

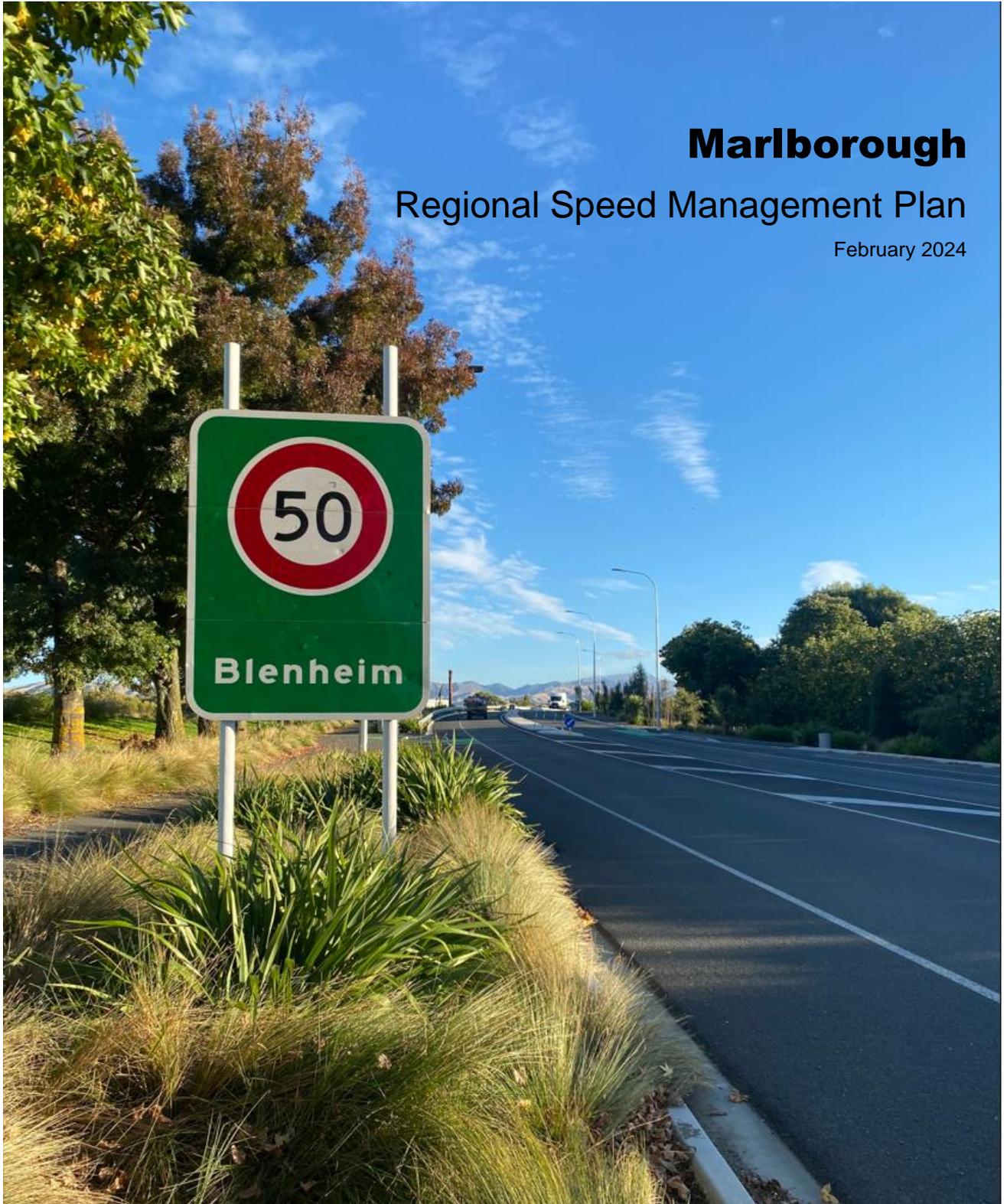


**MARLBOROUGH  
DISTRICT COUNCIL**

# **Marlborough**

## Regional Speed Management Plan

February 2024





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Appendix A – Marlborough Local Roads Technical Assessment



# 1. The Marlborough Region

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

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

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

**Table 1 Summary of Roads in Marlborough**

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

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

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

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

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

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

## 2. Why a Speed Management Plan?



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

### 2.1 Setting of Speed Limits Rule

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

The Rule provides information for how a Regional Speed Management Plan should be prepared by compiling the information received from all the road controlling authorities within the region and then undertake public consultation of the draft speed management plan prior to finalising the plan and certification of the proposed changes.

The Rule also requires that speed limits around schools must be reviewed, however the 2023 Amendment removes any deadlines for implementation.

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

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

### 2.2 What is Speed Management?

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

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

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

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

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

## 2.3 Funding

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

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

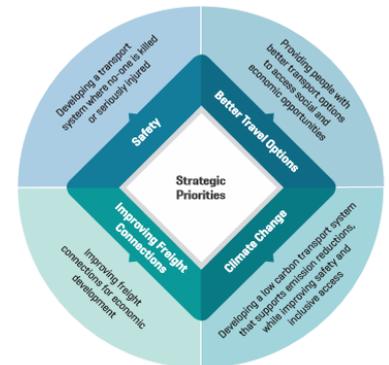
The National Land Transport Programme has a three yearly cycle, with 2024-2027 being the next cycle.

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

## 2.4 Government Policy Statement on Land Transport

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

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



## 2.5 Road Safety Action Plan

The current Road Safety Action Plan (Road to Zero) is underpinned by the safe system approach for the which the fundamental principle is that we are all human and as such we will make mistakes however these mistakes should not cost us our lives. The risk of a crash occurring and the resulting severity of injury resulting from the crash depends significantly on the speed of vehicles involved.

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

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

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



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

## 2.6 Climate change

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

The focus areas are:

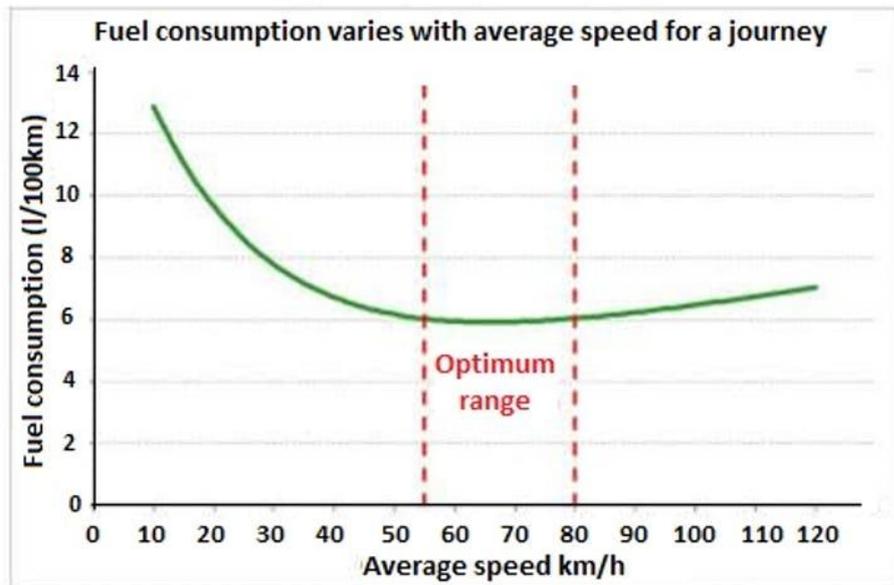
*“(c) Year on year, use of alternative modes of transport increases, whereas use of single-occupancy internal combustion engine vehicles on Marlborough roads declines.*

