

SH6 HOPE TO WAKEFIELD SPEED REVIEW

Speed consultation submissions

MARCH 2021

#	SUBMITTER	FORMAL SUBMISSION
1	Individual	We would like to see the speed at 60km in Hope but would like the speed on the no change in Brightwater to be dropped to 70km.
2	Individual	On the corner of Main Road Hope and Ranzau Road East there is a shop. People park their vehicles in the front of shop sometimes right up to Ranzau Road corner. If these vehicles happen to be big Utes or big trucks with curtain siders, some with trailers and curtain siders it is impossible to see to the right to turn towards Richmond, or even go straight ahead. You have to get through two lanes of traffic which at times can take up to five minutes. This makes people impatient and one day someone is going to pull out in front of another vehicle and get themselves hurt or even killed. I have lived near this corner for just over 60 years and have seen some very bad crashes and the traffic then was nowhere as dense as it is now.
3	Individual	If the proposed new speed limits are happening now - why change the speeds. Early mornings ...am - 7.00am there is very little traffic on the roads. I travel to Nelson early - and there is no traffic to speak of. A person could "zone lesser speed. More passing / slow lanes would be helpful. What about like "school zones" between certain hours where certain speeds are O.K. between certain times. I am against the lowering of the speed limit.
4	Individual	Reducing the speed limit to 80 will make it safer not only for cars trying to turn out of Clover Road West and East but also for the children who must wait beside SH6 for the school bus. There is no safe waiting area for them or shelter for that matter. As traffic increases it is becoming more and more difficult and dangerous to exit Clover Road West.
5	Individual	I would like to see the speed limit drop back to 60k in the intersection of Ellis St, River Terrace Rd or otherwise the pub corner. Traffic coming north get to the corner quickly if you're trying to cross it. It's a busy corner, with family dropping off children or picking them up. "River Terrace Rd has many log trucks, quarry trucks and the sale yards once or twice a week have their share of stock trucks. It's a very dangerous crossing.
6	Individual	Having so many different speeds for zones only causes confusion especially for visitors and them changing regularly is not good. I believe we should only have 50, 70, 80, & 100, introducing i60 which is too close to 50 is not good. During peak traffic times which are not that long what is proposed would be good but at all other times these changes will lengthen travel times for important traffic running to schedules. As the Wakefield to Brightwater section is not as congested as the Brightwater to Hope I believe the speed limit should be retained at 100kph. Options to reduce feeder roads to this section could be a better option, close off Telenius Rd & Burton Lane (Higgins Rd side) to SH6 so that Higgins Rd is used and extend the 80kmh to south of Robinsons Rd where that traffic would come in.
7	Individual	We agree with the 60kmh at the two 70kmh sites. I think the 80kmh at Brightwater should be extended as shown by out drawing on map. But the 100knh should continue along Spring Grove and after the Brightwater Bridge to Hope. It's a long drive to work each day, and you're still going to have stupid drivers whatever the speed limit.
8	Individual	Blank
9	Individual	No change please - nowadays few people overtake so we travel slower at peak periods. At night when traffic is light - let us travel at the present speed limits. However, where we live (beyond Wakefield travelling South) the speed limit should be reduced from 100kmh to 70kmh up to Baigent Valley Road which comes off the highway right on a dangerous corner. In 2019 a near fatal accident happened when a truck turning into our drive was hit by overtaking car & trailer. The car driver would have fatally killed a passenger - fortunately the driver was alone. Appleton's Tree Nursery & Baigent Valley have many traffic movements across the State Hwy 6.
10	Individual	Yes the fact that it's going to take forever to get anywhere. The real problem is not being addressed, the appalling driving by aggressive tail gating drivers. The problem would be better solved by training drivers properly or pretty soon we may as well be walking. I think the one place you could reduce the limit is at the cross roads at Brightwater. Leave the rest as they are.
11	Individual	Re accessing SH6 from Lord Rutherford Road toward Richmond. In spite of access lane for North turning traffic, <u>speeding</u> vehicles driving South towards Wakefield leave little time for safe crossing, especially at peak hours. Many drivers ignore the 100km/h speed limit. Only remedy - time departure from area to achieve safe journey to Richmond, avoiding peak hours if possible. Proposed reduction of speed limit would be welcome for all drivers, self included!
12	Individual	We agree with lowering the speed in these areas. Keep speed changes minimal.
13	Individual	The only section which needs changing to a lower speed is the Brightwater township section - a major & busy intersection with poor visibility from the Wakefield side! Needs a roundabout! I do not wish to have the speed lowered on any of the other areas as there is very good visibility, straight roads and <u>slowing</u> the speed further will cause more frustration and cause more accidents, not to mention the extra fuel costs and time delays for all road users.

#	SUBMITTER	FORMAL SUBMISSION
14	Tasman District Council	Submission on Waka Kotahi Speed Reduction Proposal (SH6 from Hope to Wakefield) Thank you for this opportunity to submit on the speed reduction proposal. Tasman District Council is supportive of the proposal and understands that it largely aligns with the safe and appropriate speeds outlined in the New Zealand Speed Management Guide and the Waka Kotahi Megamaps Tool. The Council considers the proposed speed reductions from Hope to Wakefield to be a safety intervention that is consistent with the Road to Zero goal to reduce any incidents of injury or death on our roads. While a reduction in speed will enhance safety for all road users and residents on this increasingly busy and more intensely developed state highway corridor, the Council considers more work is needed to ensure the infrastructure is fit for purpose for all users. Issues that members of our community currently experience on this corridor include: · Neighbourhood severance and lack of safe crossing opportunities for pedestrians and cyclists at Main Road Hope (schools, childcare centres, dairy), and Whitby Road, Wakefield (school and town centre) · Poor road surface conditions We strongly encourage Waka Kotahi to prioritise investment in both maintaining existing road surfaces and improving crossing opportunities such as pedestrian refuges, as further efforts to increase safety on this corridor.
15	Individual	We agree to the proposed new speed limits.
16	Brightwater Volunteer Firebrigade	Agree with proposed speed limit changes from Hope to Wakefield. Road surface between Hope and Brightwater has deteriorated significantly in recent years & now requires a greater investment to return to suitable conditions for open road speed limits. The recent upgrading of intersections at Clover Road / SH6 and Eden's Road / SH6 have reduced accident rates and increased visibility and safety for turning traffic with turn bays & flush medians.
17	Individual	Spring Grove not listed! There is a Spring Grove Church of Christ before reaching Barton Lane! Also in Spring Grove, Brooks Fertiliser trucks are busy! Next door Spring Grove Southfuels open 7 days a week for fuel. Garage open 5 days a week for maintenance repairs etc. HOPS either side of road. There is an underpass, at times SH6 would be used. I walked up the road at Labour weekend, the road was so busy, cars travelling over 100mph which frightened me. A gate through hop garden was open, walked through there, back to our house. Was at Garage, walking back home two logging trucks roaring past, the wind from them nearly knocked me over. I always have my walking stick & wear a safety jacket. I am 81 years old and have lived near this road all my life!!! ...
18	Individual	I am happy with the proposed speed limits.
19	Individual	I support this proposal 100%. Can you consider making positive changes at the River Terrace / Ellis St intersection as it is very dangerous. Also pulling out of my driveway on Main Rd, Hope 100km zone was a nightmare!! Awful. She has since moved houses because of this road.
20	Individual	The current speed limits are all perfectly fine as they are! With the current mean operating speeds all under the actual speed limit, shows speed is not the issue. For those few irresponsible drivers that do speed, speed in excess and will continue to do so even if the limits are reduced. The roads in question are straight & wide with limited residents / driveways and good line of sight in both directions. The hard shoulder on both sides is ample, allowing residents to pull off the road to exit into driveways & even exit driveways & increase speed before merging with traffic. Accidents & injury / death on this stretch is not that high and not all as a result of speed. For example, the death of 3 on Burks Bank was due to fleeing from the police at speeds nearing 150km/h. These accidents are awful & unfortunately will not be averted by lowering the limit. The actual issue is that kiwi's don't know how to drive properly, use junctions & roundabouts properly or the importance of merging with traffic. For example, when pulling out of a driveway into traffic driving 70 or 100, you must put your foot down to accelerate to the limit, not dawdle, then wait for a decent gap in the traffic. The most important section, Brightwater cross roads hasn't even been considered yet, this is the most dangerous part which would benefit from a roundabout or lowered speed limit to 60 km/h. The current proposal is <u>ridiculous</u> . <u>Leave it as it is!</u>
21	Individual	Don't think the proposed 60km through Hope is necessary. But agree with the proposed 80km areas especially Main Road, Burks Bank. It is too dangerous having that area any faster than 80km. The Main Road Hope, Anniseed Valley Road / Hoddys Orchard Corner has been improved but is still hard / dangerous to turn out of at peak traffic times.
22	Individual	The sooner the better!
23	Individual	Agree with all proposed limits in these areas. The number of times sirens go in these areas because of accidents is very high. Standard of road maintenance also very poor not only our areas but around the country as well. Many people think they have priority on the road, little patience.
24	Individual	I am old, so try not to drive at peak / busy times. I'm aware of increase in traffic volume, but excessive speed I rarely notice. I realise volume will keep increasing. The fewer changes in speed limits the better. Coming to Wakefield from Hope, where 100kph is new, can't it be 80 all the way to Bird Lane & then 60?
25	Individual	I have travelled these roads for 9 years, I think if you really need to lower the speed limits 100km down to 90km - leave the rest alone. 80km is too slow - it will lead to people driving at 65-70km which will lead to more accidents, open roads are that!! open roads.
26	Individual	I would strongly suggest leaving the speed limits as are from 6.30pm to 6.30am, which allows long haul travellers to choose to drive out of its slow times and get to their destination earlier. This may be introduced alongside an operation time, suggesting that anyone who wants to get from Nelson to ChCh or Westport drivers early enough to be past the speed limit areas before speed has to be reduced. This should be common sense anyway. From 6.30am to 6.30pm the limits could be brought down a fraction, but re-educating drivers would also help.
27	Individual	The proposed speed limits on Hope to Wakefield are nothing short of pathetic. The traffic on this road is too slow now causing bottlenecks and frustrating drivers wanting to actually get to their destinations in a reasonable time. This road is easily the worst I have driven on in New Zealand, all to do with incompetent drivers and slow speeds travelled. You are proposing to satisfy the needs of the whingers living along this route. They chose to live there after all, and should have very limited say on this matter. What about all the people living beyond Wakefield as far as Murchison and all the surrounding valleys this proposal will effect on times travelling. Another thing that will be desperately needed if this proposal administered will be passing lanes. Is a motorway planned for this area, I hope so. Driver education is desperately needed on this road, as incompetency is clearly evident when travelling on this road i.e. drivers holding up traffic and seemingly not being able to make decisions.

