

# STAFF REPORT

**TO:** Chairman and Members of Engineering Services Committee

**FROM:** Steve Elkington Road Asset Engineer

**REFERENCE:**

**DATE:** 10 August 2005

**SUBJECT:** Speed Limit Review Golden Bay – Late Report

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## PURPOSE

To report on the review undertaken of the following roads in Golden Bay for lowering existing and putting in place new speed limits. The roads are:

1. Rototai Road – Review lowering the rural speed limit of 100kph from the end of the existing 50kph speed limit near Boundary Road to the new subdivision Arapeta Place;
2. Meihana Street – Review lowering the existing 70kph speed limit to 50kph;
3. Motupipi Street – Review lowering the existing 70kph speed limit to 50kph;
4. Sunbelt Crescent - Review lowering the existing rural speed limit of 100kph to 50kph speed limit;
5. Pohara Township - Review creating a Urban Traffic Area with a speed limit of 50kph for the following roads (Note, an existing Holiday Speed Limit of 50kph is enforce between 20<sup>th</sup> December to 31<sup>st</sup> January the following year for the following roads ):
6. Paton's Rock Township - Review existing 50kph speed limit;
7. Para Para Village - Review lowering the existing 70kph speed limit to 50kph;
8. Pakawau Township - Review putting in place a permanent speed limit;
9. Abel Tasman Drive – Review existing 70kph,80kph and 100kph speed limits between Motupipi Street to Tata Heights at Tata Beach;
10. Other Areas Considered

## BACKGROUND

Due to a change in Speed Limit legislation, Council was required to create a new speed limit Bylaw in 2004, due to the Land Transport Rule Setting of Speed Limits 2003 being introduced, whereby all speed limits are set by the Local Authority under this new rule through its Bylaw.

Previously, Tasman District Council was only able to set speed limits for 40, 60 and 80kph speed limits through its now revoked Bylaw. The now defunct LTSA, set 50 and 70kph speed limits by Gazette Notice.

To ensure consistency on a national scale as well as being legally enforceable, speed limits are required to be determined by using the Speed Limit Warrant entitled "Speed Limits NZ" and set out in the Rule. This warrant process primarily takes into account road side development as it is this activity that tends to cause the conflict between road users turning into or out of such facilities and traffic travelling through. Other factors taken into account when accessing a section of road are referred to as "Roadway Rating" and are considered secondary, such factors include level of service for cyclists, pedestrians, parking, road geometry and land use.

The NZ Road Code clearly states that the driver is responsible for determining the speed for the conditions, providing this is not above the speed limit. Therefore it would be unrealistic to set speed limits simply on the basis of a road being narrow or with considerable vertical and/or horizontal curvature.

Under Land Transport Rule Setting of Speed Limits 2003, speed limits below 50kph can only be set for specific areas where the public have access such as recreation reserves, within National Parks etc.

## COMMENT

### 1. **Rototai Road (Between existing 50kph speed limit near Boundary Road to the new subdivision Arapeta Place)** *(See map "1" for detail)*

Rototai Road is classified as a rural access road, the section surveyed carries approximately 400 vehicles per day. The length of road surveyed is approximately 1.8km in length and included the current 50kph section.

The length surveyed was chosen because of the cluster of houses along Rototai Road near the new Arapeta Place Subdivision as well as the increase in the amount of on road activity such as pedestrians and cyclists generated by the new subdivision. Beyond Arapeta Place there was insufficient development to justify extending the survey.

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

The survey was started from the Meihana Street intersection with the first section of approximately 600metres of Rototai Road having a 50kph speed limit. Average rating ® for the following sections:

- 00m – 600m R = 13.7 therefore meets the 50kph Speed limit requirements under the Rule
- 600m – 1100m R = 2.8 (due to being mainly pasture land) therefore does not meet a lowering of the speed limit from 100kph.
- 1100m – 1800m R = 7 therefore meets the 70kph Speed limit requirements under the Rule

Under the Rule, the minimum length of a section of road with a 100kph speed limit between two lower speed limits is 2 kilometres. Therefore it is

recommended that a speed limit of 70kph be introduced from the existing 50kph to a point at approximate displacement 1800metres, just north of the right hand curve and intersection of Arapita Place.

