

STAFF REPORT

TO: Chairman and Members of Engineering Services Committee
FROM: Steve Elkington, Road Asset Engineer
REFERENCE: R879
DATE: 31 May 2006
SUBJECT: **SPEED LIMIT REVIEW MOTUEKA & SURROUNDING AREAS**

1 PURPOSE

To recommend changes to a number of speed limits on various roads in the Motueka, Brooklyn, Riwaka, Mapua, Ruby Bay and Marahau areas:

1.1 Motueka

1. Moutere Highway – South of School Rd to the 70kph Speed Limit at Lower Moutere Village
2. Hursthouse Street – Between Queen Victoria St and Chamberlain St
3. Wildman Road – Between High St South and Queen Victoria St
4. High Street South – Between The Coastal Highway (SH60) and Wildman Rd at Batchelor Ford Rd
5. Wharf Road – Between The Coastal Highway (SH60) and Ward St
6. Hau Road – Between Queen Victoria St and road end
7. College St – From the existing 70kph Speed Limit to Chamberlain St
8. Chamberlain Street – Between McBrydie Rd and Whakarewa St
9. Whakarewa Street – Between Queen Victoria St and road end
10. Douglas Road – Full length
11. Pamarika Street – Between Whakarewa St and Pah St West
Pah Street West – Between Queen Victoria St and Pamarika St

1.2 Riwaka/ Brooklyn

12. Dehra Doon Rd – SH60 to road end
13. Mickell Road and Linden Place at Brooklyn
14. Umukuri Road – Between SH60 and Little Sydney Rd
15. Swamp Road – Between Umukuri Rd and SH60
16. Little Sydney Road – North of Umukuri Rd Intersection

1.3 Ruby Bay/Mapua

17. Pomona Road – Between Stafford Drive (SH60) to a position approximately 2km from this intersection
18. Korepo Road – off Pomona Rd
19. Crusader Drive (including Joseph Senior Way) -- Off Pomona Rd
20. Warren Place – Off Stafford Drive (SH60)
21. Aranui Road – Between Stafford Drive (SH60) and the existing 50kph Speed Limit
22. Dawson Road – Off Seaton Valley Rd

1.4 Marahau

23. Sandy Bay Marahau Road - Between the existing 30kph Speed Limit and a position just North of this location
24. Marahau Valley Road - Off Sandy Bay Marahau Rd

2 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.

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.

3 COMMENT

Many of the roads around the district have operating speeds probably far lower than the actual signed or Rural Speed Limit that applies. Drivers determine their speed based on all sorts of issues and based on their frame of mind as well as the road environment ahead.

It would be easy to justify a lower speed limit on many rural roads in Tasman simply based on the operating speed which in some cases is a truer way of determining an appropriate speed limit. Land Transport NZ is presently undertaking trials on Speed Zones to provide a more flexible approach to determining appropriate speed limits, and uses a combination of crash rates, speed surveys and the Speed Limit Warrant system. Therefore in future once the trials are finalised and guidelines provided RCA's will have another tool to establish a speed limit.

One of the issues we need to be mindful of is the proliferation of speed limits and variations or fragmentation of them on roads in the district and even along the length of a single road. If Council does not maintain a disciplined approach to both setting and choosing roads with roadsides more heavily developed then the cost to the Council of determining, consulting, signing including repeater

signage and sign maintenance will become a major cost. To date one of the main crash issues in the district is loss of control on bends and this can be solved by other means other than installing speed limits.

Motueka (See map "11" for details)

1. Moutere Highway (South of School Rd to Existing 70/100 SL Signs)

The section of Moutere Highway reviewed was from a point just South of School Road, the site of Lower Moutere School, and the existing 70/100 Speed Limit change point just before the Lower Moutere Village.

Unfortunately due to the lack of roadside development as well as the fact that Lower Moutere School has its only entrance off School Road and its Moutere Highway frontage is well fenced off from the road, it would be unreasonable to extend the existing 70kph Speed Limit South by almost one kilometre and expect drivers to comply with it. There is both a suitable berm and for part of the way a footpath on the eastern side of Moutere Highway from the southern end of Lower Moutere to School Road. In Council's LTCCP, a shared path for both pedestrians and cyclists is proposed for construction over a two year period between 2007 and 2008.

