

# Economic, Finance & Community Committee Meeting

2 May 2023

This Report relates to Item 3 in the Agenda

**“Speed Management Plan”**



# Marlborough Regional Speed Management Plan

April 2023



# Table of Contents

1.	The Marlborough Region.....	1
2.	Why a Speed Management Plan?.....	2
2.1	Setting of Speed Limits Rule .....	2
2.2	What is Speed Management? .....	2
2.3	Funding .....	3
2.4	Government Policy Statement on Land Transport .....	3
2.5	Road to Zero .....	4
2.6	Climate change .....	4
2.7	Travel Time .....	5
2.8	Crash Survivability .....	6
3.	Marlborough Crash History .....	7
4.	Speed Management Plans .....	9
4.1	Speed Limits .....	9
4.2	Schools .....	9
4.3	70 km/h and 90 km/h Roads.....	10
4.4	Safe Journeys Risk Assessment Tool .....	10
4.5	Road Design .....	11
5.	Speed Management Treatments.....	12
5.1	Speed Management Toolkit.....	12
5.2	Effects of Lower Speed Limits and Engineering.....	12
5.3	Treatment Lengths and Adjacent Roads .....	13
6.	Vision, Objectives and Guiding Principles.....	14
6.1	Waka Kotahi Vision.....	14
6.2	Objectives .....	14
6.3	Guiding Principles .....	14
6.4	Council Funding Priorities.....	14
7.	Marlborough Speed Management Plan.....	16
7.2	Waka Kotahi (State Highways).....	16
7.3	Other Road Controlling Authorities .....	17
8.	Implementation Plan.....	21
8.1	Marlborough District Council (Local Roads) .....	21
8.2	Waka Kotahi (State Highways).....	41
8.3	Other Road Controlling Authorities .....	42

## Appendices

Appendix A – Marlborough Local Roads Technical Assessment



# 1. The Marlborough Region

Marlborough is situated in the north-east corner of the South Island, accessible by ferry, rail, air and road with the main population of Marlborough centred in the town of Blenheim and a number of small townships.

SH1 from Picton south is a nationally significant route. SH6, SH62 and SH63 have regional significance as the connection for the majority of major townships in Marlborough. Local roads support the state highways as feeders.

Table 1 is a summary of the roads within Marlborough. There are also some minor Road Controlling Authorities including the Department of Conservation, KiwiRail, Ministry of Defence and Port of Marlborough.

Table 1 Summary of Roads in Marlborough

Road Type	Urban	Rural sealed	Rural unsealed	Urban VKT	Rural VKT
State Highway	17 km	243 km	0 km	13%	87%
Local Roads	230 km	950 km	650 km	29%	71%

While seven percent of the state highways in Marlborough are urban, 13 percent of the vehicle kilometres travelled are urban. While 13 percent of the local roads are urban, 29 percent of the vehicle kilometres travelled on local roads are urban.

A number of properties within the Marlborough Sounds do not have road access and land owners use boats and barging to access the area and to transport goods.

Traffic growth on state highways in Marlborough since 2000 has averaged 1.3 percent per annum, however in the past six years it has averaged 3.1 percent per annum. Traffic volumes in the urban area of SH1 at Blenheim are significantly higher than the traffic volumes in the rural areas.

While the proportion of active travel in Blenheim is higher than the New Zealand average, it is lower than other similar areas such as Nelson and Motueka. This is due to limited active mode facilities. Most cycle facilities that are provided are for recreational cyclists only and do not assist commuters. Many streets, particularly older streets in the fringe areas, do not have pedestrian footpaths on both sides of the road.

Marlborough District Council is a Unitary Council and undertakes both the functions of a District Council and a Regional Council. An agreement between the Marlborough District Council and Waka Kotahi was established in 2000 to create efficiencies in the management of both local roads and state highways in Marlborough. The agreement delegated the responsibility for managing Marlborough's local road network to the NZ Transport Agency via Marlborough Roads.

## 2. Why a Speed Management Plan?



This Speed Management Plan is being developed by Marlborough District Council (Council) to support the overall road safety goal of reducing deaths and serious injuries within the Marlborough District. To support the Speed Management Plan, a range of initiatives are required to be implemented such as speed limit changes, engineering treatments and enforcement by Police and the installation of speed cameras. These will support either existing speed limits or changes in speed limits if and when required. Any physical works will be undertaken in conjunction with education programmes and enforcement as required.

### 2.1 Setting of Speed Limits Rule

The Land Transport Rule: Setting of Speed Limits was updated in 2022 (Rule) and came into effect in May 2022. This removes the requirement for Territorial Local Authorities to set speed limits through bylaws, enabling a whole of network approach that considers safety-related engineering improvements, speed limit changes and safety camera placement together.

The Rule requires that speed limits around schools must be reviewed and the road controlling authority must have made all reasonable efforts to reduce the speed limits in the vicinity of 40% of schools-by the 30<sup>th</sup> June 2024 and all schools compliant by the 31<sup>st</sup> December 2027.

The Rule also created the requirement for Regional Councils to develop a regional speed management plan by compiling the information received from all the road controlling authorities within the region and then undertake public consultation of the draft speed management plan prior to finalising the plan and certification of the proposed changes.

Speed limits will now be regularly reviewed, and any proposed speed limit changes and engineering treatments identified, as part of the development of a speed management plan for Marlborough. These plans set out a 10-year vision with a 3-year implementation plan and are to be reviewed in line with the National Land Transport Programme funding timelines.

All speed limit records are now held in the National Speed Limit Register and any change to an existing speed limit must conform to the changes proposed in a speed management plan to enable it to be certified and become operative.

### 2.2 What is Speed Management?

Speed management is about achieving safe and appropriate vehicle speeds on roads that reflect the roads function, design, safety and use. People and goods need to move efficiently around our transport network; however, aligned to the Road to Zero vision, we also need to see a reduction in deaths and serious injuries on the network. Benefits gained from the implementation of appropriate vehicle speeds include enabling more active ways in how we get to where we need to go such as letting children walk, bike or scooter to school.

The creation of a speed management plan is one part of a wider Safe System approach to road safety with the four broad areas of the system being: safe speeds, safe vehicles, safe road use and safe roads and roadsides.



Speed management is more than just setting or adjusting speed limits. It requires input from policy makers, engineers, educators and the police to educate, encourage and influence road users to adopt safe and appropriate speeds.

The Global Road Safety Facility – World Bank released a report in 2020 titled “Road Crash Trauma, Climate Change, Pollution and the Total Costs of Speed: Six graphs that tell the story”. This report states that:

*Reduced speeds of travel represent a major, yet under-appreciated, opportunity to improve safety, climate change impacts of travel, health, inclusion, the economy, and in some circumstances, congestion. Speed management can be achieved through a range of interventions including road infrastructure and vehicle technology, as well as enforcement and promotion.*<sup>1</sup>

### 2.3 Funding

The implementation costs of road safety initiatives on public roads, including speed management, is shared between Council and Waka Kotahi NZ Transport Agency (Waka Kotahi), as the agent for the New Zealand Government. The guidelines for receiving funding from Waka Kotahi include meeting requirements for projects identified that support speed management and a reduction in death and serious injuries.

Regional Land Transport Plans feed into the National Land Transport Programme and the projects that Waka Kotahi approve in the Programme on local roads receive funding assistance. The funding assistance rate for Marlborough is currently 51 percent, ie Waka Kotahi will subsidise all approved road safety work on Marlborough local roads by 51 percent. State Highway projects are fully funded by Waka Kotahi.

The National Land Transport Programme has a three yearly cycle, with 2024-2027 being the next cycle.

The outputs from this Speed Management Plan will be used to develop a forward works programme for the national Road to Zero programme, and funding will be sought for works to support speed management on these roads.

### 2.4 Government Policy Statement on Land Transport

The Ministry of Transport releases the Government Policy Statement (GPS) on land transport every three years<sup>2</sup>. The GPS provides direction and guidance to those who are planning, assessing and making funding decisions on land transport over the next 10 years.

The GPS is reviewed every three years with the next update expected in 2024. The draft<sup>3</sup> review continues to have safety as one of the strategic priorities for investment in Land Transport.



<sup>1</sup> [World Bank Document](#)

<sup>2</sup> <https://www.transport.govt.nz/assets/Uploads/Paper/GPS2021.pdf>

<sup>3</sup> <https://www.transport.govt.nz/area-of-interest/strategy-and-direction/government-policy-statement-on-land-transport-2024>



## 2.5 Road to Zero

The New Zealand Government is committed to tackling unsafe speeds as part of their Road to Zero vision of a New Zealand where no one is killed or seriously injured in road crashes. The risk of a crash occurring and the resulting severity of injury resulting from the crash depends significantly on the speed of vehicles involved.

Road to Zero is underpinned by the safe system approach for the which the fundamental principle is that we are all human and as such we will make mistakes however these mistakes should not cost us our lives.



Influencing road user behaviour and improving our driving culture will continue to be critical to making significant gains in road safety. All users of our roads, streets and footpaths have a responsibility to make good choices and follow the rules, while central and local government has a responsibility to support and enforce that behaviour.

## 2.6 Climate change

Marlborough District Council Climate Change Action Plan 2020 has two focus areas for which speed management can contribute to assist with achieving the stated goal of, "Council contributes to NZ's efforts to reduce greenhouse gas emissions (including net carbon emissions)".

The focus areas are:

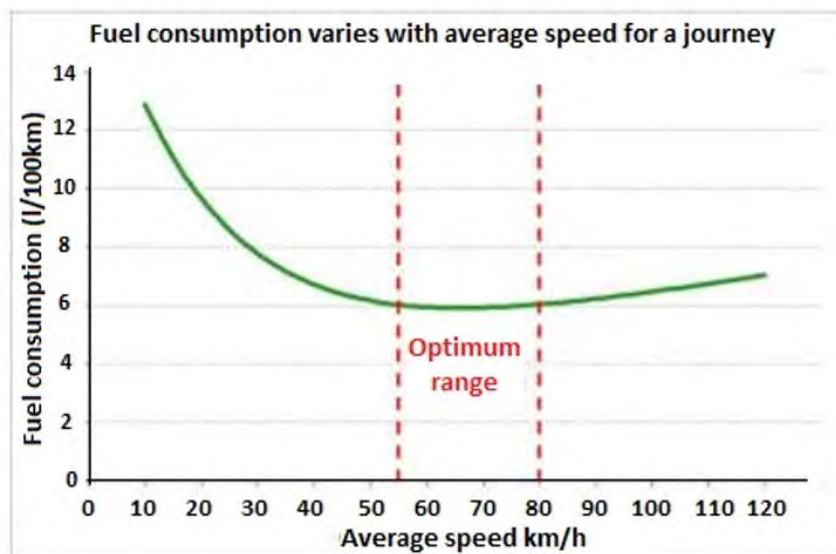
*"(c) Year on year, use of alternative modes of transport increases, whereas use of single-occupancy internal combustion engine vehicles on Marlborough roads declines.*

*(d) Use of active transport (e.g. walking, cycling etc) as a form of transportation increases year on year."*

Climate change can be impacted by not only the number and types of vehicles being driven on the network, but also the speed at which vehicles are travelling.

Due to the largely rural nature of Marlborough District the reliance on personal vehicles will remain high. Every car has an optimal speed range that results in minimum fuel consumption and therefore emissions. The typical correlation between vehicle speed and fuel consumption is shown in Figure 1.

Figure 1 Correlation Between Vehicle Speed and Fuel Consumption<sup>4</sup>



Fuel consumption increases at lower speeds due to the typical start/stop nature of driving in these lower speed environments.

## 2.7 Travel Time

A New Zealand Transport Agency Research Report (RR568) was produced in 2017 which the result of surveys undertaken to understand time saving as a motivation for New Zealand drivers' speeding<sup>5</sup>. The result of the research showed that:

*"Drivers do not have a good understanding of how much time they would save by speeding. Some drivers choose to speed because they want to save time, but generally underestimate time savings from increasing low speeds and overestimate time savings from increasing high speeds."*

*Drivers who choose to speed to save time are those whose speeding behaviour falls into the violation category, as opposed to accidental lapses and other speeding behaviour. They make a conscious decision that the benefit of increasing speed (arriving at their destination sooner) outweighs the costs of speeding (financial, safety, possible penalties). If that cost-benefit decision is based on incorrect information, providing correct information may result in a different outcome. For example, the driver's decision to speed may be based on an inflated estimate of the time they may save and an underestimate of the increased safety risk. If the driver instead has correct information about time saving and risk, they may make a different speed choice.*

While the default open road speed limit is 100 km/h, the open road speed limit for heavy vehicles is 90 km/h and for school buses is 80 km/h. Any reductions to open road speed limits will affect cars more than freight.

<sup>4</sup> [Climate explained: does your driving speed make any difference to your car's emissions? \(theconversation.com\)](https://theconversation.com/climate-explained-does-your-driving-speed-make-any-difference-to-your-car-s-emissions-123456)

<sup>5</sup> [Research Report 568 Travel time savings and speed: actual and perceived \(nzta.govt.nz\)](https://nzta.govt.nz/research-report-568-travel-time-savings-and-speed-actual-and-perceived/)

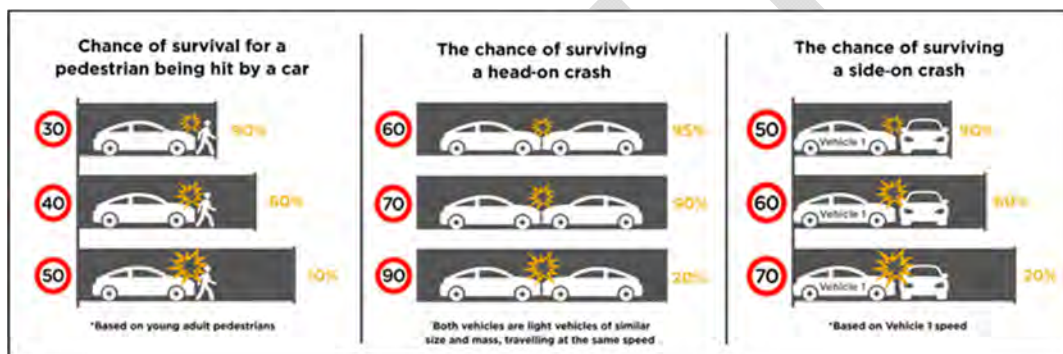
## 2.8 Crash Survivability

The role and impact of speed in crashes is often underestimated. The speed that a vehicle is traveling at does not cause the crash, however it has a direct effect on the severity of the crash. Higher vehicle speeds increase the probability of a crash in several ways:

- by reducing the capacity of a driver/vehicle to stop in time
- by reducing manoeuvrability in evading a problem
- by reducing the ability to negotiate curves
- by reducing the driver's field of vision, and
- by causing drivers to misjudge gaps.

The probability of surviving a crash reduces as speeds increase, as shown in Figure 2.

Figure 2 Crash Survivability<sup>6</sup>



<sup>6</sup> Source - Centre for Road Safety – NSW Government

### 3. Marlborough Crash History

The Waka Kotahi crash database contains information on all crashes that have been reported to the Police. This data can be broken down into the various local authority regions and separated into local roads and state highways. Contributing factors and crash types are some of the features that are analysed to develop a picture of the crash history within Marlborough.

A review of the crash data for the ten-year period 2013– 2022, shows that there have been 3530 reported crashes in Marlborough over this period. A breakdown of crash severity and location is summarised in Table 2 and Table 3.

Table 2 State Highway Crashes 2013 - 2022

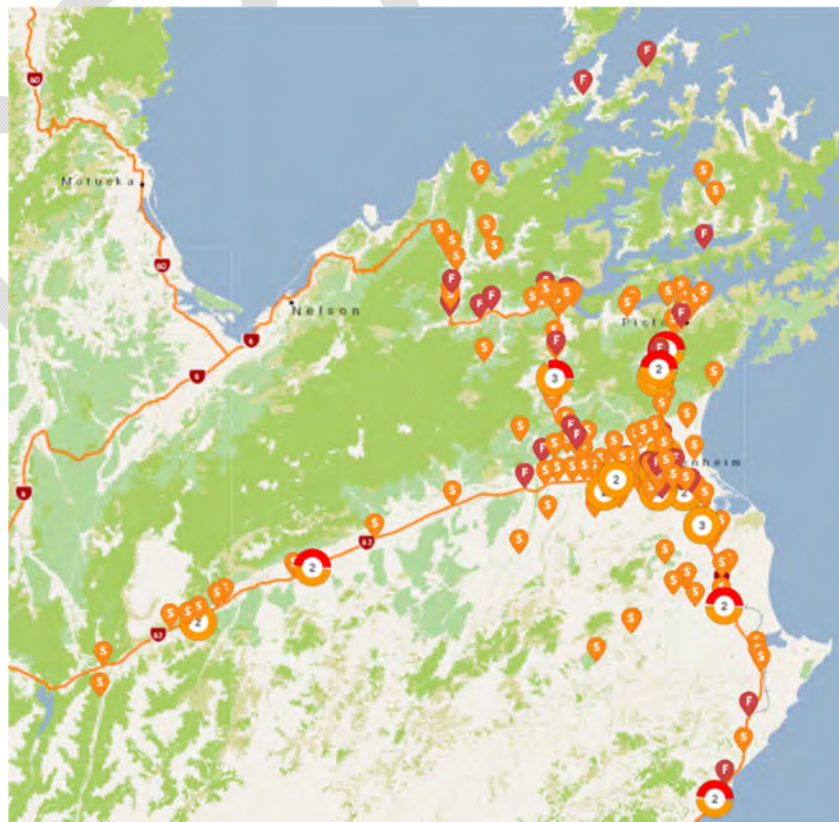
Road Type	Fatal	Serious	Minor	Non-injury	Total
Rural Roads	23	77	255	519	874
Urban Roads	1	13	82	340	436
Total	24	90	337	859	1310

Table 3 Local Road Crashes 2013 - 2022

Road Type	Fatal	Serious	Minor	Non-injury	Total
Rural Roads	6	33	117	246	402
Urban Roads	5	59	397	1357	1818
Total	11	92	514	1603	2220

Figure 3 shows the locations of the crashes that involved a death or serious injury. A crash involving a death is shown with a red marker and a serious injury an orange marker.

Figure 3 Marlborough DSI Locations (2013 - 2022)



A breakdown of the types of the crashes are shown in Table 4.

Table 4 State Highway Crash Type: 2013 – 2022

	Fatal	Serious	Minor	Non-injury		Rural	Urban
Bend-Lost control/Head on	13	31	128	217		345	44
Straight-Lost control/Head on	7	18	74	150		205	44
Crossing/Turning	1	14	50	116		61	120
Pedestrian vs Vehicle	3	7	5	4		6	13
Rear end/obstruction	0	15	62	276		172	181
Overtaking	0	4	15	66		57	28
Miscellaneous	0	1	3	30		28	6

Table 5 Local Road Crash Type: 2013 – 2022

	Fatal	Serious	Minor	Non-injury		Rural	Urban
Bend-Lost control/Head on	7	33	115	291		199	247
Straight-Lost control/Head on	1	12	56	146		84	131
Crossing/Turning	1	25	185	440		39	612
Pedestrian vs Vehicle	1	8	49	22			80
Rear end/obstruction	1	10	91	604		54	652
Overtaking		3	14	88		22	83
Miscellaneous		1	4	12		4	13

In the 10-year period of 2013 to 2022 inclusive there have been 284 crashes involving pedestrians or cyclists on local roads within Marlborough and a further 16 crashes involving skateboards or wheeled pedestrians. There have been five fatal, 37 serious and 167 minor injury crashes with a further 91 have been reported as non-injury crashes. The majority of the crashes in Marlborough have occurred in the urban area of Blenheim.

Travel speed was indicated as being a contributing factor in 19 percent of all fatal and serious crashes on Marlborough roading network between 2013 and 2023. This indicates that inappropriate speed (not necessarily above the speed limit) continues to play a part in the number of crashes in this district.

## 4. Speed Management Plans

Speed Management Plans are required to be developed by for Territorial Local Authorities to develop their short-term and long-term changes speed management including adjusting speed limits and engineering treatments. Other Road Controlling Authorities are required to review the speeds on the roads they manage and report any alterations to the appropriate regional council for inclusion to the Regional Speed Management Plan. As Marlborough is a unitary council these steps can be undertaken at the same time.

Due to the requirement for funding to support any engineering treatments that need to be implemented, the plans are proposed to have a 10-year horizon. The plans will be reviewed every three years to ensure that they are being delivered as expected, are adapting to any network changes, and align with the long-term planning process for funding.

The purpose of this Speed Management Plan is to provide a structured and methodological process for the review and change of speed limits and/or the implementation of speed management treatments as required to reduce the risk to road users. Where the road environment needs to be modified to support the desired speed limit then physical works will need to be undertaken. The nature of these engineering treatments will depend on the road and the speed management goal to be achieved.

Waka Kotahi released a Speed Management Guide – Road to Zero edition to support road controlling authorities to develop speed management plans that will deliver safe and appropriate speed limits in line with Road to Zero.

The guide prioritises lowering speed limits based on:

- corridors, where lowering speed limits to safe and appropriate speed limits will save the largest number of people from death and serious injuries
- all streets surrounding schools, including streets outside school frontages and within 100m of a school boundary
- areas where the highest concentrations of active road users are expected.

### 4.1 Speed Limits

As a speed management tool, speed limits are used to align drivers' expectations with the reality of the road environment. Often lowering the speed limit will not significantly affect the travel time of vehicles but may stop a driver pushing the bounds on the speed that they think they can achieve on the road and hopefully reduce the risk of them losing control. This also works to provide better alignment of speeds between visitors (who are more cautious) and locals (who push the limits) by providing all drivers will a more accurate reflection of what speed they should be travelling at.

It is acknowledged that speed limits are an emotive topic and that the requirement for dramatic changes to speed limits from a risk management perspective is not fully understood by the community.

### 4.2 Schools

By the end of 2027, the speed limits on roads in the vicinity of all schools must be reviewed and a reasonable effort have been made by the road controlling authority to have reduced the speed limits in the vicinity of all schools on local roads based on their category.

There are two categories of schools:

- Category 1 schools require a speed limit on the outside the school to be 30 km/h. All schools default to a category 1 school
- Category 2 schools are those where the road controlling authority deems a safe and appropriate speed limit of 60 km/h or less is suitable for the roads outside the school.

For a school to be category 2, it is expected to have the appropriate level of entranceway design and supporting safety infrastructure that removes or manages potential pedestrian crash conflicts to align within Safe System injury tolerances.

The reduced speed limits can be either variable or permanent. Where schools are located on a no exit road or within residential neighbourhoods then permanent speed limits should be installed. For locations that are on through roads with higher speed limits, then a variable speed limit is considered to be the most appropriate form of treatment.

Coordination is required to ensure that schools with frontages to both local roads and state highways are treated the same and all work occurs simultaneously to avoid confusion for drivers.

#### 4.3 70 km/h and 90 km/h Roads

The Rule requires that if a road controlling authority has a speed limit of 70 km/h or 90 km/h on a road, it must review the speed limit and either confirm that the speed limit is appropriate or change it.

#### 4.4 Safe Journeys Risk Assessment Tool

Waka Kotahi have developed a Speed Management Guide and the Safer Journeys Risk Assessment Tool (known as MegaMaps) for use by council staff that provides a range of technical information on each road within New Zealand. These metrics are used as a starting point to help assess the safe and appropriate speed (SAAS) for each road / section of road within New Zealand, including Marlborough.

The SAAS for a section of road is derived from the combination of:

- Safe System speed thresholds for crash survivability,
- One Network Framework street categories,
- Infrastructure Risk Rating (road stereotype, horizontal alignment, volume, carriageway width, access density and land use), and
- Presence or planned implementation of safety infrastructure.

The SAAS is based on a speed limit being appropriate for the road function, design, safety and use, and takes both safety and efficiency into account.

The use of these recommended speeds as a speed limit is not compulsory, however they do assist with ensuring that speed limits are consistent across the country.

As a result of changing the speed limit, the following effects can be calculated:

- Estimated death and serious injury savings per annum
- Travel time change per vehicle traversing the section of road
- Vehicle Operating Cost (VOC) change per vehicle traversing the section of road
- The change in CO2 emissions per annum.

The tool estimates the effect of speed limit changes only. Safety savings from engineering improvements are expected to be greater than those achieved from lowering the speed limit alone.

#### 4.5 Road Design

Posted speed limits that are not consistent with the road layout will not be respected by drivers and not complied with. Observations of roads within Marlborough with inappropriate speed limits signs show high levels of non-compliance. If the current road design is not consistent with the desired use of the road engineering treatment may be required to achieve compliance with the proposed speed limit.

#### 4.6 Future reviews

Speed Management Plans need to be reviewed every three years in alignment with the long term funding cycle. The plan will also be reviewed when significant changes in development or funding occur necessitating a change to the implementation plan.

Future reviews of the Speed Management plan are likely to focus on the urban areas (local Streets) of Marlborough with a view to lowering local streets to 30km/h.

A review of speed limits on roads in and around parks, reserves and other recreational areas will also be considered in any future reviews.

The rural roading network including unsealed roads will continue to be balance between safety and efficiency with speed limits required across local authority and regional boundaries to be consistent to avoid confusion and driver frustration. This will be a longer-term project requiring collaboration across the region with Waka Kotahi and neighbouring territorial authorities.



## 5. Speed Management Treatments

Supporting engineering treatments will be required regardless of where and what changes are made to speed limits in an area. Some treatments will be standard layouts such as the signs and markings used at the speed limit change (threshold) locations or in the vicinity of schools, while others will be more bespoke designs depending on the location and outcomes sought.

Portions of the Marlborough road network are straight sections of road which provide little topographical constraint to a driver's speed, however the presence of power poles, trees and other roadside hazards pose an increased risk to drivers should they leave the road. In these situations, there are a number of engineering works that can be implemented to manage the speed of vehicles or mitigate the risk of the hazard. Some features such as the installation of side barriers are proposed to be implemented to support the existing speed limit by improving the safety of the route rather than lower the speed limit to match the existing environment.

### 5.1 Speed Management Toolkit

The speed at which the average driver travels on a road is based on the geometry of the road, not just the posted speed limit. The comfortable speed on a road is based on side friction, horizontal and vertical curves. Side friction includes vertical elements close to the edge of the road, driveways and activities, eg children playing in the street. Side friction can be increased by changes in the road reserve.

Studies within Marlborough have shown that placing a speed limit sign alone, without any changes to the road layout, does not alter the speed undertaken by drivers. To this end, there is a speed management tool kit to assist in altering the road layout to reduce speeds.

Road marking (paint) is the cheapest item in the tool kit. Rural roads can be changed by adding edgelines to the road and a centreline. In urban areas paint can be used to reduce the width of the driving lane by adding flush medians, shoulders, parking lanes and cycle lanes.

Other items in the tool kit include raised treatments, physically narrowing the road, or creating chicanes. These can further reduce vehicle speeds, however they can be costly.

With all speed reductions, there is a balance between the implementation cost and the effect. For example, a narrow winding road with an open road speed limit (100 km/h) where most vehicles travel at 60 km/h will see little change of behaviour if the posted speed limit is reduced to 80 km/h. Adding speed signs may in fact increase speeds if drivers think they are going too slow.

Managing speed with signs alone can potentially reduce the respect and observance of them by drivers if the posted speed limit does not reflect the geometry of the road.

### 5.2 Effects of Lower Speed Limits and Engineering

A study has been undertaken of speeds in Marlborough with reduced speed limits, or engineering, to ascertain the best methodology for reducing speeds in urban environments. These are summarised in Table 6.

Table 6 Engineering and Sign Effects on Speed

Project	Implementation	Before Speed	After Speed
Beaver Road	30 km/h speed signs	45.7 km/h	44.6 km/h
Seymour Street	30 km/h speed signs	48.5 km/h	47.5 km/h
Havelock Street	Raised Thresholds	50.4 km/h	37.3 km/h
Alabama/Weld	Raised Roundabout	53.2 km/h	52.4 km/h

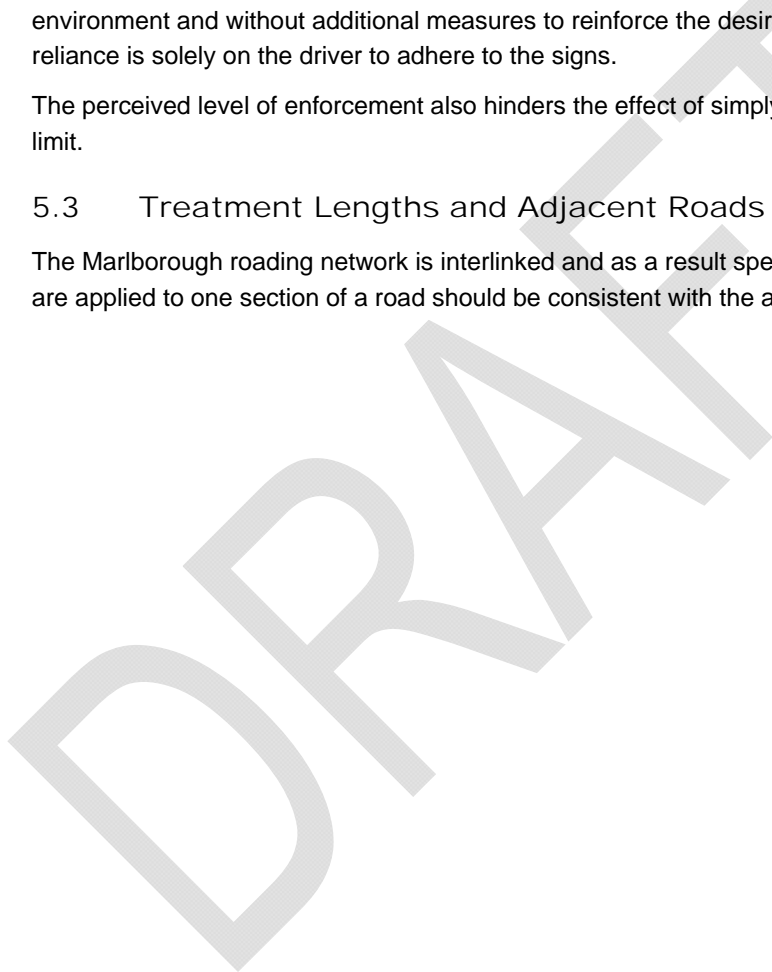
It is considered that simply placing speed limit signs on the road is not enough to meet the outcomes required, particularly in Marlborough due to low enforcement.

While lowering speed limits and putting up signs can be seen to cover Council’s health and safety responsibility to respond to a risk on their network, signs do not alter the roading environment and without additional measures to reinforce the desired speed environment the reliance is solely on the driver to adhere to the signs.

The perceived level of enforcement also hinders the effect of simply changing the posted speed limit.

### 5.3 Treatment Lengths and Adjacent Roads

The Marlborough roading network is interlinked and as a result speed limits and treatments that are applied to one section of a road should be consistent with the adjacent sections of road.



## 6. Vision, Objectives and Guiding Principles

### 6.1 Waka Kotahi Vision

The Waka Kotahi vision statement is shown below:

**A safe transport system that puts people at its heart and connects communities**

Imagine an Aotearoa New Zealand where everyone can get where they need safely, no matter how they choose to travel. Where it's safe to drive to work and home again or visit whanau and friends. Where it's safe to ride bikes and let tamariki walk to school. Where transport improves our health and wellbeing and our environment, creating liveable places for our communities.

### 6.2 Objectives

The objective of the Marlborough Speed Management Plan is shown below:

**Marlborough residents and visitors can travel safely around the region, no matter how they travel**

### 6.3 Guiding Principles

Marlborough consists of two significant urban areas – Blenheim and Picton – and many small townships, such as Ward and Seddon. These urban areas have different needs, which are reflected in the following principles:

1. Speed limits will align with the layout of the road, the adjacent land use and the role of the road.
  - Urban arterials, that move vehicles between suburbs and key destinations, will not have speed limits lower than 50 km/h to encourage use of these better designed roads
  - Roads with high pedestrian and cycle movements will have a desirable operational speed of 30 km/h or less
2. Speed reduction will not rely solely on speed limit signs.
3. When land is rezoned from rural to residential the underlying speed limit will be 50 km/h.
4. The concentration of points of conflict (driveways, intersections, pedestrian, cycle) will be used to make decisions on appropriate speed limits.

These guiding principles will be used when making decisions on setting appropriate speed limits and considerations of appropriate engineering solutions.

### 6.4 Council Funding Priorities

The works identified in the Implementation Plan require funding. Funding for projects is undertaken by the associated Road Controlling Authority.

For roads controlled by Marlborough District Council, Waka Kotahi will subsidise the project if it is approved via the National Land Transport Programme. The remaining cost needs to be funded by local rates.

Any works recommended under the Implementation Plan will be subject to budget for the respective financial period and subject to Council's approved funding priorities.

In respect of speed management, Marlborough District Council's priorities are as follows:

1. Reduce speed limits around schools, marae and small townships
2. Reduce speeds in urban residential streets
3. Reduce speed limits on rural, non State Highway roads
4. Reduce speed limits on unsealed roads

These priorities may be adjusted based on community requests.

