
Picton to Christchurch Alternate State Highway Route Lower Speed Limits Consultation

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Summary of submissions

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1. SUMMARY OF SUBMISSIONS

1.1 Background

Lower speed limits were introduced on the Picton to Christchurch alternate route (state highways 63, 6, 65 and 7) after the November 2016 earthquake.

The speed limits were put in under emergency legislation as part of a wide-ranging package of safety measures to manage the risks associated with the significant increase in traffic using the alternate route while State Highway 1 (SH1) remains closed for repair.

In addition to lower speeds the Government is also investing \$60 million in upgrading parts of the route to make it safer and more resilient.

The safety risks the NZ Transport Agency (the Transport Agency) is seeking to manage include the challenging driving conditions of the winding and narrow road, the quadrupling of vehicles travelling on some parts of the route, as well as the significant increase in the number of heavy vehicles using the route. There is also a significant increase in the number of drivers who are unlikely to be familiar with the route

Emergency speed limits can only legally be in place for six months, and will expire on 18 June 2017. As SH1 will not be fully restored until around the end of 2017, in order to keep the lower speed limits in place to maintain safety on the alternate route, the Transport Agency conducted a public consultation process proposing to make the emergency speed limits permanent.

Consultation also included proposals to lower the speed limit on sections of the Lower Buller Gorge and SH7a towards Hanmer that links to the alternate route. These roads are not included in the current emergency rule arrangements but were looked at with the intention to provide consistency of approach with the adjacent route.

Road safety engineers reviewed speed limits on the route before consultation began to ensure the proposals consulted on were appropriate speed limits for people using the road and the communities living along the route.

Risks on the route are not all related to the increased traffic volumes. Before the 2016 earthquake parts of the route had already been identified as being in the top 10 percent of state highways where speed limits should be reviewed because of the potential to reduce the number of people dying or being seriously injured, and to increase travel efficiency.

1.2 The consultation process

The Transport Agency consulted between 3 April – 3 May 2017 on proposed lower speed limits affecting 24 sites across almost 500km and four state highways between Picton and Christchurch.

The consultation period was advertised in print media, radio, a public letter drop along the alternate state highway route, and through media releases and the Transport Agency's social media channels.

This is the first time the Transport Agency has consulted the public on speed limits over such a long section of road. Because the variety of different sections of road make up the entire route between

Picton and Christchurch it made sense to consult on all the proposed changes at once to ensure consistency of approach and to minimise confusion for road users and the communities living along the alternate route.

1.3 Submissions analysis

The Picton to Christchurch alternate route speed limit consultation received 285 submissions.

Submitters included the NZ Police, the Automobile Association (AA) who represent 1.4 million members, National Road Carriers who represent 1500 members in the road transport industry, Tasman District Council, Buller District Council, Hurunui District Council and the Hanmer Springs Community Board.

General themes from the submissions process indicated a clear split in support for lower permanent speeds depending on whether a site was in an urban area or on the open road.

General themes also included submitters' views on the impact of lower speeds on travel time and driver frustration, and views on other roading infrastructure improvements they would like to see on the route (such as more passing opportunities).

Detailed submissions analysis and a safety report for each site is included in the appendices section of this report.

1.4 Key submissions themes

1.4.1 Support for permanent lower speeds in urban areas

- Consultation included proposals to lower speeds on seven urban sites through townships that operated at 60 – 70km/h before the November 2016 earthquake. These sites had proposed lower speeds of 60km/h or 50km/h.

Of these, five sites received public support for permanent lower speed limits:

- Site 4 – Waikari township 70km/h down to 60km/h
- Site 10 – Springs Junction 70km/h down to 60km/h
- Site 16 – Murchison 100/50 variable down to 50km/h
- Site 19 – St Arnaud township 60km/h down to 50km/h
- Site 22 – Wairau Valley township 70km/h down to 60km/h
- One site received support for a lower speed limit until SH1 reopens
 - Site 23 – Renwick township 70km/h down to 50km/h
- One site was not supported for a lower speed limit
 - Site 23 - Inangahua township, on the Lower Buller Gorge. This site is on a section of road that links to the alternate route, but is not included in the current emergency rule arrangements.
- Key stakeholder views on urban road speed proposals were as follows:

- Police supported permanent lower speeds across all urban road sites - noting in their submission that speed limits on the route before the November 2016 earthquake were too high and a contributing factor to crashes. They noted that speed limit changes reduce the likelihood of crashes and that lower speed limits on the alternate route would serve as a beneficial demonstration of how setting speeds more appropriate to the level of risk they represent, combined with visible Police efforts, will contribute to reduced deaths and serious injuries.
- The Automobile Association supported lower speeds on urban road sites until SH1 is operating normally, at which point the expectation is for speed limits to be reassessed. The exception to this is lower speed limits through the urban sites of Murchison and Wairau Village which the AA wants to remain permanent.
- National Road Carriers supported keeping lower speeds limits on all urban road sites until SH1 is fully operational, at which point it requested speeds be reviewed again.
- Hurunui District Council supported permanent lower speeds on all urban road sites in their district.
- Tasman District Council supported all urban road speed limit proposals in their district until SH1 is fully operational, but requested a review of speed limits after that.
- Buller District Council was against the urban road speed proposal through Inangahua township, on the Lower Buller Gorge. It did not comment on the urban road speed proposal site 10: Springs Junction.

1.4.2 Limited support for permanent lower speeds on the open road

- Consultation included proposals to lower speeds on 17 sites on the open road that operated at 100km/h before the November 2016 earthquake. Proposals on these sites were either to lower speed limits to 80km/h or put a variable speed limit in place.
- Key stakeholder views on open road speed proposals were as follows:
 - Police supported permanent lower speeds across all open road sites - noting in their submission that speed limits on the route before the November 2016 earthquake were too high and a contributing factor to crashes. They noted that speed limit changes reduce the likelihood of crashes and that lower speed limits on the alternate route would serve as a beneficial demonstration of how setting speeds more appropriate to the level of risk they represent, combined with visible Police efforts, will contribute to reduced deaths and serious injuries.
 - The Automobile Association supported keeping lower speeds limits on all but one open road site (site 5 from Hanmer Spring turnoff to Culverden - 80km/h speed limit proposed) until SH1 reopens, at which point the expectation is for speed limits to be reassessed.
 - National Road Carriers supported keeping lower speeds limits on all but one open road site (site 5 from Hanmer Spring turnoff to Culverden - 80km/h speed limit proposed) until SH1 is fully operational, at which point it would like speeds reviewed again.
 - Hurunui District Council supported permanent lower speeds on all open road sites in their district.

- Tasman District Council supported all open road speed limit proposals in their district until SH1 reopens, but requested a review of speed limits after that.
 - Hanmer Spring Community Board supported all open road speed limit proposals in their district until SH1 reopens, but requested a review of speed limits after that. It noted in particular that site 5 (from Hanmer Spring turnoff to Culverden - 80km/h speed limit proposed) could be raised to 100km/h once SH1 reopens.
 - Buller District Council was against all open road speed proposals in their district, except Lewis Pass which it did not comment on.
- None of the open road sites received high public support for permanent lower speeds.
 - All sites received higher levels of support for lower speed limits to remain in place for an interim period until SH1 reopens.
 - Of note was that for the majority of sites, support for permanent lower speed limits was higher from submitters who identified themselves as living on or close to the section of road they were submitting on.
 - Proposals to lower speeds on three sections of open road on the Lower Buller Gorge that links to the alternate route, but is not included in the current emergency rule arrangements, received much lower levels of support.