**2. Meihana Street (Between Commercial Street (SH60) to Motupipi Street/Abel Tasman Drive Roundabout)**  
**(See map "1" for detail)**

Meihana Street is classified as a Distributor Road and is on the fringe of the Takaka Township urban sprawl. The road serves as a heavy traffic bypass as well as access to the dairy factory from the western side of Takaka. The traffic count for this road is approximately 1500 vehicles per day.

The road has a short 180metre section of 50kph speed limit between Commercial Street and the 50/70kph speed limit, this section of road passes the High School and Rototai Road which incidentally gives access to Takaka Primary School on Wadsworth Street.

***Speed Limit Warrant Results***

The survey was started from Commercial Street (SH60) and includes a 180metre section of road with a 50kph speed limit.

Average rating ® for the following sections:

- 00m – 1018m R = 11.6 therefore meets the 50kph Speed limit requirements under the Rule

It is therefore recommended that the Urban Traffic Area for Takaka Township be extended in a northerly direction to include all of Meihana Street.

**3. Motupipi Street (Between Willow Street (SH60) and Meihana Street/Abel Tasman Drive Roundabout)**  
**(See map "1" for detail)**

Motupipi Street is approximately 1.1kilometres long and classified as a Collector Road. The road is on the fringe of the Takaka Township sprawl mainly providing access to numerous commercial properties. The road serves as a heavy traffic bypass as well as access to the dairy factory from the southern side of Takaka. The traffic count for this road is approximately 2500 vehicles per day.

The road has an existing 680metre section of 50kph speed limit from Willow Street extending towards the dairy factory. This section has the higher density of properties as opposed to the 70kph section that is mainly surrounded by pasture and includes the dairy factory.

***Speed Limit Warrant Results***

The survey was started from Willow Street (SH60) end and includes the 680metre section of road with a 50kph speed limit.

Average rating ® for the following sections:

- 00m – 680m R = 15 therefore meets the 50kph Speed limit requirements under the Rule
- 680m – 1100m R = 7.4 therefore meets the 70kph Speed limit requirements under the Rule
- By combining the two sections the total R value = 11.5 thereby meeting the 50kph Speed limit requirements under the Rule

It is therefore recommended that the Urban Traffic Area for Takaka Township be extended in an easterly direction to include all of Motupipi Street.

**4. Sunbelt Crescent (Abel Tasman Drive to road end)  
(See map “1” for detail)**

Sunbelt Crescent is classified as an Urban Access Place and has a 70kph speed limit. The road is within a 70kph speed limit area including a section of Abel Tasman Drive, Meihana and Motupipi Streets. The road is very much an urban street with a high density of residential properties. The road is 217metres long and carries approximately 80 vehicles per day.

***Speed Limit Warrant Results***

The average rating for this road is **R = 21**, which therefore meets the 50kph speed limit requirements under the Rule

The minimum length of road for a 50kph speed limit under the rule is 500m unless this is impracticable. In this instance the residential density is that of an Urban Area and the road is a culdesac of relatively short length. Therefore it is proposed to recommend a 50kph speed limit thereby creating a mini Urban Traffic Area. Alternatively, the speed limit could remain and instead some traffic calming measures such as speed humps constructed. Due to the curvature in the road as well as its short length it is unlikely that high speeds could be reached and the speed humps are more likely to cause annoyance to residents than cure a speed problem that may not exist. Certainly no complaints have been received to date to my knowledge.

**5. Pohara Township (including Selwyn St, Tennyson St, Richmond Rd, Bay Vista Drv, Abel Tasman Drv (extending over existing 70kph speed limit), Pohara Valley Rd, Haille Lane and Faulkner Rd).  
(See map “2” for detail)**

In terms of roading hierarchy, with the exception of Abel Tasman Drive which is classified as a Distributor Road all of the other roads listed above are either Access Places or Access Roads.

Currently the roads in Pohara are signed with a speed limit of 70kph with a Holiday Speed Limit of 50kph enforced during the Christmas holiday period extending from 20<sup>th</sup> December to 31<sup>st</sup> January the following year.

The land with in Pohara is classified as Residential and Rural Residential Serviced.

