

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

Date: Tuesday 16 April 2013
Time: 9.30 am
Meeting Room: Tasman Council Chamber
Venue: 189 Queen Street
Richmond

Draft Speed Limits Bylaw 2013 Submissions Hearing

AGENDA

MEMBERSHIP

Chairperson
Members

Cr Trevor Norriss
Cr Judene Edgar
Cr Brian Ensor

Cr Barry Dowler
Cr Paul Sangster

(Quorum 2 members)

Robyn Scherer, Executive Assistant, Engineering
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AGENDA

1 OPENING, WELCOME

2 APOLOGIES AND LEAVE OF ABSENCE

Recommendation
That apologies be accepted.

3 REPORTS

3.1 Speed Limits Bylaw Review 2013 5

4 HEARING OF SUBMISSIONS

Nil

Councillors are please reminded to bring their submissions to the meeting.

Attached is a schedule of the submitters wishing to speak on the day.

3 REPORTS

3.1 SPEED LIMITS BYLAW REVIEW 2013

Information Only - No Decision Required

Report To: Submissions Hearing
Meeting Date: 16 April 2013
Report Author: Steve Elkington, Transportation Projects Engineer
Report Number:
File Reference:

1 Summary

- 1.1 At its meeting on 14 February 2013 the Engineering Services Committee approved the public consultation process for the draft – Tasman District Council Consolidated Bylaw - Chapter 4 Speed Limits 2013.
- 1.2 Consultation was undertaken between 23 February and 25 March 2013.
- 1.3 Ninety submissions were received. Four of these submissions were received after 25 March 2013.
- 1.4 Appendix 2 is the schedule noting submitters who will be speaking to their submission at the meeting on 16 April 2013.

2 Draft Resolution

That the Submissions Hearing Committee:

- 1) receives this report “Speed Limits Bylaw Review 2013”; and
- 2) accepts the four late submissions received after 25 March 2013.

3 Purpose of the Report

- 3.1 This report provides the committee with a summary of the submissions received including the late submissions.
- 3.2 The report also provides a response to the issues raised in the submissions.

4 Background and Discussion

- 4.1 Please note the summary of submitter's comments has been interpreted by the report writer to assist the hearing committee. A full copy of the written submissions is included as Appendix 1.

No.	Submitter	Submission summary	Comment
2446	Richmond Grant	<p>Leave speed limits around Tasman including Aporo Road as they are due to the roads having low traffic volumes and are heavily enforced</p> <p>Leave speed limit on Collingwood Bainham Road as is</p> <p>Good idea increasing speed on Queen Victoria Street, due to wide straight road with few pedestrians</p>	<p>The local roads in Tasman and Ruby Bay areas are roads which an 80kph speed limit is seen as a more appropriate. Part of Aporo Road is remaining at 100kph.</p> <p>The traffic volumes have little relevance in terms of setting speed limits. Speed limits should be set based on development and/or speed environment.</p>
2447	Franz Alack & Sheila Beggs	<p>Support both the proposed increases and decreases in speed limits;</p> <p>Support the proposal at Pakawau but would like to see the permanent 70kph speed limit extended from the southern limits to Pakawau Bush Road at the Hall.</p>	<p>The length of the section of Collingwood-Puponga Main Road that is suggested should be made a permanent 70kph speed limit, would apply 24/7 and for most of the year could be considered too slow particularly by locals due to low roadside activities and hence this may not achieve good compliance.</p>
2448	Dave Baker	<p>Support proposals around Mapua but disappointed that Seaton Valley Road with a permanent speed limit of 80kph isn't being lowered to 70 or 60kph due to the road alignment with many blind spots as well as it is a nightmare road for pedestrians and cyclists. Many drivers overtake cyclists on blind bends with no knowledge of oncoming vehicles. Comparison is made with Pine Hill Road and other main local roads that have good sight lines.</p>	<p>Seaton Valley Road has an appropriate speed limit of 80kph.</p> <p>There is a wide berm area along Seaton Valley Road which was smoothed out some years ago for use by both cyclists and pedestrians.</p> <p>Drivers that overtake a cyclist make a conscious decision based on their speed and available sight distance.</p> <p>Irrespective of the speed limit on the road these drivers will continue to make this decision when approaching the rear of a cyclist near a curve. The speed of the oncoming vehicle may be below or above the legal speed limit or at an appropriate speed for the section of road.</p> <p>There is a proposal in future to form a</p>

No.	Submitter	Submission summary	Comment
			shared path along Seaton Valley Road.
2449	Anthony Petre	<p>Believe the proposed 80kph speed limit is excessive and that 60 or even 50kph would be more appropriate.</p>	<p>The operating speed of vehicles on Brook View Heights Road off Permin Road (see Map 12A), is very likely to be much lower than 80kph.</p> <p>The road alignment limits the speed.</p> <p>The blanket speed limit approach saves the need to have to install speed limit signage wherever speed limits change. It recognises that 100kph is too fast for the local road.</p>
2450	Barry and Raewyn Inglis	<p>Concerned about the speed of traffic around the corner of McGlashen into Talbot Street and vice versa.</p> <p>Suggest either lower the 50kph speed limit or install speed humps.</p> <p>A crash at the corner late at night along with many other vehicles seen and heard that exceed the speed around this corner endangering both pedestrians and oncoming vehicle occupants.</p>	<p>The chicane style curve is very likely treated by some drivers as a challenge. The crash that occurred here in 2012 was quoted by Mr Inglis to be a vehicle full of young people who absconded before Police arrived. Apparently the car was gone the next morning.</p> <p>A lowering of the speed limit is unlikely to have any effect as traffic slows for the corner and it is likely that some drivers will continue to test the corner.</p> <p>Whilst physical barriers to reduce speeds would be effective, the route is part of the Richmond ring route which sees high numbers of vehicles along this distribution route.</p> <p>More investigation around the issues is required for an engineering solution.</p>
2451	Sue Clark	<p>Believes that Thorp Street with an existing speed limit of 80kph should have a lower speed limit of 50kph, due to the speed traffic travels down to the sewage treatment plant.</p>	<p>Thorp Street is 80kph from Fearon Street to the end (see map 11B).</p> <p>The road for a short section past Staples Street intersection where there are a number of houses is sealed. The road is then gravel from the end of seal to the sewage plant. This section of gravel road has no dwellings along it and is straight.</p> <p>The lowering of the speed limit from 80kph to 50kph along Thorp Street particularly north of Staples Street would have no effect as drivers see little reason to drive slower with no justifiable reason except other approaching traffic or road users. The road has good sightlines.</p> <p>This could change over time and will be reviewed in due course</p>
2452	Amy Rutledge	<p>Totally in favour of all speed limit changes shown on maps for Tasman, Ruby Bay and Mapua</p>	
2454	Franca Morani	<p>Does not support the proposal to lower the 70kph speed limit to 60kph on Abel Tasman Drive between Motupipi Street to near</p>	<p>See Map 7.</p> <p>The proposed 60kph is consistent with the other proposed sections of 60kph through settlements other than Pohara along Abel</p>

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		Sunbelt Crescent.	Tasman Drive. The proposed 60kph along the more developed sections of Abel Tasman Drive will create a better differential with the existing 80kph speed limits along the rural sections of the road south of Pohara.
2455	Gillian Pollock	Urges Council to lower the speed to no more than 70kph along Kina Peninsula Road due to the road being narrow and the numbers of pedestrians and cyclists including holidaymakers. And reduce the speed on Harley Road to 80kph due to the road being narrow and winding and is a popular cycle route.	The proposed 80kph speed limit along Kina Beach and Kina Peninsula Roads is considered appropriate. These roads with curvilinear alignment help to limit the speed of the road. A Holiday Speed Limit would not be appropriate. Agree Harley Road should be considered for an 80kph speed limit however, apart from the road alignment there is sparse development. This proposal needs further investigation. It is likely the operating speed of the road is below 100kph on some sections.
2456	Anthony Bennett	Requests that the speed limit along the Moutere Highway at Redwood Valley Lane be reduced, due to this very dangerous intersection with a blind bend nearby and similarly at Maisey Road.	In Council's Minor Improvement programme for 2012/13, consultation is planned on a proposal to reconfigure the intersection of Redwood Valley Lane at the Moutere Highway. Generally traffic speeds on the Moutere Highway are tempered by the alignment of the road particularly the section between Maisey Road and Redwood Valley Lane. This section of the Highway has previously been investigated for realignment. A lower speed limit through this section would need to extend over a minimum length but should be one of the options investigated with the work referred to above. Due to the approach speeds and volumes of traffic using this route a lower speed limit may simply reflect what the existing operating speed is on this section of road. With or without a speed limit it is likely that drivers will continue to drive at a speed they consider appropriate. It is not considered appropriate at this point without further investigation. This is a minor improvement project to address the issue at the intersection rather being addressed by an artificial speed reduction.
2457	Erena Powell	Would like to see Motueka River West Bank Road reviewed for a speed limit of 80kph from the settlement of Brooklyn south to the Baton Bridge. The road has a 100kph speed	The road is very rural in nature and with its curvilinear alignment speed is limited. Will need further investigation and consideration.

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		<p>limit and is narrow and winding.</p> <p>Milk tankers use it as a shortcut and cross the centre line to negotiate bends.</p>	
2466	Edna Brownlee	<p>Support 30kph speed limit on Lower Queen Street.</p> <p>Would also like to see a lower speed limit on Lodder Lane down from 70kph to 50kph. This is due to a lot of cyclists and school children using the shared path and the amount of residential properties. Also traffic uses Lodder Lane as a detour.</p>	<p>Lodder Lane has a speed limit of 70kph see SL Map 10. This speed limit is considered appropriate for this road.</p> <p>The adjacent off-road path caters for pedestrians and cyclists.</p> <p>A speed survey undertaken in 2008 on Lodder lane showed the 85th percentile speed to be 71kph, which matches the speed limit.</p>
2467	Simon Guppy/ Denise Ward	<p>Support the 70kph speed limit set for Lodder Lane.</p> <p>They have observed a lot of speeding above 70kph.</p>	<p>See comments above.</p> <p>Anecdotal evidence of speeding needs to be backed up by a survey to get a true picture. On all roads there is a level of speeding.</p>
2468	Ian and Judith Hutchings	<p>Believes the existing 50kph speed limit on Eighty Eight Valley Road should be extended as far as the southern boundary of I believe they mean No. 138 Eighty Eight Valley Road which is near the sharp bend just to the north of Totara View Road intersection.</p>	<p>The speed survey taken last year showed an 85th percentile speed of 75kph with mean and median speeds of 65kph.</p> <p>A 70kph speed limit better matches the existing road speed profile than trying to force drivers down to 50kph.</p> <p>The road has land zoned on the Wakefield side as Rural Residential with properties set well back from the road, whilst on the other side it is Rural 2 where there is only one residential property.</p>
2469	MK Williams and TA Hill	<p>Believe that the speed limit on Lodder Lane should be lowered below 70kph due to too many drivers exceeding the speed limit.</p> <p>A lower speed limit would deter drivers using Lodder Lane as a shortcut.</p>	<p>See comments to submission 2466 and 2467 above.</p> <p>Possibly if the speed limit through Riwaka was raised this may deter some traffic using Lodder Lane.</p> <p>If speeding is a perceived problem on a road and Council has been informed, generally as a first step a speed survey is undertaken over a week. If the results show poor compliance then a request along with the survey information is provided to the Police for enforcement monitoring.</p> <p>Generally it is locals speeding rather than people from out of town. The survey data provides the Police with the time of day roughly when speeding is most prevalent.</p>
2471	Valma Chittenden	<p>Would like to see the speed limit on Pugh Road reduced to 80kph.</p> <p>Especially with the new path between Edens and Ranzau Roads being highly patronised by cyclists.</p>	<p>Pugh Road is a long straight road which intersects several roads.</p> <p>The sightlines on the road are very good.</p> <p>It is likely that the level of development on both Pugh and Edens Road could meet the</p>

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		<p>The section of Pugh Road from Edens Road to the end is shared with by vehicles and cyclists.</p> <p>McShane Road has an 80kph speed limit and Pugh Road is similar in width.</p>	<p>rating for an 80kph speed limit.</p> <p>The section of Pugh Road south of Edens Road is narrow and has very low traffic volumes. This road section leads to the Wairoa River cycle/pedestrian bridge. The road is mostly straight with one 90degree corner. Sightlines on the road are generally very good.</p> <p>If there is concern with cyclists sharing the section of Pugh Road south of Edens Road, then speed controls to ensure low speeds are better than reliance on a speed limit which may be seen by some as artificial. Monitoring is probably the best approach in the short term.</p>
2472	Colin Wishart	Requests that Higgins Road be considered similar to Lord Rutherford Road South and have a proposed speed limit of 80kph imposed.	<p>The proposal is to extend the proposed 80kph along Lord Rutherford Road South, Higgins Road to Bird Road and Bird Road to the highway.</p> <p>The speed surveys undertaken and Speed Limit Warrant Rating achieved for Higgins Road supports an 80kph speed limit. Surprisingly the speed surveys showed the 85th percentile to be around 90kph. The series of single lane bridges along with a narrow roadway would suggest a much lower operating speed. The Mean and Median speeds ranged between 72 and 76kph.</p>
2473	Darcy Burrows	Requests the speed limit on Lodder Lane be reduced to 50kph	See comments to submission 2466, 2467 and 2469 above.
2474	John and Jackie Morrison	<p>Would like to see the stretch of Stafford Drive and Aporo Road around the Kina Bluffs lowered to 80kph.</p> <p>Some drivers ignore the 45kph curve warning signs.</p> <p>Now that there is no longer a track down to McKee Domain it is necessary to walk on the road which has no shoulder.</p> <p>More people are walking and biking this section of road from the camping ground, now that the track has gone.</p>	<p>A speed limit has to extend over a minimum length which ideally should support a lower speed limit over the entire length not just a section of it.</p> <p>This was discussed in the Engineering Services Meeting with staff recommending a 80km/hr speed limit. Council wanted to retain some of the 100km/hr limit. The 45kph advisory curve is more for the benefit of larger vehicles as opposed to the family car which can scoot around the corner faster due to its low centre of gravity.</p> <p>A lot of people cycling and walking this section of road probably feel more comfortable doing so now that the traffic volumes are much lower than when it was state highway.</p>
2475	Margaret Barron	<p>Cars speed up and down Lodder Lane.</p> <p>The noise of these speeding cars is infuriating.</p> <p>Many drivers are avoiding the</p>	See comments to submission 2466, 2467 and 2469 above.