DRAFT

## 7. Marlborough Speed Management Plan

A regional speed management plan consists of the plans or information that has been provided for each of the road controlling authorities within the region. A road controlling authority is defined as “*the authority, body, or person having control of the road*”. The Marlborough region has the following road controlling authorities:

- Marlborough District Council (local roads)
- Waka Kotahi (state highways)
- Department of Conservation
- KiwiRail
- Ministry of Defence
- Port of Marlborough

A summation of the principles of the review for each road controlling authority that has provided information, and their proposed speed limit changes are discussed within the sections below.

The rural roading network will continue to be balanced between safety and efficiency, with speed limits required across road controlling authority boundaries to be consistent to avoid confusion and driver frustration.

### 7.1 Marlborough District Council (local roads)

The Speed Management of Council roads has focused on:

- Roads around schools (27)
- Roads around Maraes (6)
- Small Townships
- Existing 70 km/h and 90 km/h areas
- Areas of concern
- Inconsistent speed limits
- Extensions of the Urban Traffic Areas as a result of rezoning

Other areas for review such as residential speed limits and remote rural speed limits will be considered in subsequent reviews of this Speed Management Plan.

Details on the technical assessment of each of the roads reviewed based on the above-mentioned criteria are included in Appendix A.

Future reviews of this Speed Management Plan are likely to focus on the urban local roads within Marlborough, with a view to lowering all local streets to 30 km/h.

### 7.2 Waka Kotahi (State Highways)

Waka Kotahi has prepared and consulted on an Interim Speed Management Plan<sup>7</sup> which covers the interim period, from the time of the Rule coming in place to June 2024. The Waka Kotahi Interim Speed Management Plan covers all the state highways in New Zealand.

---

<sup>7</sup> <https://www.nzta.govt.nz/assets/Safety/docs/interim-state-highway-speed-management-plan/draft-ism.pdf>

Marlborough forms part of the Top of the South region. The Top of the South consists of the economies and communities of Nelson, Tasman and Marlborough which are largely interdependent. Considerations for this region includes accessible towns and communities, the freight network, tourism and safety.

Ensuring safe and reliable connections, particularly from the port at Picton through to Christchurch and the rest of the South Island is of particular importance. Improving and maintaining the liveability of Blenheim as it grows is also critically important.

Waka Kotahi are preparing a full Plan that will be incorporated into this regional Plan once finalised.

Considerations of the full Plan are:

- Changing the Variable speed limit from 40 km/h to 30 km/h on Nelson Street adjacent to Marlborough Girls College
- Removing 70 km/h speed area around Spring Creek to 60 km/h
- Reviewing the 90 km/h section to SH6 between Blenheim and Nelson

### 7.3 Other Road Controlling Authorities

The Rule does not require other road controlling authorities that are not territorial local authorities to develop a speed management plan. The rule requires adjacent road controlling authorities to liaise with each other over their speed management plans and to consult with affected parties.

Recognising that the consultation audiences will often be the same, Marlborough Roads will seek to coordinate any speed limit changes within other road controlling authorities jurisdictions. Most opportunities to do this will present themselves in future reviews.

Speed limits within this section will be required to be added to the National Speed Limit Register to enable enforcement of these current speed limits.

#### 7.3.1 Department of Conservation

The Department of Conservation is the road controlling authority for 173kms of public roading in the Marlborough District which includes the Molesworth Acheron Road (60kms) that is closed for six months each year for farming operations but excludes another 70kms of controlled access roads. The widely scattered sections of road are shown in Figure 4.

The Department of Conservaton's roads are generally low volume unsealed roads. With the exception of the Molesworth Acheron Road, these roads generally provide short links between Marlborough wider road network and destinations on public conservation land.

For the most part the speed limit on the DOC roads is 100km/h. Most opportunities to lower speed limits on the Department's roads will occur when speed limit changes to rural roads within Marlborough are contemplated.



Gane Street has a posted speed limit of 20 km/h, however the National Speed Limit Register has this area as part of the default speed limit area of 100 km/h.

No information has been received from KiwiRail.

### 7.3.3 Ministry of Defence

Ministry of Defence is the road controlling authority for land in defence force area, In Marlborough, this includes the roads within Marlborough Airport and the Defence housing area opposite. The roads managed by Ministry of Defence are highlighted in Figure 6.

Figure 6 Ministry of Defence Roads



The roads in the airport and housing area have a posted speed limit of 30 km/h however the National Speed Limit Register has this area as part of the default speed limit area of 100 km/h.

Figure 7 Ministry of Defence Housing Area Speed Limits



No information has been received from the Ministry of Defence.



#### 7.3.4 Port Marlborough

The Port Marlborough NZ Ltd is New Zealand's largest marina operator outside of Auckland and comprises of three marinas including Picton, Waikawa and Havelock. The marinas provide facilities including marina berths, boatsheds and secure compound parking for over 1,500 vessels. The Picton port provides the South Island terminal for Cook Strait passenger and freight ferries and cruise ships.

Port Marlborough are currently in the process of developing traffic control plans for each site, which will be effectively safety plans rather than speed restrictions under the Rule.

Consequently, anyone that drives inappropriately through the Port areas will be dealt with through their internal health and safety processes.

Speed limit signs within the Picton Port areas are as follows:

- End of Lagoon Road 50 km/h
- End of Auckland Street 20 km/h
- Shelly Beach Road 30 km/h

Speed limit signs within the Waikawa Marina areas are as follows:

- Marina Drive north of Te Ara Kaimoana 20 km/h

Speed limit signs within the Havelock Marina areas are as follows:

- Ngati Kuia Drive, Havelock 30 km/h
- Cook Street, Havelock 30 km/h

The National Speed Limit Register show these streets being within the urban traffic areas of Picton and Havelock with a default speed limit of 50 km/h.

## 8. Implementation Plan

The initial 10 year plan for implementation will be reviewed every three years in alignment with the Long-Term Plan funding cycle to provide alignment with funding opportunities. This Speed Management Plan will also be reviewed when significant changes in development or funding occur, necessitating a change to the implementation plan.

### 8.1 Marlborough District Council (Local Roads)

The technical review (of each road or section of road) identified a number of recommendations that have been collated to form an implementation plan. The full technical assessment is included in Appendix A.

#### 8.1.1 Speed Limits Around Schools

A summary of the proposed speed limits on local roads around schools in the Marlborough District are shown in Table 7. The indicative implementation date is based on the prioritisation undertaken for all speed limit changes on local roads in the district.

Table 7 Speed Limits Around Schools

School Name	Category	Proposed Speed Limit	Comments	Implementation Date
Blenheim School	1	30		2024- 27
Bohally Intermediate	1	30 variable	Aligned with speed limit on State Highway	2024- 27
Canvastown School			Waka Kotahi is the road controlling authority for this school	
Fairhall School	2	60 variable	Rural school	2024- 27
Grovetown School	1	30		2021 -24
Havelock School	1	30		2021 -24
Linkwater School	2	60 variable	Rural school	2024- 27
Marlborough Boys' College	1	30		2024- 27
Marlborough Girls' College	1	30 variable	Aligned with proposed speed limit on State Highway	2024- 27
Mayfield School (Blenheim)	1	30 variable		2024- 27
OneSchool Global – Blenheim Campus	1	30		2021 -24
Picton School	1	30		2024- 27
Queen Charlotte College	1	30 variable		2024- 27
Rai Valley Area School			Waka Kotahi is the road controlling authority for this school	
Rapaura School	1	30 variable		2024- 27

School Name	Category	Proposed Speed Limit	Comments	Implementation Date
Redwoodtown School	1	30		2024- 27
Renwick School	1	30		2021 -24
Richmond View School	1	30		2021 -24
Riverlands School	1	30		2024- 27
Seddon School	1	30		2024- 27
Spring Creek School	1	30 variable		2024- 27
Springlands School	1	30 variable		2024- 27
St Mary's School (Blenheim)	1	30 variable		2024- 27
Te Pā Wānanga	1	30		2024- 27
Tua Marina School	1	30		2021 -24
Waikawa Bay School	1	30 variable		2024- 27
Wairau Valley School (Blenheim)	1	30		2021 -24
Waitaria Bay School	2	60	Rural school	2021 -24
Ward School	1	30		2021 -24
Whitney Street School	1	30		2024- 27
Witherlea School	1	30		2024- 27

## 8.1.2 Speed Limit Changes

A summary of each road where a speed limit change has been recommended are tabulated below. Due to funding limitations the locations have been prioritised for implementation with schools assigned the highest priority. Existing budgets have been used to determine a likely implementation time frame and these priorities will be reviewed each NLTP cycle as funding allocations are renegotiated.

Table 8 Speed Limit Changes

Road Name	Start RP	Start	End RP	End	Existing Speed Limit	Proposed Speed Limit	Speed Limit Type	Estimated Implementation Date	SAAS	Proposed = SAAS (Y/N)	Further Information	Dates / Times
Aerodrome Road	0	New Renwick Road	780	50m north of Rosina Corlett Lane	70	60	Permanent	2024- 27	60	N	Ōmaka marae	
Aerodrome Road	780	50m north of Rosina Corlett Lane	1224	End	70	30	Permanent	2024- 27	60	N	Te Pā Wānanga	
Akerbloms Road	0	Titirangi Road	1063	End	100	60	Permanent	2024- 27	60	Y		
Alabama Road	573	Brian Bary Street	883	Weld Street (Blenheim)	50	30	Variable	2024- 27	40	N	Redwoodtown School	8:25 – 9am, 2:55 – 3:15pm, School Days
Alabama Road	3480	110m South of Riverlands Cycle Path	3743	State Highway 1	60	30	Variable	2024- 27	60	N	Riverlands School	8:25 – 9am, 2:55 – 3:15pm, School Days
Alma Street	0	Havelock Street	162	State Highway 6 High Street (Renwick)	50	30	Permanent	2021 -24	30	Y	Renwick School	
Anakoha Road	0	Titirangi Road	6390	Kinders Road fork	100	60	Permanent	2024- 27	60	Y		
Argosy Place	0	Brewer Street	135	End	50	30	Permanent	2024- 27	30	Y	Whitney Street School	
Ashford Grove	0	Hammericks Road	191	End	100	60	Permanent	2024- 27	60	Y		
Aston Street	0	Murphys Road	220	End	50	30	Permanent	2024- 27	30	Y		
Bay End	0	Hinepango Dr	139	End	70	60	Permanent	2024- 27	60	Y		
Beach Road	612	Marina Drive	831	Marina Ramp Start	50	30	Permanent	2024- 27	30	Y	Waikawa Marina	
Beaver Road	0	Carr Street	113	Dillon Street	50	30	Permanent	2024- 27	30	Y	Whitney Street School	
Beaver Road	113	Dillon Street	949	White Street	30	50	Permanent	2024- 27	30	N	SAAS inappropriate for the function of the road	
Bells Road	0	State Highway 6	2241	New Renwick Road	100	80	Permanent	2024- 27	80	Y		
Belvue Bay Road	0	Mahakipawa Hill	247	End	100	50	Permanent	2024- 27	60	N	Speed limit to match adjacent road	
Blicks Road	0	Alma Street	1086	State Highway 6	70	60	Permanent	2024- 27	60	Y		
Brewer Street	0	Eltham Road	363	End	50	30	Permanent	2024- 27	30	Y	Whitney Street School	
Brian Bary Street	0	Cleghorn Street	218	Alabama Road	50	30	Permanent	2024- 27	30	Y	Redwoodtown School	
Broadway	118	Kent Street	248	York Street North	50	30	Permanent	2024- 27	30	Y	Picton School	
Brook Street	0	Havelock Street	162	State Highway 6 High Street (Renwick)	50	30	Permanent	2021 -24	30	Y	Renwick School	
Brough Place	0	Phillips Road	169	End of Road	100	50	Permanent	2024- 27	30	N	Speed limit to match adjacent road	
Broughton Bay Road	0	Kenepuru Sound	155	End	100	60	Permanent	2024- 27	60	Y		
Bryants Road	0	Seal End	260	Seal End	100	60	Permanent	2024- 27	30	N	Speed limit to match adjacent road	

Road Name	Start RP	Start	End RP	End	Existing Speed Limit	Proposed Speed Limit	Speed Limit Type	Estimated Implementation Date	SAAS	Proposed = SAAS (Y/N)	Further Information	Dates / Times
Bulford Road North	0	Bulford Road South	1924	Gate	100	90	Permanent	2024- 27	60	N	Speed limit to match adjacent road	
Bulford Road South	0	State Highway 6	130	End of Seal	100	90	Permanent	2024- 27	60	N	Speed limit to match adjacent road	
Buller Street	354	Kent Street	476	York Street North	50	30	Permanent	2024- 27	30	Y	Picton School	
Burleigh Street	0	Maxwell Road	451	End of Road	50	30	Permanent	2021 -24	30	Y	Richmond View School	
Burnside Avenue	0	Old Renwick Road	411	End	100	80	Permanent	2024- 27	80	Y		
Butlers Road	0	State Highway 6	102	Ford	100	90	Permanent	2024- 27	60	N	Speed limit to match adjacent road	
Camerons Road (Kaituna)	0	State Highway 6	576	Gate	100	90	Permanent	2024- 27	60	N	Speed limit to match adjacent road	
Campbells Road	0	Hunter Road	244	Cotterill Street	40	30	Permanent	2021 -24	30	Y	Tua Marina School	
Carr Street	0	Eltham Road	251	Percy Street	50	30	Permanent	2024- 27	30	Y	Whitney Street School	
Carroll Street	0	Seddon Street	182	End of Seal	70	60	Permanent	2024- 27	60	Y		
Cemetery Road	0	Steam Wharf Road	907	End of Road	100	60	Permanent	2024- 27	60	Y		
Church Lane	0	State Highway 63	1479	Second Dump Gate	70	60	Permanent	2024- 27	60	Y		
Cleghorn Street	395	Bexhill Crescent	887	Brian Bary Street	50	30	Permanent	2024- 27	30	Y	Redwoodtown School,	
Clermont Street	0	Seddon Street (Seddon End)	843	Seddon Street	70	60	Permanent	2024- 27	60	Y		
Clouston Gardens	0	Colemans Road	147	End	50	30	Permanent	2024- 27	30	Y		
Clova Bay Road	0	Manaroa Road	5597	Gate After Bridge	100	60	Permanent	2024- 27	60	Y		
Colemans Road	140	30m South of Clouston Gardens	360	Kingwell Drive	50	30	Variable	2024- 27	40	N	Springlands School	8:25 – 9am, 2:55 – 3:15pm, School Days
Cooper Street	0	State Highway 63	123	End At Right Hand Bend	70	60	Permanent	2024- 27	30	N	Speed limit to match adjacent road	
Cotterill Street	0	End of Campbells Road	135	Culvert At Foot of Hill	40	30	Permanent	2021 -24	30	Y	Tua Marina School	
Crail Bay Road	0	Kenepuru Road	4111	Crail Bay Bridge	100	60	Permanent	2024- 27	60	Y		
Cresswell Street	0	Ferry Road	89	Gouland Road	50	40	Permanent	2024- 27	30	N	Spring Creek School and residential area	
Cricklewood Lane	0	Colemans Road	118	End	50	30	Permanent	2024- 27	30	Y		
Cullensville Road	0	Grove Track	1660	Start of ford	100	90	Permanent	2024- 27	60	N	Speed limit to match adjacent road	
Dodson Street (Spring Creek)	0	March Street	371	End	50	40	Permanent	2024- 27	30	N	Spring Creek School and residential area	
Douslins Gully Road	0	State Highway 6	1334	Gate At Fork	100	90	Permanent	2024- 27	60	N	Speed limit to match adjacent road	
Duncan Street	628	Mill Street	785	Carroll Street	70	30	Permanent	2021 -24	60	N	Ward School	
Duncan Street (Ward)	0	State Highway 1 Mills Street	628	Mill Street	70	60	Permanent	2024- 27	60	Y		

Road Name	Start RP	Start	End RP	End	Existing Speed Limit	Proposed Speed Limit	Speed Limit Type	Estimated Implementation Date	SAAS	Proposed = SAAS (Y/N)	Further Information	Dates / Times
Edgewater Place	0	Woolleys Crossing / Shoreline PI	603	Culdesac	70	60	Permanent	2024- 27	60	Y		
Elie Bay Road	0	Crail Bay Bridge	6914	Culvert Below House Elie Bay	100	60	Permanent	2024- 27	60	Y		
Elliott Street	165	165m East of Vickerman Street	542	Grantham Street	70	60	Permanent	2024- 27	30	N	Speed limit to match adjacent road	
Eltham Road	0	Maxwell Road	644	Dillon Street	50	30	Permanent	2024- 27	40	N	Whitney Street School	
Fell Street	243	Vickerman Street	400	160m East of Vickerman Street	50	30	Permanent	2021 -24	30	Y	Grovetown School	
Ferry Road	0	State Highway 1 - Opp Survey Mark	1098	Bridge Abuttment (End) / Chaytors R	50	40	Permanent	2024- 27	30	N	Spring Creek School and residential area	
Ferry Road	430	Joseph Street	740	40m East of March Street	50	30	Variable	2024- 27	30	Y	Spring Creek School	8:25 – 9am, 2:55 – 3:15pm, School Days
Fishtail Vue	0	State Highway 63	95	End	70	60	Permanent	2024- 27	30	N	Speed limit to match adjacent road	
Flaxmill Drive	1370	370m West of Bay End	1743	Bay End / Hinepango	100	60	Permanent	2024- 27	80	N	Speed limit to match adjacent road	
Foster Street	0	Marama Street	404	Bridge - South Side	50	30	Permanent	2024- 27	30	Y	Seddon School	
Fox's Island Road	0	Sh6	324	Fox's Island Gate	100	90	Permanent	2024- 27	80	N	Speed limit to match adjacent road	
Francis Street West	0	Seymour Street South	200	End	50	30	Permanent	2024- 27	30	Y	Marlborough Boys' College	
Frederick Street	0	Ferry Road	212	Gouland Road	50	40	Permanent	2024- 27	30	N	Spring Creek School and residential area	
Gane Street	0	Ferry Road	129	Gouland Road	50	40	Permanent	2024- 27	30	N	Spring Creek School and residential area	
George Conroy Drive	0	Taylor Pass Road	138	Dump Boundary / Fence Line Sch/Chur	50	30	Permanent	2021 -24	30	Y	OneSchool Global – Blenheim Campus	
Giffords Creek Lane	0	Hammerichs Road	1072	Gate	100	60	Permanent	2024- 27	80	N	Speed limit to match adjacent road	
Gouland Road	0	Ferry Road	873	Peninsula Road	50	40	Permanent	2024- 27	30	N	Spring Creek School and residential area	
Grahams Road	0	New Renwick Road			100	80	Permanent	2024- 27	80	Y		
Grantham Street	0	Fell Street (Grovetown)	348	Elliot Street (To S Std)	70	60	Permanent	2024- 27	60	Y		
Green Lane	0	Aerodrome Road	417	End	70	60	Permanent	2024- 27	60	N	Speed limit to match adjacent roads	
Greig Lane	0	Wakamarina Road	230	White Metal Gate	100	80	Permanent	2024- 27	80	Y		
Grove Track (Queen Charlotte Drive)	7690	690m West of Kenepuru Road	8190	1190m West of Kenepuru Road	90	60	Variable	2024- 27	80	N	Linkwater School	8:25 – 9am, 2:55 – 3:15pm, School Days
Gulch Road	0	State Highway 1	2945	Seal End	100	80	Permanent	2024- 27	60	N	Speed limit to match adjacent road	

Road Name	Start RP	Start	End RP	End	Existing Speed Limit	Proposed Speed Limit	Speed Limit Type	Estimated Implementation Date	SAAS	Proposed = SAAS (Y/N)	Further Information	Dates / Times
Hammerichs Road	0	Old Renwick Road	400	400m North of Old Renwock Road	70	60	Permanent	2024- 27	60	Y		
Hammerichs Road	2920	50m South of Giffords Creek Lane	3565	Rapaura Road	100	60	Permanent	2024- 27	80	N	Rapaura School	
Hammerichs Road	3305	150m North of Ashford Grove	3565	Rapaura Road	100	30	Variable	2024- 27	80	N	Rapaura School	8:25 – 9am, 2:55 – 3:15pm, School Days
Hathaway Street	0	Ferry Road	294	Gouland Road	50	40	Permanent	2024- 27	30	N	Spring Creek School and residential area	
Havelock Street	489	Alma Street	890	50m West of Picton Street	50	30	Permanent	2021 -24	30	Y	Renwick School	
Healys Road	0	Wakamarina Road	123	Gate	100	80	Permanent	2024- 27	60	N	Speed limit to match adjacent road	
Hebberds Road	0	State Highway 6	748	Gate	100	90	Permanent	2024- 27	60	N	Speed limit to match adjacent road	
Hills Road	0	State Highway 6	613	Power Pole Lhs	100	90	Permanent	2024- 27	60	N	Speed limit to match adjacent road	
Hinepango Drive	0	Flaxmill Dr / Bay End	965	Pipitea Drive	70	60	Permanent	2024- 27	60	Y		
Hodson Street (Blenheim)	0	Maxwell Road	157	Francis Street West	50	30	Permanent	2024- 27	30	Y	St Mary's School (Blenheim)	
Hopai Road	0	Elie Bay Road / Culvert& House Elie	2196	Gate (Private Road Beyond Gate)	100	60	Permanent	2024- 27	60	Y		
Hutcheson Street	1107	Penny Street	1290	Lansdowne Street	50	30	Variable	2024- 27	40	N	Mayfield School (Blenheim)	8:25 – 9am, 2:55 – 3:15pm, School Days
Hutcheson Street East	0	Beginning of Fork	70	Lansdowne Street	50	30	Variable	2024- 27	40	N	Mayfield School (Blenheim)	8:25 – 9am, 2:55 – 3:15pm, School Days
Inkerman Street	923	Gee Street	1312	Blicks Road	70	60	Permanent	2024- 27	50	N	Speed limit to match adjacent road	
Jacks Road	0	State Highway 6 Opp Blicks Road	80	End of Road / Entrance To Industria	100	90	Permanent	2024- 27	80	N	Speed limit to match adjacent road	
Jacksons Road	0	Middle Renwick Road (State Highway 6)	1127	Old Renwick Road	100	80	Permanent	2024- 27	80	Y		
John Street	288	Seymour Street	405	Hutcheson Street	50	30	Permanent	2024- 27	30	Y	Blenheim School	
Joseph Street	0	Ferry Road	170	Gouland Road	50	40	Permanent	2024- 27	30	N	Spring Creek School and residential area	
Kendrick Road	0	Liverpool Street	759	End / Cul De Sac	100	50	Permanent	2024- 27	30	N	Speed limit to match adjacent road	
Kenepuru Road	12917	Manaroa Road	15822	Godsiffs Bridge	100	60	Permanent	2021 -24	60	Y	Waitaria Bay School	
Kenepuru Road (Heads-Raetihi)	0	Titirangi Road	28555	Hopewell Guest House Box	100	60	Permanent	2024- 27	60	Y		
Kenepuru Road (Linkwater-Heads)	0	Grove Track	42519	Titirangi Road	100	60	Permanent	2024- 27	80	N	Speed limit to match adjacent road	
Kenningtons Road	0	State Highway 6	4490	End of Road	100	90	Permanent	2024- 27	60	N	Speed limit to match adjacent road	

Road Name	Start RP	Start	End RP	End	Existing Speed Limit	Proposed Speed Limit	Speed Limit Type	Estimated Implementation Date	SAAS	Proposed = SAAS (Y/N)	Further Information	Dates / Times
Kent Street	227	30m North of Broadway Street	460	55m South of Buller Street	50	30	Variable	2024- 27	40	N	Picton School	8:25 – 9am, 2:55 – 3:15pm, School Days
Kinders Road	0	Anakoha Road	684	'Akaroa' Gate	100	60	Permanent	2024- 27	60	Y		
Kowhai Crescent (Rai Valley)	0	Bryants Road	106	End	100	60	Permanent	2024- 27	30	N	Speed limit to match adjacent road	
Lamberts Road	0	State Highway 6	1308	R.O.W	100	90	Permanent	2024- 27	60	N	Speed limit to match adjacent road	
Landau Place	0	McKendry Place	56	End	50	30	Permanent	2021 -24	30	Y	Richmond View School	
Lawrence Road	0	Kenepuru Road	431	End	100	60	Permanent	2024- 27	60	Y		
Lawrence Street	140	State Highway 6	500	End -Takorika Street	50	30	Permanent	2021 -24	30	Y	Havelock School	
Leslies Road	0	State Highway 6	1326	Boundary	100	90	Permanent	2024- 27	60	N	Speed limit to match adjacent road	
Mahakipawa Hill	80	80m east of Scott Road	1080	1080m east of Scott Road	70	60	Permanent	2024- 27	60	Y		
Mahau Road	0	Kenepuru Road	3554	3rd Gate	100	60	Permanent	2024- 27	60	Y		
Manaroa Road	0	Kenepuru Road	8303	Opp Wharf	100	60	Permanent	2024- 27	60	Y		
Manuka Drive	0	Phillips Road	155	End	100	50	Permanent	2024- 27	30	N	Speed limit to match adjacent road	
Marama Road	0	State Highway 1	356	100 Km Speed Sign	50	30	Permanent	2024- 27	30	Y	Seddon School	
March Street	0	Ferry Road	255	Goulard Road	50	40	Permanent	2024- 27	30	N	Spring Creek School and residential area	
Marfells Beach		400m north of Marfells Beach Road		4.5km south of Marfells Beach Road	100	30	Permanent	2024- 27	N/A	N/A	Beach area	
Marfells Beach Road	7445	655m north of Marfells Beach campsite	8100	Department of Conservation boundary	100	30	Permanent	2024- 27	80	N	Beach area with high pedestrians	
Marina Drive	0	Beach Road (Waikawa)	694	Private Road Sign [End of Council Road]	50	30	Permanent	2024- 27	30	Y	Waikawa Marina	
Masons Road	0	Anakoha Road	1292	End of road	100	60	Permanent	2024- 27	60	Y		
Masons Road (North)	0	Kinders Road Fork	1681	End of road	100	60	Permanent	2024- 27		N/A		
Maxwell Road	360	10m South of Hodson Street	590	60m North of Stephenson Street	50	30	Variable	2024- 27	40	N	St Mary's School (Blenheim)	8:25 – 9am, 2:55 – 3:15pm, School Days
Maxwell Road	780	100m North of Whitney Street	1020	55m South of Graham Street	50	30	Variable	2024- 27	40	N	Whitney Street School	8:25 – 9am, 2:55 – 3:15pm, School Days
McCormicks Road	0	Port Underwood Road	370	End of metal	100	50	Permanent	2024- 27	60	N	Speed limit to match adjacent road	
McKendry Street	0	Burleigh Road	227	Maxwell Road	50	30	Permanent	2021 -24	30	Y	Richmond View School	
McKenzie Street	0	Weld Street (Blenheim)	433	Howick Road	50	30	Permanent	2024- 27	30	Y	Witherlea School	
McLauchlan Street	0	State Highway 6 Nelson Street	669	Waterlea Racecourse Ent.	40	30	Variable	2024- 27	30	Y	Bohally Intermediate	8:25 – 9am, 2:55 – 3:15pm, School Days
Mill Street	0	Seddon Street	127	Duncan Street (Ward)	70	60	Permanent	2024- 27	60	Y		



Road Name	Start RP	Start	End RP	End	Existing Speed Limit	Proposed Speed Limit	Speed Limit Type	Estimated Implementation Date	SAAS	Proposed = SAAS (Y/N)	Further Information	Dates / Times
Miro Street	0	Rarangi Road	244	End of Main Seal	70	50	Permanent	2024- 27	60	N	Speed limit to match adjacent road	
Moetapu Bay Road	0	Kenepuru Road	7860	End of Private Road	100	60	Permanent	2024- 27	60	Y		
Moetapu Ramp Road	0	Moetapu Bay Road	141	High Tide Level	100	60	Permanent	2024- 27	60	Y		
Morrington Terrace	0	Weld Street (Blenheim)	311	End	50	30	Permanent	2024- 27	30	Y	Witherlea School	
Morse Street	0	State Highway 63	442	Pavilion	50	30	Permanent	2021 -24	30	Y	Wairau Valley School (Blenheim)	
Mountain View Road	0	Weld Street (Blenheim)	241	End	50	30	Permanent	2024- 27	30	Y	Witherlea School	
Murphys Road	40	40m North of Middle Renwick Road	350	65m South of Ward Street	50	30	Variable	2024- 27	40	N	Springlands School	8:25 – 9am, 2:55 – 3:15pm, School Days
Newman Road	0	State Highway 6 Prior Wairau Bridge	326	Top of Stop Bank	100	90	Permanent	2024- 27	60	N	Speed limit to match adjacent road	
Ngaio Street	0	Miro Street	277	Seal end	70	50	Permanent	2024- 27	60	N	Speed limit to match adjacent road	
Nicholson Street	0	Takorika Street	131	Lawrence Street	50	30	Permanent	2021 -24	30	Y	Havelock School	
Norths Road	0	State Highway 6	252	Bridge - Road end	100	90	Permanent	2024- 27		N/A		
Ocean View Crescent	0	Pipitea Drive	370	Cul de sac	70	60	Permanent	2024- 27	60	Y		
Onahau Road	0	Kenepuru Road	1661	Wharf	100	60	Permanent	2024- 27	60	Y		
Orchard Lane (Blenheim)	0	Colemans Road	129	End	50	30	Permanent	2024- 27	30	Y		
Peninsula Road	0	Ferry Road	1239	End	100	40	Permanent	2024- 27	30	N	Spring Creek School and residential area	
Percy Street	0	Whitney Street	272	Dillon Street	50	30	Permanent	2024- 27	30	Y	Whitney Street School	
Phillips Road	0	Queen Charlotte Drive	263	Bridge End New Subdivision	100	50	Permanent	2024- 27	30	N	Speed limit to match adjacent road	
Pioneer Place	0	State Highway 1 (South)	222	State Highway 1 (North)	100	80	Permanent	2024- 27	60	N	Speed limit to match adjacent road	
Pipitea Drive	0	Rarangi Road	1025	Start of Ocean View Crescent	70	60	Permanent	2024- 27	60	Y		
Port Underwood Road	39227	Corner Apex By Sign	40300	Corner-Whites Bay/Pu Sign	70	50	Permanent	2024- 27	60	N	Speed limit to match adjacent road	
Prices Road	0	State Highway 6	1514	White Gate	100	90	Permanent	2024- 27	60	N	Speed limit to match adjacent road	
Pukenui Road	0	Mahakipawa Hill	262	End	100	50	Permanent	2024- 27	60	N	Speed limit to match adjacent road	
Queen Charlotte Drive	1750	400m West of Momorangi Camp Road	2250	100m East of Momorangi Camp Road	50	40	Permanent	2024- 27	60	N	SAAS inappropriate for the level of development	
Queen Charlotte Drive	4645	500m West of Phillips Road	5500	350m East of Phillips Road	50	40	Permanent	2024- 27	40	Y		

Road Name	Start RP	Start	End RP	End	Existing Speed Limit	Proposed Speed Limit	Speed Limit Type	Estimated Implementation Date	SAAS	Proposed = SAAS (Y/N)	Further Information	Dates / Times
Rarangı Beach Road	0	Rarangı Beach Road Sign Rhs	2600	580m South of Port Underwood Road	70	80	Permanent	2024- 27	60	N	SAAS inappropriate for the function of the road and level of development	
Rarangı Beach Road	2600	580m South of Port Underwood Road	3182	Whites Bay Sign	70	50	Permanent	2024- 27	60	N	Speed limit to match adjacent road	
Rarangı Road	1501	Pipitea Drive	1890	Rarangı Beach Road Sign	100	80	Permanent	2024- 27	80	Y		
Readers Road	0	State Highway 6	725	Cattle Stop	100	90	Permanent	2024- 27	60	N	Speed limit to match adjacent road	
Redwood Street	53	Seymour Street (Seddon)	262	Foster Street	50	30	Permanent	2024- 27	30	Y	Seddon School	
Robertson Mill Place	0	Bryants Road	195	Cul De Sac	100	60	Permanent	2024- 27	30	N	Speed limit to match adjacent road	
Rogers Street	0	Eltham Road	517	End	50	30	Permanent	2024- 27	30	Y	Whitney Street School	
Rosina Corlett Lane	0	Aerodrome Road	82	End	100	30	Permanent	2024- 27		N/A	High pedestrian area	
Rush Lane	0	Wakamarina Road	126	End	100	80	Permanent	2024- 27	60	N	Speed limit to match adjacent road	
Ruthken Crescent	0	Colemans Road	106	End	50	30	Permanent	2024- 27	30	Y		
Sandy Bay Road	0	Kenepuru Road	203	End	100	60	Permanent	2024- 27	60	Y		
School Road	0	Alabama Road (State Highway Bypass)	490	End	40	30	Permanent	2024- 27	50	N	Riverlands School	
Scotston Grove	0	Solway Drive	173	End	50	30	Permanent	2024- 27	30	Y	Witherlea School	
Scott Street South	0	Seymour Street-Zebra Crossing	191	Stephenson Street	50	30	Variable	2024- 27	40	N	Marlborough Boys' College	8:25 – 9am, 2:55 – 3:15pm, School Days
Seddon Street	0	State Highway 1	1065	150m North of Carroll Street	70	60	Permanent	2024- 27	60	Y		
Seddon Street	1065	150m North of Carroll Street	2361	470m South of Ward Beach Road	70	80	Permanent	2024- 27	60	N	SAAS inappropriate for the function of the road	
Seniors Road	0	State Highway 63	243	End	70	60	Permanent	2024- 27	30	N	Speed limit to match adjacent road	
Seymour Street	0	John Street (One Way)	133	Alfred Street	50	30	Permanent	2024- 27	30	Y	Blenheim School	
Seymour Street	244	High Street (Blenheim)	865	Start Island at Ped Xing	30	50	Permanent	2024- 27	30	N	SAAS inappropriate for the function of the road	
Seymour Street (Seddon)	0	Redwood Street (Seddon)	150	150m north of Redwood Street	50	30	Permanent	2024- 27	30	Y	Seddon School	
Shoreline Place	0	Woolleys Crossing / Edgewater PI	200	Cul de sac	70	60	Permanent	2024- 27	60	Y		
Solway Drive	0	Weld Street (Blenheim)	373	End	50	30	Permanent	2024- 27	30	Y	Witherlea School	
St Leonards Road	0	Old Renwick Road	1125	State Highway 6	100	80	Permanent	2024- 27	80	Y		
St Omer Road	0	Kenepuru Road	895	End	100	60	Permanent	2024- 27	60	Y		