Therefore it is recommended to leave the existing speed limit unchanged.

2. Hursthouse Street (Queen Victoria St to Chamberlain St)

Hursthouse Street borders the northern side of Lower Moutere Village and from Queen Victoria Street to part way along the southern side of the road there is a medium level of housing density. Towards Chamberlain Street end there are orchards as well as large cool and packing stores.

Hursthouse Street is classified as an Access Road under Council's roading hierarchy.

Speed Limit Warrant Results

The average rating for this road is **R = 8**, which meets the requirements for a 70kph Speed Limit under the Rule.

Therefore it is recommended that Hursthouse Street has a 70kph Speed Limit imposed between Queen Victoria Street and Chamberlain Street. This speed limit is in keeping with those on adjoining roads that serve Lower Moutere Village.

3. Wildman Road (High Street South to Queen Victoria St)

Wildman Road is a continuation of High Street South providing a southern link between Lower Moutere and Motueka South and the Moutere Highway.

Wildman Road is classified under Council's roading hierarchy as a Collector Road and carries approximately 1500 vehicles per day. The road is practically straight with little development towards Queen Victoria Street end, any reduction in the existing 70kph Speed Limit will probably not be well respected and difficult to enforce.

Whilst there is a reasonable level of development along the southern side for part of the road, there is also a footpath behind a kerb and where kerbing does not exist the grass verges are wide.

A recent speed survey taken for both High St South and Wildman Road showed that the 85th Percentile was 70kph which shows a good level of compliance.

Speed Limit Warrant Results

The average rating for this road is **R = 7.4**, which meets the requirements for a 70kph Speed Limit under the Rule.

Therefore it is recommended the speed limit on Wildman Road remain unchanged at 70kph.

4. High Street South (The Coastal Hwy SH60 to Wildman Rd)

High Street South is classified under Council's roading hierarchy as a Collector Road and carries approximately 1600 vehicles per day. The road is used as a link between Motueka South and the Moutere Highway. At the Coastal Highway (SH60) end there is a Motor Camp but little other development until further along the road towards Wildman Road where there is reasonable level of residential development mainly along the eastern side and to a lesser extent on the western side of the road. There is a footpath in front of the houses on the eastern side behind a kerb, and a well formed gravel path set well back from the road edge where kerbing doesn't exist.

The existing speed limit on this section of High St South is 70kph. From a recent speed survey of High St South it showed the 85th Percentile to be 70kph which is a good level of compliance.

Speed Limit Warrant Results

The average rating for this road is **R = 7**, which meets the requirements for a 70kph Speed Limit under the Rule.

Therefore it is recommended the speed limit on High Street South remain unchanged at 70kph.

5. Wharf Road (High St South SH60 to Trewavas St)

Wharf Road is classified under Council's roading hierarchy as a Collector Road and carries approximately 1600 vehicles per day with many of these being commercial vehicles. The road provides a link between Talley's factory, Motueka wharf and nearby boating facilities as well as access to the Salt Water Baths. Wharf Road is below an ideal width for this class of road and is built on a

coarse-way with reasonably steep embankments down to the estuary on either side. A number of pedestrians and cyclists use this road for both recreation and commuting. Unfortunately there is only a narrow grass shoulder to either walk on and cyclists in particular cause drivers to cross the centre line when passing them.

The existing speed limit is 100kph.

Speed Limit Warrant Results

The average rating for this road is **R = 0**, due to the lack of any development along the approximately 1kilometre length of it which is mainly all cause-way and having a speed limit of 100kph.

Therefore it is recommended that the speed limit on Wharf Road remain unchanged for the time being and a speed survey will be undertaken.

6. Hau Road (Queen Victoria St to end)

Hau Road is classified as an Access Place with a 70kph speed limit. The land which the road gives access to is zoned Rural and, Industrial Light at the end of the road. The road has residential development on the southern side only and an orchard on the opposite side. The road carries approximately 280 vehicles per day.

Speed Limit Warrant Results

The average rating for this road is **R = 8**, which therefore meets the 70kph speed limit requirements under the Rule.

