

Speed Management Programme 2018-2021

SH 60 Motueka Urban-Phase Two Kura/School Variable Speed Limits Tasman Region (Site ID 3.5.005.1)

December 2022



SPEED LIMIT REVIEW

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DOCUMENT INFORMATION

Distribution List


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Related Documents


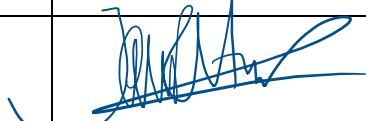
The following documents should be read in conjunction with this report:

Title	Location
Technical Assessment <i>(part of a wider technical assessment – SH60 Richmond to Upper Takaka)</i>	https://infohub.nzta.govt.nz/otcs/cs.dll/link/49749298
Internal Review Form	https://infohub.nzta.govt.nz/otcs/cs.dll/link/48099225
Engagement Summary Report	https://www.nzta.govt.nz/assets/projects/sh60-motueka-safety-improvements/SH60-Motueka-engagement-summary-April-2021.pdf
Post-engagement Viability Meeting	https://infohub.nzta.govt.nz/otcs/cs.dll/link/49404862
Consultation Summary Report	https://infohub.nzta.govt.nz/otcs/cs.dll/Overview/51840235

Document Approved for Issue


Name	Position	Date	Signature
Andrew Burdett	Speed Management Programme Lead, Transport Services - Infrastructure Delivery	5/12/2022	

Outcome Endorsement

Name	Position	Date	Signature
Kirstan O'Donoghue	Team Lead (A), SaSS, Transport Services – Programme and Standards	8/12/2022	
James Hughes	Lead Advisor Safety, Transport Services – Programme and Standards	8/12/2022	

DECISION

This decision is made by the National Manager Programme and Standards, Transport Services, Office of the GM TS in accord with authority residing in Waka Kotahi.

Name	Position	Date	Signature
Vanessa Browne	National Manager Programme and Standards, Transport Services, Office of the GM TS	14/12/2022	

Abbreviations used in this Speed Review Report

Abbreviation	Term
DSI	Deaths & Serious Injuries
IRR	Infrastructure Risk Rating
ISZ	Intersection Speed Zone
P&S	Programmes and Standards-Transport Services
RCA	Road Controlling Authority
SaAS	Safe and Appropriate Speed
SMG	Speed Management Guide
SMP	Speed Management Programme
Speed Rule 2022	Land Transport Rule Setting of Speed Limits 2022
Speed Rule 2017	Land Transport Rule Setting of Speed Limits 2017
SRR	Speed Review Report
VSL	Variable Speed Limit (i.e., School Zone VSL)
Waka Kotahi	Waka Kotahi NZ Transport Agency

Legislation referenced in Speed Review Report

Abbreviation	Term
Speed Rule	Land Transport Rule Setting of Speed Limits 2017 Rule 54001/2017
LTMA	Land Transport Management Act
GRPA	Government Roading Powers Act 1989
LTA	Land Transport Act
GPS	Government Policy Statement on land transport 2021

EXECUTIVE SUMMARY

Key Points/Risks

- This speed review forms part of Waka Kotahi's Speed Management Programme. The following emphasises the key points that inform both Phase One (the town centre permanent speed limits) and Phase Two (Kura School VSL)
 - This (Phase Two) speed review addresses [SH60 Motueka Urban-Phase Two: School Zone VSL in the Tasman Region](#), as more fully described below
- SH60 travels north-westward from Nelson, terminating at Collingwood in Golden Bay, passing through the township of Motueka.
 - Each day, approximately 13,000 vehicles are recorded travelling through Motueka by the Shell garage telemetry site.
 - Between 2011 and 2020, a total of 172 crashes were recorded on this section of SH60, with 46 of those crashes resulting in people being injured. In these crashes, 1 person was killed, 4 people were seriously injured and 44 people sustained minor injuries.
 - Although, most crashes are caused by several factors, even when it is not the primary cause of a crash, speed is most likely to determine whether someone is killed, injured, or walks away unharmed.
 - Initially, Waka Kotahi had identified a speed review between Richmond and Upper Takaka but a decision was made in January 2021 to accelerate a speed review through the urban area of Motueka between the existing 50/100 change point south of Motueka and the existing 80/50 change point north of Motueka, to co-ordinate with the Crown Infrastructure Project (CIP) focused on Motueka (SH60 Motueka Safety Improvements).
 - On 11 October 2021, Waka Kotahi commenced formal consultation on proposed new speed limits for SH60 High Street in Motueka. Consultation was open for four weeks and closed on 5 November 2021, with general support from, in particular, The NZ Police, Automobile Association, Regional Health Board, and Tasman District Council for which it fits with its wider (long term) plan for the urban form of Motueka.
 - Phase One of this speed review enabled the implementation of lower speeds through Motueka township in a manner that coordinated with a range of intersection infrastructure upgrades, including traffic and pedestrian signals and a roundabout. The Phase One permanent speeds were implemented in early 2022
 - Within the extent of the speed review there is an existing 50/40km/h School Zone VSL through the southern part of Motueka. The proposal consulted on was to reduce the variable speed to be a 50/30km/h VSL. Under the Land Transport Rule: Setting of Speed Limits 2017 an additional approval process step was required to implement a 30km/h School Zone VSL which would have created a time delay that would not have allowed for the coordination of the new permanent urban speed limits and the infrastructure upgrades, an original driver for undertaking the speed review in the first place.