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

A survey for each of the roads in Pohara was undertaken with the average rating ® values for each stated below:

- Selwyn St - R = 15.2 therefore meets the 50kph Speed limit requirements under the Rule;
- Tennyson St was not surveyed due to its very short length;
- Richmond Rd - R = 11.4 therefore meets the 50kph Speed limit requirements under the Rule. Note: The last 100m section of this road does not meet the average rating required for 50kph speed limit but is too short to sign with a different speed limit;
- Bay Vista Drive - R = 11.2 therefore meets the 50kph Speed limit requirements under the Rule.
- Pohara Valley Road - R = 9.6 therefore meets the 70kph Speed limit requirements under the Rule. It is proposed to include this road in the 50kph Urban Traffic Area;
- Haille Lane was not surveyed due to its short length;
- Faulkner Road was also not surveyed due to having insufficient development however the start of seal leading up to Pohara Valley Road intersection is an appropriate place to change the speed limit, this location also meets the requirement for providing sufficient approaching sightline;
- Abel Tasman Drive – R = 7.9 therefore meets the 70kph Speed limit requirements under the Rule. However, through the main part of Pohara between Selwyn Street and the end of the camp near the Penguin Café the average rating “R” = 11.1 thereby meeting the 50kph requirement of the Rule. However, it makes sense to set the current 70kph speed limit section to 50kph as this is the section that the 50kph holiday speed limit applies. Also the section of road between the main settlement of Pohara and Pohara Valley Road is used by locals to access facilities such as the tennis courts, public hall and cafes and local store. The road provides the only means of pedestrian access at high tide between the two points referred to above.

It is therefore recommended that an Urban Traffic Area for Pohara Township be created thereby setting a speed limit of 50kph.

**6. Paton’s Rock Township (including Paton’s Rock Rd, Bay View Trc and Battery Rd)  
(See map “3” for detail)**

Paton’s Rock Road and Battery Road are classified as Access Roads and Bay View Terrace an Access Place. Paton’s Rock Road is the main road with in Paton’s Rock Township and provides access to numerous batches, retirement and family homes. The land within the township is zoned Residential. The population swells during school holidays.

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

The Average rating ® for the following roads is:

- Paton's Rock Rd - R = 11. To achieve this rating it is necessary to discount the first 100metre section in which the speed limit sign is erected in. The current sign position is sensibly located providing the best threshold point for a speed limit change. The latter part of the road from 2.4km to 2.8km has kerb and channel and footpaths;
- Bay View Terrace – R = 11. This is a short section of road that has sufficient development to justify a 50kph speed limit.
- Battery Rd was not rated due to being very short in length.

It is therefore recommended that the Urban Traffic Area for Paton's Rock Township be retained.

## **7. Para Para Village ( Para Para Beach Rd, Bishop Rd, and Pryor Rd) (See map "4" for detail)**

Currently the roads in Para Para are signed with a speed limit of 70kph.

In terms of roading hierarchy all of the roads listed above are Access Roads and carry low traffic volumes.

Most of the dwellings in Para Para appear to be Batches or retirement homes and therefore for most of the year the area is relatively quiet until holiday time.

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

A survey for each of the roads in Para Para was undertaken with the average rating @ values for each stated below:

- Para Para Beach Rd - R = 4.5 therefore meets the 80kph Speed limit requirements under the Rule;
- Bishop Rd - R = 10 therefore meets the 70kph Speed limit requirements under the Rule;
- Pryor Rd was not surveyed due to its very short length;
- Esplanade Rd (Gravel access) – R = 6 therefore met the 70kph Speed limit requirements under the Rule.

It is felt that 70kph is an unrealistic speed limit for the roads in this area and therefore it is recommended that the speed limit be relinquished and instead, traffic calming measures such as speed humps be installed. It is also recommended that a Holiday Speed Limit of 50kph be implemented during the Christmas holiday period extending from the 20<sup>th</sup> December to 31<sup>st</sup> January the following year.

## **8. Pakawau Township (Collingwood Puponga Main Rd) (See map "5" for detail)**

Collingwood Pupong Main Road through Pakawau is a Collector Road under Council's roading hierarchy, carrying approximately 500 vehicles per day. The road serves as the only access to Fare Well Spit at Puponga and Mangarakau on the West Coast.

Currently the speed limit through Pakawau is 100kph with a Holiday speed limit of 50kph applying during the Christmas holiday period extending from 20<sup>th</sup> December to 31<sup>st</sup> January the following year. This Holiday speed limit extends from the southern end of Pakawau through to Pakawau Bush Road, approximately 2.2km.