A recent speed survey taken for Hau Road showed a very high compliance level with the current 70kph Speed Limit.

Therefore it is recommended the speed limit on Hau Road remain at 70kph.

7. College Street (Queen Victoria St to Chamberlain St)

College Street is an Arterial Road under Council's roading hierarchy and carries approximately 2000 vehicles per day. College Street is on a strategic route which links Motueka with the Motueka Valley and further South, Kohatu Junction at SH6.

The section of College Street under consideration has mainly residential property on the southern side and the Motueka Aerodrome on the other. The road provides a gateway to Motueka and is long and straight. Recently minor safety work was undertaken to the intersection of College and Chamberlain Streets, to reduce the incidence of drivers failing to give way on Chamberlain Street.

The proposal is to extend the existing 70kph Speed Limit to Chamberlain Street intersection. The existing speed limit change point between 50kph and 70kph

Speed Limits is proposed to remain, as the level of development drops off south of this location and the extension of the 50kph Speed Limit can not be justified.

Speed Limit Warrant Results

The average rating for the 50kph Speed Limit section currently meets that required under the Rule. From the threshold between the 50 and 70 kph Speed Limits to Chamberlain Street Intersection the average rating **R = 6**, which just meets the 70kph speed limit requirements under the Rule.

Therefore it is recommended the 70kph Speed Limit on College Street be extended from the existing location at 820metres to the western side of Chamberlain Street Intersection to a point at 1350metres, approximately 50metres south of the intersection.

8. Chamberlain Street (McBrydie Rd to Whakarewa St)

Chamberlain Street is an Access Road under Council's roading hierarchy and carries approximately 200 vehicles per day. The land around Chamberlain Street is zoned Rural. The entire length of Chamberlain Street (4.2km) between McBrydie Road and Whakarewa Street was surveyed.

Recently minor safety work was undertaken to the intersection of College and Chamberlain Streets, to reduce the incidence of drivers failing to give way on Chamberlain Street.

Unfortunately there is insufficient development along this road to meet the requirements of the Speed Limit Warrant to justify a lower speed limit.

Speed Limit Warrant Results

The average rating for this road is **R = 1.8**

Therefore it is recommended the existing speed limit of 100kph remain unchanged.

9. Whakarewa Street (Queen Victoria St to road end near the Motueka River)

Whakarewa Street is a Collector Road under Council's roading hierarchy. A Speed Warrant was undertaken on Whakarewa Street between Queen Victoria Street and the road end at the Motueka River Stop Bank, a length of approximately 2.4kilometres.

Whakarewa Street is zoned Rural, and has mainly Orchards bordering it with a scattering of houses along its length. Douglas Road is near the end of Whakarewa Street and close to the Motueka River, and provides access to three gravel pits.

The current speed limit on this road is 50kph on the Motueka Town side to as far as Pamarika Street where it then changes to the Rural Speed Limit of 100kph. The 50kph section between Queen Victoria Street and Pamarika Street is out of character for this speed limit due to the lack of roadside development.

Speed Limit Warrant Results

The average rating for the length of Whakarewa Street surveyed is **R = 3.1**, therefore the road meets the requirements for an 80kph Speed Limit under the Rule.

Therefore it is recommended that the Urban Traffic Area outer boundary at Pamarika Street be pulled back to the western side of Queen Victoria Street, and an 80kph Speed Limit be applied for the entire length of Whakarewa Street to the road end.

10. Douglas Road (Whakarewa St to end)

Douglas Road is classified as an Access Place under Council's roading hierarchy. The land around Douglas Road is zoned Rural. The road provides access to three gravel pits and a small number of residential properties along it. In recent years the road has been widened out to 6metres.

The current speed limit of Douglas Road is 100kph and there are several 90degree "S" curves along its length that help to restrict speed.

Speed Limit Warrant Results

The average rating for Douglas Road is **R = 4.0**, therefore the road does not meet the requirements of a lower speed limit under the Rule.

It is therefore recommended the 80kph Speed Limit proposed for Whakarewa Street also apply to Douglas Road. Although the actual operating speed is likely to be less than the current Rural Road Speed Limit of 100kph, it is felt 80kph is more appropriate although still higher than probably the actual operating speed.