Phase Two-current speed review focus

- The following key points relate to Phase Two, the implementation of a 30km/h Kura School VSL. The specific subject of this speed review report.
- Therefore, the speed review for the Variable Speed Limit was decoupled and is being undertaken separately as a subject of this review: [SH60 Motueka Urban-Phase Two: School Zone VSL](#).
- There were three schools located within the southern part of Motueka, accessing SH60, but with the relocation of the Rudolph Steiner School away from the state highway, the VSL is only required to address the (northern) St Peter Chanel School (south of Old Wharf Road) and the (southern) Motueka

South School (north of Courtney Street). The southern extent of the VSL was reduced by approximately 150m to reflect this.

- The Land Transport Rule: Setting of Speed Limits 2022 came into effect during the undertaking of this speed review and includes a process whereby speed reviews commenced under the Speed Rule 2017 can be completed. This process is being followed.
- The subject of this Phase Two speed review is a Kura/School VSL of 30km/h. Pursuant to the Speed Rule 2017 an approval would be required to be sought from Waka Kotahi (as Regulator) with such approval being gazetted, but under the Speed Rule 2022, no specific approval is required for Kura School VSL
- To reiterate, the recommendation of Waka Kotahi (as RCA) is that a 30km/h Kura/School VSL (the revised terminology) is the appropriate safety solution at this location.

Waka Kotahi as road controlling authority for the State highway network, and for [SH60 Motueka Urban-Phase Two: School Zone VSL in the Tasman Region](#) as detailed in this report determines that the safe and appropriate speed for [SH60 Motueka Urban-Phase Two: School Zone VSL](#) is as indicated in the table and locality map provided below:

Minor technical amendments (indicated in the Summary Table and at Table Four) were made to the way locations are identified and how sections were addressed to meet the requirements of the National Speed Limit Register (as compared to the manner in which Speed Bylaw amendments were made). This has no effect on the sections of State Highway that were subject to consultation and speed review but is required to provide the land transport record information for the NSLR.

Summary Table-Speed Review Recommendation for Approval (Simple)

The only matter that is being considered pursuant to this report is the Kura School VSL. The town centre permanent speed limit was implemented under Phase One.

Section Number	SH60 Motueka Urban	Corridor Length (km)	Existing Speed Limit	New Speed Limit
1a	55m south of Courtney Street to 40m south of Old Wharf Road (the existing school variable speed limit sign) Note: the length of the VSL is reduced to reflect the current schools on this corridor	0.535	50 (40VSL)	50(30VSL)

Locality map – SH60 Motueka Urban

The only matter that is being considered pursuant to this report is the Kura School VSL. The town centre permanent speed limit was implemented under Phase One.



Note: Map includes permanent speed limits for Motueka Urban implemented during Phase One.

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PURPOSE

As the Road Controlling Authority for the State Highway system, Waka Kotahi is undertaking speed and infrastructure interventions on the State Highway that will contribute to reducing deaths and serious injuries. Speed Reviews are being undertaken as part of the Road to Zero Infrastructure and Speed Management Strategic Programme which informs the New Zealand Road Safety Strategy 2020-30, Road to Zero – this strategy aims to achieve a 40% reduction in deaths and serious injuries on New Zealand's roads by 2030.

This document sets out the process undertaken to establish the safe and appropriate speeds for this part of the State Highway network in accordance with the requirements of the Land Transport Rule - Setting of Speed Limits 2017, Rule 54001/2017 (Speed Rule) and in accord with the methodology set out in the Waka Kotahi Speed Management Guide 2015 (SMG).

For [SH60 Motueka Urban in the Tasman Region](#), Waka Kotahi has undertaken a speed review identifying speed limits that are considered safe and appropriate. Subject to confirmation of the decision of Waka Kotahi in this regard, new speed limits shall be made.

This report provides a record of the decision-making process undertaken for the subject Speed Review

In particular, this Speed Review report addresses the Kura/School Variable Speed Limit that comprises Phase Two of the [SH60 Motueka Urban Speed Review](#).

BACKGROUND

Waka Kotahi is the Road Controlling Authority for New Zealand's State Highway Network, and pursuant to its functions, identified [SH60 Motueka Urban in the Tasman Region](#) for speed review pursuant to the Speed and Infrastructure Programme (SIP).