No.	Submitter	Submission summary	Comment
		<p>50kph speed limit on the main road through Riwaka.</p> <p>If Lodder Lane was the same speed limit as the main road at 50kph, this would avoid a lot of the detouring traffic.</p>	
2476	Selwyn Barron	<p>Believes that the speed limit of Lodder Lane should be 50kph same as the main road through Riwaka.</p> <p>Lodder Lane is long and straight and many drivers exceed 70kph.</p> <p>They feel that police should do more enforcement on Lodder Lane and at the same time they are doing so in Riwaka</p>	See comments to submission 2466, 2467 and 2469 above.
2477	John and Vicki Grant	<p>Would like to see a 50kph speed limit on Cliff Road from the corner at Kina Beach Road to well past the Talleys house.</p> <p>The road has no footpaths and is narrow.</p> <p>Opposite their driveway is the camp ground where children congregate and play.</p> <p>Many drivers treat the road as a race track particularly those leaving the golf club.</p>	<p>The 70kph speed limit is historical and has never been challenged.</p> <p>There is no recommendation to change this existing speed limit.</p> <p>The suggestion of speeding traffic may indicate that drivers don't see the speed limit as appropriate. Frustration at the end of a game of golf could also explain some of the speed limit breakers. HEHE</p> <p>Maybe a 60km/hr limit might be appropriate. Further investigation needed</p>
2478	Graeme and Kathleen Emerre	<p>Believe Lodder Lane should be reduced to 50kph because of the increasing population density.</p> <p>Mention is made of Wharf and Green Tee Roads should also be lowered to 50kph.</p>	<p>See comments to submission 2466, 2467 and 2469 above.</p> <p>Further to the above, both Wharf and Green Tee Roads fall under the Riwaka Urban Traffic Area which has a 50kph speed limit, see Map 10.</p>
2479	Richard Greenough	<p>Suggests that the 80kph speed limit on Pigeon Valley Road should be extended just past the two right angle corners heading towards Dovedale.</p> <p>They also suggest that Pigeon Valley Road South Branch should be included and made either 80 or 70kph due to the narrow and winding nature of the road.</p>	<p>The 80kph speed limit on Pigeon Valley Road was stopped short of Pigeon Valley South Branch Road. This was due to the low level of development along Pigeon Valley South Branch Road then. This also saved putting up a 100kph speed limit sign on Pigeon Valley South Branch Road stating it has a Rural Speed Limit.</p> <p>The stopping of the 80kph speed limit in sight of the 35kph corner was related to signing Pigeon Valley South Branch Road explained above. The two right angle corners naturally slow traffic anyway.</p> <p>A speed limit warrant undertaken recently along Pigeon Valley South Branch Road supports a speed limit of 80kph. Logically the 80kph speed limit should also be extended out along Pigeon Valley Road to the Dovedale side of the most westerly</p>

No.	Submitter	Submission summary	Comment
			35kph corner. Agree with submission
2480	David Scott	Support the proposed 60kph through Ruby Bay but would like this extended to as far as McKee Domain or at least to the Tasman side of the 45kph corner.	For a speed limit to be well respected it is better to have the speed limit change point close to the point where drivers can clearly see the need to reduce speed rather than somewhere along the road where there is no apparent reason. Therefore extending out the 60kph speed limit is not supported. 80 km/hr was proposed by staff at the Engineering Services meeting
2481	Jim Hamilton	Would like to see Lodder Lane reduced to 50kph.	See comments to submission 2466, 2467 and 2469 above. If a speed limit is felt to be too low then it is likely to fail to achieve what was intended.
2482	Jane Wells	Supports the raising of the speed limit on Queen Victoria Street opposite the aerodrome to 70kph.	
2483	Simon Gorman	Strongly suggests that Lord Rutherford Road South, Higgins Road and Bird Road should have the speed limit reduced to 60kph. The main reasons stated are due to the route being used as a cycle pedestrian link.	See comment re submission 2472 Higgins Road is narrow in parts and has a series of single lane bridges; the three speed surveys taken along Higgins Road all support an operating speed of around 90kph with mean and median speeds around approximately 75kph. Bird Road had an operating speed or 85 th percentile around 78kph and Mean of 65kph and Median of 62kph. If the speed limit was to be reduced to 60kph then some physical and enforcement measures would be needed. The traffic volume on Higgins Road is approximately 1100 vehicles per day with Bird Road 270 vehicles per day and Lord Rutherford Road South approximately 950 vehicles per day. The decision by the Cycle Trails Trust to go off road with the path is the right one. The recommended lower speed limit endeavours to achieve a lower route speed as cyclists and pedestrians still have to cross the road in several places as the shared path alternates between sides. The sight lines along these roads are all generally good. The main issue is around the standards set by the New Zealand Cycle Trail Group.
2485	Philip Booth	Requests a 70kph speed limit for the Moutere Highway past the Hills Community Centre and	Neither of these proposals has been investigated.

No.	Submitter	Submission summary	Comment
		similarly 70kph speed limit on Neudorf Road for a 1.7km section from the Moutere Highway intersection.	<p>In terms of the Moutere Highway, it would be doubtful if a 70kph or 80kph speed limit would achieve good levels of compliance.</p> <p>Neudorf Road is straight over the 1.7km section referred to which is the distance between Kelling Road intersection and the Moutere Highway. Neudorf Road is used as a commuter link so it is doubtful how successful a 70kph speed limit would be.</p> <p>More investigation is needed on this matter.</p>
2486	Alan Eden	Supports the lower speed limit on Higgins Road but would like the lower speed limit to extend to Bridge Valley Road.	Bridge Valley Road has relatively low levels of development.
2487	Sue Croll	Supports lowering the speed limit on Eighty Eight valley Road but against raising the speed limit on Totara View Road	
2488	Colin Bowden	<p>Against the lowering to 30kph the speed limit in Queen Street but supports this if only between the speed humps or courtesy crossings.</p> <p>Suggests this proposal is a knee jerk reaction to the child pedestrian on a scooter who was injured last year.</p>	<p>The reduction in the speed limit is for safety reasons.</p> <p>It is expected that there will be higher pedestrian use particularly on the section of Queen Street where the Gibbon's site is being redeveloped.</p> <p>Also there is likely to be changes to parking layout in parts of Queen Street which will necessitate a lower speed environment.</p> <p>It is also likely that some sharing of space between vehicles and pedestrians may occur with the future Queen Street redevelopment.</p> <p>The lower of speed limit has nothing to do with recent incident on pedestrian facility.</p>
2489	Robert Chittenden	Would like to see the speed limit on Pugh Road reduced to 80kph from Edens Road to end due to the shared use of the road.	<p>It is likely that some physical speed control is needed on this section of road however it may be worth monitoring first.</p> <p>Generally if drivers have good sight lines and they see cyclists up ahead they will slow down and give them a wide berth.</p> <p>A positive aspect of Pugh Road is that it is no exit and leads down to the Wairoa cycle/pedestrian bridge. Users of the road tend to be locals or cyclists and are more likely to be mindful of cyclists than if the road was a through route. Not sure if traffic is any longer able to access the river bank road from Pugh Road.</p> <p>A lower speed limit may be appropriate but needs investigation first. There</p>
2491	Hilary and Neil Clifton	Request Mapua Drive be made 60kph not 80kph as proposed and extending from the highway	The proposal of a 60kph speed limit is far too slow for this section of road and unlikely to achieve any reasonable level of

No.	Submitter	Submission summary	Comment
		to Seaton Valley Road.	compliance. It is likely the differential in speeds particularly the likely hood of a high proportion of speeds in excess of 60kph would make the road more dangerous.
2492	Maxine Day	Supports the proposed lower speed limit on Stafford Drive.	
2493	Colin Johnson	Does not support raising the speed limit on Totara View Road.	See comment below in submission 2513.
2494	Ben Smithies	Suggests that Dovedale and Neudorf Roads should be posted with an 80kph speed limit due to their narrow winding nature.	The operating speed of parts of these roads may be 80kph or less. How far does the Council go with setting speed limits on all of its rural roads?
2495	Marianne Rocourt	Supports the lowering to 70kph of Collingwood Bainham Main Road and the portion of SH60. Collingwood Quay should have a speed limit of 50kph Collingwood Puponga Road at Pakawau should have a permanent speed limit of 50kph	The 85 th percentile speed or operating speed along Collingwood Quay is 73kph. A speed limit step-down to 50kph could have a low level of compliance.
2496	Esmee Emerson	Does not support lowering the limit on Queen Street to 30kph. Most traffic is travelling slowly because of the speed humps. Also pedestrians are likely to become blasé about road sense and safety	See comment for submission 2488
2497	Joanne Hill	Owns the camping ground and believes a speed limit should apply to the road. Observed many near misses mostly caused by speed.	
2498	Reg Turner	Would like to 60kph speed limits applied to gravel roads around Bainham Experienced seeing a number of roll-over crashes particularly by young driver's hooning on gravel roads.	Gravel roads have surfaces that are very variable. Whilst all gravel roads may have a rural road speed limit in theory of 100kph, these are not signed. Drivers are expected to apply a safe speed that they feel comfortable at and which will depend on experience and road conditions. If speed limit signs started appearing on gravel roads then these may become targets particularly for the unwary. It is better that a speed limit is not shown and hence drivers determine their own comfortable speed be it 20kph or 60kph.
2499	Kristjana Helleur	Would like to see a speed limit of 70kph or preferably 50kph past the Lower Moutere School	If this refers to the Moutere Highway then there is no entry to the school off this road. Access is via School Road. School Road is a very low trafficked road that has suitable areas for parking where

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			<p>children do not have to step out into the live traffic lane. School Road is an ideal road for school traffic to park as opposed to the Moutere Highway.</p> <p>If speeds are an issue in School Road then this needs investigation but a 24/7 speed limit is not the best solution.</p>
2500	Margot and Peter Syms	<p>Agrees with dropping the speed limit on Aporo Road, Stafford Drive and Mapua Drive.</p> <p>Believes that Mapua Drive should be 60kph between the Highway and Mapua Tavern mainly because of narrow shoulders and the increasing use by cyclists.</p>	See comment to submission 2491
2501	Linda Mason	Dodson Road should have a speed limit of 50kph.	This road has not been investigated for a lower speed limit.
2502	Anna Reynolds	<p>Disagrees with the revoking of the permanent 70kph speed limit and 50kph Holiday speed limit in Ligar Bay.</p> <p>Agrees with extending the Urban Traffic Area for Ligar Bay and Pohara.</p> <p>Disagrees with the raising of the speed limit from 50kph to 60kph on Glenview Road.</p> <p>Agrees with the proposed speed limit change on Abel Tasman Drive near Sunbelt Crescent.</p> <p>Agrees with the proposed changes to Rototai Road.</p>	
2503	Ray Hellyer	Requests the narrow gravel roads in the Moutere Valley be reduced to 70kph.	See comment to submission 2498 above.
2504	Rosemary Jorgensen	Supports the proposed changes but possibly the speed past Motupipi School could be lower.	
2505	Philip Peters	Thorp Street North which extends from Staple Street down to the sewage plant is currently 80kph and should be lowered to 50kph. This is because the gravel road is narrow and commercial vehicles have to go slow when passing one another. Also there is no path for recreational pedestrians which are increasing.	See comment to submission 2451 above.
2506	Anthea Lees	Would like to see Stafford Drive and Aporo Road reduced to 80kph between Pine Hill and	See comment to submission 2474 above.

No.	Submitter	Submission summary	Comment
		Marriages Roads	
2507	Nelson Tasman Cycle Trails Trust (Stuart Hughes)	Support a number of speed limits but would like to see these lowered further. The Trust also recommends the speed limits be lowered on some roads.	The problem with cycle routes is there isn't necessarily cyclists riding along the road all of the time. Speed limits apply 24/7 The best treatment for a cycle route is to provide good sightlines for drivers and where possible remove the centre line. This then shows the area more as a shared space rather than an allocated space. Physical treatment with traffic calming features can often provide better ways of controlling vehicle speeds.
2508	Dal and Julie Stewart	Do not support raising the speed limit on Totara View Road.	See comment below in submission 2513.
2509	Tony Johnston	The 50kph speed limit on Eighty Eight Valley Road should be extended out to Totara View Road.	The operating speed on this section the road is 75.2kph. This suggests the proposed speed limit of 70kph is appropriate. It would be very difficult to justify lowering the speed limit to 50kph and expect drivers to drive 20kph slower.
2510	Chris West	Do not support raising the speed limit on Totara View Road.	See comment below in submission 2513.
2511	Jennifer Gillard	Do not support raising the speed limit on Totara View Road.	See comment below in submission 2513.
2513	David Oakes	Concerned that increasing the speed limit on Totara View, Kilkenny Place, Gossey Drive North and Edward Street would increase the risk to numerous pedestrians and cyclists using this route daily due to the blind bends on these roads.	From the speed survey undertaken recently on Totara View Road the 85 th percentile speed was 63.4kph and for Edward Street this was 68kph. However, depending where these speeds are recorded they don't necessarily represent the entire speed profile of the road. The surveys are generally located where the free running speed is most likely to be achieved.
2514	Dovedale Residents Committee	The committee would like the speed limit past Dovedale School to be reduced to 70kph	A speed limit warrant was undertaken some years ago and apart from the school there is very little development nearby to justify a lower speed applying 24/7. A speed limit has to be reasonable over a minimum distance. For a 70kph this is 500metres.
2515	Wendy Wallator	Request that the 70kph speed limit be lowered, on Hau Road due to the amount of traffic mainly industrial that use this road.	The road has wide berms and a new footpath is to be constructed shortly. The road environment is appropriate for a 70kph speed limit. A speed survey undertaken in 2006 shows the 85 th percentile to be under 70kph. Should Hau Road be treated any differently to High Street South and Wildman Road?
2516	Kate West	Urging Council to retain the 50kph speed limit on Totara View Rd, Kilkenny Place and	Refer to comments in response to submission 2513 above.

No.	Submitter	Submission summary	Comment
		<p>Gossey Drive due to the lack of any safe place to walk and number of blind bends. Also concerned about the speed drivers travel the road at.</p> <p>Noted recent stopping demos and effect of speed.</p> <p>Suggests council build a local footpath to serve the area</p>	<p>The footpath to link Eighty Eight Valley Road to that at the end of Kilkenny Place is necessary to provide connection with outlying rural residential areas and urban enclaves. This route is identified in council's new footpath matrix.</p>
2517	Christine Harris	<p>Raises the issue of drivers travelling too fast on Totara View Road. The road has many sharp corners with poor sightlines and driveways which for many reasons also do not have good sightlines.</p> <p>The numbers of increasing young families in the area and the fact there is no footpath for the increasing numbers of pedestrians using the road as walking loop.</p> <p>The road is used by the school bus so there are children that use the road.</p>	<p>Most of those drivers that use this road are locals as the road is not yet a through route to Edward Street.</p> <p>The observation of speed support the 85th percentile speed recorded in the response to submission 2513 above.</p> <p>If the speed limit is raised it is unlikely to have any effect on the current operating speed. This is due to the steepness and curvilinear nature of the road. These are the roadway characteristics which limit the free running speed that drivers can achieve.</p> <p>Kilkenny Place is a relatively flat section of road which 60kph is easily achievable. The road has wide berms. Once Totara View Road is connected to Goosey Drive North and bearing in mind the adopted alignment of this proposed road, the speeds are likely to increase from Totara View Road down to Edward Street.</p>
2518	Phil & Sharlene Madill	<p>Whilst support the recent proposal to extend out the 50kph speed limit along Haven Road to Collingwood Quay (See Map 2) they would like this extended all the way to the intersection of SH60.</p> <p>Part of their justification is the narrow berm beside the estuary and the numbers of pedestrians walking in this area.</p> <p>They also believe that most drivers drive appropriately however young drivers they refer to boy racers would not be able to accelerate in the 50kph road section as they approach the current 100kph section along Collingwood Quay.</p>	<p>Council is recommending that Collingwood Quay be lowered from 100kph to 70kph.</p> <p>From a speed survey, the operating speed or 85th percentile speed along Collingwood Quay showed this to be 74kph.</p> <p>In terms of the Speed Limit Warrant, for Collingwood Quay the Rating was 0 due to the lack of any roadside development meaning that 100km/hr is warranted</p> <p>The proposed 70kph speed limit on Collingwood Quay fits in with that proposed on the section of Collingwood Bainham Main Road from SH60 to near the cemetery.</p> <p>Irrespective of what the speed limit is set at, drivers will choose their own appropriate speed.</p>
2519	Raelene Malcolm	<p>Would like to see 88 Valley Road 50kph all of the way to Totara View Road, due to the large numbers of walkers using this road to access Totara View Road and Faulkner Bush.</p>	<p>The operating speed on this section of Eighty Eight Valley Road is 75.2kph. This suggests the proposed speed limit of 70kph is appropriate. It would be very difficult to justify lowering the speed limit down to 50kph and expect drivers to drive 20kph</p>

No.	Submitter	Submission summary	Comment
			slower.
2520	Ruth and Brian Field	Request Aporo Road and part of Stafford Drive to be no more than 80kph from Pine Hill Road to Marriages Road due to the alignment of the road, several motor camps, school bus route and increasing numbers of cyclists and pedestrians. Some regard this road as a motor racing track.	<p>The road has sealed shoulders but does not have the level of development one would expect for a road with an 80kph speed limit.</p> <p>The curvilinear alignment around the Kina Bluffs doe limit speeds, but for the remainder of the road sight lines are generally very good.</p>
2521	Moutere Hills Residents Association – Matthes Bender	<p>Request a speed limit reduction on Old Coach Road to 70kph.</p> <p>Request a 50kph speed limit on School Road in front of Mahana School.</p> <p>Request an 80kph speed limit on Neudorf Road from the Moutere Highway to Kelling Road intersection.</p>	<p>These roads have currently a permanent rural speed limit of 100kph.</p> <p>None of these roads have been proposed for change and hence consulted on. Therefore they would be best to include in a future review.</p> <p>In the case of School Road, the development on this road is minimal except for the presence of the school and Wollaston’s winery, which are both close to Old Coach Road intersection.</p> <p>In the case of Old Coach Road, the alignment of the road does limit the speed and certainly an 80kph speed limit would be appropriate when based on the approach taken for the roads in the Tasman and Ruby Bay areas. However, the reality is that most of the local roads within the district are generally more aligned to an operating speed below 80kph.</p> <p>Generally speed limits are applied to roads with development as it is these developments that generate activities involving people. In the case of a road with an alignment that forces drivers to drive at less than the Rural Speed limit.</p>
2522	Judy Piner	<p>The submitter states that by increasing the speed limit on Queen Victoria Street that this will increase the chances of a crash. The reasoning for increasing the risks is given as the activities of the nearby Motueka aerodrome with planes and helicopters landing and taking-off as well as parachutists.</p> <p>They would also like to see the speed limit through Lower Moutere Village drop from 70kph to 60kph thereby making this section of road safer for all.</p>	<p>Firstly in terms of raising the speed limit on Queen Victoria Street, the points made regarding the distractions of the nearby aerodrome will always be present whilst it is in operation here.</p> <p>In regards to the Lower Moutere village, the Moutere Highway is an arterial link carrying a mix of traffic and therefore has a dominant primary function.</p> <p>The off-road shared path alongside Main Road Lower Moutere was formed to provide some where safer for vulnerable road users thereby allowing the road for vehicles.</p> <p>The road is wide and straight thereby offering good sightlines. The current 70kph speed limit extends from near Central Road to just north of Hau Road and is considered</p>