1.4.3 Concern that lower speeds lead to congestion, vehicle bunching and travel delays

- Many submitters were concerned that lower speeds would make an already long journey even longer as a result of vehicles slowing down and bunching up and the flow-on impact this would have on overall journey time.
- Police made a number of points in relation to travel time in their submission:
 - That lower speed limits would have minimal impact on travel time and be at around five minutes for each 100km travelled.
 - A road closure due to a crash is likely to cause longer delays than speed limit changes.
 - In setting speed limits visiting overseas drivers must be taken into account – these drivers are planning journeys using electronic navigation devices and taking risks to make up time. This is contributed to by inappropriate speed limits that lead to unrealistic travel times.

1.4.4 More passing lanes and signage

- Related to slower speeds was a high concern that drivers have limited opportunities to pass slower drivers, and it was a step too far for many to support lower speeds without more passing lanes being put in along the alternate route.
- The Automobile Association noted in its submission that frustration with a lack of passing opportunities was negatively affecting the route. It suggested more areas for heavy vehicles and slow vehicles to pull over would address large build-up of traffic behind slow vehicles and reduce the risk of dangerous overtaking manoeuvres.
- Submitters also commented that more signage would help drivers to adjust their speed.

1.5 NZ Transport Agency response

1. As outlined earlier in this report the circumstances that led to the Transport Agency consulting on speed limits on the alternate state highway route fall outside business as usual.
2. Lower speed limits were put in place quickly under emergency legislation as part of a wide-ranging package of safety measures to manage the risks associated with the significant increase in traffic using the alternate route. This was the first time the Transport Agency has used emergency legislation in this way – exercising a section of the Land Transport Act to make an emergency rule.
3. The six-month time limit for the current emergency legislation to be in place means keeping emergency speed limits until SH1 reopens later in 2017 is not a legal option. Other alternatives were explored to extend the current speed limits, however in this case, consulting with stakeholders and the public to make a bylaw to set permanent lower speeds was the most efficient option available to keep safe speeds in place.
4. When the consultation was announced in April 2017, the Transport Agency made it clear that the proposed lower speeds being consulted on would be made legally permanent if implemented, not just until SH1 north of Kaikoura was reopened.
5. The Transport Agency also noted that following SH1 reopening it would review speeds on the alternate route again if necessary.
6. Permanent lower speed limits were proposed because while the earthquake has brought speed on the alternate route into focus, risks on the route are not all related to the increased traffic volumes. Before the 2016 earthquake parts of the route were identified as being in the top 10 percent of state highways where speed limits should be reviewed because of the potential to reduce the number of people dying or being seriously injured, and to increase travel efficiency.
7. While there is public support for permanent lower speed limits on most urban sites on the alternate route, permanent lower open road speeds were not supported by the majority of public submitters.
8. Key stakeholders and councils who represent a broad cross section of the community, motorists, and the freight industry have on the whole supported the proposals for lower speeds on the alternate route to remain while SH1 is being rebuilt. However as outlined earlier in this report several stakeholder groups have requested speed limits are reviewed again once SH1 is fully operational.
9. This indicates two important points:
 - A. Road users and communities view risk on the open road and risk on urban roads quite differently.
 - B. Managing speed in this emergency situation, and taking a longer term view on what road users and communities want speeds on their roads to be requires related, but ultimately separate conversations with different timeframes and expectations.
10. It is the Transport Agency's view that the speeds proposed are the safe and appropriate speeds for this route. Lower speeds that were proposed on open road sections of the alternate route are in locations where there is a higher risk of vehicles running off the road or crossing the centreline, and where the roadsides are most unforgiving in the event of a driver making a mistake, such as taking a corner too fast, or being distracted.
11. Further, while the road may be self-explaining to regular users of the alternate route who adjust their speed accordingly, there are now a significant number of unfamiliar drivers on the route who make up the between 4000 – 5000 vehicle trips being undertaken each day. For these people,

guidance on what the appropriate speed to be travelling a section of road is would be a clear benefit.

12. It is important that speed management has the support of the community and road users otherwise we risk undermining the work we are doing to encourage safe speeds. On this basis we accept we will need to review speeds on the route again once SH1 is fully operational.
13. Proposals to lower the speed limit on sections of the Lower Buller Gorge (sites 12,13,14,15) and SH7a towards Hanmer (site 6) that both link to the alternate route, but are not included in the current emergency rule arrangements, received low support.
14. These proposals were included in consultation with the intention to provide consistency of approach with the adjacent route, as the two roads feed substantial volumes of traffic to the alternate route. The Lower Buller Gorge in particular has a high number of visiting overseas drivers using it that would benefit from guidance on what the appropriate speed to be travelling is.
15. The Buller District Council submission and public submissions received did not support the speed changes proposed, therefore the Transport Agency will not lower speed limits on these sections of road as part of this speed review process.
16. Feedback in relation to lower speeds affecting travel times also needs to be addressed as perceptions of this ultimately negatively affect views on speed in general. Submitters were concerned lower speeds would result in vehicle bunching and making an already long journey even longer.
17. While there are delays on the alternate route caused by necessary roadworks, lower speed limits have only increased average journey time between Picton and Christchurch by less than two minutes.
18. While it is noted that there are delays on the route as a result of necessary road works – the open road speed limits of 80km/h introduced at high risk sections of the alternate route does not translate to a much longer journey. This is because average speeds on a route generally reflect the typical driving environment on that road. In the case of the alternate route the winding, narrow road with variable shoulder widths and limited sight distances to the road ahead have a bigger impact than posted speed limits.
19. Limited passing opportunities was raised by some submitters as a reason they did not support lower speeds. To date \$1.5 million has been invested in slow vehicle bays and pull-over areas on the route. In total there are 20 locations identified for passing places and construction is underway on these, aiming for completion in 2017. However, in light of feedback received on the need for passing opportunities the Transport Agency will investigate the potential for further pull-over/passing opportunities.
20. Long-term resilience of the alternate route will continue to be important to support the SH1 rebuild effort and future use of the road. Already \$60 million is being invested in roading infrastructure to improve the route, and feedback from this consultation process will be used to assist future infrastructure planning.

1.6 Decisions

- In making a decision on future speeds on the Picton to Christchurch alternate state highway route the Transport Agency has carefully considered submissions from members of the public, councils who represent communities along the route, and industry bodies who represent the motoring public, the trucking industry, and the NZ Police.

- The Transport Agency's own risk analysis of the route is also taken into account in the decision making process as the government agent responsible for the safe and efficient operation of New Zealand's state highways.
- It is the Transport Agency's view that while there is not high support to implement permanent lower speeds on all sites consulted on, reverting to pre-earthquake speed limits while SH1 remains closed would be irresponsible given the ongoing road safety risks that led to emergency limits being established in the first place.