Element	Information
Location description	This corridor under review extends north from the existing 50/100 change point south of the SH60 / Wharf Road roundabout, through the urban centre of Motueka, to the existing 80/50 change point north of Motueka.
District	Tasman District Council
Road length	3.74 km
Speed Information (as it relates to each section of the identified corridor) is included in the Table in the Corridor Assessment Section	Speed information includes: <ul style="list-style-type: none"> • Current speed • Average speed (operating Speed) • Safe and appropriate speed
Other factors considered in setting this speed limit	There is a crown infrastructure project (CIP) which includes a range of intersection improvements through Motueka The speed environment outside of the school zone and the more vulnerable road user dense locations is more suitable to a 50km/h speed environment. Where children and vulnerable road users are present and there is a higher demand to cross the road, it is considered that a lower speed limit of 30km/h is appropriate.
Crash history	Between 2011 and 2020, a total of 172 crashes were recorded on this section of SH60, with 46 of those crashes resulting in people being injured. In these crashes, 1 person was killed, 4 people were seriously injured and 44 people sustained minor injuries.

CORRIDOR ASSESSMENT

Technical Assessment

Waka Kotahi provides its corridor assessment consultant with the Mega Maps (Safer Journeys Risk Assessment Tool) information for the [SH60 Motueka Urban](#) corridor.

The corridor assessment was based on the information contained in Mega Maps II, and this detail is held in the table below.

For further details, please refer to the Technical Assessment / Internal Review form. The links to these documents are saved at the front of this report.

Table One-Technical Assessment

Section Number	SH60 Motueka Urban	Existing Speed Limit (km/h)	Mega Maps II Speed Limit (km/h)	Operating Speeds (Source: MM II) (km/h)	Recommended SaAS (km/h)
1	Existing 50/100 change point 220m south of SH60 / Wharf Road roundabout to 40m south of the King Edward Street intersection	50	50	48.02	50
1a	55m south of Courtney Street to the existing school variable speed limit sign 35m south of Old Wharf Road	50 (40VSL)	50	48.02	50 (30VSL)
2	40m south of the King Edward Street intersection to approximately 35m south of the Whakarewa Street	50	50	48.02	50
3	35m south of the Whakarewa Street intersection to 50m south of the Poole Street intersection	50	30	48.02	30
4	50m south of the Poole Street to the existing 80/50 change point 325m north of Parker Street	50	30	48.02	50

According to the technical assessment undertaken, the new permanent speed limits will have minimal impact on travel times. Over this 3.74km section of highway, travel time is likely to increase by approximately one minute.

We note with regard to Column 4 of Table One, above that Megamaps does not have the necessary granularity to identify nuances in speeds over short or complex urban lengths (roundabouts, intersections etc) particularly across the course of a 24-hour period.

Viability Assessment

Before the first viability meeting was undertaken for the wider corridor, between Richmond and Upper Takaka, the decision was made by Dave Van Staden in January 2021, to reduce the overall length of the speed review to include Motueka Urban only – High Street.

The first viability meeting (pre-engagement) for SH60 Motueka Urban was undertaken on 20 January 2021,

The outcomes of this meeting are outlined in the table provided below (as they relate to [SH60 Motueka Urban-Phase Two: School Zone VSL](#) :

Section Number	Pre-engagement Viability Meeting Comments
1a	Agreed that 30km/hr is the preferred speed from a safe system perspective passed the school. Will need to shift the school zone sign further south from the existing location south of King Edward/ Old Wharf intersection when the roundabout is built. Current speed of 50km/hr is appropriate outside of school hours. There is a flush median and separated on road parking within the existing road layout.

EXTERNAL ENGAGEMENT

In 2017, we started investigations and engagement with the community, business owners and interested groups about potential short- or medium-term improvements to make journey times more reliable, and the stretch of State Highway 60 that passes through the Motueka town centre safer.

As part of the 2017 investigations, Waka Kotahi asked people for feedback on a 40km/h speed limit along High Street. Due to the time between this engagement and now, we went back to the community in 2021 to ask them what they thought about current speed limits. We were also informing the community about the safety improvements that were funded under the Covid-19 Response and Recovery Fund. The speed review compliments these improvements, and the improvements include traffic and pedestrian signals and a new roundabout.

In April 2021, Waka Kotahi engaged with the community to inform them of the upcoming safety improvements and their thoughts about the current speed limits along State Highway 60 High Street, between the Wharf Road roundabout to south of Staples Street. We had many useful conversations and received 262 pieces of feedback.