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28	Individual	My first point of concern was why you required my address. That does not tell you how often I travel that stretch of road. I believe that you cannot run away from speed (excuse the pun) but reducing the limits too much introduces the other factor, frustration of your proposals, the most important is consistency so I would agree with reducing the 100 to 80 (reluctantly) with regards driver education, I would suspect 99.9% of drivers are fully aware of the rules, regulations & conditioned but are not giving driving the respect it deserves (after all the do nearly every day). Perhaps the penalties should be harsher - who knows. Good luck - keep up the excellent work.
29	Individual	I think what you intend to do is a very good idea. Go ahead.
30	Individual	50 km/ph Wakefield to Spring Grove garage. 80 km/ph Spring Grove to Hope. 60 km/ph Hope to Bateup Rd. 100km/ph too fast for Lord Rutherford intersections - many close call incidents.
31	Individual	60/kmh 80km/h 80km/h 60km/h
32	Individual	I agree with the changes. I use the highway frequently. It is always busy with many hazards.80km/h would feel much safer.
33	Individual	I agree with the proposed speed limits. I believe also a reduced speed limit could be enforced where school children cross the main road, adjacent to Arrow Street (only in school finish and start hours.)
34	Individual	1) More clear signage is needed from Main Road to cycleway in order to give cyclists a safe place to cycle & get them off the Main Road. A lot of cyclists not from Nelson still ride along Main Road. 2) There is a new subdivision of =60 houses about to be approved on corner of Main Road, Hope & Whites Road. That will increase the amount of traffic entering / exiting Whites Road / Main Road intersection dramatically. 3) Section of highway going across Ellis Street / River Tce Rd needs to be lower than the new proposed 80, there is a lot of traffic from Main Road turning right into Ellis Street to go to Brightwater School. Too dangerous now at 100kph & still too dangerous at 80kph.
35	Individual	The reason that current mean operating speeds are below the current limit is traffic being held up by slow moving vehicles. It is accepted that trucks will be travelling slower, this is unavoidable, but many hold ups are caused by inconsiderate light vehicles, not travelling anywhere near the speed limit, in good weather conditions & refuse to pull over to allow the queue to pass. More effort by police could be made to educate these people if they are spotted. Lowering the speed limits will not reduce this problem, it will cause many of them to drive even slower, causing delays, congestion & drive frustration, leading to more accidents. I do not see any reason to drop the 70 limit to 60 around Bird Lane in Wakefield. The road is wide & straight with good visibility & I would regard it as a low risk area. During times of the day & night when traffic is light, lower speed limits is just going to unnecessarily delay commercial traffic, at a cost to industry. I think all current speed limits are suitable & acceptable and should remain as they are.
36	Individual	Traffic will get more backed up travelling to / from Richmond / Nelson during peak times.
37	Individual	I think the proposed changes should <u>not</u> happen - people will still have accidents, if not more so due to being more impatient with slower drivers. People need to drive better and to the conditions of the road / weather at the time. The only place that may benefit from a lower speed limit is going through the Brightwater intersection at Ellis St & River Terrace Rd as this is a very busy intersection and sometimes slightly, blind coming from Wakefield to Hope direction.
38	Individual	They are straight roads, most of the time you are lucky to get to the limits as slow drivers hold you up and the average speed is 80km so if you drop the limit from 100-80 now slow drivers will be doing 60km. More police presence. Make people who can't drive to conditions reset their license. Fix flooding issues, trim trees for better vision. Police to do their job and watch busy intersections and show their presence.
39	Individual	Leave the speed limit at 100mph to Brightwater as it's a good clear road with plenty of vision. I agree Brightwater to Hope should be 80mph. From Hope to Richmond should be 50mph as there is more traffic and no footpaths. Wakefield to Brightwater is a good clear road with little traffic, therefore the speed limit should remain at 100mph.
40	Individual	All slowing the road speed will do is make people burn more fuel & carbon as the trips will take longer. 98 crashes is not a lot over 9 years for that amount of traffic. In making these changes our transport industry e.g. Logging / stock will be slower from A to B making us less competitive with other areas. Fixing the road properly will solve a lot of the crashes, it's not speed. Answer: fix the pot holes and patches on patches, this will make the drive far safer than reducing the speed limit. Why would you change it when the speeds are already under the limit?
41	Individual	Blank
42	Individual	Roads are there to shift vehicles from one place to another, they are not there for sightseeing or to stroll along. The bypass from the BGW Motor Inn to Telaruis Corner is a high speed road with only two corners this should stay as it is. In fact the only place where the speed should be dropped is the bit where it says no change as the River Terrace Ellis St corner is very dangerous, vision south is poor & there are many near misses. Leave the rest as is & put in some passing lanes and repair the surface. Slowing down the traffic doesn't improve the road, slow traffic lanes needed. Same for Nelson, Blenheim, slow down for Canvastown, put in some passing lanes or somewhere where trucks can pull over.
43	Individual	Intersection at Ellis & River Tce Rd. I seriously believe you need to change this speed area to 60kms. I have seen several accidents on this corner along with many near misses. As an industrial area truckies and general commuters are at great risk, and along with quite often elderly & other drivers who are not confident that are all in a very risky situation!
44	Individual	I like the proposed changes, but I think: 1) The Ellis Street / River Terrace Road needs the speed reducing as cars come around the corner from the Southern direction quite fast. Also if you're sitting in the right turning bay from the south into the River Terrace Road / Stockyards it is hard to see any cars coming towards you from Richmond direction when there are cars in the Ellis Street turning bay, if you're in a smaller car
45	Individual	Hope township - Retain at 70. Hope to Brightwater - Reduce to 80k. Brightwater to Wakefield North - Reduce to 80k. Wakefield North - Retain at 70k. Agree with reduction of speeds at key intersection as 100km/h too fast for safe negotiation - also reduce confusing change south of Brightwater.
46	Individual	These proposed changes don't make <u>any sense</u> . The most dangerous intersection is the Brightwater / River Terrace Rd - this should be made a roundabout OR at least have the speed reduced NOT no changes like currently. If the mean speeds are already this low - why make the changes? I strongly oppose the changes.