With this in mind decisions are outlined as follows:

1. Remove the Lower Buller Gorge (sites: 12,13,14,15) and SH7a towards Hanmer (site 6) from the speed proposals as they are not part of the original emergency legislation and received low support for change.
2. In the interests of managing road safety risks associated with the high volume of vehicles on the alternate route - make a bylaw that will effectively convert the current emergency speed limits on the remaining sites to permanent speed limits, with some minor adjustments.
3. Install additional signage at several sites along the alternate route to remind drivers of the posted speeds.
4. Review speed limits on the alternate state highway route once SH1 becomes fully operational and traffic volumes have reduced to a stable level.
5. The Transport Agency will investigate whether more slow vehicle bays and pull-over areas could be built on the alternate route, in addition to the 20 sites currently under construction.

2. APPENDICES – SITE BY SITE SUMMARY

2.1 Hurunui District

2.1.1 Site 1 & 2 SH1 from 450m north of intersection with SH7 to 650m south of intersection with SH7, and SH7 from 500m north of intersection with SH1 to intersection with SH1.

This section of road links SH1 to the beginning of the alternate state highway route for traffic heading south – north.

Submissions received: 124

Results

Pre-existing speed	Current emergency speed	Proposed permanent speed	Submitter location	Support permanent proposed speed	Support proposed speed until SH1 reopens	Against permanent proposed speed
Site 1: 100km/h	Site 1: 80km/h	Site 1: 100/60km/h variable	Combined	25%	16%	53%
Site 2: 100km/h	Site 2: 80km/h	Site 2: 80km/h				
			Live on alternate route	36%	3%	57%
			Live outside alternate route	23%	19%	52%

Submissions discussion

Combined feedback shows 41% of submitters support either permanent or a continuation of lower speed limits until SH1 reopens with 53% against. A further 6% of submitters partly supported proposals, but also raised some issues so have not been counted as in support/against.

It is of note that submitters who live on the alternate route have expressed much higher support for permanent speed reductions than those who do not live on the route.

Common themes for comments for this site noted that: 100km/h was an appropriate speed to be travelling, as well as some suggestions for other engineering work to be done to make the intersection safer.

Safety summary

Site 1: SH1 from 450m north of intersection with SH7 to 650m south of intersection with SH7

The Speed Management Framework suggests a safe and appropriate speed of 100km/h through this section of SH1. However, the intersection has relatively high turning movements which combined with a 100km/h through speed increase the risk of more severe injuries, particularly from right angle turning crash types. Side impacts at 100km/h have a 90% risk of resulting in a fatal or serious injury, at speeds of less than 80km/h this risk more than halves.

It was noted in the consultation that 100km/h was an appropriate speed, but other engineering works should be carried out to improve safety. This indicates a desire to have efficient journey times but also acknowledges that there is a user perception of risk at this location.

Site 2: SH7 from 500m north of intersection with SH1 to intersection with SH1 SH7

The Speed Management Framework suggests 80km/h through this section of SH7. There is some development through this section and a railway crossing which provides some side distractions but there is limited pedestrian crossing activity.

It was noted in the consultation that overall there was a desire to retain the 100km/h speed limit although some either supported an 80km/h speed limit or less. Speeds measured prior to the earthquake (75km/h average speed) and currently with the 80km/h speed limit in place (73km/h average speed) are similar indicating that a 100km/h speed limit is not reflective of the actual driven speeds. Limited frontage development and activity indicates it is not appropriate for drivers to drive at a speed of 60km/h.

Recommendation

Site one: It is proposed that an 80km/h speed limit is introduced as the safe and appropriate speed which will have minimal effect on journey times while reducing the safety risk significantly.

Site two: It is proposed that an 80km/h speed limit is introduced as the safe and appropriate speed given the level of development, the rail crossing and major SH1 intersection requiring vehicles to give way.

2.1.2 Site 3: SH7: From 190m south of Waikari Valley Road, Waikari to 1900m north of Bain Road.

Submissions received: 133

Results

Pre-existing speed	Current emergency speed	Proposed permanent speed	Submitter location	Support permanent proposed speed	Support proposed speed until SH1 reopens	Against permanent proposed speed
100km/h	80km/h	80km/h	Combined	11%	17%	70%
			Live on alternate route	19%	13%	63%

			Live outside alternate route	8%	19%	72%
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Submissions discussion

Combined feedback shows 28% of submitters support either permanent or a continuation of lower speed limits until SH1 reopens with 70% against. A further 2% of submitters partly supported proposals, but also raised some issues so have not been counted as in support/against.

It is of note that submitters who live on the alternate route have expressed higher support for permanent speed reductions than those who do not live on the route.

Common themes for comments for this site noted that: 80km/h would result in vehicles bunching, other engineering solutions were preferred such as repairs to a bridge, adding a passing lane/bay, or more signage.

Safety summary

The Speed Management Framework suggests a safe and appropriate speed of 80km/h through this section of SH7. This section is winding with unforgiving road sides characterised by narrow shoulders, steep drop offs and cliffs.

Prior to the November 2016 earthquake it was identified as high risk rural road and is currently subject of a Safe Roads project due to be constructed in 2017. This project identified a higher incidence of vehicles running off the road resulting in 11 serious crashes over 10 years.

Engineering measures including improved signage, widened shoulders and side barriers to protect vehicles are planned. While these measures will mitigate some of the risk, it was also identified during the project workshops that an 80km/h speed limit would be appropriate to further manage the risk.

Overall consultation indicated there was limited support for an 80km/h speed limit with concerns about bunching of traffic and lack of passing opportunities. Speeds measured prior to the earthquake showed average speeds of 87km/h and currently with the 80km/h speed limit in place these are 84km/h.

It is noted that NCTIR have installed a slow vehicle bay north of Waikari which will address in some part concerns around bunching of traffic and lack of overtaking opportunities.

While the Safe Roads project will reduce the crash risk to a degree when installed, it is not considered to reduce the risk to a level which would provide a route consistently safe enough to support a safe and appropriate speed of 100km/h. The measured speeds also show that most drivers are travelling at speeds much less than 100km/h.

Recommendation

It is proposed that an 80km/h speed limit is introduced as the safe and appropriate speed considering the high incidence of serious run off road crashes through this section.

2.1.3 Site 4: SH7: From 90m north of Kellocks Road, Waikari to 190m south of Waikari Valley Road, Waikari.

Submissions received: 110

Results

Pre-existing speed	Current emergency speed	Proposed permanent speed	Submitter location	Support permanent proposed speed	Support proposed speed until SH1 reopens	Against permanent proposed speed
70km/h	60km/h	60km/h	Combined	42%	19%	39%
			Live on alternate route	55%	5%	40%
			Live outside alternate route	38%	23%	38%

Submissions discussion

Combined feedback shows 61% of submitters support either permanent or a continuation of lower speed limits until SH1 reopens with 39% against.

It is of note that submitters who live on the alternate route have expressed much higher support for permanent speed reductions than those who do not live on the route.

