a 10kilometre difference.

#### **4. McShanes Road (Queen Street to Appleby Highway SH60)**

McShanes Road is heavily used to access local tourism style businesses. These businesses have grown in recent years and it is now appropriate to consider a lower speed limit for this road which currently has a 100kph Speed Limit. The road is straight and narrow with deep drains along both sides.

### ***Speed Limit Warrant Results***

The average rating for this road is **R = 4**, which meets the requirements for an 80kph Speed Limit under the Rule. McShanes Road however meets the Warrant for a 70kph Speed Limit for just over half of the roads length with an R greater than 6.

It is recommended the speed limit on McShanes Road be set at 70kph, which matches that being proposed on Queen Street at McShanes Road.

#### **5. Sandeman Road & Artillery Place (Extend the Urban Traffic Area to include both roads)**

Both Sandeman Road and Artillery Place are designated as Access Places in Council's roading hierarchy and are surrounded by land zoned Industrial Light. Whilst there is little development on these two roads at present, this may change in future. Therefore the lowering of the existing speed limit from 100kph down to 50kph is appropriate for this type road which is fully serviced with kerb and channel.

### ***Speed Limit Warrant Results***

A rating for these roads was not undertaken due to the lack of development at present along Artillery Place and the eastern side of Sandeman Road.

Therefore it is recommended the Urban Traffic Area for Richmond be extended to include both Sandeman Road and Artillery Place.

#### **Hope (See map "25" for details)**

#### **6. Hill Street South (Between White Rd and northern end) & Sunview Heights**

Hill Street South and Sunview Heights are classified under Council's roading hierarchy as Access Places. The land zoned on the eastern side of Hill Street South and encompassing Sunview Heights is currently zoned Rural Residential.

The existing speed limit for these two roads is 80kph. This speed limit is out of character with the urban nature of Sunview Heights, which has kerb and channel and

footpaths. The operating speed on both these roads is less than 80kph as the speed surveys indicate, and which show 50kph as being more appropriate.

### ***Speed Limit Warrant Results***

The average rating for both Hill Street South between White Road and the northern end is **R = 7.6**, and Sunview Heights is **R = 8**. The extent of development for both roads is moderate but for the fact that the sections are larger which therefore pulls the rating back.

Therefore it is recommended that the Urban Traffic Area for Richmond, which has a speed limit of 50kph, be extended to include Sunview Heights and Hill Street South from north of White Road.

## **Brightwater (See map "17" for details)**

### **7. Factory Road (SH6 to River Terrace Rd)**

Factor Road extends between State Highway 6 and River Terrace Road, and currently has a legal speed limit of 100kph. The land on both sides of the road is zoned industrial and there are a number of major businesses such as Fonterra, and numerous smaller businesses along its 650metre length.

### ***Speed Limit Warrant Results***

The average rating for this road is **R = 10**

The rating achieved for this section of road is just under that recommended for a 50kph Speed Limit however, this speed limit it is felt more appropriate for the road than that of 70kph.

Therefore it is recommended creating an Urban Traffic Area with a speed limit of 50kph to encompass all of Factory Road and a section of River Terrace Road between SH6 and a point just east of Factory Road intersection.

### **8. River Terrace Road (SH6 to Factory Rd)**

River Terrace Road has a speed limit of 100 kph. The land on either side of this section of road is zoned Industrial Light and Tourism Services. The road carries a lot of heavy commercial vehicles into the Lee Valley area as well there is a lot of turning traffic into the businesses along this section of road including the stock yard on sale day. The length of this section of River Terrace Road between State Highway 6 and Factory Road is approximately 300metres.

### ***Speed Limit Warrant Results***

The average rating for this section of River Terrace Road is **R = 8**, which meets the 70kph speed limit requirements under the Rule.

With the proposal to make the speed limit on Factory Road 50kph, it appeared logical to include this section of River Terrace Road, since the rest of the road surveyed to as far as Mount Heslington Road only met the Warrant for an 80kph Speed Limit.

Therefore it is recommended creating an Urban Traffic Area with a speed limit of 50kph to encompass all of Factory Road and this section of River Terrace Road between SH6 and a point just east of Factory Road intersection.

## **9. River Terrace Road (Factory Rd to East of Mt Heslington Rd)**

River Terrace Road is a Collector Road under Council's roading hierarchy and carries approximately 1500 vehicles per day, with many of these being heavy commercial vehicles.

Along this section of River Terrace Roads there are a number of life style blocks, with the land being zoned Rural 1.

