

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

No

If yes, what is your preferred hearing location?

Richmond

EditableLiteralField1576

Your comments *

I would like to see the 100km speed limit reduced to at least 70km but preferably 50km when going past the lower moutere school. The speed limit shouldn't be 100k when going past a school, this is just way too fast.

Attach a file to your submission

Referrer

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

2500.

Robyn Scherer

From: Peter & Margot Syms [pmsyms@xtra.co.nz]
Sent: Wednesday, 6 March 2013 9:18 p.m.
To: Robyn Scherer
Subject: Submission on Speed Limit Bylaw

Review of the Tasman District Council Consolidated Bylaw - Chapter 4 - Speed Limits 2013

We agree that the speed limit should be dropped on all sections of the Aporo Road/Stafford Drive/Mapua Drive route. This is labelled at each end where it meets SH60 as a "Scenic Route". If a route is scenic then one must expect and allow people to drive below 100kph without getting impatient traffic building up behind them.

We would go further and suggest that the whole of Mapua Drive, from the Mapua Tavern to its junction with SH60, be made 60kph, instead of most it being proposed as 80kph. Our reasons are:-

1. The section of this road between the top of Higgs Road and SH60 is part of the cycle routes in the area, being the only way for bikes to get from Mapua to the unfinished, but usable, Tasman Great Taste Trail bike path going from the Mapua Drive/SH60 junction towards Motueka. This section of Mapua Drive has several blue bicycle symbols painted on the road to make the point.
2. A section of Mapua Drive from Higgs Road west to Sonoma Orchard has a very narrow sealed shoulder, in fact the blue cycle symbols here are painted on the edge of the road proper because they do not fit on the shoulder. Apart from bike traffic, quite a few people walk along this section on their way from the houses in the Sonoma Orchard area to Mapua. It is not a pleasant walk with the current speed limit, and a limit of 60kph would make it much safer and encourage more people to use this route for biking and walking. There is also another piece of Mapua Drive with a very narrow shoulder on the hill section between the top of Higgs Road and the Mapua Tavern.

We do not wish to speak in support of this submission.

Margot & Peter Syms
72 Mapua Drive
RD 1, Upper Moutere, 7173
Ph 540 3351
pmsyms@xtra.co.nz

LETTER ACKNOWLEDGED

2501

Robyn Scherer

From: Vicki Thatcher on behalf of Reception Richmond
Sent: Monday, 11 March 2013 9:24 a.m.
To: Robyn Scherer
Subject: Website Submission - Speed Limits Bylaw Review 2013
Attachments: TDC-review-of-Speed-limits.docx

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]
Sent: Sunday, 10 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
First Name
Linda
Last Name *
Mason
Address *
65 Dodson Road
Suburb
RD 1
Town *
TAKAKA
Postcode *
7183
EditableLiteralField1565
Daytime Phone Number
03 5259918
Mobile Phone Number
027 3432313
Email Address *
johnandlinda@xtra.co.nz

LETTER ACKNOWLEDGED

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 *

That the speed limit on Dodson Road, Takaka, be reduced from 100km/h to 50 km/h.
(see attached document)

Attach a file to your submission

[Download File](#)

Referrer

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

I request that the following submission be considered in the District Speed Limit Review.

I propose that the speed limit on Dodson Road, Takaka, be reduced from 100km/h to 50km/h for the following reasons:

1. The main purpose of Dodson Road is to provide access to properties located along this road; it is a short stretch of Road (less than 2km) and serves no major purpose as a through route to other destinations therefore does not need to be 100km/h.
2. It is a narrow rural road without a footpath and is very popular with walkers, runners and cyclists who prefer it to exercising on the adjacent SH 60. These people are not safe with cars travelling at more than 50km/h.
3. In summer Dodson Road serves as access to one of the most popular swimming holes in Takaka (TheTop Rocks) used mainly by young adolescents but also popular with families. The higher speed limit is a real safety concern.
4. The nature of the Road, narrow, blind corner, change in gradient and one lane bridge, all make this road totally unsafe to be driven at 100km/h.
5. Neighbouring Park Avenue which has a similar purpose to Dodson Road, ie access to properties for those that live on the road, is currently 50km/h, so lowering Dodson Road to 50km/h also would be consistent with that policy.

Another important consideration which encompasses all of the above points is that with the anticipated increase in traffic movement to the new health centre there is a concern that traffic flow on Dodson Road could increase substantially by those wanting to avoid SH60. The Road is just not suitable for increased traffic volume and a lower speed limit will curb the temptation to use this rural Road as a shortcut instead of using SH60.

2502

Robyn Scherer

From: Vicki Thatcher on behalf of Reception Richmond
Sent: Monday, 11 March 2013 9:37 a.m.
To: Robyn Scherer
Subject: Website Submission - Speed Limits Bylaw Review 2013
Attachments: Speed-limit-submission2.docx

From: website@tasman.govt.nz [<mailto:website@tasman.govt.nz>]
Sent: Saturday, 9 March 2013 3:34 p.m.
To: Reception Richmond
Subject: Website Submission - Speed Limits Bylaw Review 2013

Website Submission - Speed Limits Bylaw Review 2013

Title *

Ms

First Name

Anna

Last Name *

Reynolds

Address *

17 Arapeta Place

Suburb

Rototai

Town *

Takaka

Postcode *

7110

EditableLiteralField1565

Daytime Phone Number

03 5259295

Mobile Phone Number

Email Address *

annamike@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 *

See attached document

Attach a file to your submission

[Download File](#)

Referrer

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

Submission on Proposed Changes to the Speed Limit Bylaw 2004

4	Abel Tasman Drive Tata Beach/Ligar Bay	Revoke the 70kph permanent speed limit and 50kph holiday speed limit along Abel Tasman Drive at Ligar Bay and introduce a 60kph permanent speed limit with no holiday speed restriction	Disagree. The 50 kph speed limit along Abel Tasman Drive should remain during holiday periods due to holiday makers, especially children, crossing the road to access the beach.
4	Nyhane Drive, Nyhane Drive West, Leisure Lane and Matenga Drive Tata Beach/Ligar Bay	Put in place an Urban Traffic Area with a 50kph speed limit enclosing the Ligar Bay settlement and encompassing Nyhane Drive, Nyhane Drive West, Leisure Lane and Matenga Drive.	Agree.
5	Falconer Road, Bay Vista Drive and Richmond Road Pohara	Extend the existing Urban Traffic Area with a 50kph speed limit to include Falconer Road, Bay Vista Drive and Richmond Road.	Agree
6	Abel Tasman Drive Glenview Road East Takaka	Revoke the existing 70kph speed limit on Abel Tasman Drive and 50kph speed limit on Glenview Road at Motupipi settlement and put in place a 60kph speed limit encompassing the same sections of road.	Disagree. The speed limit on Glenview Road should remain at 50kph. A lot of young children live along this road and lifting the speed limit to 60kph would be dangerous.
7	Abel Tasman Drive Takaka	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	Agree.
7	Rototai Road Arapeta Place Takaka	Revoke the existing 70kph speed limit on Rototai Road from the northern 70/100 speed limit sign extending in a southerly direction for 670metres. And extend out the Urban Traffic Area with a 50kph speed limit encompassing Arapeta Place.	Strongly agree. This would be great, many cars come too fast along this windy stretch of road.

RECEIVED

- 8 MAR 2013

2503

T.O.C. MOTHEKA

“OMAHANUI”

Ray & Philippa Hellyer

21 Drummond Road
R.D.2
Upper Moutere
Nelson 7175

Telephone:03-526-7759

SUBMISSION on Proposal to Review the Tasman District Council
Consolidated Bylaw - Chapter 4 - Speed Limits 2013

LETTER ACKNOWLEDGED

THAT speed limits on the narrow gravel roads in the Moutere Valley be reduced to 70 kph.

These roads were originally constructed for access to rural properties but are now being used for regular shortcuts to other places in the valley by people who don't reside in them. At the time these roads were constructed the land use was pastoral but now some of that land has been converted to horticultural uses. The roads then become busy at certain times.

These roads have fords in them which in earlier days were crossed mainly by tractors but with the advent of 4x4 vehicles they are being crossed more often and at greater speeds. The roads have not been upgraded to make allowance for these vehicles and the greater speeds, nor has any allowance been made for the wider heavy vehicles used for the transport of goods to and from the properties on these roads.

Maintenance of these roads has been reduced to the point that it is almost non-existent. At the moment the speed limit on these roads is 100 kph and the attitude of the drivers using these roads as regular shortcuts seems to be that the 100 kph speed limit is a target and no consideration is made by these drivers for the property owners on these roads who have young children who are sometimes impulsive, for property owners who are moving machinery about, or property owners who have crops that are being covered in dust.

There is no way that with the speed these drivers travel at on these roads and with the surface of these roads they could stop safely in the event of an emergency.

8-3-13

R.N. Hellyer

I wish to be heard on this submission.

Item 3.1

Attachment 1

2504

Robyn Scherer

From: Vicki Thatcher on behalf of Reception Richmond
Sent: Tuesday, 12 March 2013 2:05 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, 12 March 2013 1:31 p.m.
To: Reception Richmond
Subject: Website Submission - Speed Limits Bylaw Review 2013

Website Submission - Speed Limits Bylaw Review 2013

Title *

Mrs

First Name

Rosemary

Last Name *

Jorgensen

Address *

64 Selwyn Street

Suburb

Pohara

Town *

Takaka

Postcode *

7183

EditableLiteralField1565

Daytime Phone Number

03 525 7565

Mobile Phone Number

Email Address *

rosejorg@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?

LETTER ACKNOWLEDGED

Richmond

EditableLiteralField1576

Your comments *

The new speed limits look very sensible. Perhaps 60 is still a little fast past Motupipi School but most people go much slower when the school lights are flashing.

Attach a file to your submission

Referrer

2505

Robyn Scherer

From: Vicki Thatcher on behalf of Reception Richmond
Sent: Tuesday, 12 March 2013 11:27 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: Tuesday, 12 March 2013 11:21 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 *

Peters

Address *

3 Thorp Street

Suburb

Town *

Motueka

Postcode *

7120

EditableLiteralField1565

Daytime Phone Number

03 528 9410

Mobile Phone Number

Email Address *

carus-beck98@clear.net.nz

EditableLiteralField1569

Organisation

Position

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

Yes

If yes, what if your preferred hearing location?

Motueka

LETTER ACKNOWLEDGED ✓

EditableLiteralField1576

Your comments *

This submission relates to the current speed limit of 80 kph on that section of road, known as Thorp Street North, located between the Staples Street intersection and the Wastewater Treatment Plant.

I submit and make a strong plea that the speed limit on this section of road be set at 50 kph. Reasons are as follows:-

- 1 The road width is narrow - much more so than the rest of Thorp Street. It is narrower in places than the lower end of Staples Street which has a 50 kph limit.
- 2 Commercial vehicles servicing the treatment plant and other properties have to be passed at very low speed with one vehicle usually with wheels on the verge.
- 3 There is no pavement and use by pedestrians who now frequent this area for recreational walking is a very real hazard. Stock and horses in some numbers are kept on properties on this road, adding to the dangers of any vehicles travelling in excess of 50 kph at the most,

Attach a file to your submission

Referrer

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

2506

Robyn Scherer

From: Daniel Lees [d.n.a@clear.net.nz]
Sent: Sunday, 24 March 2013 8:12 p.m.
To: Robyn Scherer
Subject: Dangerous Speed Limits.doc

The Engineering Secretary,
T.D.C.
Private bag 4
Richmond.
Robyn.schere@tasman.govt.nz

Dangerous Speed Limits

Dear Sir,

We urge you to implement a lower speed limit (no more than 80 kph) for Stafford Drive from Pine Hill Road to Aporo Road and on to Marriages Road (if not through to Tasman).

This 2.7 km section includes two bends with recommended speeds of 65 kph., one with 55 kph and one only 45 kph. Immediately the Tasman side of the blind 45 kph bend lie the driveway to five sections and, almost facing on the opposite side, the drive to three sections. Exit across the traffic from both sides is dangerous with very limited visibility.

This section of road passes two motor camps (McKee Reserve and Tasman Motor Camp) and carries school busses, farm vehicles and an increasing number of cycles, walkers and runners. The 500 meter section above McKee reserve has no shoulder or side walk. The path from the lookout down to McKee reserve is closed.

My parents live at Aporo Rd and we are concerned for their safety and also our own as we turn in and out of their driveway. We also have young children that like to visit and stay with their grandparents and we worry about their safety near such a busy fast road.

Anthea Lees
35 Strathaven Place
Atawhai
Nelson
d.n.a@clear.net.nz

LETTER ACKNOWLEDGED

2507

Robyn Scherer

From: Stuart Hughes [stuart.hughes@clear.net.nz]
Sent: Sunday, 24 March 2013 1:46 p.m.
To: Robyn Scherer
Subject: Submission of Speed Limit Bylaw.
Attachments: Submission on Bylaw.pdf

Good afternoon Robyn,

Pease substitute the attached submission for the rushed auto submission sent in a week ago. There was a miss understanding of the closing date so a rushed submission was sent in previously.

Regards

Stuart Hughes

Phone/Fax 0064 3 547 3771
Mobile 0276 308 994
29 Coster Street, Nelson 7011, NZ

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LETTER ACKNOWLEDGED



20 March 2013

**SUBMISSION: Tasman District Council Consolidated
Bylaw – Speed Limits 2013**

FROM: Nelson Tasman Cycle Trails Trust

INTRODUCTION:

Nelson Tasman Cycle Trails Trust (NTCTT) supports the review of speed limits particularly with the reduction in speed on roads that have small numbers of vehicles and used increasingly by cyclists.

The Council has an opportunity to examine County road speed limits to improve safety and enjoyment for the increasing number of local and tourist cyclists. Tasman's Great Taste Trail development and the many local community cycle routes are providing an extensive network of cycle rides throughout the region. Many are on back roads with low vehicle volume, alignment that does not provide for higher speeds and/or are "No Exit" roads that connect to cycle trails and most have alternative alternate fast routes close by albeit with the need to take a slightly less direct route. Other roads that have higher vehicle numbers do have a shoulders edge outside of the painted edge line that provides space for cyclists although they would be safer if the vehicles are travelling at a slower speed.

The Code¹ associated with cycle grades and speed limits developed by NZCT provide the following guidelines:

GRADE 1 and 2 – Easy Family, Tourists.

- On-Road maximum speed limited is 60kmp for low traffic. For example: Pine Hill Road.
- Shoulder width available and allowable depends on vehicle numbers and width of shoulder. For example: Aporo Road at 70kmp and 1,800vpd becomes Grade 2 On-Road if the shoulder width is at least 1.9m wide.

(see charts below).