#	SUBMITTER	FORMAL SUBMISSION
47	Individual	We are both in favour of all the proposed changes to speed limits between Hope & Wakefield. In addition, we would request a lower speed limit within Wakefield. Speed limits are going down all over the region: Nelson - Blenheim 100 - 80km/h. Nelson CBD 30km/h Richmond Queen St 30km/h Brightwater 30km/h Only in Wakefield, vehicles continue to barrel through the village at high speed, very often above the current limit of 50km/h. Please can we have a 30km/h limit for all of Wakefield.
48	Individual	This will further slow down the commute from Richmond to Wakefield and vice versa. The only bit of road that needs changing is the River Terrace Rd / Ellis St intersection. 80km too high. LEAVE THE SPEED ALONE!!! <u>Dual lanes</u> not speed reduction, with traffic increasing slowing down vehicles will not solve any problems, it will <u>create</u> them by impatient people overtaking. Add dual lanes!!! treat it like a state highway not Stoke!!
49	Individual	I do not agree with the proposed speed changes. The 80km zone should start just before the Lord Rutherford Road turnoff (if you're coming from Wakefield). The Brightwater intersection when coming from River Terrace Road is the most dangerous section and yet there is no proposed change? A positive change could be extending the 80k zone from the Brightwater intersection through to the top of Burks Bank which would make the Clover Rd intersection much safer. However the rest doesn't need changing.
50	Individual	It's not the speed limits it's the idiots with driver problems.
51	Individual	Hope township NO change. Hope to Brightwater NO change. Brightwater township - good. Wakefield North NO change. Making the speed slower is going to make people more impatient and be willing to take risks i.e. overtaking, tailgating and road rage. The poor people that were killed (god bless them) I wonder if that number included police chases and medical events? Not a lot of detail makes me wonder if this is a revenue collecting exercise or is it just making allowances for the new population to get to little Britton, just saying.
52	Individual	Leave all existing speed limits! Except Ellis St, Brightwater. This should be 30kph to Lord Rutherford Road. School, shops & playground. Do not lower other speed limits!
53	Individual	In my time travelling on this road the main areas of concern would be from Lord Rutherford Rd to Hope and I would suggest 100k/h from Lord Rutherford Road to Wakefield remains as it is. Ok to go down to 60k/h on both ends of Wakefield. If you bring the whole speed down as proposed there will be more crashes because of frustrated motorists trying to pass cars that are travelling at 70k/h in the 80 zone. Some cars already travel at 80ks in the 100k area and this causes road rage. Bring it down further and you will get people taking greater risks to pass. Hope to Brightwater should be 80 all the way and 60 in Hope. But as I have found out in the past our consultation on these matters means nothing. "You will change it anyway"
54	Individual	We agree with all the proposed speed changes i.e. to lower the speeds in all the areas outlined from Hope to Wakefield.
55	Individual	I have lived in Wakefield for 30 odd years and drive this road most days. I prefer to travel at 100km/h because I'm doing it so often & the road is mostly straight & doesn't have many roads coming out to it. The problem comes when slow drivers are taking up the road and cars behind want to overtake. I know that accidents when people were killed were all related to overtaking slow vehicles. So why not ... put in another lane? Slow drivers can still go slowly but faster ones aren't forced to follow along at slow speeds.
56	Individual	The Brightwater section of road at 80 should only be 60 the same as Hope section will be. Coming from Richmond and turning into Ellis St is often dangerous with oncoming traffic. Pleased with all other speed proposals.
57	Individual	Agree with proposed changes
58	Individual	Fix the road first, this is the main problem, road patches & pot holes poorly done. I object to the reduction of speed when this stretch of highway is so slow anyway. A new roundabout at the River Terrace & Main Highway would help considerably, slowing traffic each side. Why change the speed when traffic is at the current mean average well below.
59	Individual	Blank
60	Individual	The proposed changes are logical and well thought out. As former medical director for St John & the rescue helicopter, I believe if "enacted as proposed" these changes will save lives and avoid serious harm to many families.
61	Individual	From Springrove Service Station, I feel should be changed to 50km to meet up with the 50km into Wakefield. There are a lot of houses from Springrove services into Wakefield. Going to pull out in front of another vehicle and get themselves badly hurt or even killed. I have lived near this corner for just over 60 years and have seen some very bad crashes and the traffic then was nowhere as dense as it is now.
62	Individual	Where I live on the Main Road, Hope the speed is a disgrace, nothing under 80 and at night time 100 plus. Once we have traffic cops along here on a regular basis which kept the speed under control, you never see a traffic cop now. Plus the cars at church and school time never stop at the stop sign just roll around the corner. There are so many close encounters it's unbelievable, those entering the highway just drive on as if nothing happens. As for the intersection one will lose control in the future. Make the speed 50mph.
63	Individual	Great! Go for it!
64	Individual	PLEASE LEAVE ALL THESE SPEED LIMITS AT THEIR CURRENT VALUES! All of this road is straight or gently curving, easy to drive on & with the exception of Burks Bank and the Brightwater Bridge, it is all wide enough with good visibility each way. There is no reason a licensed NZ driver cannot safely use this section of road at the current speed limits if they are obeying all the road rules. As you can clearly see from the current mean operating speeds the majority of drivers are driving safely below the current speed limits and speeding is not a problem.
65	Individual	Hope Section - drop to 50km (fifty km) this would assist school buses & commercial trucking entering Main Road, Hope particularly if doing a right turn from Ranzau Road (western side). For a short section this creates more continuity for this section and is close to Bateup Road i.e. a short section of road. Wakefield Section. Extend from Wakefield to 50km just past Bird Lane. Less confusion on too many speed signs. The rest of Wakefield to Hope 80km, again more consistency for the Waimea Plains roading network.
66	Individual	Suggest 1) no change to current speed limits 2) Provide a passing bay or lane for slow vehicles in region of Brightwater South. Some motorists insist on travelling slow (70 - 80kmph) causing some degree of frustration & potential danger to others. 3) Better road surface maintenance. Council needs to supply data on accidents / injuries & deaths in the interests of transparency, on whether 'speed' was the major cause of most accidents. If 'speed' was not a 'major' cause of historic accidents in over 80% of quoted accidents (2009 - 2018), then there is no mandate to change existing speed limits or speed zones. Changes are just virtual signalling to a minority. Lets see the data!