No.	Submitter	Submission summary	Comment
			appropriate.
2523	NZ Automobile Association – Paul Heywood	<p>The AA's submission refers to the Safe Systems Speed Management Working Group that will report to the Minister this year.</p> <p>The AA has also touched on the fact that many of the Speed Limit Warrants undertaken do not meet the rating for a particular speed limit under the Speed Limits Rule.</p> <p>Furthermore in all cases there is not the supporting crash statistics.</p> <p>The proposal to lower the speed limit on Queen Street is considered inconsistent.</p>	<p>The speed limits proposed are based on a number of factors, which include an assessment of the road to determine a rating, speed surveys, knowledge of the use of the road and crash statistics where these are known.</p> <p>The Speed Limit Rule does permit speed limits to be set other than simply based on the Rating achieved by using the assessment tool "Speed Limits NZ".</p> <p>Under Clause 3.2(5) An RCA may propose to set a speed limit that differs from the calculated speed limit providing it is safe and appropriate for a road with regards to the function, nature, land use patterns and whether it is in an urban traffic area or a rural area.</p> <p>In clause 3.2(6) it states that an RCA can set a speed limit less than 50kph providing the calculated speed limit for the road is 50kph and the proposed speed limit would be likely to increase the safety of pedestrians, cyclists and other road users.</p>
2524	Philip Wollaston	<p>Has requested that Old Coach Road, School Road and Nuttall Road in the Mahana area be considered for a 70kph speed limit.</p> <p>This request is based on the winding and narrow nature of the road, the realistic safe speed of the road and increase use of the road particularly for recreation and as a scenic route.</p>	<p>See comments to Submission 2521 above.</p> <p>These roads are worthy of review in future particularly with the land use change and increased rural subdivision. Further more often small incremental improvements can improve the safety of a road or route particularly where there are short sections below the standard of the majority of the route. Some examples are an out of context curve or deficient sightline or perhaps a short section of very narrow seal. By making these incremental improvements makes the route safer by creating a more consistent speed environment without the speeding up and slowing down scenario.</p>
2525	Motupipi Primary School - Clarissa Gray	<p>The Board of Trustees would like the speed limit past the front of the school dropped to 50kph.</p> <p>They make the point that the stopping distance for 60kph is almost half that again for 50kph.</p>	<p>With a 50kph speed limit this needs to be a minimum of 500metres. The frontage of the school is nowhere near this length.</p> <p>The road is not the safest place for dropping off and picking up children in a rural environment.</p> <p>The problem with introducing a permanent speed limit of 50kph in what is otherwise an out of character road environment for such a speed, except perhaps just before or after school, is that drivers are less likely to obey it. The argument leads to creating a more dangerous road by the belief that traffic will travel at 50kph but in reality the range and level of speeding makes it harder particularly for children and the elderly to</p>

No.	Submitter	Submission summary	Comment
			<p>judge when it is safe and when it is not.</p> <p>Often the perceived view is that a lower speed equates to a safer road however if it isn't going to be well respected by drivers then you won't achieve a safer road.</p>
2526	Kathy and Brent Searle	<p>Opposed to raising the speed limit on Totara View Road.</p> <p>Submitter states numerous factors why the speed limit should not increase including that traffic already goes to fast and at times at unsafe speeds.</p>	See comment above in submission 2513.
2527	Accessibility for All Forum - Donna Smith	Support the 30kph for Queen Street and makes the suggestion that the whole of the town centre should be 30kph.	<p>In time this request to see the 30kph extended on to other streets within Richmond CBD and based on the function and safe operation of these roads is likely to happen.</p> <p>Unfortunately any changes not covered by the proposed bylaw will need further consultation.</p>
2529	Mount Hope Holdings – Jackie McNae	The submitter believes that Mapua Drive, Seaton Valley and Stafford Drive to Warren Place should be made 50kph as these roads are now surrounded by land zoned deferred residential.	The submission is from a land developer in the area that believes that land zoning and speed limits go hand in hand. As the land is developed then it is likely speed limits will need to be reviewed. It is also likely that as roads are upgraded in the area that off-road paths will be developed. This then allows for a balanced approach by allowing an efficient and safe travel speeds to be set whilst keeping vulnerable road users separate and safe.
2531	D&A Freilich – Jackie McNae	This submission is the same as submission 2529 above.	The current road environments of both Mapua Drive and Seaton Valley Road do not indicate that a 50kph speed limit is appropriate.
2532	Kathy Francis	The RCTB submits that Community Road should have a speed limit of 50kph due to the nature of the road.	<p>The operating speed of Community Road is likely to be 50kph or lower due to the road environment.</p> <p>Every time a speed limit changes requires it to be signed with long sections requiring repeater signs if the road has a speed limit below the permanent rural speed limit.</p>
2533	Peter Copp	The submitter recommends that Pine Hill Road West and Foley Road should have speed limits of 50kph due to these being in part gravel and narrow in width.	The speeds on these roads which are sparsely populated rely on the theory of drivers setting their speed appropriately for the conditions at or below the legal limit.
2535	Tony and Kathy Hardy	This submission is worded similar to that of Submission 2520 above, requesting Stafford Drive and Aporo Road to be set at 80kph between Pine Hill Road and Marriages Road.	See comment above for submission 2520 above.

No.	Submitter	Submission summary	Comment
2536	Emma and Mark Williams	This submission requests Stafford Drive and Aporo Road to be set at 80kph between Pine Hill Road and Tasman due to its scenic nature and road alignment.	<p>The section of Stafford Drive and Aporo Road formally state highway road sections, are both rural in nature for the sections planned to leave with a rural speed limit of 100kph from Pine Hill Road to a point just south of Williams Road.</p> <p>Both of these roads now carry far less traffic than when they were designated state highway.</p>
2537	Joan Butt	<p>Supports changes in Pohara and Ligar Bay.</p> <p>Would like to suggest that Abel Tasman Drive between Pohara Valley and Ligar Bay which passes the entrance to Port Tarakohe should be included in the review and treated consistently with the rest of the road.</p> <p>Particularly concerned over the speed limit as it relates to the amount of activity on this section of Abel Tasman Drive, which sees rock climbers, penguins, seaweed gatherers, walkers and tourists etc.</p>	<p>The road section referred to extends from the 50/100kph near Pohara Valley Road to the existing 100/70kph at Ligar Bay.</p> <p>The road is curvilinear in nature hugging the coast for much of the route and very scenic. The road alignment and environment tends to limit the speed to possibly much less than the 80kph speed limit of the rest of the road.</p> <p>Whilst the speed limit for this section of road hasn't been proposed for change, an appropriate speed limit may have little effect but should be ideally suited to the average operating speed or near to it.</p>
2538	James Newton	Does not agree with lowering the speed limit on Queen St or Sundial Square, as not supported by International Safe System thinking.	The lower speeds would need physical means to coerce drivers to respect them. Currently where there are courtesy crossings or speed tables, the operating speeds are estimated to be approximately 30kph. Likewise Sundial Square which is treated similarly. At each end of Queen Street beyond the courtesy crossings, would need treatment to ensure operating speeds were around 30kph or less.
2539	Golden Bay Community Board	<p>Support proposed speed limits.</p> <p>Also would like to see a permanent speed limit of 60kph extended from Pohara through to the bottom of Wainui Hill.</p>	<p>The operating speed of Abel Tasman Drive between Pohara and Tata Beach is tempered by the road alignment.</p> <p>Suggest further speed surveys to attest this.</p>
2540	Motueka Community Board	<p>Oppose raising the speed limit on Queen Victoria Street and Marchwood Park.</p> <p>Request Hau Road is lowered from 70kph to 50kph.</p>	<p>The operating or 85th percentile speed on Queen Victoria street north of College Street is 60kph with the Mean and Median speeds being 54kph.</p> <p>The road has wide berms and a new footpath is to be constructed shortly.</p> <p>The road environment is appropriate for a 70kph speed limit. A speed survey undertaken in 2006 shows the 85th percentile to be under 70kph.</p> <p>Should Hau Road be treated any differently to High Street South and Wildman Road?</p>

No.	Submitter	Submission summary	Comment
2541	Iona Jelf	<p>Holiday speed limits should be retained due to influx of people and increase in vulnerable road users.</p> <p>Falconer Road should stay zoned rural residential and not become part of the Urban Area 50kph speed limit of Pohara.</p> <p>Speed limits past schools should reduce to 50kph such as Motupipi and Central.</p> <p>The 50kph speed limit on Glenview Road should be retained.</p>	<p>The only Holiday Speed Limit proposed to be revoked is at Ligar Bay and instead a 60kph permanent speed limit put in place. This is consistent with that proposed in other settlements along Abel Tasman Drive south of Ligar Bay except at Pohara.</p> <p>Falconer Road has been treated as part of the settlement of Pohara and has nothing to do with land zoning.</p> <p>Operating speed past schools during the period before and just after school tend to reflect the level of activity occurring on the road in front of the school. For the rest of the time including weekend the proposed speed is considered appropriate and more likely to be respected.</p>
2542	Lynette and John Mytton	Lived there for 3 years and noted the change from rural to rural residential. Concerned about the speed limit on Lodder Lane and how most people go faster than the legal speed limit.	<p>The existing speed limit on Loder Lane is 70kph.</p> <p>There is an off road albeit adjacent to the road, along Lodder Lane.</p>
2543	Alan West	Requests that Council retrain the 50kph speed limit on Totara View Road, due to the road alignment as well as pedestrians and cyclists.	See comment above in submission 2513.
2544	Graeme Ralston	Believes the speed limit though Tasman should be lowered to 50kph.	<p>The speed limit proposed through Tasman is 60kph. This is consistent with that proposed through Ruby Bay.</p> <p>There is not a high density of development on Aporo Road through Tasman and with the estuary on the eastern side this creates a more open road environment.</p> <p>Aporo Road is very wide through Tasman. The school is well back off the road.</p>
2545	Anna Louise	Would like to see the 70kph speed limit on Main Road Lower Moutere extended to Edwards Road	This speed limit is unlikely to achieve a good level of compliance as the road has variable amounts of development along it and doesn't feel like 70kph compared with through Lower Moutere or travelling north along Queen Victoria Street.
2574	Charles Squance	Urges Council to extend the proposed 60kph speed limit from Ruby Bay to Aporo Road	This proposal is unlikely to achieve good compliance.
2575	Collette Soong	<p>Concerned that a lot of drivers entering Brightwater from Waimea West Road are not slowing down until they reach Snowdon's Bush.</p> <p>Requests a 70kph speed limit be put in place on Waimea West Road from the existing 50kph speed limit near Snowdon's</p>	<p>Late Submission</p> <p>It is important that speed limit change points are installed in location where the clearly indicate the change in the nature of the road to justify a lower speed limit.</p> <p>An electronic feedback speed sign would</p>

No.	Submitter	Submission summary	Comment
		<p>Bush and extending out 500metres.</p> <p>And suggests installing an electronic speed sign to indicate to drivers their speed limit.</p>	<p>be a good idea.</p>
2576	NZ Transport Agency	<p>The NZTA has used a spreadsheet provided to them for reviewing the speed limit proposals.</p> <p>NZTA simply looks at the Rating determined from the speed limit warrant to ascertain whether to support or not the proposal.</p> <p>Reference is made to The Safe System Approach. This will be explained more fully to the committee on the day.</p>	<p>Late Submission</p>
2577	David Anderson,	<p>Supports the raising of various speed limits, particularly as cars are becoming safer.</p> <p>Changing speed limits will not stop some people being reckless</p>	<p>Late Submission</p>
2581	Tasman Area Community Association	<p>Believe the speed limit on Kina Beach Road of 80kph is excessive – a 60kph limit would be appropriate but, at the very least, there should be a consistent 70kph throughout the Kina Peninsula.</p> <p>The intention to maintain the 100kph limit on Aporo Road from around Jester House to the Ruby Bay 70kph limit is inappropriate for what is now a secondary rural road. An 80kph limit would be both safer and consistent with other limits on the Ruby Bay coastal route. This will become even more apparent should the Cycle Trail Route be directed along Aporo Road as is currently being considered by Council.</p> <p>Council needs to address the 100kph limit currently existing on Harley Road – not only for the growing residential issues but also because that road too may become part of the Cycle Trail.</p>	<p>Late Submission</p>

5 Appendices

Item 3.1

- | | | |
|----|---|-----|
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| 2. | Appendix 2 - Schedule of Submitters to be Heard | 199 |

Robyn Scherer

From: Angela Brown on behalf of Reception Richmond
Sent: Monday, 25 February 2013 3:41 p.m.
To: Robyn Scherer
Subject: FW: Website Submission - Speed Limits Bylaw Review 2013

2446

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]
Sent: Monday, 25 February 2013 2:35 p.m.
To: Reception Richmond
Subject: Website Submission - Speed Limits Bylaw Review 2013

LETTER ACKNOWLEDGED

Website Submission - Speed Limits Bylaw Review 2013

Title *

Mr

First Name

Richmond

Last Name *

Grant

Address *

22 Whakarewa

Suburb

Town *

Motueka

Postcode *

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Daytime Phone Number

Mobile Phone Number

021792002

Email Address *

richmondgrant@yahoo.com

EditableLiteralField1569

Organisation

Position

Would you like to present your submission in person at a hearing?

No

If yes, what if your preferred hearing location?

Richmond

EditableLiteralField1576

Your comments *

Leave the roads around Tasman Aporo rd 12a & b as they are , it is still relatively lightly populated and low traffic densities and heavily policed already .
leave , Leave 2 Collingwood Bainham rd to cemetery as is .

11a b Good idea to increase speed , as good wide straight road , light traffic , and few pedestrians

Attach a file to your submission

Referrer

<http://www.tasman.govt.nz/policy/public-consultation/>

2447

LETTER ACKNOWLEDGED

SUBMISSION:

REVIEW OF TDC CONSOLIDATED BYLAW - CHAPTER 4 - SPEED LIMITS 2013

We consider the proposed changes (both the increase and the reductions) to be logical and beneficial.

We strongly support the proposed reductions of speed limits as they will both increase safety and reduce the vibration inflicted upon nearby structures by fast moving heavier vehicles.

In particular we support the inclusion of the entire extended Pakawau community from its southern limit to points North and West of the intersection by the Pakawau Hall in a single speed-limited zone.

The current northern limit of the Pakawau village zone has not included the section including two one-way bridges, a number of houses, the community hall and several bends with very limited visibility where the speed limit is 100 km/h except for a brief period over the summer season.

The combination of commercial and local traffic along with tourists and recreational visitors year-round underpins the logic that the above specified stretch of road should have a speed limit no greater than 70 km/h with a summer seasonal reduction to 50 km/h (which would also enhance the safety over this period of the increased numbers of pedestrians and cyclists using this somewhat narrow road which has, largely, a commercial purpose).

We do not wish to be heard at the hearing.

Franz Alack and Sheila Beggs
1828 Moutere Highway
RD 2
Upper Moutere 7175

Phone: 03 5432372

28 February 2013

2447

ADDITION TO OUR SUBMISSION REGARDING REVIEW OF SPEED LIMITS

We wish to point out that when travelling towards Puponga on the Collingwood Puponga Road the speed limit becomes 100kph from a sign just south of the first one-way bridge. The speed limit has not, in fact, been lowered over the summer season during the last few years.

This is at variance with the "Existing Speed Limit" referred to in the summary of changes shown on the TDC website, which implies that the whole stretch of road from the southern end of the village through to the Pakawau Hall has had a speed reduction during summer, when this has not been the reality.

We believe that it is very important that the currently 100kph section from either side of the two one-way bridges is included in the speed-reduced zone and that this speed reduction applies all year round.

Franz Alack and Sheila Beggs
1828 Moutere Highway
RD 2
Upper Moutere 7175

14 March 2013

Robyn Scherer

From: Dave Baker [heydavebaker@yahoo.co.nz]
Sent: Thursday, 28 February 2013 9:28 p.m.
To: Robyn Scherer
Subject: Proposed Changes to 2004 Bylaw

2448

LETTER ACKNOWLEDGED

Hi Robyn,

I've just read in the latest TDC Newsline edition the list of roads which are being proposed for speed limit changes. I think the changes that are being suggested for around Mapua are excellent. I was surprised to read that there appears to be no proposal to reduce the current 80kph limit on Seaton Valley Road to a lower limit of perhaps 70 or more ideally 60. This has become a busier road since it has access to the new highway. Additionally there are increased numbers of cyclists that now use this road.