11. Pamarika Street & Pah Street West (Queen Victoria St to Whakarewa St)

Both Pamarika Street and Pah Street West are classified as Access Roads under Council's roading hierarchy. The land around these roads is zoned Rural and is mainly used for horticulture. There are a few residential properties spread along the route but these are mostly clustered at the 90degree bend where the two roads meet.

The speed limit of these two roads is currently 50kph. Both roads are within the Motueka Township Urban Traffic Area.

Speed Limit Warrant Results

The average rating for Pamarika Street is **R = 2.7**, Pah Street West is **R = 1.1**, therefore both roads do not meet the requirements of a lower speed limit below 100kph under the rule.

The short length of Pamarika Street between Whakarewa Street and the 90degree bend limits the operating speed on this section of road however on Pah Street West the operating speed could easily be well above 50kph.

Ideally the speed limits on these two roads should be the Rural Speed Limit of 100kph.

Therefore it is recommended that the speed limit on these two roads remain unchanged for now and, that a speed survey be carried-out to establish what the actual operating speeds on these roads are before a decision is made on raising their present 50kph Speed Limit.

Riwaka/Brooklyn (See map "10" for detail)

12. Dehra Doon Road (SH60 to road end)

Dehra Doon Road is classified as an Access Road under Council's roading hierarchy. The land around Dehra Doon Road is zoned Rural. The road provides access to numerous residential properties as well as Orchards, Pack Houses and Cool Stores. In recent years the road has been upgraded.

The current speed limit of Dehra Doon Road is 100kph and there are several curves along its length which limits the operating speed.

Speed Limit Warrant Results

The average rating for Dehra Doon Road is **R = 5.6**, therefore the road meets the requirement for an 80kph Speed Limit under the Rule.

It is therefore recommended that an 80kph Speed Limit be implemented Based on a recent speed survey, the 85th Percentile was approximately 80kph, which confirms this is a suitable speed limit.

13. Mickell Road & Linden Place at Brooklyn

Both Mickell Road and Linden Place are classified as Access Places under Council's road hierarchy. These roads are within the 70kph speed limit area for Brooklyn. Both roads have kerb and channel including footpaths and have the density of housing that you would expect in an urban street.

Speed Limit Warrant Results

The average rating for Mickell Road is **R = 13**, and Linden Place is **R = 11**. Both of these ratings meet the 50kph Speed Limit requirements under the Rule

It is therefore recommended that an Urban Traffic Area with a 50kph Speed Limit be created for both Mickell Road and Linden Place.

14. Umukuri Road (Main Road Riwaka SH 60 to Existing 70kph Speed Limit at Little Sydney Road)

Umukuri Road is a Collector Road under Council's roading hierarchy and carries approximately 2500 vehicles per day. The road provides access to Brooklyn as well as the Motueka River West Bank. Umukuri Road in part provides an alternative route to bypass Riwaka via Swamp Road. Umukuri

Road is below an ideal width of 7.2metres for this class of road. The road has a long straight of approximately 2km between the State Highway and Little Sydney Road, where the present 70kph Speed Limit for the settlement of Brooklyn starts.

The speed limit on Umukuri Road is 100kph. In late February this year a speed survey was undertaken which showed the 85th percentile of traffic was travelling just below 100kph however, the median speed is approximately 85kph therefore any reduction in the speed limit will most likely achieve low compliance unless enforced.

Transit NZ is currently proposing to implement on State Highway 60 between Motueka and Riwaka an 80kph Speed Limit. Due to this proposal it is also recommended that an 80kph Speed Limit be set on Umukuri and Swamp Roads.

One of the issues with lowering the speed limit on SH60 between Motueka and Riwaka is to encourage more traffic to use Swamp and Umukuri Roads. There is no certainty this will happen as those who use this route now will most likely continue to bypass Riwaka. Those who don't use this alternative route are either from out of town or the route doesn't suit or appeal. It must be remembered that Swamp Road is not the most comfortable road to travel on as it has numerous undulations as well as deep side drains and a narrow roadway.

