

Notice is given that a Submissions Hearing meeting will be held on:

Date: Wednesday 15 July 2020
Time: 2.30 pm
Meeting Room: Tasman Council Chamber
Venue: 189 Queen Street
Richmond

Submissions Hearing and Deliberations

AGENDA

MEMBERSHIP

Chairperson	Deputy Mayor S Bryant	
Members	Cr C Hill	Cr T Tuffnell
	Cr A Turley	Cr T Walker

(Quorum 2 members)

Contact Telephone: 03 543 8512
Email: robyn.scherer@tasman.govt.nz
Website: www.tasman.govt.nz

AGENDA

1 OPENING, WELCOME

2 APOLOGIES AND LEAVE OF ABSENCE

Recommendation

That apologies be accepted.

3 REPORTS

3.1 Local Roads Speed Limit Review 2020..... 5

4 HEARING OF SUBMISSIONS

Nil

5 CONFIDENTIAL SESSION

Nil

3 REPORTS

3.1 LOCAL ROADS SPEED LIMIT REVIEW 2020

Decision Required

Report To:	Submissions Hearing
Meeting Date:	15 July 2020
Report Author:	Megan Bell, Technical Officer - Transportation
Report Number:	RSH20-07-1

1 Summary

- 1.1 In November 2019, the Council consulted with the community on making changes to the speed limits on a number of roads in the Tasman District.
- 1.2 Submissions to that consultation showed that there was support for the introduction of even lower speed limits than were specified for three of the forty-nine roads consulted on. These roads are Gibbs Valley, Hoddy and Wharariki Roads.
- 1.3 The November 2019 consultation, undertaken in accordance with the Local Government Act, does not allow a speed limit to be set that is significantly different to what was proposed in the consultation document. On this basis, these roads were withdrawn from the Bylaw change and a different proposed speed limit consulted on. Deliberating on these proposed speed limits is the purpose of this report.
- 1.4 The recent construction of a new shared path on Abel Tasman Drive required that the 50km/h speed limit sign was moved 25 metres south of its current location and is now 75 metres from the Bylaw location. This location change is included in the review.
- 1.5 At the end of February 2020, the Council consulted on proposed changes to the speed limits of Gibbs Valley Road, Hoddy Road, Wharariki Road and Abel Tasman Drive.
- 1.6 Submissions opened on 28 February 2020 and were due to close on 30 March 2020. Due to the COVID-19 lockdown the submission period was extended until 25 May 2020.
- 1.7 Thirty four (34) submissions were received. Of these, one submitter has asked to present their submission in person at the meeting.
- 1.8 Overall, all submissions received were in support of the proposed changes.
- 1.9 Two submitters on Hoddy Road, although in support of a speed limit reduction, proposed that 50km/hr is more appropriate for this road.

2 Draft Resolution

That the Submissions Hearing:

1. receives the Local Roads Speed Limit Review 2020 RSH20-07-1; and
2. recommends to the Full Council the following amendments to the Tasman District Council Speed Limits Bylaw 2016 – Schedule 1:

Road	Speed Restriction	Location/Description
ABEL TASMAN DRIVE	50	From a point 75 metres south of Selwyn Street to its intersection with Pohara Valley Road
GIBBS VALLEY ROAD	60	For its entire length
HODDY ROAD	40	For its entire length
WHARARIKI ROAD	60	From its intersection with Freeman Access to its end

3 Purpose of the Report

3.1 To review and deliberate on the proposed speed limit changes, giving consideration to the submissions received and recommend for approval by Full Council at its 30 July 2020 meeting the proposed changes to Schedule 1 of Council’s Speed Limit Bylaw.

4 Background and Discussion

4.1 **Attachment 1** is the document that was circulated for public consultation on 28 February 2020.

4.2 **Attachment 2** is a summary sheet for each road, including:

- Consultation text;
- Land Transport Rule: Setting of Speed Limits 2017 considerations;
- Summary of submissions and public feedback;
- New Zealand Transport Agency (NZTA) feedback (if any);
- Other stakeholder feedback;
- Staff assessment and recommendation;
- Proposed bylaw text.

4.3 **Attachment 3** includes the names and responses of submitters.

4.4 **Attachment 4** is a summary of submissions received.

4.5 Thirty four (34) submissions were received. Overall, 94% of submissions received were in support of the proposed changes. The 6% (two submitters) who opposed the proposals wanted a 50km/h speed limit on Hoddy Road, rather than the 40km/h proposed.

Public Submissions		
Total Received	34	
Support proposed change	32	94%
Oppose and want higher speed limit	2	6%

Table 1 – Summary of all submissions received

4.6 **Attachment 5** is the submission from Colin Gibbs who wishes to present his submission prior to the deliberations on this report.

4.8 All four roads are being recommended for the speed limit change as proposed.

Road	Speed Restriction	Location/Description
ABEL TASMAN DRIVE	50	From a point 75 metres south of Selwyn Street to its intersection with Pohara Valley Road

Road	Speed Restriction	Location/Description
GIBBS VALLEY ROAD	60	For its entire length
HODDY ROAD	40	For its entire length
WHARARIKI ROAD	60	From its intersection with Freeman Access to its end

5 Options

5.1 Options for the current speed limits proposal:

- Option 1 – Accept the proposed changes and recommend to the Full Council the changes as per 4.8 above.
- Option 2 – Amend the proposed changes as the working group agrees and recommend those changes to the Full Council.
- Option 3 – Withdraw the proposed changes.

6 Strategy and Risks

6.1 Community expectations have been raised, through the engagement and consultation to date, that changes to speed limits are likely to be made and there has been widespread support for the proposed changes. Not approving the recommended changes at this time could lead to the community questioning the Council's approach to road safety.

7 Climate Change Impact Assessment

Climate Change Consideration	Assessment	Explanation of Assessment
Is this activity associated with one of the goals in Council's Climate Action Plan?	Yes - Moderate significance	Traveling at moderate and steady speeds reduces fuel consumption and vehicle emissions, directly and positively affecting goal 1. <i>"Council contributes to New Zealand's efforts to reduce greenhouse gas emissions (including net carbon emissions)"</i>
Will this decision affect the ability of Tasman District to proactively respond to the impacts of climate change?	This decision will have no impact on the ability of the Council or District to proactively respond to the impacts of climate change.	