Road Name	Start RP	Start	End RP	End	Existing Speed Limit	Proposed Speed Limit	Speed Limit Type	Estimated Implementation Date	SAAS	Proposed = SAAS (Y/N)	Further Information	Dates / Times
Stafford Street	0	Vickerman Street	470	Tytler Street	100	60	Permanent	2024- 27	80	N	Speed limit to match adjacent road	
Steam Wharf Road	0	Fell Street (Groveto	1066	Seal end	70	60	Permanent	2024- 27	60	Y		
Stephenson Street	0	Maxwell Road	195	Weld Street (Blenheim)	50	30	Permanent	2024- 27	40	N	St Mary's School (Blenheim)	
Stephenson Street	195	Weld Street (Blenheim)	474	Scott Street South	50	30	Permanent	2024- 27	30	Y	Marlborough Boys' College	
Stratford Street	0	Eltham Road	359	End	50	30	Permanent	2024- 27	30	Y	Whitney Street School	
Tachalls Road East	0	State Highway 1	528	Gate at end of road	70	60	Permanent	2024- 27	60	Y		
Tachalls Road West	0	State Highway 1	1731	Mt Victoria Gate	100	80	Permanent	2024- 27	60	N	Speed limit to match adjacent road	
Takorika Street	0	Lawrence Street	212	Nicholson Street (Havelock)	50	30	Permanent	2021 -24	30	Y	Havelock School	
Tapps Road	0	State Highway 6	1780	Gate Posts	100	90	Permanent	2024- 27	60	N	Speed limit to match adjacent road	
Tara Bay Road	0	Kenepuru Road	227	End of Car Park	100	60	Permanent	2024- 27	60	Y		
Taylor's Road	0	State Highway 6	437	End of road	100	90	Permanent	2024- 27	60	N	Speed limit to match adjacent road	
Te Hora Pa Road	0	State Highway 6	866	Seal end	100	60	Permanent	2024- 27	80	N	Te Hora marae	
Te Mahia Road	0	Kenepuru Road	788	Large Wattle Tree	100	60	Permanent	2024- 27	60	Y		
Tepuia Heights	0	Grove Track	420	End - private boundary	100	50	Permanent	2024- 27	60	N	Speed limit to match adjacent road	
Titirangi Road	0	Kenepuru Road	25357	End	100	60	Permanent	2024- 27	60	Y		
Titoki Street	0	Rarangi Beach Road	137	Ngaio Street	70	50	Permanent	2024- 27	60	N	Speed limit to match adjacent road	
Torea Road	0	Kenepuru Road	1712	End Wharf	100	60	Permanent	2024- 27	60	Y		
Totaranui Road	0	Clova Bay Road	1211		100	60	Permanent	2024- 27	60	Y		
Tytler Street	0	Fell Street (Groveto	553	Stafford Street	100	60	Permanent	2024- 27	80	N	Speed limit to match adjacent road	
Vickerman Street	937	Fell Street (Groveto	1180	240m South of Fells Road	50	30	Permanent	2021 -24	80	N	Groveto	
Vickerman Street	1180	240m South of Fells Road	1994	100m South of Aberharts Road	80	60	Permanent	2021 -24	80	N	SAAS inappropriate for the level of development	
Waikawa Road	1800	110m North of Leicester Street	2130	30m South of Tui Drive	50	30	Variable	2024- 27	40	N	Queen Charlotte College	8:25 – 9am, 2:55 – 3:15pm, School Days
Waikawa Road	3390	60m North of Turners Road	3660	45m North of Nautique Place	50	30	Variable	2024- 27	40	N	Waikawa Bay School	8:25 – 9am, 2:55 – 3:15pm, School Days
Waitui Road	0	Titirangi Road	815	Cattlestop	100	60	Permanent	2024- 27	60	Y		

Road Name	Start RP	Start	End RP	End	Existing Speed Limit	Proposed Speed Limit	Speed Limit Type	Estimated Implementation Date	SAAS	Proposed = SAAS (Y/N)	Further Information	Dates / Times
Wakamarina Road	0	State Highway 6	270	270m south of State Highway 6	100	50	Permanent	2024- 27	60	N	SAAS inappropriate for the level of development	
Wakamarina Road	270	270m south of State Highway 6	15041	End	100	80	Permanent	2024- 27	60	N	Speed limit to match adjacent road	
Ward Street (Ward)	0	Seddon Street	645	State Highway 1	70	60	Permanent	2024- 27	60	Y		
Weld Street	1015	Alabama Road	1233	Cleghorn Street	50	30	Permanent	2024- 27	30	Y	Redwoodtown School	
Weld Street	2154	Wither Road	2688	End	50	30	Permanent	2024- 27	30	Y	Witherlea School	
Whitney Street	0	Maxwell Road	191	End	50	30	Permanent	2024- 27	30	Y	Whitney Street School	
Williams Road	0	Kenepuru Road	610	End	100	60	Permanent	2024- 27	60	Y		
Wither Road	1475	30m East of Alana Street	1695	90m East of Weld Street	50	30	Variable	2024- 27	40	N	Witherlea School	8:25 – 9am, 2:55 – 3:15pm, School Days
Woolleys Crossing	0	Pipitea Drive	292	Shoreline / Edgewater Place	70	60	Permanent	2024- 27	60	Y		
York Street North	256	Broadway Street	550	State Highway 1 Wairau Road	50	30	Permanent	2024- 27	30	Y	Picton School	

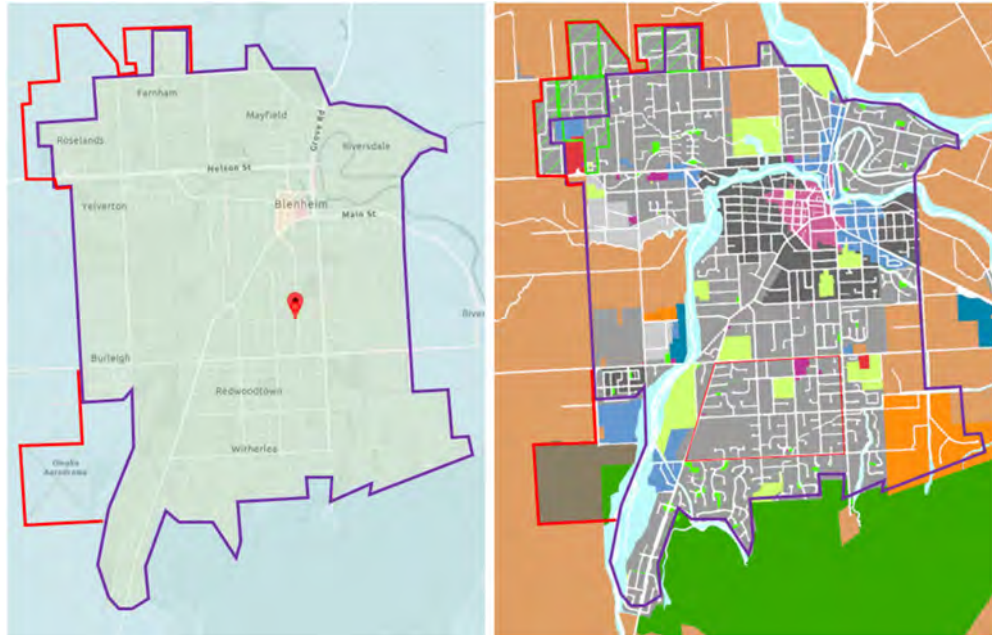
DRAFT

### 8.1.3 Urban Traffic Area Extensions

The Blenheim, Riverlands and Renwick Urban Traffic Areas are recommended to be enlarged to cover land with underlying residential zones. The purple lines in the following images show the existing Urban Traffic Area boundaries and the red lines show the proposed extensions.

As there are no roads currently constructed within these areas no speed limit changes are required. Any roads constructed within these areas will automatically have a speed limit of 50km/h.

#### Blenheim Urban Traffic Area



#### Riverlands Urban Traffic Area (Cloudy Bay Business Park)



#### Renwick Urban Traffic Area



#### 8.1.4 Safety Infrastructure

A summary of the initial safety infrastructure recommendations in the 2023 review process is tabled below. This summary includes locations where safety infrastructure including speed limit signage and threshold treatments is required on a road with a proposed speed limit change as well as locations where safety infrastructure is required to support the existing speed limit.

Table 9 Safety Infrastructure

Technical Report Section No.	Road Name	Proposed safety infrastructure	Estimated Implementation date
2.1.1	Seddon School	Install school threshold style treatments on all approaches to the school (x5).	2024- 27
2.1.1	Seddon School	Install a pedestrian crossing on Redwood Street and consider putting it on a raised safety platform.	2024- 27
2.1.2	Ward School	Install school threshold style treatments on Duncan Street approaches to the school (x2).	2021 -24
2.2.1	Awatere - Side roads	Update speed limit signage as required.	2024- 27
2.2.2	Marfells Beach	Install settlement threshold treatments at the speed limit change on Marfell Beach Road (x1)	2024- 27
2.2.2	Marfells Beach	Install speed limit signage on the approach to the beach as required (x3).	2024- 27
2.2.3	Ward Township	Update existing and install new speed limit signage as required.	2024- 27
3.1.1	Blenheim School	Install school threshold style treatments on the Alfred Street and John Street approaches to the school (x3).	2024- 27
3.1.1	Blenheim School	Upgrade the existing patrolled pedestrian crossing on Alfred Street onto a raised safety platform.	2024- 27
3.1.3	Marlborough Boys College (new site location)	Update the existing variable speed limit signage.	2024- 27
3.1.3	Marlborough Boys College (new site location)	Install a variable school threshold style treatment on the northern approach to the school on McLauchlan Street.	2024- 27
3.1.3	Marlborough Boys College (new site location)	Upgrade the existing kea crossing to a patrolled pedestrian crossing on a raised safety platform.	2024- 27

Technical Report Section No.	Road Name	Proposed safety infrastructure	Estimated Implementation date
3.1.2	Bohally Intermediate School (new site location)	Install variable school threshold style treatments on the Redwood Street approaches to the school (x2).	2024- 27
3.1.2	Bohally Intermediate School (new site location)	Install school threshold style treatments on the Stephenson Street approaches to the school (x2).	2024- 27
3.1.2	Bohally Intermediate School (new site location)	Upgrade the existing pedestrian crossing on Redwood Street onto a raised safety platform.	2024- 27
3.1.2	Bohally Intermediate School (new site location)	Consider installing a pedestrian crossing on a raised safety platform on Stephenson Street in the vicinity of the proposed school access.	2024- 27
3.1.3	Marlborough Boys College (existing location)	Install variable school threshold style treatments on the Scott Street approaches to the school (x2).	2024- 27
3.1.3	Marlborough Boys College (existing location)	Install permanent speed limit signs on Francis Street and Stephenson Street.	2024- 27
3.1.4	Marlborough Girls College	Update the existing variable speed limit signage.	2024- 27
3.1.4	Marlborough Girls College	Upgrade the existing crossing point on McLauchlan Street to a pedestrian crossing on a raised safety platform.	2024- 27
3.1.5	Mayfair School	Install variable school threshold style treatments on the Hutcheson Street and Hutcheson Street approaches to the school (x3).	2024- 27
3.1.5	Mayfair School	Upgrade the existing kea crossing to a patrolled pedestrian crossing on a raised safety platform.	2024- 27
3.1.6	OneSchool Global – Blenheim Campus	Install school threshold style treatments on the George Conroy Drive westbound approach to the school (x1).	2021 -24
3.1.7	Redwoodtown School	Install school threshold style treatments on the Cleghorn Street approaches to the school (x2).	2024- 27
3.1.7	Redwoodtown School	Install variable school threshold style treatments on Alabama Road at the change in speed limit locations (x2).	2024- 27
3.1.7	Redwoodtown School	Install permanent speed limit signs with threshold treatments on Brian Bary Street, Weld Street and Cleghorn Street at the change in speed limit locations.	2024- 27

Technical Report Section No.	Road Name	Proposed safety infrastructure	Estimated Implementation date
3.1.7	Redwoodtown School	Upgrade the existing patrolled pedestrian crossing on Weld Street onto a raised safety platform.	2024- 27
3.1.7	Redwoodtown School	Upgrade the existing raised safety platforms on Cleghorn Street to include a pedestrian crossing.	2024- 27
3.1.8	Richmond View School	Install school threshold style treatments on the Burleigh Street approaches to the school (x2).	2021 -24
3.1.8	Richmond View School	Install permanent speed limit signs on the Burleigh Street and McKendry Street approaches to Maxwell Road.	2021 -24
3.1.9	Riverlands School	Install variable school threshold style treatments on Alabama Road at the change in speed limit locations (x2).	2024- 27
3.1.9	Riverlands School	Install permanent speed limit signs with threshold treatment on School Road.	2024- 27
3.1.10	Springlands School	Install variable school threshold style treatments on Murphys Road and Coleman Road at the change in speed limit locations (x4).	2024- 27
3.1.10	Springlands School	Install permanent speed limit signs on Aston Street, Clouston Gardens, Cricklewood Lane, Ruthken Crescent and Orchard Lane (Blenheim) (x5)	2024- 27
3.1.10	Springlands School	Consider upgrading the patrolled pedestrian crossing onto a raised safety platform.	2024- 27
3.1.10	Springlands School	Upgrade the existing kea crossing to a patrolled pedestrian crossing on a raised safety platform.	2024- 27
3.1.11	St Mary's School (Blenheim)	Install variable school threshold style treatments on the Maxwell Road approaches to the school (x2).	2024- 27
3.1.11	St Mary's School (Blenheim)	Install permanent speed limit signs on Hodson Street and Stephenson Street.	2024- 27
3.1.11	St Mary's School (Blenheim)	Consider upgrading the patrolled pedestrian crossings on Maxwell Road and Stephenson Street onto raised safety platforms.	2024- 27
3.1.12	Whitney Street School	Install variable school threshold style treatments on the Maxwell Road approaches to the school (x2).	2024- 27



Technical Report Section No.	Road Name	Proposed safety infrastructure	Estimated Implementation date
3.1.12	Whitney Street School	Install school threshold style treatments on the Eltham Street approaches to the school (x2).	2024- 27
3.1.12	Whitney Street School	Install permanent speed limit signs on the Eltham Street, Beaver Road and Percy Street approach to Dillon Street.	2024- 27
3.1.12	Whitney Street School	Install permanent speed limit signs on the Whitney Street and Eltham Street approaches to Maxwell Road.	2024- 27
3.1.12	Whitney Street School	Create a crossing point on Whitney Street.	2024- 27
3.1.12	Whitney Street School	Consider upgrading the patrolled pedestrian crossings on Eltham Street and Maxwell Road onto raised safety platforms.	2024- 27
3.1.13	Witherlea School	Install variable school threshold style treatments on the Wither Road approaches to the kea crossing (x2).	2024- 27
3.1.13	Witherlea School	Install school threshold style treatments on the Weld Street approach to the school (x1).	2024- 27
3.1.13	Witherlea School	Install permanent speed limit signs on the Weld Street approach to Wither Street and the McKenzie Street approach to Howick Road.	2024- 27
3.1.13	Witherlea School	Consider upgrading the kea crossings on Weld Street and Wither Road to patrolled pedestrian crossings on raised safety platforms.	2024- 27
3.2.1	Beaver Road	Remove speed limit signage as required.	2024- 27
3.2.1	Beaver Road	Undertake further investigation of an appropriate cycle link and suitable infrastructure.	2024- 27
3.2.2	Ōmaka marae and Te Pā Wānanga	Install school threshold style treatment on the Aerodrome Road approach to the school (x1).	2024- 27
3.2.2	Ōmaka marae and Te Pā Wānanga	Update all speed limit signage as appropriate.	2024- 27
3.2.2	Ōmaka marae and Te Pā Wānanga	Install advance and directional marae signage for Ōmaka marae on the westbound approach to the marae.	2024- 27
3.2.3	Seymour Street	Change speed limit signage as required.	2024- 27

Technical Report Section No.	Road Name	Proposed safety infrastructure	Estimated Implementation date
3.2.3	Seymour Street	Undertake further investigation of an appropriate cycle infrastructure.	2024- 27
4.1.1	Rapaura School	Install variable school threshold style treatments on both Hammererichs Road approaches to the school (x2).	2024- 27
4.1.1	Rapaura School	Update existing speed limit signage.	2024- 27
4.1.1	Rapaura School	Consider upgrading the existing crossing point to a patrolled pedestrian crossing.	2024- 27
4.2.1	Hammerichs Road	Update speed limit signage as required.	2024- 27
4.2.2	Kendrick Road	Update speed limit signage as required.	2024- 27
5.1.1	Linkwater School	Install variable school threshold style treatments on both Grove Track approaches to the school (x2).	2024- 27
5.1.2	Waitaria Bay School	Install school threshold style treatments on both Kenepuru Road approaches to the school (x2).	2021 -24
5.2.1	Kenepuru Road and surrounds	Install settlement threshold treatments at each end of the Portage Bay and Willow Bay speed limit changes (x4)	2024- 27
5.2.1	Kenepuru Road and surrounds	Install speed limit signage at the Kenepuru Road approach to Grove Track (Queen Charlotte Drive) and repeater signs as required along the route.	2024- 27
5.2.3	Mahakipawa Hill (Queen Charlotte Drive)	Update speed limit signage as required.	2024- 27
5.2.3	Mahakipawa Hill (Queen Charlotte Drive)	Install settlement threshold treatment on the approach to Havelock to assist with speed management.	2024- 27
5.2.4	Marlborough Sounds East - Side roads	Update speed limit signage as required.	2024- 27
5.2.5	Queen Charlotte Drive – holiday speed limits	Update speed limit signage as required.	2024- 27
5.2.5	Queen Charlotte Drive – holiday speed limits	Install settlement threshold treatments on Queen Charlotte Drive approaches to Momorangi Bay and Ngakuta Bay (x4).	2024- 27

Technical Report Section No.	Road Name	Proposed safety infrastructure	Estimated Implementation date
6.1.2	Havelock School	Install school threshold style treatment on Lawrence Street east of the access to the school (x1).	2021 -24
6.1.2	Havelock School	Consider installing a crossing point on Lawrence Street.	2021 -24
6.2.1	Marlborough Sounds West - Side roads	Update speed limit signage as required.	2024- 27
6.2.2	Te Hora Marae	Update all speed limit signage as appropriate.	2024- 27
6.2.2	Te Hora Marae	Install advance and directional marae signage for Te Hora marae on both approaches to the marae.	2024- 27
6.2.3	Wakamarina Road	Install settlement threshold treatments on the Wakamarina Road approach to State Highway 6 and at the proposed change in speed limit location.	2024- 27
7.1.1	Picton School	Install school threshold style treatments on the York Street north approaches to the school (x3).	2024- 27
7.1.1	Picton School	Install variable school threshold style treatments on the Kent Street approaches to the school (x2).	2024- 27
7.1.1	Picton School	Install permanent speed limit signs on Broadway Street and Buller Street approaches to Kent Street and York Street.	2024- 27
7.1.1	Picton School	Consider upgrade the existing kea crossing on York Street north to a patrolled pedestrian crossing on a raised safety platform.	2024- 27
7.1.1	Picton School	Consider upgrade the existing patrolled pedestrian crossing on Kent Street onto a raised safety platform.	2024- 27
7.1.2	Queen Charlotte College	Install variable school threshold style treatments on the Waikawa Road approaches to the school (x2).	2024- 27
7.1.3	Waikawa Bay School	Install variable school threshold style treatments on the Waikawa Road approaches to the school (x2).	2024- 27
7.2.1	Waikawa Marae	Install advance and directional marae signage for Waikawa marae on both approaches to the marae.	2024- 27

Technical Report Section No.	Road Name	Proposed safety infrastructure	Estimated Implementation date
7.2.2	Waikawa Marina	Install threshold style treatment on the Beach Road approach to the proposed change in speed limit location to assist speed management.	2024- 27
8.1.1	Renwick School	Install school threshold style treatments on both Havelock Street approaches to the school (x2).	2021 -24
8.1.1	Renwick School	Install permanent speed limit signs on the Brook Street and Alma Street approaches to State Highway 6 and the Nicholson Street approach to Havelock Street.	2021 -24
8.2.1	Blicks Road / Inkerman Street	Update existing speed limit signage as required.	2024- 27
9.1.1	Grovetown School	Install school threshold style treatments on both Fells Road approaches to the school and the Vickerman Street approach from the south (x3).	2021 -24
9.1.1	Grovetown School	Upgrade other speed limit signage as required.	2021 -24
9.1.1	Grovetown School	Mark a centreline on Vickerman Street from Fells Road to 100m south of Aberharts Road.	2021 -24
9.1.2	Spring Creek School	Install variable school threshold style treatments on the Ferry Road approaches to the school (x2).	2024- 27
9.1.2	Spring Creek School	Upgrade the existing kea crossing to a patrolled pedestrian crossing on a raised safety platform.	2024- 27
9.2.1	Grovetown Township	Update existing and install new speed limit signage as required.	2024- 27
9.2.2	Spring Creek Township	Install settlement threshold treatments on Ferry Road east of State Highway 1 and west of the bridge.	2024- 27
9.2.3	Tuamātene Marae	Install advance and directional marae signage for Tuamātene marae on both approaches to the marae.	2024- 27
9.2.4	Wairau Pā Marae	Install advance and directional marae signage for Wairau Pā Marae on both approaches to the marae.	2024- 27
10.1.1	Tua Marina School	Install school threshold style treatment on Campbells Road approaches to the school (x1).	2021 -24

Technical Report Section No.	Road Name	Proposed safety infrastructure	Estimated Implementation date
10.2.1	Rarangi Beach Township	Raise the speed limit to 80km/hr on Rarangi Beach Road from Rarangi Road to 580m south of Port Underwood Road (RP 2600).	2024- 27
10.2.1	Rarangi Beach Township	Install settlement threshold treatments at the Flaxmill Drive, Rarangi Road and Rarangi Beach Road change in speed limit locations.	2024- 27
10.2.2	Taumarina - Side roads	Update speed limit signage as required.	2024- 27
11.1.1	Wairau Valley School	Install a school threshold treatment on the Morse Street approach to the school (x1).	2021 -24
11.2.1	Wairau Valley Township	Update existing and install new speed limit signage as required.	2024- 27
12.1.1	Fairhall School	Upgrade the signs and marking to the variable school threshold style treatment on both New Renwick Road approaches to the school (x2).	2024- 27
12.2.1	Woodbourne - Side roads	Update speed limit signage as required.	2024- 27

DRAFT

## 8.2 Waka Kotahi (State Highways)

The Waka Kotahi Interim Speed Management Plan identified speed limit changes within Marlborough as shown in Figure 8. These will be reviewed by Waka Kotahi in their 2024 Speed Management Plan and this Regional Plan will be updated accordingly.

Figure 8 Waka Kotahi Interim Speed Management Plan

### Speed limit changes

Map reference	Road/area	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Further information
6-1	SH6 Jackson Road / Graham Road intersection speed zone (ISZ)	80	60	Variable	2023-2024	On SH6, approaching intersection with Jackson Road and Graham Road

### Speed limits around schools

School name	Proposed category	Implementation timeframe	Further information
SH1 Riverlands School	2	2023-2027	≤60km/h variable speed limit
SH6 Renwick School	1	2023-2027	30km/h variable speed limit
SH6 Havelock School	1	2023-2027	30km/h variable speed limit
SH6 Rai Valley Area School	1	2023-2027	30km/h variable speed limit

DRAFT

### 8.3 Other Road Controlling Authorities

Due to the changes to speed limits on Marfells Beach Road proposed by Marlborough District Council, the Department of Conservation are proposing to lower the speed limit on their section of Marfells Beach to match.

Table 10 Speed Limit Changes

Road Name	Start	End	Existing Speed Limit	Proposed Speed Limit	Speed Limit Type	Estimated Implementation Date	
Marfells Beach Road	Marlborough District boundary	780m south of Marfells Beach Road	100	30	Permanent	2024- 27	To match proposed changes to Marfells Beach Road.

No other Road Controlling authority within Marlborough is undertaking any speed changes, however changes are required to the National Speed Limit Register to be consistent with the speed limit signs within roads controlled by KiwiRail, Ministry of Defence and Port Marlborough.

# Appendix A – Marlborough Local Roads Technical Assessment

DRAFT



Marlborough  
Local Road Speed Management Plan  
Technical Assessments

April 2023



[lmc.kiwi.nz](http://lmc.kiwi.nz)



# Table of contents

1.	Purpose of this document .....	1
1.1	2023 Speed management reviews .....	1
1.2	Principles of review .....	1
1.3	Signs and roadmarking .....	2
2.	Awatere .....	3
2.1	Schools .....	3
2.1.1	Seddon School .....	3
2.1.2	Ward School .....	4
2.2	Other locations/roads .....	5
2.2.1	Marfells Beach .....	5
2.2.2	Ward Township .....	6
2.2.3	Side roads - Awatere .....	5
3.	Blenheim .....	8
3.1	Schools .....	8
3.1.1	Blenheim School .....	8
3.1.2	Bohally Intermediate School .....	10
3.1.3	Marlborough Boys College .....	12
3.1.4	Marlborough Girls College .....	14
3.1.5	Mayfair School .....	15
3.1.6	OneSchool Global – Blenheim Campus .....	16
3.1.7	Redwoodtown School .....	17
3.1.8	Richmond View School .....	18
3.1.9	Riverlands School .....	20
3.1.10	Springlands School .....	21
3.1.11	St Mary's School (Blenheim) .....	22
3.1.12	Whitney Street School .....	24
3.1.13	Witherlea School .....	26
3.2	Other locations/roads .....	28
3.2.1	Beaver Road .....	28
3.2.2	Ōmaka marae and Te Pā Wānanga .....	29
3.2.3	Seymour Street .....	30
3.2.4	Urban Traffic Area extensions .....	32
4.	Lower Wairau .....	35
4.1	Schools .....	35
4.1.1	Rapaura School .....	35
4.2	Other locations/roads .....	36
4.2.1	Hammerichs Road .....	36
4.2.2	Kendrick Road .....	37
5.	Marlborough Sounds East .....	39
5.1	Schools .....	39
5.1.1	Linkwater School .....	39
5.1.2	Waitaria Bay School .....	40
5.2	Other locations/roads .....	41
5.2.1	Kenepuru Road and surrounds .....	41
5.2.2	Linkwater .....	43
5.2.3	Mahakipawa Hill (Queen Charlotte Drive) .....	43

<b>5.2.4</b>	<i>Queen Charlotte Drive – holiday speed limits</i> .....	45
<b>5.2.5</b>	<i>Side roads - Marlborough Sounds East</i> .....	44
<b>6.</b>	<b>Marlborough Sounds West</b> .....	<b>48</b>
6.1	Schools .....	48
<b>6.1.1</b>	<i>Canvastown School</i> .....	48
<b>6.1.2</b>	<i>Havelock School</i> .....	48
<b>6.1.3</b>	<i>Rai Valley School</i> .....	49
6.2	Other locations/roads.....	50
<b>6.2.1</b>	<i>Marlborough Sounds West - side roads</i> .....	50
<b>6.2.2</b>	<i>Te Hora Marae</i> .....	51
<b>6.2.3</b>	<i>Wakamarina Road</i> .....	52
<b>7.</b>	<b>Picton</b> .....	<b>54</b>
7.1	Schools .....	54
<b>7.1.1</b>	<i>Picton School</i> .....	54
<b>7.1.2</b>	<i>Queen Charlotte College</i> .....	55
<b>7.1.3</b>	<i>Waikawa Bay School</i> .....	56
7.2	Other locations/roads.....	57
<b>7.2.1</b>	<i>Waikawa Marae</i> .....	57
<b>7.2.2</b>	<i>Waikawa Marina</i> .....	58
<b>8.</b>	<b>Renwick</b> .....	<b>60</b>
8.1	Schools .....	60
<b>8.1.1</b>	<i>Renwick School</i> .....	60
8.2	Other locations/roads.....	61
<b>8.2.1</b>	<i>Blicks Road / Inkerman Street</i> .....	61
<b>9.</b>	<b>Spring Creek - Grovetown</b> .....	<b>63</b>
9.1	Schools .....	63
<b>9.1.1</b>	<i>Grovetown School</i> .....	63
<b>9.1.2</b>	<i>Spring Creek School</i> .....	64
9.2	Other locations/roads.....	65
<b>9.2.1</b>	<i>Grovetown Township</i> .....	65
<b>9.2.2</b>	<i>Spring Creek Township</i> .....	66
<b>9.2.3</b>	<i>Tuamātene Marae</i> .....	68
<b>9.2.4</b>	<i>Wairau Pā Marae</i> .....	69
<b>10.</b>	<b>Tuamarina</b> .....	<b>71</b>
10.1	Schools .....	71
<b>10.1.1</b>	<i>Tua Marina School</i> .....	71
10.2	Other locations/roads.....	72
<b>10.2.1</b>	<i>Rarangi Beach Township</i> .....	72
<b>10.2.2</b>	<i>Side roads - Taumarina</i> .....	74
<b>11.</b>	<b>Upper Wairau</b> .....	<b>76</b>
11.1	Schools .....	76
<b>11.1.1</b>	<i>Wairau Valley School</i> .....	76
11.2	Other locations/roads.....	77
<b>11.2.1</b>	<i>Wairau Valley Township</i> .....	77
<b>12.</b>	<b>Woodbourne</b> .....	<b>78</b>

12.1	Schools .....	78
<b>12.1.1</b>	<i>Fairhall School</i> .....	78
12.2	Other locations/roads.....	78
<b>12.2.1</b>	<i>Side roads - Woodbourne</i> .....	78
13.	Summary .....	80

## Appendices

Appendix A – Example threshold treatments

DRAFT



# 1. Purpose of this document

Marlborough District Council is developing a 10-year speed management plan for the district, as required by the government. The plan includes short-term and long-term speed limit changes, and future improvements to roads to support changes in speed limits if and when required.

Changes to speed limits will be on-going as development in the district continues and to achieve alignment with the Governments Road to Zero Action Plan with respect to speed management. This initial plan will provide guidance on when, how and why speed should be managed on each of the roads identified.

The plan will be incorporated into the Marlborough Regional Speed Management Plan and will be reviewed every 3 years in alignment with the Long Term Plan funding cycle to provide alignment with funding opportunities. The plan will also be reviewed when significant changes in development or funding occur necessitating a change to the implementation plan.

This Speed Management Plan will provide guidance on when, how and why speed should be managed on each of the roads identified.

## 1.1 2023 Speed management reviews

Those roads considered as part of the development of the inaugural speed management plan for Marlborough District have been identified from the following sources:

The Speed Management of Marlborough District Council roads has focused on:

- Roads around schools (27)
- Roads around Maraes (6)
- Small Townships
- Existing 70 km/h and 90 km/h areas
- Areas of concern
- Inconsistent speed limits
- Extensions of the Urban Traffic Areas as a result of rezoning

Each of the roads / locations originally identified are listed below, with additional information and their assessment as well as details of any adjacent roads or sections of road that were included in the review.