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

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

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

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



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

## 2.7 Travel Time

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

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

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

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

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

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

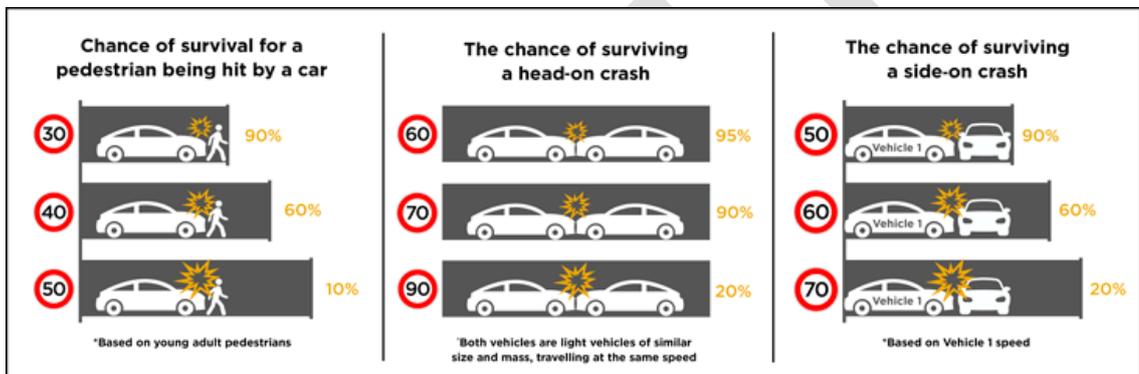
## 2.8 Crash Survivability

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

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

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

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



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

### 3. Marlborough Crash History

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

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

**Table 2 State Highway Crashes 2013 - 2022**

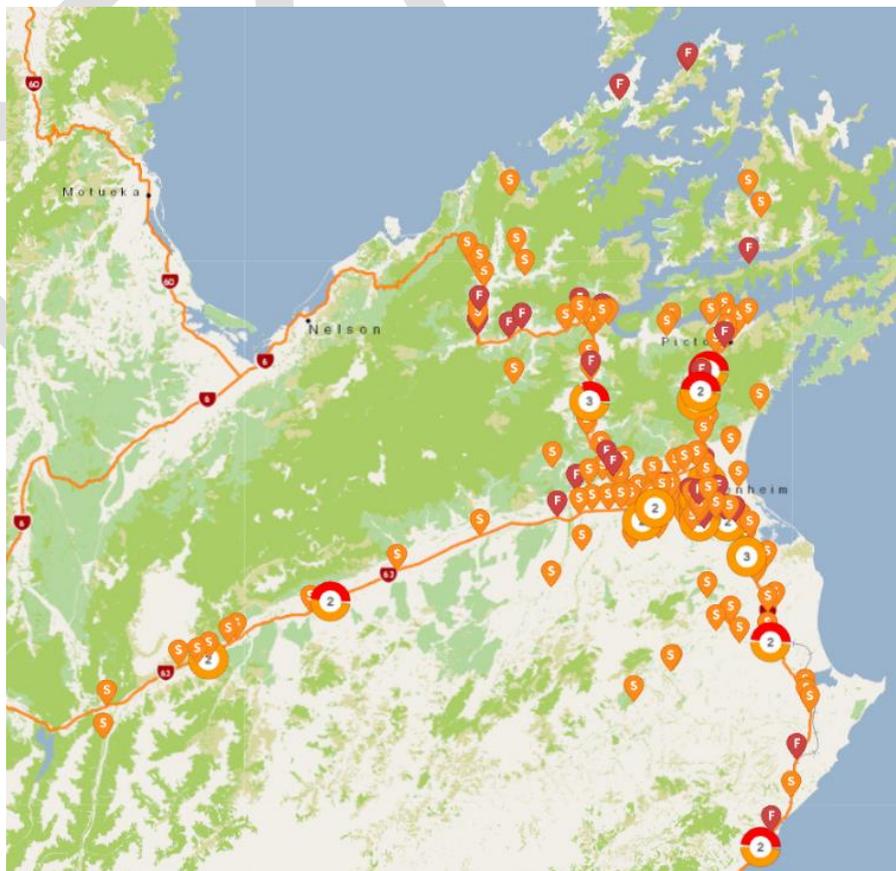
Road Type	Fatal	Serious	Minor	Non-injury	Total
Rural Roads	23	77	255	519	874
Urban Roads	1	13	82	340	436
Total	24	90	337	859	1310

**Table 3 Local Road Crashes 2013 - 2022**

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

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

**Figure 3 Marlborough DSI Locations (2013 – 2022)**



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

**Table 4 State Highway Crash Type: 2013 – 2022**

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

**Table 5 Local Road Crash Type: 2013 – 2022**

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

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

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

## 4. Speed Management Plans

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

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

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

NZTA released a Speed Management Guide – Road to Zero edition to support road controlling authorities to develop speed management plans that will deliver safe and appropriate speed limits in line with the current Road Safety Action Plan.

The guide prioritises lowering speed limits based on:

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

### 4.1 Speed Limits

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

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

### 4.2 Schools

The Rule requires speed limits on roads in the vicinity of all schools should be reviewed. There are two categories of schools:

- Category 1 schools should have a speed limit on the outside the school to be 30 km/h. All schools default to a category 1 school

- Category 2 schools are those where the road controlling authority deems a safe and appropriate speed limit of 60 km/h or less is suitable for the roads outside the school.

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

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

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

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

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

### **4.4 Safe Journeys Risk Assessment Tool**

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

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

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

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

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

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

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

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

## **4.5 Road Design**

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

## **4.6 Consultation**

The draft Marlborough Speed Management Plan was put out for public consultation in June/July 2023. A total of 130 submissions were received, with 24 submitters wanting to attend a hearing. 19 submissions represented an organisation.

Submitters were asked three key questions:

*Do they support the guiding principles of the Speed Management Plan?* 60 percent of the respondents agreed on the principles, 23 percent did not agree, and 17 percent were not sure.

*Do they supported reducing speeds around schools?* 69 percent of the respondents agreed, 28 percent did not agree, and 3 percent were not sure.

*Do they supported reducing speeds around rural townships?* 59 percent of the respondents agreed, 27 percent did not agree, and 14 percent were not sure.

Following the hearing and deliberations a number of changes were made to the recommendations. These are noted in Appendix A – Technical Assessment.

The most significant change is the decision to implement 40km/hr speed limits in the vicinity of all urban schools. Currently the majority of school have a speed advisory of 40km/hr with “when children present” signage. As a step change for the district, it was decided to change these to legal speed limits to enable the Police to enforce this lower speed limit. As the majority of people are familiar with these signs and assume that they are speed limit signs this will have little to no noticeable impact on the operation of these areas.

## **4.7 Future reviews**

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

Due to storm events that have adversely affected the roading network in the French Pass and Kaiuma Bay areas, lower speed limits in these areas are considered to be appropriate to manage the risk. As such targeted consultation will be undertaken to gauge the level of support for these proposed changes.

The submissions received indicated a number of areas where speed limit reductions are sought by residents, and these will be included in any future reviews, such as Anakiwa Bay.

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

## 5. Speed Management Treatments

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

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

### 5.1 Speed Management Toolkit

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

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

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

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

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

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

### 5.2 Effects of Lower Speed Limits and Engineering

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

**Table 6 Engineering and Sign Effects on Speed**

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

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

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

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

### **5.3 Treatment Lengths and Adjacent Roads**

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

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# 6. Vision, Objectives and Guiding Principles

## 6.1 New Zealand Transport Agency Vision

The NZTA vision statement is shown below:

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

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

## 6.2 Objectives

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

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

## 6.3 Guiding Principles

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

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

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

## 6.4 Council Funding Priorities

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

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

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

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

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

These priorities may be adjusted based on community requests.

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## 7. Marlborough Speed Management Plan

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

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

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

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

### 7.1 Marlborough District Council (local roads)

The Speed Management of Council roads has focused on:

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

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

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

### 7.2 New Zealand Transport Agency (State Highways)

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

Marlborough forms part of the Top of the South region. The Top of the South consists of the economies and communities of Nelson, Tasman and Marlborough which are largely

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

interdependent. Considerations for this region includes accessible towns and communities, the freight network, tourism and safety.

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

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

Considerations of the full Plan are:

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

### **7.3 Other Road Controlling Authorities**

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

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

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

#### **7.3.1 Department of Conservation**

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

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

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

**Figure 4 Department of Conservation Roads**



**7.3.2 KiwiRail**

KiwiRail operates an inland port in Spring Creek. The roads managed by KiwiRail are highlighted in Figure 5.

**Figure 5 KiwiRail Roads**



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

No information has been received from KiwiRail.

### 7.3.3 Ministry of Defence

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

**Figure 6 Ministry of Defence Roads**



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

**Figure 7 Ministry of Defence Housing Area Speed Limits**



No information has been received from the Ministry of Defence.