¹ Cycle Trail Design Guide. Ministry of Business, Innovation and Employment, August 2012 (3rd Ed)

Table 12: Shoulder or cycle lane widths

Grade	Shoulder or cycle lane width	Speed Limit		
		50 km/h	70 km/h	100 km/h
	Minimum adjacent traffic lane width	3.0 m	3.3 m	3.5 m
1 and 2	Desirable minimum width	1.5 m	1.9 m	2.5 m
	Acceptable range	1.2 – 2.2 m	1.6 – 2.5 m	2.0 – 2.5 m
3 and 4	Desirable minimum width	1.5 m	1.9 m	2.5 m
	Acceptable range	1.0 – 2.2 m	1.0 – 2.5 m	1.0 – 2.5 m

BYLAW

The following submission refers to the details of the Bylaw.

The Trust supports the reduction in speed limits and in particular:

- 12A and 12B - Aporo Road, Stafford Drive, Mapua Drive to 60kph
- 13A – Stafford Drive, Mapua Drive, Ruby Bay to 60kph

Whilst the Trust supports the reduction in speed limits for the following areas we recommend consideration of a lower speed; preferably 60kph but at least 70kph.

- 9A – Kaiteriteri Road from the east end of the
- 11B – Staples Street west
- 12A and 12B – Aporo Road to Stafford Drive, Marriages Road
- 13A – Stafford Drive,
- 14 – Mapua Drive, Seaton Valley Road.
- 17 – Higgins Road from Lord Rutherford Road to Bird Road
- 13A - Pine Hill Road (East) but reduce to 50kph.

The Trust recommends consideration of Speed Reductions for the following Roads:

- Motueka West Bank Road – Preferably 70kph but at least 80kph.
- Queen Street west end from Lansdowne Road - preferably 60kph but at least 70kph.
- Pugh Road south from Eden Road.
- Higgins Road south from Bird Road - preferably 60kph but at least 70kph.
- The Loop Roads alongside the State Highway from Tasman to Motueka - 60kph
- Robinson Road, Motueka – 60kph.
- Goodall Road, Riwaka – 60kph
- Pine Hill Road west – 50kph,

The Trust would like to be heard.

Submission on Behalf of Nelson Tasman Cycle Trails Trust.

Stuart Hughes
Trustee

GRADE 3 – more experienced riders.

- Refer to charts below. The preference however is to aim for Grade 1 and 2 Cycle Rides.
- Note that unless the vehicles per day are low, the speed must be reduced even to achieve this Grade.

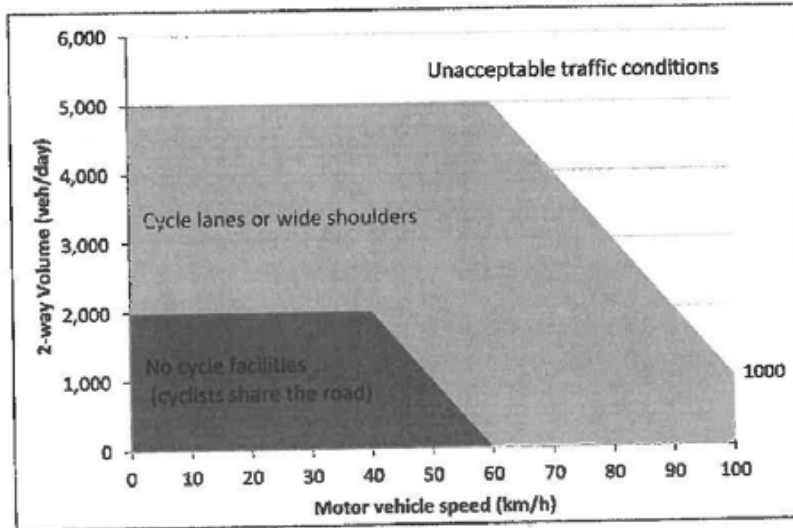


Figure 30: Trail type for Grade 1 and 2 on-road trails

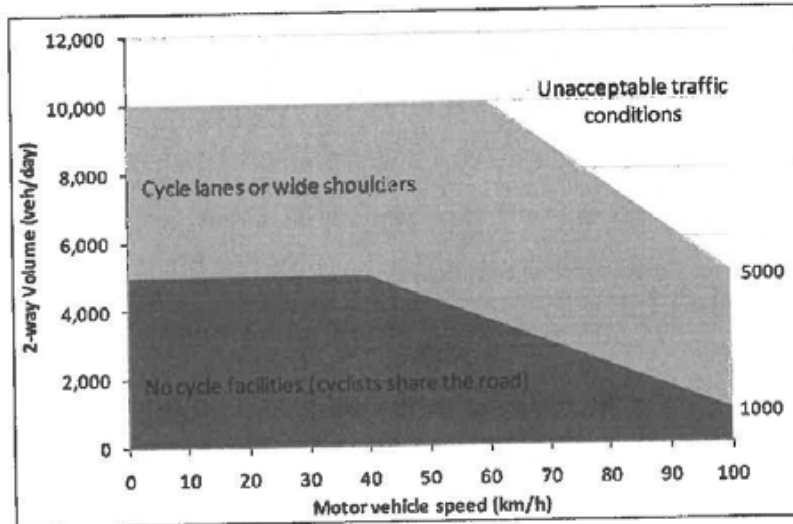


Figure 31: Trail type for Grade 3 and 4 on-road trails

2508

Robyn Scherer

From: dal stewart [dal.j.stewart@gmail.com]
Sent: Saturday, 23 March 2013 6:15 p.m.
To: Robyn Scherer
Subject: Speed Limit Submission

Our submission with respect to the review of the Tasman District Council Consolidated Bylaw – Chapter 4 – Speed Limits 2013

Name: Dal & Julie Stewart
Address: 24 Totara View Road, RD1, Wakefield
Telephone number: 03 5418743
Email address: dal.j.stewart@gmail.com

We don't wish to speak to the Council in support of your submission, but will if required

We do not support the proposed speed limit increase from 50 to 60 kph in Totara View Road. We live adjacent to a corner and a speed limit increase would aggravate the risk of collision in leaving our property. The existing limit is frequently abused and an increase would compound the problem. Thanks for this opportunity to provide input.

Regards,

Dal


LETTER ACKNOWLEDGED



Draft Speed Limits Bylaw 2013

Submission Form

Your name: TONY JOHNSTON

Your postal address: 125 Eighty Eight Valley Rd.

Your daytime phone number: 5483954

Your Email address: tonyjohnston@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):

During our time in 88 valley we have often considered the speed to be excessive & would be better at 60k zone until we get past 20km from area. People often travel faster than the limit as passing these properties of 90-100-

Please note: All written submissions will be made available to Councilors 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.schauer@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).

LETTER ACKNOWLEDGED

Item 3.1

Attachment 1

2510

Robyn Scherer

From: Paula Cater on behalf of Reception Richmond
Sent: Monday, 25 March 2013 8:17 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, 24 March 2013 1:58 p.m.
To: Reception Richmond
Subject: Website Submission - Speed Limits Bylaw Review 2013

Website Submission - Speed Limits Bylaw Review 2013

Title *
Mr
First Name
Chris
Last Name *
West
Address *
115 Totara View Rd
Suburb
RD1
Town *
Wakefield
Postcode *
7095
EditableLiteralField1565
Daytime Phone Number
03 541 9554
Mobile Phone Number
021 295 4038
Email Address *
cgwest@xtra.co.nz

LETTER ACKNOWLEDGED 

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

If yes, what is your preferred hearing location?

Richmond

EditableLiteralField1576**Your comments ***

Changes to Totara View Road Speed Limit

It seems crazy that the speed limit be raised on a road that contains multiple hazards in a residential area. My concerns are outlined below:

We have two young children and many of our neighbours have children too. There is no footpath and the road is narrow in places with poor visibility. In many places the road has no shoulder to even get off the road should a vehicle come. We walk up and down the road with a pushchair and there are several areas where it is very difficult to safely walk. We are concerned about how our children can walk to school and that is at the current speed limit. Provide a footpath and changing the speed limit may be viable.

People already speed up and down the road, so raising the speed limit will surely increase the speed at which the speeders drive.

There are lots of driveways along the length of the road. The population density will surely increase too, as people subdivide their land.

Has anyone from the council roading department had a look at Totara View Rd after rain? There are several properties who have shingle driveways that deposit shingle on the road after rain. The drainage on the roadside is inadequate. If vehicles can travel 10kmph faster, then stopping on the shingle, flicking the shingle onto pedestrians and cornering on the shingle will all become more of a problem. Some of the shingle is just after a bend in the road too, so it is possibly a surprise to some motorists. Increasing the speed limit will surely make the road less safe.

On a weekend morning, there a large number of people who walk and run along Totara View Rd and onto Kilkenny place and then down Matariki Place. Is raising the speed limit going to discourage these people? Will it make it less safe for them?

My wife phoned the council to ask why the change was even proposed and their response was that "it reflected the speed the people were travelling". Sorry, but this sounds like the council are OK with people speeding. What happens if the speed limit changes to 60kmph. Will people then travel 70kmph? Will police enforce the change or will it just become 70 by default?

What is gained by the change? People save a few seconds on their trip home at the expense of the safety of our children?

Instead of spending money on trying to change the speed limit, have a council representative spend sometime monitoring recreational use during a fine summer's morning/ evening and see how many people are walking and running. Create a footpath/ safe zone and really benefit the community.

I would hope that, besides a public notice in the Council's newsletter, the residents' of the affected streets receive some further notification of the proposal. Very few people that we've spoken to actually know of the proposal. Please send someone to door knock and get the opinion of those who it will actually affect.

Attach a file to your submission

Referrer

2511

Robyn Scherer

From: Paula Cater on behalf of Reception Richmond
Sent: Monday, 25 March 2013 8:17 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, 24 March 2013 3:09 p.m.
To: Reception Richmond
Subject: Website Submission - Speed Limits Bylaw Review 2013

Website Submission - Speed Limits Bylaw Review 2013

Title *

Mrs

First Name

Jennifer

Last Name *

Gillard

Address *

157 Totara View Road

Suburb

Wakefield

Town *

Nelson

Postcode *

7095

EditableLiteralField1565

Daytime Phone Number

03 5418856

Mobile Phone Number

Email Address *

gillardjennifer@hotmail.com

EditableLiteralField1569

Organisation

Position

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

No

If yes, what is your preferred hearing location?

LETTER ACKNOWLEDGED

Richmond

EditableLiteralField1576

Your comments *

I am objecting to the increase in the speed limit on Totara View Road, Kilkenny Place, Gossey Drive North, Wakefield.

I live at 157, Totara View Road.

My driveway is just after an obscured bend in this road.

It is already dangerous for me to get out of my driveway (turning right) due to the speed cars and lorries come around this bend, often at more than the 50kph allowed at the moment.

This is an area still having houses built and large lorries are often on this road. It is not a wide road, it does not have road markings. It has deep ditches along most of both sides of the road.

There are 3 obscured bends on this road, I often encounter vehicles obviously over the centre line of the road on these bends.

It is a road commonly used by children walking home from school, walkers, runners and cyclists - with the obscured bends, no pavements or defined path ways, except on Kilkenny Place - upping the speed limit to 60kph with the leeway for drivers to go up to 70kph will greatly increase the danger to everyone.

It will also increase the noise levels, this is not needed.

There is livestock in many of the sections, any wandering stock will also cause greater problems with the increased speed.

Why does the speed limit need to be increased? What are the TDC's reasons?

The 50kph is working well enough.

I thought Kilkenny Place was a private road. Is TDC allowed to decide the speed limit on a private road?

Regards, Jen Gillard.

Attach a file to your submission

Referrer

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

Richmond

EditableLiteralField1576

Your comments *

I would like to amend the submission I sent today.

Road markings - there are central line road markings - but faded.

There are no markings on the sides of the road showing where the road finishes and the gravel and ditches start.

Kilkenny Place - it is the second part of Kilkenny Road that is private (where the letter boxes are). Is a private road subject to council road speed rules?

Regards, Jen Gillard.

Attach a file to your submission

Referrer

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

2513

Robyn Scherer

From: Paula Cater on behalf of Reception Richmond
Sent: Monday, 25 March 2013 8:17 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, 24 March 2013 7:02 p.m.
To: Reception Richmond
Subject: Website Submission - Speed Limits Bylaw Review 2013

Website Submission - Speed Limits Bylaw Review 2013

Title *

Mr

First Name

David

Last Name *

Oakes

Address *

24 Whiting Drive

Suburb

Town *

Wakefield

LETTER ACKNOWLEDGED

Postcode *

7025

EditableLiteralField1565

Daytime Phone Number

Mobile Phone Number

5418907

Email Address *

de_beck@hotmail.com

EditableLiteralField1569

Organisation

Position

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

No

If yes, what is your preferred hearing location?

Richmond

EditableLiteralField1576

Your comments *

To whom it may concern:

Regarding the proposed increase in speed limit for the following areas:

Totara View Road

Kilkenny Place Gossey Drive North

Edward Street

Wakefield

I submit that an increase in permitted vehicle speed this would present an increased risk to numerous walkers and joggers using this route daily due to the lack of visibility presented by some of the 'blind' corners.

Regards,
Davis Oakes

Attach a file to your submission

Referrer

2514

Robyn Scherer

From: Paula Cater on behalf of Reception Richmond
Sent: Monday, 25 March 2013 8:24 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, 22 March 2013 4:19 p.m.
To: Reception Richmond
Subject: Website Submission - Speed Limits Bylaw Review 2013

Website Submission - Speed Limits Bylaw Review 2013

Title *

Mr

First Name

Last Name *

Dovedale Residents Committee

Address *

1305 Dovedale Road, RD2, Wakefield

Suburb

Town *

Wakefield

Postcode *

7096

EditableLiteralField1565

Daytime Phone Number

03 543 3669

Mobile Phone Number

021 1445660

Email Address *

Manjaro11@gmail.com

EditableLiteralField1569

Organisation

Dovedale Residents Committee

Position

Secretary

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

Yes

LETTER ACKNOWLEDGED

Bounced back. Left message & call re hearing date. Actioned.

*R
26/3/13.*

If yes, what is your preferred hearing location?

Richmond

EditableLiteralField1576

Your comments *

Our Committee would like the Council to consider reducing the speed on Dovedale Road, passing the Dovedale School, to 70 km per hour.

The section of Dovedale Road approaching the school from Wakefield direction is obscured from the school due to a sharp bend. This leaves less than 100m clear visibility to the drop off and pick up area in front of the school. Over the last few years traffic on the road has greatly increased, some of this being due to logging in the area.

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/>

2515

Robyn Scherer

From: Steve Elkington
Sent: Monday, 25 March 2013 8:42 a.m.
To: Robyn Scherer
Subject: Submission FW: Speed limit 2013

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

From: Wendy Wallator [<mailto:wengord@clear.net.nz>]
Sent: Sunday, 24 March 2013 10:12 p.m.
To: Steve Elkington
Subject: Speed limit

Dear Steve

Following our conversation last week, could you please forward this letter on to the appropriate people regarding speed limits in this area

Thank you
Wendy Wallator

LETTER ACKNOWLEDGED

This letter is about opposing the 70 km speed limit in Hau Road Motueka. There is industrial traffic all day, beginning very early in the mornings and this limit is unacceptable by many residents given the nature and volume of the traffic. It is far too fast for the heavy vehicles as well as all the other traffic, including school buses. The manager of one of the companies told me last week that he asks their employees to slow down and their reaction is that they are allowed to travel at 70 kms per hour (which is the present speed limit). There are a lot of children in this street including my grandchildren and my daughter often says to me she wishes the traffic would slow down as she is scared for the safety of her children. It gets really frightening when vehicles overtake on this narrow road.