#	SUBMITTER	FORMAL SUBMISSION
67	Individual	Hopefully apart from the aspect of getting in & out of our driveways, it may cut down the road noise (which I suspect exceeds the decibel level). This isn't helped by sub standard seal that is constantly being patched up, only to repeatedly break up again. We had asphalt once & we need it back again! That and lowering the speed to 60km/h would certainly be a safety & cost saver in the long term.
68	Individual	Having lived in Wakefield for nearly 20 years we feel the proposed changes are reasonable and well considered. Speed, particularly over-speed is a constant problem on our roads. People adapt to change quickly and the proposed changes will only add a few moments to the travel time between Wakefield and Richmond.
69	Individual	My wife and I both agree on what we have circled & ticked on previous page.
70	Individual	My feedback, I am against the changes suggested, apart from a reduction in the speed to 80 km from 100 km for the area around the right turning onto SH6. I am a regular user of this section of SH6 and feel the speeds are correct. Don't change them.
71	Individual	Suggesting the current limit (80) past Brightwater be extended south to past the turnoff left into Lord Rutherford South Rd.
72	Individual	Do not change the speed limit, if you want to do something make the road double lanes each way, I will still drive the road at 100 if you change it, same with the Blenheim road, I will continue to drive at 100, it's absolutely ridiculous the way you go about safety these days, it's the roads that need upgrading not to reduce speed
73	Tasman Police	Tasman Police have reviewed the attached changes and proposed speed reductions. I note that you have recorded 3 fatalities when in fact there has been 4 over recent years along with a number of serious injury crashes. Given the crash history of this section of State Highway and the current and ongoing housing developments the reductions are fully supported by Police. Should you contact me direct should you require any further. Nāku iti nei
74	Individual	As a new resident of Brightwater, who travels daily into Richmond for work I have found the current speed limits rather crazy. Between Richmond and south of Brightwater (a distance of around 7km), the speed limit goes from 50 - 70 - 100 - 80 -100. I would like to see the limit set at 70 through Hope, then 80 right from Hope to Wakefield. There are many roads that come onto the main highway at Brightwater and turning onto the highway from these roads (especially when the limit is 100) is very difficult visually (close bends, with cars coming into vision very quickly). There has been a fatal accident on one of these corners in the last 18 months.
75	Individual	I'm a Wakefield resident and work in Nelson so travel this road daily. The hope to Brightwater section would benefit from the speed reduction and extending the 80 zone to include the lord Rutherford intersection would help but from ther to Wakefield which is a perfectly straight piece of road which allows for safe overtaking of slower traffic should remain the same. By your figures of 8500 vehicles a day/5days a week over 9 years comes in just short of 20 million vehicles between Brightwater and Wakefield You only say 3 deaths from hope to Wakefield not how many from Brightwater. I know one death is to many but a higher police presence and more passing lanes rather than further increasing 2. 2 million people's journey times each year. With the increase of housing in Richmond SH6 to Nelson needs serious upgrades and road users would be better off haveing the fees spend on this.
76	Individual	Terrible idea changing the speed from hope to Wakefield. It's not the speed its the drivers and I recon change the speed of the applebe high way back to 100kmh and have the driving test alot more though cause most drivers are hopeless and careless and I think that elderly over 60 need to undergo another driving course every 10 years cause they don't understand what the new driving rules and dont understand when they are unfit to drive.
77	Individual	One comment I would like to make is that the intersection at Brightwater Hotel - a round-about there may help at certain times of the day and may help stock trucks with trailers on sale days.
78	Individual	I cannot argue that a dropped speed limit will save life's there's no doubt in that. However all ready there's frustrated driver's on this road Every day with wanting to just do the allowed speed limit to get to an from where they are going,it may be 80/50/or 20% of driver's that get frustrated an take an unsessary call to pass a vehicle when they are sitting at a low speed. I feel there needs to be some thought put into the policing of people who are happy to hold up traffic. My point is that it could be that 1% of people that just become frustrated that make that bad judgement because of the person that will sit well under the speed limit (what ever the limit maybe). I drive this road several times a day an police don't care if there's 20 vehicle's sitting behind a car doing 65 in a 100 zone. I believe it's frustrated driver's that cause mayhem. Just think there should be a bit of thought put into this it's a nation wide problem (yes it's up to the individual to make the rite judgement but tell that to them after the crash?). Thanks
79	Individual	I would like to provide some feedback on the speed review for SH6 Hope to Wakefield. I support the proposed speed reductions. My only concern is the state of the physical road. In the last 6 months the traffic has greatly increased with heavy truck traffic. This has deteriorated the road significantly. I have seen patches being fixed, but with every patch the edges around the patches collapse. The entire road, especially from Ranzau Road to Brightwater is in terrible condition. There are two options for diversion/detours to shut the road completely and resurface whole sections at a time. Could you please tell me if there are any plans to fix the current issues with the road surface. The speed reduction will make the road safer and reduce noise disruption to the houses. However going slower will make the cracks and pot holes more obvious. The road as it is will not last much longer with the continual increase in traffic. As I am sure you know the volume will continue to increase with the multiple new subdivisions going on in Richmond, Brightwater and Wakefield. Thank you for your time.
80	Individual	If the police targeted slow drivers as they are supposed to as diligently as they target speeding drivers the traffic would flow much smoother. The only change I can think of would be to extend Brightwaters 80 km to the top of Burks bank to the north and to Robertson Rd to the south
81	Individual	The speed around the Brightwater Motor Inn, Lightband Road, needs to be dropped to 60 km. Too many accidents with people trying to get from Lee Valley Road across to Ellis St. Alot of school children cross the road with bikes as under pass not very big.
82	Individual	As a resident of s 9(2)(a) [redacted], We as Residents are so pleased to finally read that NZTA are going to be reducing the Speed Limit From Hope to Brightwater to 80km/h. s 9(2)(a) [redacted] was involved in a Head on Car Accident back in 2014 and I had called NZTA about reducing the Speed Limit and had gone to the Nelson Evening Mail which they had printed a front page Article on lowering the Speed Limit. . Since the Accident in 2014 there have been numerous other Car Accidents on this Intersection. . All my efforts went on deaf ears!! So lets hope this change from 100km/h to 80km/h from Hope to Wakefield all the way. . Before someone else will be Killed on this part of Statehighway6.

#	SUBMITTER	FORMAL SUBMISSION
83	Individual	I am pleased to see you reducing the speed from Hope to Wakefield and it feels like a realistic flow of 60 to 80 and 60 to 50 so I support it fully. As a driver I think it will make it safer, not change travel time a lot and use less fuel (saving carbon) As a cyclist It will make it safer. People will think it will make it slower and so will need some education on patience and it being a danger zone and so needing more care and slower speeds – like on the main road near Mapua.
84	Individual	I agree with reducing the speed limit in this area. Traffic has increased so much and is more dangerous for those coming out of driveways and side roads, and unfortunately more drivers are less attentive. With this increase in traffic thanks to uncontrolled development, Gladstone Rd and Richmond Deviation also need serious looking at to relieve the congestion, it is absolutely ridiculous now, also the roads leading to SH6, such as Lower Queen St, Champion Road etc. NZTA and TDC need to consult and sort this mess out. In addition to this I would like NZTA to also consider SH60, which is increasingly becoming a danger and unpleasant to be on. An example is the dangerous intersection of SH60 and Moutere Highway. The merging lane needs to be increased, or maybe better still - a roundabout installed there which would slow traffic down but keep it flowing, we have witnessed many near misses, it is a very dangerous intersection, and made more so by people coming out of Moutere Hwy turning right onto SH60 toward Richmond who cannot merge or dont want to, increasing the frustrated people behind and again, people making stupid impatient decisions. I have previously mentioned that large signs displayed on both roads, "Merge Like a Zip" may help. The lower speed limit has done nothing to reduce the danger and risk. The traffic issue has reduced the pleasure of living in or near Richmond a lot. Its all very fine saying we want people to ride bikes more, this does not work as most people need to use their vehicles. Traffic Lights seem to make the issue worse in some cases, I understand more are planned for Lower Queen St - really? The back log there every day often goes right back to the MDF plant, a complete nightmare. The Deviation is the same as is Whakatu Drive. Some serious planning is required if TDC wish to create more and continue current developments in the area. I do not accept responses from separate agencies stating it is the others problem or issue, they should be working in partnership to deal with these issues, not duck shoving. All local roads lead to State Highways and visa versa. TDC: you may or may not be interested in this. thank you
85	Individual	I couldn't find the electronic feedback form on your website. My feedback is I support the speed limit reduction - mainly reducing the 100km/h areas to 80km/h as these areas can be high risk. I think the intersections of Lord Rutherford Road South & SH6 and Lord Rutherford Road North & SH6 are particularly dangerous when cars are turning out onto SH6 and oncoming traffic can be travelling up to 100km/h. The Lord Rutherford Road South intersection is seeing more use now with the Katania Heights subdivision progressing so there will be many more residents living in this area and using the road. Changing the 70kmh limits to 60kmh I don't think are quite as crucial. Thanks
86	Individual	The 80km speed limit at the River Terrace Road intersection I think is too fast as sometimes if your waiting on River Terrace Road to go into Richmond you have to wait for traffic to clear before being able to go. Perhaps take both the 80km signs coming from Wakefield and Hope either back further to enable people to slow down faster (alot are still going over 80kms going through the intersection). Maybe another idea it to lower the intersection speed to 60kms might help it to be a safer option?
87	Individual	I support the proposed new speed limits on State Highway 6 between Hope and Brightwater, ie max speed 80kph or 60kph on different sections, as proposed.
88	Individual	I fully support the changes in speed limits except for 1. The section where there is no change. There needs to be a drop in speed around the intersection of Ellis Street and the State highway (Pub corner). This is a very dangerous intersection with a huge amount of car and truck movements. The trucks have a big issue of not being able to get up to speed to cross the intersection. I would like to see this section drop to 60KPH. Brightwater is a growing area and this intersection will only get busier.
89	Individual	Residing shortly above Burkes bank, the road has a constant flow of heavy traffic, I travel on this road often and I feel strongly in asking you to reconsider making it 70 throughout Hope to behind Brightwater, not 60 70 and 80, as a driver, it is actually frustrating when driving between short distant towns when speedlimits keep changing. Given 70 is the limit at the start of Hope seems adequate for such a built up area and it is similar that whole road till behind Brightwater township, I feel 70 is an ideal limit.
90	Nelson City Council	Background. Waka Kotahi NZ Transport Agency has confirmed prioritisation of SH6 speed management activities in the top of the south and, following technical assessments, the latest Tasman Speed Review proposal has been released for feedback. Nelson City Council (NCC) supports Waka Kotahi's goal of improving safety in the top of the South, particularly this Hope- Wakefield corridor and thanks NZTA for the opportunity to comment on the speed limit reduction proposal. NCC supports all of the proposed changes which are in line with recent changes on the Blenheim-Nelson corridor and will improve safety and consistency across our regional network and support uptake of active modes in the areas of mixed and residential use. NCC applauds leadership from central government to improve road safety and investment signalled in the GPS for safety improvements such as new barriers, passing lanes and wider shoulders. As part of the road safety improvements we know speed reviews are an area where great safety gains can be made. NCC acknowledges national and international research that shows speed affects the likelihood and impact of all crashes. Small reductions in impact speeds greatly increase the chances of surviving a crash. A 2018 report from the International Transport Forum ¹ looked at speed limit case studies from around the world. The pattern was the same in all cases: where speed limits were lowered, the number and severity of crashes decreased; where speeds were increased, so did the number and severity of crashes. Safe speed limits, that match the condition of the road, save lives. Council believes safety must take priority over convenience and encourages Waka Kotahi to continue with educational campaigns to advise road users of the risks of travelling at high speed and the benefits of speed reduction.