8 Policy / Legal Requirements / Plan

- 8.1 The Land Transport Rule: Setting of Speed Limits 2017 (the Rule) legislates a number of requirements for road controlling authorities in setting speed limits on their network:
- Section 1.3(d): “encourage road controlling authorities to prioritise the review of roads where achieving travel speeds that are safe and appropriate is likely to deliver the highest benefits.”
 - Section 2.2(2): “In carrying out its functions under 2.2(1), a road controlling authority must consider whether a speed limit for a road is safe and appropriate in accordance with this Rule.”
 - Section 4.2(2) “In reviewing a permanent, holiday, or variable speed limit or considering a new permanent, holiday, or variable speed limit, a road controlling authority must have regard to—
 - a) the information about speed management developed and maintained by NZTA; and
 - b) any relevant guidance on speed management provided by NZTA; ...”
- 8.2 These changes are supported by NZTAs original submission received in November 2019.
- 8.3 The consultation meets the requirements of the Tasman District Council Speed Limits Bylaw 2016, Section 83 of the Local Government Act 2002 and the Land Transport: Setting of Speed Limits Rule: 2017

9 Consideration of Financial or Budgetary Implications

- 9.1 If the speed limit changes are approved there will be some expense to install or replace signage on local roads. This expense can be met from existing budgets.

10 Significance and Engagement

- 10.1 This speed limit consultation has been of low significance overall to users of our wider road network but of high interest to residents on the roads with proposed speed limit changes.
- 10.2 The Council’s Speed Limits Bylaw 2016 allows the Council to alter speed limits by resolution if it complies with the consultation process set out in the Land Transport Rule: Setting of Speed Limits 2017.

Issue	Level of Significance	Explanation of Assessment
Is there a high level of public interest, or is decision likely to be controversial?	Low	The speed limits proposed will have some effect on users of those roads included in this review and those people will likely have a high level of interest. Only a small proportion of our road network is included in this review.
Is there a significant impact arising from duration of the effects from the decision?	Low	Speed limits can change over time.
Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	Low	Roads are a strategic asset however this review only includes a small proportion of our road network.
Does the decision create a substantial change in the level of service provided by Council?	Low	The proposed speed limits are likely to improve road safety on the included roads, which will contribute to the Council meeting its level of service performance targets regarding road safety (which are presently not all being met).

11 Conclusion

11.1 Staff recommend that the proposed speed limit changes shown below are agreed to by the hearings panel and recommended to the Full Council for approval.

Road	Speed Restriction	Location/Description
ABEL TASMAN DRIVE	50	From a point 75 metres south of Selwyn Street to its intersection with Pohara Valley Road
GIBBS VALLEY ROAD	60	For its entire length
HODDY ROAD	40	For its entire length
WHARARIKI ROAD	60	From its intersection with Freeman Access to its end

11.2 Staff consider that there is sufficient evidence to justify these changes.

12 Next Steps / Timeline

12.1 The hearings panel agrees with the proposed speed limit changes and recommends these changes to Schedule 1 of the Council's Speed Limit Bylaw for approval by the Full Council at its meeting on 30 July 2020.

- 12.2 If approved by the Full Council, the approved speed limit changes will be implemented on 21 September 2020; this date allows time to arrange the delivery and installation of new signage.
- 12.3 Schedule 1 of the Speed Limits Bylaw will be updated and included on the Council's website.
- 12.4 The changes will be advertised in Newslines and via media releases.

13 Attachments

1. ↓	Attachment 1 - Proposed Speed Limits Public Consultation Document	13
2. ↓	Attachment 2 - Road Summaries	21
3. ↓	Attachment 3 - Submissions received	29
4. ↓	Attachment 4 - Summary of Submissions Received	35
5. ↓	Attachment 5 - Submission of Colin Gibbs - To be heard	37



LOCAL ROADS SPEED LIMITS REVIEW 2020

CONSULTATION DOCUMENT





CONSULTATION CLOSES 4PM MONDAY 30 MARCH

We want your input on the proposed speed limit changes.
Here's how you can have your say:



Fill in the submission form attached, scan and email it to **chloe.white@tasman.govt.nz** with 'Speed Limits Review 2020' in the subject line.


Hard copies are also available at the following Council offices and libraries:

Tasman District Council Offices:

- Golden Bay: 78 Commercial Street, Takaka 7142
- Motueka: 7 Hickmott Place, Motueka 7143
- Murchison: 92 Fairfax Street, Murchison 7007
- Richmond: 189 Queen Street, Private Bag 4, Richmond 7050

Tasman District Libraries:

- Motueka: 12 Pah Street, Motueka 7120
- Murchison: 92 Fairfax Street, Murchison 7007
- Richmond: 280 Queen Street, Private Bag 3, Richmond 7050
- Takaka Memorial: 3 Junction Street, Takaka 7110



Head to **tasman.govt.nz/feedback** to submit your feedback online.



Fill in the submission form attached to this document and post to:
Speed Limits Review 2020
Tasman District Council
189 Queen Street
Private Bag 4, Richmond 7050



PROPOSED SPEED LIMIT CHANGES

SPEED LIMIT BYLAW AMENDMENTS 2020

1. GIBBS VALLEY ROAD (60KM/H)
2. HODDY ROAD (40KM/H)
3. WHARARIKI ROAD (60KM/H)
4. ABEL TASMAN DRIVE (PŌHARA) (50KM/H EXTENSION)



The purpose of the proposed amendments to Schedule 1 of the Speed Limits Bylaw is to give effect to the speed limit review that the Council has undertaken.

We want our local roads to be safe. Making sure the speed limit is appropriate for the conditions is an important part of a safe roading network, so we have been reviewing the limits across Tasman District.

In November 2019 we consulted with the community on a Speed Limit Review, submissions showed that a different speed than what we had proposed was wanted for three roads (Gibbs Valley Road, Hoddy Road and Wharariki Road).