Most days there is constant traffic all day beginning 5.50am or earlier when we are woken. As well as being very irritating after once living in a very quiet street, the noise of the heavy vehicles (concrete mixers, truck and trailer loads of stones etc) magnifies with speed. The signs at each end of the street regarding driving quietly mean nothing.

I hope you get a response from other residents as I know I am not alone with my thoughts.

Yours sincerely
Wendy Wallator
22 Hau Road
Motueka

2516

Robyn Scherer

From: Paula Cater on behalf of Reception Richmond
Sent: Monday, 25 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: Sunday, 24 March 2013 9:21 a.m.
To: Reception Richmond
Subject: Website Submission - Speed Limits Bylaw Review 2013

Website Submission - Speed Limits Bylaw Review 2013

Title *

Mrs

First Name

Kate

Last Name *

West

Address *

115 Totara View Rd

Suburb

RD1

Town *

Wakefield

LETTER ACKNOWLEDGED

Postcode *

7095

EditableLiteralField1565

Daytime Phone Number

03 541 8388

Mobile Phone Number

Email Address *

katewest@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 *

I strongly feel that introducing a 60km/hr speed limit on Totara View Rd will be making our road more dangerous. I have a young family and it is already difficult to walk along this road with all its corners and the speed people do currently. To make matters worse there is nowhere to go if a car is coming as there is no footpath or area beside the road to pull over it is mostly banks or ditches. With all the new houses going up there is a lot of large trucks and it can be quite scary being faced with a large truck going fast around a small/narrow road.

My concern is that people already drive fast around this road, and by making it 60 people will think its okay to go even faster than the set limit, like they do already. My kids and I have recently watched one of the stopping demonstrations and it brought it home by doing 'only' an extra 10km/hr actually how long it takes to stop.

This road is also used a lot by runners and walkers and it would be a shame for one of our only main walks to be become more of a safety hazard.

The more positive approach would be to build a footpath along the 88 Valley - Totara View Rd - Kilkenny Plce - Treeton Place loop, which would encourage people to stay/become active and would leave everyone feeling a lot safer.

I am urging the council to do the right thing and keep my family and our community safe by NOT increasing the speed limit to 60km/hr on Totara View Rd/Kilkenny Place and Gossey St.

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/>

2517

Robyn Scherer

From: Paula Cater on behalf of Reception Richmond
Sent: Monday, 25 March 2013 8:44 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, 25 March 2013 7:07 a.m.
To: Reception Richmond
Subject: Website Submission - Speed Limits Bylaw Review 2013

Website Submission - Speed Limits Bylaw Review 2013

Title *
Mrs
First Name
CHRISTINE
Last Name *
HARRIS
Address *
27 TOTARA VIEW ROAD
Suburb
WAKEFIELD
Town *
NELSON
Postcode *
7095
EditableLiteralField1565
Daytime Phone Number
5419596
Mobile Phone Number
027 7497431
Email Address *
plumfield@clear.net.nz
EditableLiteralField1569
Organisation
Position
Would you like to present your submission in person at a hearing?
Yes

LETTER ACKNOWLEDGED ✓

Bounced back. Phoned and advised submission received. Hearing time to be advised

*R
26/3/13.*

If yes, what is your preferred hearing location?

Richmond

EditableLiteralField1576**Your comments ***

Our property is near the beginning of Totara View Road. We have been here for 10 years and have seen the traffic increase so much as development has extended further up. It is no longer a sparsely populated rural area. I observe many cars going far faster than the speed limit but don't believe increasing the limit is the answer...it is already an accident waiting to happen.

There are many driveways that don't have great visibility (including ours), nothing to do with plantings etc, it is the way the road curves. Coming out of our driveway is already fraught with danger and I'm not exaggerating! I have had more frights than I can count and don't wish to see those near misses become accidents.

We have children and the number of younger families in the area is increasing. Most of these children catch the school bus and walk some of the way home. There is no footpath for them to walk on. Increasing speed increases the risk of children being hit.

Many people use Totara View Road as part of a walking loop that goes from the subdivision above Faulkners Bush, up Eighty Eight Valley and then up Totara View Rd. This is such a positive use of the area but, safety again will be endangered by increasing speed limits here...it seems ludicrous to me to reduce the speed on Eighty Eight Valley Road where it is now residential but to increase it on Totara View, Kilkenny etc which is highly residential.

There are several corners that are on steep slopes and practically blind with no footpath for pedestrians to walk on, already making it risky for walkers and people coming out of their driveways. How is increasing speed going to make this road safer?

The volume of traffic is high at the start and end of the day but there is still a lot of housing development which requires heavy traffic vehicles to travel up and down the very steep hill that begins just above our property. I am seriously concerned that increasing the speed limit will lead to collisions. Many residents of this area are away during the day but I am home based so I hear and see the traffic which is steady.

There have been constant problems with the water supply, leaks which have meant that the road is often needing to be dug up and pipes worked on...the blind corners and higher speeds would certainly place workers in danger.

My guess is that the reason for the speed change proposal is residents living higher up the hill would probably like

to be able to get home faster but the risks far outweigh any perceived benefit.

My suggestion would be for them to choose lower geared vehicles which don't need a run up to get up the hill....after all they knew what they were getting when they bought here! Please, don't endanger people's lives by changing the speed limit!

Attach a file to your submission**Referrer**

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



Your name: PHIL & SHARLENE MADILL

Your postal address: "LAS TERRAZAS" 93 WAKEFIELD-KOHATU HWY, R.D.1,
WAKEFIELD 7095

Your daytime phone number: 03 541 9555

Your Email address: madillp-s@extra.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):

PLEASE SEE ATTACHED
OUR SUBMISSION RELATES TO MAP 2/25

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.

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).

PJ & SA Madill
Las Terrazas
93 Wakefield-Kohatu Hwy
R D 1, Wakefield 7095

Tasman District Council

Draft Speed Limits Bylaw 2013

Submission from Phil & Shariene MADILL
Dated : 25th March 2013

Address of our holiday home is 35 Haven Road Collingwood.

This is continued from the submission form as follows -:

We support the proposed changes for shifting the 50km/h speed zone west along to Collingwood Quay to the proposed 70km/h area map 2/25.

We have always been horrified at the 100km/h speed limit from the wharf to SH60 intersection. Some people try to achieve 100km/h along this stretch of road which is incredibly dangerous. The proposed change to 70km/h for Collingwood Quay is a good step in the right direction.

However, we would like to suggest further changes for your consideration as follows:

We would like the TDC to extend out the 50km/h speed limit along the remainder of Haven Road and include all of Collingwood Quay in the 50km/h zone thus having a continual speed limit of 50km/h from the urban traffic area to the junction of SH60.

We would like to explain our reasons for this request as follows:

During the 10 years we have owned our holiday home, we have unofficially studied the vehicular and pedestrian traffic which use Haven Road and Collingwood Quay.

There is no footpath and the width of the grass verge walking area is often very close to vehicle traffic which is a major safety concern especially with the open 100km/h speed limit that is currently in place on part of Haven Road and along Collingwood Quay

This stretch of road is a very popular pedestrian thoroughfare. It is used by families with small children on foot, riding bikes and in push chairs. School age children frequently ride their bikes and walk along this road. Older people use this road as part of their regular walk and it is also used by people in wheel chairs who, incidentally, use the edge of the road (not the grass verge) as well as people who walk along stopping to take photos. Horse riders also traverse this stretch of road to get to the beach.

Tourists usually drive along this road at slow speed. Most of the local drivers and the couriers and delivery trucks adhere to the posted speed limit and we feel they would not worry unduly if the limit for the short distance of 435m was lowered to 50km/h.

The worst offenders for driving too fast in this area are the younger drivers who could be classified as "boy racers". It would be very appropriate to keep the speed limit at 50km/h which would not give these dangerous drivers a reason to accelerate before they reach the end of the 50km/h zone to then have to slow down and brake in less than 500 meters when they reach the SH60 intersection.

We applaud the Tasman District Council for your Stopping Distance Demonstrations Aim to Slow Traffic which is an excellent way to try to make drivers aware of what a difference speed can make in a situation. By having these demonstrations we know you totally understand the importance of a slower speed limit in certain areas and we sincerely and absolutely feel that all of Haven Road and Collingwood Quay is an area well worth making a maximum speed limit of 50km/h and we hope that you will consider this request with favour and have the governance to apply it should you choose to.


In closing we thank the TDC for the opportunity to make this submission.

Phil & Sharlene Madill




25/3/13

~~2519~~ ~~2519~~


2519

Draft Speed Limits Bylaw 2013
Submission Form



Your name: Raelene Malcolm

Your postal address: 133 Eighty Eight Valley Road
Rd1 Wakefield

Your daytime phone number: 5419058

Your Email address: raelsley@ihug.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):

My concern is the speed limit in Eighty Eight Valley Road. I believe it should be 50km's per hour up to the Totara View Rd turn off in view of the large number of people who walk around the 'loop' up Totara View - through Faulkners Bush, via Eighty Eight Valley, and the number of children in the vicinity using bicycles.

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

LETTER ACKNOWLEDGED

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).

Attn Robyn Scherer
ENGINEERING

New Identity

From: <bandrfield@clear.net.nz>
To: <robyn.schere@tasman.govt.nz>
Sent: Thursday, 21 March 2013 8:31 a.m.
Subject: Dangerous Speed Limits.doc
The Engineering Secretary,
T.D.C.
Private bag 4
Richmond.
Robyn.schere@tasman.govt.nz

2520.



Dangerous Speed Limits

Dear Sir,

We urge you to implement a lower speed limit (no more than 80 kph) for Stafford Drive from Pine Hill Road to Aporo Road and on to Marriages Road (if not through to Tasman). This 2.7 km section includes two bends with recommended speeds of 65 kph., one with 55 kph and one only 45 kph. Immediately the Tasman side of the blind 45 kph bend lie the driveway to five sections and, almost facing on the opposite side, the drive to three sections. Exit across the traffic from both sides is dangerous with very limited visibility. This section of road passes two motor camps (McKee Reserve and Tasman Motor Camp) and carries school busses, farm vehicles and an increasing number of cycles, walkers and runners. The 500 meter section above McKee reserve has no shoulder or side walk. The path from the lookout down to McKee reserve is closed. Some regard this road as a motor race track. The area is developing and traffic of all kinds can only increase.

We wish to speak to this submission.

Ruth and Brian Field
3 Aporo Road,
Tasman
540 22 90
bandrfield@clear.net.nz

LETTER ACKNOWLEDGED

21/03/2013

2521

Robyn Scherer

From: Paula Cater on behalf of Reception Richmond
Sent: Monday, 25 March 2013 9:37 a.m.
To: Robyn Scherer
Subject: FW: Website Submission - Speed Limits Bylaw Review 2013
Attachments: MHRA-Old-Coach-Road.pdf

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]
Sent: Monday, 25 March 2013 9:36 a.m.
To: Reception Richmond
Subject: Website Submission - Speed Limits Bylaw Review 2013

Website Submission - Speed Limits Bylaw Review 2013

Title *
Mr

First Name
Matthes

Last Name *
Bender

Address *
164 Neudorf Road

Suburb
RD2

Town *
Upper Moutere

Postcode *
7175

EditableLiteralField1565
Daytime Phone Number
035432736

Mobile Phone Number
0211161767

Email Address *
secretary@mhra.org.nz

EditableLiteralField1569
Organisation
Moutere Hills Residents Association

Position

LETTER ACKNOWLEDGED

Secretary

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 *

Old Coach Road - Speed Limit Reduction

We are requesting a general speed limit reduction on Old Coach Road from 100 kph to 70 kph, with a 50 kph School Zone.

Please see attached PDF document for details.

Attach a file to your submission

[Download File](#)

Referrer

<http://www.mhra.org.nz/news>

**Moutere Hills Residents Association
Submission to the Tasman District Council**

**Review of Consolidated Bylaw Chapter 4 - Speed Limits Bylaw 2004
Old Coach Road - Speed Limit Reduction**

About the MHRA

The Moutere Hills Residents Association (MHRA) is an incorporated society that represents members from throughout the wider Moutere Hills area.

The MHRA aims to promote interest in the social, environmental, economic and cultural life in the Moutere Hills area; to determine the consensual opinion of residents and ratepayers on the development of the Moutere Hills area; and to act as a channel of communication between the Tasman District Council and any other statutory bodies and the residents of the Moutere Hills area on matters relevant to the community.

Objectives of this Submission

We are requesting a general speed limit reduction on Old Coach Road from 100 kph to 70 kph, with a 50 kph School Zone.

Physical Characteristics

The road in question is bounded at its southern end by the Moutere Highway and at its northern end by Gardner Valley Road.

This 5 km length of road contains 10 sharp bends and numerous curves of greater than 20 degrees.

The area is hilly and there are numerous peaks and troughs along the entire 5 km length. As a result of these lateral and vertical displacements of the carriageway, clear visibility in excess of 150 metres is rare with visibility of less than 100 metres common.

Access

Access to Old Coach Road from Carlyon Road is from below, from School Road is from below and from both George Harvey Road and Dominion Road is from below, giving restricted visibility to those drivers wishing to access.

There are fourteen private residential property access points to the road most with restricted visibility due to the road characteristics and topography noted above or trees or other vegetation. The road is generally narrow, having a carriageway width of less than 6 metres with no footpath or cycle lane.

School Use

Mahana School is located on School Road approximately 150 metres to the west of Old Coach Road.

Thus in the morning and afternoon during school time there is significant traffic. Furthermore, a proportion of the children attending the school arrive on foot having walked along or having had to cross Old Coach Road, which has little or no pedestrian traffic space.

Another proportion of school children (currently about 10% of enrolled children) arrives by bicycle. These can be considered the most vulnerable on Old Coach Road, as it is a narrow road with blind corners and often no verge - nowhere to go when a car comes.

Mahana school principal Justin Neal notes there are areas of side camber encouraging the rider to "slip down the slope" to the centre. Additionally, he expects that with upcoming changes to the school bus system there are likely be more children walking and riding to school.

Other Use

Woollaston Winery opposite the School generates traffic both in School Road and exiting into Old Coach Road. The Woollaston Winery has recently been permitted an increase in the number of events it is allowed to hold.

In recent years Old Coach Road has become a recreational location in its own right with numerous athletic and cycling events taking place many of them centred on or near the Woollaston Winery. These events involve significant traffic movement and in number of cases a high level of on road parking for which there is very little carriageway space.

Winery and other Tourist Buses make regular use Old Coach Road often stopping to admire the view.