## 1.2 Principles of review

Marlborough consists of two significant urban areas, Blenheim and Picton, and many small townships, such as Ward and Seddon. These urban areas have different needs. In order to meet a whole of network approach, the following guiding principles have been developed:

1. Speed limits will align with the layout of the road, the adjacent land use and the role of the road.
  - Urban arterial will not have speed limits lower than 50 km/hr to encourage use of these better designed roads

- Roads with high pedestrian and cycle movements will have a desirable operational speed of 30 km/h or less
- 2. Speed reduction will not rely solely on speed limit signs.
- 3. When land is rezoned from rural to residential the underlying speed limit will be 50 km/hr.
- 4. The concentration of points of conflict (driveways, intersections, pedestrian, cycle) will be used to make decisions on appropriate speed limits.

These guiding principles will be used to make decisions of setting appropriate speed limits and engineering solutions.

### **Zones of influence**

Zones of influence will be used to ensure that appropriate speed limits are applied to offer the greatest protection to vulnerable road users. This will assist in providing lengths of any speed restriction that is reasonable, and the purpose of the restriction is obvious to a driver so that there is a greater level of compliance.

The zones of influence will be based on the safe stopping distance for the speed environment of the road such that a driver can observe, react and stop prior to hitting the potential hazard.

### 1.3 Signs and roadmarking

To support the management of vehicle speeds around schools and provide a sense of place some general threshold treatments have been developed to assist with cost estimating. Typical layouts are provided in Appendix A.

Each location will require site specific design but is unlikely to vary significantly to provide a degree of consistency for drivers as they travel throughout the district.



## 2. Awatere

### 2.1 Schools

There are two schools in Awatere for which the speed limit needs to be lowered in the vicinity of to assist with safety and accessibility.

#### 2.1.1 Seddon School

<i>School Type</i>	Primary	<i>Roll</i>	126	<i>Category</i>	1
--------------------	---------	-------------	-----	-----------------	---

Vehicle and pedestrian access to Seddon School is from Redwood Street, with pedestrian access also available from Marama Road. The bus stop to drop off and pick up students is located on Redwood Street north of Foster Street. The Awatere Playcentre is located adjacent to the school on Redwood Street.

A footpath is provided on the eastern side of Redwood Road only and there are no cycle facilities in the area. Parking is primarily available on the western side of Redwood Road and there are no existing crossing facilities. Near misses have been reported by the school at a makeshift pedestrian crossing (outside the kindergarten). Children walking to school use Seymour Street to access the underpass and walkway under the railway line and State Highway 1.

Figure 1 Seddon School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Existing speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Foster Street	50	36	30
Marama Road	50	45	30
Redwood Street	50	26	30
Seymour Street	50	36	30

Due to the low traffic volumes and vehicle speeds in this area a permanent speed limit is considered to be the most appropriate in this location. The existing speed limit can be reduced in this area with no noticeable effect on travel times.

**Recommendations:**

The following changes are recommended in the vicinity Seddon School:

- Lower the speed limit to 30km/hr on the following sections of road:
  - Foster Street from Marama Road to 400m west of Marama Road
  - Marama Road from State Highway 1 to 350m west of State Highway 1
  - Redwood Street from Seymour Street to Foster Street
  - Seymour Street from Redwood Street to 150m north of Redwood Street
- Install school threshold style treatments on all approaches to the school (x5).
- Install a pedestrian crossing on Redwood Street and consider putting it on a raised safety platform.

2.1.2 Ward School

<i>School Type</i>	Primary	<i>Roll</i>	49	<i>Category</i>	1
--------------------	---------	-------------	----	-----------------	---

Vehicle and pedestrian access to Ward School is from Duncan Street. The school is located in a primarily rural environment with no pedestrian or cycle facilities provided in the area. The majority of students arrive and depart by bus or car.

Figure 2 Ward School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Existing speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Duncan Street	70	38	30

Due to the low traffic volumes and vehicle speeds in this area and the proposal to lower the speed limit on all roads within Ward to 60km/hr, see Section 2.2.1 for further information, a lower permanent speed limit of 30km/hr is considered to be the most appropriate in this location.

**Recommendations:**

The following changes are recommended in the vicinity Ward School:

- Lower the speed limit to 30km/hr on Duncan Street from Mill Street to Carroll Street
- Install school threshold style treatments on Duncan Street approaches to the school (x2).

2.2 Other locations/roads

2.2.1 Awatere - Side roads

These sections of road were identified for review as their speed limit is higher than the speed limit on the adjacent section of State Highway 1 which has a speed limit of 80km/hr in this location.

Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Gulch Road	100	41	80
Tachalls Road East	100	20	80

To provide consistency of messaging for drivers the speed limit should match that of the adjacent State Highway. Due to the short lengths and no exit nature of the roads a lower speed limit is considered to be appropriate on these roads.

**Recommendation**

The following changes are recommended for these side roads:

- Lower the speed limit to 80km/hr on the full length of the following roads:
  - Gulch Road
  - Tachalls Road East
- Update speed limit signage as required.

2.2.2 Marfells Beach

This area was identified for review due to the inappropriate speed of vehicles on the approach to and through the Marfells Beach campground as well as on the beach.



Safety and speed information from MegaMaps shows the following.

Road Name	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed Speed limit (km/hr)
Marfell Beach Road	100	57	30
Marfell Beach			30

Due to the high number of pedestrians in this area and the sharp bend on the approach to the beach a lower speed limit is considered appropriate in this location. In addition to the campground area a speed limit on the beach is desired to protect dunes and wildlife.

**Recommendation**

The following changes are recommended for Marfell's Beach:

- Lower the speed limit to 30km/hr on the Marlborough District section of Marfell's Beach Road from RP 7445 to the boundary with the Department of Conservation.
- Lower the speed limit to 30km/hr on the section of Marfell's Beach from 400m north of Marfell's Beach Road to 4.5km south of Marfell's Beach Road.
- Install settlement threshold treatments at the speed limit change on Marfell Beach Road (x1)
- Install speed limit signage on the approach to the beach as required (x3).

2.2.3 Ward Township

This area was identified for review as the existing speed limit is 70km/hr. Any changes to the speed limit on the State Highway will need to be undertaken by Waka Kotahi, however changes can be made to the local roads irrespective of any changes on State Highway 1.

Safety and speed information from MegaMaps shows the following.

Road Name	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed Speed limit (km/hr)
Carroll Street	70	24	60
Clermont Street	70	21	60

Duncan Street	70	32	60
Mill Street	70	23	60
Seddon Street (SH 1 to RP 1065)	70	43	60
Seddon Street (RP 1065 to RP 2361)	70	43	80
Tachalls Road East	70	22	60
Ward Street	70	47	60

Due to the short lengths of road, low traffic volumes and low operating speeds a 60km/r speed limit is considered to be suitable for the area.

**Recommendation**

The following changes are recommended for Ward:

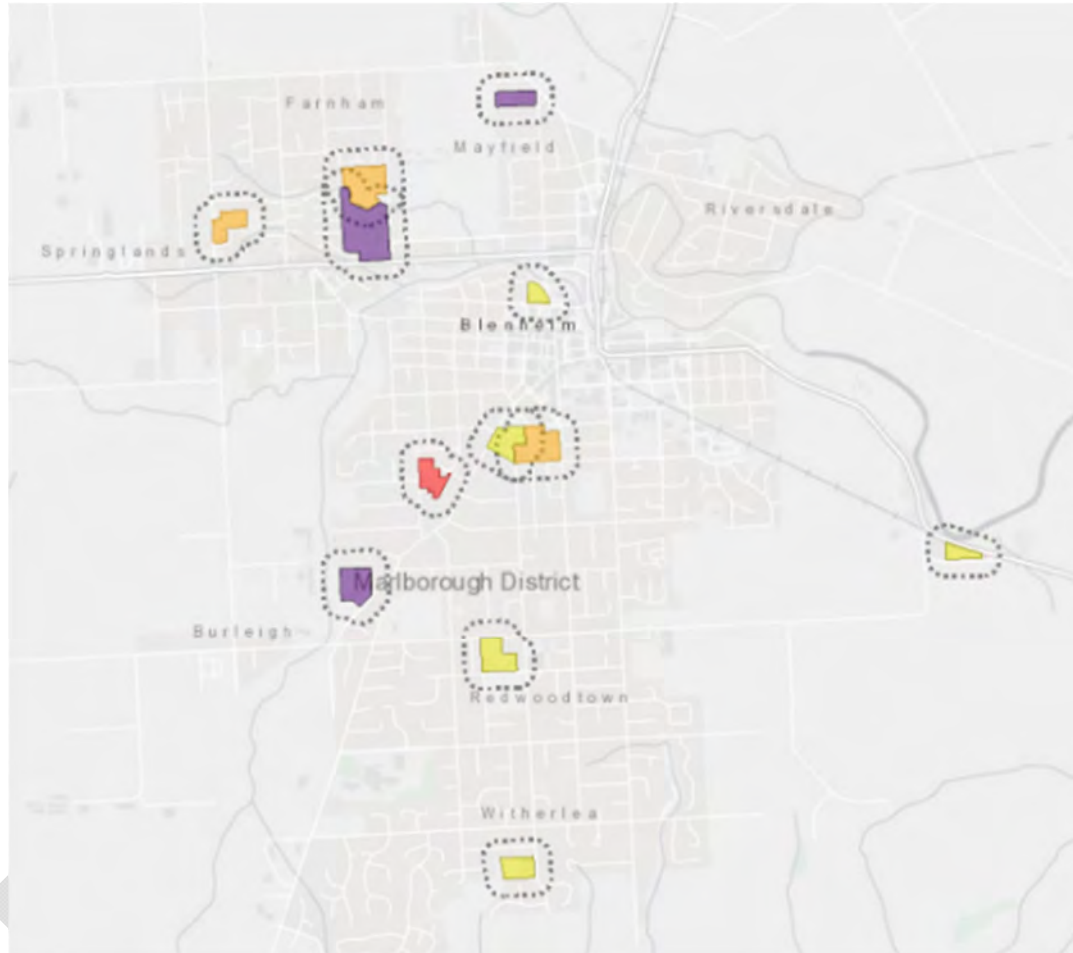
- Lower the speed limit to 60km/hr on the full length of the following roads:
  - Carroll Street
  - Clermont Street
  - Duncan Street
  - Mill Street
  - Tachalls Road East
  - Ward Street
- Lower the speed limit to 60km/hr on Seddon Street from State Highway to 150m north of Carroll Street.
- Raise the speed limit to 80km/hr on Seddon Street from 150m north of Carroll Street to 470m south of Ward Beach Road.
- Update existing and install new speed limit signage as required.

## 3. Blenheim

### 3.1 Schools

There are twelve schools in Blenheim for which the speed limit needs to be lowered in the vicinity of to assist with safety and accessibility as shown below.

Figure 3 Blenheim Schools



#### 3.1.1 Blenheim School

<i>School Type</i>	Contributing	<i>Roll</i>	103	<i>Category</i>	1
--------------------	--------------	-------------	-----	-----------------	---

Blenheim School is bound by Alfred Street, Seymour Street, John Street and Hutcheson Street. The main pedestrian access is from Alfred Street with alternative pedestrian access from Hutcheson Street which connects to the bus stop. Vehicle access to staff parking and additional pedestrian access is available from Seymour Street and John Street.

A footpath is provided on all road frontages with a patrolled pedestrian crossing on Alfred Street and pedestrian crossings on Hutcheson Street (x2) and Seymour Street. The crossings on Hutcheson Street are on raised safety platforms. There are no cycle facilities in the area. Parking is primarily available on Seymour Street and John Street. Seymour Street is one way from Alfred Street to John Street.

Figure 4 Blenheim School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Alfred Street	30	28	30
Hutchison Street	30	28	30
Seymour Street	50	28	30
John Street	50	25	30

Alfred Street and Hutchison Street already have a 30km/hr speed limit in the vicinity of the school and due to the high levels of on street parking and low vehicles speeds on Seymour Street and John Street a lower permanent speed limit is considered to be the most appropriate in this location. The existing speed limit can be reduced in this area with no noticeable effect on travel times.

**Recommendations:**

The following changes are recommended in the vicinity Blenheim School:

- Lower the speed limit to 30km/hr on the following sections of road:
  - Seymour Street from Alfred Street to John Street
  - John Street from Seymour Street to Hutchison Street
- Install school threshold style treatments on the Alfred Street and John Street approaches to the school (x3).
- Upgrade the existing patrolled pedestrian crossing on Alfred Street onto a raised safety platform.

### 3.1.2 Bohally Intermediate School

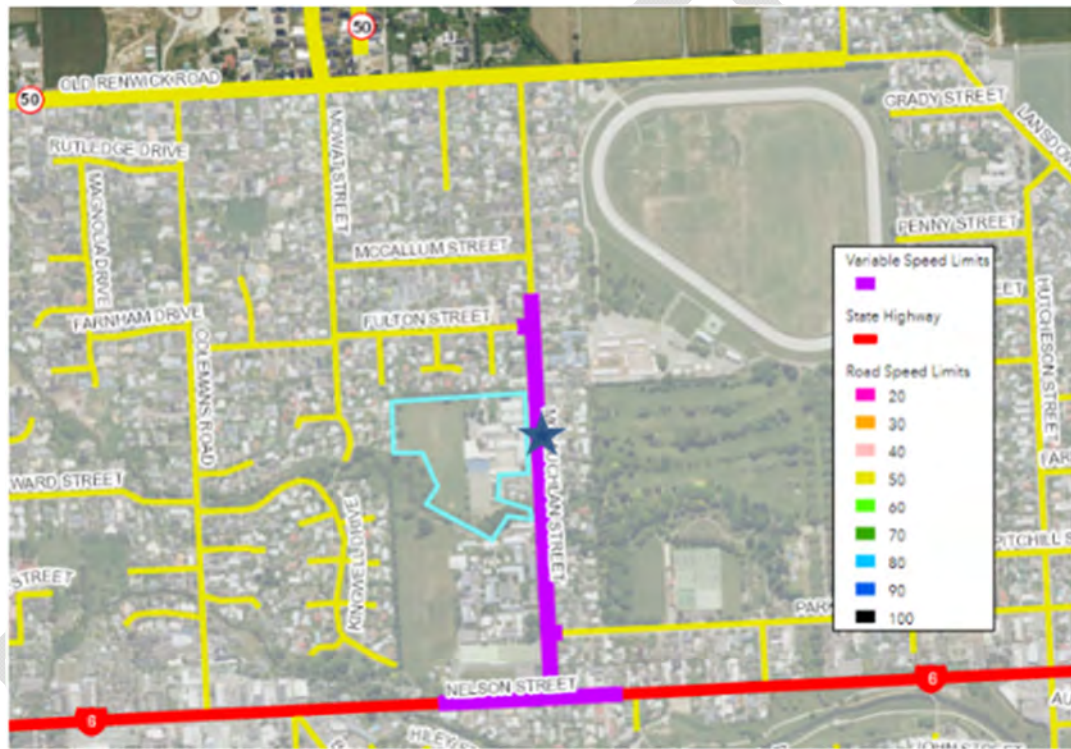
<i>School Type</i>	Intermediate	<i>Roll</i>	557	<i>Category</i>	1
--------------------	--------------	-------------	-----	-----------------	---

#### **Bohally Intermediate School – existing location**

We understand that Bohally Intermediate School to be relocated as part of Te Tatoru o Wairau project, however no time frame is available on when this will occur. As result an assessment has been undertaken of both the existing site and the proposed new location.

The only vehicle and pedestrian access to Bohally Intermediate is from McLauchlan Street which is located adjacent to Marlborough Girls College. Footpaths are provided on both sides of McLauchlan Street with a kea crossing adjacent to the main entrance to the school. There are no cycle facilities in the area and bus pick up and drop off is off street at the northern end of the school site. Only staff parking is provided off street.

Figure 5 Bohally Intermediate School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
McLauchlan Street	50/40	41	30/50

McLauchlan Street currently has a variable speed limit of 40km/hr during the start and end of school times. This speed limit also extends passed Marlborough Girls College and onto Nelson Street (SH6). Waka Kotahi have indicated that they will be looking to reduce the variable speed limit to 30km/hr in their Interim Speed Management Plan for SH6 in this vicinity. To ensure a consistent approach the variable speed limit on McLauchlan Street is proposed to match that of the State Highway.

We understand that the school to be relocated as part of Te Tatoru o Wairau project, however no time frame is available on when this will occur.



**Bohally Intermediate School – proposed location**

An investigation of suitable changes to the speed environment in the vicinity of the proposed location for Bohally Intermediate School has been undertaken to provide some indication of the type of speed limit changes and infrastructure improvements likely to be required.

Bohally Intermediate School have vehicle and pedestrian access onto Stephenson Street and Redwood Street.

Footpaths are provided on all road frontages with a pedestrian crossing on Redwood Street in close proximity to the proposed access. There are no cycle facilities in the area and at this stage we are uncertain as to where the bus stops will be located.

Figure 6 Marlborough Boys College and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
<b>Stephenson Street</b>	50	30	30
<b>Redwood Street</b>	50	45	30/50

Stephenson Street is likely to be the primary access road for the school in this location and due to the high number of pedestrian movements in the area a lower permanent speed limit is considered appropriate. This permanent speed limit would also be a continuation on those proposed as part of improvements at Marlborough Boys College (see Section 3.1.3) and St Mary's School (Blenheim) (see Section 3.1.11). As Redwood Street has a high volume of through traffic a variable speed limit is considered more appropriate in this location.

**Recommendations:**

The following changes are recommended in the vicinity of Bohally Intermediate School (existing site):

- Lower the variable speed limit to 30km/hr on McLauchlan Street.
- Update the existing variable speed limit signage.

- Install a variable school threshold style treatment on the northern approach to the school on McLauchlan Street.
- Upgrade the existing kea crossing to a patrolled pedestrian crossing on a raised safety platform.

The following changes are recommended in the vicinity of Bohally Intermediate School (proposed site):

- Lower the speed limit to 30km/hr on Stephenson Street from Scott Street to Redwood Street.
- Install a variable 30km/hr speed limit on Redwood Street between Stephenson Street and Muller Road.
- Install variable school threshold style treatments on the Redwood Street approaches to the school (x2).
- Install school threshold style treatments on the Stephenson Street approaches to the school (x2).
- Upgrade the existing pedestrian crossing on Redwood Street onto a raised safety platform.
- Consider installing a pedestrian crossing on a raised safety platform on Stephenson Street in the vicinity of the proposed school access.

### 3.1.3 Marlborough Boys College

<i>School Type</i>	Secondary	<i>Roll</i>	924	<i>Category</i>	1
--------------------	-----------	-------------	-----	-----------------	---

We understand that Marlborough Boys College to be relocated to the Bohally Intermediate School site as part of Te Tatoru o Wairau project, however no time frame is available on when this will occur. See Section 3.1.2 for proposed improvement works on McLauchlan Street .

In the interim an assessment has been undertaken of possible speed limit changes and improvement works in the vicinity of the current site which may or may not be appropriate for the final use of this site.

Marlborough Boys College is bound by Stephenson Street, Scott Street and Francis Street and is adjacent to St Mary's School (Blenheim). The main pedestrian and vehicle access is from Stephenson Street with minor alternative pedestrian access from Scott Street and Francis Street.

Footpaths are provided on all road frontages with a raised pedestrian crossing on Stephenson Street and a pedestrian crossing point with side and central islands on Scott Street. There are no cycle facilities in the area and bus stops are provided on Stephenson Street and Francis Street.

Figure 7 Marlborough Boys College and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Stephenson Street	50	38	30
Francis Street	50	28	30
Scott Street	50	41	30/50

Stephenson Street and Francis Street are primarily access roads for the school in this location and due to the high number of pedestrian movements in the area a lower permanent speed limit is considered appropriate. As Scott Street has a high volume of through traffic a variable speed limit is considered more appropriate in this location.

**Recommendations:**

The following changes are recommended in the vicinity Marlborough Boys College:

- Lower the speed limit to 30km/hr on the following sections of road:
  - Francis Street from Seymour Street to its end
  - Stephenson Street from Weld Street to Scott Street
- Install a variable 30km/hr speed limit on Scott Street between Seymour Street and Stephenson Street.
- Install variable school threshold style treatments on the Scott Street approaches to the school (x2).
- Install permanent speed limit signs on Francis Street and Stephenson Street.

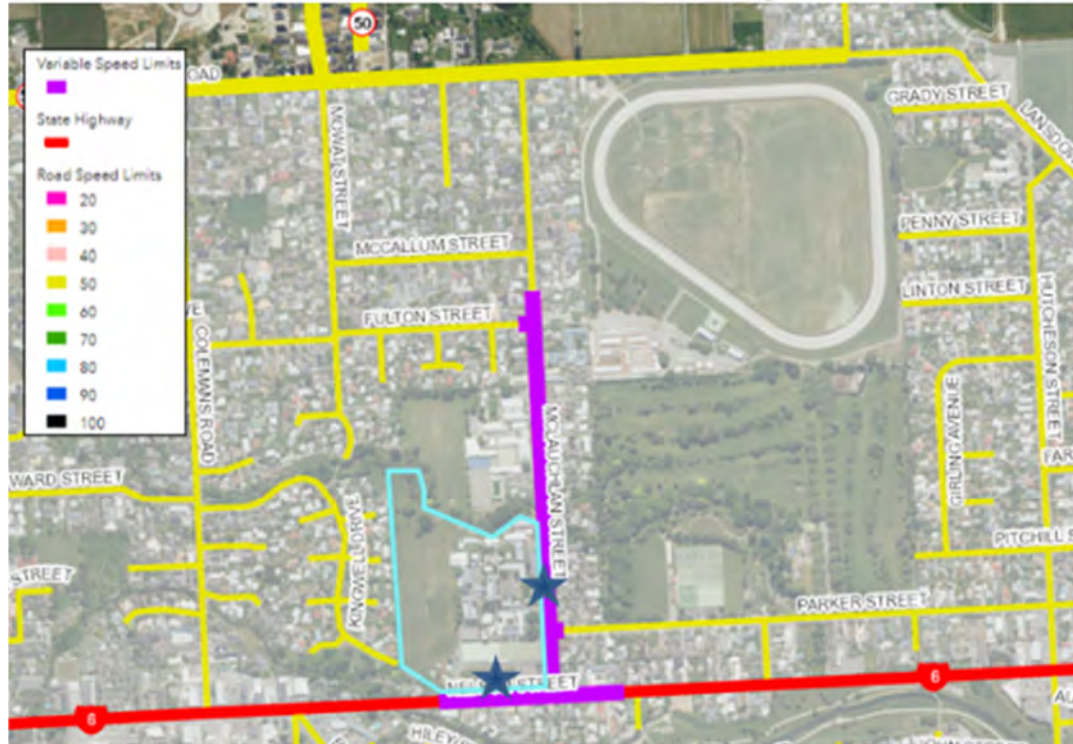
### 3.1.4 Marlborough Girls College

<i>School Type</i>	Secondary	<i>Roll</i>	917	<i>Category</i>	1
--------------------	-----------	-------------	-----	-----------------	---

Marlborough Girls College is located on the corner of State Highway 6 and McLauchlan Street and is adjacent to Bohally Intermediate School. The main pedestrian and vehicle access is from State Highway 6 with alternative pedestrian access from Scott Street and Francis Street.

Footpaths are provided on all road frontages with pedestrian crossing locations with side and centre islands on State Highway 6 and with side islands on McLauchlan Street. There are no cycle facilities in the area and bus stops are provided off street.

Figure 8 Marlborough Girls College and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
McLauchlan Street	50/40	46	30/50

State Highway 6 and McLauchlan Street currently have a variable speed limit of 40km/hr during the start and end of school times. This speed limit also extends passed Bohally Intermediate School on McLauchlan Street. Waka Kotahi have indicated that they will be looking to reduce the variable speed limit to 30km/hr in their Interim Speed Management Plan for SH6 in this vicinity. To ensure a consistent approach the variable speed limit on McLauchlan Street is proposed to match that of the State Highway.

#### **Recommendations:**

The following changes are recommended in the vicinity Marlborough Girls College:

- Lower the variable speed limit to 30km/hr on McLauchlan Street.
- Update the existing variable speed limit signage.

- Upgrade the existing crossing point on McLauchlan Street to a pedestrian crossing on a raised safety platform.

### 3.1.5 Mayfair School

<i>School Type</i>	Contributing	<i>Roll</i>	101	<i>Category</i>	1
--------------------	--------------	-------------	-----	-----------------	---

Vehicle and pedestrian access to Mayfair School is from Hutcheson Street. A footpath is provided on all road frontages with a kea crossing on Hutcheson Street to the south of the school entrance. There are no cycle facilities in the area and the bus stop is on street in front of the school.

Figure 9 Mayfair School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Hutcheson Street	50	42	30/50
Hutcheson Street - east	50	30	30/50

The school advises that they have a high proportion of students using active modes of transport to get to and from school and a lower speed limit is considered to be appropriate in this location to support walking and cycling. Due to the short length and proximity of intersections the existing speed limit can be reduced in this area with no noticeable effect on travel times.

#### **Recommendations:**

The following changes are recommended in the vicinity Mayfair School:

- Install a variable 30km/hr speed limit on the following sections of road:
  - Hutcheson Street from Penny Street to Lansdowne Street
  - Hutcheson Street – East from Hutcheson Street to Lansdowne Street
- Install variable school threshold style treatments on the Hutcheson Street and Hutcheson Street approaches to the school (x3).

- Upgrade the existing kea crossing to a patrolled pedestrian crossing on a raised safety platform.

### 3.1.6 OneSchool Global – Blenheim Campus

<i>School Type</i>	Composite	<i>Roll</i>	89	<i>Category</i>	1
--------------------	-----------	-------------	----	-----------------	---

The only vehicle and pedestrian access to OneSchool Global is from George Conroy Drive Street which is a no exit road off Taylor Pass Road. Footpaths are provided on the eastern side of Taylor Pass Road and the southern side George Conroy Road from Taylor Pass Road to the school entrance only. There are no cycle facilities in the area and student drop off and pick up is from a large off road area.

Figure 10 OneSchool Global School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
George Conroy Drive	50	31	30

Due to the very low traffic volumes and vehicle speeds a permanent speed limit considered to be the most appropriate in this location.

#### **Recommendations:**

The following changes are recommended in the vicinity OneSchool Global:

- Lower the speed limit to 30km/hr on the full length of George Conroy Drive.
- Install school threshold style treatments on the George Conroy Drive westbound approach to the school (x1).

### 3.1.7 Redwoodtown School

<i>School Type</i>	Primary	<i>Roll</i>	292	<i>Category</i>	1
--------------------	---------	-------------	-----	-----------------	---

Redwoodtown School is bound by Cleghorn Street, Brian Bary Street, Alabama Road and Weld Street. The main pedestrian and vehicle access is from Cleghorn Street with a minor pedestrian access from Alabama Road.

Footpaths are provided on all road frontages with a patrolled pedestrian crossing on Weld Street only. There are no cycle facilities in the area and the bus stop is provided on Cleghorn Street outside the school.

Figure 11 Redwoodtown School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Alabama Road	50	44	50/30
Cleghorn Street	50	30	30
Brian Bary Street	50	28	30
Weld Street	50	31	30

Alabama Road carries a high volume of through vehicles and as such a variable speed limit is considered appropriate for this situation. Brian Bary Street does not front Redwoodtown School however it is used for drop off and pick and to avoid drivers using it as a shortcut to avoid Weld Street any speed limit reduction in the area should include Brian Bary Street.

Parking for Oliver Park is off Cleghorn Street and both Cleghorn Street and Weld Street provide frontage to the Redwoodtown shopping centre which results in a high number of turning movements and pedestrian movements in this area. As these movement occur outside of school start and end times providing a permanent speed limit and extending any proposed speed limit reduction to cover this area is considered appropriate. There are three raised safety platforms on Cleghorn Street outside the shopping centre, however priority at these locations is

to vehicles. To assist with improving the pedestrian friendly nature of this area and to avoid confusion these should be marked as pedestrian crossings.

**Recommendations:**

The following changes are recommended in the vicinity Redwoodtown School:

- Lower the speed limit to 30km/hr on the following sections of road:
  - Cleghorn Street from Bexhill Crescent to Brian Bary Street
  - Brian Bary Street from Cleghorn Street to Alabama Road
  - Weld Street from Alabama Road to Cleghorn Street
- Install a variable 30km/hr speed limit on Alabama Road between Weld Street and Brian Bary Street.
- Install school threshold style treatments on the Cleghorn Street approaches to the school (x2).
- Install variable school threshold style treatments on Alabama Road at the change in speed limit locations (x2).
- Install permanent speed limit signs on Brian Bary Street, Weld Street, Bythell Street and Cleghorn Street at the change in speed limit locations (x10).
- Upgrade the existing patrolled pedestrian crossing on Weld Street onto a raised safety platform.
- Upgrade the existing raised safety platforms on Cleghorn Street to include a pedestrian crossing.

3.1.8 Richmond View School

<i>School Type</i>	Composite	<i>Roll</i>	289	<i>Category</i>	1
--------------------	-----------	-------------	-----	-----------------	---

The only vehicle and pedestrian access to Richmond View School is from Burleigh Street which is a no exit road with one side road (McKendry Street) which creates a loop road off Maxwell Road. Footpaths are provided on the western side of Burleigh Street and the southern side of McKendry Street only. There are no cycle facilities in the area and bus pick up and drop off is on street at the front of the school site. There is a large off road drop off and pick up area for students.



Figure 12 Richmond View School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Burleigh Street	50	29	30
McKendry Street	50	22	30
Landau Place	50	10	30

Due to the very low traffic volumes and vehicle speeds a permanent speed limit considered to be the most appropriate in this location.

**Recommendations:**

The following changes are recommended in the vicinity Richmond View School:

- Lower the speed limit to 30km/hr on the full length of the following roads:
  - Burleigh Street
  - McKendry Street
  - Landau Place
- Install school threshold style treatments on the Burleigh Street approaches to the school (x2).
- Install permanent speed limit signs on the Burleigh Street and McKendry Street approaches to Maxwell Road (x4).

### 3.1.9 Riverlands School

<i>School Type</i>	Primary	<i>Roll</i>	214	<i>Category</i>	1
--------------------	---------	-------------	-----	-----------------	---

The only vehicle and pedestrian access to Riverlands School is from School Road which is a no exit road off Alabama Road. The northern boundary of the school is adjacent to the railway line with no direct access across it to the State Highway.

A shared path is provided on the southern side of School Road from Alabama Road to the school. A crossing point with side islands is provided across Alabama Road, however the path only heads north towards the State Highway the off road cycle path which is parallel to the railway line. There is an informally marked crossing point on School Road connecting to the main entrance to the school. The bus stop is provided on School Road outside the school.

Figure 13 Riverlands School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
School Road	40	18	30
Alabama Road	60	65	60/30

Alabama Road carries a high volume of through vehicles and as such a variable speed limit is considered appropriate for this situation. The variable speed limit will extend beyond the Riverlands Cycle Path crossing point to provide a safe crossing location for the students.

#### **Recommendations:**

The following changes are recommended in the vicinity Riverlands School:

- Lower the speed limit to 30km/hr on the full length of School Road.
- Install a variable 30km/hr speed limit on Alabama Road between RP 3480 (110m south of Riverlands Cycle Path) and RP 3700 (40m south of State Highway 6).
- Install variable school threshold style treatments on Alabama Road at the change in speed limit locations.

- Install school threshold style treatment on the School Road approach to the school (x1).

### 3.1.10 Springlands School

<i>School Type</i>	Contributing	<i>Roll</i>	351	<i>Category</i>	1
--------------------	--------------	-------------	-----	-----------------	---

The main vehicle and pedestrian access to Springlands School is from Murphys Road with access also available from Aston Street which is a no exit road.

Footpaths are provided on all road frontages with a patrolled pedestrian crossing located on Murphys Road as well as a kea crossing on Colemans Road. A path is provided through McKendry Park which connects Orchard Lane and Aston Street. There are no cycle facilities in the area and bus stops are provided on street in front of the school.

Figure 14 Springlands School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Murphys Road	50	46	50/30
Aston Street	50	14	30
Colemans Road	50	42	50/30
Ward Street	50	30	50

Both Murphys Road and Coleman Road carry high volumes of through vehicles and as such a variable speed limit is considered appropriate for these locations. Due to the short lengths of the side roads in this area a permanent speed limit is considered to be more appropriate.

#### **Recommendations:**

The following changes are recommended in the vicinity Springlands School:

- Install a variable 30km/hr speed limit on the following sections of road:
  - Murphys Road between RP 40 (40m north of Middle Renwick Road) and RP 350 (65m south of Ward Street)
  - Colemans Road between RP 140 (30m south of Clouston Gardens) and RP 360 (Kingwell Drive)
- Lower the speed limit to 30km/hr on the full length of the following roads:
  - Aston Street
  - Clouston Gardens
  - Cricklewood Lane
  - Ruthken Crescent
  - Orchard Lane (Blenheim)
- Install variable school threshold style treatments on Murphys Road and Coleman Road at the change in speed limit locations (x4).
- Install permanent speed limit signs on Aston Street, Clouston Gardens, Cricklewood Lane, Ruthken Crescent and Orchard Lane (Blenheim) (x10).
- Consider upgrading the patrolled pedestrian crossing onto a raised safety platform.
- Upgrade the existing kea crossing to a patrolled pedestrian crossing on a raised safety platform.