The proposal is to lower the existing speed limit from 100kph to 80kph, between Factory Road and a point just east of Mt Heslington Road.

### ***Speed Limit Warrant Results***

The average rating for this section of River Terrace Road is **R = 5**, which meets the requirements for an 80kph speed limit under the Rule.

Therefore it is recommended an 80kph Speed Limit be implemented between Factory Road and proposed 50kph Speed Limit, and a point just east of Mt Heslington Road.

## **Wakefield (See map "18" for detail)**

### **10. Eighty Eight Valley Road**

- **(From the existing 50kph Speed Limit to Genia Drive)**
- **(Genia Drive to Totara View Road)**

Eighty Eight Valley Road currently has a 50kph Speed Limit extending from the intersection with SH6 to a point just before the intersection with Genia Drive. From this point on wards the speed limit is 100kph however, the road alignment prevents this speed from safely being achieved.

Over the years rural residential development has occurred along Eighty Eight Valley Road to as far as and including Totara View Road. Land around this section of Eighty Eight Valley Road is zoned on the southern side to opposite Genia Drive as Recreation, whilst on the Wakefield side it is zoned residential to a point just past Genia Drive and then Rural Residential to just past Totara View Road. A footpath on the north side of Eighty Eight Valley Road has been extended to and along the frontage of the Genia Drive subdivision.

Unfortunately although there are significant numbers of houses along this section of road, a lot of the properties share a driveway and therefore, under the warrant system, these driveways are only rated as one unit as opposed to one unit for each dwelling if they had had separate driveways.

There are two 45kph curves within the section proposed to have a speed limit of 80kph which help to limit vehicle speeds.

## ***Speed Limit Warrant Results***

### Extending 50kph Speed Limit to the northern side of Genia Drive Intersection

The average rating for this short extension of 160metres of the 50kph Speed Limit to approximately Genia Drive is **R = 7** Therefore under the Warrant system, this section of Eighty Eight Valley Road only meets the requirements for lowering the speed limit to 70kph.

It is however recommended that the Urban Traffic Area for Wakefield be extended along Eighty Eight Valley Road to the southern side of Genia Drive intersection to include both Genia Drive and O'Shea Place which are urban style roads and which are proposed below to have speed limits of 50kph.

### Proposed Speed Limit extending from near Genia Drive to Totara View Road

The average rating for this section of road is **R = 3.8** Therefore under the Warrant system, this section of Eighty Eight Valley Road meets the requirements for lowering the speed limit to 80kph.

It is therefore recommended that an 80kph Speed Limit be put in place from the point of the proposed 50kph to a point just south of Totara View Road intersection.

## **11. Genia Drive & O'Shea Place (Off 88 Valley Rd)**

Both Genia Drive and O'Shea Place are surrounded by land zoned residential.

Whilst there is little development on these two roads at present, this is most likely to change in future. Therefore the lowering of the existing speed limit of 100kph down to 50kph is appropriate for this type road, which is fully serviced with kerb and channel, footpaths and street lighting.

### ***Speed Limit Warrant Results***

A rating for these roads was not undertaken due to the lack of development at present along both roads.

Therefore it is recommended the Urban Traffic Area for Wakefield be extended to include both Genia Drive and O'Shea Place.

## **12. Totara View Road (88 Villy Rd to Kilkenny PI) & Kilkenny PI ( Totara View Road to road end)**

Totara View Road has significant rural residential development along its length and in time, so will Kilkenny Place. This development will continue as dwellings are constructed and further subdivision occurs along Totara View Road. It is the intention of the developer/land owner as I understand, to extend Totara View Road eventually through to Edwards Street in Wakefield. From the TRMP Zone maps, the land around Totara View Road, Kilkenny Place and the affected land should Totara View Road eventually be extended through to Edward Street in Wakefield, is zoned Rural Residential.

The current speed limit of Totara View Road is 100kph however the road alignment prevents this speed from safely being achieved. Also the road alignment has been designed with a 50-60kph operating speed.

The proposed extension of the Urban Traffic Area on this southern side of Wakefield takes into account future expansion.

#### ***Speed Limit Warrant Results***

The individual ratings for the 2 kilometre length of Totara View Road vary between 8 and 2 with the average rating **R = 4.7**. This rating only meets the requirements for an 80kph Speed Limit under the Rule.

Kilkenny Place was not rated due to the lack of development at this stage.