Old Coach Road has also of recent years become the route of choice of Veteran Car, cycle and motorcycle rallies, to say nothing of walking groups and individual athletes all contributing to the likelihood of injury or worse.

Previous Study

In further support of the above submission we would like to refer the Council to a report on Old Coach Road prepared for the Council by MWH dated 15 December 2004 in connection with the then proposed Bronte Road Subdivision, Attachment 5 Roading Assessment.

In particular we would like to quote the following sections:

ROAD CHARACTERISTICS

8.2 This 3 km section (Moutere Highway to Dominion Road) is two-laned and has a total seal width from 5.8 m to 6.0 m. Shoulder widths vary considerably from no shoulder at all to wide sections of grass shoulder into wide berm areas. The poorer alignment sections tend to match the lack of shoulder and lower the safe operating speed. There is no additional widening on the curves.

OLD COACH ROAD OPERATING SPEEDS

This section of road has been driven a number of times and it is considered the safe operating speed, or speed environment for the 3 km section of road is generally 55-60 kph. There are elements considerably less than 45 kph and a short section of 65-70 kph.

9.1 The safe operating speed for heavy vehicles would however not be higher than 50kph with speeds as low as 25-30 kph (in some sections).

SAFETY ASPECTS

11.2 For Old Coach Road the Collector status and like traffic volumes will require a 70 kph operating speed to be adopted. A full survey of the road will be required but inspections and assessments to date indicate.

- Poor visibility at horizontal and vertical curves and at intersections
- Narrow seal at intersections
- No shoulders and steep cut and fill batters
- No widening of the seal at curves to allow for deviation of the vehicles from the centreline

12.3 Intersections - Carlyon Road, School Road

These roads are minor but the gradient on the School Road approach has likely contributed to the turning crashes that have occurred.

Conclusion

We hope that the above serves to demonstrate that the current allowable speed of 100 kph on the narrow, winding, and vertically varying Old Coach Road can be considered unsafe.

There have already been several accidents and a number of near misses, and not addressing the problem now can be seen as inviting disaster.

With regards to School Road and the adjacent area of Old Coach Road, it would seem obvious that a maximum speed limit of 50 kph should apply in the vicinity of any school, if not indeed 30 kph.

We clearly hope that the suggested speed limit reductions will result in increased safety for all road users – motorised, cyclists, and pedestrians - on the road in question.

In addition to local residents concerned, Mahana School has expressly stated their support for this submission.

**Moutere Hills Residents Association
Submission to the Tasman District Council**

**Review of Consolidated Bylaw Chapter 4 - Speed Limits Bylaw 2004
Lower Neudorf Road – Speed Limit Reduction**

About the MHRA

The Moutere Hills Residents Association (MHRA) is an incorporated society that represents members from throughout the wider Moutere Hills area.

The MHRA aims to promote interest in the social, environmental, economic and cultural life in the Moutere Hills area; to determine the consensual opinion of residents and ratepayers on the development of the Moutere Hills area; and to act as a channel of communication between the Tasman District Council and any other statutory bodies and the residents of the Moutere Hills area on matters relevant to the community.

Objectives of this Submission

To request consideration of a speed limit reduction on Neudorf Road from Prices Corner to corner of Rosedale Road/Kelling Road from 100 kph to 80 kph, as it is being applied to several comparable local roads in the Ruby Bay/Tasman area.

Background

Neudorf Road is growing rapidly as a feeder route from the inner Moutere Hills District to the Moutere Highway.

Traffic includes a large number of commuters from areas served by the road such as Rosedale, Blackbird Valley, Dovedale, and parts of Motueka Valley, farming-related traffic, and a considerable number of logging and stock trucks.

The road is popular with local and occasionally regional cyclists.

Situation

While Neudorf Road largely passes through sparsely populated countryside, the final few kilometres from Kelling Road/Rosedale Road intersection to Prices Corner run past many smaller land holdings with a much higher population density, making road safety concerns on this section more significant.

There are about 30 entry points to the road from residential and agricultural properties along this section.

The road condition is generally good for vehicles – quite straight and often downhill, so traffic tends to travel at the maximum rate of 100 kph or more.

However, there is not much verge for cyclist or pedestrian safety, and the road undulates to the extent that a large proportion of the many private entranceways are hidden from view, as are cyclists, and in some places other vehicles. This road section does not have yellow centre lines.

A particular area of concern is the area from the entrance to Neudorf Vineyards winery and the two neighbouring entrances. Vehicles travelling at 100 kph over the Kelling Road intersection rise appear in view for only a very short period before they are running up close to vehicles emerging from these driveways.

The same occurs at the area where driveways emerge close to the middle bridge.

Conclusion and Further Community Input

We believe the section of road described is another good example of how a general rural speed limit of 80 kph would be much more appropriate than the maximum allowable 100 kph.

The Moutere Hills Residents Association is in the process of consulting both with its members and local residents on the issue and will endeavour to present a widely supported view to council. We have already received several statements from Neudorf Road residents voicing their concern and supporting the issue.

Even at this time we believe there is reason enough to request that the section of road described is reviewed by council for options to reduce speed to improve road safety and wellbeing of the local residents.

**Moutere Hills Residents Association
Submission to the Tasman District Council**

**Review of Consolidated Bylaw Chapter 4 - Speed Limits Bylaw 2004
Speed Limit Reduction for Moutere Highway
between Upper Moutere Village and Moutere Hills Community Centre**

About the MHRA

The Moutere Hills Residents Association (MHRA) is an incorporated society that represents members from throughout the wider Moutere Hills area.

The MHRA aims to promote interest in the social, environmental, economic and cultural life in the Moutere Hills area; to determine the consensual opinion of residents and ratepayers on the development of the Moutere Hills area; and to act as a channel of communication between the Tasman District Council and any other statutory bodies and the residents of the Moutere Hills area on matters relevant to the community.

Objectives of this Submission

We are proposing a speed limit reduction for the section of the Moutere Highway between Upper Moutere Village and the Moutere Hills Community Centre from 100 kph to 70 kph in order to calm traffic and enhance road safety both at the community centre entrance and leading up to the village.

While we are generally in favour of the proposed Moutere Highway Realignment Option 2 between George Harvey and Kelling Roads which is currently planned for 2020/21, we see the proposed speed limit reduction as an important measure to improve safety until such time that the realignment takes place and may in itself alter traffic flow for the better and may allow entry/exit points near the centre and adjacent roads to be re-designed.

Background

Upper Moutere is a vibrant community with a steadily growing population. The school is attracting increasing numbers of pupils, the Moutere Inn is developing a reputation as a highly frequented tourist destination, and the Moutere Hills Community Centre is the very successful and growing hub for sporting and social events, servicing the greater Moutere Hills area. From this and the proximity to the emerging Great Taste Trail it can be expected that the Moutere Highway through Upper Moutere Village will continually attract more traffic in the foreseeable future.

Situation

The stretch of Moutere Highway between the bend at George Harvey Rd and the bend at Kelling Road, as it passes the Moutere Hills Community Centre gates, has a speed limit of 100 kph.

There are many sporting and social occasions when numbers of children on bicycles come and go through the MHCC gates directly onto the 100 kph highway. There have been instances of near misses reported concerning school children spilling out of the MHCC gates in the path of fast moving vehicles. While the nearby bends have advisory signs of 65 kph it is not uncommon to see vehicles navigating these at speeds closer to 100 kph and accelerating out of the corner, particularly from the southern, banked bend.

Sightlines from the MHCC gates past the bends are occluded in both directions by trees, and additionally to the North by the Telecom building.

At Kelling Road bend the busy Country Kids pre-school traffic joins feeder traffic from upper Neudorf Road to access the highway.

The highway limit continues at 100 kph for about 900 metres until it reaches the sloping and narrow Upper Moutere cutting, just past the lower entrance to the Moutere Inn. Vehicles travelling south seem often to hit this transition at speed, using the slope to decelerate from 100 kph to 50 kph at the top.

Conversely, many vehicles travelling North from the village speed up while travelling down the slope before hitting the transition to the open road (and the entrance to the Moutere Inn car park) at something well over 50 kph.

Proposal

It is our opinion that there would be much benefit in reducing the speed limit on the Moutere Highway between Upper Moutere Village and the George Harvey Road Bridge to 70 kph.

In addition we consider the transition from 50 kph to 70 kph should occur further north from the village, away from the cutting and the Inn car park entrance; perhaps closer to the Fire Station.

We believe these changes would:

- help calm traffic approaching the village from the North past adjacent residential entrance points and prepare drivers for the upcoming 50 kph section through the village
- reduce the traffic speed at the MHCC gateway, and give cyclists and other drivers emerging from the MHCC more time to sight cars approaching from the highway bends
- help merging traffic from Country Kids pre-school and Kelling Road (including children cycling to school) attempting to join the highway
- provide a safer entrance to the Moutere Inn car park
- reduce the speed of traffic on the often cycled highway linking the school and village to the Community Centre and Kelling Road

2522

Robyn Scherer

From: Judy Piner [jpin@slingshot.co.nz]
Sent: Monday, 25 March 2013 8:51 a.m.
To: Robyn Scherer
Subject: Submission: District speed limits

Judy Piner
 52 Main Road Lower Moutere
 RD2 Upper Moutere 7175
 03 5288752 021 2224552

District Speed Limits Submission

Maps 11A & 11B

Increasing the speed limit to 70 kph for the Queen Victoria St and Marchwood Park Road would increase the likelihood of accidents in this area.

- Drivers are easily distracted when parachutists are in action- an even greater to other road users if the speed is increased
- Aircraft coming in to land at this end of the runway often appear over the hedge on the eastern side of the road and pass over vehicles at a very low level, surprising and/frightening drivers.

The speed limit through Lower Moutere village should drop to 60 in line with other residential strips, i.e. Tasman Village, Mapua and Ruby Bay areas. Reasons for this include:

- The 60 kph area needs to begin at a point south of School Road to ensure greater safety for children travelling to and from school on the cycleway. Signage put in place by the school is a good indication of the current hazard level!!
- A lower speed through this part of the road would reduce the hazard created by the high pedestrian barrier on the Company Ditch bridge. This barrier prevents traffic going south on Lower Moutere Mn Rd from being clearly seen by vehicles turning out of Robinsons Road.
- In Lower Moutere Village there are portions on the pedestrian/ cycleway that are close to the road and thus more dangerous, in particular the Wildman Road intersection and the pathway approaching it. The strip of cycleway opposite the Central Road intersection is also more exposed to road traffic .

A speed limit reduced to 60 kph would reduce the potential hazards for all people travelling in these areas.

I would like to speak to Council in support of this submission

Regards
 Judy Piner


 LETTER ACKNOWLEDGED

2523

**SUBMISSION FROM NEW ZEALAND AUTOMOBILE ASSOCIATION
ON THE PROPOSED SPEED LIMIT BYLAW**

Summary

This submission is made by the Nelson District Council of the New Zealand Automobile Association on behalf of our 33,716 members in the Nelson-Tasman region and our 1,369,952 members nationally (both figures as at the end of February 2013).

We do not support the proposed changes because we believe:

- They are premature
- They appear to be unnecessary
- They create inconsistencies and
- They may be unlawful



Premature

The New Zealand Automobile Association is a member of the Safe Systems Speed Management Working Group which has been coordinated by the Ministry of Transport and which involves representatives from government agencies such as NZTA and Police, local authority representatives and other key stakeholders. The purpose of this working group is to formulate a national guideline for the setting of speed limits throughout the country to provide guidance and consistency for local authorities and road users.

We understand that this working group is to report to the Minister by 30 June this year. The Association has been assured by the Minister that the issue of speed limits is of some importance nationally so that priority will be given to the preparation of the new rules.

Consequently in our submission it is premature for any local authority to be changing its speed limits now at a time when new rules and guidelines are expected in the not too distant future.

Unnecessary

As far as we can tell, there is no compelling reason to make these changes. We do not believe they are justified by the crash statistics, nor are they being requested by road users or to our knowledge the local communities. Certainly we have not received any such requests from our extensive local membership.

Frequently local residents may be in favour of a drop in a speed limit immediately outside their property, believing that such a drop in speed limit automatically results in a safety improvement. However in our experience those very same residents are usually not in favour of a speed limit reduction further down the road.

Hence in our submission most of these speed limit changes are unnecessary.

LETTER ACKNOWLEDGED ✓

GTS-N-79-V1

Inconsistency

The changes proposed by your staff's recommendation will be inconsistent with the speed limits on equivalent roads in other parts of the country in particular the immediately adjacent roading network controlled by the Nelson City Council.

For example, the proposed 30kph restriction for Queen Street Richmond would be inconsistent with the Nelson City CBD, High Street Motueka and Commercial Street Takaka with no obvious and apparent physical or environmental explanation for that difference.

Such inconsistencies can only create uncertainty and inadvertent breach by road users, in particular visitors to the Tasman district, especially foreign visitors who are travelling throughout the country.

In our submission this inconsistency will reduce road safety in our region.

Unlawful

As you know, the procedure for the setting and changing of speed limits is set out in the Land Transport Setting of Speed Limit Rules 2003 which rules prescribe the use of "speed warrants" to calculate the speed limit applicable to each piece of road.

Many of the new speed limits recommended by your staff differ from the speed limits calculated by speed warrants undertaken on those roads.

You need to be aware that Rule 3.2(5) states that "a road controlling authority may propose to set a speed limit that differs from the calculated speed limit... only if:

- (a) (i) ... is the safe and appropriate speed limit... with regard to the function, nature and use of the road, its environment, land use patterns and whether the road is an urban traffic area or a rural area".

Rule 3.2(6) applies to roads with speed limits less than 50kph and enables a road controlling authority to set a speed limit less than that 50kph but only if "the proposed speed limit would be likely to increase the safety of pedestrians, cyclists or other road users".

Hence in approving any speed limit that is less than the speed limit calculated by the relevant speed warrant, you must satisfy yourselves that your proposed speed limit is:

Safe and appropriate having regard to
the function,
nature and use,
environment
and land use patterns
of that road

or if it relates to a road with a speed limit of less than 50kph:

that it will be likely to increase the safety of pedestrians, cyclists or other road users.

GTS-N-79-V1

If these tests in rules 3.2(5) and (6) have not been met then arguably the speed limits set are unlawful and unenforceable.

We do wish to speak in support of this submission.

New Zealand Automobile Association
Nelson District Council
Paul Heywood (District Chairman)

GTS-N-79-V1

2524

Robyn Scherer

From: Paula Cater on behalf of Reception Richmond
Sent: Monday, 25 March 2013 1:37 p.m.
To: Robyn Scherer
Subject: FW: Website Submission - Speed Limits Bylaw Review 2013
Attachments: P-and-C-Woollaston-P-and-C-submission-on-Draft-Speed-Limits.doc

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]
Sent: Monday, 25 March 2013 1:11 p.m.
To: Reception Richmond
Subject: Website Submission - Speed Limits Bylaw Review 2013

Website Submission - Speed Limits Bylaw Review 2013

Title *
Mr

First Name
Philip

Last Name *
Woollaston

Address *
275 Old Coach Road

Suburb
Mahana

Town *
Upper Moutere

Postcode *
7173

EditableLiteralField1565
Daytime Phone Number
03 543 2650

Mobile Phone Number
027 500 55 23

Email Address *
philip@woollaston.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?