Speed Limit Warrant Results

Due to the lack of roadside development the average rating for Umukuri Road is **R = 2.8**. This rating is close to the minimum required of 3 for an 80kph Speed Limit.

Recommendation

Due to Transit NZ proposing to implement an 80kph Speed Limit on SH60 between Motueka and Riwaka, it is therefore proposed that an 80kph Speed Limit be set on Umukuri Road. The 80kph Speed Limit would extend from SH60 to near Little Sydney Road where the current 70kph Speed Limit starts. This combination of 70 and 80kph speed limits is not desirable however, there is little point in having a short section of 100kph road between Swamp Road intersection and the present 70kph Speed Limit. Both Anderson and Little Sydney Roads off Umukuri Road would have installed on the back of the 80kph signs a De-restriction sign, which is the white disc with a black slashed line through it, rather than a sign with the number 100 on it.

15. Swamp Road (Umukuri Road to Dehra Doon Corner on Main Road Riwaka (SH60))

Swamp Road is an Access Road under Council's roading hierarchy and carries approximately 1200 vehicles per day. The road provides an alternative route to the State Highway and bypasses Riwaka. Swamp Road is below an ideal width for this class of road and the amount of traffic it carries. The road has narrow shoulders with deep drains along both sides and from the Brooklyn end has a long straight of 1.6 kilometres. The section of Swamp Road near its northern

end towards SH 60 has a crash history due to the road horizontal alignment. The section of road through the reverse curve near Factory Road intersection is due for reconstruction in the forth coming financial year. Attached to the back of this Report is a map showing the crashes that have occurred on both Swamp and Umukuri Roads. You will see that there is a cluster of crashes on Swamp Road near the reverse curve close to Factory Road, the sum of these crashes were the main driver in achieving funding approval from LTNZ for the reconstruction of this section of Swamp Road.

The speed limit on Swamp Road is 100kph. In late February this year a speed survey was undertaken which showed the 85th percentile of traffic was travelling just below 100kph however, the median speed is approximately 85kph therefore any reduction in the speed limit will most likely achieve low compliance.

Transit NZ is currently proposing to implement on State Highway 60 between Motueka and Riwaka an 80kph Speed Limit.

Speed Limit Warrant Results

Due to the lack of roadside development the average rating for Swamp Road is **R = 1.9**. This rating unfortunately does not meet the requirements for lowering the current 100kph Speed Limit under the Rule.

Recommendation

Due to Transit NZ proposing to implement an 80kph Speed Limit on SH60 between Motueka and Riwaka it is therefore proposed that an 80kph Speed Limit be set on Swamp Road and Umukuri Road.

16. Little Sydney Road (Umukuri Rd to Chainage 600metres)

Little Sydney Road is classified as Access Roads under Council's roading hierarchy and carries approximately 500 vehicles per day. The road seal width is below the ideal width in Council's engineering standards. The land adjacent to the road is zoned Rural and is mainly used for horticulture. There are a few residential properties along the road but unfortunately neither enough or close together to make a difference to the Warrant.

The speed limit on Little Sydney Road is the Rural Speed Limit of 100kph. The actual operating speed is most likely to be much lower.

Speed Limit Warrant Results

The average rating for Little Sydney Road is **R = 2.3**, and based on surveying the first 600metres from the intersection of Umukuri Road. Unfortunately under the Rule a lower speed limit is not justified.

Therefore it is recommended that the speed limit on Little Sydney Road remain unchanged and that the 100kph sign be replaced for the De-Restriction sign, which is the white disc with the black slashed line through it.

Ruby Bay/Mapua

Ruby Bay – Proposal to extend existing Urban Traffic Area of Tait St and Broadsea Avenue to include (See map “13” for detail):

- Crusader Drive (Between Pomona Road and end)
- Joseph Senior Way (off Crusader Drive)
- Korepo Road (Between Pomona Road and end)
- Pomona Road (Between Stafford Drive SH60 to a point 2km West of this intersection)

17. Pomona Road (Stafford Drive SH60 to approximately 2km from Intersection) (See map “13” for details)

Pomona Road is classified under Council’s Rooding hierarchy as an Access Road. The road is winding and grades from Stafford Drive up towards the ridge line. There is a reasonable level of roadside development but not of the same development density as either Crusader Drive or Korepo Road. The operating speed is predicted to be around or more likely below 50kph.