The road is a nightmare for cyclists and pedestrians alike at the best of times. Due to the frequent ups and downs there are many blind spots that many car drivers seem to be ignorant of the fact that there may be cyclist or pedestrians out of sight just over the brow. Similarly, many motorists overtake cyclists on the approach to these blind spots with no knowledge of any oncoming vehicles. As residents on this road we perhaps see more near misses than any traffic officer would encounter on a routine drive.

I find it hard to believe that other roads on the list (Stafford Drive, Mapua Drive and Ruby Bay) that have far better distance sight lines are being proposed for a reduction yet Seaton Valley is not. Seaton Valley Road is a far busier than Pine Hill Road (which also has poor long distance visibility), however, Pine Hill is being reduced to 60.

I understand that there has been "talk" of a cyclepath along Seaton Valley Road, although I have no idea when this is due to commence, however, the existing speed limit is still an issue for residents leaving or entering their driveways.

I would be interested to hear if TDC has overlooked Seaton Valley for a speed reduction or if it had addressed it but found that a speed reduction wasn't necessary. If this is the case, I believe there would be a good many number of Seaton Valley Road residents who would like a second opinion.

I look forward to hearing from you.

Best Regards,
Dave Baker

166B Seaton Valley Road, RD1 Upper Moutere, 7173
03 540 2178

Robyn Scherer

From: Paula Cater on behalf of Reception Richmond
Sent: Wednesday, 27 February 2013 12:29 p.m.
To: Robyn Scherer
Subject: FW: Re speed limit changes

2449

LETTER ACKNOWLEDGED

-----Original Message-----

From: Anton Petre [<mailto:petre@clear.net.nz>]
Sent: Wednesday, 27 February 2013 12:23 p.m.
To: Reception Richmond
Subject: Re speed limit changes

I suggest the proposed 80kmh limit on Brooks View Heights (off Permin Road) is excessive....indeed, this speed would be impossible on this road. I suggest a 60kmh limit at the most ..and probably 50kmh. The road is narrow and steep, with several blind bends and blind humps, and with numerous properties opening onto it.

Anthony Petre
80 Brooks View Heights
5266021

Barry & Raewyn Inglis

Ph: 5444354

E Mail: barringlis@internet.co.nz

2450

1A Talbot St
Richmond
Nelson 702027th February 2013

Tasman District Council

LETTER ACKNOWLEDGED**SUBMISSION ON RICHMOND ROAD SPEEDS**

As residents close to the corner of Croucher and Talbot Streets, we have over the last few months seen (and heard!) many vehicles exceeding the speed limit in such a way that both pedestrians and other vehicles are endangered. We have written to the TDC about this. One incident late last year involved a car completely flipping outside our home. Our recommendation is that road speeds in both McGlashen and Talbot Street be reduced - either by legislation or by the placement of road speed humps. If the former is adopted then the key is regular policing - particularly in early evenings and weekends.

Specific conditions that warrant speed reductions include:

*McGlashen St to Croucher St feeds both heavy and normal traffic from and to the Deviation. Although short, it has many commercial driveways, intersections with McIndoe Pl, Doran St, Croucher St & Talbot St together with entry/exits to several extensive car parks. The constant turning in/out of vehicles means that 50kph is dangerous.

*The Pak'n Save building combined with the "S" bend at the intersection of Croucher and Talbot St creates a blind spot for traffic travelling both ways. At the current 50kph, a risky environment exists for :-

vehicles leaving Croucher St (N);
pedestrians and particularly mobility scooters using the "1/2 way" crossing outside the Mobility Access Sales & Service Centre;
large articulated delivery units waiting to enter the Pak'n Save unloading dock area;
vehicles leaving the Mall car parks in to Croucher or McGlashen St;
residents of Talbot St trying to exit their garages.

*Also, due to their speed many vehicles heading towards Salsbury Rd, cut across the turning bay designated for traffic to turn in to Croucher St (N).

*Further along Talbot St there is a pedestrian crossing at the Elizabeth St corner, several car park entrances and Stop sign exits - with another to be built servicing the new K Mart.

Barry & Raewyn Inglis

Ph: 5444354

E Mail: barryinglis@internet.co.nz

**1A Talbot St
Richmond
Nelson 7020**

The volume of traffic movements and the type of large service vehicles associated with the Mall together with the commercial nature of McGlashen Street make this section of the "ring road" quite different to Oxford St and we therefore believe it should be considered that way.

We again wish to emphasize our belief in the need to regularly police any speed limitations (including the existing ones) if speed humps are not acceptable.

We do not wish to personally appear.

Thank you

Robyn Scherer

From: Sara Doggett on behalf of Reception Richmond
Sent: Thursday, 28 February 2013 3:33 p.m.
To: Robyn Scherer
Subject: FW: Website Submission - Speed Limits Bylaw Review 2013

Do these come to you Robyn ?

2451

From: Sara Doggett **On Behalf Of** Reception Richmond
Sent: Thursday, 28 February 2013 2:33 p.m.
To: Engineering Customer Service
Subject: FW: Website Submission - Speed Limits Bylaw Review 2013

LETTER ACKNOWLEDGED

From: website@tasman.govt.nz [<mailto:website@tasman.govt.nz>]
Sent: Thursday, 28 February 2013 2:24 p.m.
To: Reception Richmond
Subject: Website Submission - Speed Limits Bylaw Review 2013

Website Submission - Speed Limits Bylaw Review 2013

Title *

Ms

First Name

Sue

Last Name *

Clark

Address *

3A Thorp Street

Suburb

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Motueka 7120

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Organisation

Position

Would you like to present your submission in person at a hearing?

No

If yes, what if your preferred hearing location?

Richmond

EditableLiteralField1576

Your comments *

I live at Thorp Street North. Vehicles accessing the Treatment Plant are travelling in excess of 80km. I believe this should be a 50 km area. There are residences down this road with animals, young children and once the heavy vehicles hit the gravel the dust is horrific. Horse riders use this road and 80km is, in my opinion, too fast for heavy traffic.

Attach a file to your submission

Referrer

<http://www.tasman.govt.nz/council/media-centre/public-notice/submissions-open-draft-speed-limits-by-law-2013/>

Robyn Scherer

From: Sara Doggett on behalf of Reception Richmond
Sent: Friday, 1 March 2013 10:12 a.m.
To: Robyn Scherer
Subject: FW: Website Submission - Speed Limits Bylaw Review 2013

2452

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]
Sent: Thursday, 28 February 2013 10:38 p.m.
To: Reception Richmond
Subject: Website Submission - Speed Limits Bylaw Review 2013

Website Submission - Speed Limits Bylaw Review 2013

Title *

Miss

LETTER ACKNOWLEDGED

First Name

Amy

Last Name *

Rutledge

Address *

7 Broadsea Ave

Suburb

Ruby Bay

Town *

Mapua

Postcode *

7005

EditableLiteralField1565

Daytime Phone Number

035402484

Mobile Phone Number

0273783925

Email Address *

amyzrut@gmail.com

EditableLiteralField1569

Organisation

Position

Would you like to present your submission in person at a hearing?

No

If yes, what if your preferred hearing location?

Richmond

EditableLiteralField1576

Your comments *

Totally agree with all speed changes. As a local horse rider I am totally in favour of 12a, 12b, 12a
2nd mention? For Stafford Mapua drives in Ruby Bay, 13a - all entries and 14.

Sounds great go ahead!

Attach a file to your submission

Referrer

<http://www.tasman.govt.nz/sapphire/main.php?url=/>

Robyn Scherer

From: Paula Cater on behalf of Reception Richmond
Sent: Wednesday, 27 February 2013 9:00 a.m.
To: Robyn Scherer
Subject: FW: Website Submission - Speed Limits Bylaw Review 2013

2454

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]
Sent: Tuesday, 26 February 2013 10:43 p.m.
To: Reception Richmond
Subject: Website Submission - Speed Limits Bylaw Review 2013

Website Submission - Speed Limits Bylaw Review 2013

Title *
Ms
First Name
franca
Last Name *
morani
Address *
31 waitapu rd
Suburb
Town *
takaka
Postcode *
7110

✓
LETTER ACKNOWLEDGED

EditableLiteralField1565
Daytime Phone Number
Mobile Phone Number
Email Address *
francamorani@hotmail.it

EditableLiteralField1569
Organisation
Position
Would you like to present your submission in person at a hearing?
Yes

If yes, what is your preferred hearing location?
Takaka

EditableLiteralField1576
Your comments *

I do not think the following proposed change is necessary: 7 - Revoke the existing 70kph speed limit on Abel Tasman Drive near Sunbelt Crescent and put in place a 60kph speed limit encompassing the same section of road.

thank you

Attach a file to your submission

Referrer

<http://sn129w.snt129.mail.live.com/mail/InboxLight.aspx?n=1185551702>

284Harley Road
RD2 Upper Moutere
7175
03 526 6009 g.pollock@scorch.co.nz
1 March 2013

Draft Speed Limits Bylaw 2013
Tasman District Council,
Private Bag 4,
Richmond 7050;

2455

LETTER ACKNOWLEDGED ✓

Submission on:
Review of Consolidated Bylaw Chapter 4 - Speed Limits Bylaw 2004

12 A and 12 B

Kina Peninsula Road

I urge the council to reduce the speed here to no more than 70kms.

Much of the road is narrow and winding and includes 'blind corner'(little visibility either way)

Many people bike and walk and some children bike to school along this road.

Holiday makers and tourists use the road to reach the motorcamp.

It is a scenic road and drivers unfamiliar with the surroundings are likely to be distracted by the views.

This is a relatively short local road and it is entirely reasonable to have a speed limit of 70kms.

Please reduce to 70kms

Harley Road

I urge the council to reduce the speed on this road to 80kms.

It is the only link road between the coastal highway and Moutere highway that still has a 100 speed limit.

It is narrow, winding and has changed from a forestry road to residential in recent years. Most households have young children and more would cycle if it was safer. When my granddaughter wished to cycle to Tasman school my daughter drove behind her with hazard lights on. This should not be necessary.

The road is already a main cycle route for local individuals and clubs and with further development of the Great Taste Trail use of it will continue to increase. It is possible Harley Road will become an important part of the Trail.

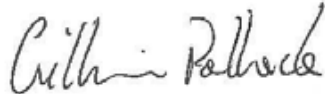
It is still used by forestry trucks logging in Tasman View Road and by fruit trucks from the Harley Road orchard which makes it reasonably hazardous.

As sometimes happens if Te Mamaku by-pass is closed Harley Road is the alternative route which greatly increases the traffic along it.

Because the road is narrow and winding with blind humps 80 kms is the maximum practical speed for most of the road and it would be no hardship for anyone to drive at 80kms or under as many do now.

Please reduce to 80kms.

Signed:



Gillian Pollock

If there is a hearing I would like to be heard.

Robyn Scherer

From: Sara Doggett on behalf of Reception Richmond
Sent: Tuesday, 5 March 2013 4:22 p.m.
To: Robyn Scherer
Subject: FW: Website Submission - Speed Limits Bylaw Review 2013

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]
Sent: Tuesday, 5 March 2013 4:06 p.m.
To: Reception Richmond
Subject: Website Submission - Speed Limits Bylaw Review 2013

2456

Website Submission - Speed Limits Bylaw Review 2013

Title * Mr LETTER ACKNOWLEDGED
First Name Anthony
Last Name * Bennett
Address * 517 Moutere Highway
Suburb RD 1 Redwood Valley
Town * Richmond
Postcode * 7081
EditableLiteralField1565
Daytime Phone Number 03 544 0737
Mobile Phone Number
Email Address * tonybennettnz@hotmail.com
EditableLiteralField1569
Organisation
Position
Would you like to present your submission in person at a hearing? No

If yes, what if your preferred hearing location?

Richmond

EditableLiteralField1576

Your comments *

We would like the council to consider reducing the speed on the Moutere Highway in Redwood Valley. In particular the stretch of the Moutere highway where it intersects with Redwood Valley lane is very hazardous as there is a blind bend. This bend also hides the intersection with Maiscy Road. The 100k limit is too high as the road curves very steeply plus visibility is very limited.

There are a lot more houses being built in the valley with a corresponding increase in people trying to get through these dangerous intersections (including us!)

Despite the opening of the bypass, the highway is very well used by cars and logging trucks. It also gets a huge number of motorcycles (possibly attracted by the numerous twists in the road). Unfortunately It also seem to attract its fair share of 'hoons' doing wheelies (as can be verified by the tire tracks all along the highway).

Reducing the speed should make the road safer and potential fines for breaking the lower limit should prove a deterrent for dangcrous behaviour.

thanks you for considering this submission,
Anthony and Carole Bennett

Attach a file to your submission

Referrer

<http://www.tasman.govt.nz/>

LETTER ACKNOWLEDGED

Erera Powell
 34 Peach Is Rd
 RD1
 Motueka 7196



1. March 2013.

2457

To TDC Engineering Secretary,

I would like the council to consider adding a review of Motueka River Westbank Rd speed limit to the list of roads being reviewed as part of the TDC bylaw Chapter 4 - speed limits bylaw 2004.

The road has a 100 km/h limit which I don't feel matches the narrow, winding nature of the road, coupled with the close proximity of boundary fences to the road, leaving no room for cyclists, pedestrians, horse riders etc to get off the road.

The road is being used as a shortcut to Takaka by milk tankers (with trailer) and farm carriers with large loads. These vehicles travel at high speeds & cross the centre line often as they try to negotiate the bends & narrow lanes. Young drivers also go at high speeds at times.

I would like to propose an 80 km limit for the entire Westbank Rd from Brooklyn to The Baton bridge, as there are no areas on the road that accomodates higher speeds safely.

Yours Sincerely
 E Powell.

2466

Robyn Scherer

From: Paula Cater on behalf of Reception Richmond
Sent: Friday, 22 March 2013 4:11 p.m.
To: Robyn Scherer
Subject: FW: Website Submission - Speed Limits Bylaw Review 2013

LETTER ACKNOWLEDGED

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]
Sent: Friday, 22 March 2013 3:39 p.m.
To: Reception Richmond
Subject: Website Submission - Speed Limits Bylaw Review 2013

Website Submission - Speed Limits Bylaw Review 2013

Title *

Mrs

First Name

Edna

Last Name *

Brownlee

Address *

44 King Street

Suburb

Town *

Richmond

Postcode *

7020

EditableLiteralField1565

Daytime Phone Number

Mobile Phone Number

021538334

Email Address *

edna.brownlee@tasman.govt.nz

EditableLiteralField1569

Organisation

Position

Would you like to present your submission in person at a hearing?

No

If yes, what if your preferred hearing location?

Richmond

EditableLiteralField1576

Your comments *

I agree to the speed limit change for Queen Street Richmond to become 30 km/h.

I also would like to propose that a change to the speed limit for Lodder Lane Riwaka from 70 km/h to 50km/h. For the following reasons.

The road now has a shared path used by school children and recreational cyclists on the Great Taste Cycle Trail.

It serves a lot of residential properties and farms so carries heavy vehicles, tractors, cars and cycles.


And it has become a 'detour' for traffic wanting to avoid the 50 km/h section of Main Road Riwaka, I have observed the traffic travelling faster than 70 km/h in both directions.

Attach a file to your submission

Referrer

<http://www.tasman.govt.nz/policy/public-consultation/>

Change Lodder Lane to 50 km/h



LETTER ACKNOWLEDGED 2467

22 MAR 2013
TASMAN DISTRICT COUNCIL

Draft Speed Limits Bylaw 2013
Submission Form

Your name: SIMON GUPPY / DENISE WARD

Your postal address: 23 LODDER LANE

Your daytime phone number: 03 5289778

Your Email address: simon.guppy@yahoo.com

Would you like to speak to your submission at the submissions hearing held for this purpose? YES NO

Are you writing this submission as an individual or on behalf of an organisation?

If an organisation, please name the organisation: _____

Your Comment (please continue on a separate sheet if you require more space):

As new residents to Lodder Lane with a young family, we strongly support the above as we have witnessed alot of speeding/driwing in excess of the 70k limit, in what is a residential area.

Please note: All written submissions will be made available to Councillors and the public. Please write clearly, as all submissions are photocopied.

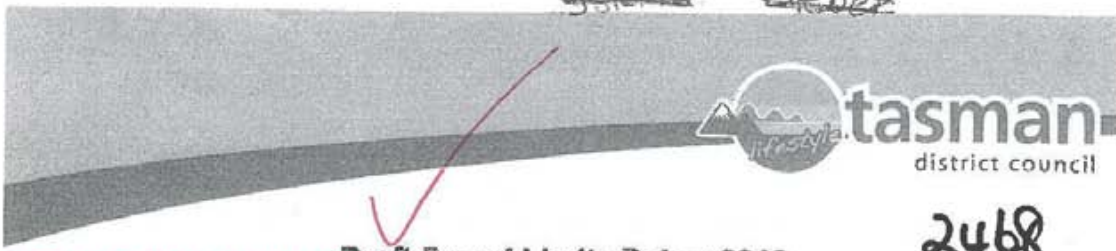
Please send your submission to:
Draft Sped Limits Bylaw 2013
Tasman District Council
Private Bag 4
Richmond 7050

Or drop your submission into Council at 189 Queen Street, Richmond or your local library or Council office. Alternatively email your submission to: robyn.scherer@tasman.govt.nz or fax to 03 543 9524.