Richmond

EditableLiteralField1576

Your comments *

Submission on behalf of myself and my wife attached

Attach a file to your submission

[Download File](#)

Referrer

Draft Speed Limits Bylaw 2013

Submission of Philip and Chan Woollaston
275 Old Coach Road
Mahana, Upper Moutere 7173

Change requested: To add to the list of proposed changes:

Location & Road Name	Proposal	Existing Speed Proposed Speed	
		Limit (kph)	Limit (kph)
Old Coach Road, School Road and Nuttal Road, Mahana, Upper Moutere	To change the existing speed limits from 100 km/hr to 70 km/hr.	100	70

Reasons: These roads are narrow and winding with poor visibility, a high density of housing and increasing traffic volumes. For example, the stretch of Old Coach Road on which we live (between Carlyon Road and Dominion Road/George Harvey Rd intersections) is 2.5 km long, with 25 residences fronting it (plus another 10 or 11 feeding onto it via Apple Valley and School Roads), two businesses, several home occupations and an adjacent school. Poor vertical and horizontal alignment and narrow formation means that sight lines are inadequate for open road speeds (at least three bends have visibility well under 100 m in both directions) and most of it has no safety shoulder or footpath. In addition to local traffic, the road is an increasingly popular scenic drive and is used by numerous recreational cyclists.

Local residents know the hazards and drive at appropriate speeds, but the growing number of visitors and recreational users of the road do not. We have personally witnessed two accidents and many near-misses immediately in front of our house in the last few years. It is only by luck that there has not (as far as we know) been a fatality or serious injury resulting from an accident on this stretch of road. We regularly use the balance of Old Coach Rd and Nuttal Rd also, and consider the hazards on them to be similar to 'our' stretch of Old Coach Rd.

We believe that a 70 km/hr speed limit would generally reduce traffic speed on these roads and would indicate to drivers unfamiliar with them that a higher than normal degree of hazard exists on them. There are very few (very short) stretches of these roads where speeds in excess of 70 km/hr would be safe.

We do wish to be heard in support of this submission.

Further matter: We realise that it is not covered by this proposed bylaw change, but take this opportunity to ask that a change to the right of way priority at the Nuttal Rd/Old Coach Rd intersection (in favour of Old Coach Rd) be considered. The SH60 Ruby Bay bypass means that increased volumes now use the upgraded northern section of Old Coach Rd. It is difficult for drivers heading south on Old Coach Road to see whether there is traffic (with right of way) approaching from behind them on Nuttal Road. Nuttal Road traffic has a relatively clear view of traffic heading south on Old Coach road. If the priority was changed the intersection would be safer.

2525

Robyn Scherer

From: Paula Cater on behalf of Reception Richmond
Sent: Monday, 25 March 2013 12:27 p.m.
To: Robyn Scherer
Subject: FW: Website Submission - Speed Limits Bylaw Review 2013
Attachments: Speed-limit-submission-with-letterhead.docx

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]
Sent: Monday, 25 March 2013 11:54 a.m.
To: Reception Richmond
Subject: Website Submission - Speed Limits Bylaw Review 2013

Website Submission - Speed Limits Bylaw Review 2013

Title *

Miss

First Name

Clarissa

Last Name *

Gray

Address *

435 Abel Tasman Drive

Suburb

RD 1

Town *

Takaka

Postcode *

7183

EditableLiteralField1565

Daytime Phone Number

Mobile Phone Number

Email Address *

cl.gray@xtra.co.nz

EditableLiteralField1569

Organisation

Motupipi School Board of Trustees

Position

Elected Parent Representative

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

LETTER ACKNOWLEDGED

No

If yes, what if your preferred hearing location?

Richmond

EditableLiteralField1576

Your comments *

To Whom It May Concern,

Please find attached my submission

Clarissa Gray

Attach a file to your submission

[Download File](#)

Referrer

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



25/03/2013

To Whom It May Concern;

We believe that you are looking into the Speed Limits Bylaw 2004 through the Tasman area.

Currently the speed limit on Able Tasman Drive in the Motupipi Area is 70km, and Glenview Road is 50km. It is understood that the council what is change these two areas to 60km.

We from the Board of Trustees at Motupipi School would really like to see the limit decreased to 50km, especially in front of our school. We have a roll off 105 building to 120 by the end of the year, and although we have two funded bus routes, the majority of our students are driven to school or walk/bike.

We have found that with so many parents driving to school each day, we have issues with lack of car parks and this does lead to lack of visibility, and with car traveling 70km (or even 60km) past the school at these times there is a real element of danger for the children while getting to their vehicles. We are constantly encouraging/communicating with parents about the car parking issues, but we believe that if the limit was decreased to 50km that would be much safer for our students.

We also have students walking and biking to school from each direction, which can be dangerous at times with vehicles traveling so fast. A 50km limit would make our students safer.

Our school recently attended the stopping distance demonstrations hosted by Tasman District Council, which highlighted the dangers of speed past our school.

It is interesting to note that on your website it quotes that on average every year 17 New Zealand children are killed after being struck by vehicles. And on average every week six New Zealand children go to hospital after being struck by vehicles. However the most telling point is that at 60kph compared to 50kph, you will take almost 50% longer to stop.

Thank you for reading our submission, we really want to ensure that our students are as safer as possible at all times and we believe that decreasing the speed limit with help us ensure that this is possible.

Clarissa Gray

Board of Trustees Member of Motupipi School

2526.

Robyn Scherer

From: Brent & Kathy Searle [brent.kathysearle@xtra.co.nz]
Sent: Monday, 25 March 2013 12:55 p.m.
To: Robyn Scherer
Subject: FW: Totara View Rd - speed limit

LETTER ACKNOWLEDGED

From: Brent & Kathy Searle [mailto:brent.kathysearle@xtra.co.nz]
Sent: Monday, March 25, 2013 12:49 PM
To: 'robyn.scherer@tasman.govt.nz'
Subject: Totara View Rd - speed limit

Submission 2004 Bylaw changes – speed limit – Totara View Road, Wakefield

With regard to the proposed change to increase the speed limit from 50 to 60 kmph this is to let you know that we, Brent and Kathy Searle and 2 lots of our neighbours oppose the change.

Please take into consideration the following:

1. This is a rural residential area
2. There is no footpath
3. Many people ranging from young schoolchildren to older retired people use Totara View Road regularly for walking and jogging.
4. Mothers with babies and young precoolers in strollers also are often walking up Totara View Road.
5. Traffic already goes too fast here and at times at quite unsafe speeds considering the amount of foot traffic.
6. There are several quite sharp and almost blind corners with little road verge for foot traffic.
7. Cyclists also use this road
8. Totara View Road is part of a local walkway known as 'The Loop' – and is frequently used by foot traffic from the whole Wakefield area – 'The Loop' is a circuit from Faulkners Bush Reserve, along 88 Valley Road, up Totara View Road, along Kilkenny Place and then down through a 'walking only' track back to the Reserve.
9. There are multiple dwelling entrance ways all along this road.

Some of the vehicles using this road are polite and considerate to the foot traffic and cyclists but some are not and zoom past too close and too fast.

We have already felt much concern at the speed at which vehicles travel up this road and were dismayed to read of the proposed change to increase the speed limit – if anything it would be good to decrease it. Putting it up will only encourage those speeding vehicles to go even faster.

Please reconsider and do not increase the speed limit – it would be a great pity to wait until there is a serious accident or fatality to do something about this.

Yours faithfully

Brent and Kathy Searle
 33 Totara View Road
 Wakefield

Phone – 54 19 774
 Email – brent.kathysearle@xtra

Would you please email me that you have received this today so I know it has arrived correctly – thanks.

2527

Tasman District Council Speed Limit Bylaw Consultation

Submission from Accessibility for All

Contact name: Donna Smith

Contact details: 035463847

donna.smith@victimsupport.org.nz

LETTER ACKNOWLEDGED

Accessibility for All would like to thank Tasman District Council for the opportunity to feedback on the Speed Limit Bylaw Review.

Accessibility for All is a community led regional forum advocating accessibility for everyone at a strategic level. Our objectives include considering the whole accessible journey whilst also ensuring public facilities and activities are inclusive for all members of the community.

We would like to stress that **accessibility is universal** and is not just relevant to older adults and those with a disability. Accessibility impacts on all people at all stages of their lives. Examples include families with young children in strollers, people who use mobility scooters, those with sport injuries, surfaces in shops which are slippery when wet affect everyone.

Accessibility for All would like to offer their support for the proposal of reducing speed limits across the district. As a forum that represents some of the more vulnerable road users, we applaud the proposals in terms of road safety.

We are especially in favour of reducing speed limits in urban areas including the 30 speed limit suggested for Richmond's town centre. We would even like to suggest that the whole of the town centre is a blanket 30kph.

Once again, thank you for the opportunity to make a submission on this bylaw.

We do not wish to speak to this submission.

2529

TASMAN DISTRICT COUNCIL
Review of Bylaw for Speed Limits 2013
Local Government Act 2002

To: Executive Officer – Strategic Development
Tasman District Council
Private Bag 4
RICHMOND 7020

Submitter: Mount Hope Holdings Limited.

Location: Mapua Drive.

Legal Description: Lot 2 DP8474, CFR NL4A/610.

LETTER ACKNOWLEDGED

1.0 The Submission

- 1.1. Mount Hope Holdings Limited wish to submit on the review of the Bylaw for speed restrictions on Mapua Drive, Seaton Valley Road and Stafford Drive. The submitters oppose the proposed adjustments of the speed restriction as it relates to their landholding and the landholdings in the vicinity which are Deferred Residential landholdings. The proposed Bylaw seeks to be change the speed from 100km/h to 80km/h. The submitters consider that this area is now an urban area, and the speed limit should be 50km/h.

2.0 Reasons for Submission

- 2.1. The submitter's land has been zoned Deferred Residential and is the subject of an Appeal to the Environment Court. The submitters have the intention of subdividing their property into residential allotments which will result in additional access to Mapua Drive. The submitters have recently undertaken a subdivision to subdivide from their Deferred Residential landholding an existing old packhouse. This packhouse is being sold to a furniture maker, who intends to convert a portion of the building for residential accommodation and have his furniture making business out of the same building. The furniture making is already occurring within the building.
- 2.2. Given the activities on the subject land and the traffic that the Deferred Residential zoning will generate, along with the traffic from the home occupation activities of the furniture maker, the submitters consider that the speed limit through this urban area of Mapua should be 50 km/h.
- 2.3. It is not just the submitter's land in this locality that will be developed over time for residential activity, but land adjoining the submitter's land is also Deferred Residential land, and land opposite the submitter's landholding. Over time there is going to be a significant increase in urban traffic resulting from the future residential developments, and a significant increase in pedestrian traffic down Mapua Drive through to Mapua School and down Aranui Road to the range of commercial services. An 80km/h speed limit is not compatible with this level of urban activity.

- 2.4. Currently with the speed limits that are in place, the environment is quite unsafe, as traffic leaving the Mapua area is accelerating near the submitter's land to go uphill, and similarly people travelling downhill are travelling at quite high speeds that are not compatible with the developing urban area at this location.
- 2.5. The proposed speed restriction map (Map 14) shows the boundary of the urban traffic area with a 50 km/h speed limit, and the boundary of the urban area is shown in green. As a result of the Mapua Plan Change the urban area has extended to the opposite side of Mapua Drive as well as the submitters side of Mapua Drive. Notwithstanding this, the submitter's land is shown in green as part of the urban area, yet despite this the proposed speed limit adjoining their land is proposed at 80 km/h. The submitters consider that 50km/h is appropriate as it applies to the rest of the urban area of Mapua. The submitters are of the view that the whole of the extended area of Mapua as zoned under the Mapua Plan Change, either with residential zoning or Deferred Residential zoning, should be subject to a 50km/h speed restriction, and this should extend along Mapua Drive, up Seaton Valley to the end of the Deferred Residential zoning, and down to Stafford Drive up to the access into Warren Place.

Relief Sought

To amend the traffic speeds to 50km/h along Mapua Drive, Seaton Valley Road and Stafford Drive as delineated on the attached map which defines the requested extension of the 50km/h speed limit

3.0 The Submitters do wish to be heard in respect of their submission.

Dated this 25th day of March 2013



(Signed by the Submitters authorised agent)

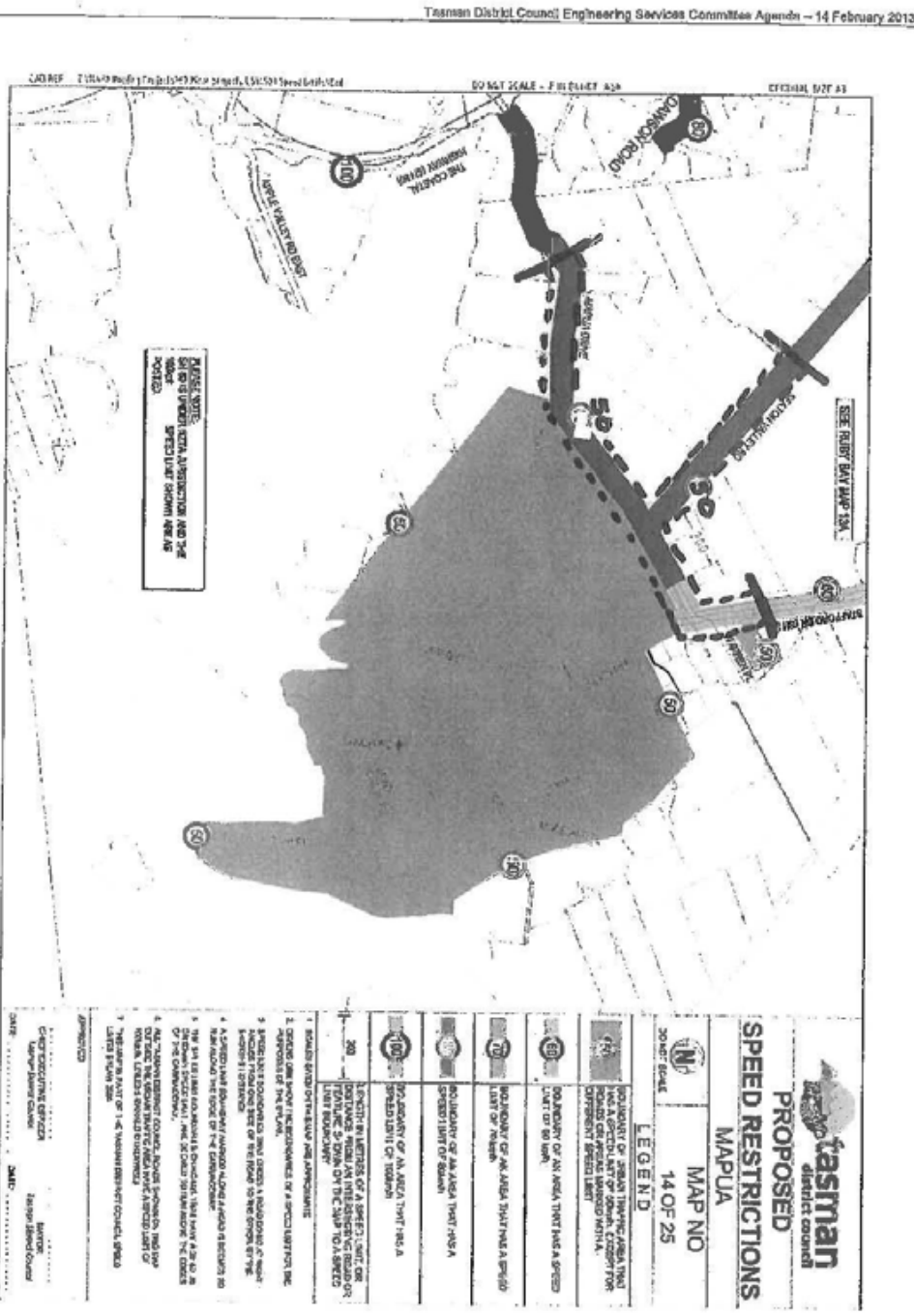
Address for Service: Staig & Smith Ltd
PO Box 913
NELSON 7040
Attn: J McNae

Phone: (03) 548-4422
Fax: (03) 548-4427
Email: jackie@staigsmith.co.nz

Item 8.3

Attachment 3

Key [Symbol] = 50km/h
 A more speed restriction is this area to 50km/h



2531

**TASMAN DISTRICT COUNCIL
Review of Bylaw for Speed Limits 2013
Local Government Act 2002**

To: Executive Officer – Strategic Development
Tasman District Council
Private Bag 4
RICHMOND 7020

✓
LETTER ACKNOWLEDGED

Submitter: D & A Freilich.
Location: Mapua Drive, Seaton Valley Road and Stafford Drive.
Legal Description: Lots 1, 2 and 3 DP19456 and Lot 1 DP17670.