Legally, we were not able to set a speed limit significantly different to what was proposed in the consultation, so those roads were withdrawn from that process. We are now coming back to the community asking for feedback on the newly proposed speed limits.

We are also looking to extend an existing 50km/h speed limit on Abel Tasman Drive in Pōhara. It is proposed to extend the existing 50km/h speed location within Pōhara by 25m to tie in better with the new shared path construction and increased frontage activity by the Café at the entrance to Pōhara. This results in a proposed speed limit set 75m from Selwyn Street.

Road name	Description	Mean operating speed	Current speed limit	Proposed speed limit
Gibbs Valley Road	Full length	50	100	60
Hoddy Road	Full length	40	100	40
Wharariki Road	Freeman Access to western end	49	100	60
Abel Tasman Drive (Pōhara)	Extend 50km/h zone by 25m	54	50 (extension)	50



GIBBS VALLEY ROAD

PROPOSED SPEED LIMIT = 60KM/H

Public consultation undertaken for an 80km/h speed limit as part of our previous Speed Limit Bylaw update identified a demand by the community for a lower speed limit. This is also supported by the safe and appropriate speed (SAAS) guidance and recorded mean travel speed of 48.8km/h.

The proposed 60km/h speed limit fits with the NZ Speed Management Guide for an unsealed road.



HODDY ROAD

PROPOSED SPEED LIMIT = 40KM/H

Public consultation undertaken for an 80km/h speed limit as part of our previous Speed Limit Bylaw update identified a demand by the community for a lower speed limit. This was also supported by the recorded mean travel speed of 40.2km/h.

The proposed 40km/h speed limit fits with the NZ Speed Management Guide for a 'Rural Town; High Place' function and concentration of active road users. The road formation is very narrow and a 40km/h speed limit is appropriate.



WHARARIKI ROAD

PROPOSED SPEED LIMIT = 60KM/H

Public consultation undertaken for an 80km/h speed limit as part of our previous Speed Limit Bylaw update identified a demand by the community for a lower speed limit. This is also supported by the safe and appropriate speed guidance and recorded mean travel speed of 48.9km/h.

The proposed 60km/h speed limit fits with the NZ Speed Management Guide for an unsealed road.



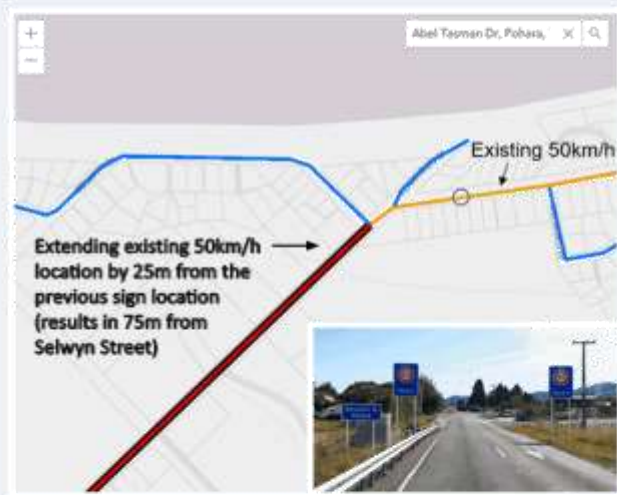
ABEL TASMAN DRIVE

PROPOSED SPEED LIMIT = 50KM/H

This is an extension of the existing 50km/h speed limit on Abel Tasman Drive through Pōhara. Recent construction of a new shared path has meant the sign needs to be moved 25m further south. This new location is 75m from Selwyn Street.

The new sign location remains as close as practical to the obvious change in the roadside environment. That change is reinforced by the new shared path running alongside Abel Tasman Drive and increased frontage activity by the Café at the entrance to Pōhara.

The photo to the right shows the speed sign in the new location, 25m from the previous sign location and 75m from Selwyn Street.





2020 PROPOSED AMENDMENTS TO SCHEDULE 1 OF THE SPEED LIMITS BYLAW 2016

SUBMISSION FORM

PLEASE PROVIDE YOUR FEEDBACK BY 4PM MONDAY 30 MARCH 2020

Name/Organisation _____

Physical address _____

Postal address _____ Postcode _____

Email _____ Phone _____

A hearing will be held at 2pm on Thursday 9 April 2020. Do you want to speak to your submission at this hearing? Yes No

Preferred method of contact Email Post

Age (optional) 16 – 24 25 – 35 36 – 50 51 – 65 66+

Gender (optional) Female Male

Ethnicity (optional) _____

This information will be used for statistical purposes only, to help us understand who is engaging with the Council.

We're now asking for feedback, in particular we'd like to know if you agree with each proposed speed change and why (or why not), and if you think there are other factors which we should consider.

PLEASE PROVIDE YOUR FEEDBACK IN THE TABLES ON THE FOLLOWING PAGES.

If you need more space, please attach extra pages.



Road name	Description	Current speed limit	Proposed speed limit
Gibbs Valley Road	Full length	100	60

Do you support the change? Yes No

Feedback:

Hoddy Road	Full length	100	40
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Do you support the change? Yes No

Feedback:



Road name	Description	Current speed limit	Proposed speed limit
Wharariki Road	Freeman Access to western end	100	60

Do you support the change? Yes No

Feedback:

Abel Tasman Drive (Pohara)	Extend 50km/h zone by 25m	80	50
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Do you support the change? Yes No

Feedback:

Thank you for making a submission.
 You'll receive an email or letter to confirm we've received your submission.
 If you've indicated you would like to present your submission in person, we'll be in touch to arrange a time.

Feel free to contact us:

<p>Tasman District Council Email info@tasman.govt.nz Website tasman.govt.nz 24 hour assistance</p>	<p>Richmond 189 Queen Street Private Bag 4 Richmond 7050 New Zealand Phone 03 543 8400 Fax 03 543 9524</p>	<p>Murchison 92 Fairfax Street Murchison 7007 New Zealand Phone 03 523 1013 Fax 03 523 1012</p>	<p>Motueka 7 Hickmott Place PO Box 123 Motueka 7143 New Zealand Phone 03 528 2022 Fax 03 528 9751</p>	<p>Takaka 78 Commercial Street PO Box 74 Takaka 7142 New Zealand Phone 03 525 0020 Fax 03 525 9972</p>
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Road Name: Abel Tasman Drive

Summary of request details (if any):

This is an extension of the existing 50km/h speed limit on Abel Tasman Drive through Pöhara. Recent construction of a new shared path has meant the sign needs to be moved 25m further south. This new location is 75m from Selwyn Street.