### 7.3.4 Port Marlborough

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

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

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

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

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

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

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

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

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

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

## 8. Implementation Plan

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

### 8.1 Marlborough District Council (Local Roads)

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

#### 8.1.1 Speed Limits Around Schools

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

**Table 7 Speed Limits Around Schools**

School Name	Category	Proposed Speed Limit	Comments
Blenheim School	2	40	
Bohally Intermediate	2	40 variable	Aligned with speed limit on State Highway
Canvastown School			NZTA is the road controlling authority for this school
Fairhall School	2	60 variable	Rural school
Grovetown School	2	40	
Havelock School	2	40	
Linkwater School	2	60 variable	Rural school
Marlborough Boys' College	2	40	
Marlborough Girls' College	2	40 variable	Aligned with proposed speed limit on State Highway
Mayfield School (Blenheim)	2	40 variable	
OneSchool Global – Blenheim Campus	2	40	
Picton School	2	40	
Queen Charlotte College	2	40 variable	
Rai Valley Area School			NZTA is the road controlling authority for this school
Rapaura School	2	40 variable	
Redwoodtown School	2	40	
Renwick School	2	40	
Richmond View School	2	40	

School Name	Category	Proposed Speed Limit	Comments
Riverlands School	2	40	
Seddon School	2	40	
Spring Creek School	2	40 variable	
Springlands School	2	40 variable	
St Mary's School (Blenheim)	2	40 variable	
Te Pā Wānanga	2	40	
Tua Marina School	2	40	
Waikawa Bay School	2	40 variable	
Wairau Valley School (Blenheim)	2	40	
Waitaria Bay School	2	60	Rural school
Ward School	2	40	
Whitney Street School	2	40	
Witherlea School	2	40	

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### 8.1.2 Speed Limit Changes

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

**Table 8 Speed Limit Changes**

Road Name	Start RP	Start	End RP	End	Existing Speed Limit	Proposed Speed Limit	Speed Limit Type	Estimated Implementation Date	SAAS	Proposed = SAAS (Y/N)	Further Information	Dates / Times
Aerodrome Road	0	New Renwick Road	1040	210 west of Rosina Corlett Lane	70	60	Permanent	2027 - 30	60	N		
Aerodrome Road	1040	210 west of Rosina Corlett Lane	1224	End	70	60/40	Variable	2024 - 27			Te Pā Wānanga and Ōmaka marae	
Akerbloms Road	0	Titirangi Road	1063	End	100	60	Permanent	2021 - 24	60	Y	Kenepuru Sound	
Alabama Road	573	Brian Bary Street	883	Weld Street (Blenheim)	50	50/40	Variable	2030 - 33			Redwoodtown School	8:25 – 9am, 2:55 – 3:15pm, School Days
Alabama Road	3480	110m south of Riverlands Cycle Path	3743	State Highway 1	60	60/40	Variable	2024- 27			Riverlands School	8:25 – 9am, 2:55 – 3:15pm, School Days
Alma Street	0	Havelock Street	162	State Highway 6 High Street (Renwick)	50	40	Permanent	2027 - 30	30	N	Renwick School	
Alma Street	1036	Blicks Road	1938	End	100	60	Permanent	2024 - 27	60	Y		
Anakoha Road	0	Titirangi Road	6390	Kinders Road fork	100	60	Permanent	2021 - 24	60	Y	Kenepuru Sound	
Argosy Place	0	Brewer Street	135	End	50	40	Permanent	2033 - 36	30	N	Whitney Street School	
Ashford Grove	0	Hammerichs Road	191	End	100	50	Permanent	2024 - 27	60	N	Speed limit to match adjacent road	
Aston Street	0	Murphys Road	220	End	50	40	Permanent	2024 - 27	30	N	Springlands School - side road	
Bay End	0	Hinepango Dr	139	End	70	60	Permanent	2027 - 30	60	Y	Rarangi Beach	
Beach Road	612	Marina Drive	831	Marina Ramp Start	50	30	Permanent	2024 - 27	30	Y	Waikawa Marina	
Beaver Road	0	Carr Street	113	Dillon Street	50	40	Permanent	2033 - 36	30	N	Whitney Street School	
Beaver Road	113	Dillon Street	949	White Street	30	50	Permanent	2024 - 27	30	N	SAAS inappropriate for the function of the road	
Bells Road	0	State Highway 6	2241	New Renwick Road	100	80	Permanent	2024 - 27	80	Y	Speed limit to match adjacent road	
Belvue Bay Road	0	Mahakipawa Hill	247	End	100	50	Permanent	2021 - 24	60	N	Speed limit to match adjacent road	
Blicks Road	0	Alma Street	1086	State Highway 6	70	60	Permanent	2027 - 30	60	Y		
Blind Creek Road	1281	500m south Hunter Road	1781	Hunter Road	100	60	Permanent	2024 - 27	30	N	SAAS inappropriate for the function of the road and level of development	
Brewer Street	0	Eltham Road	363	End	50	40	Permanent	2033 - 36	30	N	Whitney Street School	
Brian Bary Street	0	Cleghorn Street	218	Alabama Road	50	40	Permanent	2030 - 33	30	N	Redwoodtown School	
Broadway	118	Kent Street	248	York Street North	50	40	Permanent	2030 - 33	30	N	Picton School	

Road Name	Start RP	Start	End RP	End	Existing Speed Limit	Proposed Speed Limit	Speed Limit Type	Estimated Implementation Date	SAAS	Proposed = SAAS (Y/N)	Further Information	Dates / Times
Brook Street	0	Havelock Street	162	State Highway 6 High Street (Renwick)	50	40	Permanent	2027 - 30	30	N	Renwick School	
Brook Street	324	Oudenarde Street	538	End at farmgate	100	50	Permanent	2024 - 27	30	N	Speed limit to match adjacent road	
Brough Place	0	Phillips Road	169	End of road	100	40	Permanent	2024 - 27	30	N	Speed limit to match adjacent road	
Broughton Bay Road	0	Kenepuru Sound	155	End	100	60	Permanent	2021 - 24	60	Y	Kenepuru Sound	
Bryants Road	0	State Highway 6	260	Seal end	100	60	Permanent	2024 - 27	30	N	SAAS inappropriate for the type of road	
Bulford Road North	0	Bulford Road South	1924	Gate	100	60	Permanent	2024 - 27	60	Y		
Bulford Road South	0	State Highway 6	130	End of seal	100	60	Permanent	2024 - 27	60	Y		
Buller Street	354	Kent Street	476	York Street North	50	40	Permanent	2030 - 33	30	N	Picton School	
Burleigh Street	0	Maxwell Road	451	End of road	50	40	Permanent	2027 - 30	30	N	Richmond View School	
Burnside Avenue	0	Old Renwick Road	411	End	100	80	Permanent	2024 - 27	80	Y	Speed limit to match adjacent road	
Bush Road	0	State Highway 1	554	End at Parkes	80	60	Permanent	2024 - 27	60	Y	Taumarina	
Butlers Road	0	State Highway 6	102	Ford	100	60	Permanent	2024 - 27	60	Y		
Camerons Road (Kaituna)	0	State Highway 6	576	Gate	100	90	Permanent	2024 - 27	60	N	Speed limit to match adjacent road	
Carr Street	0	Eltham Road	251	Percy Street	50	40	Permanent	2033 - 36	30	N	Whitney Street School	
Carroll Street	0	Seddon Street	182	End of Seal	70	60	Permanent	2027 - 30	60	Y		
Cemetery Road	0	Steam Wharf Road	907	End of Road	100	60	Permanent	2024 - 27	60	Y	Grovetown	
Church Lane	0	State Highway 63	1479	Gate	70	60	Permanent	2027 - 30	60	Y		
Cleghorn Street	395	Bexhill Crescent	887	Brian Bary Street	50	40	Permanent	2030 - 33	30	N	Redwoodtown School, extended to cover shopping area	
Clermont Street	0	Seddon Street	843	Seddon Street	70	60	Permanent	2027 - 30	60	Y		
Clouston Gardens	0	Colemans Road	147	End	50	40	Permanent	2024 - 27	30	N	Springlands School - side road	
Clova Bay Road	0	Manaroa Road	5597	Gate After Bridge	100	60	Permanent	2021 - 24	60	Y	Kenepuru Sound	
Colemans Road	140	30m south of Clouston Gardens	425	Ward Street (Blenheim)	50	50/40	Variable	2024 - 27			Springlands School	8:25 – 9am, 2:55 – 3:15pm, School Days
Cooper Street	0	State Highway 63	123	End at right hand bend	70	60	Permanent	2027 - 30	30	N	Speed limit to match adjacent road	
Crail Bay Road	0	Kenepuru Road	4111	Crail Bay Bridge	100	60	Permanent	2021 - 24	60	Y	Kenepuru Sound	
Cricklewood Lane	0	Colemans Road	118	End	50	40	Permanent	2024 - 27	30	N	Springlands School - side road	
Cullensville Road	0	Grove Track	1660	Start of ford	100	60	Permanent	2021 - 24	60	Y	Marlborough Sounds	
Douslins Gully Road	0	State Highway 6	1334	Gate at fork	100	60	Permanent	2024 - 27	60	Y		
Duncan Street	628	Mill Street	785	Carroll Street	70	40	Permanent	2027 - 30	60	N	Ward School	