1.0 The Submission

1.1. D & A Freilich wish to submit on the review of the Bylaw for speed restrictions on Mapua Drive, Seaton Valley Road and Stafford Drive. They oppose the proposed adjustments of the speed restriction adjacent to their Deferred Residential landholdings on Mapua Drive and Seaton Valley Road which are proposed to be changed from 100km/h to 80km/h on Mapua Drive and in respect of Seaton Valley Road the Bylaw proposes the speed restriction is maintained at 80km/h. The submitters consider that the change should be to reduce speed to 50km/h right through this area up to the intersection with Warren Place.

2.0 Reasons for Submission

- 2.1. The submitter's land has been zoned Deferred Residential this zoning has been appealed to the Environment Court. Currently there is a settlement being worked on between the Council and D & A Freilich in respect of the Appeal. There is an agreement in principle that the Deferment can be uplifted over part of the land to enable 80 allotments to be developed subject to provision of a water supply and design of infrastructure, to be developed. In time, when additional water becomes available, all of the Deferment will be able to be uplifted off the submitter's landholding and other landholdings in the area. As such it is considered that the submitter's land is part of the proposed urban area of Mapua and therefore the urban speed limit of 50km/h should apply.
- 2.2. There are other properties opposite the submitter's land on Mapua Drive, and adjoining the submitter's land on Seaton Valley Road that are also Deferred Residential. Therefore there will be substantial residential development in the future once servicing issues have been addressed which will generate many sections and families living in the area significantly increasing the pedestrian use of these roads down to Mapua School and through to the shopping area in Aranui Road. An 80km/h speed limit is not appropriate for an urban environment with such significant development potential.
- 2.3. Traffic needs to be slowed down through this section as traffic passing the submitter's land is travelling downhill. There are already significant safety issues utilising the existing access points on Mapua Drive to and from the submitter's

dwellings and packhouse. Driving towards Mapua, drivers have built up speed coming uphill through the cutting on Mapua Drive, coming over the brow of the hill approaching the submitter's land speeds can be quite fast, creating unsafe conditions for the current level of development, let alone the significant expansion of urban development proposed. Traffic should be slowed down coming over the brow of this hill so that traffic has slowed to 50km/h prior to turning right into Higgs Road, and prior to future access roads and access from individual sections being developed directly out onto Mapua Drive.

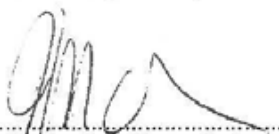
- 2.4. In the submitter's case they already have five residential sections approved with access directly off Mapua Drive adjacent to the existing substation. Further once the Appeal has been signed off by the Court the submitter's intend to move relatively quickly in setting up a Development Company for a development of 80 sections. A speed limit of 80km/h, given this level of future development is far too high and will create a significant safety issue for people that will live in this area and access services and facilities in Mapua, particularly children walking down to the school.
- 2.5. The proposed speed restriction Map (Map 14) shows the boundary of the urban traffic area with a 50km/h speed limit. The area shown in green no longer represents the urban area, it extends to the northern side of Mapua Drive, and into Seaton Valley. The urban area of Mapua as zoned under the Mapua Plan Change should be subject to a 50km/h speed restriction along Mapua Drive, Seaton Valley (up to the end of the Deferred Residential zoning) and down to Stafford Drive up to the access into Warren Place.

Relief Sought

To amend the traffic speeds to 50km/h along Mapua Drive, Seaton Valley Road and Stafford Drive as delineated on the attached map which defines the requested extension of the 50km/h speed limit.

3.0 The Submitters do wish to be heard in respect of their submission.

Dated this 25th day of March 2013



(Signed by the Submitters authorised agent)

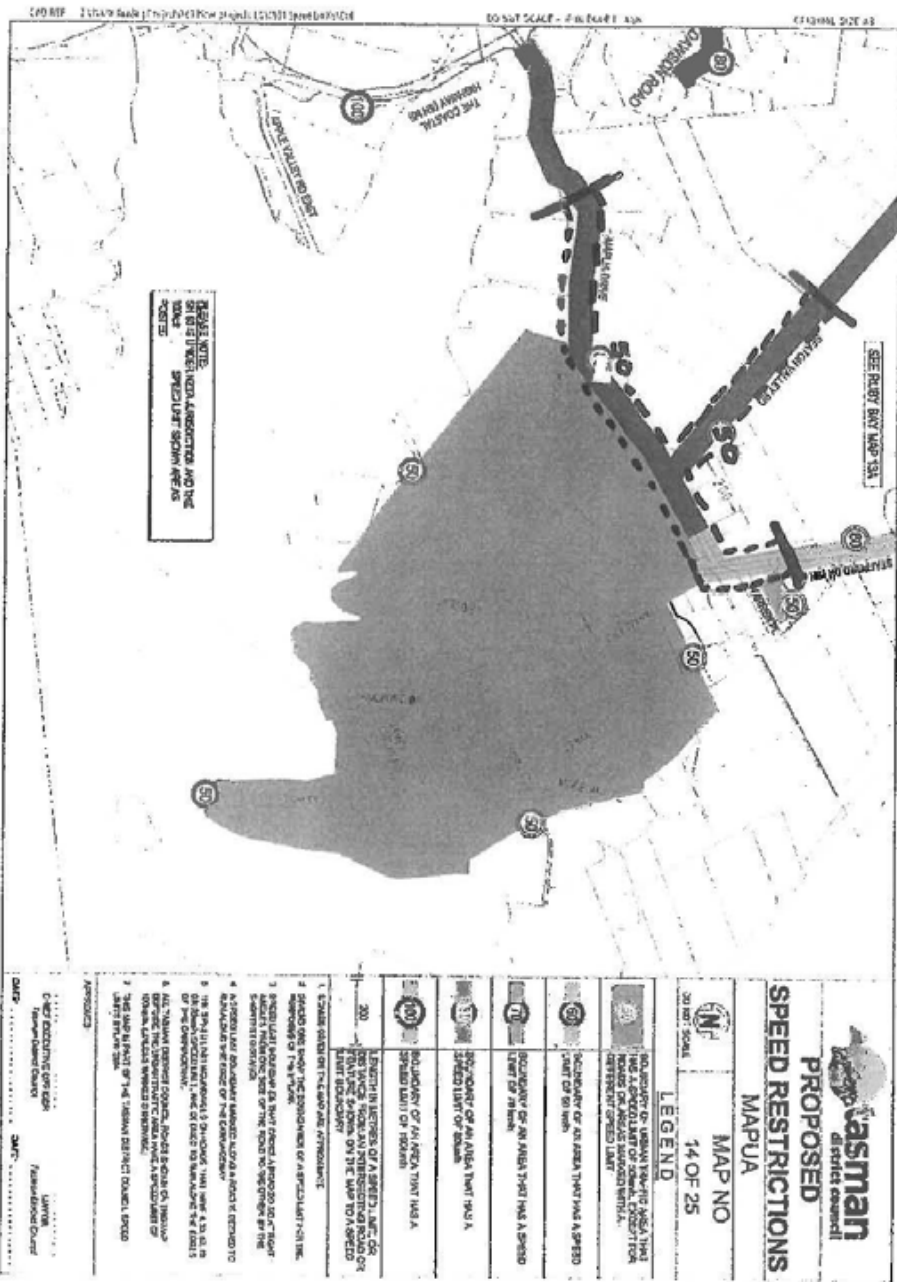
Address for Service: Staig & Smith Ltd
PO Box 913
NELSON 7040
Attn: J McNae

Phone: (03) 548-4422
Fax: (03) 548-4427
Email: jackie@staigsmith.co.nz

Item 8.3

Attachment 3

Key [Symbol] Area to SUKIMPH



Item 3.1

Attachment 1

2532

Robyn Scherer

From: Paula Cater on behalf of Reception Richmond
Sent: Monday, 25 March 2013 2:45 p.m.
To: Robyn Scherer
Subject: FW: submission: speed limit review

LETTER ACKNOWLEDGED

From: Riverside Community [<mailto:riversidecommunity@xtra.co.nz>]
Sent: Monday, 25 March 2013 2:42 p.m.
To: Reception Richmond
Subject: submission: speed limit review

Review of Consolidated Bylaw Chapter 4 Speed Limit Bylaw 2004

The Riverside Community Trust Board (RCTB) proposes to reduce the speed limit on Community Road, Lower Moutere from 100 kph to 50 kph for the following reasons.

Community Road runs through RCTB property. It is a gravelled road surface. The road is very narrow – only a single lane. It has no shoulder and has steep drops along one side, often with a steep rise on the other side. Visibility is very poor, especially on one large blind bend. Passing a vehicle moving in the opposite direction is tricky, even at slow speeds.

There are several side roads and driveways leading onto Community Road. There is some foot traffic and farm vehicles crossing. RCTB is establishing a milk sales point with an entry off Community Road.

In addition, the Great Taste Cycleway runs straight down this road. We are expecting significant cycle traffic. Obviously, safety is paramount for this enterprise.

We submit that even at 50 kph, this road is dangerous and at any greater speed the potential for serious or fatal accidents is very high. We trust that you will impose a 50 kph speed limit on Community Road.

Kathy Francis
Trustee for RCTB

2533

Robyn Scherer

From: Paula Cater on behalf of Reception Richmond
Sent: Monday, 25 March 2013 2:45 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: Monday, 25 March 2013 2:31 p.m.
To: Reception Richmond
Subject: Website Submission - Speed Limits Bylaw Review 2013

Website Submission - Speed Limits Bylaw Review 2013

Title *

Mr

First Name

Peter

Last Name *

Copp

Address *

77 Pine Hill RD

Suburb

Town *

Ruby Bay

Postcode *

7173

EditableLiteralField1565

Daytime Phone Number

5402548

Mobile Phone Number

Email Address *

info@clayridge.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

LETTER ACKNOWLEDGED

EditableLiteralField1576

Your comments *

Proposed speed limit on both Pine Hill RD West and Folly RD.

Both roads are gravel and narrow in width, with difficult and unmaintained verges.

A speed limit of 50km would be more appropriate.

To help with the safety cyclists, Suitable signage should be established to encourage them to use

Pine Hill RD, the Pine Hill walkway and Marriages RD and avoid using the bluffs hill.

Attach a file to your submission

Referrer

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

2535

Robyn Scherer

From: Tony and Kathy Hardy [tonyandkathyhardy@gmail.com]
Sent: Monday, 25 March 2013 2:29 p.m.
To: Robyn Scherer
Subject: Propcsal to speed limits.

Dear Robyn, We would like to make a proposal to the changes of the speed Limits for Aporo Road.

We urge you to implement a lower speed limit (no more than 80kph) for Stafford Drive from Pine Hill Road to Aporo Road and on to Marriages Road .

This 2.7km section includes three bends of 55kph 45kph and 65kph.

Immediately on the Tasman side of the blind 45kph bend lie the driveway to five sections and almost facing on the opposite side of the road is a driveway servicing three sections. Exit across the traffic from both sides is dangerous and has very limited visibility.

This section of road passes two Motor Camps- McKee Reserve and Tasman Motor Camp. It carries school buses, farm vehicles and increasing number of cycles, walkers and runners.

The 500 meter section above McKee Reserve has no shoulder or side walk. The path from the lookout down to McKee Reserve is closed .

This road is at times used as a motor race track by some. The area is developing and traffic of all kinds can only increase.

Thankyou for this opportunity to forward what we have observed living on this stretch of road.

Tony and Kathy Hardy
 15 Aporo Road
 Ruby Bay 7173
tonyandkathyhardy@gmail.com
 Phone 5402830


LETTER ACKNOWLEDGED

2536

Adele House
9 Aporo Road
Upper Moutere
7173

Dear Robyn

I write to you concerning the current speed limit in place from Pine Hill Reserve through to Tasman. I understand the council is accepting submissions until close of business today.

I am perp,exec since living in the immediate vicinity how the current limit of 100 kph can be justified in any sense.

Between Pine Hill Reserve and Tasman Village lies McKee Reserve, two sharp bends with advisories of 45kph and 55kph, Tasman Motor Camp, Jester House and a school.

The road leaving the new, now state highway through to Motueka signage clearly states this is a Scenic Route on the Ruby Coast. Who would possibly expect a scenic coastal drive to have a speed limit of 100kph?

I put it to you that if the speed limit were infect 70kph as it is both on Stafford Drive and in Tasman Village that no one in their right mind would consider increasing the limit to 100kph.

It's non sensic to have this particular stretch of road with the maximum speed limit for the country applicable.

In addition to the Reserves, school and advertised tourists attraction that is Jester House, we have to contend with images of bicycles painted on the road. A passing glance makes it obvious there is absolutely no room for cyclists on the road from Pine Hill Reserve to the top of the bluff, yet you consider that is an acceptable addition to the narrow road with a speed limit of 100kph.

I would be happy to speak at the meeting.