### 3.1.11 St Mary's School (Blenheim)

<i>School Type</i>	Primary	<i>Roll</i>	156	<i>Category</i>	1
--------------------	---------	-------------	-----	-----------------	---

St Mary's School (Blenheim) is bound by Stephenson Street, Maxwell Road and Hodson Street and is adjacent to Marlborough Boys College. The main pedestrian and vehicle access is from Hodson Street with alternative pedestrian access from Maxwell Road and Stephenson Street.

Footpaths are provided on all road frontages with pedestrian crossings on Stephenson Street and Maxwell Road. Cycle lanes are provided on Maxwell Road only and the majority of pick up and drop off movements occur off street with access from Hobson Street and Francis Street.

Figure 15 St Mary's School (Blenheim) and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Maxwell Road	50	44	30/50
Hodson Street	50	28	30
Stephenson Street	50	36	30

The majority of vehicle movements to the school occur off Hodson Street and due to the high number of turning movements in the area a lower permanent speed limit is considered appropriate. The pedestrian crossing on Stephenson Street is in the block adjacent to the Marlborough Boys College and a continuation of the 30km/hr speed limit proposed outside the College (see Section 3.1.3 for more information) is considered appropriate with the high number of pedestrian movements in the area. As Maxwell Road has a high volume of through traffic a variable speed limit is considered more appropriate in this location.

**Recommendations:**

The following changes are recommended in the vicinity St Mary's School (Blenheim):

- Lower the speed limit to 30km/hr on the following sections of road:
  - Hodson Street from Maxwell Street to Francis Street west
  - Stephenson Street from Maxwell Street to Weld Street
- Install a variable 30km/hr speed limit on Maxwell Road between 10m south of Hodson Street and 60m north of Stephenson Street.
- Install variable school threshold style treatments on the Maxwell Road approaches to the school (x2).
- Install permanent speed limit signs on Hodson Street and Stephenson Street (x8).
- Consider upgrading the patrolled pedestrian crossings on Maxwell Road and Stephenson Street onto raised safety platforms.

### 3.1.12 Whitney Street School

<i>School Type</i>	Contributing	<i>Roll</i>	355	<i>Category</i>	1
--------------------	--------------	-------------	-----	-----------------	---

Whitney Street School is bound by Whitney Street and Eltham Street with the main pedestrian and vehicle access off Whitney Street with alternative pedestrian access from Eltham Street.

Footpaths are provided on all road frontages with a patrolled pedestrian crossings on Eltham Street and Maxwell Road. A two way cycle lane is provided on the full length of Eltham Street.

Figure 16 Whitney Street School and surrounding roads



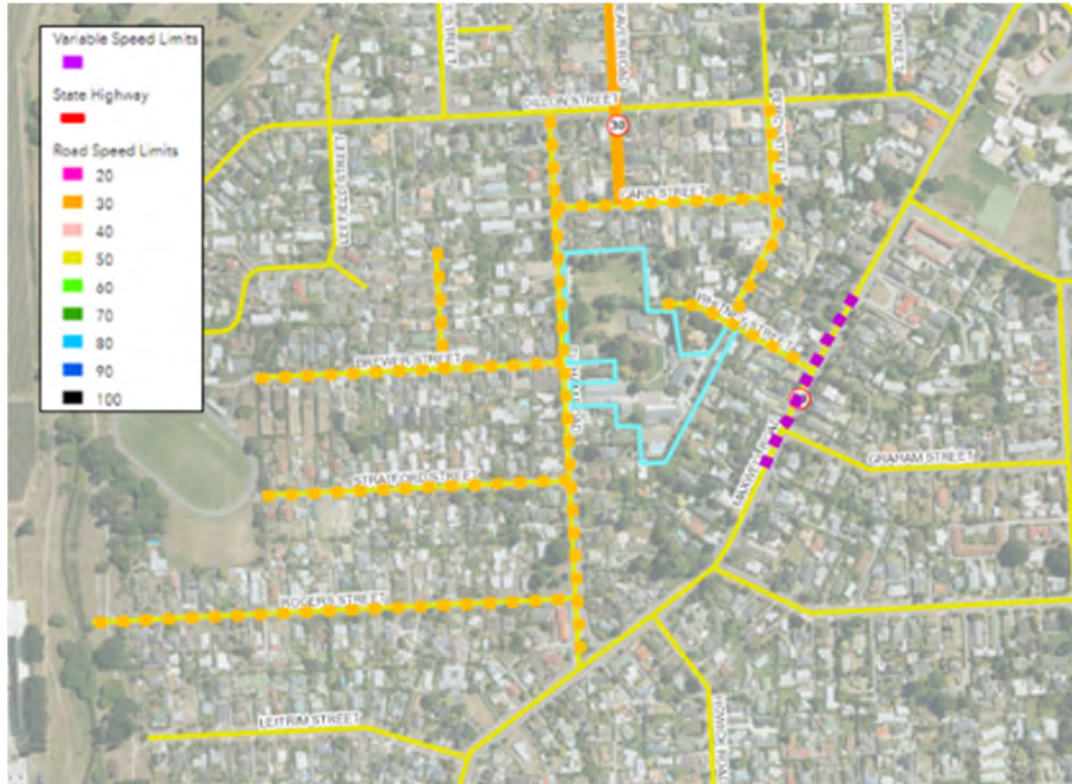
Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Whitney Street	50	24	30
Percy Street	50	28	30
Eltham Street	50	40	30
Maxwell Road	50	45	30/50

A review of the wider residential area shows that the area bound by Dillon Street and Maxwell Street has only five entry points to this enclave and the roading network is made up of a series of interconnected and no exit side streets. Two of the side roads provide access to the athletic track while others access the school.

To reduce the number of speed limit changes and to make it easier for drivers to understand what speed they should be driving the same speed limit should be applied across all roads within this area.

Figure 17 Whitney Street residential area



As Maxwell Road has a high volume of through traffic a variable speed limit is considered more appropriate in this location. Due to the distance (250m) between the variable speed limit proposed for the Whitney Street School crossing and the one proposed outside St Mary's School (see Section 3.1.11) it is recommended that the two are not combined and are treated separately.

**Recommendations:**

The following changes are recommended in the vicinity Whitney Street School:

- Lower the speed limit to 30km/hr on the full length of the following roads:
  - Argosy Place
  - Brewer Street
  - Carr Street
  - Eltham Road
  - Rogers Street
  - Stratford Street
  - Whitney Street
- Lower the speed limit to 30km/hr on the following sections of road:
  - Percy Street from Whitney Street to Dillon Street
  - Beaver Road from Carr Street to Dillon Street
- Install a variable 30km/hr speed limit on Maxwell Road between 100m north of Whitney Street and 55m south of Graham Street.
- Install variable school threshold style treatments on the Maxwell Road approaches to the school (x2).

- Install school threshold style treatments on the Eltham Street approaches to the school (x2).
- Install permanent speed limit signs on the Eltham Street, Beaver Road and Percy Street approach to Dillon Street.
- Install permanent speed limit signs on the Whitney Street and Eltham Street approach to Maxwell Road.
- Create a crossing point on Whitney Street.
- Consider upgrading the patrolled pedestrian crossings on Eltham Street and Maxwell Road onto raised safety platforms.

### 3.1.13 Witherlea School

<i>School Type</i>	Contributing	<i>Roll</i>	340	<i>Category</i>	1
--------------------	--------------	-------------	-----	-----------------	---

The main pedestrian and vehicle access to Witherlea Street School is from Weld Street with an alternative pedestrian access and staff parking off McKenzie Street.

Footpaths are provided on all road frontages with kea crossings on Weld Street and Wither Road. No cycle facilities are provided in the area with bus pick up and drop on Weld Street in front of the school.

Figure 18 Witherlea School and surrounding roads





Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
McKenzie Street	50	21	30
Weld Street	50	24	30
Wither Road	50	40	30/50

A review of the wider residential area shows that there are a number of no exit side roads off this section of Weld Street. To reduce the number of speed limit changes and to make it easier for drivers to understand what speed they should be driving the same speed limit should be applied across all roads within this area.

To support the safe operation of the Kea Crossing on Wither Road it is recommended that a variable speed limit be applied in this area.

Consideration should also be given to extending the area covered by the lower speed limit to include Howick Road south of Wither Road, Douslin Place and Grant Place as these are also short no exit streets with low existing travel speeds.

**Recommendations:**

The following changes are recommended in the vicinity Witherlea School:

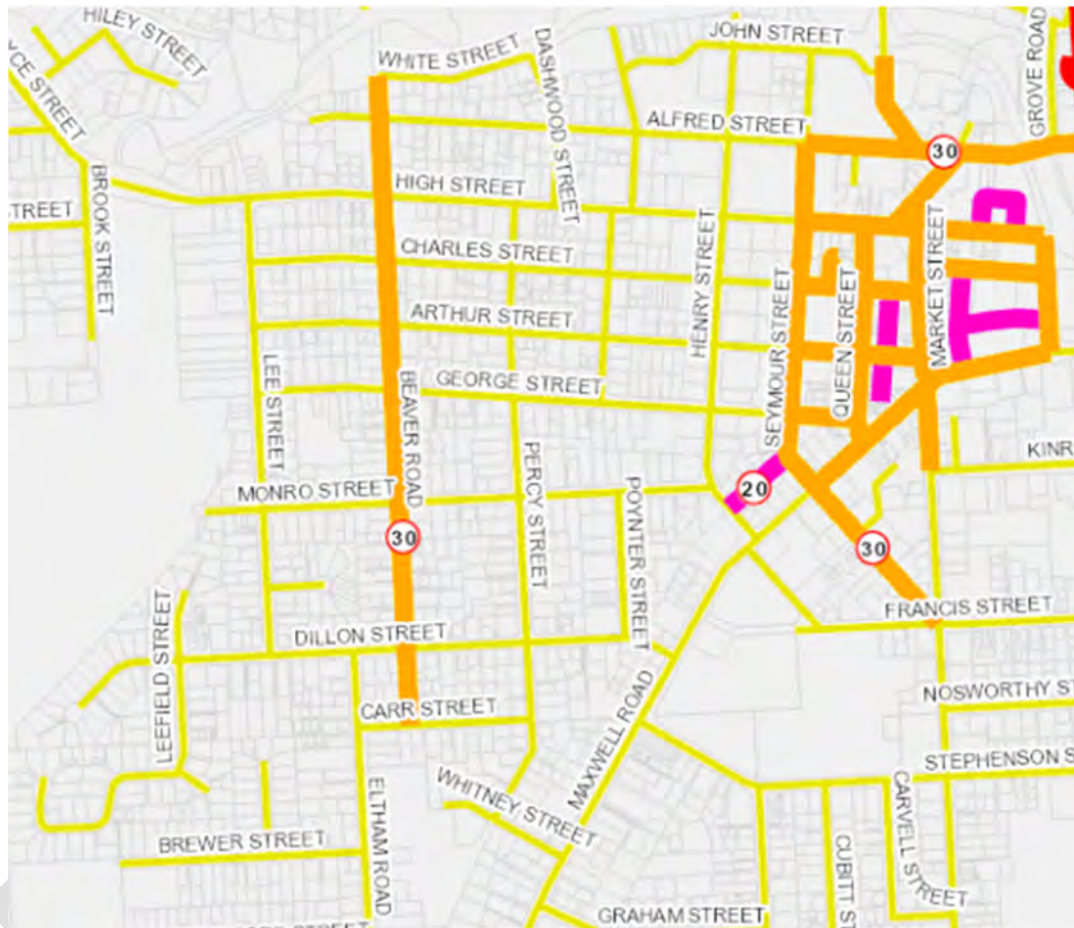
- Lower the speed limit to 30km/hr on the full length of the following roads:
  - McKenzie Street
  - Morrington Terrace
  - Mountain View Road
  - Scotston Grove
  - Solway Drive
- Lower the speed limit to 30km/hr on the following sections of road:
  - Weld Street – from Wither Road to its end
- Install a variable 30km/hr speed limit on Wither Road between 30m east of Alana Street and 90m east of Weld Street.
- Install variable school threshold style treatments on the Wither Road approaches to the kea crossing (x2).
- Install school threshold style treatments on the Weld Street approach to the school (x1).
- Install permanent speed limit signs on the Weld Street approach to Wither Street and the McKenzie Street approach to Howick Road.
- Consider upgrading the kea crossings on Weld Street and Wither Road to patrolled pedestrian crossings on raised safety platforms.

### 3.2 Other locations/roads

#### 3.2.1 Beaver Road

This area was identified for review as the existing 30km/hr speed limit is out of context with the surrounding roading network and as such there is poor knowledge of the lower speed limit and compliance from the local community.

Figure 19 Beaver Road and surrounding roads



Data from tube counts collected pre and post the speed limit change show that there has been little to no change to the speed of vehicles on this street.

Beaver Road - Dillon to Munro, Speed Comparison

	August 2019	April 2021	Difference	% Difference
Posted Speed Limit (km/hr)	50	30		
Mean Speed recorded (km/hr)	38.3	36.9	-1.4	-4%
85 <sup>th</sup> percentile speed (km/hr)	45.7	45	-0.7	-2%
95 <sup>th</sup> percentile speed (km/hr)	49.7	49.9	0.2	0%
Standard Deviation (km/hr)	7.8	8.7	0.9	12%

Antidotally, we have heard that cyclists have stopped using this route however we have been unable to confirm why. It should be noted that e-bikes on such flat terrain can travel in excess of the 30km/hr speed limit.

Due to the lack of compliance and the isolated nature of this lower speed limit and inconsistency with the rest of the adjacent roading network we suggest that the speed limit be raised back to 50km/hr. Further investigation is required to determine if this is the most appropriate route for cyclists and if so what features can be installed to encourage cycling on this road.

### **Recommendation**

The following changes are recommended for Beaver Street:

- Raise the speed limit to 50km/hr on Beaver Street from Dillon Street to White Street.
- Remove speed limit signage as required.
- Undertake further investigation of an appropriate cycle link and suitable infrastructure.

### 3.2.2 Ōmaka marae and Te Pā Wānanga

Ōmaka marae is located at 120 Aerodrome Road, Burleigh. It is shared by many iwi; principal among these is Rangitane o Wairau and the hapū of Huataki. The whare runanga is called Te Aroha O Te Waipounamu and was opened in 1985.

Te Pā Wānanga is a bilingual satellite class of Renwick School which provides a bilingual kaupapa Māori learning environment at Ōmaka marae.

Vehicle and pedestrian access to Ōmaka marae is from Aerodrome Road which also provides access to various aeronautical associated businesses adjacent to the aerodrome. Aerodrome Road has a shared path on the eastern side of the road only, from New Renwick Road to Green Lane. Due to the rural nature of the location there are no footpath or cycle facilities beyond Green Lane.

Figure 20 Ōmaka marae and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Aerodrome Road	70	40	60 / 30
Green Lane	70	42	60
Rosina Corlett Lane	100	23	30

Due to the number of activities on the section of Aerodrome Road between Rosina Corlett Lane and the end a lower speed limit is considered appropriate. To avoid confusion the lower speed limit should apply to the full length of the road and any side roads.

Rosina Corlett Lane provides access to the Omaka Aviation Heritage Centre and Omaka Classic Cars as well as other activities. Due to the number of pedestrians likely in this area a lower speed limit of 30km/hr is considered appropriate to reduce the risk to all users.

The location of Ōmaka marae is currently not identified and advance and directional signage should be installed to show the location of the marae.

**Recommendations:**

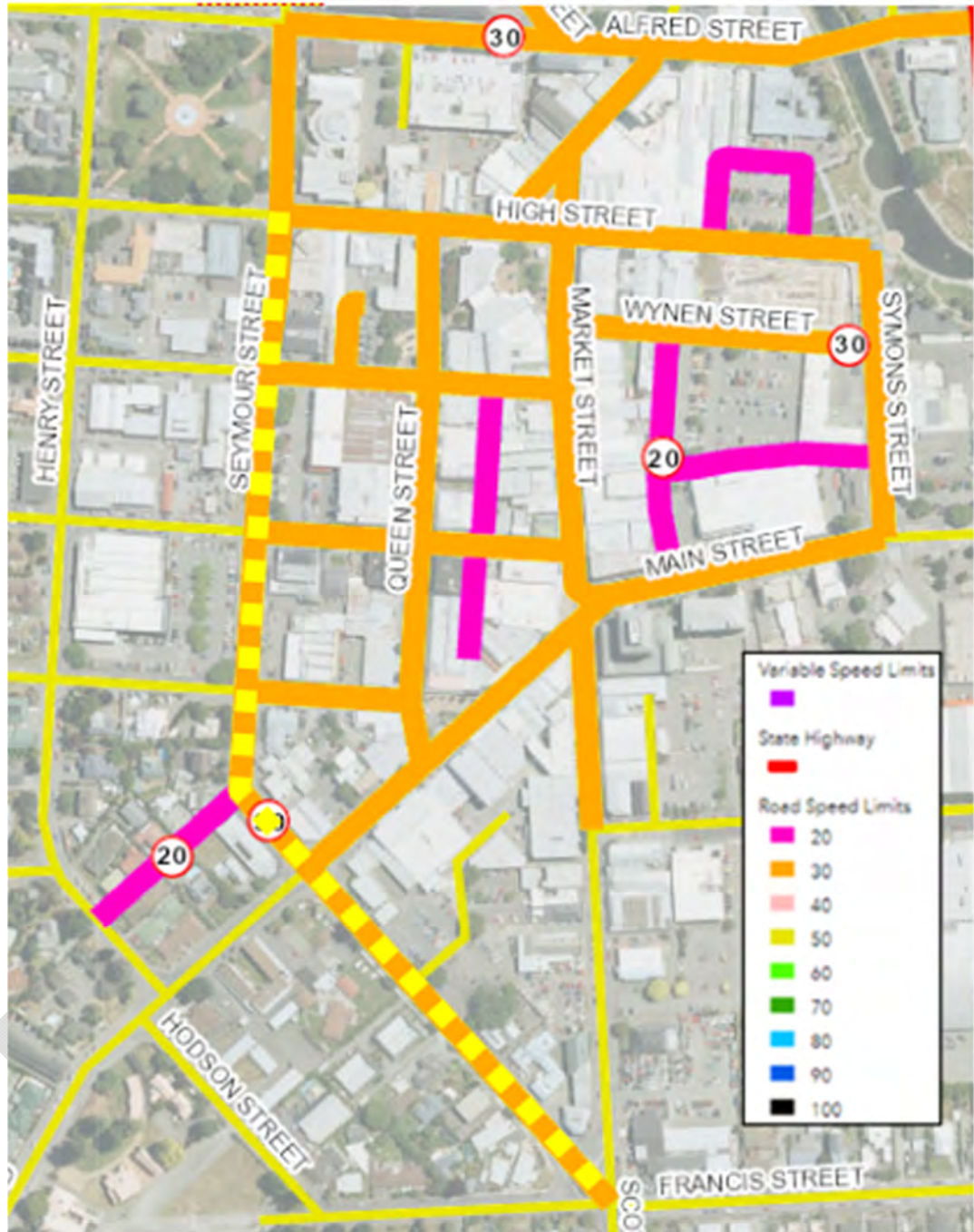
The following changes are recommended in the vicinity Ōmaka marae and Te Pā Wānanga:

- Lower the speed limit to 60km/hr on the following sections of road:
  - Aerodrome Road from New Renwick Road to Rosina Corlett Lane
  - Green Lane from Aerodrome Road to its end
- Lower the speed limit to 30km/hr on the following sections of road:
  - Aerodrome Road from Rosina Corlett Lane to its end
  - Rosina Corlett Lane from Aerodrome Road to its end
- Install school threshold style treatment on the Aerodrome Road approach to the school (x1).
- Update all speed limit signage as appropriate.
- Install advance and directional marae signage for Ōmaka marae on the westbound approach to the marae.

### 3.2.3 Seymour Street

This area was identified for review as the existing 30km/hr speed limit is out of context with the surrounding roading network and as such there is poor knowledge of the lower speed limit and compliance from the local community. The lower speed limit in this area also conflicts with the desire to create a ring road around the Blenheim CBD.

Figure 21 Seymour Street and surrounding roads



Data from tube counts collected pre and post the speed limit change show that there has been little to no change to the speed of vehicles on this street.

Seymour Street – Outside St Johns, Speed Comparison

	Jun 2020	Sep 2020	Dec 2020	Mar 2021	Jun 2021	Dec 2021
Posted Speed Limit (km/hr)	50	50	50	50	30	30
Mean Speed recorded (km/hr)	43.6	43.9	43.4	42.9	41.1	41.8

85 <sup>th</sup> percentile speed (km/hr)	49.0	49.5	49.5	49.1	47.2	47.9
95 <sup>th</sup> percentile speed (km/hr)	52.2	53.3	53.1	52.6	51.0	51.7
Standard Deviation (km/hr)	6.3	6.6	6.6	6.5	6.6	6.5

Discussion with the Police has indicated their support for the reinstatement of the 50km/hr speed limit on this section of Seymour Street due to the lack of compliance. As this existing speed limit is unsupported and is inconsistent with the desire to create a ring road around the Blenheim CBD we suggest that the speed limit be raised back to 50km/hr. Further investigation is required to determine what features can be installed to support cycling on this road as required.

### **Recommendation**

The following changes are recommended for Seymour Street:

- Raise the speed limit to 50km/hr on Seymour Street from High Street to Scott Street.
- Change speed limit signage as required.
- Undertake further investigation of an appropriate cycle infrastructure.

#### 3.2.4 Urban Traffic Area extensions

One of Marlborough District Councils' Speed Management guiding principles is to ensure that when land is rezoned from rural to residential the underlying speed limit will be 50 km/hr. As a result, the following areas have been identified for inclusion in the current Urban Traffic Areas (UTA). As there are no roads currently constructed within these areas no speed limit changes are required. Any roads constructed within these areas will automatically have a speed limit of 50km/hr.

Three Urban Traffic Areas have been identified where changes are currently required:

- Blenheim Urban Traffic Area (Figure 22)
- Riverlands Urban Traffic Area (Figure 23) and
- Renwick Urban Traffic Area (Figure 24)

The figures on the left below are from the National Speed Limit Register with the purple line being the boundary between the default speed limit of 100 km/h and the urban traffic area default of 50 km/h. On the right are the council zone maps showing the urban zoned residential land. The red lines indicate the proposed extensions to the urban traffic areas based on the land already rezoned to residential.

Figure 22 Blenheim Urban Traffic Area

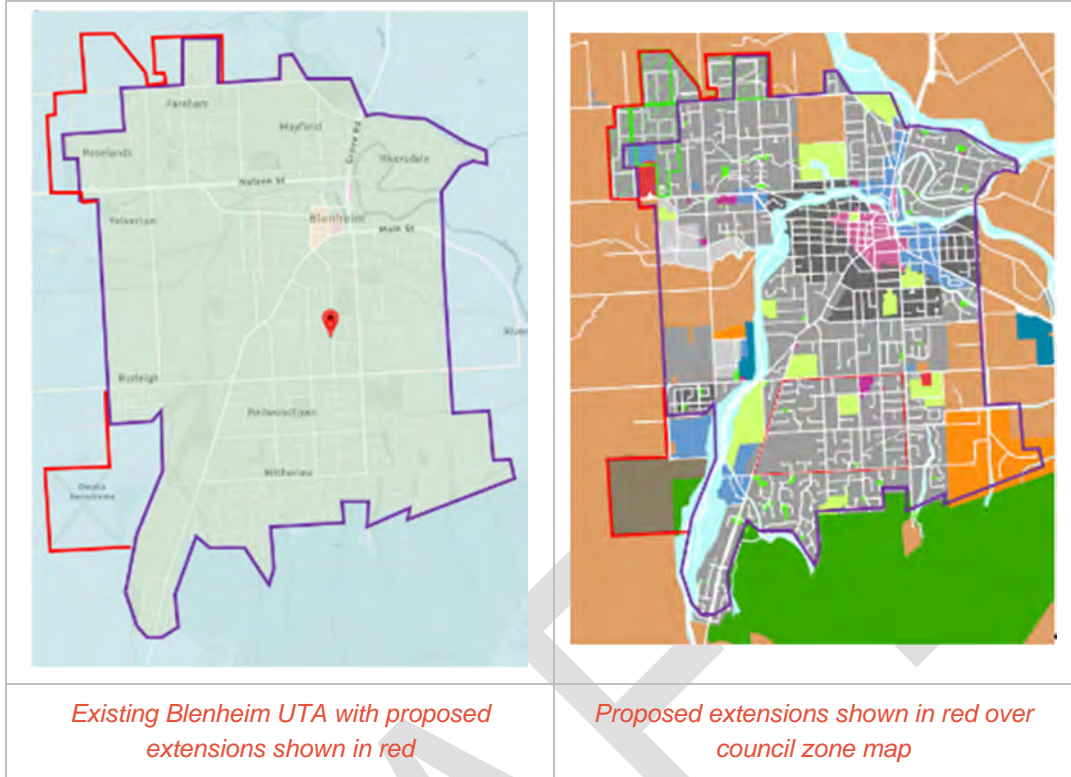


Figure 23 Riverlands Urban Traffic Area (Cloudy Bay Business Park)

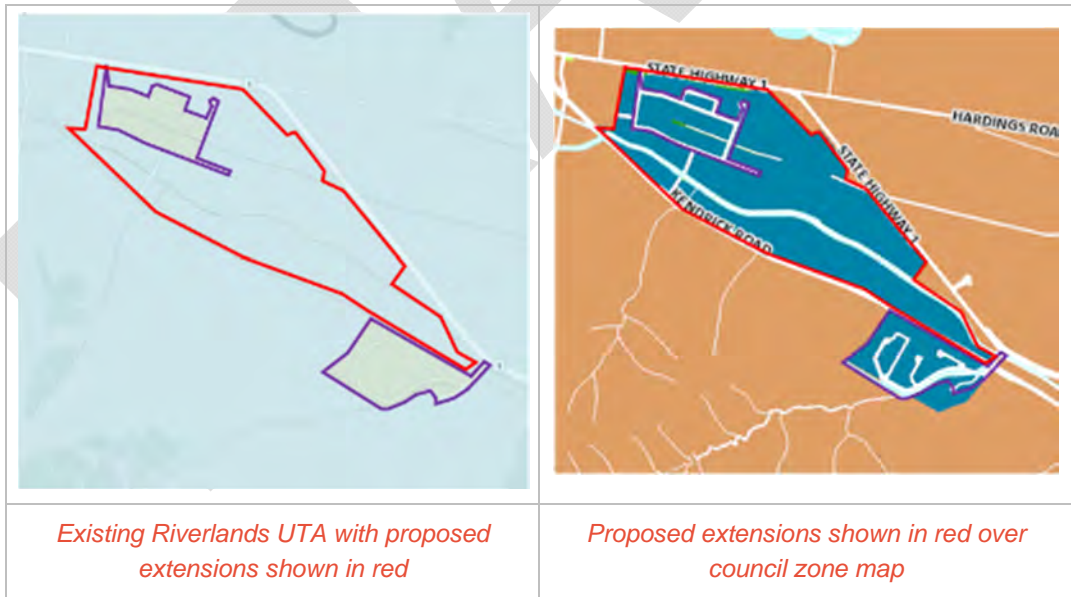
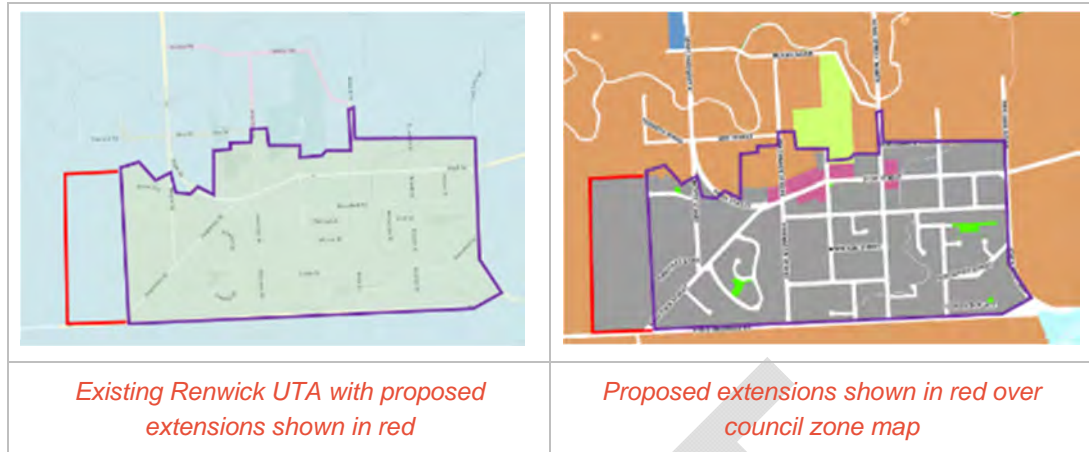


Figure 24 Renwick Urban Traffic Area



**Recommendation**

The following changes are recommended for the existing Urban Traffic Areas:

- Extend the urban traffic areas for Blenheim, Riverlands and Renwick to include all areas zoned residential.



## 4. Lower Wairau

### 4.1 Schools

#### 4.1.1 Rapaura School

<i>School Type</i>	Primary	<i>Roll</i>	132	<i>Category</i>	2
--------------------	---------	-------------	-----	-----------------	---

Vehicle and pedestrian access to Rapaura School is from Hammerichs Road south of State Highway 62. The bus stop to drop off and pick up students is located in front of the school with the hall carpark on the opposite side of Hammerichs Road used for pick up and drop off.

No footpaths or cycle facilities are provided in the area with an unpatrolled crossing point provided to the south of the carpark.

Speed limit signs have been installed south of State Highway 62 and Giffords Creek Lane which indicate that the speed limit in this area is 70km/hr, however there are no records of this speed limit being certified by Council.

Figure 25 Rapaura School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Hammerichs Road	100 <sup>1</sup>	53	30/60

<sup>1</sup> Note that there are 70km/hr signs installed but no recorded certification of this speed limit.

Due to the expectation that a lower speed limit is in operation in this area we consider that it is appropriate to lower the speed to 60km/hr. As this is a through route a variable speed limit in the vicinity of the school is considered the most suitable in this location.

**Recommendations:**

The following changes are recommended in the vicinity Rapaura School:

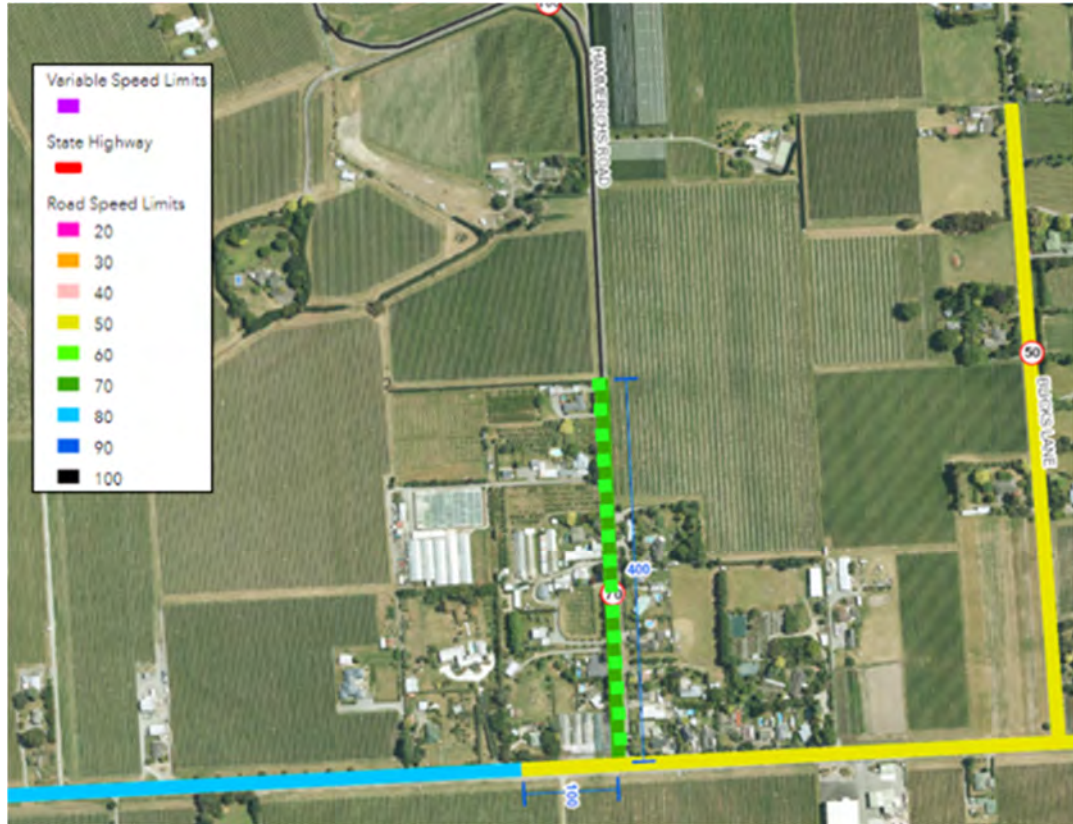
- Lower the speed limit to 60km/hr on the full length of the following roads:
  - Giffords Creek Lane
  - Ashford Grove
- Lower the speed limit to 60km/hr on the following sections of road:
  - Hammerichs Road from 50m south of Giffords Creek Lane to Rapaura Road
- Install a variable 30km/hr speed limit on Hammerichs Road from 150m north of Ashford Grove to Rapaura Road
- Install variable school threshold style treatments on both Hammerichs Road approaches to the school (x2).
- Update existing speed limit signage.
- Consider upgrading the existing crossing point to a patrolled pedestrian crossing.