The summary of engagement can be viewed here: www.nzta.govt.nz/assets/projects/sh60-motueka-safety-improvements/SH60-Motueka-engagement-summary-April-2021.pdf

Following non-technical engagement, a post-engagement viability meeting was completed. The meeting took place on Tuesday 25 May 2021

The following comments were recorded below (as they relate to **SH60 Motueka Urban-Phase Two: School Zone VSL** :

Section Number	Post-engagement Viability Meeting Comments
1a	<p>Motueka South School and St Peters Chanel School access SH60 directly. Other schools are also included along this corridor, with access taken from sideroads near SH60.</p> <p>As a result, team agreed the variable school zone limit would be 30km/h. 30km/h also aligns with the requirements in the new speed rule.</p> <p>Extending the school zone was discussed. However, given the change in environment that will be experienced through the proposed infrastructure works, the decision was made to retain the school zone in its current location, with pre and post implementation speed surveys to be completed, as well as further monitoring to understand whether the school zone is to be extended.</p>

Based on further conversations between the project team, it became apparent that Motueka Rudolf Steiner School has relocated. As a result, the team agreed to the following changes, which are reflected in the table below:

- The school zone extents should be reduced; however, the moving of the Rudolf Steiner School still leaves the existing zebra/Kea crossing at the same location.

- Move the start of the school zone and the static school zone end sign to 015/15.770 – this coincides with the existing 40km/h repeater sign – so effectively just move the ‘school zone’ supplementary plate from the old post at 15.555 and remove the old electronic 40 sign.
- Leave the northern limit where it is at 015/16.228.
- Reduce the 40km/h to 30km/h but leave the sign at 40km/h for now and monitor speeds with a commitment to introducing additional treatment to comply with the rule.

Speed Review as informed by Technical Review and Engagement

Table Two-Speed Review post-engagement technical alignment

#	SH60 Motueka Urban	Start Coordinates (NZTM2000) (RP/RS)	End Coordinates (NZTM2000) (RP/RS)	Length (km)	Existing Speed Limit	New Speed Limit
1a	55m south of Courtney Street to the existing school variable speed limit sign 40m south of Old Wharf Road (Details to be confirmed at Phase 2)			0.535	50 (40 School VSL)	50 (30 School VSL)

Phase Two. This speed review report considers only the Kura School Variable Speed Limit.

CONSULTATION

This section canvasses the consultation that was undertaken for the complete Speed Review (Phases One and Two). Only one consultation was undertaken. The reasons for separating the Phases related to legal changes and complementing other infrastructure interventions, which are addressed in later sections of the report. The Consultation matters address both the Permanent and Variable Speed Limit components of the review.

On 11 October 2021, Waka Kotahi started formal consultation on proposed new speed limits for SH60 High Street in Motueka. Consultation was open for four weeks and closed on 5 November 2021. The consultation was advertised in the local papers and on Waka Kotahi's website. A media release was issued on 11 October 2021 notifying the public of the consultation opening. People were able to make submissions through the online form, using the printed submission form or by email.

We received 75 submissions during consultation. We appreciated the response from the community and thank all those who provided their feedback.

The following Iwi and organisations provided submissions: Te Ātiawa Manawhenua Ki Te Tau Ihu Trust, Nelson District Council of the NZ Automobile Association, NZ Police, Iā Ara Aotearoa Transporting New Zealand, and Nelson Marlborough Health.

Iwi and all the above organisations understood the need for the proposed speed limit changes and did not have any additional factors around the proposed speed limits. Transporting New Zealand advised education would be required around the use of cycling sharrows and advanced stop boxes.

Key stakeholder submissions

Stakeholder	Submission
Iā Ara Aotearoa Transporting New Zealand	In principle Transporting New Zealand agree with the two proposals to reduce the speed limits. We do, however, have concern with the proposed use of sharrows. These are a relatively new traffic control device marking in Aotearoa New Zealand, introduced in the Road Code in 2019, and in our view, they are not well understood by motorists or cyclists. The Waka Kotahi New Zealand Transport Agency (Waka Kotahi) information provided during this consultation also appears somewhat confusing. Figure 1 appears to show the cyclist using the centre of the lane in accordance with the sharrow however, Figure 2 shows the cyclist using a dedicated cycle lane to approach the advanced stop box. We request Waka Kotahi develop and implement a communications plan to ensure road users clearly understand what is expected of them respectively. We would be happy to help disseminate such information to our members when it is available and trust that will help a safe implementation of the proposed changes.
Waka Kotahi response: We appreciate that the cycling sharrows and advanced stop boxes may be new for people living and driving or cycling through Motueka. We will be educating the community about what they are for and how are used.	
Nelson Marlborough District Health Board	NMH recommends that the proposal is adopted in its entirety. Town Centres should cater for people using all modes of transport, they also should include features that enable the most vulnerable road users to feel safe. The NMH supports the proposal that the town centre is 30km/h and the School Zone is reduced to 30km/h at schools' starting and finishing times. NMH strongly supports the goal of Waka Kotahi of improving safety on State Highway 60 High Street Motueka.
No further response from Waka Kotahi required	
Nelson District Council of the NZ Automobile Association	Thank you for the opportunity to provide feedback on the SH60 High Street, Motueka speed review. The Nelson District Council of the NZ Automobile Association, supports the proposed changes to the current speed limits and associated works, as outlined in the consultation letter dated 11 October 2021 and supporting documentation.
No further response from Waka Kotahi required	