Speed Limit Warrant Results

The average rating for this road is **R =5.4**, which meets the requirements for an 80kph Speed Limit under the Rule.

Therefore it is recommended that Pomona Road be included in the nearby Tait Street and Broadsea Avenue Urban Traffic Area, which has a 50kph Speed Limit. It is also recommended that the 50kph Speed Limit be extended to a point approximately 2065metres West of Stafford Drive SH60 Intersection. Near this point the road straightens out slightly providing sufficient forward sightlines for drivers travelling towards Ruby Bay, to see the speed limit signs. The sign on the back of the 50kph signs would be the De-restriction sign which is the white disc with a black slashed line through it.

18. Korepo Road (Pomona Rd to end) (See map “13” for details)

Korepo Road is classified under Council’s Rooding hierarchy as an Access Place. The road is of similar roadside development of an urban area. The road is also very narrow with pedestrians needing to walk on the road, and parked cars including cyclists restrict the road to a single lane. The operating speed is predicted to be below 50kph.

Speed Limit Warrant Results

The average rating for this road is **R = 11.2**, which meets the requirements for a 50kph Speed Limit under the Rule.

Therefore it is recommended that Korepo Road be included in the nearby Tait Street and Broadsea Avenue Urban Traffic Area, which has a 50kph Speed Limit.

19. Crusader Drive & Joseph Senior Way
(See map "13" for details)

Crusader Drive is classified under Council's Roding hierarchy as an Urban Access Place. The road has kerb and channel including a footpath. The speed limit for this road is currently 100kph however from a recent speed survey undertaken the 85th Percentile operating speed is 50kph.

Speed Limit Warrant Results

The average rating for this road is **R = 8.4**, which meets the requirements for a 70kph Speed Limit under the Rule however this is not a realistic speed limit for this section of road.

Therefore it is recommended that Crusader Drive including Joseph Senior Way have a 50kph Speed Limit imposed. And that the Urban Traffic Area nearby which includes Tait Street and Broadsea Avenue encompass both Crusader Drive and Joseph Senior Way.

20. Warren Place (From Stafford Drive (SH60) to end)
(See map "14" for details)

Warren Place is classified as an Access Place with a 70kph speed limit under Council's Speed Limits Bylaw however the road is currently signed as 50kph. The land which the road gives access to is zoned light commercial and has kerb and channel including a footpath. The road has a relatively high level of development for its 185metre length and carries approximately 270 vehicles per day.

Speed Limit Warrant Results

The average rating for this road is **R = 11.5**, 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 development density is that of an Urban Area and the road is a cul-de-sac of relatively short length. Therefore it is proposed to recommend a 50kph speed limit thereby extending the existing Mapua Urban Traffic Area to encompass this road.

21. Aranui Road Mapua (Between Stafford Drive (SH60) and the Existing 50kph Speed Limit sign) (See map "14" for details)

Aranui Road is classified as a Collector Road. The road is strategic in terms of Mapua and provides the main access route to the village. Currently the existing 50kph Speed Limit or Urban Traffic Area starts approximately 180metres towards the village from the Stafford Drive SH 60 Intersection. This intervening distance of 180metres is part of the 70kph Speed Limit that applies to Stafford Drive through Ruby Bay. There is sufficient development along this 70kph section of Aranui Road to justify reducing the speed limit to 50kph. However, due to the layout of the intersection and roadway it is unlikely to change the operating speed of this section of Aranui Road.

The traffic count for this road is approximately 2100 vehicles per day.

Speed Limit Warrant Results

The survey was started from Stafford Drive/Aranui Road Intersection and covered the length of the existing 70kph Speed Limit.

Average rating for this 180metre section is **R = 16**, and therefore meets the 50kph Speed limit requirements under the Rule

It is therefore recommended that the Urban Traffic Area for Mapua extends out to the intersection with Stafford Drive (SH60), with the signs being installed on the Mapua village side of the intersection. It is also proposed to create a Gate Way treatment at this proposed thresh-hold in future and funded from Council's Minor Safety programme.