Regards
Emma & Mark Williams

LETTER ACKNOWLEDGED ✓

williams place@clear.net.nz

2537

Robyn Scherer

From: Sara Doggett on behalf of Reception Richmond
Sent: Tuesday, 26 March 2013 8:56 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, 25 March 2013 8:49 p.m.
To: Reception Richmond
Subject: Website Submission - Speed Limits Bylaw Review 2013

Website Submission - Speed Limits Bylaw Review 2013

Title *
Mrs

First Name
Joan

Last Name *
Butts

Address *
517 Abel Tasman Drive

Suburb
Motupipi

Town *
Takaka

Postcode *
7183

EditableLiteralField1565
Daytime Phone Number
03 525 9140

Mobile Phone Number
027 667 3010

Email Address *
bobbutts@xtra.co.nz

EditableLiteralField1569
Organisation
Port Tarakohe Ltd

W. Scherer
LETTER ACKNOWLEDGED

Position

Company director

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 *

ABEL TASMAN DRIVE Pohara to Tatas

I support the proposed speed limit changes at Pohara, Ligar Bay and Tatas, but ask that the council consider the following-

I believe it would be proactive to include the area of Abel Tasman Drive between Pohara Valley and Ligar Bay in this review.

The aquaculture industry is expanding. I understand the areas being farmed are presently doubling in size and then the next stage will double the farmed areas again. This means many heavy truck movements to and from the port - transporting anchors, rope and bouys, as well as mussel product.

This section of the road has its own peculiar set of hazards and I know the rock climbers, penguins, cyclists, walkers with no footpath tourists, seaweed gatherers, campervans and recreational boaters etc etc do not trigger TDC points to warrant a reduced speed limit.

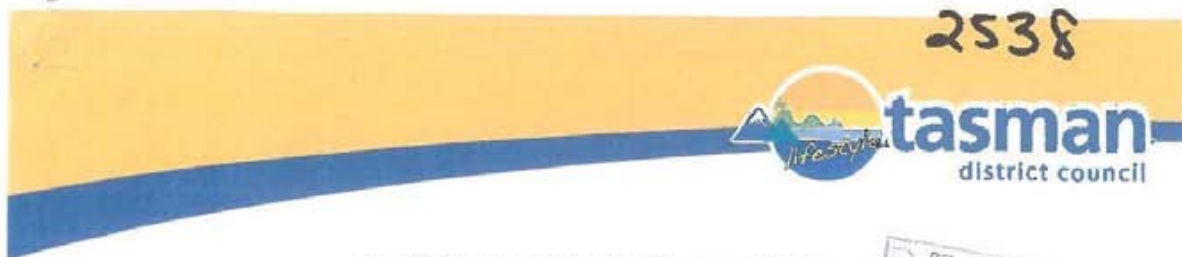
I travel this road regularly and I know of the near misses and accidents that are swept away quickly. I can only predict more incidents with the increased truck traffic working into the Port. There are several corners where the larger truck units must cross the centre line to get around the corners.

The speed limit on this stretch of road should be consistent with the rest of the TDC's proposed speed limit bylaw.

Attach a file to your submission

Referrer

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



Draft Speed Limits Bylaw 2013
Submission Form



Your name: James Newton ✓

Your postal address: 8 Wintonborn ✓ **LETTER ACKNOWLEDGED**

Your daytime phone number: 0220773954 **NOT available on 16/4/13**

Your Email address: jnewton@extra.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):
Queen St - Speed limit - Map 16 - not supported in proposed zone - commercial environment to attached map. (highlighted in yellow). current proposal does not support NZ or International Safe System thinking or the current transportation environment

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



Golden Bay Community Board

C/- Tasman District Council
Golden Bay Service Centre
78 Commercial Street
P.O. Box 74
Takaka 7142
Phone 03 525 0020

2539



25 March 2013

Tasman District Council
Private Bag 4
Richmond
Nelson
7050

LETTER ACKNOWLEDGED



Dear Robyn

Speed Limits Bylaw 2013

The Golden Bay Community Board would like to support all the proposed changes to the speed limits on Golden Bay roads with the addition of extending the 60 kph zone from Abel Tasman Drive to the bottom of Wainui Hill thus including the entrance to Port Tarakohe, Ligar Bay and Tata Beach.

Yours Sincerely

Carolyn McLellan
Chair
Golden Bay Community Board



Golden Bay Community Board....."Advocates for Your Place in Paradise"

2540

Review of the Consolidated Bylaw – Chapter 4 – Speed Limits
2013
Submission by the Motueka Community Board

LETTER ACKNOWLEDGED ✓

To Whom It May Concern

1. The Motueka Community Board, at its meeting on Tuesday, 12th March resolved to make a submission opposing the proposed change in the speed limit, from 50kph to 70kph, along Queen Victoria Street from the College Street intersection to the Marchwood Park intersection. And also along Marchwood Park Road.

The Community Board considered the proposed change as unwarranted. Traffic travelling north or south along Queen Victoria Street would drive from a 50kph limit to a 70kph limit to a 50kph limit.

The distance for the 70kph limit would be approx. 550m to 600m along Queen Victoria Street:- an unusually short distance. Marchwood Park Road is 250m long.

There appear to be no special traffic factors which would support this speed restriction increase for such short distances. The proposed change would lead to driver uncertainty and confusion.

The Community Board's recommendation:-

That no changes to the current Speed Limit Bylaw be made for Queen Victoria Street and Marchwood Park Road, i.e. that the 50kph speed restriction be retained. (Map No 11A & 11B).

2. A request from Hau Road residents to reduce the 70kph speed limit to 50kph along Hau Road is supported by the Motueka Community Board.

Hau Road is a short 450m road connecting with Queen Victoria Street. A speed limit of 70kph is too fast for noisy, heavy traffic where there are 15 residences.

The Community Board's recommendation:-

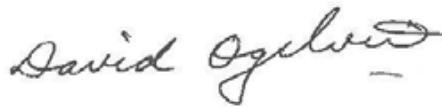
Location & Road Name

Lower Moutere
Hau Road

Proposal

Revoke the existing 70kph speed limit on Hau Road and put in place a 50kph speed limit encompassing the same section of road.


A representative of the Motueka Community Board wishes to speak in support of this submission.



Yours sincerely
David Ogilvie
(Chair, Motueka Community Board)

Item 3.1

Attachment 1



2541

Draft Speed Limits Bylaw 2013 Submission Form

RECEIVED
 25 MAR 2013
 COMMUNITY SERVICES

LETTER ACKNOWLEDGED ✓

Your name: JONA JELF

Your postal address: 7 FALCONER RD, POTARA, GOLDEN BAY.

Your daytime phone number: 027 463 4932

Your Email address: jellieschay@hotmail.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: N/A

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

Re Map 4: I think holiday speed limits are very important. They make areas safer for pedestrians + vulnerable road users during the busy summer months. It works well at 50 km/hr in Potara (Abel Tasman Drive)

Re Map 5, Falconer Rd is a Rural Residential Zone, not Urban. Hopefully Council will have the sense to keep it that way. The forests of Dec 11 proved that forestry + housing are incompatible land uses.

Maps 6 + 8 Speed limits past schools (Motupipi + Central) and densely populated areas such as Glenview Rd (NE end) should be 50 km/hr.

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).

(Change Lodder Lane To 50km/h)



tasman
district cou

LETTER ACKNOWLEDGED

2542

Draft Speed Limits Bylaw 2013
Submission Form

Your name: Lynette John Mytton

Your postal address: 21 Loddlers Lane Ruwaka

Your daytime phone number: (03) 5288911

Your Email address: lynandjohn@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):
We have lived in Lodders Lane for 33 years. It used to be very Rural then, but now it is Residential/Rural. For a long time, we have been concerned about the speed limit. Most people will always go faster than the regulated speed limit. There are a lot of children around us.

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.

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2543

Robyn Scherer

From: Sara Doggett on behalf of Reception Richmond
Sent: Wednesday, 27 March 2013 8:55 a.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: Tuesday, 26 March 2013 8:42 p.m.
To: Reception Richmond
Subject: Website Submission - Speed Limits Bylaw Review 2013

Website Submission - Speed Limits Bylaw Review 2013

Title *

Mr

First Name

Alan

Last Name *

West

Address *

24 Malthouse Crescent

Suburb

Town *

Brightwater

Postcode *

7022

EditableLiteralField1565

Daytime Phone Number

5423768

Mobile Phone Number

0274670426

Email Address *

alanwest@xtra.co.nz

EditableLiteralField1569

Organisation

Position

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

No

If yes, what is your preferred hearing location?

Richmond

EditableLiteralField1576

Your comments *

I request that council retain the current speed limit of 50kph on Totara View Rd (18A). The road is windy and has many driveways on bends. There are young children living along the road who may not be seen early enough if they were to be on the road if traffic was to travel at higher speeds. It is also a road popular with walkers and cyclists that cars need to be aware of. Even though the speed limit is 50kph, traffic often travels faster, particularly downhill and a higher limit would only encourage higher speeds still.

My wife and I are frequent users of the road walking, biking and driving as we have grandchildren living there and we often take them for walks along the road so are well aware of the traffic and the hazards it provides along the road.

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/>



RECEIVED
26 MAR 2013

9.30 AM. - faxed -

2544

Draft Speed Limits Bylaw 2013
Submission Form

T.B.G. MOTUERA

Your name: Sharon Webster

Your postal address: 227 APOLO RD TASMAN

Your daytime phone number: 528 7254 work

Your Email address: m.g.valston@tra.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):

The ^{max} speed limit through Tasman should reduce from 80km/hr to 50km/hr to enhance the health and safety of the village

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).



2545

Draft Speed Limits Bylaw 2013
Submission Form

Received
Mot Library
20/03/13

Your name: Anna Louise

Your postal address: 39 Lodder Lane, Riwaka

Your daytime phone number: 03 5288379

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):
I would like to see the 70km limit extended
from the L. Moutere village southwards
to Edwards Road.
see attached sheet

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).

Along this stretch of highway are the following:

- ① A narrow bridge
- ② A school
- ③ A Ford way, opposite a commercial enterprise, i.e. chambers + jacksel.
- ④ A Fordway opposite a side Rd.
- ⑤ A blind exit to the highway, Petts Rd.

① The old bridge, Jubilee Bridge is narrow. Passing a truck on the bridge is frightening. Of course there are many large trucks, relating to local industry and horticulture. There is a cycle/pedestrian way on this bridge. When exiting Robinson Rd you need to be into the junction before you are able to see on coming traffic that is coming at 100km of the bridge, a very short distance away.

② The lower Moutere School is just beyond Robinson Rd. The access Rd to the school, School Road, swoops down a slope to the school entrance. The above mentioned cycle/pedestrian way continues down to the school. Cars are travelling at 100km up to the corner and then turn down to the school. This is causing great stress to the pedestrians going to the school, with many drivers cutting the corner, i.e. driving on the walkway. These are parents driving their children to school. A local parent who has experienced near misses has raised this problem. I read it reported in our local paper.

③ Opposite chambers + jacksel is a fordway, with visibility only obvious when virtually on the roadway. E.S. business involves

large trucks and diggers.

- ④ A short distance along is another fork way over the Moutere ditch onto Chings Rd. This also has a visibility issue. Opposite this fork exit is Community Road, with more commercial activity being generated by Riverside Community commercial enterprises this situation is on a rapid increase. The cycle Rd comes down Community Rd and commences north along the lower Moutere highway.

- ⑤ The exits from Fletts Rd to the highway are difficult.

Fletts Road is the location of the local cemetery. At times of life's greatest stress, after burying a loved one and later visiting the grave, this corner is a great challenge.

Fletts Rd ~~at~~ has two entry points on to M. R. Lower Moutere. The one to the right is the original Rd. The exit to the left was made to make this exit safer, many years ago.

* When turning right you need to cross over the road, of course, turning towards a blind corner, good heading is absolutely needed, at the same time watching for cars coming at 100 km around a curve from your left.

* When turning right from the left-hand exit, you are turning across the traffic to travel back in a parallel manner. Vision is good to the left, not so good to the right. This exit is also blind to the right.

Item 3.1

Attachment 1

Thankyou for taking the time to read
my concerns.

Anna Louise.

2574

Draft Speed Limit Bylaw 2013

Submission

From : Mr Charles Squance

32 Brabant Drive, Ruby Bay. 7005.

E Mail- c.squance@xtra.co.nz

18 March 2013

LETTER ACKNOWLEDGED

Writing this submission as an individual and do not wish speak at the hearing.

My comment:

Stafford Drive, Ruby Bay from the Pinehill Road junction to where it meets Aporo Road at the bend at the top of the bluffs above McKee Reserve has a 100kph speed limit. This stretch of road is approximately 1500 metres in length and forms part of the Ruby Coast Scenic Drive. The council website describes this road as "providing a scenic alternative to the new by-pass" and "the scenic route is now more a destination than a transit route".

This part of the Scenic Drive also has the only views of the sea over Tasman Bay. It borders Ruby Bay Esplanade Reserve, Pinehill Reserve and the McKee Reserve and the foreshore for its entire length making it popular for walkers and cyclists and promoted in the Get Moving Ruby Coast brochure.

From the new 60kph speed limit on Stafford Drive there is a short distance, about 200 metres, before a series of bends with an advisory speed limit of 55kph and then a hill to the corner at the bluff with an advisory speed limit of 45kph. The road also has narrow margins for pedestrians and cyclists.

I urge council to consider extending the lower speed limit for the whole length of Stafford Drive and help make this part of the Scenic Drive a more pleasant and safer experience for all.

Note: The time difference between 100kph and 60kph for 1500 metres is a little over 30 seconds.

Robyn Scherer

From: Sara Doggett on behalf of Reception Richmond
Sent: Thursday, 28 March 2013 10:48 a.m.
To: Robyn Scherer
Subject: FW: Website Submission - Speed Limits Bylaw Review 2013

2575

LATE SUBMISSION

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]
Sent: Thursday, 28 March 2013 10:45 a.m.
To: Reception Richmond
Subject: Website Submission - Speed Limits Bylaw Review 2013

LETTER ACKNOWLEDGED

Website Submission - Speed Limits Bylaw Review 2013

Title *
Ms

First Name
Collette

Last Name *
Soong

Address *
46 Waimea West Road

Suburb
Brightwater

Town *
Tasman

Postcode *
7022

EditableLiteralField1565
Daytime Phone Number
035423191

Mobile Phone Number
0220781098

Email Address *
collettemolloy@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 *

I see that the submission date has passed but I would still like to write with my concerns in the hope they can be considered or I be contacted for the next submission process.

Brightwater. Entering the village on Waimea West Road.

The village has a 50km speed limit. Often car don't start to slow down until they enter the village along side Snowdons Bush. Car travelling over 50km in a busy village is crazy. Children riding bikes, families walking etc.

I would like to propose two ideas.

1 - reduce the speed to 70km before the bridge, approx half a kilometre back from the 50km sign at the edge of the village.