We need to receive your submission by 5.00pm, 25 March 2013.

You will be advised in writing of Council's consideration of your submission and of any decision regarding this draft bylaw. Thank you for taking the time to make a submission to this bylaw.

Copies of the final Speed Limits Bylaw 2013 will be available at Council offices/service centres, libraries and on the Council website (www.tasman.govt.nz).



2468

LETTER ACKNOWLEDGED **Draft Speed Limits Bylaw 2013**
Submission Form

Your name: Ian HUTCHINGS & JUDITH HUTCHINGS

Your postal address: 107 EIGHTY EIGHT VALLEY ROAD WAKEFIELD

Your daytime phone number: 541-8342

Your Email address: hutch 50 @ XTRA.CO.NZ

Would you like to speak to your submission at the submissions hearing held for this purpose? YES NO

Are you writing this submission as an individual or on behalf of an organisation?

If an organisation, please name the organisation: _____

Your Comment (please continue on a separate sheet if you require more space):

WE BELIEVE THAT THE 50 KPH SPEED ZONE SHOULD BE EXTENDED TO THE SOUTHERN BOUNDARY OF LOT 138 SITUATED ON EIGHTY VALLEY RD. NOW THAT THE FINAL TIE SEAL OF THIS ROAD LINKING UP WITH WAI-ITI VALLEY RD HAS BEEN COMPLETED VEHICULAR TRAFFIC HAS INCREASED SUBSTANTIALLY, WITH SPEEDING THROUGH THIS SECTION OF ROAD BECOMING A PROBLEM, EG. WHEN NEGOTIATING ENTRY ^{EXIT} FROM OUR PROPERTIES ON THIS ROAD.

Please note: All written submissions will be made available to Councillors and the public. Please write clearly, as all submissions are photocopied.

Please send your submission to:
 Draft Sped Limits Bylaw 2013
 Tasman District Council
 Private Bag 4
 Richmond 7060

Or drop your submission into Council at 169 Queen Street, Richmond or your local library or Council office. Alternatively email your submission to: robyn.schorer@tasman.govt.nz or fax to 03 543 9524.

We need to receive your submission by 5.00pm, 25 March 2013.

You will be advised in writing of Council's consideration of your submission and of any decision regarding this draft bylaw. Thank you for taking the time to make a submission to this bylaw.

Copies of the final Speed Limits Bylaw 2013 will be available at Council offices/service centres, libraries and on the Council website (www.tasman.govt.nz).



Draft Speed Limits Bylaw 2013

2469

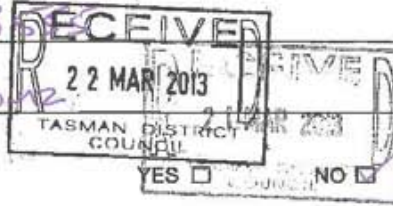
LETTER ACKNOWLEDGED Submission Form

Your name: M.K. WILLIAMS & T.A Hill

Your postal address: 124 LODGER LANE, RIWAKA, RD3 MOTUEKA

Your daytime phone number: 021-653

Your Email address: trv2@ihyg.com



Would you like to speak to your submission at the submissions hearing held for this purpose?

Are you writing this submission as an individual or on behalf of an organisation?

If an organisation, please name the organisation: _____

Your Comment (please continue on a separate sheet if you require more space):

We believe that the speed limit on lodger lane should be lowered because
a) far too many vehicles already exceed the 70km limit on a daily basis.
b) current speed causes a danger to children crossing road to catch school bus, cyclists and walkers.

Please note: All written submissions will be made available to Councillors and the public. Please write clearly, as all submissions are photocopied.

Please send your submission to: * Disturbing noise of vehicles racing at high speed.
Draft Sped Limits Bylaw 2013
Tasman District Council
Private Bag 4
Richmond 7050

Or drop your submission into Council at 189 Queen Street, Richmond or your local library or Council office. Alternatively email your submission to: robvn.scherer@tasman.govt.nz or fax to 03 543 9524.

We need to receive your submission by 5.00pm, 25 March 2013.

You will be advised in writing of Council's consideration of your submission and of any decision regarding this draft bylaw. Thank you for taking the time to make a submission to this bylaw.

Copies of the final Speed Limits Bylaw 2013 will be available at Council offices/service centres, libraries and on the Council website (www.tasman.govt.nz).

It would deter motorists from using our street as a shortcut around Riwaka village where the speed limit is 50km.

Handwritten text at the top of the page, possibly a title or reference number, which is difficult to decipher due to blurriness.

Handwritten text, possibly a name or date, located in the upper left quadrant.



Draft Speed Limits Bylaw 2013
Tasman District Council
Private Bag 4
Richmond 7050

Handwritten notes in pink ink, including the number '10' and other illegible characters.

A small handwritten mark or symbol at the bottom left of the page.

2471

Robyn Scherer

From: Angela Brown on behalf of Reception Richmond
Sent: Thursday, 21 March 2013 9:19 a.m.
To: Robyn Scherer
Subject: FW: Website Submission - Speed Limits Bylaw Review 2013

From: website@tasman.govt.nz [<mailto:website@tasman.govt.nz>]
Sent: Wednesday, 20 March 2013 9:29 p.m.
To: Reception Richmond
Subject: Website Submission - Speed Limits Bylaw Review 2013

Website Submission - Speed Limits Bylaw Review 2013

Title * Mrs **LETTER ACKNOWLEDGED**
First Name Valma
Last Name * Chittenden
Address * 381 Pugh Road RD 1 Richmond 7081
Suburb Hope
Town * Richmond
Postcode * 7081
EditableLiteralField1565
Daytime Phone Number 03 544 6956
Mobile Phone Number
Email Address * chittenden@ts.co.nz
EditableLiteralField1569
Organisation
Position
Would you like to present your submission in person at a hearing?
No

If yes, what if your preferred hearing location?

Richmond

EditableLiteralField1576

Your comments *

Reduce the speed limit for Pugh Road from 100 km/hour to 80 km/hour.

Between Ranzau Road and Eden Road there is a cycle-way alongside Pugh Road. The cycle-way has become very popular and is now in continual use. Because the cycle-way is moderately rough, not sealed and quite muddy in wet weather, many cyclists prefer to ride on the road itself. All road bikes (with narrow tyres) continue to use the sealed road to avoid damage to their tyres, however the number of these cyclists has also markedly increased. Moreover, the cycle-way crosses from one side to the other part-way along Pugh Road - this crossing would be much safer if the speed limit was reduced to 80 km/hour.

McShanes Road, north of the Appleby highway already has a speed limit of 80 km/hour and Pugh Road is of similar width and condition - having both roads with the same speed limit (80) would be sensible and consistent.

Pugh Road south of Eden Road is shared with cyclists (there is no dedicated cycle path despite being part of the new and strongly promoted, Richmond to Brightwater cycle route). A 100 km/hour limit on this shared roadway is unsafe. Hence the whole of Pugh Road should be limited to 80 km/hour.

Attach a file to your submission

Referrer

<http://www.tasman.govt.nz/>

Robyn Scherer

From: Colin Wishart [cjandewishart@xtra.co.nz]
Sent: Sunday, 10 March 2013 6:06 p.m.
To: Robyn Scherer
Subject: Speed Limit Review

2472

Hi Robyn.

LETTER ACKNOWLEDGED

I wish to submit on the above in respect to the speed on Higgins Road, Brightwater.

While it is proposed to alter the speed for Lord Rutherford Road South by reducing the speed from 100kph to 80 kph as far as Higgins Road there is no change proposed for Higgins Road itself.

I believe that the current 100 kph speed for Higgins Road is inappropriate. Specifically I am concerned in respect to that section from Telenius Corner (the start of Higgins Road) to the Mt Heslington road intersection. An 80kph restriction should apply to this section for the following reasons:

1. This section of Higgins Road is 1 - 2 metres narrower than Lord Rutherford Road South.
2. The 300 metres of road north of the Barton Lane intersection is very poorly designed and is dangerous with sudden narrowing occurring due to an adjoining stopbank.
3. This 300 metre section has no formed cycleway (unlike the rest of Higgins Road) so is quite dangerous for cyclists and walkers.
4. Visibility for those vehicles exiting Barton Lane into Higgins Road is very poor and they may be confronted by 100kph vehicles on Higgins Road .
5. There are three one-lane bridges on this section of Higgins Road.
6. The cycleway (where formed) is a great asset and has resulted in an increase in cycling and walking and that will no doubt significantly increase further in future. " Road bikes", naturally enough, use the road so are an increasing hazard on a narrow road. While "off-road" bikes should use the cycleway in fact about 50% dont, they use the road despite the traffic hazards.

I am therefore firmly of the view that a 70 - 80kph speed restriction is appropriate for this section of Higgins Road.

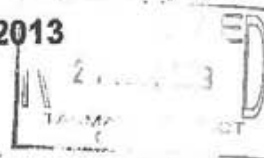
Thank you for your consideration. I do not wish to be heard on this submission.

Colin Wishart
 119 Higgins Road
 RD1 Wakefield

Ph 5418727



Draft Speed Limits Bylaw 2013
Submission Form



Your name: DARCY NEIL BURROWS

Your postal address: 151 LODDER LANE RIWAKA

Your daytime phone number: 03 5288904

Your Email address: _____

Would you like to speak to your submission at the submissions hearing held for this purpose? **LETTER ACKNOWLEDGED** YES NO

Are you writing this submission as an individual or on behalf of an organisation?

If an organisation, please name the organisation: _____

Your Comment (please continue on a separate sheet if you require more space):
TO HAVE SPEED LIMIT REDUCED TO
50 KPH IN LODDER LANE

Please note: All written submissions will be made available to Councillors and the public. Please write clearly, as all submissions are photocopied.

Please send your submission to:
 Draft Sped Limits Bylaw 2013
 Tasman District Council
 Private Bag 4
 Richmond 7050

Or drop your submission into Council at 189 Queen Street, Richmond or your local library or Council office. Alternatively email your submission to: robvn.scherer@tasman.govt.nz or fax to 03 543 9524.

We need to receive your submission by 5.00pm, 25 March 2013.

You will be advised in writing of Council's consideration of your submission and of any decision regarding this draft bylaw. Thank you for taking the time to make a submission to this bylaw.

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The Engineering Secretary
T.D.C.
Richmond



2474

19.March.2013

Dear Sir

We live at 8 Aporo Road above the McKee Campground
Please consider lowering the Speed limit past our driveway and down the hill to Ruby Bay.
Every time we enter or leave the drive you never know when some idiot is speeding around the corner.
Now that there is no track down to the McKee Reserve we often risk walking down the road which has no shoulder at all,
If a big truck comes it is necessary to climb over the barrier at the top bend.
For cyclists the hill is a nightmare with some drivers thinking 100 KPH is the speed to drive at and ignore the 45 KPH at the top of the hill.
More and more people are walking, and biking this section of the road from the Campground as the track has gone.
We would like to see the stretch of road from Tasman to Ruby Bay set at 80 KPH. or lower.

Thanks for your Consideration

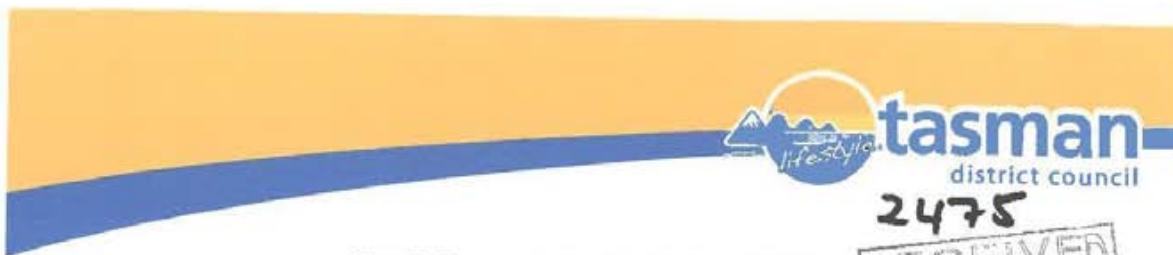
John and Jackie Morrison
8 Aporo Rd
Tasman

540 3670
j.morrisonz@xtra.co.nz

LETTER ACKNOWLEDGED

Does not wish to be heard.

R
26/3/13.



Draft Speed Limits Bylaw 2013
Submission Form



Your name: Margaret Barron
 Your postal address: 41 Lodder Lane, R.O.3, Motueka 7198
 Your daytime phone number: 03 5286697
 Your Email address: marsela@clear.net.nz

Would you like to speak to your submission at the submissions hearing held for this purpose? **LETTER ACKNOWLEDGED** YES NO

Are you writing this submission as an individual or on behalf of an organisation?

If an organisation, please name the organisation: N/A

Your Comment (please continue on a separate sheet if you require more space):

Cars speed up & down Lodder Lane often every day and as the speed limit is 70 most go 90 or higher. The noise of these fast cars is infuriating as they roar by & we are in a rural residential area. Many are avoiding the 50 speed limit on the Main Rd. & both are similarly built up. If both roads were the same speed limit this would not happen. We get fed up with the excessive speed and noise. It would be quieter in town but we are not ready to move yet but the noise spoils our area.

Please note: All written submissions will be made available to Councillors and the public. Please write clearly, as all submissions are photocopied.

Please send your submission to:
Draft Sped Limits Bylaw 2013
 Tasman District Council
 Private Bag 4
 Richmond 7050

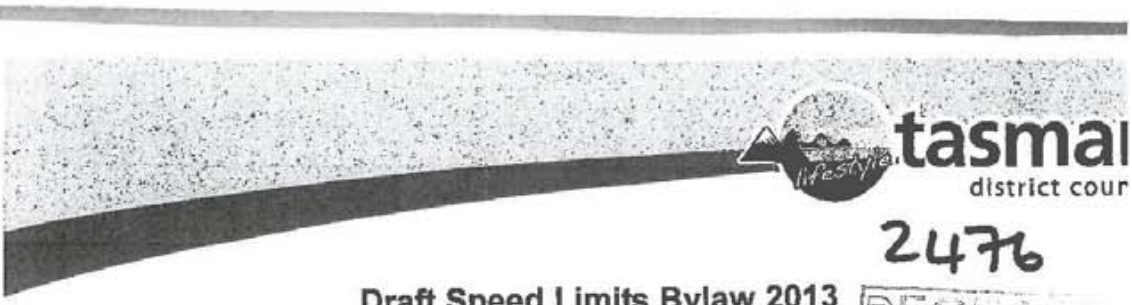
Or drop your submission into Council at 189 Queen Street, Richmond or your local library or Council office. Alternatively email your submission to: robyn.scherer@tasman.govt.nz or fax to 03 543 9524.

We need to receive your submission by 5.00pm, 25 March 2013.

You will be advised in writing of Council's consideration of your submission and of any decision regarding this draft bylaw. Thank you for taking the time to make a submission to this bylaw.

Copies of the final Speed Limits Bylaw 2013 will be available at Council offices/service centres, libraries and on the Council website (www.tasman.govt.nz).

Item 3.1
Attachment 1



2476

Draft Speed Limits Bylaw 2013
Submission Form



Your name: SELWYN BARRON
Your postal address: 41 LODDER LANE, RIWAKA, RD3, MOTUEKA
Your daytime phone number: 03-528-6697
Your Email address: marsel@clear.net.nz

Would you like to speak to your submission at the submissions hearing held for this purpose? YES NO

Are you writing this submission as an individual or on behalf of an organisation?

If an organisation, please name the organisation: _____

Your Comment (please continue on a separate sheet if you require more space):

Lodder Lane speed limits at present 70 KPH. I consider it should be 50 KPH the same as Main Road, Riwaka. Because Lodder Lane is 70 KPH many drivers use Lodder Lane instead of the main Road. Lodder Lane is long and straight and many drivers exceed 70 KPH. Much of Lodder Lane is built up and there are numerous children. Main Road, Riwaka is known as a favourite traffic police trap - another reason for drivers to use Lodder Lane. I feel that when traffic police are stationed in Riwaka there should be another car stationed in Lodder Lane. If 70 KPH is still considered to be the correct speed limit, then based on current usage, to have drivers keep within that limit, the signs need to be 50.

Please note: All written submissions will be made available to Councillors and the public. Please write clearly, as all submissions are photocopied.
Please send your submission to: Draft Sped Limits Bylaw 2013 Tasman District Council Private Bag 4 Richmond 7050
Or drop your submission into Council at 189 Queen Street, Richmond or your local library or Council office. Alternatively email your submission to: robyn.scherer@tasman.govt.nz or fax to 03 543 9524.

