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## **Moutere Hills Residents Association Submission to the Tasman District Council**

### **Speed Limit Bylaw Review – October 2015**

#### **General Feedback / Gravel Roads**

Within the information provided by TDC regarding the Draft Speed Limits Bylaw 2016 there does not appear to be any announcement, explanation or discussion of the Councils road safety reasons for changing some of the 80 kph speed limits at present on country roads to 100 kph with de-restriction signs. There is mention of the change to the Land Transport Act rather than the Local Government Act but nothing to explain any flow on this would have on the move back to 100kph/de-restricted regime.

There is also no mention of including more speed warning signs for the dangerous portions of these roads as part of the package, as has been suggested by TDC councillors. As this change in direction runs counter to the various submissions we have made over the years, we would request that we be provided with the written information that led to this move.

We appear to be selectively swapping 80kph (or 60kph) signs plus occasional dangerous bend signs for 100kph/de-restricted signs plus occasional dangerous bend signs. Why is this better for road safety on narrow, winding, gravel roads? The increasing number of tourists using these roads raises the question as to how many of them will understand the meaning of a de-restricted sign (from USA for instance), whereas numerical signs are universal.

We also note that people live alongside these unsealed country roads, and use them to ride and walk along. Fast cars are not only dangerous, but the dust they raise causes a real environmental hazard. Faster vehicles raise more wind and create more dust.

#### **Specific Roads Previously Submitted On**

##### 1. Old Coach Road

We support the council's decision to make this road 60kph along its length. We consider that 60kph is much more suited to the nature and usage of the road (narrow, winding, increasingly populated, school zone in middle). We also consider that the single speed limit will be less confusing for users than a series of changes through 100/80/60kph plus specific bend warnings. We also consider that once the 60kph limit is cemented in, there will be a natural movement of regular through traffic from the Mahana ridge area to the Richmond - Motueka Bypass, which will be a positive result for local residents, Moutere hill users, and road safety in general.

##### 2. School Road Mahana

There is no mention in the Final Version Schedule Speed Limit Bylaw 2016 of the unsealed portion of the School Road Mahana, the subject of our previous submission. The speed warrant summary for School Road Mahana ends with a recommendation that the gravelled portion of the road have the posted speed limit altered back from 80kph to 100kph. Within that warrant there is also mention of doing the same with Carlyon Road but with de-restriction signs at each end. There is no mention of de-restriction signs for the gravelled portion of School Road. Is this an oversight or is this correct? We repeat our belief that a narrow unsealed country road with school traffic and dangerous bends is better signed at 60kph for all its rather short length (as with the adjoining old coach road) rather than 60/80 plus bends or 60/100 plus bends. With or without de-restriction signs.

##### 3. Apple Valley Road

This road is not mentioned in the Summary of Information or the Speed warrant list. It is drafted at 80kph for its entire length in the Final Version Schedule Speed Limit Bylaw 2016. We have had no explanation as to why this narrow, windy, steep, unsealed road with access driveways would remain posted at an undriveable 80kph leading off the wider, sealed Old Coach Road drafted at 60 kph. We submit that Apple Valley Road should be posted at 60kph.