Te Ātiawa Manawhenua Ki Te Tau Ihu Trust	We have no issues with the proposed changes and support the intention to improve safety, particularly around the kura.
No further response from Waka Kotahi required	
NZ Police	Your correspondence has been referred to me as the Acting Director of the National Road Policing Centre and I have consulted Inspector Steven Collins, as the District Road Policing Manager for his operational knowledge of the stretch of roads in question. The Government's road safety strategy, Road to Zero, identifies that in the event of a crash, there are physical limits to the amount of force the human body can be subjected to and our chances of survival or avoiding serious injury decrease rapidly above critical impact speeds. For a pedestrian or cyclist hit by a car, it's around 30-40 km/h. In a side impact collision involving two cars, it's around 50 km/h. And in a head-on crash involving two cars, it's around 70-80 km/h. One of New Zealand Police's goals is Safe Roads – preventing death and injury with our partners. Police supports the setting of speed limits in alignment with safe system principles and the need for our transport system to be forgiving in the event that a mistake is made, and a crash should occur. With these principles in mind, Police fully supports the new and lowered speed limits proposed to be enacted on High Street, Motueka (State Highway 60).
No further response from Waka Kotahi required	

The relevant factors that were expressed in the feedback from the public and organisations are summarised in the table below. The table outlines the main concerns or factors people raised in their submissions and the Waka Kotahi response to these.

Concerns/factors raised	Waka Kotahi Response
<p>Proposed speed limit changes not needed</p> <p>Some people thought there was no need to change any of the current speed limits as traffic is naturally slowing down during peak times or summertime due to congestion.</p> <p>People also advised they thought that 30km/h at night with virtually no other traffic would be difficult for drivers to adhere to and could lead to increased speeding fines. Due to this, some people thought 40km/h instead of 30km/h would be better.</p> <p>Some people thought that due to the safety work being completed (traffic signals, roundabouts, and crossings), the speed limit should not be changed until we have monitored how the infrastructure improvements are working.</p> <p>Some people also mentioned that there is no need to lower the speed to 30km/h through the town centre as the tree shading the crossings and drivers not seeing people crossing the road was the problem and this how now been addressed.</p>	<p>The 30km/h town centre section is considered the safe and appropriate speed limit for this section of High Street, due to the busy nature of the road. The 30km/h speed limit will provide the most protection for more vulnerable people, which includes children and elderly people who are walking across the road to get to businesses and schools, as well as people cycling on the road. 30km/h is the safest survivable speed limit for pedestrians and cyclists. Above 30km/h, the likelihood of death and serious injury increases substantially.</p> <p>Whilst speeds on High Street tend to be more self-regulating during busier times, we need to make sure that people walking and cycling are protected at all times of the day.</p> <p>We do understand that during the evening periods the 30km/h speed limit will not be as self-regulating with less traffic. We will monitor the new speed limit and see if there are any future changes needed to ensure compliance.</p> <p>Even though some trees have been removed, which makes it easier for drivers to see people waiting to cross the road. It is still important for people driving to be able to be going slow enough to stop for the traffic signals or share this section of road with people cycling and crossing the road.</p> <p>The 30km/h speed limit will complement the new traffic and pedestrian signals, by making it safer for people walking and cycling on this section of High Street.</p>
<p>Extending the 30km/h section</p> <p>Some people thought the proposed 30km/h speed limit through the town centre should be extended as the distance needs to be longer to ensure safety for</p>	<p>We acknowledge that people did want to see the 30km/h section through the township extended.</p> <p>The start and end point of the 30km/h was determined where there are the most people walking across the road, as well as the narrowness of the road due to car parking and how this</p>