We need to receive your submission by 5.00pm, 25 March 2013.
You will be advised in writing of Council's consideration of your submission and of any decision regarding this draft bylaw. Thank you for taking the time to make a submission to this bylaw.

Copies of the final Speed Limits Bylaw 2013 will be available at Council offices/service centres, libraries and on the Council website (www.tasman.govt.nz).

Before the by-pass, Main Road Mapua (70 KPH) drivers kept within that limit BECAUSE IT WAS STRICTLY POLICED. Lodder Lane is rarely policed. (cf. main Road, Riwaka)

Robyn Scherer

From: Vicki Grant [vickimcigrant@xtra.co.nz]
Sent: Wednesday, 20 March 2013 8:53 a.m.
To: Robyn Scherer
Subject: kina beach rd

2477

Dear Robyn

My husband and i live at 12 Cliff Rd Kina Beach.
We would like to propose a lowering of the speed limit from the present 70k down to 50k from where the road turns at the beach and continuing up the hill till well past the Talley House..

The road has no footpaths and is narrow with a right angle bend when it hits the beach.
Its a miricle there have been no crashes or serious injuries since we have been here for the last 8 months.

Opposite our house is the entrance to the camp ground where children and animals often congregate and play. We have many times observed cars travelling well in excess of 100kph both up and down the hill.
Many drivers appear to treat this area as a speed track including often those returning from the 19th hole at the golf course.

We would be shattered should a fatality occur but for the abcense of a needed speed restriction.

Please give this careful consideration. We wish to speak in support of this submission.

Yours

John and Vicki Grant

12 Cliff Rd

Kina

LETTER ACKNOWLEDGED





Draft Speed Limits Bylaw 2013
Submission Form

Your name: Graeme + Kathleen Emerre
 Your postal address: #53 Ladder Lane, Riwaka RD3
Matueka 7198
 Your daytime phone number: 03 528 7325
 Your Email address: kaye_graeme@clear.net.nz

Would you like to speak to your submission at the submissions hearing held for this purpose? **LETTER ACKNOWLEDGED** YES NO

Are you writing this submission as an individual or on behalf of an organisation?

If an organisation, please name the organisation: _____

Your Comment (please continue on a separate sheet if you require more space):
Ladder Lane is being used by increasing numbers of motorists avoiding 50km limit on Main Road, Riwaka. Because of increased population density, we believe the speed limit on Ladder Lane, Wharf Road, Green Tree Road should be reduced to 50km - the same as Main Road, Riwaka.

Please note: All written submissions will be made available to Councillors and the public. Please write clearly, as all submissions are photocopied.

Please send your submission to:
Draft Sped Limits Bylaw 2013
Tasman District Council
 Private Bag 4
 Richmond 7050

Or drop your submission into Council at 189 Queen Street, Richmond or your local library or Council office. Alternatively email your submission to: robyn.scherer@tasman.govt.nz or fax to 03 543 9524.

We need to receive your submission by 5.00pm, 25 March 2013.

You will be advised in writing of Council's consideration of your submission and of any decision regarding this draft bylaw. Thank you for taking the time to make a submission to this bylaw.

Copies of the final Speed Limits Bylaw 2013 will be available at Council offices/service centres, libraries and on the Council website (www.tasman.govt.nz).

2479

Robyn Scherer

From: Sara Doggett on behalf of Reception Richmond
Sent: Tuesday, 19 March 2013 3:41 p.m.
To: Robyn Scherer
Subject: FW: Website Submission - Speed Limits Bylaw Review 2013

From: website@tasman.govt.nz [<mailto:website@tasman.govt.nz>]
Sent: Tuesday, 19 March 2013 3:36 p.m.
To: Reception Richmond
Subject: Website Submission - Speed Limits Bylaw Review 2013

Website Submission - Speed Limits Bylaw Review 2013

Title *
Mr

First Name
Richard

Last Name *
Greenhough

Address *
33 Pigeon Valley Rd South

Suburb
Town *
Wakefield

Postcode *
7096

EditableLiteralField1565
Daytime Phone Number
Mobile Phone Number
03 541 8122

Email Address *
richard@lifetimelearning.co.nz

EditableLiteralField1569
Organisation
Lifetime Learning (NZ) Ltd

Position
Director

LETTER ACKNOWLEDGED ✓

Would you like to present your submission in person at a hearing?

Yes

If yes, what is your preferred hearing location?

Richmond

EditableLiteralField1576

Your comments *

Pigeon Valley Road running from Wakefield is the 50 k limit of the village, then 80k for about 3 kilometres. It then goes to 100 k a few metres before a right angled bend, and which is also where South Branch veers left. There is an advisory sign for 35 kilometres very close to the 100 kilometre sign.

In our opinion (Patricia and Richard Greenhough, Directors of Lifetime Learning (NZ) Ltd, which owns the property at 33 PVR South) the 100 k sign should be moved to after the two right angled bends, and the 80 k limit should be left for the early part of Pigeon Valley Road South Branch.

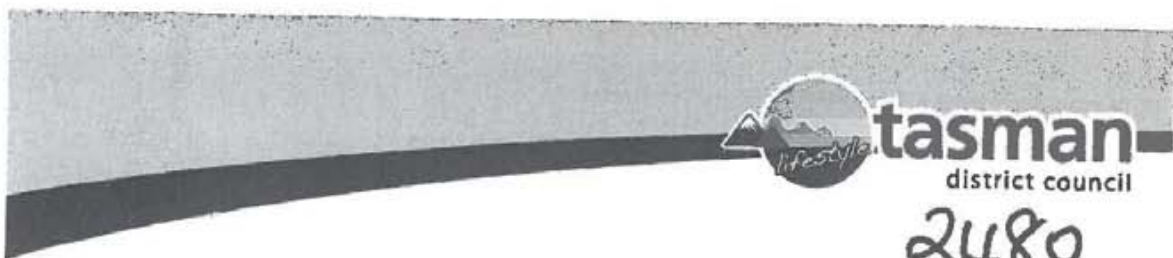
Pigeon Valley Road South Branch is narrow and has numerous bends. There are a number of drives, such as ours, that intersect with the road with very limited visibility in either direction. The road is surprisingly busy with logging trucks, gravel trucks, stock trucks, school buses, and various vehicles towing horse floats apart from normal private and commercial vehicles, the rural mail delivery, and a rural courier vehicle. People also walk (often with children and/or dogs), jog, cycle, and ride or lead horses along this road.

In view of the narrowness of the road, the poor visibility at many egress points, and the amount of vehicular and non-vehicular traffic, we respectfully ask that Pigeon Valley Road South be designated an 80 k or even 70 k area for the first few kilometres, until beyond most of the homes.

Attach a file to your submission

Referrer

<http://www.tasman.govt.nz/>



Draft Speed Limits Bylaw 2013
Submission Form

Your name: David Scott

Your postal address: 28 Brabant Dr, Ruby Bay, Mapua 7005

Your daytime phone number: (027) 4439288

Your Email address: scotty@skl.co.nz

LETTER ACKNOWLEDGED

Would you like to speak to your submission at the submissions hearing held for this purpose?

YES NO

Are you writing this submission as an individual or on behalf of an organisation?

If an organisation, please name the organisation: _____

Your Comment (please continue on a separate sheet if you require more space):

I approve of the limiting of the speed limit along Stafford Drive through Ruby Bay Village to the existing 100km/hr sign at the Pine Hill Reserve.

The section of Stafford Road running from the existing 100km/hr sign towards Oporo Rd consists of the following;

100km/hr sign on the intersection of Stafford Dr and Pine Hill Rd, and opposite the parking and turning area for the Pine Hill reserve – 300m – 50km/hr corner which is 300m long – 300m – The end of the Pine Hill Walkway and the intersection for the entrance to the McKee Memorial Scenic Reserve – 400m - 45km/hr corner on the corner of Stafford Drive and Oporo Rd.

Where the speed limit currently changes from 70 to 100km/hr opposite the Pine Hill reserve there is room for improvement for the following reasons;

1. Many people start speeding up to 100km/hr when they see the sign but before they reach the sign. This causes a hazard with the Pine Hill road intersection and people turning into the Pine Hill reserve carpark. Our children, and others cross the main road at this point on their way to, and from school each day. We frequently encounter vehicles accelerating hard before they reach this sign.
2. Many people then speed around the subsequent 50km/hr corner, past the end of the Pine Hill walkway (where it comes out on the road), and up the hill and through the 45km/hr corner on the corner of Stafford Dr & Oporo Rd. This causes a hazard when vehicles cut the corners and move into the verged areas where people walk and cycle. (There is no footpath). There is the added hazard of people walking out from the end of the Pine Hill walkway onto the road directly opposite where the intersection for the McKee Memorial Scenic Reserve.

I would like to see the speed limit drop to 60km/hr extended to either the bottom of the hill past the McKee Memorial Scenic Reserve (heading towards Oporo Rd) or, to after vehicles have navigated the 45km/hr bend at the corner of Stafford Dr and Oporo Rd to reduce hazards in these area.

*Please note: All written submissions will be made available to Councillors and the public.
Please write clearly, as all submissions are photocopied.*


Please send your submission to:
Draft Sped Limits Bylaw 2013
Tasman District Council
Private Bag 4
Richmond 7050

Or drop your submission into Council at 189 Queen Street, Richmond or your local library or Council office. Alternatively email your submission to: robyn.scherer@tasman.govt.nz or fax to 03 543 9524.

We need to receive your submission by 5.00pm, 26 March 2013.

You will be advised in writing of Council's consideration of your submission and of any decision regarding this draft bylaw. Thank you for taking the time to make a submission to this bylaw.

Copies of the final Speed Limits Bylaw 2013 will be available at Council offices/service centres, libraries and on the Council website (www.tasman.govt.nz).



Draft Speed Limits Bylaw 2013
Submission Form

RECEIVED

18 MAR 2013

TASMAN DISTRICT COUNCIL
MOTUEKA

Your name: Jim Harrison 2481

Your postal address: 43 Goddard Lane Newby 703 Motueka

Your daytime phone number: 03 5287395

LETTER ACKNOWLEDGED

Your Email address: _____

Would you like to speak to your submission at the submissions hearing held for this purpose? YES NO

Are you writing this submission as an individual or on behalf of an organisation?

If an organisation, please name the organisation: _____

Your Comment (please continue on a separate sheet if you require more space):

Reduce the Speed Limit to 50 km/h on the
entire length of Goddard Lane

Reduce the Speed on main road Newby to
80 km/h

Please note: All written submissions will be made available to Councillors and the public. Please write clearly, as all submissions are photocopied.

Please send your submission to:
Draft Speed Limits Bylaw 2013
Tasman District Council
Private Bag 4
Richmond 7050

Or drop your submission into Council at 189 Queen Street, Richmond or your local library or Council office. Alternatively email your submission to: robyn.scherer@tasman.govt.nz or fax to 03 543 9524.

We need to receive your submission by 5.00pm, 25 March 2013.

You will be advised in writing of Council's consideration of your submission and of any decision regarding this draft bylaw. Thank you for taking the time to make a submission to this bylaw.

Copies of the final Speed Limits Bylaw 2013 will be available at Council offices/service centres, libraries and on the Council website (www.tasman.govt.nz).

Tasman District Council
Private Bag
Richmond

Jim Hamilton
43 Lodder Lane
Riwaka
RD3
Motueka 7198

SUBMISSION TO LOWER SPEED LIMIT, LODDER LANE, RIWAKA

Reasons to lower speed limit along the entire length of Lodder Lane

Lodder Lane is narrow and has over 75 access ways leading on to it from domestic and farm gateways. This is a high number for a 70kmph area.

There is a cycle lane on one side of Lodder Lane that fails to accommodate all cycle and pedestrian traffic. Often cyclists are forced to use the main carriage way and this brings traffic to a halt as the road becomes one way. It is even worse with cyclists biking in the opposite direction on the other side of the road.

Twice a day there is an influx of school children coming and going along Lodder Lane to and from Riwaka primary school and speeding traffic is a danger to these young people as there are no barriers between the cycle lane and the roadway.

With Lodder Lane being a narrow road vehicles are seen driving very close to and partly in the pedestrian/cycleway as large vehicles traveling in the opposite direction further endanger other users of the area.

Lodder Lane is not policed by the NZ Police as often as Main Road, Riwaka, in fact, Main Road, Riwaka should have its speed limit lifted to 80kmph to encourage traffic to use the most direct route rather than School road and Lodder Lane to dodge the 50kmph speed trap.

Please reduce the speed limit to 50kmph before somebody is injured or killed on Lodder Lane.

Yours sincerely



Robyn Scherer

From: Edna Brownlee on behalf of Reception Richmond
Sent: Tuesday, 19 March 2013 8:29 a.m.
To: Robyn Scherer
Subject: FW: Website Submission - Speed Limits Bylaw Review 2013

2482

Edna Brownlee
Senior Customer Services

Tasman District Council
189 Queen Street, Richmond
Phone: +64 3543 8400
Fax: +64 3543 9524
Email: info@tasman.govt.nz

LETTER ACKNOWLEDGED

From: website@tasman.govt.nz [<mailto:website@tasman.govt.nz>]
Sent: Monday, 18 March 2013 9:14 p.m.
To: Reception Richmond
Subject: Website Submission - Speed Limits Bylaw Review 2013

Website Submission - Speed Limits Bylaw Review 2013

Title *

Ms

First Name

jane

Last Name *

wells

Address *

15 Wills Road

Suburb

Tasman

Town *

Tasman

Postcode *

7175

EditableLiteralField1565

Daytime Phone Number

0354232 996

Mobile Phone Number

021361596

Email Address *

patandjane@xtra.co.nz

EditableLiteralField1569

Organisation

Position

Would you like to present your submission in person at a hearing?

No

If yes, what if your preferred hearing location?

Richmond

EditableLiteralField1576

Your comments *

Last year I wrote to the Motueka Community regarding the speed limit in Queen Victoria Street, Motueka. I consider the present 50km restriction unnecessary and most frustrating.

RE : the Draft Speed limits bylaw 2013.

I was very pleased to see that it is proposed to alter the speed to 70km/hour on Map No 11A and 11B near Marchwood Park along Queen Victoria Street to align it with the already existing 70km limit of Queen Victoria Street as it nears Lower Moutere.

Please note my support for the proposal

Sincerely
Jane Wells

Attach a file to your submission

Referrer

<http://www.tasman.govt.nz/council/media-centre/public-notice/submissions-open-draft-speed-limits-bylaw-2013/>

2483

Robyn Scherer

From: Edna Brownlee on behalf of Reception Richmond
Sent: Tuesday, 19 March 2013 8:40 a.m.
To: Robyn Scherer
Subject: FW: Website Submission - Speed Limits Bylaw Review 2013

Edna Brownlee
Senior Customer Services

Tasman District Council
189 Queen Street, Richmond
Phone: +64 3543 8400
Fax: +64 3543 9524
Email: info@tasman.govt.nz

LETTER ACKNOWLEDGED

From: website@tasman.govt.nz [<mailto:website@tasman.govt.nz>]
Sent: Tuesday, 19 March 2013 8:39 a.m.
To: Reception Richmond
Subject: Website Submission - Speed Limits Bylaw Review 2013

Website Submission - Speed Limits Bylaw Review 2013

Title *

Mr

First Name

Simon

Last Name *

Gorman

Address *

227 Lord Rutherford Rd South

Suburb

Brightwater

Town *

Nelson

Postcode *

7091

EditableLiteralField1565

Daytime Phone Number

021 542 393

Mobile Phone Number

021 542 393

Email Address *sigorman@ihug.co.nz**EditableLiteralField1569****Organisation****Position****Would you like to present your submission in person at a hearing?**

No

If yes, what if your preferred hearing location?

Richmond

EditableLiteralField1576**Your comments ***

I am putting a case for a maximum road speed of 60 kph in road sections [17] Lord Rutherford South & [18B] Birds / Higgins Rd in your classification. Issues of compliance to lowered speed limit do not seem to present a major problem - most vehicles observed were 65 >75 kph estimated speed in a three hour observation with a TDC officer, who was on site to evaluate cycleway conditions. This speed is far removed from the 90 kph @ 85 percentile measure quoted in TDC survey of June 2011. Also, there is opportunity to educate motorists regarding multi-use of roadway via signage, etc. to enhance compliance & cooperation by multi-users.

Self evident conflict of interest between the National Cycleway which has been routed along this section of access only local use rural road & the maintenance of open highway speed parameter @ 100 kph. Cyclists are crossing the Higgins rd section on several occasions, as the cycleway changes sides to accommodate flood control ditching & other issues. They are currently required to SHARE the road at its narrowest section, which includes a one way bridge, a deep drainage ditch running parallel & a corrugated surface.