A common theme for comments this site noted that: the lower speed was sensible for the urban community area.

Safety summary

The Speed Management Framework suggests 60km/h through this section of SH7 in the built up area of Waikari. This section of road includes mixed use frontages including shops, cafes, a hotel and public toilets and is the destination for the Weka Pass railway. This results in lots of vehicles stopping and manoeuvring and some pedestrian crossing activity. Speeds measured prior to the earthquake averaged 71km/h and currently with the 60km/h speed limit in place (76km/h) are similar. It is also noted that speeds are higher in the northbound direction which has a steep grade down towards the speed limit. One of the themes through the consultation has been that the speed limit signage is not always clear.

Overall through the consultation there was support for a 60km/h speed limit.

Recommendation

It is proposed that an 60km/h speed limit is introduced as the safe and appropriate speed with additional signage installed to support greater compliance.

2.1.4 Site 5: SH7, SH7a: SH7 from 1500m north of the intersection with SH7a to 1730m north of the south end of Browns Stream Bridge, SH7a from the intersection with SH7 to 300m north east of the intersection with SH7.

Submissions received: 130

Results

Pre-existing speed	Current emergency speed	Proposed permanent speed	Submitter location	Support permanent proposed speed	Support proposed speed until SH1 reopens	Against permanent proposed speed
100km/h	80km/h	80km/h	Combined	9%	20%	58%
			Live on alternate route	17%	7%	57%
			Live outside alternate route	8%	25%	58%

Submissions discussion

Combined feedback shows 29% of submitters support either permanent or a continuation of lower speed limits until SH1 reopens with 58% against.

It is of note that submitters who live on the alternate route have expressed higher support for permanent speed reductions than those who do not live on the route, but a consistent general theme of lack of support for lowering the speed limit overall.

Common themes for comments this site noted that: submitters would like reduced speeds on the SH7/7a intersection only, lower speeds would reduce already limited passing opportunities, other engineering options are preferred to lowering speeds.

Hurunui District Council has expressed significant concern that a 100km/h speed limit would pose an undue risk to road users. Their particular concern relates to larger vehicles making acute turns at the intersection. Hurunui District Council also noted that feedback it has received indicates strong community support for a lower speed limit on this section of road.

Safety summary

The Speed Management Framework suggests a safe and appropriate speed of 80km/h through this section of SH7. This section comprises of three distinct sections: to the south it is winding and mountainous with unforgiving road sides characterised by narrow shoulders, and steep drop offs towards the river; a central section which has better alignment and less severe roadside hazards and; the northern section which runs through the busy SH7a intersection where there is a higher risk of crashes involving turning traffic.

Average speeds measured prior to the earthquake were 86km/h and currently with the 80km/h speed limit in place are 83km/h.

Overall consultation showed higher support for the proposed section than the combined 29% indicates due to a number of submitters indicating support if the length of speed restrictions was reduced to allow greater overtaking opportunity south of the SH7a Hanmer Intersection.

Recommendation

It is recommended that this site is split into two sections to allow the straighter central section of the original site 5 proposal consulted on to be removed. This will allow the central section of the site to remain at 100km/h to provide an opportunity for safe overtaking.

The lower speed limit will be concentrated at the high risk SH7/7a intersection location and at Marble Point to the south. It is proposed that an 80km/h speed limit is introduced as the safe and appropriate speed.

It is proposed the two sites will be:

Site 5a Marble Point - from 930m south of the south end of the Glenallan Stream Bridge to 1730m North of the south end of Browns Stream Bridge – 80km/h speed limit.

Site 5b SH7/SH7a – From 1500m North of the intersection with SH7a to 580m south of the intersection with SH7a – 80km/h speed limit.

2.1.5 Site 6: SH7a: From 300m north east of the intersection with SH7 to 270m north of Medway Road.

Submissions received: 109

Results

Pre-existing speed	Current emergency speed	Proposed permanent speed	Submitter location	Support permanent proposed speed	Support proposed speed until SH1 reopens	Against permanent proposed speed
100km/h	100km/h	60km/h	Combined	22%	18%	57%
			Live on alternate route	21%	n/a	71%
			Live outside alternate route	20%	18%	53%

Submissions discussion

Combined feedback shows 40% of submitters support either permanent or a continuation of lower speed limits until SH1 reopens with 57% against. A further 3% of submitters partly supported proposals, but also raised some issues so have not been counted as in support/against.

Of note is the fact submitters living along the route have much lower levels of overall support for the lower proposed speed limit.

Common themes noted – lower speeds were already being observed by drivers, other roading improvements were preferred.

Safety summary

The Speed Management Framework suggests a safe and appropriate speed of 80km/h through this section of SH7a. The alignment is very poor in places with a single lane bridge and severe roadside hazards. Average speeds measured prior to the earthquake were 60km/h and are currently 62km/h.

This suggests that despite the current 100km/h speed limit, the relatively short length of the speed limit between the intersection with SH7a and the single lane bridge and tortuous mountainside route is generally self-explaining and self-limiting.

Overall through the consultation there was limited support for a 60km/h speed limit.

Overall while the speeds through this section are much lower than the posted 100km/h speed limit and are more consistent with a 60km/h speed limit there is little support for a speed limit change.

Recommendation

In view of limited support, low actual speeds and the fact that SH7a does not form part of the alternate route, it is recommended that the speed limit should remain at 100km/h.

2.1.6 Site 7: SH7: From 110m west of the west end of Waterfall Stream Bridge to 1160m east of the eastern end of Handyside Stream Bridge.

Submissions received: 106

Results

Pre-existing speed	Current emergency speed	Proposed permanent speed	Submitter location	Support permanent proposed speed	Support proposed speed until SH1 reopens	Against permanent proposed speed
100km/h	80km/h	80km/h	Combined	11%	21%	67%
			Live on alternate route	13%	19%	69%

			Live outside alternate route	10%	22%	66%
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Submissions discussion

Combined feedback shows 32% of submitters support either permanent or a continuation of lower speed limits until SH1 reopens with 67% against. A further 1% of submitters partly supported proposals, but also raised some issues so have not been counted as in support/against. There is little variation in support between those who live on the alternate route and those who do not.

Common theme in comments was the road is already travelled at a lower speed by road users so a lower limit is not required.

Safety summary

The Speed Management Framework suggests a safe and appropriate speed of 80km/h through this section of SH7. The alignment is winding with severe roadside hazards. Average speeds measured prior to the earthquake were 88km/h and currently with the 80km/h speed limit are 80km/h. This suggests that the road is generally self-explaining.

Overall through the consultation there was limited support for an 80km/h speed limit although it was acknowledged that the road is already travelled at a lower speed.

Overall the speeds through this section are much lower than the posted 100km/h speed limit and are more consistent with an 80km/h speed limit. While the road environment may be self-explaining to many regular users there are a significant number of unfamiliar drivers on the route that may benefit from confirmation of the appropriate speed.

Recommendation

It is proposed that an 80km/h speed limit is introduced as the safe and appropriate speed on this section of the route.