<p>everyone, including road cyclists and people using the new crossings at the new roundabout.</p> <p>People suggested the following points where the 30km/h should start and stop:</p> <ul style="list-style-type: none"> Starting the 30km/h from the intersection of Old Wharf Rd/High St (by the clock tower) where the new roundabout will be and extended until Poole Street or Staple Street or just past Parker/Feron Street. They thought the extension was needed to ensure safety at to the new roundabout at King Edward/Old Wharf Rd intersection which includes zebra crossings. They thought the extension was needed to Parker/Feron intersection as this marks the end of the business/residential area (there is the RSA within this area) also 200metres along Fearon St is the Top Ten Holiday Park which can see a lot of people driving, cycling, and walking to and from. 	<p>would impact people cycling with more people getting in and out of cars.</p> <p>The new raised roundabout at the Old Wharf Road, King Edwards Street and High Street, will help people driving slow down through this intersection and so a 30km/h speed limit was not required at this point.</p> <p>The 30km/h speed limit does start before Whakarewa Street, to make it easier for cars to safely pull out of the side street and to make it easier for children from Motueka High School to cross the road near this intersection.</p> <p>We will not extend the 30km/h speed limit out to beyond Poole Street, as the area we are making 30km/h is where there is the highest use of people walking across the road and a lot more parking and vehicle activity. The area we are changing to 30km/h is where most of the shops, cafes and businesses are located.</p> <p>After the new speed limits are installed, we will monitor speeds and compliance and we will consider if any further changes are required.</p>
<p>Extend the 50km/h at the North end of town</p> <p>Some people thought the 50km/h on High Street between just before Poole Street intersection and ending after the Parker Street intersection, should be extended to out beyond Staples Street intersection or out to the Motueka bridge. This was due to drivers not slowing down until they reach the current speed limit sign and Staples Street is the official Motueka borough boundary. They also commented that some cars were going fast along the road from Staples Street and off the Motueka Bridge which felt very dangerous.</p>	<p>We reviewed the location of the existing 50/80 change point to the north of Motueka and this will not be changed at this time.</p> <p>The current location of the existing 50 / 80 is the best location for the change in speed limit due to the straightroad environment north of Staples Street. The current location of the speed limit sign is installed where the road becomes less straight, creating a natural change point, as well as more development appearing in the distance when travelling southbound, again reinforcing the need for people to slow down.</p> <p>Next year, we will be reviewing speed limits for other sections of SH60, so we will look at speed limits at the Motueka bridge and north of this.</p>
<p>Variable peak speed limit in the town centre</p> <p>A high number of people wanted to see the 30km/h town centre speed limit being set as a variable speed limit during peak times, so that the 30km/h was enforce from 7am to 7pm. Many people raised concerns about drivers not being able to adhere to 30km/h outside peak times as the road felt more like 50km/h section of road and that there were no people or less people walking across the road or cycling after peak times.</p>	<p>Although a variable peak speed limit is possible under the current Land Transport Rule: Setting of Speed Limits 2017, we will not be putting one in place due to the uncertainty this would create, and the potential increased risk to people walking and cycling on this section of the road.</p> <p>Whilst speeds on High Street tend to be more self-regulating during busier times, we need to make sure that people walking and cycling are protected at all times of the day.</p> <p>We do understand that during the evening periods the 30km/h speed limit will not be as self-regulating with less traffic. We will monitor the new speed limit and see if there are any future changes needed to ensure compliance.</p>
<p>Traffic infringements due to speed limit confusion</p> <p>Some people raised concerns that they thought there may be accidental traffic infringements for those people who live in between the school variable signage and cannot see that it is active when departing their properties (because the length of the zone is so long covering multiple schools)</p>	<p>Updated and additional signage will be installed on any side roads that are within the school zone. The signage will ensure that all users are informed of when the school zone is active.</p>

<p>Permanent 30km/h speed limit between Courteney Street and Old Wharf Road</p> <p>Some people living on High Street, advised the need to have a permanent 30km/h speed limit rather than the school variable speed limit between Courteney Street and Old Wharf Road. They felt that drivers (both in cars and trucks) were speeding through this area consistently. They also saw that drivers were not having time to stop at the pedestrian crossings.</p>	<p>50km/h is considered to be the safe and appropriate speed for this section of SH60, when school children are not travelling to / from school. If the speed limit was dropped permanently to 30km/h, compliance would likely become an issue and people would potentially break the speed limit as the roading environment does not suggest 30km/h as being appropriate. Therefore, the impact that a permanent 30km/h speed would have, would be eroded over time in comparison to providing a 30km/h school speed zone within a permanent 50km/h speed limit.</p>
<p>Variable school zone speed limit not consistent</p> <p>The proposed 30km/h limit for the variable school zone is not consistent with other school zones in the district and will lead to confusion.</p>	<p>Under New Zealand's Road to Zero strategy, there is a national mandate (Tackling unsafe speeds) to make speed limits around schools safer. The speed limit around urban schools will be 30km/h. Over the coming year more urban school zones will be changed to 30km/h variable speed limits.</p>
<p>Cyclists</p> <p>The cycling sharrows and cyclists being able to take the middle of the lane through the proposed 30km/h town centre section will confused people. Ia Ara Aotearoa Transporting New Zealand also advised due to sharrows being something new for the community, education about them was needed.</p> <p>People thought signs would be needed that tell drivers not to pass cyclists through the proposed 30km/h town centre zone.</p>	<p>We appreciate that the cycling sharrows and advanced stop boxes may be new for people living and driving or cycling through Motueka. We will be educating the community about what they are for and how are used.</p> <p>Road markings are used to manage cycle movements in accord with standard practice</p>
<p>Repeater signage</p> <p>People thought that big signs and repeater signage would be needed so drivers knew to go 30km/h through the town centre.</p>	<p>To reinforce the 30km/h speed limit, on-ground kerb to kerb red painted strips and 30km/h speed limit road markings will be marked at either end of the 30km/h section.</p> <p>These changes will be in addition to the speed limit signs that will also be provided.</p>
<p>Bypass and new bridge needed</p> <p>People thought the safety improvements and speed review were not needed and instead funding should be going towards a bypass and a new bridge.</p>	<p>Our priority is making the current road safer for all road users, so that High Street is easier and safer for people walking and cycling through the town centre and crossing the street. We are also focused on improving the traffic flow for those traveling through or turning into or out of the side streets onto High Street.</p> <p>A Motueka Transport Study completed in 2010 recommended that a number of short to medium term improvements could be implemented on Motueka High Street ahead of longer-term considerations, such as a bypass around Motueka. While a bypass for Motueka is not part of the scope of this project, a bypass may be delivered in the future. At this point in time, it has been determined that it is not a priority.</p> <p>Improving the Motueka Bridge is not within the project scope and we currently do not have any funding for this work. Constructing the safety improvements on High Street and changing the speed limits does not preclude any bridge improvements being delivered in the future if funding were to become available.</p>
<p>More zebra crossings</p> <p>People thought there was a need to have more safe crossing points between Whakarewa Street and King Edward Street as there are lots of children crossing the road in this area and they are at higher</p>	<p>We are providing zebra crossings at the new raised roundabout by King Edward Street.</p> <p>Currently there are a couple of pedestrian refuges located on High Street near Whakarewa Street. With the speed limit</p>