The new sign location remains as close as practical to the obvious change in the roadside environment. That change is reinforced by the new shared path running alongside Abel Tasman Drive and increased frontage activity by the Café at the entrance to Pöhara.

PROPOSED SPEED LIMIT CHANGES.					
Road Name	From	To	Current Speed Limit (km/h)	Proposed Speed Limit (km/h)	Reason
ABEL TASMAN DRIVE	Extend existing 50km/h by 25 metres		80	50	To be inline with the recent construction of a new shared path.



Land Transport Rule: Setting of Speed Limits 2017 considerations:							
Existing travel speeds (Mega Maps Data)	Existing travel speeds (Survey)	Safe and Appropriate Speed (km/h) (Mega Maps Data)	Primary Reason for Safe and Appropriate Speed (SAAS)	Travel Time Change per Vehicle (seconds)	Estimated Death and Serious Injury (Dsi) Savings per annum	Infrastructure Risk Rating (IRR) Score	Infrastructure Risk Rating (IRR) Band
45-49	No recent survey undertaken	60km/h	null	-4	N/A	1.938	Low Medium
Public submissions				Summary of public feedback			
Total received		8					
Support proposed change		8	100%				
Oppose and want lower speed limit		0	0%				
Other / Unsure		0	0%				
Oppose change		0	0%				

NZTA support the change? The agency did not provide a specific submission on this proposed change

Other stakeholder feedback: The AA support the proposal

Yes

Speed Management Guide: Table 2.2, ONRC class 1-3, Rural Town, Personal Risk Medium, Infrastructure Risk Rating Low Medium, safe and appropriate speed 60km/h.

Staff assessment and reasons for recommendation: Extend existing 50km/h to suit onsite conditions and update Schedule 1 of the Bylaw to match.

Staff recommendation: 50km/h as proposed

Proposed Bylaw Schedule 1 text:

Road	Speed Restriction	Location/Description
ABEL TASMAN DRIVE	50	75 metres south of Selwyn Street

Road Name: Gibbs Valley Road

Summary of request details (if any):

Public consultation undertaken for a 60km/h speed limit as part of our previous Speed Limit Bylaw update identified a demand by the community for a lower speed limit. This is also supported by the safe and appropriate speed (SAAS) guidance and recorded mean travel speed of 48.8km/h. The proposed 60 km/h speed limit fits with the New Zealand Speed Management Guide for an unsealed road.

PROPOSED SPEED LIMIT CHANGES.					
Road Name	From	To	Current Speed Limit (km/h)	Proposed Speed Limit (km/h)	Reason
GIBBS VALLEY ROAD	Full length	0	100km/h	60km/h	Demand from community following the previous Speed Bylaw Update





Land Transport Rule: Setting of Speed Limits 2017 considerations:							
Existing travel speeds (Mega Maps Data)	Existing travel speeds (Survey)	Safe and Appropriate Speed (km/h) (Mega Maps Data)	Primary Reason for Safe and Appropriate Speed (SAAS)	Travel Time Change per Vehicle (seconds)	Estimated Death and Serious Injury (Dsi) Savings per annum	Infrastructure Risk Rating (IRR) Score	Infrastructure Risk Rating (IRR) Band
40-44km/h	Mean: 48.8km/h 85th%: 59.5km/h	60	Infrastructure risk rating	0.9	0	1.681	Medium High
Public submissions				Summary of public feedback			
Total received		2	All submissions received are in support of the proposed change.				
Support proposed change		2	100%				
Oppose and want lower speed limit		0	0%				
Other / Unsure		0	0%				
Oppose change		0	0%				

NZTA support the change? The agency did not provide a further submission on this proposed change, although the original Agency submission supported a speed limit of 60 km/h

Yes

Other stakeholder feedback: The AA support this proposal. The road is unsealed and narrow and notwithstanding the reduction in speed limit AA trusts that further safety for all road users can be improved with continued maintenance on an on-going basis.

Yes

Speed Management Guide: Table 2.2, Unsealed Road, Safe and Appropriate Speed 80km/h

Staff assessment and reasons for recommendation: Agree with the Agencies original submission that the speed limit should be set at 60km/h inline with safe and appropriate speed guidance and matching existing travel speeds.

Staff recommendation: 60 km/h as proposed

Proposed Bylaw Schedule 1 text:

Road	Speed Restriction	Location/Description
GIBBS VALLEY ROAD	60	Full length

Road Name: Hoddy Road

Summary of request details (if any):

Public consultation undertaken for an 80km/h speed limit as part of our previous Speed Limit Bylaw update identified a demand by the community for a lower speed limit. This was also supported by the recorded mean travel speed of 40.2km/h. The proposed 40km/h speed limit fits with the NZ Speed Management Guide for a Rural Town, High Place function and concentration of active road users. The road formation is very narrow and a 40km/h speed limit is appropriate.

PROPOSED SPEED LIMIT CHANGES.					
Road Name	From	To	Current Speed Limit (km/h)	Proposed Speed Limit (km/h)	Reason
H ODDY ROAD	Full length	0	100km/h	40km/h	Demand from community following the previous Speed Bylaw Update





Land Transport Rule: Setting of Speed Limits 2017 considerations:							
Existing travel speeds (Mega Maps Data)	Existing travel speeds (Survey)	Safe and Appropriate Speed (km/h) (Mega Maps Data)	Primary Reason for Safe and Appropriate Speed (SAAS)	Travel Time Change per Vehicle (seconds)	Estimated Death and Serious injury (Dsi) Savings per annum	Infrastructure Risk Rating (IRR) Score	Infrastructure Risk Rating (IRR) Band
30km/h	Mean: 40.0km/h 85th%: 47.07km/h	60	Infrastructure Risk Rating	0	0	2.012	High
Public submissions				Summary of public feedback:			
Total received		26		All submissions received supported a lower speed limit.			
Support proposed change		24	92%	Two of the 26 submissions received wanted a speed limit of 50km/h whilst all other submissions supported a limit of 40km/h.			
Support change but want a higher limit		2	8%				
Other / Unsure		0	0%				
Oppose change		0	0%				

NZTA support the change? The agency did not provide a further submission on this proposed change, although the original Agency submission supported a speed limit of 40 km/h.