2.1.7 Site 8: SH7: From 3144m east of the east end of Hope River Bridge to 150m east of the east end of Manuka Creek Bridge. (Island hills)

Submissions received: 107

Results

Pre-existing speed	Current emergency speed	Proposed permanent speed	Submitter location	Support permanent proposed speed	Support proposed speed until SH1 reopens	Against permanent proposed speed
100km/h	80km/h	80km/h	Combined	12%	17%	70%

			Live on alternate route	20%	7%	73%
			Live outside alternate route	10%	20%	69%

Submissions discussion

Combined feedback shows 29% of submitters support either permanent or a continuation of lower speed limits until SH1 reopens with 70% against. A further 1% of submitters partly supported proposals, but also raised some issues so have not been counted as in support/against.

Of note is the fact submitters living along the route have higher levels of overall support for the lower proposed speed limit.

A common theme in comments was that the current signage is sufficient.

Safety summary

The Speed Management Framework suggests a safe and appropriate speed of 80km/h through this section of SH7. The alignment is winding with severe roadside hazards. Average speeds measured prior to the earthquake were 79km/h and currently with the 80km/h speed limit are similar at 81km/h. This suggests that the road is generally self-explaining.

Overall through the consultation there was limited support for an 80km/h speed limit.

Overall the speeds through this section are much lower than the previously posted 100km/h speed limit and are more consistent with an 80km/h speed limit. While the road environment may be self-explaining to many regular users there are a significant number of unfamiliar drivers on the route that may benefit from confirmation of the appropriate speed. This section of route is assessed as having a safe and appropriate speed of 80km/h.

Recommendation

It is proposed that an 80km/h speed limit is introduced as the safe and appropriate speed on this section of the route.

2.1.8 Site 9: SH7: From 180m west of the west end of Maruia Springs Bridge to 70m south of the south end of Duggans Creek Bridge. (Lewis Pass)

Submissions received: 105

Results

Pre-existing speed	Current emergency speed	Proposed permanent speed	Submitter location	Support permanent proposed	Support proposed speed	Against permanent proposed
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				speed	until SH1 reopens	speed
100km/h	100/80km/h	80/30km/h variable over winter	Combined	10%	19%	65%
			Live on alternate route	13%		67%
			Live outside alternate route	9%	19%	64%

Submissions discussion

Combined feedback shows 29% of submitters support either permanent or a continuation of lower speed limits until SH1 reopens with 65% against. A further 7% of submitters partly supported proposals, but also raised some issues so have not been counted as in support/against. Analysis has identified that is due to either; confusion over the use of variable speed limits or; a different lower limit has been suggested or; a different length of variable speed limit was proposed.

Of note is the fact submitters living along the route suggested a number of alternatives to the proposal put forward.

Common theme in comments was that travel speeds in winter are lower already as drivers adapt their driving speeds, or that while a variable limit was supported in general 30km/h was too low and could cause confusion.

Safety summary

The Speed Management Framework suggests a safe and appropriate speed of 80km/h through this section of SH1. The alignment is tortuous and very poor in places with two single lane bridges, steep grades and severe roadside hazards. This section of route is over a mountain pass and is susceptible to snow and ice during the winter months. Average speeds measured prior to the earthquake 73km/h and currently has increased to 79km/h but remains fairly similar, these speeds would decrease significantly during poor winter conditions. This suggests that despite the current 100km/h speed limit, that speeds are limited by the tortuous mountainside route.

Overall through the consultation there was limited support for a variable 80/30km/h speed limit with users identifying that speeds were either low already or they didn't agree with a 30km/h limit.

However due to the safety risks 80km/h is a safe and appropriate speed for the route and this is reflected in the measured speeds. It is also noted that the longer section to the south of Lewis Pass would remove the ability to overtake therefore the speed limits should remain as is currently.

Recommendation

It is proposed that an 80km/h speed limit is introduced as the safe and appropriate speed on this section of the route.

2.2 Buller District

2.2.1 Site 10: SH65, SH7: SH65 from 590m north of the junction with SH7 to the Intersection with SH7, SH7 from 400m south of the intersection with SH65 to 420m north of the intersection with SH65. (Springs junction)

Submissions received: 94

Results

Pre-existing speed	Current emergency speed	Proposed permanent speed	Submitter location	Support permanent proposed speed	Support proposed speed until SH1 reopens	Against permanent proposed speed
70km/h	60km/h	60km/h	Combined	38%	26%	34%
			Live on alternate route	50%		50%
			Live outside alternate route	37%	28%	32%

Submissions discussion

Combined feedback shows 64% of submitters support either permanent or a continuation of lower speed limits until SH1 reopens with 34% against. A further 3% of submitters partly supported proposals, but also raised some issues so have not been counted as in support/against.

The most common theme in comments was the proposed speed was sensible given the urban area at Springs Junction.

Safety summary

The Speed Management Framework suggests safe and appropriate speeds of 60km/h and 50km/h through Springs junction. This section of road includes mixed use frontages including shops, cafes, petrol station and public toilets. This results in lots of vehicles stopping and manoeuvring and some pedestrian crossing activity. Average speeds measured prior to the earthquake were 84km/h and currently with the 60km/h speed limit in place are 76km/h - slightly lower but still higher than the speed limit.

Overall through the consultation there was support for a 60km/h speed limit but it is acknowledged that this speed limit has not got a good level of compliance despite community support. One of the themes through the consultation has been that the speed limit signage is not always clear.

Recommendation

It is proposed that an 60km/h speed limit is introduced as the safe and appropriate speed on this section of the route with additional signage to support speed limit compliance.

2.2.2 Site 12: SH6, SH65: SH6 from 650m north of intersection with SH65 to 400m east of Stirling Street, Inangahua. SH65 from the intersection with SH6 to 250m south of intersection with SH6.

Submissions received: 96

Results

Pre-existing speed	Current emergency speed	Proposed permanent speed	Submitter location	Support permanent proposed speed	Support proposed speed until SH1 reopens	Against permanent proposed speed
100km/h	N/A	80km/h	Combined	11%	18%	64%
			Live on route	25%		67%
			Live outside route	8%	21%	63%

Submissions discussion

Combined feedback shows 29% of submitters support either permanent or a continuation of lower speed limits until SH1 reopens with 64% against. A further 8% of submitters partly supported proposals, but also raised some issues so have not been counted as in support/against.

Of particular note is the much higher support for those living along the route for either permanent lower speeds or against lower speeds.

The most common theme in comments was the proposed speed was that submitters only agreed with some part of the proposed speed change and that the length of the section of road for proposed changes was too long for an 80km/h section.

Safety summary

The Speed Management Framework suggests a safe and appropriate speed of less than 80km/h through this section of SH6. The alignment is very poor in places with severe roadside hazards. Average speeds measured prior to the earthquake were 83km/h and are currently 77km/h. This suggests that despite the current 100km/h speed limit, the route is generally self-explaining.

Overall through the consultation there was limited support for an 80km/h speed limit, including from Buller District Council.

Overall while the speeds through this section are much lower than the posted 100km/h speed limit and are more consistent with a 80km/h speed limit there is little support for a speed limit change. In view of this and the fact that this portion of SH6 does not form part of the alternate route it is assessed that the speed limit should remain at 100km/h.