#	SUBMITTER	FORMAL SUBMISSION
91	Nelson Marlborough Health Board	<p>For more information please contact: Jane Murray NMH Public Health Service Email: jane.murray@nmdhb.govt.nz Phone: (03) 543 7805</p> <p>Introduction 1. Nelson Marlborough Health (Nelson Marlborough District Health Board) (NMH) is a key organisation involved in the health and wellbeing of the people within Te Tau Ihu. NMH appreciates the opportunity to comment from a public health perspective on the New Zealand Transport Agency (NZTA) SH6 Hope to Wakefield Speed Consultation. 2. NMH makes this submission in recognition of its responsibilities to improve, promote and protect the health of people and communities under the New Zealand Public Health and Disability Act 2000 and the Health Act 1956. General support 3. NMH continues to support Waka Kotahi's speed reduction measures on State Highway 6 Hope to Wakefield. 4. Speed affects the likelihood and the severity of its consequences. Small reductions in impact speeds greatly increase the chances of surviving a crash. World Health Organisation states that an increase of 1 km/h in mean vehicle speed results in an increase of 4-5% of fatal crashes. 1 The Ministry of Transport's Safer Journey report? states that there is a 10% probability of death for car drivers in frontal impact collisions travelling at 70km limit compared with 30% probability for car drivers travelling at 95km/h and 50% probability for drivers travelling at 105 km/h. 5. Road crashes and injuries have major impact on people and communities. The average 2018 social cost is estimated at \$5.07 million per fatal crash, \$525,600 per serious crash, \$29,900 per minor crash, this includes estimated cost of loss of life and life quality, loss of output, medical cost, property damage costs and legal and court costs incurred. 3 Specific Comments 6. Safe and appropriate speed limits needs to be applied to roads in Nelson/Tasman. NZTA's Speed management guidelines state that speeds of 100km/h should only be applicable to roads that have good alignment, central and roadside protection and have a 4 Star KiwiRAP rating.4 Given that the SH6 between Wakefield to Hope does 1 http://apps.who.int/iris/bitstream/10665/254760/1/WHO-NMH-NVI-17.7-eng.pdf?ua=1 2 http://www.saferjourneys.govt.nz/assets/Safer-journeys-files/Saferjourney-Strategy.pdf page 19 3 https://www.transport.govt.nz/mot-resources/road-safety-resources/roadcrashstatistics/social-cost-of-road-crashes-and-injuries/report-overview/ 4 https://www.nzta.govt.nz/assets/Safety/docs/speed-management-resources/speed-management-toolbox-and-appendices-201611.pdf pg 21 not meet the 4 Star rating, then NMH would support a reduction of speed from 100km/hour to 80km/hour. 7. SH6 curves around the township of Brightwater and curves through Wakefield. The curvature of the road means that those living and working on the adjacent roads e.g. Lord Rutherford Road, Ellis Road and River Terrace can have trouble exiting and entering SH6 safely. NMH is pleased to hear that Waka Kotahi is continuing to work with local community regarding pedestrian accessibility across SH6 especially in regards to safe school journeys. Recommendation: NMH would like speeds reduced to 60km around Brightwater to reduce the risk of fatalities and serious injuries. 8. River Terrace / Factory Road has become more industrialised in the last few years, and the intersections are seeing more crossing traffic than before, which is being compounded with heavy vehicle movements up to the new dam site. NMH recommends that turning movements are reviewed and consideration is given to reviewing the road layout to ensure that the risk of conflict is minimised. Conclusion 9. NMH strongly supports NZTA's goal of improving safety on State Highway 6 between Wakefield and Hope and thanks NZTA for the opportunity to comment on existing issues from both a public and staff safety point of view.</p>

#	SUBMITTER	FORMAL SUBMISSION
92	Individual	<p>Summary- It is our view that no speed reductions are warranted on the above section of SH6 My wife and I travel this section of road twice a day for the last 5.5 years and have found most drivers are sensible in their habits. There are some however that need to revisit the road code and or have not the experience to read the road or read speeds of other vehicles. Generally the majority of motorists drive well below the posted speed limit of 100 km/hr. I am lead to believe the average speed is approx. 87km/hr (your data). Which is a comfortable speed (I usually drive around the 90 to 95km/hr mark when I have no impediments. If certain sections are lowered to sokm/hr as an example, I believe drivers will instead endeavor to maintain that previous comfortable speed as before or slightly less, and travel at say 5 km/hr over the limit i.e. 85km/hr. It would seem futile then to do what NZTA propose to save 2 km/hr! Unless it's for revenue collection. Travel time costs are important to the country, especially in the trucking industry. To lengthen time these large vehicles on the road and the frustration of following vehicles where they cannot now pass, as previously, trucks were limited to 90km/hr. NZTA may say there are savings due to less fuel costs but on balance there will be frustration costs and possibly more accident potential as drivers undertake dangerous maneuvers. Reducing speed limits especially near the Hope area will force more drivers onto say Paton Road and back street running around Richmond. Clearly one of NZTA's mandate is, once drivers are on the highway to keep them on it, rather than getting off then back on, which is happening along SH60 and Lansdowne road/Lower Queen Street You mention looking at accident data going from 2009 to 2018 which seems a strange range to look at. Normal transportation research would only go back 5 years ie 2015 to 2020. Remember in your range of figures is when there was the un-upgraded Clover Road and Aniseed valley intersection upgrades, now recently completed (which has now improved accident mitigation). NZTA are therefore using false data. NZTA have also allowed the surface seal along the route to deteriorate with scabbing/chip seal lost and longitudinal/strip grooving/roughness, which slows traffic and is a danger to motorcyclists, resulting in slower speeds. So NZTA have done well there to lower speeds but create safety issues for Motorcyclists. I am aware of the two recent fatal accidents at Burkes bank and Lord Rutherford road. These were attributed to a fleeing villain and an inexperienced overseas driver respectively. I believe some intersections and improvements are needed as below however; SH6/Clover road East- NZTA missed the boat here and should have constructed a south bound acceleration lane for exiting Clover road east drivers head south. Not as long as the Mapua one though! SH6/Factory road-restrict to Left turn in and left turn out, but needs to be designed in context with the below roundabout suggestion. SH6/Ellis st/River Tce road-There have been some near misses here that need to be addressed as frustration occurs with delays getting over this intersection especially with heavy/long vehicles associated with forestry/quarry etc operations in the area. The most logical upgrade in my view, is a large roundabout to balance flows from each leg with suitable slip lanes etc. The existing intersection just isn't working and gets compromised by flooding to the north of the intersection. SH6/Robertson Rd-does not have enough sight visibility and clear line of sight and can be blocked by SH6 west bound vehicles turning left into Robertson road. The merge lane-centre of SH6 (heading east) from Robertson road is not long enough. The SH6 east bound deceleration left turn lane into Lord Auckland road should be increased and speed reduced, so that vehicles are slowed before going and turning into Lord Auckland Road. The West bound SH6 deceleration lane (turning left into Robertson Road) is too short. Drivers pull out of Lord Auckland road turning right-heading west onto SH6 and then onto Robertson road deceleration lane. They need to get over to that deceleration lane quicker and not crawl in the middle of a State highway crossing from one side to the other doing 40km/hr. SH6/Barton Lane- There is no need to have this intersection open and could be block off completely. It has substandard sight visibility in both directions. Access for residents in Barton lane east can gain access via Higgins road. SH6/Bird Lane- With the increased traffic to be generated from Bird Lane due to subdivision development and industrial growth together with the likely Right Turn bay upgrade on SH6, then! agree the 50 km/hr should be move to say 100mm north of the Bird lane intersection. (Leave the 70/100km/hr signs where they are though in this area). It is clear that there are a number of cyclist's and walkers that commute between towns or access to glasshouses along SH6. Some will use the Tasman Great Taste Trail, however there are some that will use the most direct desire line being the State highway 6. A logical mitigation for their safety, is clearly an off road sealed 2.5m wide min shared path along the northern/western side of SH6 between the 100/70 km/hr sign at Hope and Ellis Street-Brightwater. (95% of the route has adequate off road width and the Wairoa Bridge has a separate paths on both sides!) Passing areas-As mention there is likely more heavy vehicles in this area than normal. Hence more frustration for following vehicles. There is clearly an informal widening passing area on the South East side of SH6 opposite Simmonds Road. This could be lengthened and improved with Pitfure stream bridge (1386) lengthened upstream. Perhaps think about a double centre white line similar to that constructed on SH1 north of Pineacres cafe and Kaiapoi township. This was installed following a Bus being commandeered by a deranged passenger. That's if there is a need to separate lanes more.</p>