Yes

Other stakeholder feedback: The AA support this proposal. As part of the consultation process AA "sense tested" the proposed speed limit on this narrow winding road and concluded that 40 km/hr was appropriate.

Yes

Speed Management Guide: Table 2.2, Any ONRC rural town, IRR Band is High, Safe and Appropriate speed 50km/h

Staff assessment and reasons for recommendation: Agree with the Agencies original submission that the speed limit should be set at 40km/h inline with safe and appropriate speed guidance and matching existing travel speeds.

Staff recommendation: 40 km/h as proposed

Proposed Bylaw Schedule 1 text:

Road	Speed Restriction	Location/Description
H ODDY ROAD	40	Full length

Road Name: WHARARIK I ROAD 0kr

Summary of request details (if any):

Public consultation undertaken for an 80km/h speed limit as part of our previous Speed Limit Bylaw update identified a demand by the community for a lower speed limit. This is also supported by the safe and appropriate speed guidance and recorded mean travel speed of 48.9km/h. The proposed 60km/h speed limit fits with the N Speed Management Guide for an unsealed road.

PROPOSED SPEED LIMIT CHANGES.					
Road Name	From	To	Current Speed Limit (km/h)	Proposed Speed Limit (km/h)	Reason
WH ARARIK I ROAD (60km/h)	Freeman Access	Western End	100	60	To provide a safe and appropriate speed for this unsealed road environment. The road is a busy with tourist activity, walkers, cyclists, horse trekkers, campervans with no space to get off the road.





Land Transport Rule: Setting of Speed Limits 2017 considerations:							
Existing travel speeds (Mega Maps Data)	Existing travel speeds (Survey)	Safe and Appropriate Speed (km/h) (Mega Maps Data)	Primary Reason for Safe and Appropriate Speed (SAAS)	Travel Time Change per Vehicle (seconds)	Estimated Death and Serious injury (Dsi) Savings per annum	Infrastructure Risk Rating (IRR) Score	Infrastructure Risk Rating (IRR) Band
35-39km/h	Mean: 41.0km/h 85th%	60	Function / Feature	null	0.01	Range from 1.53 to 2.44	Range from Medium to High

Public submissions				Summary of public feedback			
Total received		9		All submissions strongly support the proposed speed limit of 60 km/h			
Support proposed change		9	100%				
Oppose and want lower speed limit		0	0%				
Other / Unsure		0	0%				
Oppose change		0	0%				

NZTA support the change? The agency did not provide a further submission on this proposed change, although the original Agency submission supported a speed limit of 60 km/h

Yes

Other stakeholder feedback: The AA support this proposal. Support proposal for this unsealed rural road.

Yes

Speed Management Guide: Table 2.2, Unsealed Road, Safe and Appropriate Speed 80km/h

Staff assessment and reasons for recommendation: Agree with the Agencies original submission that the speed limit should be set at 60km/h inline with safe and appropriate speed guidance and matching existing travel speeds.

Staff recommendation: 60 km/h as proposed

Proposed Bylaw Schedule 1 text:

Road	Speed Restriction	Location/Description
WH ARARIK I ROAD	60	Freeman Access to western end

Analysis of Responses: Speed Limit Bylaw Amendments 2020

Subject: Gibbs Valley Road - lower speed limit to 60 kmh

Submitter	Text
Colin & Marilyn Gibbs	support - see attached document
Allan Kneale	Support proposal. This road is unsealed and narrow and notwithstanding the reduction in speed limit AA trusts that further safety for all road users can be improved with continued maintenance on an on-going basis.

Analysis of Responses: Speed Limit Bylaw Amendments 2020

Subject: Hoddy Road - lower speed limit to 40 kmh

Submitter	Text
Christine Boswijk	<p>Absolutely essential to lower this speed limit to 40 kms.</p> <p>This is a narrow two lane road driven by many as a one way road, (according to which way one is driving!).</p> <p>Pip fruit orchards in the past were the main source of traffic: fewer residents and a community spirit where we watched out for each other and particularly children walking or biking to the school bus.</p> <p>Now it is a residential area.</p> <p>New building projects mean that the flow of trades folk, along with an increase of residential vehicles has made the traffic flow much busier: at times dangerous!!</p> <p>Parents are reluctant to allow their children to cycle or walk to the bus and many a time I have had to pull onto the grassy areas or into a hedge to avoid a collision from on coming traffic that is driving too fast and hogging the space!</p> <p>This is a beautiful country road, sealed only half way, and should be driven accordingly.</p> <p>It is NOT a race track for commuters who drive as if on on a two lane highway.</p> <p>Please consider the safety of our street residents: they vary in age from the young to elderly.</p> <p>With Thanks, Christine Boswijk</p> <p>ps this advice could be passed on to the enviro waste truck which is huge!!!!</p>
John Burland	Google Maps determines - from measured speeds on mobile phones within the relevant cells - that the average achievable speed on Hoddy Road is just over 30kmh. This mirrors my experience as a resident who drives the entire length of the road. 40kmh is appropriate.
Kathryn Elizabeth Crosier	I am strongly supportive of this proposal. Hoddy Road is a narrow, winding, no-exit road, partly unsealed. It is frequently used by children and adults walking, often with dogs, and also by those riding horses. The normal speed of cars using this road would not be in excess of 40 kmh.