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

The survey was undertaken from the post in which the Holiday Speed Limit is hung, to North of Pakawau Bush Road, a distance of approximately 3 kilometres.

Average rating ® for the following sections:

- 10750m – 11850m R = 6.6 therefore meets the 70kph Speed limit requirements under the Rule
- 11850m – 13750m R = 1.8 therefore does not meet a lowering of the speed limit from 100kph.

It is therefore recommended that a 70kph speed limit through Pakawau from approximately the starting position of the Holiday Speed Limit travelling in a northerly direction for 1.1 kilometres or thereabouts be implemented. It is also recommended that the existing Holiday Speed Limit should remain over the 2.2 kilometre roadway length taking in the Pakawau Hall on the corner of Pakawau Bush Road.

## **9. Abel Tasman Drive (See map “C6” for detail)**

Abel Tasman Drive is classified as a Distributor Road under Council’s roading hierarchy between Takaka and Pohara Valley Road, and a Collector Road from here through to Totaranui. The traffic volumes are in the vicinity of 2500 vehicles per day close to Takaka and as little as 150 vehicles per day towards Totaranui.

The speed limits on Abel Tasman Drive vary and are a mix of 70, 80 and 100kph, with a 50kph speed limit at Pohara applying only during the Christmas Holiday period.

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

The survey was undertaken from Takaka to Tata Beach, beyond this point due to the lack of roadside development there was little point continuing the rating as the low values only coincided with that for a 100kph speed limit.

The average rating ® obtained for sections of the road are set out below:

- 0m – 1100m R = 6.7 therefore meets the 70kph Speed limit requirements under the Rule

- 1100m – 1500m  $R = 1$  therefore does not meet a lowering of the speed limit from 100kph
- 1500m – 2000m  $R = 6.6$  therefore meets the 70kph Speed limit requirements under the Rule, however this road section is currently signed for 80kph due to the fact that the proceeding 400m section between 1100 and 1500m could not justify a speed limit. The minimum length of a 100kph speed limit section between two lower speed limits is 2 kilometres. Based on site visits it would suggest that the current 80kph speed limit is not very well respected, therefore a short section of 70kph is unlikely to change this attitude and the longer 80kph is the preferred option. Ideally a 70kph and 80kph speed limits next to each other is not a desirable layout due to the very little difference in speed. It is therefore recommended that the status quo remains for now and a number of speed surveys carried-out overtime to ascertain the level of compliance.
- 2000m – 3600m  $R = 1.4$  therefore does not meet a lowering of the speed limit from 100kph
- 3600m – 4700m  $R = 6.5$  therefore meets the 70kph Speed limit requirements under the Rule. This section of road is currently signed as 70kph through Motupipi Village. Note: The current 50kph section on Glenview Road meets the requirement under the rule for the signed speed limit and minimum length of 500metres.
- 4700m – 5900m  $R = 1.0$  therefore does not meet a lowering of the speed limit from 100kph
- 5900m – 7200m  $R = 5$  therefore therefore meets the 80kph Speed limit requirements under the Rule. It is therefore recommended that the speed limit along this section of road remains as 100kph in the meantime rather than lower the speed limit to 80kph and end up with a series of speed limits ranging between 50, 70, 80 and 100kph causing confusion. It would be preferable along this route to keep 70kph speed limit as the intermediate speed limit between 50kph and 100kph. In time with further development along this road a 70kph speed limit will be met.
- 7200m – 8700m See recommendation above for Pohara Township
- 8700m – 10900m  $R = 0$  therefore does not meet a lowering of the speed limit from 100kph. This section is from Pohara Valley Road to Ligar Bay.
- 10900m – 11700m  $R = 7.8$  therefore meets the 70kph Speed limit requirements under the Rule. This section of road is through Ligar Bay and it is recommended that the speed limit be set at 70 kph and, a Holiday Speed Limit of 50kph be enforced during the Christmas holiday period extending from 20<sup>th</sup> December to 31<sup>st</sup> January the following year
- 11700m – 19730m  $R < 3$  and therefore does not meet a lowering of the speed limit from 100kph thresh-hold

### **Summary**

It is therefore recommended that the only change to speed limits along Abel Tasman Drive other than at Pohara Township be at Ligar Bay thereby reducing the speed limit from currently 100kph through Ligar Bay village including Nyhane Drive to 70kph and a Holiday Speed limit of 50kph be implemented. With Nyhane Drive, it is believed that with future development the speed limit



will come down also other traffic calming measures such as speed humps could be implemented if speed is an issue however it is believed the nature of the road confines speed.