The perception of security by the target cycle users is reduced when vehicles are permitted to travel @ high speed in this rural lane environment. Permissible high speed is both a self-evident increased hazard & also corrodes the environmental value of a rural cycleway.

The remnant stretch of Lord Rutherford Rd between the township 50 kph restriction > Telenius bridge [circa 1.5 km] that was part of the national highway network [Hwy. 6] over two decades ago. This was cited by TDC as good reason to maintain 100 kph open road limit throughout, as motorists expectations would be raised by this character of road. However, this section of road is an expensive irrelevance which requires unnecessary maintenance expense to keep national highway scale roading in an access only rural road. It could readily be adapted to provide footpath space & to better serve the local use pattern that the Hwy 6 deviation created. If the TDC speed assessment had acknowledged a 60 kph max [near to our observed ACTUAL user speed], then the National Cycleway could have been assimilated into the roading on this section at considerable cost saving [including one bridging section].

The road must be considered overall, namely Lord Rutherford South > Higgins, a section which includes three one lane bridges, some poor, undulating surface areas, narrow, rural lane width & deep flood relief side ditches. No-one would ever classify this road section overall as an open road speed 100 kph route if it were to be assessed for the first time today.

This road has now been chosen as a multi-use route, encouraging & attracting cycle users [both locally & tourists], with rapidly growing usage, even before the network is complete. The 60 kph

guideline speed is one prescribed by the National Cycleway for shared road use [as will happen on Higgins @ crossing points] & presumably this will have been a well researched guideline speed more appropriate for multi-user compatibility.

The Land Transport Rule setting Speed Limits states:

3.2(7) A road controlling authority MUST review a speed limit when (b) there is a significant change in a road, its environment or its use:

4.1(3) A speed limit that is set in accordance with this section must be (a) safe & appropriate for:- the number & types of road users, including cyclists & pedestrians that use the road.

There is a compelling case for TDC to acknowledge the implications of its routing of the National Cycleway and to manage a multi-user route to better achieve sound risk management, a more cost effective approach and a more positive promotion of this exciting resource.

Attach a file to your submission

Referrer

2485

Robyn Scherer

From: Paula Cater on behalf of Reception Richmond
Sent: Monday, 25 March 2013 11:17 a.m.
To: Robyn Scherer
Subject: FW: Website Submission - Speed Limits Bylaw Review 2013
Attachments: Submission-to-the-Tasman-District-Council-Speed-Limit-Review-2013.docx

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]
Sent: Monday, 25 March 2013 11:14 a.m.
To: Reception Richmond
Subject: Website Submission - Speed Limits Bylaw Review 2013

Website Submission - Speed Limits Bylaw Review 2013

Title *
Mr

First Name
Philip

Last Name *
Booth

Address *
7, Neudorf Rd

Suburb
Upper Moutere

Town *
RD2 Nelson

Postcode *
7175

EditableLiteralField1565
Daytime Phone Number
035432233

Mobile Phone Number
0211824869

Email Address *
asimov02@ihug.co.nz

LETTER ACKNOWLEDGED ✓

EditableLiteralField1569
Organisation
Position
Would you like to present your submission in person at a hearing?

Yes

If yes, what is your preferred hearing location?

Motueka

EditableLiteralField1576

Your comments *

File attached

Attach a file to your submission

[Download File](#)

Referrer

<http://www.tasman.govt.nz/sapphire/main.php?url=/>

Submission to the Tasman District Council Speed Limit Review 2013Objectives.

1. To request a speed limit reduction from 100kph to 70kph for part of the Moutere Highway
2. To request a speed reduction from 100kph to 70 kph for part of Neudorf Road between Prices corner and the junction with Rosedale Road.

Road Characteristics -Moutere Highway section

The section of Moutere highway involved is approximately 4kms long and is a flat two lane road. It contains two 90 degree bends near the Moutere Hills Community Centre (MHCC) and several curves of varying degrees of curvature, some of which are linked, creating restricted forward vision. Shoulder widths are variable along this section and they are sometimes bordered by deep ditches, often where the shoulders are at their narrowest. There is no footpath or separate cycle lane associated with the road.

There are 25 private property residential access points to this road section plus 5 collector roads:-
Kelling Rd—situated on the apex of a 90 degree bend.

George Harvey Rd-close to a 90 degree bend.

Neudorf Rd- where non-turning vehicles on the highway are generally travelling at high speed.

Old House Rd—situated at the apex of a curve.

Gardner Valley Rd—with a very tight hairpin characteristic for turning vehicles.

Road Characteristics-Neudorf Rd

This two-lane section is straight, approximately 1.7 Kms long, with an initial flat section then rising up a low hill followed by a dip and another short hill to the Rosedale Rd Junction. The road has good forward visibility in each direction. There is no footpath or separate cycle lane associated with this road section.

There are 27 private residential property access points and five agricultural entrances, but this could imply additional vehicle movements due to multiple occupancy on the land served by these access points

District road usage aspects

The area served by these road sections is essentially agricultural and as such is used locally by a variety of vehicles such as tractors with towed machinery, stock trucks, heavy delivery trucks, low loaders for heavy plant, and private cars and vans.

Log trucks are heavy users and are a particular noise nuisance throughout the district at night when they travel fast when empty, chains clanging, engine braking as they slow for the Neudorf

junction, or braking harshly and accelerating hard.(NB There are no "no engine braking" signs in the Moutere as there are in other areas.)

Pasture animals are also moved en masse along these roads at times necessitating careful and elaborate control measures which are potentially hazardous operations.

There is significant daily commuter traffic with morning and evening peaks and the "school run" into Upper Moutere and to the two pre-schools generates significant traffic movement during the day.

The area has, in recent years, become a notable recreation area with many events being held at the MHRC and others such as major cycling events, winery concerts, and general tourist traffic enhancing traffic flows on these road sections.

Conclusions

There is no doubt that these road sections carry high traffic volumes at times and the potential for accidents particularly at access and collector points is significantly enhanced by the existence of the present 100kph speed limit. It is, unfortunately a target to be achieved by some drivers irrespective of the circumstances. To change the speed limit from 50kph at the exit from Upper Moutere immediately to 100kph does not allow drivers to adjust to the road conditions they will face over the next 4 kms as the conditions revert back to truly rural driving.

Conversely, as drivers approach Upper Moutere along both these road sections a degree of "calming" is necessary before they reach the 50 kph limit through the village.

The suggested reduction in speed limits will facilitate this and hopefully result in increased road safety and a less noisy environment for residents.

P E Booth

Robyn Scherer

From: Sara Doggett on behalf of Reception Richmond
Sent: Monday, 18 March 2013 2:18 p.m.
To: Robyn Scherer
Subject: FW: draft speed limit changes

2486.

From: valnal@xtra.co.nz [<mailto:valnal@xtra.co.nz>]
Sent: Monday, 18 March 2013 1:36 p.m.
To: Reception Richmond
Subject: draft speed limit changes

Hello, we fully support the proposed speed changes for area 18b Higgins rd Wakefield. We also believe this should be extended to include at least adjacent side road Bridge Valley Rd. This road has become increasingly busy with traffic accessing The Bridge Valley Adventure Centre. It is narrow but is well used by horse riders, runners, walkers, and cyclists and with minimal verge a slower speed limit would help reduce the risk of a serious accident. We hope you may take this under consideration.

Regards
Alan Eden

LETTER ACKNOWLEDGED

2487

Robyn Scherer

From: Sara Doggett on behalf of Reception Richmond
Sent: Monday, 18 March 2013 8:48 a.m.
To: Robyn Scherer
Subject: FW: Website Submission - Speed Limits Bylaw Review 2013

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]
Sent: Sunday, 17 March 2013 12:13 p.m.
To: Reception Richmond
Subject: Website Submission - Speed Limits Bylaw Review 2013

Website Submission - Speed Limits Bylaw Review 2013

Title *
Mrs
First Name
Sue
Last Name *
Croll
Address *
15 Totara View Road
Suburb
RD 1
Town *
Wakefield
Postcode *
7095
EditableLiteralField1565
Daytime Phone Number
03 548 8349 (work)
Mobile Phone Number
027 682 4121
Email Address *
scroll@xtra.co.nz
EditableLiteralField1569
Organisation
Position

LETTER ACKNOWLEDGED

Would you like to present your submission in person at a hearing?

No

If yes, what if your preferred hearing location?

Richmond

EditableLiteralField1576

Your comments *

Considering the speed limits for the Eighty Eight Valley and Totara View Road area. Firstly it is a good idea to reduce the speed between the current 80km speed sign and Totara View Road on 88 Valley Road as a lot of pedestrians use this road and there are no footpaths. It is also bendy in that section.

With regard to the increase if speed on Totara View Road I would contest that this is not to the benefit of all users because:

This road is very steep and windy and has a lot of residential properties accessing onto it.

There are a number of families with children, especially at the bottom of the hill.

A lot of vehicles use the road and this will increase with the building of new houses in the subdivision at Gossey Drive.

A lot of pedestrians and cyclists use this road and it is part of a circuit that goes from Faulkners Bush along 88 Valley Road, up Totara View, down Kilkenny and down Treeton back to Faultners Bush.

There is no footpath on most of this walk and so pedestrians have to use the road.

We already have trouble with people coming down the road too fast and increasing the speed will only increase this problem.

I submit that the proposal for the increase in speed from 50 to 60 in Totara View Road, Kilkenny Place, Gossey Drive North and Edward Street would not be in the best interest of all users and would be dangerous to some. Please keep the speed limit at 50.

Thank you for your time considering this.

Attach a file to your submission

Referrer

<http://www.tasman.govt.nz/policy/public-consultation/>

2488

Robyn Scherer

From: Sara Doggett on behalf of Reception Richmond
Sent: Monday, 18 March 2013 8:49 a.m.
To: Robyn Scherer
Subject: FW: Website Submission - Speed Limits Bylaw Review 2013

From: website@tasman.govt.nz [<mailto:website@tasman.govt.nz>]
Sent: Sunday, 17 March 2013 3:25 p.m.
To: Reception Richmond
Subject: Website Submission - Speed Limits Bylaw Review 2013

Website Submission - Speed Limits Bylaw Review 2013

Title *
Mr

First Name
Colin

Last Name *
Bowden

Address *
26 Otia Drive

Suburb
Richmond

Town *
Nelson

Postcode *
7020

EditableLiteralField1565
Daytime Phone Number
544 7819

Mobile Phone Number
-021 055 2664

Email Address *
cjbowden@xtra.co.nz

EditableLiteralField1569
Organisation
Position

LETTER ACKNOWLEDGED

Would you like to present your submission in person at a hearing?

No

If yes, what if your preferred hearing location?

Richmond

EditableLiteralField1576

Your comments *

I reject the proposal to reduce the traffic speed limit in Queen Street, Richmond, to 30kph. I consider this to be an unnecessary and emotional response to an accident in 2012, caused by carelessness by a schoolboy, rather than a reasoned action for the benefit of ALL users of this piece of roadway.

The proposed speed reduction would most certainly cause motorists greater frustration and further restrict traffic flow - but that, of course, would bring pleasure to those who advocate the removal of motorised vehicles from the area without consideration of the consequences.

Reflect on the impact this proposal would have on traffic using the Mall carpark entrance and exit, likely to substantially increase in the near future, and the inconvenience created by the NBus being confined to 30kph.

If some speed reduction is to be imposed, may I submit that the affected area be only that between the first and fourth raised 'walkways' rather than the entire length of road proposed.

Attach a file to your submission

Referrer

<http://www.tasman.govt.nz/>

2489

Robyn Scherer

From: Sara Doggett on behalf of Reception Richmond
Sent: Monday, 18 March 2013 8:48 a.m.
To: Robyn Scherer
Subject: FW: Website Submission - Speed Limits Bylaw Review 2013

From: website@tasman.govt.nz [<mailto:website@tasman.govt.nz>]
Sent: Saturday, 16 March 2013 9:11 p.m.
To: Reception Richmond
Subject: Website Submission - Speed Limits Bylaw Review 2013

Website Submission - Speed Limits Bylaw Review 2013

Title *

Mr

First Name

Robert

Last Name *

Chittenden

Address *

381 Pugh Road, RD 1 Richmond 7081

Suburb

Hope

Town *

Richmond

Postcode *

7081

EditableLiteralField1565

Daytime Phone Number

03 544 6956

Mobile Phone Number

Email Address *

chittenden@ts.co.nz

EditableLiteralField1569

Organisation

Position

Would you like to present your submission in person at a hearing?

No

LETTER ACKNOWLEDGED

If yes, what is your preferred hearing location?

Richmond

EditableLiteralField1576

Your comments *

Reduce the speed limit from 100km/hour to 80km/hour for the southern end of Pugh Road (south of the Pugh-Eden Roads intersection).

This part of Pugh Road is a combined (shared) cycle and motorised vehicle road-way. As there is no dedicated cycle path it is inappropriate to retain the 100km/ hour speed now that this section of road is part of the much used Richmond to Brightwater cycle route.

Attach a file to your submission

Referrer

<http://www.tasman.govt.nz/>

2491

Robyn Scherer

From: Hilary Clifton [h.clifton@xtra.co.nz]
Sent: Saturday, 16 March 2013 4:15 p.m.
To: Robyn Scherer
Subject: Submission for speed reduction for Mapua Drive from 100 km/h to 60 km/hr

Submission for speed reduction for Mapua Drive from 100 km/h to 60 km/hr (Proposed speed limit - 80 km/hr).

We submit that it would be a safer option to make the entire length of Mapua drive to the top of the Ruby Bay Bluffs 60 kph for the following reasons:

1. From the beginning of Mapua Drive to the existing speed limit sign east of Seaton Valley Road is 1.7 km. Within this distance there are two bends that currently have speed restrictions of 65 km/hr and 75 km/hr. It makes sense to make this relatively short stretch of road uniformly 60 km/h within the speed limits necessitated by the bends.
- 2 Walkers and cyclists are increasingly using this section of Mapua Drive on their way to or from Mapua Village, Mapua Wharf and/or Ruby Bay. A 60 km/h speed limit is more appropriate for this road use.
3. Within the 1.7 km there are 17 points of access, some of these are informal entrances for orchard workers but the bulk are access points which service multiple residences and orchards.
- 4 Our turn off is dangerous. Despite the reduced amount of traffic; driving northeast to Mapua involves turning right into our driveway on a 'blind corner' which necessitates reducing speed well before turning in order to alert traffic. It would be safer for traffic to reduce speed from 60 km/h (rather than 80 km/h)
- 5 A 60 km/h speed limit makes more sense when turning right from our driveway and travelling to Mapua, turning left from our driveway to travel to SH 60 or turning left from Higgs Road to travel to our home

Hilary and Neil Clifton
58 Mapua Drive RD 1
Upper Moutere
7173 New Zealand
021 108 3037
Skype - hilaryclifton

LETTER ACKNOWLEDGED

*Advised via email
No longer wish to be
replied
R
28/3/13*



2492

Robyn Scherer

From: Sara Doggett on behalf of Reception Richmond
Sent: Monday, 18 March 2013 11:50 a.m.
To: Robyn Scherer
Subject: FW: Website Submission - Speed Limits Bylaw Review 2013

From: website@tasman.govt.nz [<mailto:website@tasman.govt.nz>]
Sent: Monday, 18 March 2013 11:46 a.m.
To: Reception Richmond
Subject: Website Submission - Speed Limits Bylaw Review 2013

Website Submission - Speed Limits Bylaw Review 2013

Title *
Ms
First Name
Maxine
Last Name *
Day
Address *
163 Stafford Dr
Suburb
Ruby Bay
Town *
Ruby Bay
Postcode *
7005

LETTER ACKNOWLEDGED

EditableLiteralField1565
Daytime Phone Number
Mobile Phone Number
Email Address *
maxineday@xtra.co.nz

EditableLiteralField1569
Organisation
Position
Would you like to present your submission in person at a hearing?
No

If yes, what if your preferred hearing location?

Richmond

EditableLiteralField1576

Your comments *

Fully support reduction in speed along Stafford Drive.

Currently the speed limit is too fast given the number of driveways, children playing, pedestrians, cyclists etc.

Cars regularly overtake along the Stafford Dr straight near the old dairy. A 50km or 60km speed would discourage this.

Many children walk alongside and cross the road for school and general movement, so a lower speed limit would reinforce the message that people need to slow down through this area.

The current speed limit seems at odds with other similar locations within the District.

A reduction in speed would only marginally affect overall travel times.