It is however recommended that the Urban Traffic Area for Wakefield be extended to include Totara View Road and Kilkenny Place.

### **13. Treaton Place & Matariki Place**

Both Treaton Place and Matariki Place are surrounded by land zoned Residential. The roads are fully serviced with kerb and channel, footpaths and street lighting.

The inclusion of these two roads into the proposed Bylaw changes is simply to legalise an existing discrepancy, where by these two roads were not shown as being fully enclosed by the current Urban Traffic Area.

#### ***Speed Limit Warrant Results***

A Speed Limit Warrant has not been undertaken for these two roads.

It is therefore recommended that the Urban Traffic Area for Wakefield be extended in a southerly direction to encompass Treaton Place and Matariki Place.

### **14. Bird Lane (SH6 to road end)**

Bird Lane is surrounded by land zoned Industrial Heavy, Industrial Light and Rural 1. Bird Lane is formed for approximately 350metres and has a significant number of houses along its southern side.

The proposal is to extend in a northerly direction the Wakefield Urban Traffic Area to encompass both Bird Lane and the presently undeveloped area between it and Lord Auckland Road, thereby putting in place a suitable speed limit for future subdivisions.

#### ***Speed Limit Warrant Results***

The average rating for Bird Lane is **R = 9**, therefore the road meets the requirement of a lower speed limit of 70kph under the Rule.

It is however recommended that the Urban Traffic Area for Wakefield be extended in a northerly direction to include Bird Lane, thereby making the speed limit 50kph.



## 15. Mayer Crescent & Whiting Drive

Both Mayer Crescent and Whiting Drive are surrounded by land zoned Residential. The roads are fully serviced with kerb and channel, footpaths and street lighting.

The inclusion of these two roads into the proposed Bylaw changes is simply to legalise an existing discrepancy where by these two roads were not shown as being fully enclosed by the current Urban Traffic Area.

### ***Speed Limit Warrant Results***

A Speed Limit Warrant has not been undertaken for these two roads.

It is therefore recommended that the Urban Traffic Area for Wakefield be extended in a north westerly direction to encompass both Mayer Crescent and Whiting Drive.

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## Upper Moutere Village (See map "15" for detail)

### 16. Moutere Highway and Sunrise Valley Road at Upper Moutere Village

This section of the Moutere Highway is probably the most warrant surveyed in the district. However the issue is the density of speed reduction factors that exist within a short distance of approximately 200metres.

One issue that it is felt the Warrant system doesn't fully take into account is the angle parking, approximately 20 plus other close roadside parking, and its affect on drivers manoeuvring into and close to the through traffic lane. Although "Roadway Rating" of the warrant does take into account parking, it is felt it does not give sufficient weighting to this particular situation at Upper Moutere.

The existing speed limit is 70kph and there are calls for this to be lowered to 50kph. The crash rate of this section of road is low.

Land zoned either side of the Moutere Highway through the village is mainly Residential with smaller areas Light Industrial and Commercial. Unfortunately there hasn't been any further significant roadside development since the last speed limit review to affect the Warrant.

From previous speed surveys the 85<sup>th</sup> percentile has been around the 70kph, with the speed limit appearing to be well respected. The level of non compliance above the legal speed limit has tended to be within a small speed limit range.

Moutere Highway has a traffic volume of approximately 2000 vehicles per day therefore, it is more imperative on such high trafficked roads for the speed limit to be closer to what is observed as appropriate for it to be well respected.

### ***Speed Limit Warrant Results***

The average rating for Moutere Highway at Upper Moutere is **R = 7**, and for a short section of Sunrise Valley Road **R = 9.3** therefore the roads meet the requirement of a 70kph Speed Limit under the Rule.

It is therefore recommended the existing speed limit remain unchanged and Council continue to monitor the speed limit through regular speed surveys.

## **Rotoroa (See map “20” for detail)**

### **17. Gowan Valley Road, Braeburn Track & Porika Road at Rotoroa Village**

These roads currently have a speed limit of 100kph. During the main tourist season there is an increase in activity along these roads within the village.

The land on either side of these roads over the length of the proposed 50kph Speed Limit is zoned Residential and Conservation. Unfortunately there is insufficient development to meet the minimum rating requirement of the Speed Limit Warrant. It is however proposed to create an Urban Traffic Area with a permanent speed limit of 50kph, rather than a temporary speed limit which would only apply for part of the year say over Christmas.