Submitter	Text
Philip Crosier	Hoddy Road is a narrow winding road, practically single lane in some places, and as such needs a lower speed limit for safety. The road is used by children walking from school bus drop offs, people out running, cycling and walking, and periodically horse riders. Blind corners add to the need for lower speeds to ensure better safety. With more housing development along this road and increased traffic, demand for better safety through this speed limit is a necessity. Often agricultural machinery comes along the road for haymaking and mowing so a lower speed will ensure added safety. Weekly rubbish collection trucks and rural post stop at houses on or near blind corners further adding to the importance of slowing down traffic on this road.
George Deimel	I support this change
Yuki Fukuda	i think that reducing speed limit will make it safer for all road users, so i support this.
Jack Hayward	Hoddy is windy, hilly, narrow with many blind corners and is becoming busier as new houses are built. In particular the narrowness and blind corners make it extremely dangerous and I recommend that the speed limit be lowered to 40 kph
Talei Hayward	Strongly support lowering the speed limit to 40 Kmh due to the nature of the road; windy, blind corners, narrow and busy with walkers, bikers, children etc. There has been substantial residential development along the road in the last ten years and traffic volumes have increased accordingly.
Anne Hilson	I support lowering the speed limit on Hoddy Road to 40 kmh. I have tested this myself, and found that 40kmh is the absolute maximum; a lot of the time you have to drop well below that. Its a very busy road, getting busier all the time as new houses are constructed. thank you for considering a lowering of the speed limit to 40kph.
Jo Holland	Lower the speed limit to 50 kms which is a safe, reasonable, maximum speed for this country road.
Stuart Holland	Hoddy Road speed limit needs to be limited. 50-60km/hr is the upper limit of possible speeds along Hoddy Road. 50km/hr is a common speed limit and a limit in which drivers are experienced. 50km/hr is a safe and reasonable maximum speed withstanding the fact that due to the design and conditions,(blind corners, sun strike etc),as with other maximum speed limits, much of Hoddy Road will require slower speeds to remain safe. I propose limiting the speed for the full length of Hoddy Road to 50km/hr
Judith Holmes	Yes!!! Way overdue!
Chris Jack	Agreed this is a great idea. There are many pedestrians along this road
Kym Jack	Please lower to 40kmh -Visibility around some of the corners is limited and in some places not wide enough for 2 vehicles coming in opposing directions.
Nigel Jones	Fully support this proposal as road is narrow, windy, and has more pedestrians than vehicles. There is no footpath.

Submitter	Text
Brian King	I support the lowering of the speed limit to 40 kmh. Hoddy Road is very narrow and winding and mostly has banks and drop-offs on the road verges along its entire length. It is frequently used by walkers including families with young children and groups of older walkers. I have test driven the whole length of Hoddy Road both ways, several times and there are few places where more than 40 kmh. could be considered sensible. I would hope that only one road sign would be used, at the beginning of Hoddy Road, to indicate the speed limit. Additional signs along the road would look ugly and present difficulties for people mowing their verges and for traffic needing to move off the road edge when passing in narrow places.
Keitha King	I support the lowering of the speed limit to 40 kmh. Hoddy Road is a narrow, winding road and there are no footpaths. Many people walk or jog along the road and are at considerable risk from fast moving vehicles. The road does not lead to any other roads and ends at the estuary. It is not a thoroughfare to any other place.
Warren Kingdon	I support lowering the speed limit as I frequently drive on Hoddy Road to help out or visit friends. The road is narrow and winding and the volume of traffic has increased since we lived in the area on Westdale Road.
Allan Kneale	Support proposal. As part of this consultation process AA "sense tested" the proposed speed limit on this narrow winding road and concluded that 40kmh was appropriate.
Tony Lyons	Myself and my wife Sandy endorse a reduction of the speed limit to 40kmh. Road is very narrow, single lane at some points, sight lines are poor and anyone doing more than 40 is putting themselves and others in potential harms way. 100kmh is not achievable anyway and is a ridiculous posted speed
Sarah MacLennan	Speed limit definitely needs to be lowered to 40kmh. No question. This road is windy and narrow and there is far more traffic on it now than a couple of years ago. Especially contractors working on house builds who do not know the area/road. Kids bike on this road, people walk their dogs - it used to be pleasant but now there is more traffic, and it has to be slower.
Devon McLean	A 40 kmh speed limit is appropriate because this road is narrow and winding with many poor sight lines from driveways entering the road. The road is frequently used by folk walking their dogs, riding bikes or horses.
Elizabeth Richards	I strongly agree with the proposed reduction of the speed limit from 100 kmh to 40 kmh . This is a narrow, twisty road, with steep camber in parts, and a number of driveways entering the road where visibility is poor. Local residents use the road for walking, cycling and walking their dogs. A number of new homes are currently being built and large trucks delivering materials need to know that there is a 40 kmh speed limit to drive safely along this road. Only the first part of the road is sealed making another reason to have a reduced speed limit for public safety.
Stephen Richards	Reducing the speed limit to 40 kmh is a very good idea and as a resident of Hoddy Road I agree with this proposal. The road is frequently used by walkers and it is a narrow, winding road where visibility is limited on bends. There are many driveway exits onto the road with several new homes having been built in the last few years. The road is used a lot by heavy delivery vehicles whose drivers are not familiar with the road and sometimes drive too fast. It would be much safer to introduce a 40 limit.

Submitter	Text
Anne Tucker	<p>It is ONLY possible to do this speed on this road due to its narrowness, number of driveways coming off it and the curving nature of the road. Anything more than that and it is potentially dangerous. There are several blind corners that you have to go slowly around as the road is narrow and if you are going at any higher speed and another car coming in the opposite direction it wouldn't give enough time to slow down appropriately and miss the car. I have NEVER met anyone travelling at 100kmp anyway. Most people who drive this road do so respectfully.</p>
Audrey Vickerman	<p>I support the reduction of the speed limit from 100 KMH to 40 kmh on Hoddy Road. Hoddy Road is relatively narrow, has several blind corners and is unsealed at the end. Many people, including children going to catch the school bus walk on Hoddy Road at all times of day. At present many cars and trucks, especially those who do not know the road, drive at excessive speed for the conditions endangering others, especially walkers. Reducing the speed limit to 40 KMH will make the road much safer for everyone.</p>