2 - install a speed sign that tells drivers what speed they are going at the edge of the village. There is one of those in Wakefield and in Hope. Can we have one in Brightwater PLEASE. There will be a death the speed some of those cars drive.

regards

Collette Soong

Attach a file to your submission

Referrer

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



NZ TRANSPORT AGENCY
WAKA KOTAHI

2576

Level 9, PSIS House
20 Ballance Street
PO Box 5084, Lambton Quay
Wellington 6145
New Zealand
T 64 4 894 5200
F 64 4 894 3305
www.nzta.govt.nz

28 March 2013

Engineering Secretary
Tasman District Council
Private Bag 4
RICHMOND 7050

LATE SUBMISSION

LETTER ACKNOWLEDGED

Dear sir/Madam

Speed Limit Bylaw Review

Thank you for your letter asking for submissions on the proposed speed limit bylaw review, which covers a number of proposed speed limit changes within the bylaw review.

This proposal aims to slow down the operating speeds on numerous urban and rural roads within the Tasman region, including state highways.

New Zealand Transport Agency Regional Planning and Investment (NZTA P&I) have reviewed the information provided. The attached schedule outlines all of the roads which have proposed speed limit changes, and NZTA's comment as to whether the proposed new speed limit complies with the Land Transport Rule, Setting of Speed Limits 2003.

The schedule has been colour coded into three categories:

Green	Proposed speed limit appears to comply with the speed limit rule.
Orange	Proposed speed limit does not appear to comply with the speed limit rule.
Blue	Insufficient information provided to enable an assessment to be made.

Based on the information provided, NZTA supports only those proposed changes highlighted in green, as they appear to comply with the speed limit rule.

As those highlighted in orange do not appear to comply with the speed limit rule, and we are unaware of any road environment or traffic calming treatments being completed to encourage a reduction in speeds, NZTA is unable to support the speed limit reductions.

For those roads highlighted blue, we are unable to provide comment as there was not enough information provided to base an assessment on. If you can provide further information, including the overall warrant rating and the 85th percentile, we can then assess these roads.

While NZTA is unable to support the majority of the proposed speed limit reductions, as you may know from section 3.2(5) of the Land Transport Rule - Setting of Speed Limits 2003, a road controlling authority may propose to set a speed limit that differs from the calculated speed limit.

However, simply installing a lower speed limit sign with no other treatments will, in most cases, only marginally reduce or will have no overall effect on the mean operating speed. Therefore additional engineering measures to the road environment are also required to promote compliance.

It is also important that speed limits make sense to all road users to ensure safe roads and safe operating speeds, to encourage willing compliance and help change public attitudes in favour of safe speeds.

Monitoring

In order to assess the success of the proposed speed limit reductions, it is advisable that Tasman District Council should monitor community and road user attitudes and speeds. Monitoring is necessary in order to:

- Assess the degree to which the objectives have been achieved;
- Reveal any unforeseen consequences of implementing reduced speed limit and the associated physical road treatments; and,
- Provides information on the performance of the new speed limits and to assist with planning for their extension in other areas.

The Safe System Approach to traffic management was introduced in *Safer Journeys, New Zealand's road safety strategy 2010 – 2020*. A Safe System focuses on minimising death and serious injury by providing safe roads, safe vehicles and safe operating speeds for all road users.

I trust that the above sets out the position of NZTA with respect to both legal and technical aspects of the proposed speed limit change. May I also take this opportunity to note that should Tasman District Council alter their existing Speed Limits Bylaw, they need to notify both the Police and NZTA that a change has been approved in accordance with Section 7.2 (4) of Land Transport Rule, Setting of Speed Limits 2003.

If you have any questions please do not hesitate to call Leanne Kernot on 04 931 8871.

Yours sincerely



Peter Hookham
Planning and Investment Manager, Central

SUMMARY TABLE

Map	Road Name	Proposed Speed Limit km	Existing Speed Limit km	85th Percentile kph	Overall Warrant Rating R	NZTA Comment
2	COLLINGWOOD					
	Collingwood Quay	70	100	73.8	N/A	Unable to assess as no R rating provided
	Collingwood Benham Main Road	70	100	82.4	N/A	Unable to assess as no R rating provided. 85th percentile indicates that 70 kph would not be appropriate
	Poohi Lane	50	100	-	6	R rating determines a limit of 70 kph/ hr appropriate
3	PATONS ROCK					
	Patons Rock Rd	50	100	-	N/A	Unable to assess as no R rating provided
4	TATA BEACH/LIGAR BAY					
	Abel Tasman Drive	60	70 Holiday 50	62.6	7	R rating determines a limit of 70 kph/ hr appropriate
	Nylian Dr, Nylian Dr West, Leisure Lane & Matangi Dr	50	100	-	N/A	Unable to assess as no R rating provided
5	PONAKA	50	100	-	N/A	Unable to assess as no R rating provided
6	EAST TAKAKA - MOTUPIPI					
	Abel Tasman Drive	60	70	66.8	7.2	R rating determines a limit of 70 kph/ hr appropriate
	Abel Tasman Drive	60	70	69.8	-	Unable to assess as no R rating provided. 85th percentile indicates that 60 kph/ hr would not be appropriate
	Glenview Road	60	50	54	11.2	R rating determines a limit of 50 kph/ hr appropriate
7	TAKAKA					
	Abel Tasman Drive	60	70	68.8	6.8	R rating determines a limit of 70 kph/ hr appropriate
	Rotorua Rd	50	70	59.4	8.8	R rating determines a limit of 70 kph/ hr appropriate
11A & 11B	MOTUEKA					
	Queen Victoria St	70	90	60.1	4.5	R rating determines a limit of 80 kph/ hr appropriate
	Marchwood Park Rd	70	80	-	-	Unable to assess as no R rating provided
12A & 12B	TASMAN					
	Kiwi Peninsula Rd	80	100	-	1.4	R rating determines a limit of 100 kph/ hr appropriate
	Kiwi Beach Rd	80	100	77.6	2	R rating determines a limit of 100 kph/ hr appropriate
	Deer Rd	80	100	-	1.2	R rating determines a limit of 100 kph/ hr appropriate
	Baldwin Rd	80	100	-	-	R rating determines a limit of 100 kph/ hr appropriate
	Williams Rd	80	100	-	2.2	R rating determines a limit of 100 kph/ hr appropriate
	Horton Rd	80	100	-	1.6	R rating determines a limit of 100 kph/ hr appropriate
	Mannings Rd	80	100	69.0	2.7	R rating determines a limit of 100 kph/ hr appropriate
	Mannings Rd	80	100	-	-	Unable to assess as no R rating provided
	Avon Avon Rd	80	100	-	2.9	R rating determines a limit of 100 kph/ hr appropriate
	Permit Rd	80	100	-	5.2	R rating determines a limit of 80 kph/ hr appropriate
	Strook's View Hts	80	100	-	3.8	R rating determines a limit of 80 kph/ hr appropriate
	Apero Rd	80	100	97.2	3.1	R rating determines a limit of 80 kph/ hr appropriate. However existing 85th percentile indicates that an 80 kph/ hr limit would not be applied to
	Apero Rd	60	70	75.6	TBA	Unable to assess as no R rating provided. 85th percentile indicates that 60 kph/ hr would not be appropriate
	13A	RUBY BAY				
Stafford Drive		60	70	76.7	TBA	Unable to assess as no R rating provided. 85th percentile indicates that 60 kph/ hr would not be appropriate
Mapua Drive		80	100	91.4	TBA	Unable to assess as no R rating provided. 85th percentile indicates that 80 kph/ hr would not be appropriate
Pine Hill Rd		60	100	-	3.8	R rating determines a limit of 80 kph/ hr appropriate
Pine Hill Rd West		80	100	-	To be redone	Unable to assess as no R rating provided
Porsona Rd		80	100	-	2.6	R rating determines a limit of 100 kph/ hr appropriate
	Foley Rd	80	100	-	3.6	R rating determines a limit of 80 kph/ hr appropriate
16	RICHMOND - Richmond North & South					
	Queen St	30	50	45.7	-	Unable to assess as no R rating provided. 85th percentile indicates that 30 kph/ hr would not be appropriate
	Sundial Square	30	50	-	-	Unable to assess as no R rating provided
17	BRIGHTWATER					
	Lord Rutherford Road South	80	100	92.2	2.6	R rating determines a limit of 100 kph/ hr appropriate
18A & 18B	WAKEFIELD					
	Higgins Rd	80	100	92.5	1.8	R rating determines a limit of 100 kph/ hr appropriate
	Higgins Rd	80	100	90.7	1.8	R rating determines a limit of 100 kph/ hr appropriate
	Biro Rd	80	100	78.1	0.8	R rating determines a limit of 100 kph/ hr appropriate
	Eighty Eight Villy Rd	50	80	-	-	Unable to assess as no R rating provided
	Eighty Eight Villy Rd	70	80	75.2	4.7	R rating determines a limit of 80 kph/ hr appropriate
	Tolara View Rd	60	50	63.4	4.7	R rating determines a limit of 80 kph/ hr appropriate
	Wakeney Place	60	50	-	4.2	R rating determines a limit of 80 kph/ hr appropriate
	Falbridge Rise	60	50	-	-	Unable to assess as no R rating provided
	Gossey Drive North	60	50	-	-	Unable to assess as no R rating provided
	Edward St	60	50	68	3	R rating determines a limit of 80 kph/ hr appropriate

2577

Robyn Scherer

From: Paula Cater on behalf of Reception Richmond
Sent: Tuesday, 2 April 2013 8:54 a.m.
To: Robyn Scherer
Subject: FW: Website Submission - Speed Limits Bylaw Review 2013

LATE SUBMISSION

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]
Sent: Sunday, 31 March 2013 6:52 a.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

David

Last Name *

Anderson

Address *

163 Staples Street

Suburb

Town *

Motueka

Postcode *

7120

EditableLiteralField1565

Daytime Phone Number

Mobile Phone Number

Email Address *

DAnderson@Genify.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 *

I support raising the speed limits as indicated in the Tasman District Council Bylaw Chapter 4 - Speed Limits Bylaw 2004.

Car safety continues to improve and with the coming advent of self-drive and automated car systems, such speed limits will rapidly become a quaint issue of the past. Let us not continue to monitor road speeds as though we were still taking horses to work!

Yes, some people will continue to drive recklessly, drunk, under the influence of lack of sleep, drugs (medical and non-medical), sun glare, icy conditions and so on. Changing the speed limits will not change these behaviours and so governments should not punish everyone in an attempt to force a minority to be more careful.

Government must continue its efforts to extract itself from private individuals daily life so as to reduce its burden on the countries commerce upon which we all rely. Remember that government is the servant of the people and not the other way around!

Attach a file to your submission

Referrer

<http://www.motuekaonline.org.nz/news/stories13/250213s1.html>

LATE SUBMISSION 2581

Robyn Scherer

From: Tony Pearson [tonypearson@xtra.co.nz]
Sent: Wednesday, 3 April 2013 11:50 a.m.
To: Robyn Scherer
Subject: FW: Speed Limits Review
Attachments: Letter to TDC - Proposed Speed Limit Changes.doc

LETTER ACKNOWLEDGED

Good Morning Robyn

I refer to the proposed changes to the speed limit bye law throughout the District.

The proposed changes published recently in the March Newslines – mirrored those proposed new limits for the Tasman area that had been indicated to us back in 2011. We responded to those proposals in my letter to you of December 2011 (attached).

Apparently we have misunderstood the event procedure and had assumed that our original reservations would be considered by the committee - we now gather this is not so and only NEW submissions will be considered.

Accordingly we would ask that you request the committee to accept a late submission from TACA as follows:-

- 1.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.
- 2.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 and 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.
3. We also suggested in our letter mentioned above that Council need 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.

We hope the committee will be able to consider this submission as part of their deliberations and if feasible we would be willing to address the meeting on our submission.

Best regards

Tony Pearson

Secretary

Tasman Area Community Association

Tasman Area Community Association

113 Weka Road Mariri RD2
Upper Moutere Nelson 7175
03 526 6076 tonypearson@xtra.co.nz

Monday 19th December 2011.

Engineering Secretary
Tasman District Council
"Proposed Speed Limit Changes"

Dear Robyn

Proposed Speed Limit Changes – Tasman Area

I have been instructed to write to you in connection with the proposed speed limit changes that affect our area.

Whilst, in general, we welcome the changes Council has proposed to generally reduce traffic speed throughout the Ruby Coast region we do believe an opportunity has been missed to imposed a more responsible regime on some of the local roads in our area.

In particular we feel that ALL roads leading off the Tasman Village Aporo Road section (now reduced to 60kph) should mirror this speed limit – i.e.

Kina Beach Road and it's extensions to Cliff Road and Kina Peninsula Road
Baldwin Road (we note that it's parallel sister Dicker Road is presently 50kph!!)
Dee Road.

Secondly we believe that the Aporo Road - Tasman Village - 60kph limit should commence at the Williams Road junction – at the site of the Tasman Christian School exit – surely a CLEAR need for slowing traffic down?

Separately we would like to suggest that Council carry out a review of the present Harley Road speed status – growing numbers of sub division entrances now pepper this road and its present 100kph limit seems out of step with its present situation

Yours sincerely

Tony Pearson
Secretary



Speed Limits Bylaw Review 2013

Hearing Schedule – 16 April 2013

Venue – Tasman Council Chamber, 189 Queen Street, Richmond

Time	Submission	Submitter
9.45am	2526	Kathy and Brent Searle
9.55 am	2454	Christine Harris
10.05am	2455	Gillian Pollock
10.15am	2467	Simon Guppy and Denise Ward <i>No longer wish to be heard</i>
10.25am	2468	Ian and Judith Hutchings
<i>10.35am</i>		<i>Morning tea</i>
10.45am	2477	John and Vicki Grant
10.55am	2479	Richard Greenough
11.05am	2485	Philip Booth
11.15am	2498	Reg Turner
11.25am	2503	Ray Hellyer
11.35am	2506	Anthea Lees <i>No longer wishes to be heard</i>
11.45am	2507	Nelson Tasman Cycle Trails Trust – Stuart Hughes
11.55am	2517	Emma and Mark Williams
12.05pm	2518	Phil and Sharlene Madill
<i>12.15 pm</i>		<i>Lunch</i>
1.00pm	2520	Ruth and Brian Field
1.10pm	2521	Moutere Hills Residents Association
1.20pm	2522	Judy Piner
1.30pm	2523	Automobile Association – Paul Heywood
1.40pm	2524	Philip Woollaston
1.50pm	2529	Mount Hope Holdings – Jackie McNae
2.00pm	2530	D&A Freilich – Jackie McNae
2.10pm	2536	Franca Morani
2.20pm	2539	Golden Bay Community Board - Carolyn McLellan
2.30pm	2540	Motueka Community Board – David Ogilvie
2.40pm	2541	Iona Jelf
2.50pm		Tasman Area Community Association – David Short (TBC)
<i>3.00pm</i>		<i>Afternoon tea</i>
<i>3.15pm</i>		<i>Deliberations</i>