#	SUBMITTER	FORMAL SUBMISSION
93	Individual	<p>We are in general support of the proposed speed review changes currently out for consultation. Our premises are located at s 9(2)(a) and our activities involve the passage of a significant fleet of light (146) and heavy vehicles (16) and plant (130) through the River Terrace Road - State Highway 6 - Ellis Street intersection. The current proposal is for no change to the speed limit at this intersection, that is speed limits are to remain at 80km/h with current mean operating speeds 75-79km/h. Our experience of this intersection leads us to believe that this speed limit, and the observed mean operating speeds for this intersection are too high. Factors that we recognise as increasing safety risk at this intersection include:</p> <ul style="list-style-type: none"> - Short lines of sight for traffic exiting either River Terrace Road or Ellis Street to north bound through traffic - Poor lines of sight for north travelling traffic turning right into River Terrace Road due to queued south bound traffic turning right into Ellis street - High volume of crossing heavy vehicle passage through the intersection (from River Terrace Road) fed by primary industries including extensive forestry and four currently active quarries within Wairoa and Lee Valleys - Multiple fatality accidents have occurred at this intersection in the recent past - Non fatality accidents have a high frequency - Location of Brightwater School adjacent to this intersection - Proximity of residential area adjacent to this intersection - Adequate measures to accommodate pedestrians are absent - Measures to accommodate cyclist are absent - Current mean operating speeds are close to the current speed limit <p>Although we recognise consistency of speed limits as an important aspect of the speed review, we do not believe the goal of the review (to prevent people from dying or being seriously injured) will be achieved with the current proposal based on the risk factors. The risk factors strongly indicate this intersection needs engineering controls to lower the risk profile. If the speed limit at this intersection is not reduced, something else needs to be done to address the safety issues. To ensure speed limits are safe and right for the road we believe the speed on State Highway 6 in the vicinity of River Terrace Road and Ellis Street needs to be reduced below 80km/h. An appropriate speed reduction needs to be a minimum of 10km/h below the current speed limit, to provide a safer interim traffic situation at this intersection. Thank you for the opportunity to provide feedback. We look forward to seeing the final decision with adequate consideration of the issues raised in this submission.</p>
94	Individual	<p>1. I agree with all your proposed changes for the sections of SH6 where the reductions are from 100kph to 80kph and where the reductions are from 70kph to 60kph. 2. I do not agree with the suggestion that the 80kph limit remain the same for the area including the River Terrace / Ellis Street intersection. This intersection is busy and dangerous and there have been many serious accidents here over the years. I would favour the lowering of the speed limit to 60kph on the section of your map in yellow with a blue/green border. This would allow cars to slow down from 80kph to 60kph before they come to the junction. This would be a cheaper solution than someone suggested of building a roundabout or installing traffic lights. It would also allow for continued traffic flow on SH6. If the speed reduction is not agreed to I would support the suggestion of installing traffic lights. This junction is particularly dangerous for cyclists and pedestrians who have to cross to get to the school.</p>
95	Individual	<p>Based on feedback....improvements could be made to <u>key</u> intersections. What about Brightwater Township Intersection River Terrace Road / Ellis Street / SH6? There are near misses all of the time that no one hears about. NZTA has changed stop signs to give way to mixture of both quite a lot at that intersection, as well as road markings. What about a simple solution of reducing speed limit? A key intersection with <u>NO CHANGE!</u> Obviously this intersection is <u>not</u> a key one! No change, no lights, no roundabout - nothing!</p>
96	Individual	<p>We s 9(2)(a) happy to go along with professional advice. However rules not to be too stringent but to allow local input. We would be interested to know how many of those 98 crashes were caused by experienced careful drivers - remember you can not legislate against dickheads. Even with local input we ended up with a kilometre of road that goes from 80k to 50k to 60k then 80k. Then when it narrows, with truck & trailers running from the rock quarry and</p>
97	Individual	<p>Good morning, I have lived at s 9(2)(a). This limited is NOT being observed, as vehicles heading south (to Wakefield) have an unlimited view of over 1km. So at the proposed change to 60kph, fit a "speed monitor" immediately. Even this morning, Sunday at 8.15, a white 4wd Ute, travelling south, passed my place, 407, in excess of 130kph!!! How do I know? With 45 years of National & International Motor Racing experience, & 2 Speedway circuits, I do have a very good judgement of speed!! This "HIGH SPEED" within this existing 70kph zone is the normality. "NO POLICE PATROL". The main area of very bad over speed is the 80kph Brightwater Ellis St / River Road intersection. The largest cattle sale yards, in "NELSON PROVINCE", in River Terrace, operate 4-5 days every week. Stock trucks and trailers from Waimea West, Upper Moutere, Motueka, ALL USE ELLIS ST, to the yards. It's impossible for a fully laden stock truck to clear this intersection, from a STANDING START, thus missing the north bound 80kph vehicles, who only have a very short term of vision. Cut the speed Been too many accidents, "and deaths" at this intersection. "NO LIGHTS" or a "roundabout" is required!! Over this proposed are of change. The Brightwater Ellis St River Terrace - State Highway 6, is the MOST DANGEROUS!!! With an immediate, 'SPEED TICKETING DEVICE" at the new 60kph Spring Grove Straight will shut the cowboys down. There is no patrol by police or the private speed van along this 1km - 1 1/2km straight. Log trucks are the highest user, with a large contingent of speed freaks in their ranks. "DON'T SHAG ABOUT", how many more have to die, just do it please.</p>
98	Individual	<p>70km through Hope - keep, 80km through to Brightwater, 70km going through Brightwater, until Lord Rutherford turn off, then 100km until Wakefield & keep 70km and so on. The turn off from Lord Rutherford needs to be slower, so many people pull out either side and not pulling to side or middle, most days I have to break heavily. Also fix the road, so many pot holes. Frustrating when it is such a busy road & used often patch jobs are done instead of full sections. Reason 70km through Brightwater intersection, <u>so</u> many trucks pulling out of Ellis Street & River Terrace Road.</p>