Recommendation

In view of limited support and the fact that this portion of SH6 does not form part of the alternate route it is recommended that the speed limit should remain at 100km/h.

2.2.3 Site 13: SH6: From 400m east of Stirling Street, Inangahua to 40m north east of north east end of Inangahua Overbridge.

Submissions received: 97

Results

Pre-existing speed	Current emergency speed	Proposed permanent speed	Submitter location	Support permanent proposed speed	Support proposed speed until SH1 reopens	Against permanent proposed speed
70km/h	N/A	60km/h	Combined	33%	13%	51%
			Live on route	33%		67%
			Live outside alternate route	33%	15%	49%

Submissions discussion

Combined feedback shows 46% of submitters support either permanent or a continuation of lower speed limits until SH1 reopens with 51% against. A further 3% of submitters partly supported proposals, but also raised some issues so have not been counted as in support/against.

Of particular note is the much higher support for those living along the route for either permanent lower speeds or against lower speeds.

There were no common themes in comments on this proposal.

Safety summary

The Speed Management Framework suggests a safe and appropriate speed of 50km/h through this section of SH6. The environment is built up with residential properties and a school that is likely to generate reasonable pedestrian crossing activity. Average speeds measured currently are 69km/h. This shows good compliance with the current speed limit.

Overall through the consultation there was mixed support for a 60km/h speed limit and limited support from people living on or nearby the route or the diversion route.

Recommendation

In view of limited support and the fact that this portion of SH6 does not form part of the alternate route it is recommended that the speed limit should remain at 70km/h.

2.2.4 Site 14: SH6, SH69: From 40m north east of north east end of Inangahua Overbridge to 500m north of SH69 intersection, SH69 from 545m south of SH6 intersection to the SH6 intersection.

Submissions received: 93

Results

Pre-existing speed	Current emergency speed	Proposed permanent speed	Submitter location	Support permanent proposed speed	Support proposed speed until SH1 reopens	Against permanent proposed speed
100km/h	N/A	80km/h	Combined	18%	15%	49%
			Live on route	15%	Nil	69%
			Live outside route	18%	18%	55%

Submissions discussion

Combined feedback shows 33% of submitters support either permanent or a continuation of lower speed limits until SH1 reopens with 49% against. A further 9% of submitters partly supported proposals, but also raised some issues so have not been counted as in support/against.

Of particular note is the much higher number of those against the proposals who live along the route 69%.

There were no common themes in comments on this proposal.

Safety summary

The Speed Management Framework suggests the safe and appropriate speeds of less than 80km/h, 80km/h and 100km/hr on the three parts of the intersection. Average speeds measured are currently 71km/h. This suggests that despite the current 100km/h speed limit, the route is generally self-explaining.

Overall through the consultation there was limited support for an 80km/h speed limit.

Recommendation

In view of limited support and the fact that this portion of SH6 does not form part of the alternate route it is recommended that the speed limit should remain at 100km/h.

2.2.5 Site 15: SH6: 2000m west of Heaphys Road (Berlins) to 2500m east of Island Creek Bridge.

Submissions received: 97

Results

Pre-existing speed	Current emergency speed	Proposed permanent speed	Submitter location	Support permanent proposed speed	Support proposed speed until SH1 reopens	Against permanent proposed speed
100km/h	N/A	80km/h	Combined	9%	18%	66%
			Live on alternate route	15%	Nil	69%
			Live outside alternate route	8%	21%	64%

Submissions discussion

Combined feedback shows 27% of submitters support either permanent or a continuation of lower speed limits until SH1 reopens with 66% against. A further 8% of submitters partly supported proposals, but also raised some issues so have not been counted as in support/against.

Of particular note is the much higher number of those against the proposals who live along the route 69%.

There were no common themes in comments on this proposal.

Safety summary

The Speed Management Framework suggests a safe and appropriate speed of a combination of 100/80km/h through this section of SH6. The alignment is very poor in places with severe roadside hazards. Average speeds measured currently are 74km/h. This suggests that despite the current 100km/h speed limit, the route is generally self-explaining.

Overall through the consultation there was limited support for an 80km/h speed limit.

Recommendation

In view of the fact there is little support for change this and that this portion of SH6 does not form part of the alternate route it is assessed that the speed limit should remain at 100km/h.

2.3 Tasman District

2.3.1 Site 11: SH56: From 280m north of the north end of Ruffe Creek Bridge to 2770m south of the south end of the Shenandoah Bridge.

Submissions received: 100

Results

Pre-existing speed	Current emergency speed	Proposed permanent speed	Submitter location	Support permanent proposed speed	Support proposed speed until SH1 reopens	Against permanent proposed speed
100km/h	80km/h	80km/h	Combined	12%	23%	62%
			Live on alternate route	42%	17%	42%
			Live outside alternate route	8%	24%	65%

Submissions discussion

Combined feedback shows 35% of submitters support either permanent or a continuation of lower speed limits until SH1 reopens with 62% against. A further 2% of submitters partly supported proposals, but also raised some issues so have not been counted as in support/against.

Of particular note is the very high amount of support for the lower speed limit for those living along the route 42% for permanent and 17% for until SH1 reopens – a combined level of support of 59% for lower speed limits.

A common theme was that slower sections of this part of the route were already well signposted.

Safety summary

The Speed Management Framework suggests a safe and appropriate speed of 80km/h through this section of SH65. The alignment is winding with severe roadside hazards. Average speeds measured prior to the earthquake were 76km/h and currently with the 80km/h speed limit are higher at 86km/h. This suggests that the road is generally self-explaining but with the change from the route being predominantly local users to more users on longer journeys it is likely that there is different driver behaviour that may be resulting in this increase.

Overall through the consultation there was limited support for an 80km/h speed limit.

Overall the speeds through this section are much lower than the previously posted 100km/h speed limit and are more consistent with an 80km/h speed limit. While the road environment may be self-explaining to many regular users there are a significant number of unfamiliar drivers on the route that may benefit from confirmation of the appropriate speed. Enhanced signage would be beneficial to highlight the speed limit. This section of route is assessed as having a safe and appropriate speed of 80km/h.

Recommendation

It is proposed that an 80km/h speed limit is introduced as the safe and appropriate speed on this section of the route, with additional signage to support speed limit compliance.

2.3.2 Site 16: Murchison SH6: From 180m east of Grey Street to 450m west of Fairfax Street.

Submissions received: 91

Results

Pre-existing speed	Current emergency speed	Proposed permanent speed	Submitter location	Support permanent proposed speed	Support proposed speed until SH1 reopens	Against permanent proposed speed
100/50km/h	50km/h	50km/h	Combined	35%	14%	38%
			Live on alternate route	62%	Nil	23%
			Live outside alternate route	30%	21%	41%

Submissions discussion

Combined feedback shows 49% of submitters support either permanent or a continuation of lower speed limits until SH1 reopens with 38% against. A further 9% of submitters partly supported proposals, but also raised some issues so have not been counted as in support/against.

Of particular note is the high amount of support for the lower speed limit for those living along the route with 62% of submitters indicated a permanent lower speed limit was preferred.