## 4.2 Other locations/roads

### 4.2.1 Hammerichs Road

Hammerichs Road is a rural connector road that is 3.5km long and runs between Old Renwick Road and State Highway 62. This section of road was identified for review as the existing speed limit is 70km/hr. The majority of the road has an open road speed limit, however the section immediately north of Old Renwick Road has a 70km/hr speed limit.

Figure 26 Hammerichs Road



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Hammerichs Road	70	59	60

Due to the level of development in the area a lower speed limit is considered appropriate for this road.

### **Recommendation**

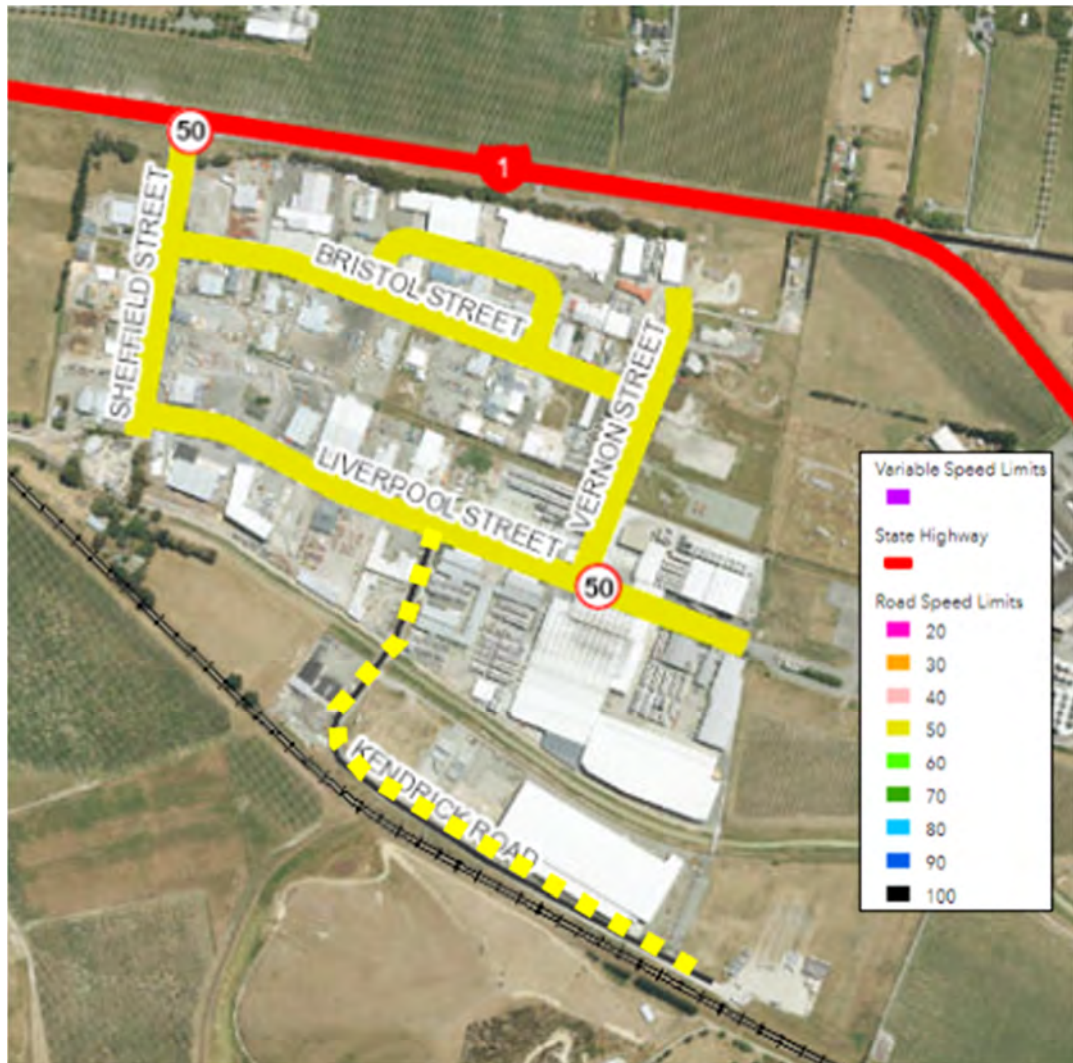
The following changes are recommended for Hammerichs Road:

- Lower the speed limit to 60km/hr for 400m of Hammerichs Road from Old Renwick Road.
- Update speed limit signage as required.

#### 4.2.2 Kendrick Road

Kendrick Road is a no exit activity street road that is 700m long off Liverpool Street . This section of road was identified for review as the existing speed limit is doesn't match the adjacent road which has a 50km/hr speed limit.

Figure 27 Kendrick Road



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Kendrick Road	100	26	50

Due to the level of development in the area a lower speed limit is considered appropriate for this road.

**Recommendation**

The following changes are recommended for Kendrick Road:

- Lower the speed limit to 50km/hr for the full length of Kendrick Road.
- Update speed limit signage as required.

## 5. Marlborough Sounds East

### 5.1 Schools

#### 5.1.1 Linkwater School

<i>School Type</i>	Primary	<i>Roll</i>	31	<i>Category</i>	2
--------------------	---------	-------------	----	-----------------	---

Vehicle and pedestrian access to Linkwater School is from Grove Track (Queen Charlotte Drive). Due to the rural nature of the location no footpaths or cycle facilities are provided in the area. All students arrive and depart by bus or car.

Figure 28 Linkwater School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Grove Track (Queen Charlotte Drive)	90	77	60/90

Due to the rural location, straight alignment and the limited amount of activity on Grove Track (Queen Charlotte Drive) in the vicinity of the school a variable speed limit in the vicinity of the school is considered the most appropriate in this location. Due to the high existing vehicle speeds and straight alignment of the road additional speed management features may be required.

#### **Recommendations:**

The following changes are recommended in the vicinity Linkwater School:

- Install a variable 60km/hr speed limit on Grove Track (Queen Charlotte Drive) from 690m west of Kenepuru Road to 1190m west of Kenepuru Road.

- Install variable school threshold style treatments on both Grove Track (Queen Charlotte Drive) approaches to the school (x2).

### 5.1.2 Waitaria Bay School

<i>School Type</i>	Primary	<i>Roll</i>	18	<i>Category</i>	1
--------------------	---------	-------------	----	-----------------	---

Vehicle and pedestrian access to Waitaria Bay School is from Kenepuru Road. Due to the rural nature of the location no footpaths or cycle facilities are provided in the area. All students arrive and depart by bus or car.

Figure 29 Waitaria Bay School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Kenepuru Road	100	39	30

Due to the rural location and constrained alignment a permanent speed limit is considered appropriate in this location. This lower speed limit is consistent with the treatment proposed to the rest of Kenepuru Road, see Section 5.2.1 for further information.

#### **Recommendations:**

The following changes are recommended in the vicinity Waitaria Bay School:

- Lower the speed limit to 30km/hr on Kenepuru Road from 180m west of Manaroa Road (RP 13100) to 740m west of Manaroa Road (RP 13660).

- Install school threshold style treatments on both Kenepuru Road approaches to Waitaria Bay School (x2).

## 5.2 Other locations/roads

### 5.2.1 Kenepuru Road and surrounds

Kenepuru Road is a rural connector road that is in two sections; with the first 42.5km from Grove Track (Queen Charlotte Drive) to Titirangi Road and the second 28.5km from Titirangi Road to the end of the road.

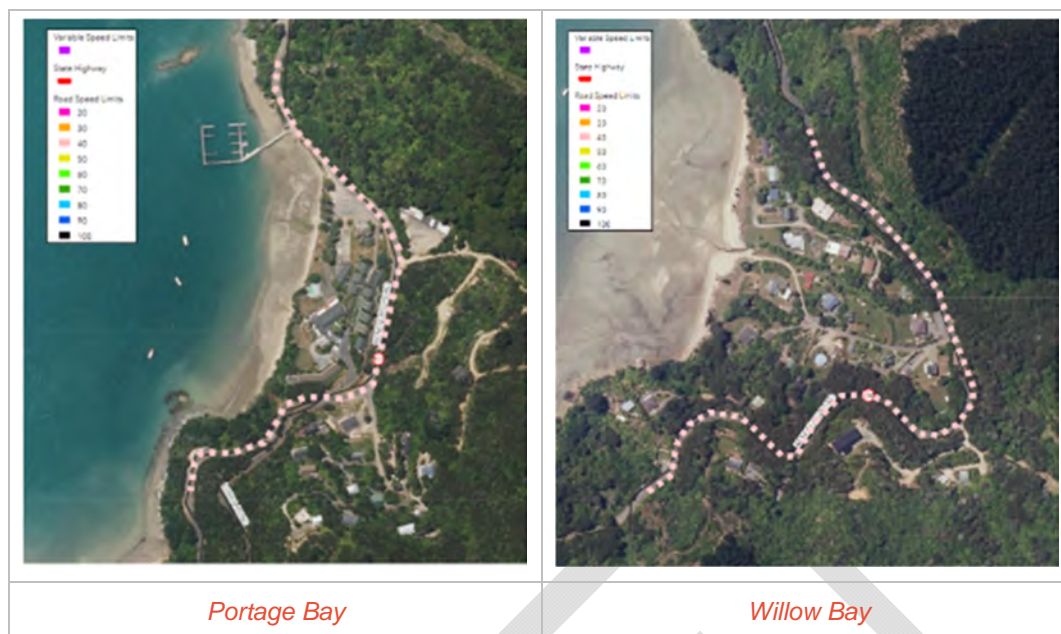
This road was identified for review as there has been significant storm damage along the route that has made the existing open road speed limit inappropriate.

Figure 30 Kenepuru Road and surrounding roads



The road surface varies from sealed to unsealed with travel speeds also varying from 48km/hr at the southern end to 27km/hr at the northern end of the road. There are twenty-four side roads in this area for which the speed limit should match that proposed on Kenepuru Road.

Figure 31 Settlements on Kenepuru Road



The two settlements of Portage and Willow Bay have also been identified within this area for which a lower speed limit is desired. The speed limit in Waitaria Bay in the vicinity of the school is also proposed to be reduced. See Section 5.1.2 for further information.

### Recommendation

The following changes are recommended for Kenepuru Road and surrounds:

- Lower the speed limit to 60km/hr for the full length of the following roads:
  - Akerbloms Road
  - Anakoha Road
  - Broughton Bay Road
  - Clova Bay Road
  - Craill Bay Road
  - Elie Bay Road
  - Hopai Road
  - Kenepuru Road
  - Kenepuru Road (Heads-Raetihi)
  - Kinders Road
  - Lawrence Road
  - Mahau Road
  - Manaroa Road
  - Masons Road
  - Moetapu Bay Road
  - Moetapu Ramp Road
  - Onahau Road
  - Sandy Bay Road
  - St Omer Road
  - Tara Bay Road
  - Te Mahia Road
  - Titirangi Road
  - Torea Road
  - Totaranui Road
  - Waitui Road
  - Williams Road
- Lower the speed limit to 60km/hr on Kenepuru Road (Linkwater-Heads) in the following sections:
  - from Grove Track (RP0) to RP 8500.
  - from RP9250 to 180m west of Manaroa Road (RP13100)
  - from 740m west of Manaroa Road (RP13660) to 170m west of Torea Bay Road (RP 28400) from 430m east of Torea Bay Road (RP 29000) to Titirangi Road
- Lower the speed limit to 40km/hr on the following sections of road:



- Kenepuru Road (Linkwater-Heads) from RP 8500 to RP 9250
- Kenepuru Road (Linkwater-Heads) from 170m west of Torea Bay Road (RP 28400) to 430m east of Torea Bay Road (RP 29000)
- Install settlement threshold treatments at each end of the Portage Bay and Willow Bay speed limit changes (x4)
- Install speed limit signage at the Kenepuru Road approach to Grove Track (Queen Charlotte Drive) and repeater signs as required along the route.

### 5.2.2 Linkwater

Grove Track is a rural connector road that passes through Linkwater and forms part of the route known as Queen Charlotte Drive. This section of road was identified for review as the existing speed limit is 90km/hr. The sections either side have a 50km/hr speed limit.

Figure 32 Grove Track - Linkwater



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Anakiwa Road	90	73	
Grove Track	90	73	

Due to the straight alignment any change to the speed limit in this area is likely to lead to poor compliance without additional speed management features being installed. No change is proposed for these sections of Grove Track and Anakiwa Road at this stage as they are likely to be considered in future reviews of rural roads.

#### **Recommendation**

No changes are recommended for Linkwater at this stage.

### 5.2.3 Mahakipawa Hill (Queen Charlotte Drive)

Mahakipawa Hill is a rural connector road that is 5.2km long, east of Havelock that forms part of the route known as Queen Charlotte Drive. This section of road was identified for review as the existing speed limit is 70km/hr. The sections either side have a 50km/hr speed limit.

Figure 33 Mahakipawa Hill



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Mahakipawa Hill	70	68	50

Due to the level of development in the area a lower speed limit is considered appropriate for this road.

**Recommendation**

The following changes are recommended for Mahakipawa Hill:

- Lower the speed limit to 50km/hr on Mahakipawa Hill from 80m east of Scott Road for 1000m.
- Update speed limit signage as required.
- Install settlement threshold treatment on the approach to Havelock to assist with speed management.

5.2.4 Marlborough Sounds East - Side roads

These sections of road were identified for review as their speed limit is higher than the adjacent speed limit on State Highway 6, Queen Charlotte Drive or Port Underwood Road. These roads have speed limits of either 50km/hr or 90km/hr.

Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Belvue Bay Road	100	20	50

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Cullensville Road	100	20	90
Pukenui Road	100	20	50
Tepuia Heights	100	39	50
Kenningtons Road	100	33	90
Prices Road	100	20	90
Readers Road	100	30	90
McCormicks Road	100	18	50

To provide consistency of messaging for drivers the speed limit should match that of the adjacent road. Due to the short lengths and no exit nature of the roads a lower speed limit is considered to be appropriate on these roads.

### **Recommendation**

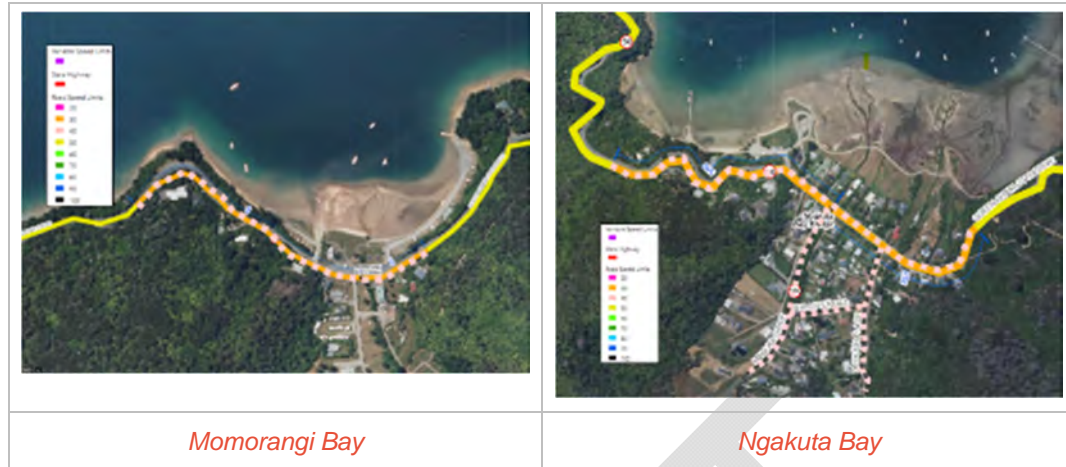
The following changes are recommended for these side roads:

- Lower the speed limit to 50km/hr on the full length of the following roads:
  - Belvue Bay Road
  - Pukenui Road
  - Tepuia Heights
  - McCormicks Road
- Lower the speed limit to 60km/hr on the full length of the following roads:
  - Kenningtons Road
  - Prices Road
  - Readers Road
- Lower the speed limit to 90km/hr on the full length of Cullensville Road
- Update speed limit signage as required.

#### 5.2.5 Queen Charlotte Drive – holiday speed limits

These sections of road were identified for review as they currently have holiday speed limits that apply between 20 December and 31 January each year. These changes are confusing for drivers and a permanent speed limit is considered more appropriate in these areas due to the increased use outside of the holiday times.

Figure 34 Queen Charlotte Drive – holiday speed limits



Safety and speed information from MegaMaps shows the following.

Road Name	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Queen Charlotte Drive (RP 1750 – RP 2250)	50 with a 30km/hr holiday speed limit	39	40
Queen Charlotte Drive (RP 4645 – RP 5500)	50 with a 30km/hr holiday speed limit	42	40
Brough Place	100	42	40
Manuka Drive	100	22	40
Phillips Road	100	22	40

Due to the short lengths of road, low traffic volumes and low operating speeds a 60km/hr speed limit is considered to be appropriate for these areas.

**Recommendation**

The following changes are recommended to the Queen Charlotte Drive holiday speed limits:

- Lower the speed limit to 40km/hr on the following sections of road:
  - Queen Charlotte Drive – Momorangi Bay from 400m west of Momorangi Camp Road (RP 1750) to 100m east of Momorangi Camp Road (RP 2250)
  - Queen Charlotte Drive – Ngakuta Bay from 500m west of Phillips Road (RP 4645) to 350m east of Phillips Road (RP 5500)
- Lower the speed limit to 40km/hr on the full length of the following roads:
  - Brough Place
  - Manuka Drive
  - Phillips Road
- Update speed limit signage as required.
- Install settlement threshold treatments on Queen Charlotte Drive approaches to Momorangi Bay and Ngakuta Bay (x4).

DRAFT

## 6. Marlborough Sounds West

### 6.1 Schools

#### 6.1.1 Canvastown School

<i>School Type</i>	Primary	<i>Roll</i>	24	<i>Category</i>	2
--------------------	---------	-------------	----	-----------------	---

Vehicle and pedestrian access to Canvastown School is from State Highway 6 and as such Marlborough District Council have no jurisdiction over the speed limits or signage in this area. Waka Kotahi is the road controlling authority for this area.

Figure 35 Canvastown School and surrounding roads



A 60km/hr variable speed limit is in force on State Highway 6 in the vicinity of Canvastown School. The Waka Kotahi Interim Speed Management Plan shows no change to the existing speed limits in this area is proposed.

#### 6.1.2 Havelock School

<i>School Type</i>	Primary	<i>Roll</i>	62	<i>Category</i>	1
--------------------	---------	-------------	----	-----------------	---

The main vehicle and pedestrian access to Havelock School is from Lawrence Street with pedestrian access also available from State Highway 6. Parking is primarily on Lawrence Street with limited parking available on State Highway 6.

A footpath is provided on both sides of Lawrence Street from State Highway 1 to the access to the school and on both sides of the state highway. There is an unpatrolled crossing point on State Highway 1 adjacent to the pedestrian access to the school, however there are no crossing facilities on Lawrence Street. There are no cycle facilities in the area and the bus stop is located south of the Lawrence Street/State Highway 6 intersection.

Figure 36 Havelock School and surrounding roads



The Waka Kotahi Interim Speed Management Plan indicates that a 30km/hr variable speed limit is proposed on State Highway 6 in the vicinity of Havelock School.

Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Lawrence Street	50	33	30

Due to the use of Lawrence Street for pick up and drop off this should be supported with a lower speed limit to reduce the risk to all road users. For consistency this lower speed limit should be extended to cover all the side roads. The provision of a crossing on Lawrence Street should be investigated to support walking and cycling to school. Any upgrading works to the crossing on State Highway 1 will need to be undertaken by Waka Kotahi.

**Recommendations:**

The following changes are recommended in the vicinity Havelock School:

- Lower the speed limit to 30km/hr on the full length of the following roads:
  - Lawrence Street
  - Nicholson Street
  - Takorika Street
- Install school threshold style treatments on Lawrence Street east of the access to the school (x1).
- Consider installing a crossing point on Lawrence Street.

6.1.3 Rai Valley School

<i>School Type</i>	Composite	<i>Roll</i>	113	<i>Category</i>	1
--------------------	-----------	-------------	-----	-----------------	---

Vehicle and pedestrian access to Rai Valley School is from State Highway 6 and as such Marlborough District Council have no jurisdiction over the speed limits or signage in this area. Waka Kotahi is the road controlling authority for this area.

Figure 37 Rai Valley School and surrounding roads



The Waka Kotahi Interim Speed Management Plan indicates that a 30km/hr variable speed limit is proposed on State Highway 6 in the vicinity of Havelock School.

## 6.2 Other locations/roads

### 6.2.1 Marlborough Sounds West - side roads

These sections of road were identified for review as their speed limit is higher than the adjacent speed limit on State Highway 6. The speed limit on State Highway is either 60km/hr or 90km/hr depending on the location.

Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Bryants Road	100	21	60
Bulford Road North	100	42	90
Bulford Road South	100	38	90
Butlers Road	100	42	90
Douslins Gully Road	100	20	90
Hebberds Road	100	40	90
Hills Road	100	20	90
Kowhai Crescent (Rai Valley)	100	20	60
Norths Road	100	13	90



Robertson Mill Place	100	19	60
Tapps Road	100	33	90
Taylor's Road	100	39	90

To provide consistency of messaging for drivers the speed limit should match that of the adjacent State Highway. Due to the short lengths and no exit nature of the roads a lower speed limit is considered to be appropriate on these roads.

### **Recommendation**

The following changes are recommended for State Highway 6 side roads:

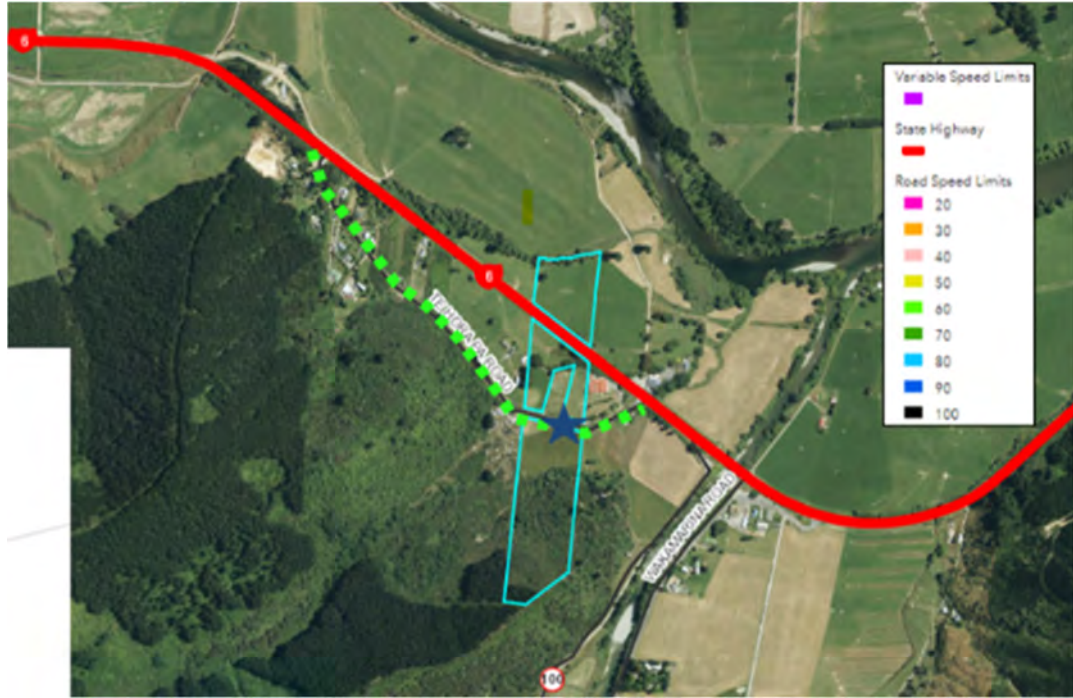
- Lower the speed limit to 60km/hr on the full length of the following roads:
  - Bryants Road
  - Kowhai Crescent (Rai Valley)
  - Robertson Mill Place
- Lower the speed limit to 90km/hr on the full length of the following roads:
  - Bulford Road North
  - Bulford Road South
  - Butlers Road
  - Douslins Gully Road
  - Heberds Road
  - Hills Road
  - Norths Road
  - Tapps Road
  - Taylor's Road
- Update speed limit signage as required.

#### 6.2.2 Te Hora Marae

Te Hora marae is located at 14 Te Hora Pa Road, on the outskirts of Canvastown, and 10 km east of Havelock. The marae belongs to the iwi Ngāti Kuia.

Vehicle and pedestrian access to Te Hora marae is from Te Hora Road and due to the rural nature of the location there are no footpath or cycle facilities in the area.

Figure 38 Te Hora marae and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Te Hora Road	100	34	60

The location of Te Hora marae is currently not identified and advance and directional signage should be installed to show the location of the marae.

**Recommendations:**

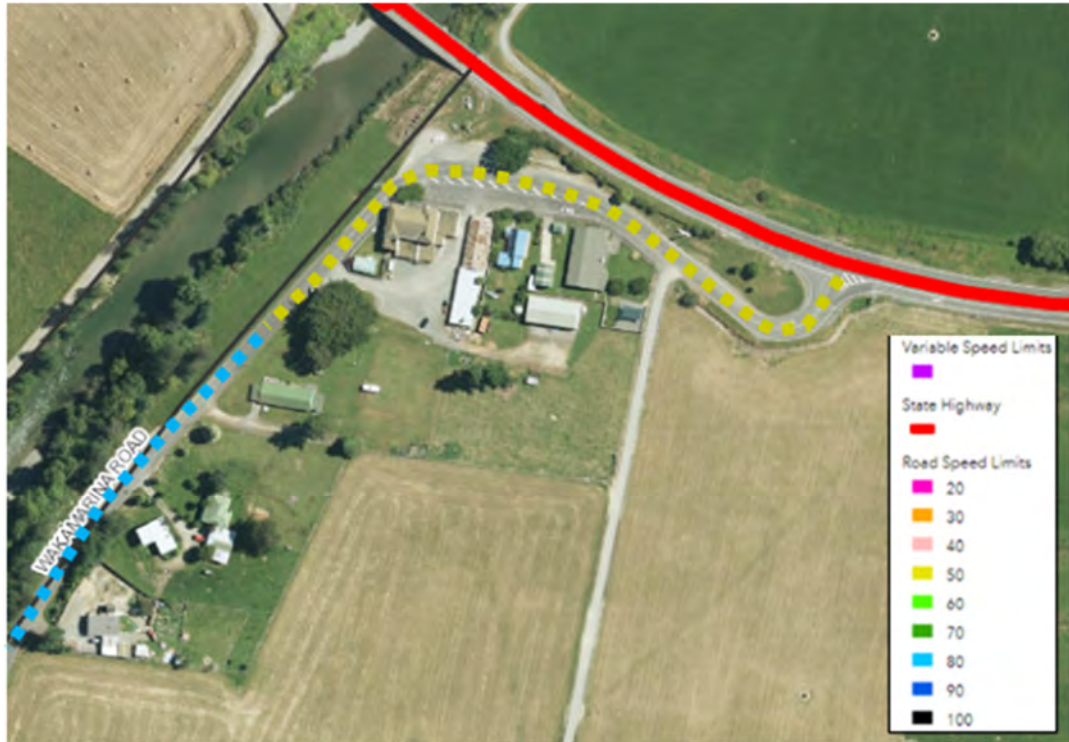
The following changes are recommended in the vicinity Te Hora marae:

- Lower the speed limit to 60km/hr on the full length of Te Hora Road
- Update all speed limit signage as appropriate.
- Install advance and directional marae signage for Te Hora marae on both approaches to the marae.

6.2.3 Wakamarina Road

Wakamarina Road is a rural access road that is 15km long and runs off State Highway 6. This section of road was identified for review as the existing speed limit is higher than the adjacent state highway (90km/hr) and the increase in development along the length of the road.

Figure 39 Wakamarina Road



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Wakamarina Road (SH 6 to RP 300)	100	41	50
Wakamarina Road (RP 300 to end)	100	41	80

Due to the presence of well used community buildings and a pub in the first 300m of the road a lower speed limit for this section of road is considered appropriate. The speed limit on the remaining length of road and all side roads should also be lowered in recognition of the increased level of development in the area and the windy topography.

**Recommendation**

The following changes are recommended for Wakamarina Road:

- Lower the speed limit to 50km/hr for 300m of Wakamarina Road from State Highway 6.
- Lower the speed limit to 80km/hr on Wakamarina Road from 300m south of State Highway 6 to its end.
- Lower the speed limit to 80km/hr on the full length of the following roads:
  - Greig Lane
  - Healys Road
  - Rush Lane
- Install settlement threshold treatments on the Wakamarina Road approach to State Highway 6 and at the proposed change in speed limit location.

## 7. Picton

Due to the iRex project it is likely that State Highway 1 will be relocated from Auckland Street to Kent Street. The timing for this change is currently unknown but will result in a change of road controlling authority for these streets. Due to the unknown time frame for this change the current status of these roads has been used in the development of this Speed Management Plan.

### 7.1 Schools

There are three schools in Blenheim for which the speed limit needs to be lowered in the vicinity of to assist with safety and accessibility.

#### 7.1.1 Picton School

<i>School Type</i>	Contributing	<i>Roll</i>	82	<i>Category</i>	1
--------------------	--------------	-------------	----	-----------------	---

Picton School is bound by York Street, Buller Street, Kent Street and Broadway. The main pedestrian access is from York Street with alternative pedestrian access from Kent Street. Vehicle access and additional pedestrian access is available from Buller Street with parking primarily on street.

A footpath is provided on all road frontages with a patrolled pedestrian crossing on Kent Street and a kea crossing on York Street. There are short lengths of cycle lanes marked on the Kent Street approach to the pedestrian crossing with no other cycle facilities in the area.

Figure 40 Picton School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Broadway Street	50	31	30
Buller Street	50	22	30

Kent Street	50	40	30/50
York Street	50	26	30

Kent Street is part of the access to the port and the Cook Strait ferries and as such has a high volume of through traffic and a variable speed limit is considered the most appropriate in this situation.

**Recommendations:**

The following changes are recommended in the vicinity Picton School:

- Lower the speed limit to 30km/hr on the following sections of road:
  - Broadway Street from Kent Street to York Street
  - Buller Street from Kent Street to York Street
  - York Street from Broadway Street to State Highway 1
- Install a variable 30km/hr speed limit on Kent Street between 30m north of Broadway Street and 55m south of Buller Street.
- Install school threshold style treatments on the York Street north approaches to the school (x3).
- Install variable school threshold style treatments on the Kent Street approaches to the school (x2).
- Install permanent speed limit signs on Broadway Street and Buller Street approaches to Kent Street and York Street.
- Consider upgrade the existing kea crossing on York Street north to a patrolled pedestrian crossing on a raised safety platform.
- Consider upgrade the existing patrolled pedestrian crossing on Kent Street onto a raised safety platform.

7.1.2 Queen Charlotte College

<i>School Type</i>	Secondary	<i>Roll</i>	371	<i>Category</i>	1
--------------------	-----------	-------------	-----	-----------------	---

The main vehicle and pedestrian access to Queen Charlotte College is from Waikawa Road with service vehicle only access from Hampden Street. Footpaths are provided on both sides of all streets in the area with a crossing point on Waikawa Road adjacent to the main entrance to the school. There are no cycle facilities in the area and bus pick up and drop off is off street. Staff, visitor parking and student pick up and drop off is also provided off street.

Figure 41 Queen Charlotte College and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Waikawa Road	50	49	30/50

As Waikawa Road has a high volume of through traffic a variable speed limit is considered more appropriate in this location.

The crossing point on Waikawa Road is incorrectly marked with limit lines, implying that vehicles must give way to pedestrians however this crossing point is not a kea crossing as it is not patrolled. This crossing should be upgraded a pedestrian crossing to avoid giving drivers mixed messages.

**Recommendations:**

The following changes are recommended in the vicinity Queen Charlotte College:

- Install a variable 30km/hr speed limit on Waikawa Road between 110m north of Leicester Street and 30m south of Tui Drive.
- Install variable school threshold style treatments on the Waikawa Road approaches to the school (x2).