#	SUBMITTER	FORMAL SUBMISSION
99	Individual	I am in full agreement with the proposed changes. Personally, I would rather see a 50kph limit in Hope, but being on the main road north that may not be acceptable. I do have a concern in regard to the amount of traffic that is racing through the Wakefield village currently, and bound to increase once the tourists begin to travel our roads again. There is a popular bakery just south of the intersection with the village and Pigeon Valley Road. Around twenty logging trucks pass through the village every day. Several buses unload pupils on the main road access to the village 'green'. The Rhubarb Cafe is also attracting a growing clientele. There is a large sub-division housing approximately thirty new homes, and an extension that will double that number in 2021, off Lord Auckland Road with village access via Martin Avenue. I would suggest a reduction to 40kph or even 30kph through the village area, going back to fifty north of Martin Ave.
100	Individual	Leave it as it is! At peak times the average speed is 80k anyway. (Clover Rd to Hope) as Carolyn Luxford was quoted in the Waimea 2/12 more & more people are coming to the Nelson area and the traffic will get worse, and accidents will happen anyway. I would also like to point out that the 3 deaths at Burks Bank was caused by 2 criminals being chased by police, but sadly they took a innocent woman with them, this is not made clear in media reports. Accidents are always going to happen they are a part of life, in fact they may increase if you reduce the 100k area to 80k because of frustration at not being able to overtake people who are not going at the legal speed. I have noticed that some people when coming to a 70k area will come down to 60k & likewise any area that is 100k, will come down to 85-90k. These are the people who cause accidents. The limits between Richmond & Wakefield are fine as they are and I am sure the majority of submitters will agree, lowering them will cause more frustration & accidents.
101	Individual	Why no 90 on open road. This is the speed currently used by heavy vehicles & ones towing trailers. This would put everyone together and perhaps stop impatience. Hope to Brightwater mainly. One factor against the 100kms and perhaps the mean average speed is lower, is the state of several sections of the road surface. Years of neglect and poor repair work has meant the speed is generally slower anyway. All roads in Nelson / Tasman have a big increase in travel (with the population increase). The law of averages means more accidents, so some speed reduction beneficial. The River Terrace / SH6 / Ellis St intersection, to me is the most risky. This needs to be reduced to 70kms, from The Waimea Rd bridge south to current speed increase. A very hard intersection to get both directions clear for long enough to cross without hurrying (taking risks).
102	Individual	We reside in Wakefield and use this road every day. Seeing the current mean operating speeds, why the need for change? The only section we agree should be changed is, Hope to Brightwater as the Eden Rd and Aniseed Valley Rd corner is very hard to turn into and onto the main road safely. Most traffic coming out of these roads is turning. The Clover Road corner is also a problem on this section. Brightwater to Wakefield North, very rarely do we see traffic turning in and out of these roads.
103	Individual	I've travelled the stretch of road from Wakefield into Nelson 12,000+ times (one-way) over the last 25+ years. I care about the speed limits on these roads and feel I'm entitled to have an opinion. I strongly prefer for the speed limits to not be reduced regardless of the opinion that faster speeds create more destruction. I'm sure you have opinions from people who prefer a reduced speed; for all those opinions you have I suppose there are opposing ones. It seems that the current mean speed is less than the current speed limit. Possibly this relates to the time of travel. Personally I've changed my life so I now travel to start work in town around 7.30am; this allows me the luxury of using our current speed limits, a shorter commute time and a car park when I get to town. Making me slow down at 7am in the morning when traffic is light really aggrieves me. This is going to discourage commuting into Nelson. It is going to aggravate mental health – this slower speed is plain annoying. Annoyance versus death and destruction? Will tweaking the speed limit from 70km in Hope to 60km in Hope make any difference?. Is that where damage and accidents are happening. I do think the slower speeds will encourage more recklessness on the Whakatu motorway, once people get there and at last could contemplate 100km. I'm not convinced that reducing the speed limits is going to deter the speeders whilst inconveniencing everyone else. I suggest: <ul style="list-style-type: none"> • Leave the speed limits as they are • Consider my thoughts about the timing of travel • Give us more rounded facts/opinions before you make a decision. Presently your presentation of the background is not rounded but gives the idea of 'consultation'. • Improve the roads rather than reduce the speeds. • Focus on the speeders, not me. • A reduction from 100km to 80km is huge and in reality is exhaustingly slow. Even to 90km doesn't bear thinking about. I prefer that you don't dabble but leave things as they are.
104	Key stakeholder	We discussed the proposal at our December 2020 meeting and make the following points: <ul style="list-style-type: none"> • Hope township – we agree with the proposal to lower the speed limit on this stretch of road from the current 70km/h limit to the proposed 60km/h new limit. Additionally; we believe that this speed zone should be extended at the southern end by approximately 160 metres, to just past house number 347 Main Road Hope – refer to attached map. Extending this lower speed zone to include the remainder of the houses along this strip would give greater safety to these residents accessing the state highway. There would also be environmental benefits to these residents through reduced road noise due to lower traffic speeds. • Hope to Brightwater – we agree with the proposal to lower the speed limit on this stretch of road from the current 100km/h limit to the proposed 80km/h new limit. • Brightwater township – we agree that the existing 80km/h limit remain as proposed. • Brightwater to Robinson Road – we agree that the section from Brightwater to Robinson Road be reduced from the current 100km/h limit to the proposed 80km/h new limit. This will afford a greater margin of safety to motorists in the vicinity of SH6 and the intersections of Lord Rutherford and Robinson Roads. • Robinson Road to Wakefield North - we do not agree with lowering the current speed limit on the section of SH6 from Robinson Road to Wakefield North. If there is to be any reduction in speed limit along this section, we believe that 90km/h would be a more appropriate limit. • Wakefield North - we agree with the proposal to lower the speed limit on this stretch of road from the current 70km/h limit to the proposed 60km/h new limit. We also submit these additional suggestions to further improve safety along this stretch of SH6: <ul style="list-style-type: none"> • A number of members have commented that the traffic islands and kerb delineators at a number of intersections along this stretch of SH6 have weathered to the extent that they are almost indistinguishable from the adjacent road surfaces in certain light conditions. A photo is attached illustrating the issue. We believe the traffic islands and kerb pushouts should be treated with reflectorised paint and/or reflectors, which would improve safety in wet, low light or night-time conditions. We suggest that a safety audit should be conducted to investigate this issue and at a minimum the following intersections should have treatments applied to improve their visibility: River Terrace, Lord Rutherford Road, Robinson Road. We would be happy to discuss any of the above points with your project team if you require further detail or clarification.