<p>risk of being hit by a driver when there are no crossing points.</p>	<p>changing to 30km/h this will make it safer for people to cross the road.</p> <p>In addition to our safety improvements and speed review, the Tasman District Council will be progressing a wider plan to improve the urban form of Motueka township in the coming few years. It is expected this work will consider a range of urban design and liveability aspects around the town centre including planting, parking, active travel, public transport, open spaces. This is a longer-term project, which the Council will work with the community.</p>
<p>Park and cycling facility</p> <p>People asked if the area being used for road work equipment at the High St/Old Wharf Rd roundabout/clock tower be designated as parking for people who drive in from rural areas then carpool or use their bikes around town. This could then also be used as a park and ride facility in the future if there is a bus service into Nelson.</p>	<p>A new park and ride facility is not part of the scope of this project.</p> <p>In the coming few years, the Tasman District Council will be progressing a wider plan to improve the urban form of Motueka township. It is expected this work will consider a range of urban design and liveability aspects around the town centre including planting, parking, active travel, public transport, open spaces. This is a longer-term project, which the Council will work with the community.</p>
<p>Heavy vehicle traffic and rerouting traffic</p> <p>People thought that there should be no heavy vehicle traffic along the town centre of High Street, and it should be deviated along Queen Victoria Street. People mentioned that it felt dangerous to have large logging and freight trucks going through the main street which is narrow and had a lot of people going in/out of car parks.</p> <p>People also thought main through traffic should be re-routed from SH60 at Robinson Road and angled across the estuary to connect with Queen Victoria St in Lower Moutere. This route would then head north via a new bridge across the Motueka River to connect with Main Road Riwaka or with Swamp Road to bypass Riwaka village.</p>	<p>There are currently no plans to re-route heavy vehicles onto nearby roads. This approach would likely require significant upgrades to the local roads that are not maintained to a standard to accommodate heavy vehicle traffic. Rerouting heavy vehicle traffic is also likely to result in safety concerns by introducing heavy vehicles into more residential areas.</p> <p>A new bridge to accommodate these changes is not currently being considered by Waka Kotahi.</p>
<p>Review further sections of SH60</p> <p>People wanted to see the speed limits reviewed on along the Coastal Highway through Mariri. They mentioned that there has been increased traffic volumes and that turning into and out of the many of 'the Loops' (side roads) is very dangerous. They also mentioned that all the loops need either widened slip-roads or roundabouts (particularly at the Robinson Rd junction).</p>	<p>In 2022, we will be reviewing speed limits on other sections of SH60. This will include the State Highway section north and south of Motueka.</p> <p>Tasman District Council is responsible for the local road speed limits. They will be completing a Speed Management Plan soon, which will look at local road speed limits within the Tasman region.</p> <p>We are not currently investigating any options to install roundabouts on SH60 to the south of Motueka.</p>

VIABILITY REVIEW

This Speed Review was commenced with a focus on aligning any speed reductions with the safety improvements proposed under the CIP. The CIP included a range of intersection and signals improvements focussing on the Motueka Town Centre

Additionally, this Speed Review was commenced at a time when it was expected that the Land Transport Rule: Setting of Speed Limits 2022 would be made prior to the implementation timing.

The draft Land Transport Rule: Setting of Speed Limits 2022 included a simplified or streamlined process for School Zone Variable Speed Limits, in particular for 30km/h limits.

However, the Land Transport Rule: Setting of Speed Limits 2022 was not made at the time that the construction of the CIP infrastructure was programmed to be completed and to complete the Kura/School 30km/h VSL at this time would have required an additional approval process step with Waka Kotahi (Regulator).