Safety summary

The Speed Management Framework suggests a safe and appropriate speed of 60km/h through this section of SH6. There is frontage development through this section including shops, residential and

schools that are likely to result in significant crossing activity and results in lots of vehicles stopping and manoeuvring.

Average speeds measured prior to the earthquake were 55km/h with the 60km/h speed limit and currently 53km/h with the 50km/h speed limit in place.

Overall through the consultation there was support for a 50km/h speed limit.

Recommendation

It is proposed that a 50km/h speed limit is introduced as the safe and appropriate speed on this section of the route. To reinforce this the advance speed limit warning sign will be relocated in advance of the speed limit.

2.3.3 Site 17: SH63, SH6: SH63 from 190m south-east of Howard Valley road to SH63 Junction at Kawatiri, SH6 from 250m north of the junction with SH63 to 360m south west of the south west end of Granity Creek Bridge.

Submissions received: 102

Results

Pre-existing speed	Current emergency speed	Proposed permanent speed	Submitter location	Support permanent proposed speed	Support proposed speed until SH1 reopens	Against permanent proposed speed
100km/h	80km/h	80km/h	Combined	14%	19%	57%
			Live on alternate route	31%	6%	44%
			Live outside alternate route	11%	22%	59%

Submissions discussion

Combined feedback shows 33% of submitters support either permanent or a continuation of lower speed limits until SH1 reopens with 57% against. A further 10% of submitters partly supported proposals, but also raised some issues so have not been counted as in support/against.

Of particular note is the higher amount of support for the lower speed limit for those living along the route with 37% of submitters indicating a permanent lower speed limit was preferred. However, this was still not as high as those against the proposal.

Common themes in submissions comments included: drivers were regulating speeds themselves and that proposed changes were not needed over the entire length of road proposed.

Safety summary

The Speed Management Framework suggests a safe and appropriate speed of 80km/h through this section of SH6. The alignment is winding with severe roadside hazards. Average speeds measured prior to the earthquake were 76km/h and currently with the 80km/h speed limit are slightly lower at 68km/h. This suggests that the road is generally self-explaining.

Overall through the consultation there was limited support for an 80km/h speed limit.

Overall the speeds through this section are much lower than the previously posted 100km/h speed limit and are more consistent with an 80km/h speed limit. While the road environment may be self-explaining to many regular users there are a significant number of unfamiliar drivers on the route that may benefit from confirmation of the appropriate speed.

Recommendation

It is proposed that an 80km/h speed limit is introduced as the safe and appropriate speed on this section of the route, with additional signage to support speed limit compliance.

2.3.4 Site 18: Western approach into St Arnaud - SH63: From 560m west of Kerr Bay Road to 500m North-west of the south-west end of Upper Buller Bridge.

Submissions received: 97

Results

Pre-existing speed	Current emergency speed	Proposed permanent speed	Submitter location	Support permanent proposed speed	Support proposed speed until SH1 reopens	Against permanent proposed speed
100km/h	80km/h	80km/h	Combined	14%	23%	61%
			Live on alternate route	40%	7%	53%
			Live outside alternate route	9%	26%	62%

Submissions discussion

Combined feedback shows 37% of submitters support either permanent or a continuation of lower speed limits until SH1 reopens with 61% against. A further 2% of submitters partly supported proposals, but also raised some issues so have not been counted as in support/against.

Of particular note is the higher amount of support for the lower speed limit for those living along the route with 47% of submitters indicating a permanent lower speed limit was preferred. However, this was still not as high as those against the proposal (53%).

A common theme in submissions comments noted the speeds were not required as the road environment did not require it.

Safety summary

The Speed Management Framework suggests a safe and appropriate speed of 80km/h through this section of SH6. The alignment is winding with severe roadside hazards. Average speeds measured prior to the earthquake were 79km/h and currently with the 80km/h speed limit are similar at 78km/h. This suggests that the road is generally self-explaining.

Overall through the consultation there was limited support for an 80km/h speed limit.

Overall the speeds through this section are much lower than the previously posted 100km/h speed limit and are more consistent with an 80km/h speed limit. While the road environment may be self-explaining to many regular users there are a significant number of unfamiliar drivers on the route that may benefit from confirmation of the appropriate speed.

Recommendation

It is proposed that an 80km/h speed limit is introduced as the safe and appropriate speed on this section of the route, with additional signage to support speed limit compliance.

2.3.5 Site 19: St Arnaud - SH63: From 320m east of Borlase Avenue, St Arnaud to 560m west of Kerr Bay Road.

Submissions received: 93

Results

Pre-existing speed	Current emergency speed	Proposed permanent speed	Submitter location	Support permanent proposed speed	Support proposed speed until SH1 reopens	Against permanent proposed speed
60km/h	50km/h	50km/h	Combined	43%	18%	29%
			Live on alternate route	69%	Nil	25%
			Live outside alternate route	37%	23%	39%

Submissions discussion

Combined feedback shows 61% of submitters support either permanent or a continuation of lower speed limits until SH1 reopens with 29% against. A further 3% of submitters partly supported proposals, but also raised some issues so have not been counted as in support/against.

Support for the lower speed limit is higher amongst those for those living along the route with 69% of submitters indicating a permanent lower speed limit was preferred.

A common theme in submissions comments was that the lower proposed speed was appropriate for the urban environment.

Safety summary

The Speed Management Framework suggests a safe and appropriate speed of 60km/h through this section of SH6. There is frontage development through this section including shops, motels and residential and a school that are likely to result in pedestrian and crossing activity and lots of vehicle stopping and manoeuvring.

Average speeds measured prior to the earthquake were 54km/h with the 60km/h speed limit and currently 55km/h with the 50km/h speed limit in place.

Overall through the consultation there was support for a 50km/h speed limit.

Recommendation

It is proposed that 50km/h speed limit is introduced as the safe and appropriate speed on this section of the route, in view of the built up nature of the route and presence of vulnerable users.

2.3.6 Site 20: Eastern exit from St Arnaud - SH63: From 530m south west of eastern end of Middle Six Mile Bridge to 320m east of Borlase Avenue, St Arnaud.

Submissions received: 157

Results

Pre-existing speed	Current emergency speed	Proposed permanent speed	Submitter location	Support permanent proposed speed	Support proposed speed until SH1 reopens	Against permanent proposed speed
100km/h	80km/h	80km/h	Combined	14%	18%	62%
			Live on alternate route	32%	5%	37%
			Live outside alternate route	10%	22%	67%

Submissions discussion

Combined feedback shows 32% of submitters support either permanent or a continuation of lower speed limits until SH1 reopens with 62% against. A further 6% of submitters partly supported proposals, but also raised some issues so have not been counted as in support/against.

Support for the lower speed limit is higher amongst those for those living along the route with 32% of submitters indicating a permanent lower speed limit was preferred.

A common theme in submissions comments was that the ‘Rainbow turnoff’ was a major issue.

Safety summary

The Speed Management Framework suggests a safe and appropriate speed of 80km/h through this section of SH63. The road is winding with severe roadside hazards. Average speeds measured prior to the earthquake were 86km/h and currently with the 80km/h speed limit are 79km/h.