7.1.3 Waikawa Bay School

<i>School Type</i>	Contributing	<i>Roll</i>	145	<i>Category</i>	1
--------------------	--------------	-------------	-----	-----------------	---

Vehicle and pedestrian access to Waikawa Bay School is from Waikawa Road. Footpaths are provided on both sides of all streets in the area with a patrolled pedestrian crossing on Waikawa Road adjacent to the main entrance to the school. There are no cycle facilities in the area. Staff, visitor parking and student pick up and drop off is provided off street.

Figure 42 Waikawa Bay School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Waikawa Road	50	47	30/50

As Waikawa Road has a high volume of through traffic a variable speed limit is considered more appropriate in this location.

**Recommendations:**

The following changes are recommended in the vicinity Waikawa Bay School:

- Install a variable 30km/hr speed limit on Waikawa Road between 60m north of Turners Road and 45m north of Nautique Place.
- Install variable school threshold style treatments on the Waikawa Road approaches to the school (x2).

7.2 Other locations/roads

7.2.1 Waikawa Marae

Waikawa marae is located at 210 Waikawa Road, about 7 km northeast of Picton. The marae is a meeting place for Te Atiawa people from the top of the South Island.

Vehicle and pedestrian access to Waikawa marae is from Waikawa Road and due to the rural nature of the location there are no footpath or cycle facilities in the area.

Figure 43 Waikawa marae and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Waikawa Road	50	51	

Due to the limited interaction between the marae and the road no changes to the speed limit in this area are proposed.

The location of Waikawa marae is currently not identified and advance and directional signage should be installed to show the location of the marae.

**Recommendations:**

The following changes are recommended in the vicinity Waikawa marae:

- Install advance and directional marae signage for Waikawa marae on both approaches to the marae.

7.2.2 Waikawa Marina

Waikawa Marina is accessed via Beach Road and Marine Drive. This area was identified for review as the existing speed limit is higher than desirable for the form and function of these roads.



Figure 44 Waikawa marina and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Beach Road	50	37	30
Marina Drive	50	27	30

Due to the narrow roads, constrained alignments and high number of manoeuvring vehicles in the area a lower speed limit is considered appropriate.

**Recommendations:**

The following changes are recommended in the vicinity Waikawa marina:

- Lower the speed limit to 30km/hr on the full length of Marina Drive
- Lower the speed limit to 30km/hr on Beach Road from Marina Drive to the end:
- Install threshold style treatment on the Beach Road approach to the proposed change in speed limit location to assist speed management.

## 8. Renwick

### 8.1 Schools

#### 8.1.1 Renwick School

<i>School Type</i>	Primary	<i>Roll</i>	429	<i>Category</i>	1
--------------------	---------	-------------	-----	-----------------	---

Vehicle and pedestrian access to Renwick School is from Havelock Street with additional pedestrian access from State Highway 6. The bus stop is located on State Highway 6 with Brook Street and Havelock Street used for pick up and drop off.

Footpaths are provided on all road frontages with an unpatrolled crossing point provided across State Highway 6 and a patrolled pedestrian crossing on Havelock Street. No cycle facilities are provided in the area.

Figure 45 Renwick School and surrounding roads



The Waka Kotahi Interim Speed Management Plan indicates that a 30km/hr variable speed limit is proposed on State Highway 6 in the vicinity of Renwick School.

Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Havelock Street	50	34	30/50
Brook Street	50	35	30
Alma Street	50		30

The installation of raised platforms at various locations on Havelock Street and Alma Street support the desire for lower travel speeds in the area. Due to the expectation that a lower speed limit is in operation in this area it is considered appropriate to lower the speed to 30km/hr.

### Recommendations:

The following changes are recommended in the vicinity Renwick School:

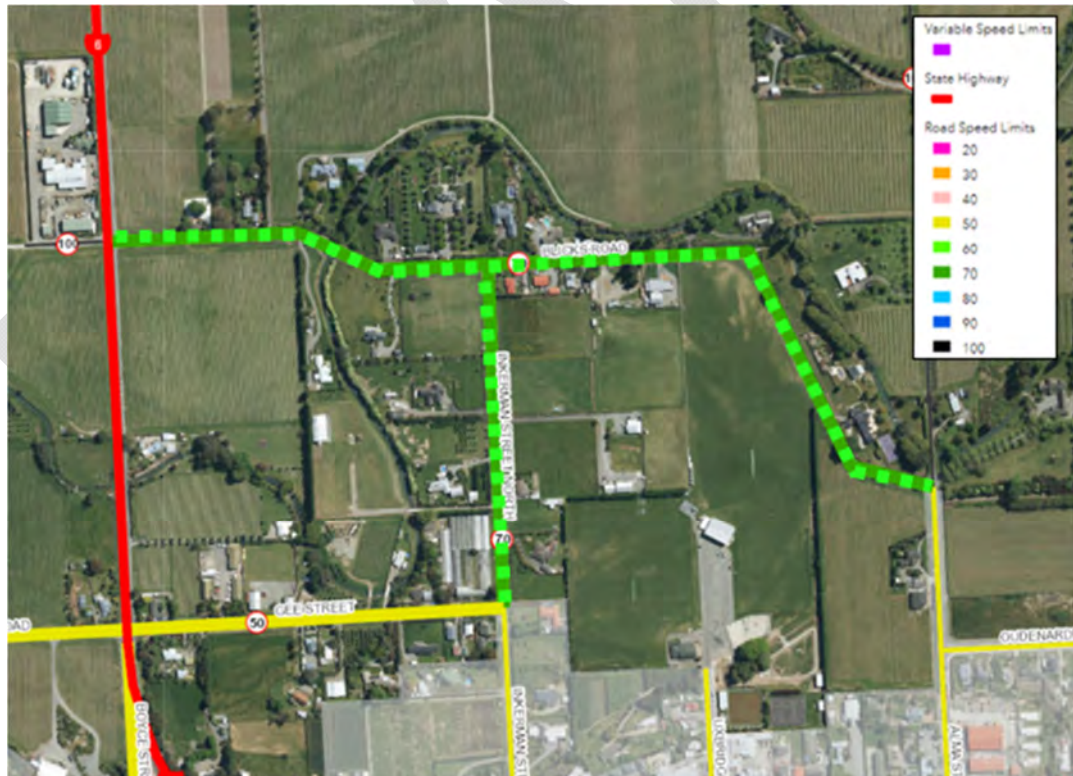
- Lower the speed limit to 30km/hr on the full length of the following roads:
  - Brook Street
  - Alma Street
- Lower the speed limit to 30km/hr on the following sections of road:
  - Havelock Street from Alma Street to 50m west of Picton Street.
- Install school threshold style treatments on both Havelock Street approaches to the school (x2).
- Install permanent speed limit signs on the Brook Street and Alma Street approaches to State Highway 6 and the Nicholson Street approach to Havelock Street.

## 8.2 Other locations/roads

### 8.2.1 Blinks Road / Inkerman Street

Blinks Road and Inkerman Street are access roads on the urban fringe on the northern side of Renwick. These sections of road were identified for review as the existing speed limit is 70km/hr.

Figure 46 Blinks Road / Inkerman Street



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Blicks Road	70	41	60
Inkerman Street	70	42	60

Due to the level of development in the area a lower speed limit is considered appropriate for these roads. As there are no urban features such as footpaths and streetlighting an urban speed limit of 50km/hr or less is not considered appropriate for this location.

**Recommendation**

The following changes are recommended for Blicks Road and Inkerman Street:

- Lower the speed limit to 60km/hr for the full length of Blicks Road
- Lower the speed limit to 60km/hr on Inkerman Street from Gee Street to Blicks Road
- Update existing speed limit signage as required.

## 9. Spring Creek - Grovetown

### 9.1 Schools

#### 9.1.1 Grovetown School

<i>School Type</i>	Contributing	<i>Roll</i>	76	<i>Category</i>	1
--------------------	--------------	-------------	----	-----------------	---

Vehicle and pedestrian access to Grovetown School is from Vickerman Street.

No footpaths or cycle facilities are provided in the area with the bus stop located in front of the school.

Figure 47 Grovetown School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Fell Street	50	36	30
Vickerman Street	50	42	30

To support the lower speed limit in the vicinity of the school it is suggested that the speed limit on Vickerman Street be lowered and additional speed management features be installed. For further information regarding other reduction in speed limit in the area see Section 9.2.1.

#### **Recommendations:**

The following changes are recommended in the vicinity Grovetown School:

- Lower the speed limit to 30km/hr on the following sections of road:
  - Fell Street from Vickerman Street to 160m east of Vickerman Street.
  - Vickerman Street from Fell Street to 240m south of Fells Road

- Lower the speed limit to 60km/hr on the following sections of road:
  - Vickerman Street from 240m south of Fells Road to 100m south of Aberharts Road.
- Install school threshold style treatments on both Fells Road approaches to the school and the Vickerman Street approach from the south (x3).
- Upgrade other speed limit signage as required.
- Mark a centreline on Vickerman Street from Fells Road to 100m south of Aberharts Road.

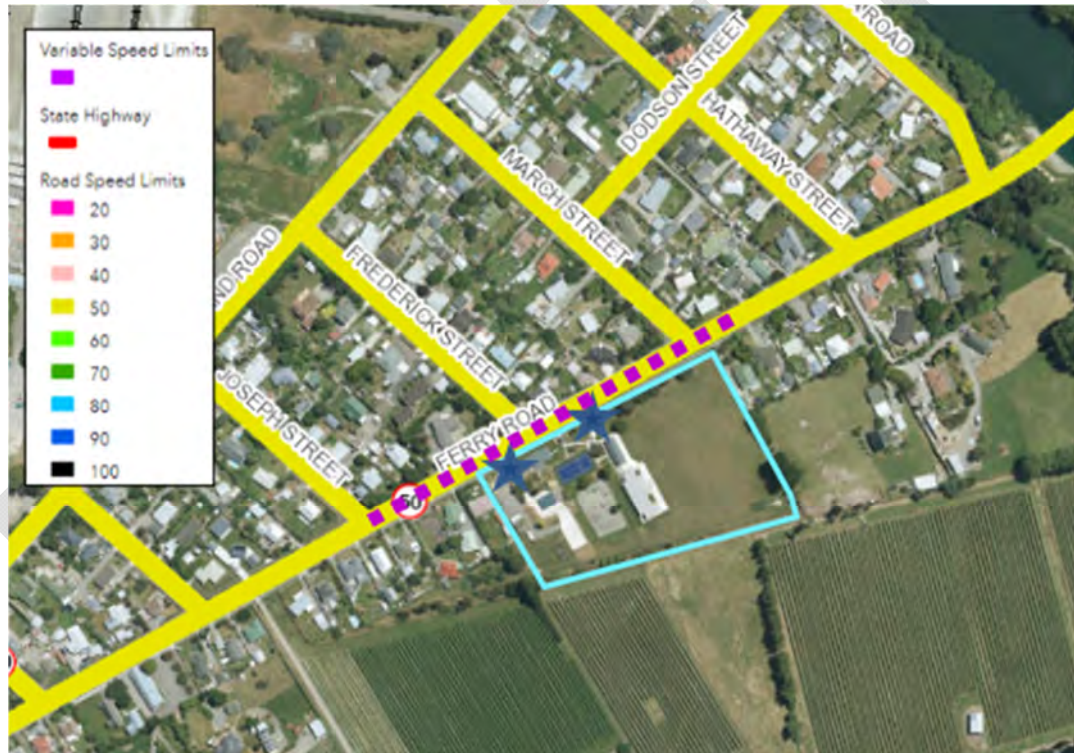
9.1.2 Spring Creek School

<i>School Type</i>	Contributing	<i>Roll</i>	47	<i>Category</i>	1
--------------------	--------------	-------------	----	-----------------	---

Vehicle and pedestrian access to Spring Creek School is from Ferry Road. Footpaths are provided on one side of the road on most roads within Spring Creek and a kea crossing is located on Ferry Road east of Frederick Street.

No cycle facilities are provided in the area with the bus stop located in front of the school.

Figure 48 Spring Creek School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Ferry Road	50	48	30/40

As Ferry Road has a high volume of through traffic a variable speed limit is considered more appropriate in this location. For further information regarding other reductions in speed limit proposed in the area see Section 9.2.2.

The kea crossing should be upgraded to a patrolled pedestrian crossing to give priority to pedestrians using this area. The installation of a raised safety platform in this area should also be considered.

**Recommendations:**

The following changes are recommended in the vicinity Spring Creek School:

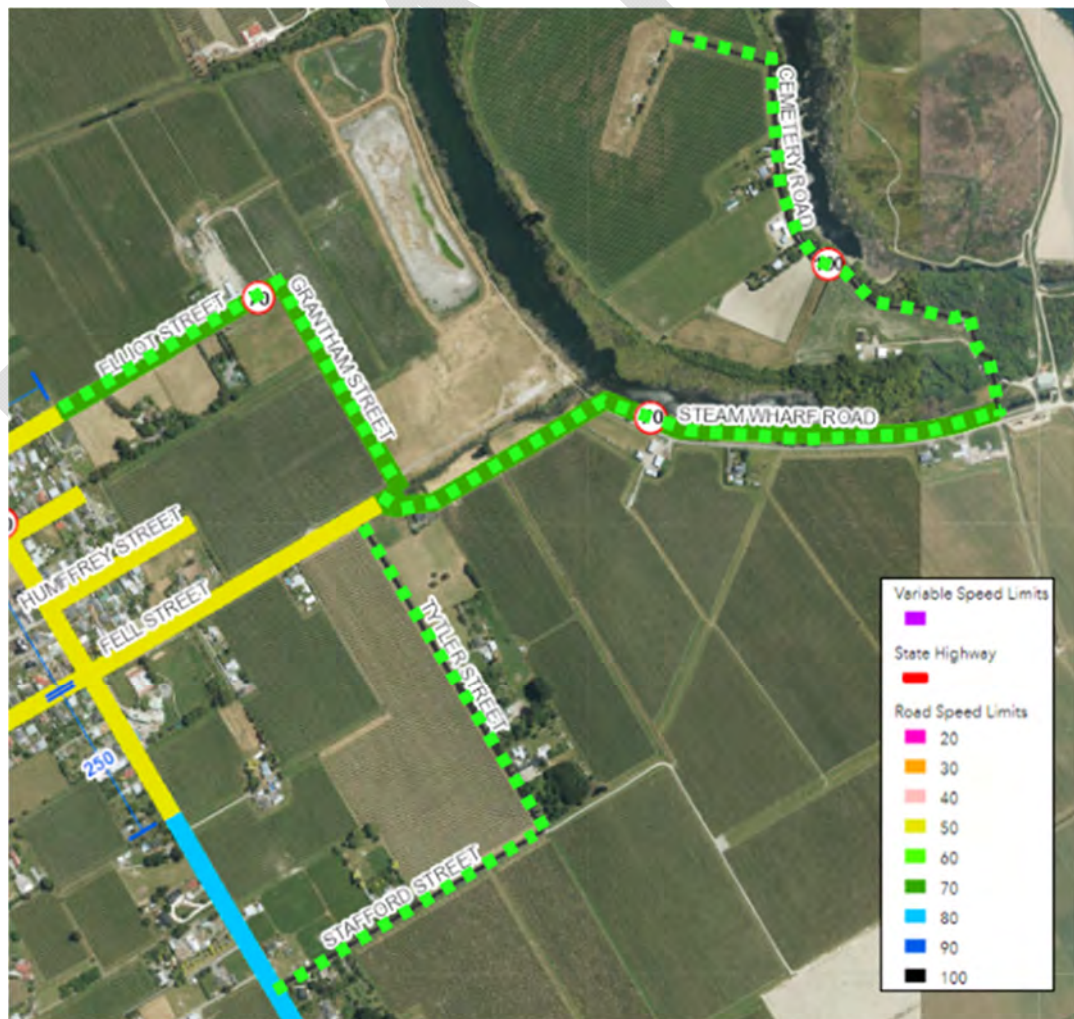
- Install a variable 30km/hr speed limit on Ferry Road between Joseph Street and 40m east of March Street.
- Install variable school threshold style treatments on the Ferry Road approaches to the school (x2).
- Upgrade the existing kea crossing to a patrolled pedestrian crossing on a raised safety platform.

## 9.2 Other locations/roads

### 9.2.1 Grovetown Township

This area was identified for review as there are a number of roads with an existing speed limit of 70km/hr and others with open road speed limits that are out of context with the rest of the area.

Figure 49 Grovetown



Safety and speed information from MegaMaps shows the following.

Road Name	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Cemetery Road	100	22	60
Elliott Street	70	43	60
Grantham Street	70	41	60
Stafford Street	100	41	60
Steam Wharf Road	70	41	60
Tytler Street	100	42	60

For information on the proposed speed limit changes to Vickerman Road and in the vicinity of Grovetown School see Section 9.1.1.

Due to the short lengths of road, low traffic volumes and low operating speeds a 60km/hr speed limit is considered to be appropriate for the area.

### **Recommendation**

The following changes are recommended for Grovetown:

- Lower the speed limit to 60km/hr on the full length of the following roads:
  - Cemetery Road
  - Grantham Street
  - Stafford Street
  - Steam Wharf Road
  - Tytler Street
- Lower the speed limit to 60km/hr on Elliot Street from 165m east of Vickerman Street to Grantham Street.
- Update existing and install new speed limit signage as required.

### 9.2.2 Spring Creek Township

This area was identified for review as due to a number of requests to lower the speed limit within the township.



Figure 50 Spring Creek



Safety and speed information from MegaMaps shows the following.

Road Name	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Cresswell Street	50	26	40
Dodson Street (Spring Creek)	50	21	40
Ferry Road	50	48	40
Frederick Street	50	24	40
Gane Street	50	26	40
Gouland Road	50	31	40
Hathaway Street	50	22	40
Joseph Street	50	25	40
March Street	50	26	40
Peninsula Road	50	30	40

Due to the short lengths of road, low traffic volumes and low operating speeds a 40km/hr speed limit is considered to be appropriate for the area. Additional speed management features will be required on Ferry Road to assist with lowering vehicle speeds. For information on the proposed speed limit changes in the vicinity of Spring Creek School see Section 9.1.1

**Recommendation**

The following changes are recommended for Spring Creek:

- Lower the speed limit to 40km/hr on the full length of the following roads:

- Cresswell Street
  - Dodson Street (Spring Creek)
  - Frederick Street
  - Gane Street
  - Gouland Road
  - Hathaway Street
  - Joseph Street
  - March Street
  - Peninsula Road
- Lower the speed limit to 40km/hr on Ferry Road from State Highway 1 to the end of the bridge.
  - Install settlement threshold treatments on Ferry Road east of State Highway 1 and west of the bridge.

### 9.2.3 Tuamātene Marae

Tuamātene marae is located in 1 Fell Street, Grovetown, just north of Blenheim, on the former pa kainga of Rangitane. The marae belongs to the iwi Rangitāne (Te Tau Ihu).

Vehicle and pedestrian access to Tuamātene marae is from Fell Street with a footpath on the southern side of Fell Street only and no cycle facilities in the area.

Figure 51 Tuamātene marae and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Fell Street	50	26	

Due to the limited interaction between the marae and the road no changes to the speed limit in this area are proposed.

The location of Tuamātene marae is currently not identified and advance and directional signage should be installed to show the location of the marae.

**Recommendations:**

The following changes are recommended in the vicinity Tuamātene marae:

- Install advance and directional marae signage for Tuamātene marae on both approaches to the marae.

9.2.4 Wairau Pā Marae

Wairau Pā marae is just north of Blenheim, at 188 Wairau Bar Road, Spring Creek in the Marlborough Sounds. The marae belongs to the iwi Ngāti Rārua, as well as Ngāti Toa Rangatira.

Vehicle and pedestrian access to Wairau Pā marae is from Wairau Bar Road and due to the rural nature of the location there are no footpath or cycle facilities in the area.

Figure 52 Tuamātene marae and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Wairau Bar Road	80	57	

Due to the limited interaction between the marae and the road no changes to the speed limit in this area are proposed.

The location of Wairau Pā Marae is currently not identified and advance and directional signage should be installed to show the location of the marae.

**Recommendations:**

The following changes are recommended in the vicinity Wairau Pā Marae:

- Install advance and directional marae signage for Wairau Pā Marae on both approaches to the marae.

DRAFT

# 10. Tuamarina

## 10.1 Schools

### 10.1.1 Tua Marina School

<i>School Type</i>	Primary	<i>Roll</i>	109	<i>Category</i>	1
--------------------	---------	-------------	-----	-----------------	---

Vehicle and pedestrian access to Tua Marina School is from Campbell Street.

A footpath is provided along the school frontage from Hunter Road. No cycle facilities are provided in the area.

Figure 53 Tua Marina School and surrounding roads



The Waka Kotahi Interim Speed Management Plan indicates that a 60km/hr variable speed limit is proposed on State Highway 1 in the vicinity of Tua Marina School.

Safety and speed information from MegaMaps shows the following.

Road	Existing speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Campbells Road	40	30	30

Cotterill Street is the only side road off Campbells Road and provides access to the cemetery. Due to the narrow alignment and no exit nature of both roads a lower speed limit is suitable.

#### **Recommendations:**

The following changes are recommended in the vicinity Tua Marina School:

- Lower the speed limit to 30km/hr on the full length of the following roads:
  - Campbells Road
  - Cotterill Street

- Install school threshold style treatments on Campbells Road approaches to the school (x1).

## 10.2 Other locations/roads

### 10.2.1 Rarangi Beach Township

This area was identified for review as there are a number of roads with an existing speed limit of 70km/hr and others with open road speed limits that are out of context with the rest of the area.

Figure 54 Rarangi Beach



Safety and speed information from MegaMaps shows the following.

Road Name	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Bay End	70	58	60
Edgewater Place	70	44	60
Flaxmill Drive (RP 1370 – RP 1743)	100	42	60
Hinepango Drive	70	36	60
Miro Street	70	32	50
Ngaio Street	70	42	50
Ocean View Crescent	70	53	60
Pipitea Drive	70	72	60
Port Underwood Road (RP 39227 – RP 40300)	70	72	50
Rarangi Beach Road (RP 0 – RP 2600)	70	81	80
Rarangi Beach Road (RP 2600 – RP 3182)	70	30	50
Rarangi Road (RP 1500 – RP 1890)	100	14	80
Shoreline Place	70	34	60
Titoki Street	70	58	50
Woolleys Crossing	70	44	60

Due to the short lengths of road, low traffic volumes and low operating speeds of the areas of development the lowering the speed limit is considered to be appropriate for these areas. The single sided development and off road shared path has resulted in the proposal to raise the speed limit on the section of Rarangi Beach Road shown.

### **Recommendation**

The following changes are recommended for Rarangi Beach:

- Lower the speed limit to 50km/hr on the full length of the following roads:
  - Miro Street
  - Ngaio Street
  - Titoki Street
- Lower the speed limit to 50km/hr on following sections of road:
  - Port Underwood Road from the existing 50/70 speed limit change (RP39227) to Rarangi Beach Road (RP40300)

- Rarangi Beach Road from 580m south of Port Underwood Road (RP 2600) to Port Underwood Road
- Lower the speed limit to 60km/hr on the full length of the following roads:
  - Bay End
  - Edgewater Place
  - Hinepango Drive
  - Ocean View Crescent
  - Pipitea Drive
  - Shoreline Place
  - Woolleys Crossing
- Lower the speed limit to 60km/hr on following sections of road:
  - Flaxmill Drive from 370m west of Bay End (RP1370) to Hinepango Drive
  - Rarangi Beach Road from 580m south of Port Underwood Road (RP 2600) to Port Underwood Road
- Lower the speed limit to 80km/hr on Rarangi Road from Pipitea Drive to Rarangi Beach Road
- Raise the speed limit to 80km/hr on Rarangi Beach Road from Rarangi Road to 580m south of Port Underwood Road (RP 2600).
- Install settlement threshold treatments at the Flaxmill Drive, Rarangi Road and Rarangi Beach Road change in speed limit locations.
- Update existing and install new speed limit signage as required.

#### 10.2.2 Taumarina - Side roads

These sections of road were identified for review as their speed limit is higher than the adjacent speed limit on State Highway 1 or 6. These roads have speed limit of 80km/hr or 90km/hr depending on their location.

Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Camerons Road (Kaituna)	100	38	90
Fox's Island Road	100	23	90
Jacks Road	100	34	90
Lamberts Road	100	36	90
Leslies Road	100	21	90
Newman Road	100	32	90
Pioneer Place	100	24	80



To provide consistency of messaging for drivers the speed limit should match that of the adjacent State Highway. Due to the short lengths and no exit nature of the roads a lower speed limit is considered to be appropriate on these roads.

***Recommendation***

The following changes are recommended for State Highway 1 or 6 side roads:

- Lower the speed limit to 80km/hr on the full length of Pioneer Road:
- Lower the speed limit to 90km/hr on the full length of the following roads:
  - Camerons Road (Kaituna)
  - Fox's Island Road
  - Jacks Road
  - Lamberts Road
  - Leslie's Road
  - Newman Road
- Update speed limit signage as required.

DRAFT

# 11. Upper Wairau

## 11.1 Schools

### 11.1.1 Wairau Valley School

<i>School Type</i>	Primary	<i>Roll</i>	39	<i>Category</i>	1
--------------------	---------	-------------	----	-----------------	---

Vehicle and pedestrian access to Wairau Valley School is from Morse Street

No footpaths or cycle facilities are provided in the area with an unpatrolled crossing point provided to the south of the carpark.

Figure 55 Wairau Valley School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Existing speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Morse Street	50	26	30

Due to the narrow alignment and no exit nature of the road a lower speed limit can be supported in this location.

#### **Recommendations:**

The following changes are recommended in the vicinity Wairau Valley School:

- Lower the speed limit to 30km/hr on the full length of Morse Street
- Install a school threshold treatment on the Morse Street approach to the school (x1).

## 11.2 Other locations/roads

### 11.2.1 Wairau Valley Township

This area was identified for review as there are a number of roads with an existing speed limit of 70km/hr which is higher than the speed limit of 60km/hr on the adjacent speed State Highway.

Safety and speed information from MegaMaps shows the following.

Road Name	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Church Lane	70	40	60
Cooper Street	70	38	60
Fishtail Vue	70	28	60
Seniors Road	70	40	60

Due to the short lengths of road, low traffic volumes and low operating speeds a 60km/hr speed limit is considered to be appropriate for the area as this matches with the speed limit on the adjacent State Highway.

#### **Recommendation**

The following changes are recommended for Wairau Valley:

- Lower the speed limit to 60km/hr on the full length of the following roads:
  - Church Lane
  - Cooper Street
  - Fishtail Vue
  - Seniors Road
- Update existing and install new speed limit signage as required.

# 12. Woodbourne

## 12.1 Schools

### 12.1.1 Fairhall School

<i>School Type</i>	Primary	<i>Roll</i>	174	<i>Category</i>	2
--------------------	---------	-------------	-----	-----------------	---

Vehicle and pedestrian access to Fairhall School is from New Renwick Road. Due to the rural nature of the location no footpaths or cycle facilities are provided in the area. There is unpatrolled crossing point to provide a connection to the additional parking outside the community hall opposite the school. All students arrive and depart by bus or car.

Figure 56 Fairhall School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Existing speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
New Renwick Road	40/80	79	

A variable speed limit of 40km/hr is currently in operation at the site, with an underlying speed limit of 80km/hr. No changes to the speed limit are proposed in the location.

#### Recommendations:

The following changes are recommended in the vicinity Fairhall School:

- Upgrade the signs and marking to the variable school threshold style treatment on both New Renwick Road approaches to the school (x2).

## 12.2 Other locations/roads

### 12.2.1 Woodbourne - Side roads

These sections of road were identified for review as their speed limit is higher than the speed limit on the adjacent section of road of State Highway 6, Old Renwick Road or New Renwick Road. These roads have a speed limit of 80km/hr in these locations.

Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Bells Road	100	76	80
Burnside Avenue	100	38	80
Grahams Road	100	47	80
Jacksons Road	100	75	80
St Leonards Road	100	58	80

To provide consistency of messaging for drivers the speed limit should match that of the adjacent road(s). Due to the short lengths of the roads a lower speed limit is considered to be appropriate on these roads.

**Recommendation**

The following changes are recommended for these side roads:

- Lower the speed limit to 80km/hr on the full length of the following roads:
  - Bells Road
  - Burnside Avenue
  - Grahams Road
  - Jacksons Road
  - St Leonards Road
- Update speed limit signage as required.

## 13. Summary

A summary of the recommendations for each road or section of road identified above is tabled below.

Report No.	School / Road Name	Recommendations
2.1.1	Seddon School	<p>Lower the speed limit to 30km/hr on Foster Street from Marama Road to 400m west of Marama Road; Marama Road from State Highway 1 to 350m west of State Highway 1; Redwood Street from Seymour Street to Foster Street, and Seymour Street from Redwood Street to 150m north of Redwood Street.</p> <p>Install school threshold style treatments on all approaches to the school (x5).</p> <p>Install a pedestrian crossing on Redwood Street and consider putting it on a raised safety platform.</p>
2.1.2	Ward School	<p>Lower the speed limit to 30km/hr on Duncan Street from Mill Street to Carroll Street</p> <p>Install school threshold style treatments on Duncan Street approaches to the school (x2).</p>
2.2.1	Awatere - Side roads	<p>Lower the speed limit to 80km/hr on the full length of Gulch Road and Tachalls Road East.</p> <p>Update speed limit signage as required.</p>
2.2.2	Marfells Beach	<p>Lower the speed limit to 30km/hr on the Marlborough District section of Marfells Beach Road from RP 7445 to the boundary with the Department of Conservation.</p> <p>Lower the speed limit to 30km/hr on the section of Marfells Beach from 400m north of Marfells Beach Road to 4.5km south of Marfells Beach Road.</p> <p>Install settlement threshold treatments at the speed limit change on Marfell Beach Road (x1)</p> <p>Install speed limit signage on the approach to the beach as required (x3).</p>
2.2.3	Ward Township	<p>Lower the speed limit to 60km/hr on the full length on Carroll Street, Clermont Street, Duncan Street, Mill Street, Tachalls Road East, Ward Street.</p>

Report No.	School / Road Name	Recommendations
		<p>Lower the speed limit to 60km/hr on Seddon Street from State Highway to 150m north of Carroll Street.</p> <p>Raise the speed limit to 80km/hr on Seddon Street from 150m north of Carroll Street to 470m south of Ward Beach Road.</p> <p>Update existing and install new speed limit signage as required.</p>
3.1.1	Blenheim School	<p>Lower the speed limit to 30km/hr on Seymour Street from Alfred Street to John Street and John Street from Seymour Street to Hutcheson Street</p> <p>Install school threshold style treatments on the Alfred Street and John Street approaches to the school (x3).</p> <p>Upgrade the existing patrolled pedestrian crossing on Alfred Street onto a raised safety platform.</p>
3.1.2	Bohally Intermediate School – existing site	<p>Lower the variable speed limit to 30km/hr on McLauchlan Street.</p> <p>Update the existing variable speed limit signage.</p> <p>Install a variable school threshold style treatment on the northern approach to the school on McLauchlan Street.</p> <p>Upgrade the existing kea crossing to a patrolled pedestrian crossing on a raised safety platform.</p>
3.1.2	Bohally Intermediate School – proposed site	<p>Lower the speed limit to 30km/hr on Stephenson Street from Scott Street to Redwood Street.</p> <p>Install a variable 30km/hr speed limit on Redwood Street between Stephenson Street and Muller Road.</p> <p>Install variable school threshold style treatments on the Redwood Street approaches to the school (x2).</p> <p>Install school threshold style treatments on the Stephenson Street approaches to the school (x2).</p> <p>Upgrade the existing pedestrian crossing on Redwood Street onto a raised safety platform.</p> <p>Consider installing a pedestrian crossing on a raised safety platform on Stephenson Street in the vicinity of the proposed school access.</p>
3.1.3	Marlborough Boys College	<p>Lower the speed limit to 30km/hr on Francis Street from Seymour Street to its end and Stephenson Street from Weld Street to Scott Street.</p>

Report No.	School / Road Name	Recommendations
		<p>Install a variable 30km/hr speed limit on Scott Street between Seymour Street and Stephenson Street.</p> <p>Install variable school threshold style treatments on the Scott Street approaches to the school (x2).</p> <p>Install permanent speed limit signs on Francis Street and Stephenson Street.</p>
3.1.4	Marlborough Girls College	<p>Lower the variable speed limit to 30km/hr on McLauchlan Street.</p> <p>Update the existing variable speed limit signage.</p> <p>Upgrade the existing crossing point on McLauchlan Street to a pedestrian crossing on a raised safety platform.</p>
3.1.5	Mayfair School	<p>Install a variable 30km/hr speed limit on Hutcheson Street from Penny Street to Lansdowne Street and Hutcheson Street – East from Hutcheson Street to Lansdowne Street</p> <p>Install variable school threshold style treatments on the Hutcheson Street and Hutcheson Street approaches to the school (x3).</p> <p>Upgrade the existing kea crossing to a patrolled pedestrian crossing on a raised safety platform.</p>
3.1.6	OneSchool Global – Blenheim Campus	<p>Lower the speed limit to 30km/hr on the full length of George Conroy Drive.</p> <p>Install school threshold style treatments on the George Conroy Drive westbound approach to the school (x1).</p>
3.1.7	Redwoodtown School	<p>Lower the speed limit to 30km/hr on Cleghorn Street from Bexhill Crescent to Brian Bary Street; Brain Bary Street from Cleghorn Street to Alabama Road; and Weld Street from Alabama Road to Cleghorn Street</p> <p>Install a variable 30km/hr speed limit on Alabama Road between Weld Street and Brian Bary Street.</p> <p>Install school threshold style treatments on the Cleghorn Street approaches to the school (x2).</p> <p>Install variable school threshold style treatments on Alabama Road at the change in speed limit locations (x2).</p> <p>Install permanent speed limit signs with threshold treatments on Brian Bary Street, Weld Street and Cleghorn Street at the change in speed limit locations.</p> <p>Upgrade the existing patrolled pedestrian crossing on Weld Street onto a raised safety platform.</p>



Report No.	School / Road Name	Recommendations
		Upgrade the existing raised safety platforms on Cleghorn Street to include a pedestrian crossing.
3.1.8	Richmond View School	Lower the speed limit to 30km/hr on the full length of Burleigh Street; McKendry Street and Landau Place Install school threshold style treatments on the Burleigh Street approaches to the school (x2). Install permanent speed limit signs on the Burleigh Street and McKendry Street approaches to Maxwell Road.
3.1.9	Riverlands School	Lower the speed limit to 30km/hr on the full length of School Road. Install a variable 30km/hr speed limit on Alabama Road between RP 3480 (110m south of Riverlands Cycle Path) and RP 3700 (40m south of State Highway 6). Install variable school threshold style treatments on Alabama Road at the change in speed limit locations (x2). Install permanent speed limit signs with threshold treatment on School Road.
3.1.10	Springlands School	Install a variable 30km/hr speed limit on Murphys Road between RP 40 (40m north of Middle Renwick Road) and RP 350 (65m south of Ward Street) and Colemans Road between RP 140 (30m south of Clouston Gardens) and RP 360 (Kingwell Drive) Lower the speed limit to 30km/hr on the full length of Aston Street; Clouston Gardens; Cricklewood Lane; Ruthken Crescent and Orchard Lane (Blenheim) Install variable school threshold style treatments on Murphys Road and Coleman Road at the change in speed limit locations (x4). Install permanent speed limit signs on Aston Street, Clouston Gardens, Cricklewood Lane, Ruthken Crescent and Orchard Lane (Blenheim) (x5) Consider upgrading the patrolled pedestrian crossing onto a raised safety platform. Upgrade the existing kea crossing to a patrolled pedestrian crossing on a raised safety platform.