Therefore, the regional speed review team determined to undertake a two-phase approach to implement this speed review, as follows:

- Phase One: Permanent speed limit through town centre
 - Allows for the permanent speed limit to be implemented in concert with the CIP safety works through the town centre

Note: The implementation of Phase One-Permanent Speeds was completed in early 2022

Phase Two-current speed review focus

- Phase Two: School Zone VSL
 - Decoupled from the permanent speed limit change to allow for the additional approval process steps to be completed
 - By phasing the School Zone VSL it is likely that it can be completed under the streamlined procedures signalled in the Land Transport Rule: Setting of Speed Limits 2022.

This two-phase approach was confirmed by the regional speed review team and endorsed by SMP management on 9 February 2022.

In conclusion, this approach allows Waka Kotahi to immediately implement permanent SaAS as identified pursuant to the speed review and align with the safety infrastructure improvements which was an important driver at the inception of the speed review.

The Kura/School VSL is the subject of this the Phase Two speed review.

SPEED RULE 2022-REQUIREMENTS & PROCEDURAL RESPONSES

This Speed Review was commenced under the Speed Rule 2017.

During the course of undertaking this speed review, the Minister of Transport, Hon. Michael Wood, made the Land Transport Rule: Setting of Speed Limits 2022 which was signed on 13th day of April 2022, coming into force on 19th May 2022.

At the same time, by Order in Council, Her Excellency the Governor General in Council made on the advice and with the consent of the Executive Council on 19th day of April 2022, the Land Transport (Register of Land Transport Records – Speed Limits) Regulations 2022, also coming into force on 19th May 2022.

This Rule and these Regulations set up a requirement to register speed limits in the National Speed Limit Register and remove the requirement to gazette an amendment to the Speed Bylaw.

The information required to be provided to the National Speed Limit Register is included at Table Three of this Speed Review Report.

Clause 12 of the Speed Rule 2022 defines an “interim period” which commences when the land transport records of the RCA have effect (inclusion in the NSLR) and continues until a Speed Management Plan which includes the roads under the control of the RCA is published.

Clause 12.8 further provides methods by which speed limits may be set during the interim period. Waka Kotahi has undertaken this speed review in accordance with Clause 12.8 and Clause 2.6 of the Speed Rule 2022. The approval of the Director (Waka Kotahi, Regulator) will be sought in accordance with Clause 2.6(2) of the Speed Rule 2022.

Phase Two-current speed review focus

As has been identified earlier in this report, the speed review relates to [SH60 Motueka Urban-Phase Two: Kura/School VSL](#) for which a School Zone VSL of 30km/h was proposed. Pursuant to the Speed Rule 2017 an approval would be required to be sought from Waka Kotahi (as Regulator) with such approval being gazetted.

However, under the Speed Rule 2022, no specific approval is required for Kura School VSL (which is now the correct terminology).

A separate rule, titled Land Transport Rule: Traffic Control Devices (Kura/School Signs) Amendment 2022 and Clause 10.4.(30) of the Speed Rule 2022 address this matter and the naming convention.

To reiterate, the recommendation of Waka Kotahi (as RCA) is that a 30km/h Kura/School VSL (the revised terminology) is the appropriate safety solution at this location (as identified at Table Three, following).

However, as noted above, the Director’s approval will be sought in accordance with Clause 2.6 of the Speed Rule 2022.

RECOMMENDATION

Based on the Speed Review as developed through the process canvassed in this report and subjected to (and refined by) consultation, the following conclusions were reached with regard to the Speed Review of [SH60 Motueka Urban-Phase Two: School Zone VSL in the Tasman Region](#)

Table Three-Speed Review Recommendation for Approval (Detailed)

#	SH60 Motueka Urban	Start Point	End Point	Length (km)	Existing Speed Limit	Proposed SaAS
1a	55m south of Courtney Street to the existing school variable speed limit sign 40m south of Old Wharf Road (RS/RP increase in a northerly direction on this section of SH60)	1600851, 5446861 SH60-015/15.695	1600874, 5447403 SH60-015/16.230	0.535	50 (40VSL)	50 (30VSL)

Note: The NZTM2000 geocoordinate provides the accurate location of speed change points (at the centre of the road) and defines the location for legal purposes. The coordinate locations are based on Waka Kotahi Maphub – Speed Limits on NZ Road Network layer

Route position locations are provided as an approximation of the location of speed change points. Route positioning is a system utilised by Waka Kotahi in its management of the State Highway network and allows officers to determine their location both on the network and through many of the software management tools used by Waka Kotahi (including Roadrunner; RAMM; etc).

Similarly, the approximation provided by the written description enables the public and others unfamiliar with or not able to access Waka Kotahi tools to approximately determine the location of speed change points, particularly in combination with the provided maps.

ANNEXURE ONE – LETTER TO THE DIRECTOR

Separate document