Analysis of Responses: Speed Limit Bylaw Amendments 2020

Subject: Wharariki Road - lower speed limit to 60 kmh

Submitter	Text
Yuki Fukuda	i think that reducing speed limit will make it safer for all road users, so i support this.
Judith Holmes	Yes!
Allan Kneale	Support proposal for this unsealed rural road.
Sarah MacLennan	Yes I agree.
Beth (Elizabeth) Mary McCarthy	Agree. Should be maximum 60km, preferably slower because of the dust hazard, during summer.
Charlotte Richards	<p>At present this busy gravel road has a 100kms speed limit. From Spring through to Autumn Wharariki Beach is visited by thousands of international tourists, all of whom drive or cycle to get to Wharariki Beach. Most drivers are new to New Zealand roads and have never driven on a gravel road before and donot realise the hazards and require guidance as to how to drive on these roads - they leave Port Puponga's 50km speed limit and put their foot down. It is ludicrous. During the summer Cape Farewell Horse Treks take clients out onto both the beach and Old Man Range and their only access is via Wharariki Road. Although the guides wear florescents and patrol both at the back and front of the ride, people speed past flicking up gravel and dust, there are no curbs or grass paths to escape if someone drives past too fast. This is also a popular cycling route, and again the speed of the cars and the uneven surface makes cycling along here unpleasant and dangerous. Very few people risk walking along here because of the speed the cars go, so inevetably they use their cars to access the beach a couple of 100 metres from their homes as there is no other option. In the summer you can see the plumes of dust in the air when a car has driven on the road, it lingers and i have become aware I cough more in the summer when riding along this road, i cant imagine how unhealthy and unpleasant it must be for those people who live next to it. Also can you imagine what visitors think when they suddenly drive off the tar seal, they must be appalled at the state of our roads when they come to Golden Bays top tourist destinations.</p> <p>If TDC cannot seal this road, I would really like to see a stricter speed limit and signage from Port Puponga before someone is seriously hurt and believe that TDC have a duty to their rate payers to provide a safe route too and from their homes, and for people to be able to use this road for recreational purposes, either cycling or horse riding without the risk of a serious crash or their lungs being contaminated with road dust. I look forward to seeing the speed limit reduced</p> <p>Charlotte Richards</p>
Marianne Rocourt- Handley	<p>we have had many accidents and emergency call outs for accidents on this road. (I work as FR Ambulance StJohn)</p> <p>This speed limit is absolutely necessary and 60 kmh on this gravel road is needed to reduce the amount of accidents as well as the impact if people loose control over their car. Mostly tourists use this road and they are not used to gravel road conditions.</p>
Elizabeth Smart	<p>Please lower the speed limit to 60kmh</p> <p>It is a dangerous road and needs the restriction to avoid any more accidents. The bad driving is caused by both tourists and locals. The latter being the worst as they feel they know the road so don't need to be worried about the speed. It is a very dangerous road to both ride a horse and to walk it and it is only a matter of time before a death occurs.</p>
Richard Struthers	Very good!

Analysis of Responses: Speed Limit Bylaw Amendments 2020

Subject: Abel Tasman Drive - extend 50 kmh zone by 25 metres

Submitter	Text
Yuki Fukuda	i think that reducing speed limit will make it safer for all road users, so i support this.
Judith Holmes	Yes!
Allan Kneale	Support proposal.
Sarah MacLennan	Yes I agree.
Beth (Elizabeth) Mary McCarthy	Agree. A very sensible decision.
Jane Murray	See file attached.
Marianne Rocourt- Handley	this area is used by many walkers crossing to the cafe. So I totally support to extend the 50 kmh zone
Deborah Russ	The road I'm making a speed zone enquiry about is River Terrace Road in Brightwater. The 60 kms zone goes for too long. It really only needs to be from the start of Factory Road until just past the first lot of houses on the right. As it is its 60kms right up to where the 100kms is replaced with 80kms. I feel its 60kms for too long as there are a lot of houses past the first lot that I mentioned so I feel it should be 80kms. As for having 100kms signs from the Lee Valley Bridge that is ridiculous as its a narrow winding road so should only be 80kms.
Richard Struthers	This is good, but the whole length of Abel Tasman Dv needs to be reduced from the current 80km limit to 70kpmh, and for consistency, all the urban zones such as Motupipi made 50kmph. This road is narrow with no usable shoulders and carries a mix of heavy industrial, recreational and local traffic. Also, with the establishment of the shared pathway, there are now a large number of walkers and cyclists using this path. For the most part it has nil separation from the road, which is uncomfortable and dangerous. A reduced traffic speed to 70kmph for all of Abel Tasman Drive would benefit all road users, path users, and the many residents live along the road.



Round Summary: Speed Limit Bylaw Amendments 2020

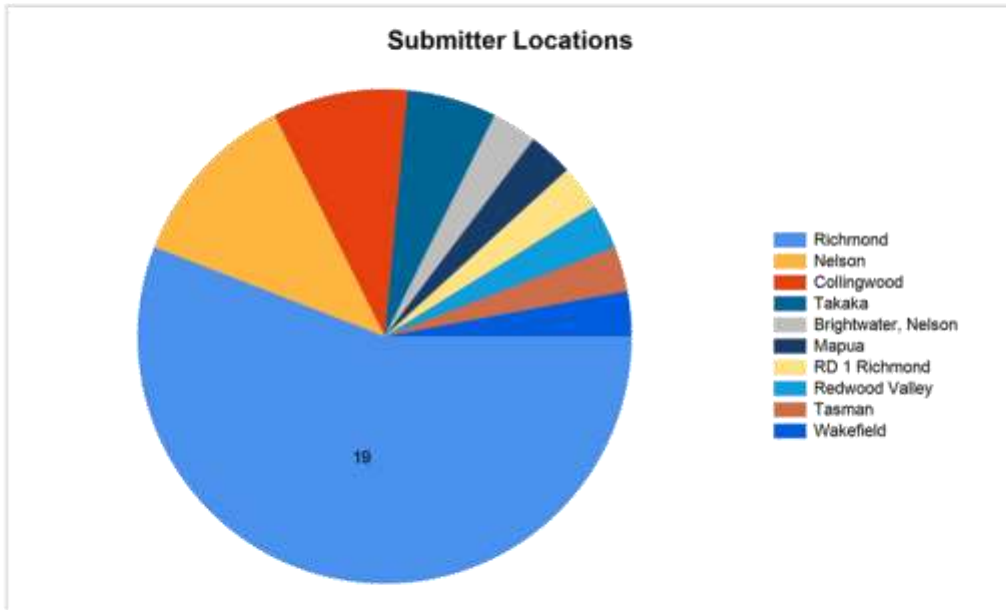
Starts	Ends	Owner	Status	No. Submissions
28/02/2020	25/05/2020	Chloe White	Closed For Submissions	34