Road Name	Start RP	Start	End RP	End	Existing Speed Limit	Proposed Speed Limit	Speed Limit Type	Estimated Implementation Date	SAAS	Proposed = SAAS (Y/N)	Further Information	Dates / Times
Duncan Street (Ward)	0	State Highway 1 Mills Street	628	Mill Street	70	60	Permanent	2027 - 30	60	Y		
Edgewater Place	0	Woolleys Crossing	603	Cul-de-sac	70	60	Permanent	2027 - 30	60	Y		
Elie Bay Road	0	Crail Bay Bridge	6914	Culvert below house Elie Bay	100	60	Permanent	2021 - 24	60	Y	Kenepuru Sound	
Elliott Street	165	165m east of Vickerman Street	542	Grantham Street	70	60	Permanent	2024 - 27	30	N	Speed limit to match adjacent road	
Eltham Road	0	Maxwell Road	644	Dillon Street	50	40	Permanent	2033 - 36	40	Y	Whitney Street School	
England Street	0	Howard Street		End	100	60	Permanent	2024 - 27	60	Y	Taumarina	
Fell Street	243	Vickerman Street	400	160m east of Vickerman Street	50	40	Permanent	2024 - 27	30	N	Grovetown School	
Fell Street	750	Steam Wharf Road	785	Grantham Street	70	60	Permanent	2024 - 27	30	N	Speed limit to match adjacent road	
Ferry Road	430	Joseph Street	740	40m east of March Street	50	50/40	Variable	2024 - 27			Spring Creek School	8:25 – 9am, 2:55 – 3:15pm, School Days
Fishtail Vue	0	State Highway 63	95	End	70	60	Permanent	2024 - 27	30	N	Speed limit to match adjacent road	
Flaxmill Drive	1370	370m west of Bay End	1743	Bay End / Hinepango	100	60	Permanent	2024 - 27	80	N	Speed limit to match adjacent road	
Foster Street	0	Marama Street	404	Bridge - South Side	50	40	Permanent	2027 - 30	30	N	Seddon School	
Fox's Island Road	0	State Highway 6	324	Fox's Island Gate	100	60	Permanent	2024 - 27	80	N	SAAS inappropriate for the function of the road and level of development	
Francis Street West	0	Seymour Street South	200	End	50	40	Permanent	2027 – 30	30	N	Marlborough Boys' College	
George Conroy Drive	0	Taylor Pass Road	138	Dump Boundary	50	40	Permanent	2027 - 30	30	N	OneSchool Global – Blenheim Campus	
Giffords Creek Lane	0	Hammerichs Road	1072	Gate	100	50	Permanent	2024 - 27	80	N	Speed limit to match adjacent road	
Grahams Road	0	New Renwick Road	1187	End	100	80	Permanent	2024 - 27	80	Y		
Grantham Street	0	Fell Street (Grovetown)	348	Elliot Street	70	60	Permanent	2024 - 27	60	Y	Grovetown	
Green Lane	0	Aerodrome Road	417	End	70	60	Permanent	2024 - 27	60	N	Speed limit to match adjacent roads	
Greig Lane	0	Wakamarina Road	230	White Metal Gate	100	60	Permanent	2021 - 24	80	N	Speed limit to match adjacent road	
Grove Track (Queen Charlotte Drive)	7690	690m east of Kenepuru Road	8190	1190m east of Kenepuru Road	90	90/40	Variable	2027 - 30			Linkwater School	8:25 – 9am, 2:55 – 3:15pm, School Days
Gulch Road	0	State Highway 1	2945	Seal End	100	80	Permanent	2024 - 27	60	N	Speed limit to match adjacent road	
Hammerichs Road	0	Old Renwick Road	450	450m nrth of Old Renwick Road	70	50	Permanent	2027 - 30	60	N	SAAS inappropriate for the function of the road	

Road Name	Start RP	Start	End RP	End	Existing Speed Limit	Proposed Speed Limit	Speed Limit Type	Estimated Implementation Date	SAAS	Proposed = SAAS (Y/N)	Further Information	Dates / Times
											and level of development	
Hammerichs Road	450	450m nrth of Old Renwick Road	2920	50m south of Giffords Creek Lane	100	80	Permanent	2024 - 27	80	Y		
Hammerichs Road	2920	50m south of Giffords Creek Lane	3565	Rapaura Road	100	50	Permanent	2027 - 30	80	N	Rapaura School	
Hammerichs Road	3305	150m north of Ashford Grove	3565	Rapaura Road	100	50/40	Variable	2027 - 30			Rapaura School	8:25 – 9am, 2:55 – 3:15pm, School Days
Havelock Street	489	Alma Street	890	50m west of Picton Street	50	40	Permanent	2027 - 30	30	N	Renwick School	
Healys Road	0	Wakamarina Road	123	Gate	100	60	Permanent	2021 - 24	60	Y		
Hebberds Road	0	State Highway 6	748	Gate	100	60	Permanent	2024 - 27	60	Y		
Hills Road	0	State Highway 6	613	Power Pole	100	60	Permanent	2024 - 27	60	Y		
Hinepango Drive	0	Flaxmill Dr / Bay End	965	Pipitea Drive	70	60	Permanent	2027 - 30	60	Y		
Hodson Street (Blenheim)	0	Maxwell Road	157	Francis Street West	50	40	Permanent	2030 - 33	30	N	St Mary's School (Blenheim)	
Hopai Road	0	Elie Bay Road	2196	Gate	100	60	Permanent	2021 - 24	60	Y	Kenepuru Sound	
Howard Street	0	Bush Road	268	End	100	60	Permanent	2024 - 27	60	Y	Taumarina	
Hunter Road	0	S.H.1	500	500m east of SH 1	100	60	Permanent	2024 - 27	80	N	SAAS inappropriate for the function of the road and level of development	
Hutcheson Street	1107	Penny Street	1290	Lansdowne Street	50	50/40	Variable	2030 – 33			Mayfield School (Blenheim)	8:25 – 9am, 2:55 – 3:15pm, School Days
Hutcheson Street East	0	Beginning of Fork	70	Lansdowne Street	50	50/40	Variable	2030 - 33			Mayfield School (Blenheim)	8:25 – 9am, 2:55 – 3:15pm, School Days
Inkerman Street	923	Gee Street	1312	Blicks Road	70	60	Permanent	2027 - 30	50	N	Speed limit to match adjacent road	
Jacks Road	0	State Highway 6	80	End of Road	100	90	Permanent	2024 - 27	80	N	Speed limit to match adjacent road	
Jacksons Road	0	State Highway 6	1127	Old Renwick Road	100	80	Permanent	2024 - 27	80	Y	Speed limit to match adjacent road	
John Street	288	Seymour Street	405	Hutcheson Street	50	40	Permanent	2027 - 30	30	N	Blenheim School	
Kaituna-Tuamarina Road	0	Bush Road	550	550m south of Bush Road	100	60	Permanent	2024 - 27	60	Y	Taumarina	
Karaka Street	0	Rarangi Road		Titoki Street	70	50	Permanent	2027 - 30	60	N	Speed limit to match adjacent road	
Kendrick Road	0	Liverpool Street	759	Cul de sac	100	50	Permanent	2024 - 27	30	N	Speed limit to match adjacent road	
Kenepuru Road (Heads-Raetihi)	0	Titirangi Road	13100	180m west of Manaroa Roa	100	60	Permanent	2021 - 24	60	Y	Kenepuru Sound	