Report No.	School / Road Name	Recommendations
3.1.11	St Mary's School (Blenheim)	<p>Lower the speed limit to 30km/hr on Hodson Street from Maxwell Street to Francis Street west and Stephenson Street from Maxwell Street to Weld Street</p> <p>Install a variable 30km/hr speed limit on Maxwell Road between 10m south of Hodson Street and 60m north of Stephenson Street.</p> <p>Install variable school threshold style treatments on the Maxwell Road approaches to the school (x2).</p> <p>Install permanent speed limit signs on Hodson Street and Stephenson Street.</p> <p>Consider upgrading the patrolled pedestrian crossings on Maxwell Road and Stephenson Street onto raised safety platforms.</p>
3.1.12	Whitney Street School	<p>Lower the speed limit to 30km/hr on the full length of Argosy Place; Brewer Street; Carr Street; Eltham Road; Rogers Street; Stratford Street and Whitney Street</p> <p>Lower the speed limit to 30km/hr on Percy Street from Whitney Street to Dillon Street and Beaver Road from Carr Street to Dillon Street</p> <p>Install a variable 30km/hr speed limit on Maxwell Road between 100m north of Whitney Street and 55m south of Graham Street.</p> <p>Install variable school threshold style treatments on the Maxwell Road approaches to the school (x2).</p> <p>Install school threshold style treatments on the Eltham Street approaches to the school (x2).</p> <p>Install permanent speed limit signs on the Eltham Street, Beaver Road and Percy Street approach to Dillon Street.</p> <p>Install permanent speed limit signs on the Whitney Street and Eltham Street approaches to Maxwell Road.</p> <p>Create a crossing point on Whitney Street.</p> <p>Consider upgrading the patrolled pedestrian crossings on Eltham Street and Maxwell Road onto raised safety platforms.</p>
3.1.13	Witherlea School	<p>Lower the speed limit to 30km/hr on the full length of McKenzie Street; Morington Terrace; Mountain View Road;</p>

Report No.	School / Road Name	Recommendations
		<p>Scotston Grove; and Solway Drive.</p> <p>Lower the speed limit to 30km/hr on Weld Street – from Wither Road to its end.</p> <p>Install a variable 30km/hr speed limit on Wither Road between 30m east of Alana Street and 90m east of Weld Street.</p> <p>Install variable school threshold style treatments on the Wither Road approaches to the kea crossing (x2).</p> <p>Install school threshold style treatments on the Weld Street approach to the school (x1).</p> <p>Install permanent speed limit signs on the Weld Street approach to Wither Street and the McKenzie Street approach to Howick Road.</p> <p>Consider upgrading the kea crossings on Weld Street and Wither Road to patrolled pedestrian crossings on raised safety platforms.</p>
3.2.1	Beaver Road	<p>Raise the speed limit to 50km/hr on Beaver Street from Dillon Street to White Street.</p> <p>Remove speed limit signage as required.</p> <p>Undertake further investigation of an appropriate cycle link and suitable infrastructure.</p>
3.2.2	Ōmaka marae and Te Pā Wānanga	<p>Lower the speed limit to 60km/hr on Aerodrome Road from New Renwick Road to Rosina Corlett Lane and Green Lane from Aerodrome Road to its end.</p> <p>Lower the speed limit to 30km/hr on Aerodrome Road from Rosina Corlett Lane to its end and Rosina Corlett Lane from Aerodrome Road to its end.</p> <p>Install school threshold style treatment on the Aerodrome Road approach to the school (x1).</p> <p>Update all speed limit signage as appropriate.</p> <p>Install advance and directional marae signage for Ōmaka marae on the westbound approach to the marae.</p>

Report No.	School / Road Name	Recommendations
3.2.3	Seymour Street	Raise the speed limit to 50km/hr on Seymour Street from High Street to Scott Street. Change speed limit signage as required. Undertake further investigation of an appropriate cycle infrastructure.
3.2.4	Urban Traffic Area extensions	Extend the urban traffic areas for Blenheim, Riverlands and Renwick to include all areas zoned residential.
4.1.1	Rapaura School	Lower the speed limit to 60km/hr on the full length of Giffords Creek Lane and Ashford Grove Lower the speed limit to 60km/hr on Hammererichs Road from 50m south of Giffords Creek Lane to Rapaura Road Install a variable 30km/hr speed limit on Hammererichs Road from 150m north of Ashford Grove to Rapaura Road Install variable school threshold style treatments on both Hammererichs Road approaches to the school (x2). Update existing speed limit signage. Consider upgrading the existing crossing point to a patrolled pedestrian crossing.
4.2.1	Hammerichs Road	Lower the speed limit to 60km/hr for 400m of Hammerichs Road from Old Renwick Road. Update speed limit signage as required.
4.2.2	Kendrick Road	Lower the speed limit to 50km/hr for the full length of Kendrick Road. Update speed limit signage as required.
5.1.1	Linkwater School	Install a variable 60km/hr speed limit on Grove Track (Queen Charlotte Drive) from 690m west of Kenepuru Road to 1190m west of Kenepuru Road. Install variable school threshold style treatments on both Grove Track approaches to the school (x2).

Report No.	School / Road Name	Recommendations
5.1.2	Waitaria Bay School	<p>Lower the speed limit to 30km/hr on Kenepuru Road from 180m west of Manaroa Road (RP 13100 ) to 740m west of Manaroa Road (RP 13660).</p> <p>Install school threshold style treatments on both Kenepuru Road approaches to the school (x2).</p>
5.2.1	Kenepuru Road and surrounds	<p>Lower the speed limit to 60km/hr for the full length of Akerbloms Road; Anakoha Road; Broughton Bay Road; Clova Bay Road; Crail Bay Road; Elie Bay Road; Hopai Road; Kenepuru Road; Kenepuru Road (Heads-Raetihi); Kinders Road; Lawrence Road; Mahau Road; Manaroa Road; Masons Road; Moetapu Bay Road; Moetapu Ramp Road; Onahau Road; Sandy Bay Road; St Omer Road; Tara Bay Road; Te Mahia Road; Titirangi Road; Torea Road; Totaranui Road; Waitui Road and Williams Road</p> <p>Lower the speed limit to 60km/hr on Kenepuru Road (Linkwater-Heads) from Grove Track (RP0) to RP 8500; from RP9250 to 180m west of Manaroa Road (RP13100); from 740m west of Manaroa Road (RP13660) to 170m west of Torea Bay Road (RP 28400) and from 430m east of Torea Bay Road (RP 29000) to Titirangi Road</p> <p>Lower the speed limit to 40km/hr on Kenepuru Road (Linkwater-Heads) from RP 8500 to RP 9250 and Kenepuru Road (Linkwater-Heads) from 170m west of Torea Bay Road (RP 28400) to 430m east of Torea Bay Road (RP 29000)</p> <p>Install settlement threshold treatments at each end of the Portage Bay and Willow Bay speed limit changes (x4)</p> <p>Install speed limit signage at the Kenepuru Road approach to Grove Track (Queen Charlotte Drive) and repeater signs as required along the route.</p>
5.2.2	Linkwater	No changes are proposed at this time.
5.2.3	Mahakipawa Hill (Queen Charlotte Drive)	<p>Lower the speed limit to 50km/hr on Mahakipawa Hill from 80m east of Scott Road for 1000m.</p> <p>Update speed limit signage as required.</p> <p>Install settlement threshold treatment on the approach to Havelock to assist with speed management.</p>

Report No.	School / Road Name	Recommendations
5.2.4	Marlborough Sounds East - Side roads	<p>Lower the speed limit to 50km/hr on the full length of Belvue Bay Road; Pukenui Road; Tepuia Heights and McCormicks Road.</p> <p>Lower the speed limit to 60km/hr on the full length of Kenningtons Road, Prices Road and Readers Road</p> <p>Lower the speed limit to 90km/hr on the full length of Cullensville Road</p> <p>Update speed limit signage as required.</p>
5.2.5	Queen Charlotte Drive – holiday speed limits	<p>Lower the speed limit to 40km/hr on Queen Charlotte Drive – Momorangi Bay from 400m west of Momorangi Camp Road (RP 1750) to 100m east of Momorangi Camp Road (RP 2250) and Queen Charlotte Drive – Ngakuta Bay from 500m west of Phillips Road (RP 4645) to 350m east of Phillips Road (RP 5500)</p> <p>Lower the speed limit to 40km/hr on the full length of Brough Place; Manuka Drive; and Phillips Road.</p> <p>Update speed limit signage as required.</p> <p>Install settlement threshold treatments on Queen Charlotte Drive approaches to Momorangi Bay and Ngakuta Bay (x4).</p>
6.1.1	Canvastown School	Waka Kotahi is the road controlling authority for this school.
6.1.2	Havelock School	<p>Lower the speed limit to 30km/hr on the full length of Lawrence Street; Nicholson Street and Takorika Street</p> <p>Install school threshold style treatment on Lawrence Street east of the access to the school (x1).</p> <p>Consider installing a crossing point on Lawrence Street.</p>
6.1.3	Rai Valley School	Waka Kotahi is the road controlling authority for this school.
6.2.1	Marlborough Sounds West - Side roads	<p>Lower the speed limit to 60km/hr on the full length of Bryants Road; Kowhai Crescent (Rai Valley) and Robertson Mill Place.</p> <p>Lower the speed limit to 90km/hr on the full length of Bulford Road North; Bulford Road South; Butlers Road;</p>

Report No.	School / Road Name	Recommendations
		Douslins Gully Road; Heberds Road; Hills Road; Norths Road; Tapps Road and Taylors Road Update speed limit signage as required.
6.2.2	Te Hora Marae	Lower the speed limit to 60km/hr on the full length of Te Hora Road Update all speed limit signage as appropriate. Install advance and directional marae signage for Te Hora marae on both approaches to the marae.
6.2.3	Wakamarina Road	Lower the speed limit to 50km/hr for 300m of Wakamarina Road from State Highway 6. Lower the speed limit to 80km/hr on Wakamarina Road from 300m south of State Highway 6 to its end. Lower the speed limit to 80km/hr on the full length of Greig Lane; Healys Road; and Rush Lane Install settlement threshold treatments on the Wakamarina Road approach to State Highway 6 and at the proposed change in speed limit location.
7.1.1	Picton School	Lower the speed limit to 30km/hr on Broadway Street from Kent Street to York Street; Buller Street from Kent Street to York Street and York Street from Broadway Street to State Highway 1 Install a variable 30km/hr speed limit on Kent Street between 30m north of Broadway Street and 55m south of Buller Street. Install school threshold style treatments on the York Street north approaches to the school (x3). Install variable school threshold style treatments on the Kent Street approaches to the school (x2). Install permanent speed limit signs on Broadway Street and Buller Street approaches to Kent Street and York Street. Consider upgrade the existing kea crossing on York Street north to a patrolled pedestrian crossing on a raised safety platform. Consider upgrade the existing patrolled pedestrian crossing on Kent Street onto a raised safety platform.

Report No.	School / Road Name	Recommendations
7.1.2	Queen Charlotte College	<p>Install a variable 30km/hr speed limit on Waikawa Road between 110m north of Leicester Street and 30m south of Tui Drive.</p> <p>Install variable school threshold style treatments on the Waikawa Road approaches to the school (x2).</p>
7.1.3	Waikawa Bay School	<p>Install a variable 30km/hr speed limit on Waikawa Road between 60m north of Turners Road and 45m north of Nautique Place.</p> <p>Install variable school threshold style treatments on the Waikawa Road approaches to the school (x2).</p>
7.2.1	Waikawa Marae	<p>Install advance and directional marae signage for Waikawa marae on both approaches to the marae.</p>
7.2.2	Waikawa Marina	<p>Lower the speed limit to 30km/hr on the full length of Marina Drive</p> <p>Lower the speed limit to 30km/hr on Beach Road from Marina Drive to the end:</p> <p>Install threshold style treatment on the Beach Road approach to the proposed change in speed limit location to assist speed management.</p>
8.1.1	Renwick School	<p>Lower the speed limit to 30km/hr on the full length of Brook Street and Alma Street</p> <p>Lower the speed limit to 30km/hr on Havelock Street from Alma Street to 50m west of Picton Street.</p> <p>Install school threshold style treatments on both Havelock Street approaches to the school (x2).</p> <p>Install permanent speed limit signs on the Brook Street and Alma Street approaches to State Highway 6 and the Nicholson Street approach to Havelock Street.</p>
8.2.1	Blicks Road / Inkerman Street	<p>Lower the speed limit to 60km/hr for the full length of Blinks Road</p> <p>Lower the speed limit to 60km/hr on Inkerman Street from Gee Street to Blinks Road</p> <p>Update existing speed limit signage as required.</p>



Report No.	School / Road Name	Recommendations
9.1.1	Grovetown School	<p>Lower the speed limit to 30km/hr on Fell Street from Vickerman Street to 160m east of Vickerman Street and Vickerman Street from Fell Street to 240m south of Fells Road</p> <p>Lower the speed limit to 60km/hr on Vickerman Street from 240m south of Fells Road to 100m south of Aberharts Road.</p> <p>Install school threshold style treatments on both Fells Road approaches to the school and the Vickerman Street approach from the south (x3).</p> <p>Upgrade other speed limit signage as required.</p> <p>Mark a centreline on Vickerman Street from Fells Road to 100m south of Aberharts Road.</p>
9.1.2	Spring Creek School	<p>Install a variable 30km/hr speed limit on Ferry Road between Joseph Street and 40m east of March Street.</p> <p>Install variable school threshold style treatments on the Ferry Road approaches to the school (x2).</p> <p>Upgrade the existing kea crossing to a patrolled pedestrian crossing on a raised safety platform.</p>
9.2.1	Grovetown Township	<p>Lower the speed limit to 60km/hr on the full length of Cemetery Road; Grantham Street; Stafford Street; Steam Wharf Road and Tytler Street.</p> <p>Lower the speed limit to 60km/hr on Elliot Street from 165m east of Vickerman Street to Grantham Street.</p> <p>Update existing and install new speed limit signage as required.</p>
9.2.2	Spring Creek Township	<p>Lower the speed limit to 40km/hr on the full length of Cresswell Street; Dodson Street (Spring Creek); Frederick Street; Gane Street; Goulard Road; Hathaway Street; Joseph Street; March Street and Peninsula Road</p> <p>Lower the speed limit to 40km/hr on Ferry Road from State Highway 1 to the end of the bridge.</p> <p>Install settlement threshold treatments on Ferry Road east of State Highway 1 and west of the bridge.</p>
9.2.3	Tuamātene Marae	<p>Install advance and directional marae signage for Tuamātene marae on both approaches to the marae.</p>
9.2.4	Wairau Pā Marae	<p>Install advance and directional marae signage for Wairau Pā Marae on both approaches to the marae.</p>

Report No.	School / Road Name	Recommendations
10.1.1	Tua Marina School	<p>Lower the speed limit to 30km/hr on the full length of Campbells Road and Cotterill Street</p> <p>Install school threshold style treatment on Campbells Road approaches to the school (x1).</p>
10.2.1	Rarangi Beach Township	<p>Lower the speed limit to 50km/hr on the full length of Miro Street; Ngaio Street and Titoki Street</p> <p>Lower the speed limit to 50km/hr on Port Underwood Road from the existing 50/70 speed limit change (RP39227) to Rarangi Beach Road (RP40300) and Rarangi Beach Road from 580m south of Port Underwood Road (RP 2600) to Port Underwood Road</p> <p>Lower the speed limit to 60km/hr on the full length of Bay End; Edgewater Place; Hinepango Drive; Ocean View Crescent; Pipitea Drive; Shoreline Place and Woolleys Crossing</p> <p>Lower the speed limit to 60km/hr on Flaxmill Drive from 370m west of Bay End (RP1370) to Hinepango Drive and Rarangi Beach Road from 580m south of Port Underwood Road (RP 2600) to Port Underwood Road</p> <p>Lower the speed limit to 80km/hr on Rarangi Road from Pipitea Drive to Rarangi Beach Road</p> <p>Raise the speed limit to 80km/hr on Rarangi Beach Road from Rarangi Road to 580m south of Port Underwood Road (RP 2600).</p> <p>Install settlement threshold treatments at the Flaxmill Drive, Rarangi Road and Rarangi Beach Road change in speed limit locations.</p>
10.2.2	Taumarina - Side roads	<p>Lower the speed limit to 80km/hr on the full length of Pioneer Road:</p> <p>Lower the speed limit to 90km/hr on the full length of Camerons Road (Kaituna); Fox's Island Road; Jacks Road; Lamberts Road; Leslies Road and Newman Road</p> <p>Update speed limit signage as required.</p>
11.1.1	Wairau Valley School	<p>Lower the speed limit to 30km/hr on the full length of Morse Street</p> <p>Install a school threshold treatment on the Morse Street approach to the school (x1).</p>

Report No.	School / Road Name	Recommendations
11.2.1	Wairau Valley Township	Lower the speed limit to 60km/hr on the full length of Church Lane; Cooper Street; Fishtail Vue and Seniors Road Update existing and install new speed limit signage as required.
12.1.1	Fairhall School	Upgrade the signs and marking to the variable school threshold style treatment on both New Renwick Road approaches to the school (x2).
12.2.1	Woodbourne - Side roads	Lower the speed limit to 80km/hr on the full length of Bells Road; Burnside Avenue; Grahams Road; Jacksons Road and St Leonards Road Update speed limit signage as required.

DRAFT

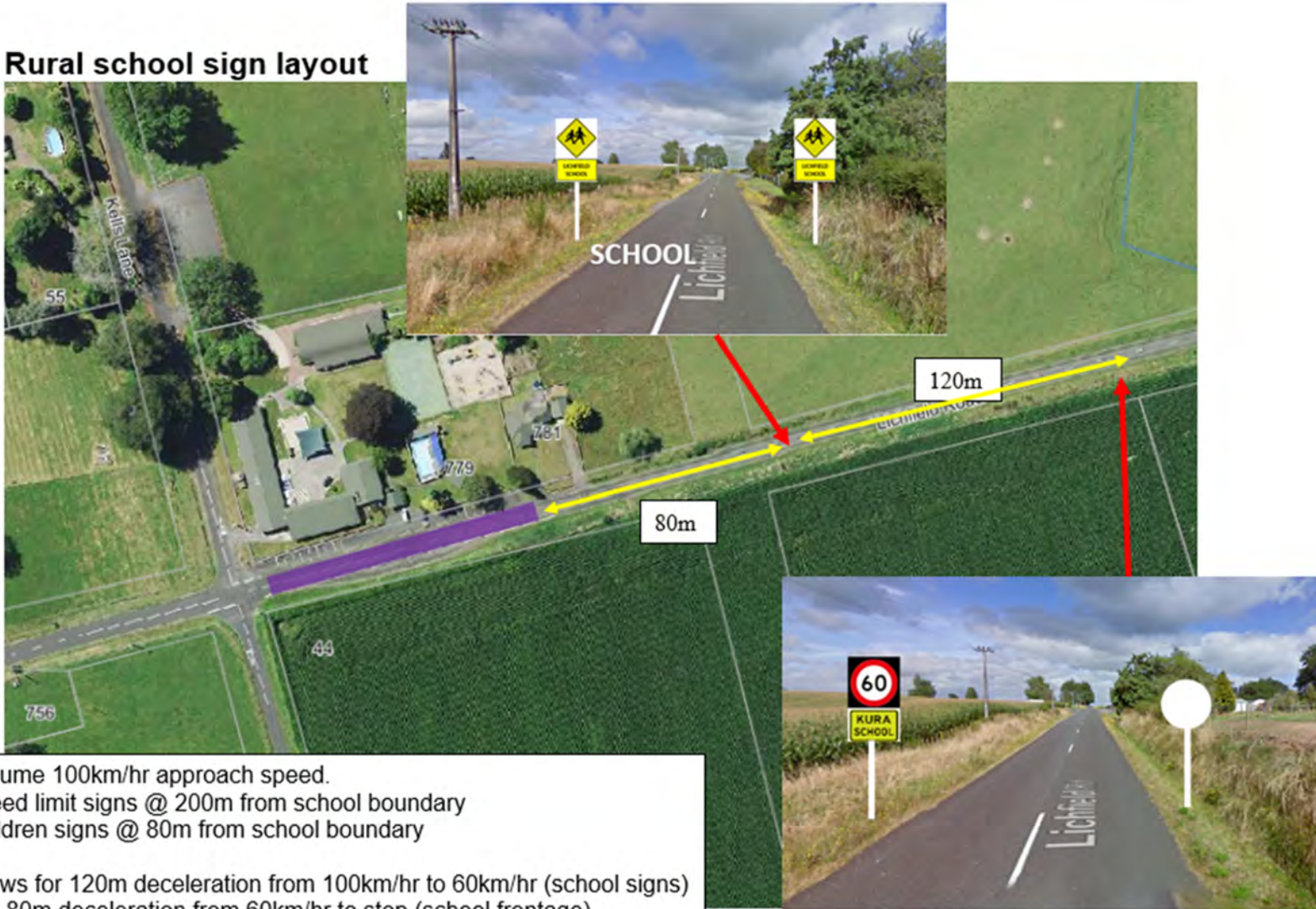


# Appendices



# Appendix A – Example threshold treatments

## Rural school sign layout



Assume 100km/hr approach speed.

Speed limit signs @ 200m from school boundary

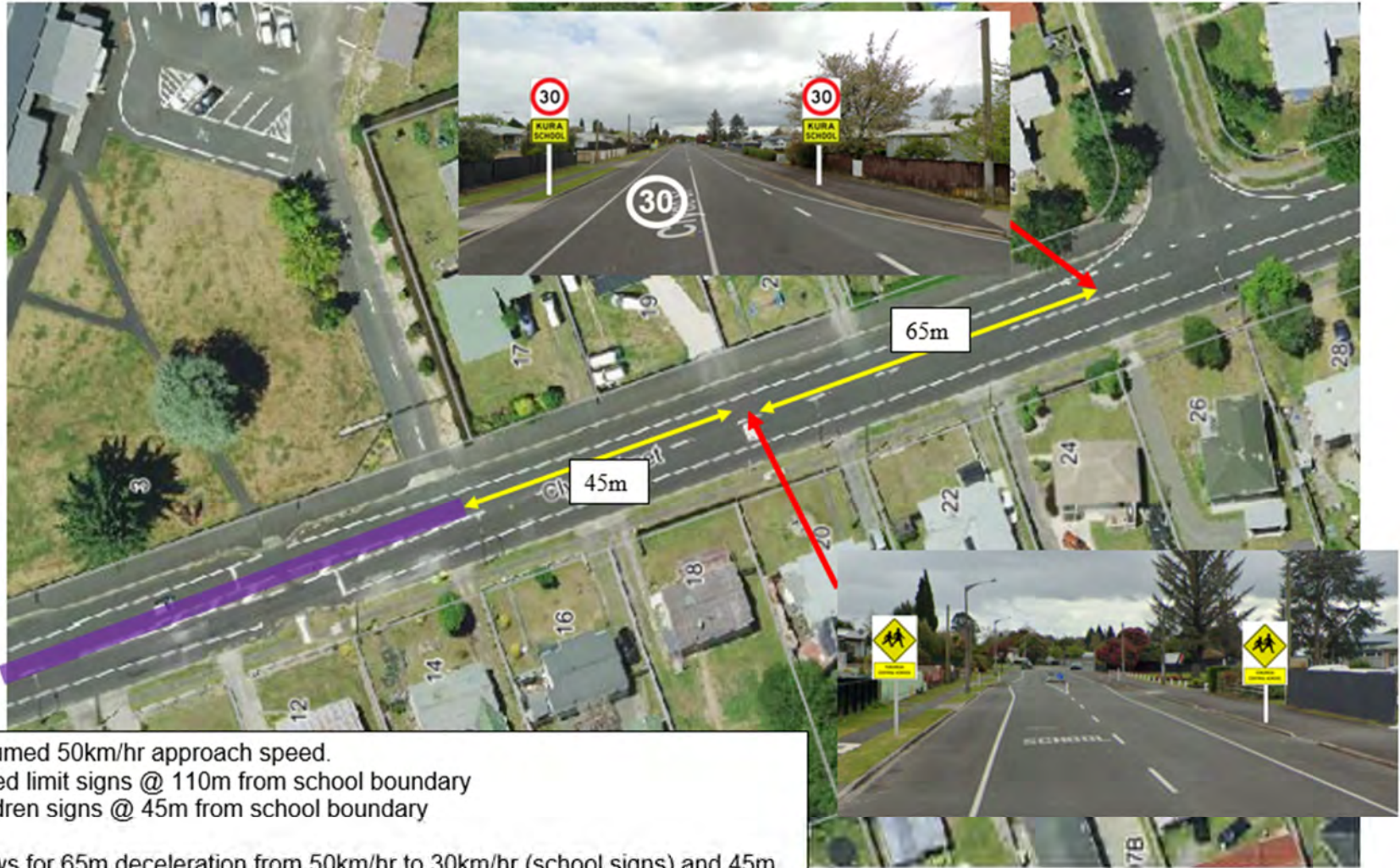
Children signs @ 80m from school boundary

Allows for 120m deceleration from 100km/hr to 60km/hr (school signs)

and 80m deceleration from 60km/hr to stop (school frontage)

Add school name supplementary plate to children sign.

## Urban school permanent speed limit sign layout

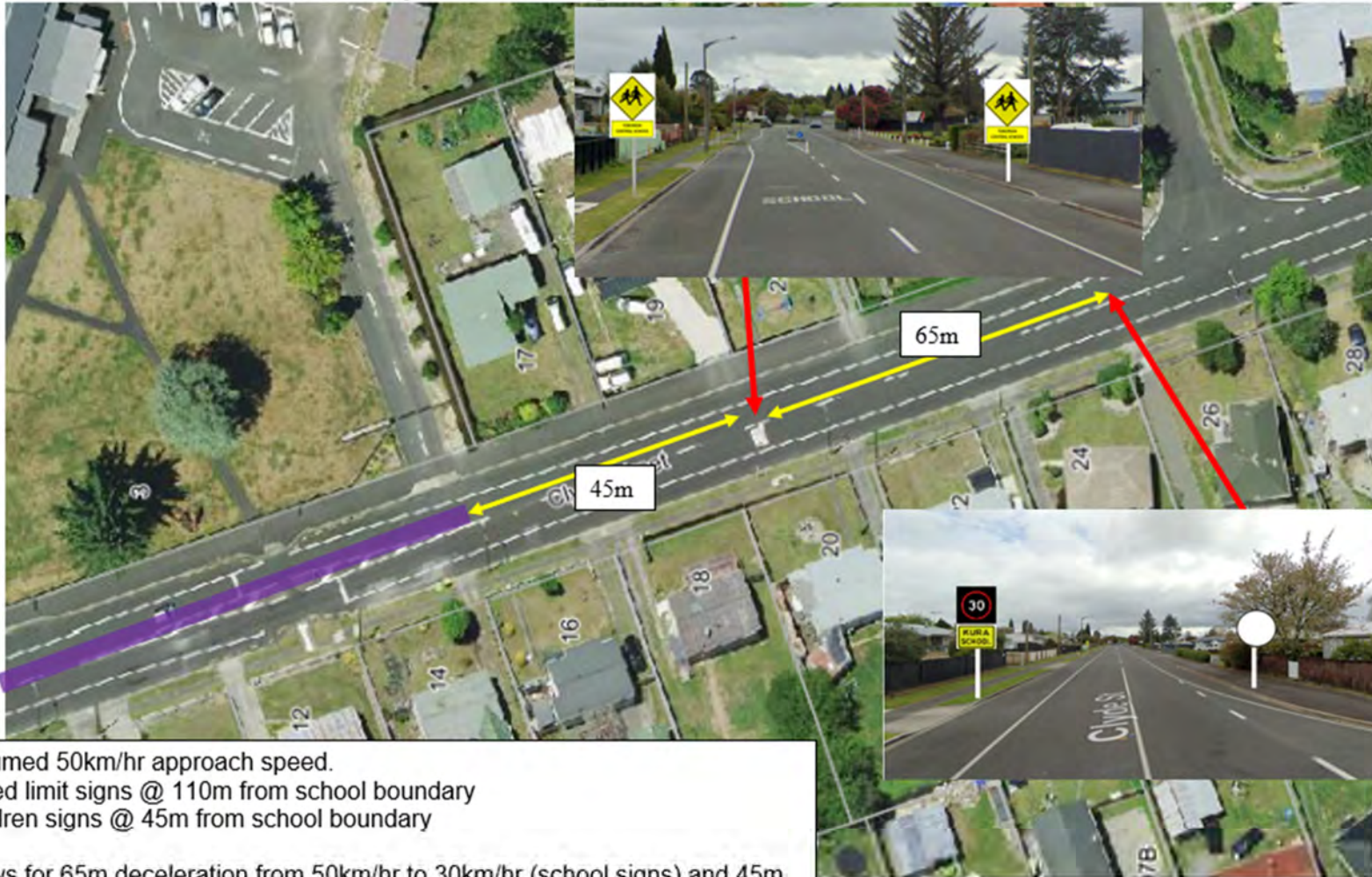


Assumed 50km/hr approach speed.  
Speed limit signs @ 110m from school boundary  
Children signs @ 45m from school boundary

Allows for 65m deceleration from 50km/hr to 30km/hr (school signs) and 45m deceleration from 30km/hr to stop (school frontage)  
Add school name supplementary plate to children sign.  
If there is a zebra crossing present, use crossing sign in place of children sign.



## Urban school – variable speed limit sign layout



Assumed 50km/hr approach speed.

Speed limit signs @ 110m from school boundary

Children signs @ 45m from school boundary

Allows for 65m deceleration from 50km/hr to 30km/hr (school signs) and 45m deceleration from 30km/hr to stop (school frontage)

Add school name supplementary plate to children sign.

If there is a zebra crossing present, use crossing sign in place of children sign.

## Marae signs



© Luke McCarthy Consulting Limited 2023

This document is and shall remain the property of LMC. The document may only be used for the purpose for which it was commissioned and in accordance with the Terms of Engagement for the commission. Unauthorised use of this document in any form whatsoever is prohibited.

#### Document Status

Revision	Date of issue	Author	Reviewer	Signature
Draft	09/03/2023	Janette Underwood	Laura Skilton	
For Consultation	26/04/2023	Janette Underwood	Laura Skilton	

DRAFT



**LMC**

Your Assets | Our Solutions