Further to this it is recommended that the current 80kph speed limit on Abel Tasman Drive north of Sunbelt Crescent be monitored to ascertain the level of compliance by undertaking a speed survey using traffic counter and tubes (inexpensive).

**10. Other Areas Considered  
(See maps "7 - 10" for detail)**

- Collingwood Township – Currently 50kph Urban Traffic Area, no change recommended;
- Central Takaka Road (See Takaka South Map) – Currently 70kph, no change recommended;
- Kotinga on Long Plain Rd and surrounding area – Currently 100kph, no change recommended;
- Park Avenue – Yet to be rated however recommend either 50kph or 70kph;
- Rangihaeata – No change recommended at this time however further investigation to the suitability of implementing a 50kph Holiday Speed Limit.

**RECOMMENDATION**

**That the Engineering Services Committee support the following recommended changes to Council's Speed Limit Bylaw for Speed Limits in the Golden Bay area, subject to these changes going to public consultation.**

Location or Road Name	Existing Speed Limit kph	Proposed Speed Limit kph	Recommendation
Rototai Road	100	70	From end of existing 50kph speed limit to just north of Arapeta Place
Meihana Street	70	50	From end of existing 50kph speed limit near Rototai Road to Motupipi Street/Abel Tasman Drive Roundabout, currently 70kph
Motupipi Street	70	50	From end of existing 50kph speed limit to Meihana Street/Abel Tasman Drive Roundabout, currently 70kph
Sunbelt Crescent	70	50	Create an Urban Traffic Area for full length of road
<b>Pohara Township</b> Following Roads	70	50	Create an Urban Traffic Area and relinquish 50kph Holiday Speed Limit
Selwyn St			Full length
Tennyson St			Full length
Richmond Rd			Full length

Bay Vista Dr			Full length
Pohara Valley			Full length
Haille Ln			Full length
Faulkner Rd			Short length over existing 70kph section
Abel Tasman Dr			From existing 70kph speed limit sign near Richmond Rd to 70kph speed limit sign north of Pohara Valley Rd.
<b>Paton's Rock Township</b>	50	50	No change to status quo
<b>Para Para Village</b>	70	100	To relinquish existing 70kph speed limit and instead install speed limiting devices such as speed humps also, put in place a 50kph Holiday Speed Limit.
<b>Pakawau Township</b>			
Collingwood Puponga Main Rd	100	70	Extend from the southern entrance into the town at approximate displacement 10750m in a northerly direction to a point just past the last house on the seaward side displacement 11850m
Collingwood Puponga Main Rd	70	50	Extent of existing 50kph Holiday Speed limit to remain (See attached map)
<b>Abel Tasman Dr</b>			
0m - 1126	70	70	From Meihana St Roundabout to just north of Sunbelt Cres, existing speed limit to remain unchanged
1126m – 2126m	80	80	Existing speed limit to remain unchanged and, undertake speed survey to ascertain level of compliance.
2126m – 3681m	100	100	Existing speed limit to remain unchanged
3681m – 4674m	70	70	Existing speed limit to remain unchanged
4674m – 7195m	100	100	Existing speed limit to remain unchanged
Pohara Township 7195m – 8747m	70	50	Create an Urban Traffic Area
8747m – 10800m	100	100	Existing speed limit to remain unchanged
Ligar Bay 10800m -11700m (Approximately)	100	70	Put in place a 70kph Speed Limit to apply all year except during period of Holiday Speed Limit
Ligar Bay	50	50	Create a 50kph Holiday Speed Limit

10800m -11700m (Approximately)			over this length
11700m – 19730m	100	100	Existing speed limit to remain unchanged
<b>Collingwood Township</b>	50 70	50 70	Existing speed limits to remain unchanged
<b>Central Takaka Rd</b>	70	70	Existing speed limit to remain unchanged
<b>Park Avenue</b>	100	50 or 70	Yet to be rated, either 50 or 70kph
<b>Rangihaeata</b>	100		50kph Holiday Speed Limit to be investigated

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