22. Dawson Road (Seaton Valley Road to end)

Dawson Road is a no exit road carrying approximately 260 vehicles per day and classified under Council's roading hierarchy as a Local Access Road. The road serves numerous life style properties and has quite a torturous horizontal alignment thereby limiting the operating speed of the road.

Unfortunately there is insufficient roadside development to meet the Warrant for a 50kph Speed Limit which is approximately the operating speed on the road.

Speed Limit Warrant Results

The survey was undertaken from Seaton Valley Road intersection to the cul-de-sac end, a distance of approximately 1 kilometre.

The average rating for the road is **R = 5.8** Therefore this meets the rating for an 80kph Speed Limit under the Rule and unfortunately is just under the minimum Rating of 6 for a 70kph Speed Limit.

Based on a speed survey undertaken recently, approximately 90% of traffic is travelling below 60kph. Therefore based on this data there is no need to put in place a speed limit when the alignment of the road limits the speed to ideally what it should be.

Marahau (See map "23" for details)

23. Sandy Bay Marahau Road (Extension of the existing 30kph Speed Limit)

The proposal is to extend the existing permanent 30kph Speed Limit from the existing location in a north westerly direction for a distance of 165metres towards Marahau Valley Road and just past the Chalets Abel Tasman Haven entrance. The existing 60kph Speed Limit length will slightly reduce in length.

The proposed 30kph Speed Limit will extend past the two Sea Kayak businesses including the Fire Station.

24. Marahau Valley Road (Sandy Bay Marahau Rd – end)

Marahau Valley Road is classified as an Access Place under Council’s roading hierarchy and has a traffic volume of approximately 350 vehicles per day. The current legal speed limit is 100kph however the actual operating speed on this road is much less due to mainly the narrowness of the road and horizontal alignment. The road does not have either sufficient roadside development or vehicle crash history significant to consider applying a lower speed limit.

Speed Limit Warrant Results

The average rating for this road is **R = 2.5**, which does not meet the requirements for a lower Speed Limit under the Rule.

Therefore it is recommended the speed limit on Marahau Valley Road remain unchanged. There is currently a De-restriction sign on the back of the existing 60kph Speed Limit sign.

4 RECOMMENDATION

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

Location or Road Name	Existing Speed Limit kph	Proposed Speed Limit kph	Recommendation
Motueka			
Hursthouse Street	100	70	Extend from Queen Victoria Street to Chamberlain Street
College Street	100	70	Extend the existing 70kph Speed Limit to a point 50metres South of Chamberlain Street Intersection.
Whakarewa Street	50	80	From Queen Victoria Street to Pamarika Street revoke the existing 50kph Speed Limit.
Whakarewa Street	100	80	Extend from Queen Victoria Street to the road end.
Douglas Road	100	80	Extend from Whakarewa Street to the road end

Riwaka/Brooklyn			
Dehra Doon Road	100	80	Extend from Main Road Riwaka SH60 to the road end
Mickell Road	70	50	From Motueka River West Bank Road to the road end.

Location or Road Name	Existing Speed Limit kph	Proposed Speed Limit kph	Recommendation
Linden Place	70	50	From Mickell Road to the road end
Umukuri Road	100	80	From Main Road Riwaka SH60 to a point at Chainage 2050metres, South of Little Sydney Road Intersection
Swamp Road	100	80	From Main Road Riwaka SH60 to Umukuri Road

Mapua/Ruby Bay			
Pomona Road	100	50	From Stafford Drive SH60 Intersection to a point at Chainage 2065metres
Korepo Road	100	50	From Pomona Road to the road end
Crusader Drive	100	50	From Pomona Road to the road end
Joseph Senior Way	100	50	From Crusader Drive to the road end
Warren Place	70	50	From Stafford Drive SH60 to the road end
Aranui Road	70	50	The Urban Traffic Area for Mapua be extended along Aranui Road in northerly direction to a point 40 metres from the Stafford Drive SH 60 Intersection.

Marahau			
Marahau Sandy Bay Road	60	30	Extend in a north westerly direction along Marahau Sandy Bay Road to a point measured 565metres from the intersection of Franklyn Street

Steve Elkington
Road Asset Engineer