Road Name	Start RP	Start	End RP	End	Existing Speed Limit	Proposed Speed Limit	Speed Limit Type	Estimated Implementation Date	SAAS	Proposed = SAAS (Y/N)	Further Information	Dates / Times
Kenepuru Road (Heads-Raetihi)	13100	180m west of Manaroa Roa	13660	740m west of Manaroa Road	100	40	Permanent	2027 - 30	60	N	Waitaria Bay School	
Kenepuru Road (Heads-Raetihi)	13660	740m west of Manaroa Road	28555	End	100	60	Permanent	2021 - 24	60	Y	Kenepuru Sound	
Kenepuru Road (Linkwater-Heads)	0	Grove Track	8500	Willow Bay	100	60	Permanent	2021 - 24	60	Y	Kenepuru Sound	
Kenepuru Road (Linkwater-Heads)	8500	Willow Bay	9250	Willow Bay	100	30	Permanent	2021 - 24	60	N	SAAS inappropriate for the level of development	
Kenepuru Road (Linkwater-Heads)	9250	Willow Bay	28400	170m west of Torea Bay Road	100	60	Permanent	2021 - 24	60	Y	Kenepuru Sound	
Kenepuru Road (Linkwater-Heads)	28400	170m west of Torea Bay Road	29000	430m east of Torea Bay Road	100	40	Permanent	2021 - 24	60	N	SAAS inappropriate for the level of development	
Kenepuru Road (Linkwater-Heads)	29000	430m east of Torea Bay Road	42519	Titirangi Road	100	60	Permanent	2021 - 24	60	Y	Kenepuru Sound	
Kenningtons Road	0	State Highway 6	4490	End of Road	100	90	Permanent	2021 - 24	60	N	Speed limit to match adjacent road	
Kent Street	227	30m north of Broadway Street	460	55m south of Buller Street	50	50/40	Variable	2030 - 33			Picton School	8:25 – 9am, 2:55 – 3:15pm, School Days
Kinders Road	0	Anakoha Road	684	'Akaroa' Gate	100	60	Permanent	2021 - 24	60	Y	Kenepuru Sound	
Kowhai Crescent (Rai Valley)	0	Bryants Road	106	End	100	60	Permanent	2024 - 27	30	N	SAAS inappropriate for the type of road	
Lady Cobham Grove	0	Anakiwa Road	567	End	100	50	Permanent	2024 - 27	30	N	Speed limit to match adjacent road	
Lamberts Road	0	State Highway 6	1308	R.O.W	100	90	Permanent	2024 - 27	60	N	Speed limit to match adjacent road	
Landau Place	0	McKendry Place	56	End	50	40	Permanent	2027 - 30	30	N	Richmond View School	
Lawrence Road	0	Kenepuru Road	431	End	100	60	Permanent	2021 - 24	60	Y	Kenepuru Sound	
Lawrence Street	140	State Highway 6	500	End	50	40	Permanent	2027 - 30	30	N	Havelock School	
Leslies Road	0	State Highway 6	1326	Boundary	100	90	Permanent	2024 - 27	60	N	Speed limit to match adjacent road	
Long Valley Road	0	State Highway 6	4797	End	100	60	Permanent	2024 - 27	60	Y		
Mahau Road	0	Kenepuru Road	3554	3rd Gate	100	60	Permanent	2021 - 24	60	Y	Kenepuru Sound	
Manaroa Road	0	Kenepuru Road	8303	Opposite Wharf	100	60	Permanent	2021 - 24	60	Y	Kenepuru Sound	
Manuka Drive	0	Phillips Road	155	End	100	40	Permanent	2024 - 27	30	N	Speed limit to match adjacent road	
Marama Road	0	State Highway 1	356	170m west of Foster Street	50	40	Permanent	2027 - 30	30	N	Seddon School	
Marfells Beach		400m north of Marfells Beach Road		4.5km south of Marfells Beach Road	100	30	Permanent	2021 – 24	N/A	N/A	Beach area	

Road Name	Start RP	Start	End RP	End	Existing Speed Limit	Proposed Speed Limit	Speed Limit Type	Estimated Implementation Date	SAAS	Proposed = SAAS (Y/N)	Further Information	Dates / Times
Marfells Beach Road	7445	655m north of Marfells Beach campsite	8100	Department of Conservation boundary	100	30	Permanent	2021 - 24	80	N	Beach area with high pedestrians	
Marina Drive	0	Beach Road (Waikawa)	694	End of Council Road	50	30	Permanent	2024 - 27	30	Y	Waikawa Marina	
Masons Road	0	Anakoha Road	1292	End of road	100	60	Permanent	2021 - 24	60	Y	Kenepuru Sound	
Masons Road (North)	0	Kinders Road Fork	1681	End of road	100	60	Permanent	2021 - 24	N/A		Kenepuru Sound	
Mathews Lane	0	Jacksons Road	1333	End	100	80	Permanent	2024 - 27	80	Y	Speed limit to match adjacent road	
Maxwell Road	360	10m south of Hodson Street	875	195m north of Whitney Street	50	50/40	Variable	2030 - 33			St Mary's School (Blenheim)	8:25 – 9am, 2:55 – 3:15pm, School Days
Maxwell Road	875	195m north of Whitney Street	1020	55m south of Graham Street	50	50/40	Variable	2033 - 36			Whitney Street School	8:25 – 9am, 2:55 – 3:15pm, School Days
McCormicks Road	0	Port Underwood Road	370	End of metal	100	50	Permanent	2021 - 24	60	N	Speed limit to match adjacent road	
McKendry Street	0	Burleigh Road	227	Maxwell Road	50	40	Permanent	2027 - 30	30	N	Richmond View School	
McKenzie Street	0	Weld Street (Blenheim)	433	Howick Road	50	40	Permanent	2030 - 33	30	N	Witherlea School	
Mill Street	0	Seddon Street	127	Duncan Street (Ward)	70	60	Permanent	2027 - 30	60	Y		
Miro Street	0	Rarangi Road	244	End of seal	70	50	Permanent	2027 - 30	60	N	Speed limit to match adjacent road	
Moetapu Bay Road	0	Kenepuru Road	7860	End of private road	100	40	Permanent	2021 - 24	60	N	Kenepuru Sound	
Moetapu Ramp Road	0	Moetapu Bay Road	141	High Tide Level	100	60	Permanent	2021 - 24	60	Y	Kenepuru Sound	
Morrington Terrace	0	Weld Street (Blenheim)	311	End	50	40	Permanent	2030 - 33	30	N	Witherlea School	
Morse Street	0	State Highway 63	442	Pavilion	50	40	Permanent	2027 - 30	30	N	Wairau Valley School (Blenheim)	
Mountain View Road	0	Weld Street (Blenheim)	241	End	50	40	Permanent	2030 - 33	30	N	Witherlea School	
Mt Riley Road	0	State Highway 6	3569	End	100	60	Permanent	2024 - 27	60	Y		
Murphys Road	0	Middle Renwick Road	415	Ward Street	50	50/40	Variable	2024 - 27			Springlands School	8:25 – 9am, 2:55 – 3:15pm, School Days
Newman Road	0	State Highway 6 Prior Wairau Bridge	326	Top of Stop Bank	100	90	Permanent	2024 - 27	60	N	Speed limit to match adjacent road	
Ngaio Street	0	Miro Street	277	Seal end	70	50	Permanent	2027 - 30	60	N	Speed limit to match adjacent road	
Nicholson Street	0	Takorika Street	131	Lawrence Street	50	40	Permanent	2027 - 30	30	N	Havelock School	
Norths Road	0	State Highway 6	252	Bridge - Road end	100	60	Permanent	2024 - 27		N/A		
Ocean View Crescent	0	Pipitea Drive	370	Cul de sac	70	60	Permanent	2027 - 30	60	Y		
Onahau Road	0	Kenepuru Road	1661	Wharf	100	60	Permanent	2021 - 24	60	Y	Kenepuru Sound	
Orchard Lane (Blenheim)	0	Colemans Road	129	End	50	40	Permanent	2024 - 27	30	N	Springlands School - side road	
Oyster Bay Road	0	Port Underwood Road		End	100	50	Permanent	2021 - 24	60	N	Speed limit to match adjacent road	

Road Name	Start RP	Start	End RP	End	Existing Speed Limit	Proposed Speed Limit	Speed Limit Type	Estimated Implementation Date	SAAS	Proposed = SAAS (Y/N)	Further Information	Dates / Times
Pak Lims Road	45	Old Renwick Road	814	End	100	60	Permanent	2024 - 27	60	Y		
Parkes Road	0	Bush Road	726	End	80	60	Permanent	2024 - 27	60	Y	Taumarina	
Peggioh Road	0	Gulch Road	15060	Gateway before house	100	80	Permanent	2024 - 27	60	N	Speed limit to match adjacent road	
Percy Street	0	Whitney Street	272	Dillon Street	50	40	Permanent	2033 - 36	30	N	Whitney Street School	
Phillips Road	0	Port Underwood Road		End	100	50	Permanent	2021 - 24		N/A	Speed limit to match adjacent road	
Phillips Road	0	Queen Charlotte Drive	263	Bridge - End new subdivision	100	40	Permanent	2024 - 27	30	N	Speed limit to match adjacent road	
Pioneer Place	0	State Highway 1 (South)	222	State Highway 1 (North)	100	60	Permanent	2024 - 27	60	Y		
Pipitea Drive	0	Rarangi Road	1025	Start of Ocean View Crescent	70	60	Permanent	2027 - 30	60	Y		
Port Underwood Road	39227	Corner appex by Sign	40300	Corner-Whites Bay/Pu sign	70	50	Permanent	2027 - 30	60	N	Speed limit to match adjacent road	
Prices Road	0	State Highway 6	1514	White gate	100	90	Permanent	2021 - 24	60	N	Speed limit to match adjacent road	
Pukenui Road	0	Mahakipawa Hill	262	End	100	50	Permanent	2024 - 27	60	N	Speed limit to match adjacent road	
Queen Charlotte Drive	1750	400m west of Momorangi Camp Road	2250	100m east of Momorangi Camp Road	50	30	Permanent	2024 - 27	60	N	SAAS inappropriate for the level of development	
Queen Charlotte Drive	4645	500m west of Phillips Road	5500	350m east of Phillips Road	50	40	Permanent	2024 - 27	40	Y		
Rarangi Beach Road	0	Rarangi Beach Road Sign	380	380m north of Rarangi Road	100	70	Permanent	2024 - 27	60	N	Speed limit to match adjacent road	
Rarangi Beach Road	2600	580m south of Port Underwood Road	3182	Whites Bay sign	70	50	Permanent	2027 - 30	60	N	Speed limit to match adjacent road	
Rarangi Road	0	Neal Road	1890	Rarangi Beach Road sign	100	70	Permanent	2027 - 30	80	N	Speed limit to match adjacent road	
Readers Road	0	State Highway 6	725	Cattle Stop	100	60	Permanent	2024 - 27	60	N		
Redwood Street	53	Seymour Street (Seddon)	262	Foster Street	50	40	Permanent	2027 - 30	30	N	Seddon School	
Robertson Mill Place	0	Bryants Road	195	Cul de sac	100	60	Permanent	2024 - 27	30	N	SAAS inappropriate for the type of road	
Rogers Street	0	Eltham Road	517	End	50	40	Permanent	2033 - 36	30	N	Whitney Street School	
Rosina Corlett Lane	0	Aerodrome Road	82	End	100	30	Permanent	2024 - 27		N/A	High pedestrian area	
Rush Lane	0	Wakamarina Road	126	End	100	60	Permanent	2021 - 24	60	Y		
Ruthken Crescent	0	Colemans Road	106	End	50	40	Permanent	2024 - 27	30	N	Springlands School - side road	
Sandy Bay Road	0	Kenepuru Road	203	End	100	60	Permanent	2021 - 24	60	Y	Kenepuru Sound	