Attach a file to your submission

Referrer

<http://www.tasman.govt.nz/policy/public-consultation/>

2493

Robyn Scherer

From: Colin Johnson [colinjohnson2@xtra.co.nz]
Sent: Monday, 18 March 2013 1:54 p.m.
To: Robyn Scherer
Subject: Consultation re review of Tasman District's speed limits - specifically Kilkenny Place and Totara View Road Wakefield

39 Kilkenny Place
 RD1
 Wakefield
 7095

LETTER ACKNOWLEDGED

Tel 03 541 8336

email: colinjohnson2@xtra.co.nz

7 March 2013

To Ms Robyn Scherer, Tasman District Council

Dear Ms Scherer

We refer to the District Council's current review of speed limits and in particular to the proposals for streets affecting, namely Kilkenny Place and Totara View Road which it is proposed be increased from 50kph to 60kph.

We note that we are in one of only two areas throughout the whole of Tasman District to have speed limits increased. On balance this appears inequitable and it seem reasonable therefore to ask to speak to the council in support of this objection.

Since this proposal would affect us as residents and ratepayers and we are against any increase in speed limits for the following reasons —

1. Safety

It is our experience that it is mainly non-residents' vehicles, particularly tradesmen in vans, utes and large trucks, which regularly exceed the 50kph limit outside our property.

It is the council's responsibility to impose safe speed limits and not to acquiesce to a situation caused by speeding motorists. The is the de facto argument put forward on the front page of *Newsline* magazine and is the only reason given in favour. This is actually no argument at all. In fact it suggests that there has been a failure of will to enforce the present 50kph limit, which is eminently sensible for what is. after all, a purely residential area.

If motorists are exceeding the speed limit in a measurable way the police should be asked

to enforce the speed limit.

The council's argument that an increase in speed limit will better reflect the speed at which motorists travel is dangerous thinking.

Because if 50 means 60, then 60 means 70.

And 70kph in a cul-de-sac used by schoolchildren, walkers joggers and young mums with baby buggies sounds like a tragic accident waiting to happen.

Look at how the '50 means 60, so 60 means 70' argument works in practice with these two examples:—

It must be remembered that neither of these street have any sidewalk/footway. The roadside ditches are both deep and steep and represent a trip hazard for anyone moving to avoid speeding traffic.

1. Pedestrians (say two mothers out with their babies in buggies, which is not uncommon) walking past 89 to 95 Totara View Road are faced with a double bend that cuts traffic visibility to less than 50 metres. The council would have us believe that this mother and child are in no danger at the moment of being the 'meat in a sandwich' if faced with two vehicles approaching at a closing speed of 120kph. Or more. Because if traffic governed by a 50kph limit is generally regarded by the council as travelling at a speeds closer to 60kph, then the revised higher limit will have traffic travelling at 70kph. So make that a closing speed 140kph.

2. Young schoolchildren walking down Totara View Road on the steepest section could be faced often with a downhill vehicle braking to keep to the new 60 limit but doing nearer 70. Coming uphill is an uninsured 16 year-old in a Subaru Impreza gunning it at 65 plus. That represents a closing speed of over 130kph.

Are closing speeds increased by up to 40% on present limits acceptable in a residential street? We do not think so.

It therefore seems to us to be extravagantly dangerous, if not irresponsible, to impose a 60kph limit in this situation.

2. Residential cul-de-sac

There can be no justification for increasing the speed limit in a residential area which is a no-through road..

3. No necessity

The increased speed limit should not be permitted because there are no benefits conferred here, only detriment to the residents.

4. Reduction in amenity

Most of the houses on both streets are close to the road and the additional noise and pollution cause by faster traffic will not be welcome. Those properties with an unrestricted

view of the road will be worst affected by increased noise.

5. No basis for increased speed limit

The Council uses assertion for its reasoning. At no point does it state that it traffic counting and speed measuring equipment has been used. Without evidence there can be no argument in favour of this increase.

6. An increased speed limit will remove Kilkenny Place and Totara View road from the Wakefield village residential community

The District Council's map clearly shows the homogeneous nature of the current 50kph speed limit area in green, making Totara View Road and Kilkenny Place part of the Wakefield residential community. Increasing the speed limit would take these streets out of that community. This would represent a factual reduction in the expression of community for these streets. Kilkenny Place and Totara View Road do not deserve to be downgraded and divorced in this way from Wakefield village.

7. Equity for all ratepayers

We presume that Gossey Park South will remain with a 50 limit. If so, this would confer a preference on those residents not to be enjoyed by us and others affected, which would be inequitable. Similarly inequitable is the fact that our streets are only one of three areas in the whole of Tasman District Council area which are having speed limits *increased* (the others being in Edward Street Wakefield and Lower Moutere), where all others are remaining the same or being reduced.

Duty to inform and consult

Regarding the Council's obligation to consult (and for which it was recently taken to task for not doing), we note that the opening date for consultation was 23 February, with a month given for the consultation period. However, the latest copy of *Newsline* was not received until 2 March. If that was the first public notice, such late publication effectively removed 25% of the consultation period.

Thus the Council acknowledges (shamefacedly) its shortcomings regarding Hope Recreation Reserve, yet in the next breath may have reduced stakeholders' consultation period on this vital safety issue which could cost lives.

Outcome

In the light of the above, there being no justification for the proposal, we invite the council to:—

- extend the period for consultation by two week to 9 April (allowing for Easter) to give others a fair chance to lodge their opinions;
- reconsider its view and leave the speed limit at 50kph in Totara View Road and Kilkenny Place
- and go one stage further and request that local police enforce that present limit.

Yours sincerely

Coin & Laura Johnson

Item 3.1

Attachment 1

Robyn Scherer

From: Colin Johnson [colinjohnson2@xtra.co.nz]
Sent: Monday, 25 March 2013 5:58 p.m.
To: Robyn Scherer
Subject: Re: Consultation re review of Tasman District's speed limits - specifically Kilkenny Place and Totara View Road Wakefield

Dear Ms Scherer

I would have liked to speak at the hearing and present photographs showing the inherent danger of increasing the speed limit but unfortunately will be in UK on that date.

My wife and I imagine many people have not seen the notices. Whilst it may discharge the council's legal responsibility, the action taken before your magazine was delivered can hardly seem to be legitimately targeted communication. Putting up local notices on the affected streets would have drawn people's attention to the matter in a more relevant fashion. I fear that walkers who do not live in the affected streets, but who use Kilkenny Drive's attractive setting for exercise are unlikely to see the importance of what is being decided until a speeding vehicle is upon them at some future date.

As for being aware of others who may like to write in, we are newcomer residents from the UK and do not know many people yet, but I can tell you that this weekend I have counted too many vehicles speeding past our house and we did not move here to live beside a racetrack, because that is what your revised speed limit will permit and encourage.

We could not let our grandchildren out on the street with such a speed limit. What can the council be thinking of?

Kindly include these comments in the submissions.

Kind regards

Colin Johnson

On 25/03/2013 15:03, "Robyn Scherer" <Robyn.Scherer@tasman.govt.nz> wrote:

Dear Mr Johnson

Thank you for your submission to the Speed Limit Bylaw Review.

You do not indicate whether or not you wish to be heard at the submissions hearing which is scheduled for 16 April 2013. Can you please let me know if you do wish to present in person.

In terms of consultation on this bylaw, please note that this bylaw review was advertised in the Nelson Mail on 23 February 2013. It was also uploaded to the Council's website on the same day. Therefore the Council has met its obligations under the Local Government Act in terms of this consultation process.

If you know of someone who has not had time to prepare a submission, please ask them to contact me directly at Council on the number below.

I look forward to hearing from you regarding the hearing.

Regards

2494

Robyn Scherer

From: Sara Doggett on behalf of Reception Richmond
Sent: Friday, 15 March 2013 1:16 p.m.
To: Robyn Scherer
Subject: FW: Website Submission - Speed Limits Bylaw Review 2013

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]
Sent: Friday, 15 March 2013 1:04 p.m.
To: Reception Richmond
Subject: Website Submission - Speed Limits Bylaw Review 2013

Website Submission - Speed Limits Bylaw Review 2013

Title *

Mr

First Name

Ben

Last Name *

Smithies

Address *

849 Dovedale Road

Suburb

RD2 Wakefield

Town *

Nelson

Postcode *

7096

EditableLiteralField1565

Daytime Phone Number

03 5438503

Mobile Phone Number

021 343 222

Email Address *

ben.smithies@tasman.govt.nz

EditableLiteralField1569

Organisation

Position

LETTER ACKNOWLEDGED

Would you like to present your submission in person at a hearing?

No

If yes, what if your preferred hearing location?

Richmond

EditableLiteralField1576

Your comments *

The logging trucks and some other vehicles travel at 100Km/h along the length of Dovedale Road and Neudorf Road. These roads being rural and as such without pavement or additional space to the sides, are used by children cycling to and from school, and people on horses, amongst others. I feel that it is paramount that the speed on these two roads be reduced to 80 Km/h in the name of safety for other road users.

Attach a file to your submission

Referrer

<http://www.tasman.govt.nz/policy/public-consultation/>

2495

Robyn Scherer

From: Sara Doggett on behalf of Reception Richmond
Sent: Friday, 15 March 2013 8:43 a.m.
To: Robyn Scherer
Subject: FW: Website Submission - Speed Limits Bylaw Review 2013

From: website@tasman.govt.nz [<mailto:website@tasman.govt.nz>]
Sent: Thursday, 14 March 2013 10:18 p.m.
To: Reception Richmond
Subject: Website Submission - Speed Limits Bylaw Review 2013

Website Submission - Speed Limits Bylaw Review 2013

Title *

Mrs

LETTER ACKNOWLEDGED

First Name

Marianne

Last Name *

Rocourt

Address *

5 Orion street

Suburb

Town *

Collingwood

Postcode *

7073

EditableLiteralField1565

Daytime Phone Number

5248087

Mobile Phone Number

5248087

Email Address *

rocourt@slingshot.co.nz

EditableLiteralField1569

Organisation

Position

Would you like to present your submission in person at a hearing?

No

If yes, what if your preferred hearing location?

Richmond

EditableLiteralField1576

Your comments *

All the roads coming into the intersection with C'wood Quay (SH 60 Copenhagen, C'wood Bainham Rd, and C'wood Quay) should be at a max. speed of 70 Kph. as proposed.

It is absolutely necessary to make the intersection safer as tourist vans often stop to read the signs at the intersection, walkers hardly can cross over as there are many hidden corners and the traffic comes too fast downhill to make a stop (specially the trucks), horses are using this bit of road quite often as well as bikers who are getting knocked over by the cars who cut the corner at high speed into the SH 60 uphill.

There is a nursing home/ medical center entrance onto the SH60 and it should be mandatory to extend the limit of 70 Kph (if not 50 Kph) at least beyond this point.

Collingwood Quay should be 50 Kph as there are many vulnerable traffic users as walkers, horses and bikers along this stretch of road.

C'wood- Puponga Rd at Pakawau should be 50 Kph as proposed as this urban area is prone to have an accident happening on this strait bit of road used by the schoolbus and children. Many driveways ending directly on the road with no good views either side.

Attach a file to your submission

Referrer

<http://www.tasman.govt.nz/>

2496.

Robyn Scherer

From: Vicki Thatcher on behalf of Reception Richmond
Sent: Wednesday, 13 March 2013 4:17 p.m.
To: Robyn Scherer
Subject: FW: Website Submission - Speed Limits Bylaw Review 2013

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]
Sent: Wednesday, 13 March 2013 12:02 p.m.
To: Reception Richmond
Subject: Website Submission - Speed Limits Bylaw Review 2013

Website Submission - Speed Limits Bylaw Review 2013

Title *
Ms
First Name
Esmae
Last Name *
Emerson
Address *
511a Hill St South
Suburb
HOPE
Town *
RICHMOND
Postcode *
7180
EditableLiteralField1565
Daytime Phone Number
03 541 0894
Mobile Phone Number
Email Address *
esmae@bigpond.com
EditableLiteralField1569
Organisation
Position
Would you like to present your submission in person at a hearing?
No
If yes, what if your preferred hearing location?

LETTER ACKNOWLEDGED

Richmond

EditableLiteralField1576

Your comments *

I believe it is unnecessary to lower the speed limit to 30 kph in Queen St Richmond, because

1. based on the low number of accidents or adverse events which have happened there, there is no demonstrated need to vary the present speed limit;
2. most cars already travel at less than 50 kph because of the speed humps;
3. it would be counterproductive: drivers would be more likely to be concentrating on the speedometer rather than watching the road and the pedestrian traffic;
4. it would encourage pedestrians to be blase rather than careful when crossing the street.

Attach a file to your submission

Referrer

<http://www.tasman.govt.nz/council/media-centre/public-notice/submissions-open-draft-speed-limits-by-law-2013/>

2497

Robyn Scherer

From: Sara Doggett on behalf of Reception Richmond
Sent: Monday, 4 March 2013 9:11 a.m.
To: Robyn Scherer
Subject: FW: Website Submission - Speed Limits Bylaw Review 2013

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]
Sent: Friday, 1 March 2013 7:10 p.m.
To: Reception Richmond
Subject: Website Submission - Speed Limits Bylaw Review 2013

Website Submission - Speed Limits Bylaw Review 2013

Title *

Ms

First Name

JOANNE

Last Name *

HILL

Address *

55 APORO RD

Suburb

Town *

UPPER MOUTERE

Postcode *

7175

EditableLiteralField1565

Daytime Phone Number

5402542

Mobile Phone Number

0273083554

Email Address *

tasmancamping@xtra.co.nz

EditableLiteralField1569

Organisation

Position

Would you like to present your submission in person at a hearing?

No

LETTER ACKNOWLEDGED

If yes, what is your preferred hearing location?

Richmond

EditableLiteralField1576

Your comments *

my concern living on 55 Aporo Rd is that the speed limits need to apply to more of the road. We own the camping ground on the bend and it is apparent that the speed is too fast, due to large vans turning in, people crossing, there is a blind spot. I have witnessed almost accidents occurring because of the speeds, and the bends in the road. Aporo road is becoming more built up and it is too narrow also cyclists are on it daily. Thank you for your time and please give it some thought. Sincerely Joanne Hill [Camp Manager]

Attach a file to your submission

Referrer

<http://www.tasman.govt.nz/council/media-centre/public-notice/submissions-open-draft-speed-limits-by-law-2013/>

2498

Robyn Scherer

From: Sara Doggett on behalf of Reception Richmond
Sent: Wednesday, 6 March 2013 4:11 p.m.
To: Robyn Scherer
Subject: FW: Website Submission - Golden Bay Maximum Speed Limit Feedback

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]
Sent: Wednesday, 6 March 2013 4:00 p.m.
To: Reception Richmond
Subject: Website Submission - Golden Bay Maximum Speed Limit Feedback

Website Submission - Golden Bay Maximum Speed Limit Feedback

Title *
Mr

First Name
reg

Last Name *
turner

Address *
270 mackay pass road

Suburb
bainham

Town *
collingwood

Postcode *
7073

EditableLiteralField1384
Daytime Phone Number
524 8717

Mobile Phone Number
n/a

Email Address *
regturner@xtra.co.nz

EditableLiteralField1388
Organisation
n/a

LETTER ACKNOWLEDGED



2013
Position
n/a

EditableLiteralField1395

Is 80km/hr the Most Suitable Maximum Speed for Golden Bay?

Yes

Your comments *

As a resident on a gravel unsealed road {Mackay Pass } I submit that this road and other unsealed roads west of the Bainham /Collingwood road be speed restricted to 60 KMs.

It is impossible to drive safely on these unsealed roads at speeds greater than 60 KMS yet they are legally allowed 100 Kms !

Since living on this road the writer has witnessed 6 roll-overs {non injury or reported to police } 3 ditchings, and 4 fences demolished.

Mainly youth farm employs trying to be boy racers !

The writer has experienced four very near misses on the three "blind" corners 1/2 kms in from Aorere Hall. Mainly cornering too fast on wrong side of road, and loosing control.

My life is at risk and I am tired of taking avoiding action!

There is the incredible example July 2012 when a vehicle demolished the safety rails and signage at the "T" junction of State H/W 60 and Bainham /Collingwood Road! This was non injury and not reported to police !

I wish to speak to the motion ! Please confirm time and place !

Attach a file to your submission

Referrer

<http://www.tasman.govt.nz/transport/>

2499

Robyn Scherer

From: Sara Doggett on behalf of Reception Richmond
Sent: Wednesday, 6 March 2013 3:26 p.m.
To: Robyn Scherer
Subject: FW: Website Submission - Speed Limits Bylaw Review 2013

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]
Sent: Wednesday, 6 March 2013 3:21 p.m.
To: Reception Richmond
Subject: Website Submission - Speed Limits Bylaw Review 2013

Website Submission - Speed Limits Bylaw Review 2013

Title *
Miss

First Name
kristjana

Last Name *
helleur

Address *
383 main rd

Suburb
lower moutere, rd2

Town *
upper moutete

Postcode *
7175

EditableLiteralField1565
Daytime Phone Number
03 5267455

Mobile Phone Number
0211769026

Email Address *
k.helleur@yahoo.com

EditableLiteralField1569
Organisation
Position

LETTER ACKNOWLEDGED