Subject Summary

Department Name	Round Subject	No. Submissions
TDC - Engineering	Abel Tasman Drive - extend 50 kmh zone by 25 metres	9
	Gibbs Valley Road - lower speed limit to 60 kmh	2
	Hoddy Road - lower speed limit to 40 kmh	26
	Wharariki Road - lower speed limit to 60 kmh	9

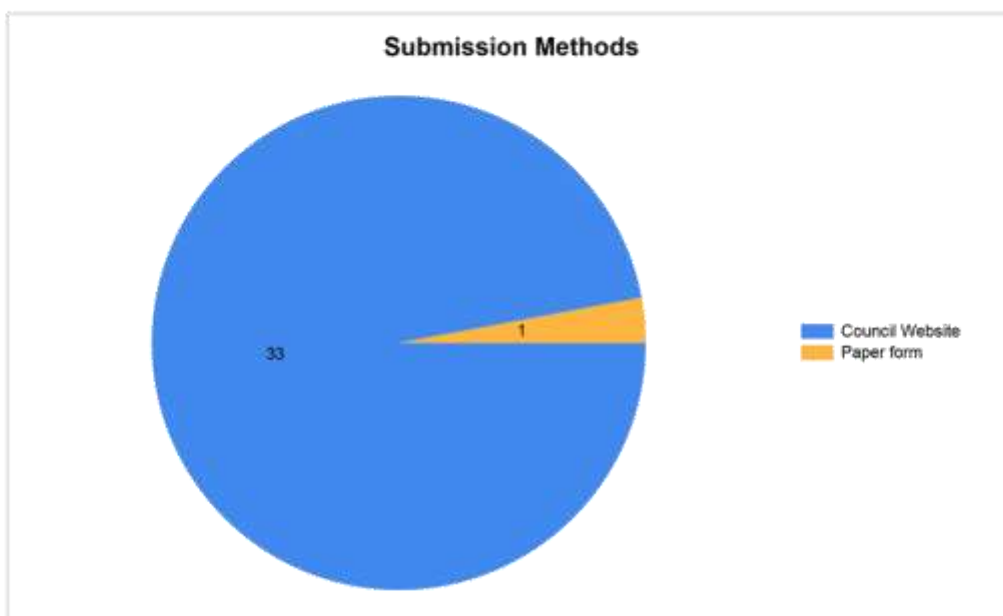
Hearing Attendance

Location Name	Venue	No. Speakers
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Town	Number Of Submissions
Richmond	19
Nelson	4
Collingwood	3
Takaka	2
Brightwater, Nelson	1
Mapua	1
RD 1 Richmond	1
Redwood Valley	1
Tasman	1
Wakefield	1



Road Name	Description	Current speed limit	Proposed speed limit
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Gibbs Valley Road	Full length	100	60
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Do you support the change? Yes No *Thankyou for the extra time to submit.*

Feedback: *I am a long time resident living at the end of Gibbs Valley Road, 70+ years. Seen Road development from horse and cart days, even can still pickup days to joining of Gibbs & Bridge Valley roads through one place, upgrade of Gibbs Valley Road, Bridging of Bridge Valley Road & Gibbs Valley Road being the 1st on A-rating list had paved back to 33' when got funding lost and not many years/people survived on Road. Since this loss of funding 3 more houses have been established, more walkers runners, cyclists and casual vehicles are using the round circuit to/from Wakefield, 2 School/College buses twice daily - P.T.D.*

Haddy Road	Full length	100	40
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Do you support the change? Yes No

Feedback:



from overleaf.

As do Stock Trucks, agriculture Machinery and Vehicles attending The adventure park complex at the Top of Bridge Valley.

When the Bridge Valley to Gibbs Valley section of Sealing was done, extra funding was found, under Safety concerns, to take some corners off Bridge Gibb Valley. This helped but over the years the carriageway of gravel has deteriorated from 3 wheel tracks to 2 wheel ways in most of the valley.

This means when 2 Heavy Vehicles meet (or any other) i.e. School Bus + Tank Truck they have to slow to nearly stop with one vehicle in water table. This is no more evident than in the New-Tas Deal done on the Western or Western end done by private adjacent land owners where a solid fence and large stone "garden" edging has been allowed to narrow the roadway. Surely the boundary fences & "garden" are not on Survey lines!!

It is situations like this, that simulates to years ago regarding that the landowners fence is put to lesson "Rubbish" from establishing on Road verge. Throughout the Valley Road the fence line is not on boundary line and Hawthorns have been allowed to establish close to the road and Road "Verge" has increased to make it narrower, passeway. Thanks to the recent upgrade of culverts that were in need of special attention.

Over Recent years regular grading of gravel road and pot holes or Corrugations have been minimal and often taken a request from Residents.

Reduction of Max speed limit to 60km/hr is prudent for safety and concern as to what might be just around the road corner. We have been under an 80km/hr limit for sometime but perhaps this was not gazetted as your request is from 100km/hr limit. There is also insufficient Road signs throughout this and Bridge Valley Roads. The sign at junction of Gibbs + Bridge depicting seal to gravel is in wrong place - No forwarning from Bridge Valley end - sign right at change!! No sign at Western end at change. Please more correctly placed signs.

Reducing the speed limit to 60km/hr doesn't absolve the Council from regular road maintenance & safety concerns.

Because of conditions I agree to reduction of speed may to 60km/hr in the cause of safety but this doesn't excuse Council of R/m to keep it good order & safe

Note since Christmas 2019 there has been 2 Car accidents, No one seriously hurt but Vehicles written off. Speed not necessarily involved.
Yours in interest C Hills.