Road Name	Start RP	Start	End RP	End	Existing Speed Limit	Proposed Speed Limit	Speed Limit Type	Estimated Implementation Date	SAAS	Proposed = SAAS (Y/N)	Further Information	Dates / Times
Scotston Grove	0	Solway Drive	173	End	50	40	Permanent	2030 - 33	30	N	Witherlea School	
Scott Street South	0	Seymour Street-Zebra Crossing	191	Stephenson Street	50	50/40	Variable	2027 - 30			Marlborough Boys' College	8:25 – 9am, 2:55 – 3:15pm, School Days
Seddon Street	0	State Highway 1	1065	150m east of Carroll Street	70	60	Permanent	2027 - 30	60	Y		
Seddon Street	1065	150m east of Carroll Street	2361	470m south of Ward Beach Road	70	80	Permanent	2027 - 30	60	N	SAAS inappropriate for the function of the road	
Seniors Road	0	State Highway 63	243	End	70	60	Permanent	2027 - 30	30	N	Speed limit to match adjacent road	
Seymour Street	0	John Street (One Way)	133	Alfred Street	50	40	Permanent	2027 - 30	30	N	Blenheim School	
Seymour Street	244	High Street (Blenheim)	865	Start Island at Ped Xing	30	50	Permanent	2024 - 27	30	N	SAAS inappropriate for the function of the road	
Seymour Street (Seddon)	0	Redwood Street (Seddon)	150	150m north of Redwood Street	50	40	Permanent	2027 - 30	30	N	Seddon School	
Shoreline Place	0	Woolleys Crossing / Edgewater PI	200	Cul de sac	70	60	Permanent	2027 - 30	60	Y		
Solway Drive	0	Weld Street (Blenheim)	373	End	50	40	Permanent	2030 - 33	30	N	Witherlea School	
St Leonards Road	0	Old Renwick Road	1125	State Highway 6	100	80	Permanent	2024 - 27	80	Y	Speed limit to match adjacent road	
St Omer Road	0	Kenepuru Road	895	End	100	60	Permanent	2021 - 24	60	Y	Kenepuru Sound	
Stafford Street	0	Vickerman Street	470	Tytler Street	100	60	Permanent	2024 - 27	80	N	Speed limit to match adjacent road	
Steam Wharf Road	0	Fell Street (Grovetown)	1066	Seal end	70	60	Permanent	2024 - 27	60	Y	Grovetown	
Stephenson Street	0	Maxwell Road	195	Weld Street (Blenheim)	50	40	Permanent	2030 - 33	40	Y	St Mary's School (Blenheim)	
Stephenson Street	195	Weld Street (Blenheim)	474	Scott Street South	50	40	Permanent	2027 - 30	30	N	Marlborough Boys' College	
Stratford Street	0	Eltham Road	359	End	50	40	Permanent	2033 - 36	30	N	Whitney Street School	
Tachalls Road East	0	State Highway 1	528	Gate at end of road	70	60	Permanent	2027 - 30	60	Y		
Tachalls Road West	0	State Highway 1	1731	Mt Victoria Gate	100	80	Permanent	2024 - 27	60	N	Speed limit to match adjacent road	
Takorika Street	0	Lawrence Street	212	Nicholson Street (Havelock)	50	40	Permanent	2027 - 30	30	N	Havelock School	
Tapps Road	0	State Highway 6		End	100	60	Permanent	2024 - 27	60	Y		
Tara Bay Road	0	Kenepuru Road	227	End of Car Park	100	60	Permanent	2021 - 24	60	Y	Kenepuru Sound	
Taylor's Road	0	State Highway 6	437	End of road	100	60	Permanent	2024 - 27	60	Y		
Te Hora Pa Road	0	State Highway 6	866	Seal end	100	60	Permanent	2024 - 27	80	N	Te Hora marae	
Te Mahia Road	0	Kenepuru Road	788	Large Wattle Tree	100	60	Permanent	2021 - 24	60	Y	Kenepuru Sound	
Tepuia Heights	0	Grove Track	420	End	100	50	Permanent	2021 - 24	60	N	Speed limit to match adjacent road	

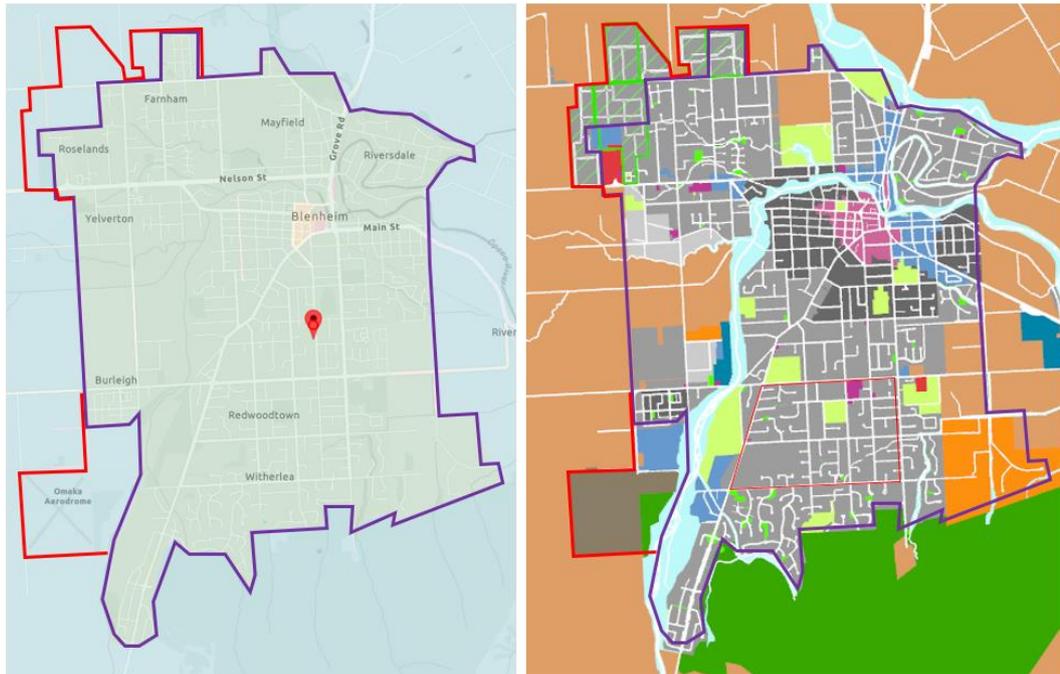
Road Name	Start RP	Start	End RP	End	Existing Speed Limit	Proposed Speed Limit	Speed Limit Type	Estimated Implementation Date	SAAS	Proposed = SAAS (Y/N)	Further Information	Dates / Times
Titirangi Road	0	Kenepuru Road	25357	End	100	60	Permanent	2021 - 24	60	Y	Kenepuru Sound	
Titoki Street	0	Rarangi Beach Road		End	70	50	Permanent	2027 - 30	60	N	Speed limit to match adjacent road	
Torea Road	0	Kenepuru Road	1712	End Wharf	100	60	Permanent	2021 - 24	60	Y	Kenepuru Sound	
Totaranui Road	0	Clova Bay Road	1211		100	60	Permanent	2021 - 24	60	Y	Kenepuru Sound	
Tytler Street	0	Fell Street (Grovetown)	553	Stafford Street	100	60	Permanent	2024 - 27	80	N	Speed limit to match adjacent road	
Vickerman Street	937	Fell Street (Grovetown)	1180	240m south of Fells Road	50	40	Permanent	2024 - 27	80	N	Grovetown School	
Vickerman Street	1180	240m south of Fells Road	1994	100m south of Aberharts Road	80	60	Permanent	2024 - 27	80	N	SAAS inappropriate for the level of development	
Waikawa Road	1800	110m north of Leicester Street	2160	Tui Drive	50	50/40	Variable	2027 - 30			Queen Charlotte College	8:25 – 9am, 2:55 – 3:15pm, School Days
Waikawa Road	3390	60m north of Turners Road	3660	45m north of Nautique Place	50	50/40	Variable	2027 - 30			Waikawa Bay School	8:25 – 9am, 2:55 – 3:15pm, School Days
Waitui Road	0	Titirangi Road	815	Cattle Stop	100	60	Permanent	2021 - 24	60	Y	Kenepuru Sound	
Wakamarina Road	0	State Highway 6	15041	End	100	60	Permanent	2021 - 24	60	Y		
Wakefield Street	0	Bush Road	275	End	80	60	Permanent	2024 - 27	60	Y	Taumarina	
Ward Street (Blenheim)	0	Murphys Road	431	Colemans Road	50	40	Permanent	2024 - 27	30	N	Springlands School - side road	
Ward Street (Ward)	0	Seddon Street	645	State Highway 1	70	60	Permanent	2027 - 30	60	Y		
Weld Street	1015	Alabama Road	1233	Cleghorn Street	50	40	Permanent	2030 - 33	30	N	Redwoodtown School	
Weld Street	2154	Wither Road	2688	End	50	40	Permanent	2030 - 33	30	N	Witherlea School	
Whitney Street	0	Maxwell Road	191	End	50	40	Permanent	2033 - 36	30	N	Whitney Street School	
Williams Road	0	Kenepuru Road	610	End	100	60	Permanent	2021 - 24	60	Y	Kenepuru Sound	
Wither Road	1475	30m east of Alana Street	1695	90m east of Weld Street	50	50/40	Variable	2030 - 33			Witherlea School	8:25 – 9am, 2:55 – 3:15pm, School Days
Woolleys Crossing	0	Pipitea Drive	292	Shoreline / Edgewater Place	70	60	Permanent	2027 - 30	60	Y		
York Street North	256	Broadway Street	550	State Highway 1	50	40	Permanent	2030 - 33	30	N	Picton School	