Overall through the consultation there was limited support for an 80km/h speed limit.

Overall the speeds through this section are much lower than the previously posted 100km/h speed limit and are more consistent with an 80km/h speed limit. While the road environment may be self-explaining to many regular users there are a significant number of unfamiliar drivers on the route that may benefit from confirmation of the appropriate speed. Enhanced signage would be beneficial to highlight the speed limit. An 80km/h speed limit would also address the concerns raised about safety at the Rainbow turnoff.

Recommendation

It is proposed that an 80km/h speed limit is introduced as the safe and appropriate speed on this section of the route, with additional signage to support speed limit compliance.

2.4 Marlborough District

2.4.1 Site 21: SH63: From 410m south west of the south west end of the Branch River Bridge to 330m south west of eastern end of Stoney Creek Bridge.

Submissions received: 89

Results

Pre-existing speed	Current emergency speed	Proposed permanent speed	Submitter location	Support permanent proposed speed	Support proposed speed until SH1 reopens	Against permanent proposed speed
100km/h	80km/h	80km/h	Combined	10%	21%	63%

			Live on alternate route	8%	8%	67%
			Live outside alternate route	11%	23%	62%

Submissions discussion

Combined feedback shows 31% of submitters support either permanent or a continuation of lower speed limits until SH1 reopens with 63% against. A further 6% of submitters partly supported proposals, but also raised some issues so have not been counted as in support/against.

Safety summary

The Speed Management Framework suggests a safe and appropriate speed of 80km/h through this section of SH63. The alignment is winding with severe roadside hazards. Average speeds measured prior to the earthquake were 76km/h and currently with the 80km/h speed limit are unchanged at 76km/h. This suggests that the road is generally self-explaining.

Overall through the consultation there was limited support for an 80km/h speed limit.

Overall the speeds through this section are much lower than the previously posted 100km/h speed limit and are more consistent with an 80km/h speed limit. While the road environment may be self-explaining to many regular users there are a significant number of unfamiliar drivers on the route that may benefit from confirmation of the appropriate speed. Enhanced signage would be beneficial to highlight the speed limit.

Recommendation

It is proposed that an 80km/h speed limit is introduced as the safe and appropriate speed on this section of the route, with additional signage to support speed limit compliance.

2.4.2 Site 22: SH63: From 120m east of Church Lane, Wairau Valley to 130m south west of Morse Street.

Submissions received: 113

Results

Pre-existing speed	Current emergency speed	Proposed permanent speed	Submitter location	Support permanent proposed speed	Support proposed speed until SH1 reopens	Against permanent proposed speed
70km/h	60km/h	60km/h	Combined	35%	23%	38%

			Live on alternate route	57%	7%	29%
			Live outside alternate route	34%	27%	36%

Submissions discussion

Combined feedback shows 58% of submitters support either permanent or a continuation of lower speed limits until SH1 reopens with 38% against. A further 4% of submitters partly supported proposals, but also raised some issues so have not been counted as in support/against.

Support for the lower speed limit is higher amongst those for those living along the route with 64% of submitters indicating a permanent lower speed limit was preferred.

A common theme in submissions comments were requests for improved road signage and more facilities for trucks rest stops in the area.

Safety summary

The Speed Management Framework suggests a safe and appropriate speed of 80km/h through this section of SH63. There is some limited frontage development through this section including a shop, hotel and houses. There is a school which is located back from the State Highway on Morse Street. Compared to settlements elsewhere on the route, crossing activity is likely to be limited but there will still be some vehicles stopping and manoeuvring.

Average speeds measured prior to the earthquake were 82km/h with the 70km/h speed limit and currently 75km/h with the 60km/h speed limit in place.

Overall through the consultation there was support for a 60km/h speed limit.

Recommendation

It is proposed that a 60km/h speed limit is introduced as the safe and appropriate speed on this section of the route, with additional signage and road markings to support compliance.

2.4.3 Site 23: SH6, SH63: SH6 from 130m east of SH63 to 130m north of Gee Street, Renwick, SH63 from intersection with SH6 to 400m west of SH6.

Submissions received: 105

Results

Pre-existing speed	Current emergency speed	Proposed permanent speed	Submitter location	Support permanent proposed speed	Support proposed speed until SH1	Against permanent proposed speed
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					reopens	
70km/h	50km/h/70km/h	50km/h	Combined	34%	23%	41%
			Live on alternate route	64%	Nil	29%
			Live outside alternate route	28%	28%	43%

Submissions discussion

Combined feedback shows 57% of submitters support either permanent or a continuation of lower speed limits until SH1 reopens with 41% against. A further 3% of submitters partly supported proposals, but also raised some issues so have not been counted as in support/against.

Support for the lower speed limit is higher amongst those for those living along the route with 64% of submitters indicating a permanent lower speed limit was preferred.

Safety summary

The Speed Management Framework suggests a safe and appropriate speed of 50km/h through this section of SH6. There is some limited residential frontage development through this section and a curved alignment with some side roads. This part of the route is also a key truck access from SH6 to SH63 via Anglesea Street. Compared to settlements elsewhere on the route, crossing activity on this part of the route is likely to be limited but there will still be some vehicles stopping and manoeuvring and turning associated with the development and intersections.

Average speeds measured prior to the earthquake were 74km/h with the 70km/h speed limit and currently 57km/h with the 50km/h speed limit in place.

Overall through the consultation there was support for a 50km/h speed limit.

Recommendation

It is proposed that a 50km/h speed limit is introduced as the safe and appropriate speed on this section of the route.

2.4.4 Site 24: SH6, SH63: SH6 from 470m east of Tancred Crescent, Woodbourne to 130m east of SH63, SH63 from 400m west of SH6 to 345m west of Anglesea Street, Renwick.

Submissions received: 120

Results

Pre-existing speed	Current emergency	Proposed permanent	Submitter location	Support permanent	Support proposed	Against permanent
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	speed	speed		proposed speed	speed until SH1 reopens	proposed speed
100/80km/h	80km/h	80km/h	Combined	25%	22%	48%
			Live on alternate route	56%	6%	33%
			Live outside alternate route	19%	28%	51%

Submissions discussion

Combined feedback shows 47% of submitters support either permanent or a continuation of lower speed limits until SH1 reopens with 48% against. A further 3% of submitters partly supported proposals, but also raised some issues so have not been counted as in support/against.

Support for the lower speed limit is higher amongst those for those living along the route with 62% of submitters indicating support for permanent or a continuation of lower speed limits until SH1 reopens.

Safety summary

The Speed Management Framework suggests a safe and appropriate speed of 80km/h through this section of SH6. The section of route currently lies between Renwick and Woodbourne. Woodbourne has a pre-existing speed limit of 80km/h and the proposal links the short section between.

Average speeds measured prior to the earthquake were 82km/h with the 100/80km/h speed limit and are currently 77km/h with the 80km/h speed limit in place.

Overall through the consultation there was reasonable support for the 80km/h speed limit.

Recommendation

It is proposed that an 80km/h speed limit is introduced as the safe and appropriate speed on this section of the route.