#### **Speed Limit Warrant Results**

The average rating for Gowan Valley Road over a length of 440metres is **R = 8**. This rating only meets the requirement for a 70kph Speed Limit under the Rule. The length of 440metres is based on the length of road frontage with development and extends to the intersection of Braeburn Track and Porika Road.

The proposed 400metres of Urban Traffic Area that extends along the Braeburn Track is from Gowan Valley Road to approximately the start of the local walking track.

It is therefore recommended that an Urban Traffic Area for Rotoroa cover the proposed area shown on Map 20.

## **4 RECOMMENDATION**

**THAT the Engineering Services Committee support the following recommended changes to Council’s Speed Limit Bylaw for Speed Limits in the following areas, subject to these changes going to public consultation.**

<b>Location or Road Name</b>	<b>Existing Speed Limit kph</b>	<b>Proposed Speed Limit kph</b>	<b>Recommendation</b>
<b>Richmond/Hope</b>			
<b>Salisbury Road</b>	80	50	Extend in a northerly direction the Urban Traffic Area for Richmond to within approximately 65metres of the Champion Road intersection.
<b>Champion Road (Western Extension) and ASB Aquatic Centre Access Road</b>	80	30	Put in place a 30kph Permanent Speed Limit extending in a westerly direction from Salisbury Road to The ASB Aquatic Centre main carpark.

<b>Queen St (Existing 70kph Speed Limit to West of Sandeman Road)</b>	100	70	Put in place a 70kph Permanent Speed Limit extending in a north westerly direction from the existing 70kph Speed Limit for a distance of 500metres, to a point west of Sandeman Road Intersection.
<b>McShanes Road</b>	100	70	Put in place a 70kph Permanent Speed Limit extending in a southerly direction from Queen Street to the intersection of SH 60.
<b>Sandeman Road &amp; Artillery Place</b>	100	50	Extend the Richmond Urban Traffic Area in a north westerly direction to encompass all of Sandeman Road and Artillery Place.
<b>Hill Street South (North of White Road) &amp; Sunview Heights</b>	80	50	Extend in a south easterly direction the Richmond Urban Traffic Area along Hill Street South to White Road intersection and encompassing Sunview Heights.
<b>Brightwater</b>			
<b>Factory Road &amp; River Terrace Road (Between SH6 and Factory Road)</b>	100	50	Create an Urban Traffic Area to encompass all of Factory Road between SH6 and River Terrace Road and, River Terrace Road extending from SH6 for a distance of approximately 320metres to a point south east of Factory Road intersection.
<b>River Terrace Road (Factory Road to Mt Heslington Road)</b>	100	80	Put in place a Permanent 80kph Speed Limit extending from near Factory Road intersection for a distance of approximately 1150metres to a point just east of Mt Heslington Road intersection.
<b>Wakefield</b>			
<b>Eighty Eight Valley Road</b>	100	50	Extend the Urban Traffic Area for Wakefield in a southerly direction for a distance of approximately 160metres, to the southern side of Genia Drive Intersection.
<b>Eighty Eight Valley Road</b>	100	80	Put in place a Permanent 80kph Speed Limit extending from the southern side of Genia Drive and extending to a point on the south side of Totara View Road intersection.
<b>Genia Drive &amp; O'Shea Place</b>	100	50	Extend the Urban Traffic Area for Wakefield in a south easterly direction to encompass all off Genia Drive and O'Shea Place.
<b>Totara View Road &amp; Kilkenny Place</b>	100	50	Extend the Urban Traffic Area for Wakefield in a south easterly direction to encompass all off Totara View Road and Kilkenny Place.

<b>Treaton Place and Matariki Place</b>	100	50	Extend the Urban Traffic Area for Wakefield in a southerly direction to encompass all off Treaton Place and Matariki Place.
<b>Bird Lane</b>	100	50	Extend the Urban Traffic Area for Wakefield in a north easterly direction to encompass all off Bird Lane between SH6 and the Road end.
<b>Mayer Crescent &amp; Whiting Drive</b>	100	50	Extend the Urban Traffic Area for Wakefield in a northerly direction to encompass all off Mayer Crescent and Whiting Drive.

<b>Rotoroa</b>			
<b>Gowan Valley Road, Braeburn Track and Porika Road</b>	100	50	Create an Urban Traffic Area to encompass all of Porika Road and, approximately 440metres of Gowan Valley Road, extending in a north westerly direction from the intersection of the Braeburn Track and, the Braeburn Track, extending in a westerly direction for approximately 400metres from the intersection of Gowan Valley Road.

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