### 8.1.3 Urban Traffic Area Extensions

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

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

#### Blenheim Urban Traffic Area



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



#### Renwick Urban Traffic Area



### 8.1.4 Safety Infrastructure

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

**Table 9 Safety Infrastructure**

Technical Report Section No.	Road Name	Proposed safety infrastructure	Estimated Implementation date
2.1.1	Seddon School	Install school threshold style treatments on all approaches to the school (x5).	2027 - 30
2.1.1	Seddon School	Install a pedestrian crossing on Redwood Street and consider putting it on a raised safety platform.	2027 - 30
2.1.2	Ward School	Install school threshold style treatments on Duncan Street approaches to the school (x2).	2027 - 30
2.2.1	Awatere - Side roads	Update speed limit signage as required.	2024 - 27
2.2.2	Marfells Beach	Install settlement threshold treatments at the speed limit change on Marfell Beach Road (x1)	2021 – 24
2.2.2	Marfells Beach	Install speed limit signage on the approach to the beach as required (x3).	2021 - 24
2.2.3	Ward Township	Update existing and install new speed limit signage as required.	2024 - 27
3.1.1	Blenheim School	Install school threshold style treatments on the Alfred Street and John Street approaches to the school (x3).	2027 - 30
3.1.1	Blenheim School	Upgrade the existing patrolled pedestrian crossing on Alfred Street onto a raised safety platform.	2027 - 30
3.1.3	Marlborough Boys College (new site location)	Update the existing variable speed limit signage.	2027 - 30
3.1.3	Marlborough Boys College (new site location)	Install a variable school threshold style treatment on the northern approach to the school on McLauchlan Street.	2027 - 30
3.1.3	Marlborough Boys College (new site location)	Upgrade the existing kea crossing to a patrolled pedestrian crossing on a raised safety platform.	2027 - 30

Technical Report Section No.	Road Name	Proposed safety infrastructure	Estimated Implementation date
3.1.2	Bohally Intermediate School (new site location)	Install variable school threshold style treatments on the Redwood Street approaches to the school (x2).	2030 - 33
3.1.2	Bohally Intermediate School (new site location)	Install school threshold style treatments on the Stephenson Street approaches to the school (x2).	2030 - 33
3.1.2	Bohally Intermediate School (new site location)	Upgrade the existing pedestrian crossing on Redwood Street onto a raised safety platform.	2030 - 33
3.1.2	Bohally Intermediate School (new site location)	Consider installing a pedestrian crossing on a raised safety platform on Stephenson Street in the vicinity of the proposed school access.	2030 - 33
3.1.3	Marlborough Boys College (existing location)	Install variable school threshold style treatments on the Scott Street approaches to the school (x2).	2027 - 30
3.1.3	Marlborough Boys College (existing location)	Install permanent speed limit signs on Francis Street and Stephenson Street.	2027 - 30
3.1.4	Marlborough Girls College	Update the existing variable speed limit signage.	2027 - 30
3.1.4	Marlborough Girls College	Upgrade the existing crossing point on McLauchlan Street to a pedestrian crossing on a raised safety platform.	2027 - 30
3.1.5	Mayfeild School	Install variable school threshold style treatments on the Hutcheson Street and Hutcheson Street approaches to the school (x3).	2030 - 33
3.1.5	Mayfeild School	Upgrade the existing kea crossing to a patrolled pedestrian crossing on a raised safety platform.	2030 - 33
3.1.6	OneSchool Global – Blenheim Campus	Install school threshold style treatments on the George Conroy Drive westbound approach to the school (x1).	2027 - 30
3.1.7	Redwoodtown School	Install school threshold style treatments on the Cleghorn Street approaches to the school (x2).	2030 - 33
3.1.7	Redwoodtown School	Install variable school threshold style treatments on Alabama Road at the change in speed limit locations (x2).	2030 - 33
3.1.7	Redwoodtown School	Install permanent speed limit signs with threshold treatments on Brian Bary Street, Weld Street and Cleghorn Street at the change in speed limit locations.	2030 - 33

Technical Report Section No.	Road Name	Proposed safety infrastructure	Estimated Implementation date
3.1.7	Redwoodtown School	Upgrade the existing patrolled pedestrian crossing on Weld Street onto a raised safety platform.	2030 - 33
3.1.7	Redwoodtown School	Upgrade the existing raised safety platforms on Cleghorn Street to include a pedestrian crossing.	2030 - 33
3.1.8	Richmond View School	Install school threshold style treatments on the Burleigh Street approaches to the school (x2).	2027 – 30
3.1.8	Richmond View School	Install permanent speed limit signs on the Burleigh Street and McKendry Street approaches to Maxwell Road.	2027 - 30
3.1.9	Riverlands School	Install variable school threshold style treatments on Alabama Road at the change in speed limit locations (x2).	2024 – 27
3.1.9	Riverlands School	Install permanent speed limit signs with threshold treatment on School Road.	2024 - 27
3.1.10	Springlands School	Install variable school threshold style treatments on Murphys Road and Coleman Road at the change in speed limit locations (x4).	2024 – 27
3.1.10	Springlands School	Install permanent speed limit signs on Aston Street, Clouston Gardens, Cricklewood Lane, Ruthken Crescent and Orchard Lane (Blenheim) (x5)	2024 – 27
3.1.10	Springlands School	Consider upgrading the patrolled pedestrian crossing onto a raised safety platform.	2024 – 27
3.1.10	Springlands School	Upgrade the existing kea crossing to a patrolled pedestrian crossing on a raised safety platform.	2024 - 27
3.1.11	St Mary's School (Blenheim)	Install variable school threshold style treatments on the Maxwell Road approaches to the school (x2).	2030 - 33
3.1.11	St Mary's School (Blenheim)	Install permanent speed limit signs on Hodson Street and Stephenson Street.	2030 - 33
3.1.11	St Mary's School (Blenheim)	Consider upgrading the patrolled pedestrian crossings on Maxwell Road and Stephenson Street onto raised safety platforms.	2030 - 33
3.1.12	Whitney Street School	Install variable school threshold style treatments on the Maxwell Road approaches to the school (x2).	2033 - 36

Technical Report Section No.	Road Name	Proposed safety infrastructure	Estimated Implementation date
3.1.12	Whitney Street School	Install school threshold style treatments on the Eltham Street approaches to the school (x2).	2033 - 36
3.1.12	Whitney Street School	Install permanent speed limit signs on the Eltham Street, Beaver Road and Percy Street approach to Dillon Street.	2033 - 36
3.1.12	Whitney Street School	Install permanent speed limit signs on the Whitney Street and Eltham Street approaches to Maxwell Road.	2033 - 36
3.1.12	Whitney Street School	Consider upgrading the patrolled pedestrian crossings on Eltham Street and Maxwell Road onto raised safety platforms.	2033 - 36
3.1.13	Witherlea School	Install variable school threshold style treatments on the Wither Road approaches to the kea crossing (x2).	2030 - 33
3.1.13	Witherlea School	Install school threshold style treatments on the Weld Street approach to the school (x1).	2030 - 33
3.1.13	Witherlea School	Install permanent speed limit signs on the Weld Street approach to Wither Street and the McKenzie Street approach to Howick Road.	2030 - 33
3.1.13	Witherlea School	Consider upgrading the kea crossings on Weld Street and Wither Road to patrolled pedestrian crossings on raised safety platforms.	2030 - 33
3.2.1	Beaver Road	Remove speed limit signage as required.	2024 - 27
3.2.1	Beaver Road	Undertake further investigation of an appropriate cycle link and suitable infrastructure.	2027 - 30
3.2.2	Ōmaka marae and Te Pā Wānanga	Install school threshold style treatment on the Aerodrome Road approach to the school (x1).	2024 – 27
3.2.2	Ōmaka marae and Te Pā Wānanga	Update all speed limit signage as appropriate.	2024 – 27
3.2.2	Ōmaka marae and Te Pā Wānanga	Install advance and directional marae signage for Ōmaka marae on the westbound approach to the marae.	2024 - 27
3.2.3	Seymour Street	Change speed limit signage as required.	2024 - 27
3.2.3	Seymour Street	Undertake further investigation of an appropriate cycle infrastructure.	2027 - 30

Technical Report Section No.	Road Name	Proposed safety infrastructure	Estimated Implementation date
4.1.1	Rapaura School	Install variable school threshold style treatments on both Hammerichs Road approaches to the school (x2).	2027 - 30
4.1.1	Rapaura School	Update existing speed limit signage.	2027 - 30
4.1.1	Rapaura School	Consider upgrading the existing crossing point to a patrolled pedestrian crossing.	2027 - 30
4.2.1	Hammerichs Road	Update speed limit signage as required.	2024 - 27
4.2.2	Kendrick Road	Update speed limit signage as required.	2024 - 27
5.1.1	Linkwater School	Install variable school threshold style treatments on both Grove Track approaches to the school (x2).	2027 - 30
5.1.2	Waitaria Bay School	Install school threshold style treatments on both Kenepuru Road approaches to the school (x2).	2027 - 30
5.2.1	Kenepuru Road and surrounds	Install settlement threshold treatments at each end of the Portage Bay and Willow Bay speed limit changes (x4)	2021- 24
5.2.1	Kenepuru Road and surrounds	Install speed limit signage at the Kenepuru Road approach to Grove Track (Queen Charlotte Drive) and repeater signs as required along the route.	2021 - 24
5.2.3	Mahakipawa Hill (Queen Charlotte Drive)	Update speed limit signage as required.	2021 – 24
5.2.3	Mahakipawa Hill (Queen Charlotte Drive)	Install settlement threshold treatment on the approach to Havelock to assist with speed management.	2021 - 24
5.2.4	Marlborough Sounds East - Side roads	Update speed limit signage as required.	2021 – 24
5.2.5	Queen Charlotte Drive – holiday speed limits	Update speed limit signage as required.	2024 - 27
5.2.5	Queen Charlotte Drive – holiday speed limits	Install settlement threshold treatments on Queen Charlotte Drive approaches to Momorangi Bay and Ngakuta Bay (x4).	2024 - 27
6.1.2	Havelock School	Install school threshold style treatment on Lawrence Street east of the access to the school (x1).	2027 - 30

Technical Report Section No.	Road Name	Proposed safety infrastructure	Estimated Implementation date
6.1.2	Havelock School	Consider installing a crossing point on Lawrence Street.	2027 - 30
6.2.1	Marlborough Sounds West - Side roads	Update speed limit signage as required.	2021 – 24
6.2.2	Te Hora Marae	Update all speed limit signage as appropriate.	2024 – 27
6.2.2	Te Hora Marae	Install advance and directional marae signage for Te Hora marae on both approaches to the marae.	2024 - 27
6.2.3	Wakamarina Road	Install settlement threshold treatments on the Wakamarina Road approach to State Highway 6 and at the proposed change in speed limit location.	2021 - 24
7.1.1	Picton School	Install school threshold style treatments on the York Street north approaches to the school (x3).	2030 - 33
7.1.1	Picton School	Install variable school threshold style treatments on the Kent Street approaches to the school (x2).	2030 - 33
7.1.1	Picton School	Install permanent speed limit signs on Broadway Street and Buller Street approaches to Kent Street and York Street.	2030 - 33
7.1.1	Picton School	Consider upgrade the existing kea crossing on York Street north to a patrolled pedestrian crossing on a raised safety platform.	2030 - 33
7.1.1	Picton School	Consider upgrade the existing patrolled pedestrian crossing on Kent Street onto a raised safety platform.	2030 - 33
7.1.2	Queen Charlotte College	Install variable school threshold style treatments on the Waikawa Road approaches to the school (x2).	2027 - 30
7.1.3	Waikawa Bay School	Install variable school threshold style treatments on the Waikawa Road approaches to the school (x2).	2027 - 30
7.2.1	Waikawa Marae	Install advance and directional marae signage for Waikawa marae on both approaches to the marae.	2024 – 27
7.2.2	Waikawa Marina	Install threshold style treatment on the Beach Road approach to the proposed change in speed limit location to assist speed management.	2024 - 27

Technical Report Section No.	Road Name	Proposed safety infrastructure	Estimated Implementation date
8.1.1	Renwick School	Install school threshold style treatments on both Havelock Street approaches to the school (x2).	2027 - 30
8.1.1	Renwick School	Install permanent speed limit signs on the Brook Street and Alma Street approaches to State Highway 6 and the Nicholson Street approach to Havelock Street.	2027 - 30
8.2.1	Renwick north periphery	Update existing speed limit signage as required.	2024 - 27
9.1.1	Grovetown School	Install school threshold style treatments on both Fells Road approaches to the school and the Vickerman Street approach from the south (x3).	2024 - 27
9.1.1	Grovetown School	Upgrade other speed limit signage as required.	2024 - 27
9.1.1	Grovetown School	Mark a centreline on Vickerman Street from Fells Road to 100m south of Aberharts Road.	2024 - 27
9.1.2	Spring Creek School	Install variable school threshold style treatments on the Ferry Road approaches to the school (x2).	2024 - 27
9.1.2	Spring Creek School	Upgrade the existing kea crossing to a patrolled pedestrian crossing on a raised safety platform.	2024 - 27
9.2.1	Grovetown Township	Update existing and install new speed limit signage as required.	2024 - 27
9.2.2	Spring Creek Township	Install settlement threshold treatments on Ferry Road east of State Highway 1 and west of the bridge.	2024 - 27
9.2.4	Ūkaipō Cultural Centre	Install advance and directional marae signage for Ūkaipō Cultural Centre on both approaches to the centre.	2024 - 27
9.2.5	Wairau Pā Marae	Install advance and directional marae signage for Wairau Pā Marae on both approaches to the marae.	2024 - 27
10.1.1	Tua Marina School	Install school threshold style treatment on Campbells Road approaches to the school (x1).	2027 - 30
10.2.1	Rarangi Beach Township	Install settlement threshold treatments at the Flaxmill Drive, Rarangi Road and Rarangi Beach Road change in speed limit locations.	2027 - 30
10.2.2	Taumarina - Side roads	Update speed limit signage as required.	2024 - 27

Technical Report Section No.	Road Name	Proposed safety infrastructure	Estimated Implementation date
11.1.1	Wairau Valley School	Install a school threshold treatment on the Morse Street approach to the school (x1).	2027 - 30
11.2.1	Wairau Valley Township	Update existing and install new speed limit signage as required.	2027 - 30
12.1.1	Fairhall School	Upgrade the signs and marking to the variable school threshold style treatment on both New Renwick Road approaches to the school (x2).	2027 - 30
12.2.1	Woodbourne - Side roads	Update speed limit signage as required.	2024 – 27

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## 8.2 New Zealand Transport Agency (State Highways)

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

**Figure 8 NZTA Interim Speed Management Plan**

### Speed limit changes

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

### Speed limits around schools

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

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### 8.3 Other Road Controlling Authorities

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

**Table 10 Speed Limit Changes**

Road Name	Start	End	Existing Speed Limit	Proposed Speed Limit	Speed Limit Type	Estimated Implementation Date	
Marfells Beach Road	Marlborough District boundary	780m south of Marfells Beach Road	100	30	Permanent	2021- 24	To match proposed changes to Marfells Beach Road.

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

# Appendix A – Marlborough Local Roads Technical Assessment

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