#	SUBMITTER	FORMAL SUBMISSION
105	Individual	<p>Quoting average speed does not take into account that 50% of the day few people are travelling. We travel from Tapawera to Richmond regularly but for Nelson we certainly think what the time of the day because of delays and allow another 20 minutes if we are going to the Hospital. Our experience is that speed is determined by traffic volumes, logging trucks and therefore self regulating at busy times. Wakefield to Brightwater Busy times 90KPH Other times 100KPH Brightwater to Hope (more traffic). Busy 85KPH Other times 95-100 KPH. Traffic speed is self regulating and reducing the speed limit is penalising traffic over 50% of the day who are already travelling long distances. Reducing speed limits causes frustrations for particular drivers who then take risks. I don't travel Appleby Highway often which has a 80KPH restriction and I have seen, with low traffic, out of frustration because of the 70KPH traffic cars would overtake. Clearly some traffic will travel 10KPH below the speed limit whatever is set. The proposed changes in my opinion are not needed for the above reasons and if they go ahead are likely to cause more accidents. Sorry this is a late contribution. If I had more details on accidents and deaths I would give a stronger opinion on this. Any chance of sending details?</p>
106	Individual	<p>I am submitting as an individual. Richmond and Nelson are my closest towns, and I have to drive this stretch of road to access them. My submission argues that: 1. The smooth and efficient flow of traffic along Highway 6 should be the priority, because this road is the main road linking the Nelson area directly to the central and southern South Island. It is also a significant local freight and commuter road. If there are safety concerns at points along the road these need to be addressed using alternative strategies to speed limits. Slapping on speed restrictions is a cheap cop out when what is needed is a good, efficient highway. 2. Reducing the number of speed limit changes is desirable, but the limits should be standardised to 50, 70, and 100 km/hr. A mix of different speed limits, especially over short distances, disrupts traffic flow, and confuses and stresses drivers, especially those not using the road regularly. 3. The 70 km/hr speed limit through Hope and Wakefield North should be retained. 4. The speed limit over the rest of the stretch of Highway 6 in question should be 100 km/hr. More detailed discussion The main road between Hope and Wakefield is part of Highway 6, the main route linking Nelson to the south, including the West Coast and Canterbury. Highway 6 is second only to Highway 1, in importance to the South Island roading network. As such, it is important that traffic on this road is able to move smoothly and efficiently, and not be subjected to undue delays and frequent changes in speed. This is particularly important for the trucking of goods in and out of the region, and for the many trucks supporting local industries, including forestry and agriculture. Also, there have been recent high levels of population and housing growth in the area, which provides satellite residential areas to Richmond and Nelson. This development adds to the number of commuter vehicles using this stretch of the road, making smooth traffic flow even more important, especially at high use times of day. As a means of increasing smooth and efficient traffic flow, and reducing driver stress, the idea to reduce the number of changes in speed limit over the stretch of Highway 6 between Hope and Wakefield is to be applauded. However, given the importance of Highway 6 as the main arterial route, providing smooth traffic flow should be the most important consideration. Specific safety concerns should be addressed using other appropriate strategies, instead of reducing speed limits which is a cheap cop out. Hope and Wakefield North The proposal to drop the speed limit to 60 km/hr, which is barely above the 50 km/hr limit of suburban streets, in Wakefield North and Hope is going too far. Changes in speed limits of only 10 km/hr are stressful to adhere to and encourage drivers to add the extra 10 km/hr. Rather than encouraging drivers to exceed the designation speed limit, it would be better to set the limit at realistic speed, and enforce it. The proposed reduction from 70 km/hr to 60 km/hr is not justified anyway, because the generous verges allow vehicles emerging from properties adjoining the road to wait safely off the road, be visible, and have good visibility, before joining the traffic flow when it is safe to do so. In a few situations, property owners have erected fences or planted trees closer to the road and well outside their property boundaries. If this is considered a hazard these property owners should be required to remove the obstructions, thus making accessing the road safe for all users, rather than slowing all traffic on the road. Access to residential properties and any dangers associated with their proximity to Highway 6 have been in existence for many years and most, if not all owners of these properties, would have purchased them knowing the vehicle and pedestrian access situation. Also, over most of this stretch of Highway 6 the footpaths (where they even occur) are separated from the edge of the road by a generous grass verge, so pedestrians, including children, are not required to be close to moving traffic. In Hope, where a short section of footpath is adjacent to the road, consideration should be given to setting the footpath back, rather than slowing traffic over a much longer section of Highway 6. In Hope and Wakefield North, the primary purpose of Highway 6 conflicts with residential development along the road by allowing suburban properties to have direct access onto the Highway. It is very important that NZTA and Tasman District Council work jointly to ensure that any further residential subdivision is accessed by suburban roads or slip roads and not directly onto Highway 6, or better still, that Highway 6 is rerouted to bypass the villages and towns along its route. Section of Highway 6 between Hope South and Wakefield North The 80 km/hr speed restriction north of Brightwater dates from the one-lane Brightwater bridge, and the old and dangerous Ellis Street/River terrace intersection. Extensive upgrades of the road to remove both these hazards means the reason for the 80 km/hr limit is historical, and it is hard to see why the speed limit hasn't been increased to 100 km/hr once the improvements were made. If the speed limit over this stretch of road was to be increased to open road speeds, then there would be a reasonable stretch of road with a 100km/hr speed limit. Fatal crashes at Burkes Bank and the Rutherford Memorial intersections in the last few years were due to bad driving, and 80 km/hr speeds (even if the speed limit was adhered to, are unlikely to have changed the fatal outcomes. These crashes should not be used as an excuse to reduce the speed limit in these areas. If you want to stop an accident similar to the Burkes Bank one, you need to install a median barrier instead of the no overtaking lines, because a driver fleeing a Police chase is unlikely to be observing speed limits regardless of what they are. Balanced against the "speed kills" message there also needs to be consideration given to poor driving decisions due to frustration and boredom caused when drivers are required to drive at speeds significantly slower than the road and conditions safely allow. Drivers stuck behind slow traffic are more likely to attempt unsafe overtaking, while lack of driver stimulation leads to reduced concentration on driving and more on the surrounding environment (eg, houses for sale, billboards, new developments, snow on the hills, etc), and this causes accidents too. If road intersections are considered dangerous, then they should be upgraded to make them safer, as has happened at the Clover Road and Ellis Street/River Terrace intersections. Due consideration needs to be given to safe right turning options and how future increases in traffic volume from side roads can safely merge with highway traffic without deminishing the smooth flow of highway traffic, thus maintaining Highway 6 efficiency as well as safety.</p>
107	Individual	<p>The speed proposal from Wakefield to Richmond is a sound one. The speed limit through the main street of Brightwater has slowed traffic as intended. Unfortunately to make up for lost time traffic including trucks are coming through the Waimea West end of Brightwater at their chosen speed.</p>
108	Individual	<p>I commute from Wakefield to Tahunanui on a daily basis. I am strongly opposed to any changes to the speed limits on those roads. Some intersections which have give way signs need to be changed to stop signs, such as Lord Rutherford / SH6. The focus needs to be on driver behaviour rather than speed.</p>

#	SUBMITTER	FORMAL SUBMISSION
109	Individual	By lowering the speed limits will only lower the new speed limit and cause a lot of frustrating drivers going to work and doing business. 60-70km/h from Wakefield to Richmond is absolutely ridiculous. Frustrated drivers are already passing in wrong places. If you are going to restrict our speed limits, Put in Passings Bays on our roads for safety reasons and let people pass. Regardless of the speed limit accidents will still happen. The triple fatality on the top of Burkes Bank was caused by drugged drivers. The fatality at Lord Rutherford memorial corner was caused by a driver failing to give way. Therefore not all accidents are caused by speed. Deal with the drug & drunk drivers as these stupid people are killing innocent people. The mean speed now is only 4km/h above to what you are proposing, If you lower it to what you are proposing will the new mean speed be 6km/h below it? All roads lead to a state highway somewhere so drivers need to show some constraint. What happened to the speed zones? Drive to the conditions. Travel times is a cost to consumers.
110	Individual	None of the proposed changes are needed, given there isn't any areas between Wakefield and Brightwater long enough for a passing manoeuvre. If you reduce the highway speeds more people will become more frustrated being behind trucks and towing vehicles and more dangerous passes will happen. What speed should be reduced is the area between Brightwater Bridge and the current 80/100km sign, it should be reduced to 70km, its an extremely dangerous piece of road and needs more attention than the others you have chosen to change. The road isn't the problem drivers are. If people drove to the conditions and understood laws there wouldn't be as many near misses as there are.
111	Individual	We agree with the proposed speed reductions. I think it could be possibly even lower at the River Terrace Crossroads. There often seems to be confusion over who's right of way. Possibly a round about may help.
112	Individual	I travel a bit, West Coast and around the roads are absolute shit. Maybe that adjusting the speed will fix it or might cause more accidents with aggressive drivers. No matter what you propose you're going to piss someone off.
113	Individual	Is it necessary to lower the speed limit if the current mean operating speed is already below the current limits, the majority seem to be driving to the conditions. We drive trucks on the roads and find they need improving as often you have to lower our speed because he roads are too bumpy. Trees also need to be trimmed to be visually safer too. Suggest to lower speed at the Brightwater intersection as it is a very high crash incidence spot.
114	Individual	We are happy with the proposed lowering of speed limit in the areas mentioned. Another worth considering is lowering of speed on Paton Road to 60 on 70km. A random check was 4.8 metres from centre line to concrete post! There's on school walkers, normal walkers, x bikes and horses etc.
115	Individual	Currently Hope - Brightwater and Brightwater - Wakefield Nth mean speeds are only just over the proposed 80km limit. I strongly disagree with 80 kph in these areas, perhaps 90 kph would be far better suited in these areas. Hope township should remain unchanged and the roading surfaces could certainly be improved in this area. More slow vehicle bays, overtaking lanes and better signage. My main concern is "massive" driver frustration with vehicles going even slower than the current limit, more crashes will ensue, albeit at slower speeds. 'I URGE YOU TO RECONSIDER YOUR PROPOSAL! No changes. As a commuter on this road (daily) I constantly see poor driving (drivers 10-15 kph under the limit). Massive lines of traffic excuse and driver frustrations cause irrational driving. "DO NOT LOWER THE LIMIT", FIX THE ROAD! Rgards s 9(2)(a)
116	Individual	Please listen. I have lived in Wakefield for 30 years on the main road (SH6). I have no problem with the existing speed limits. What is annoying is the amount of ignorant people who already travel this road doing 70 or 80 km & holding up the traffic. It's a state highway for heavens sake. Lowering speed limits to pander to a few who clearly can't drive well is pure lunacy at it's best. Apart from texting drivers I've never seen a problem on this road. Slowing the traffic flow down on these stretches of road is inviting more crashes in my opinion due to impatience of other drivers and as a side note will make all those losers who like to text and drive, (and trust me that's your biggest problem). I see many everyday including truck drivers in log trucks & transport B train truck drivers doing it too. These people will think it's even safer to text & drive as "I'm travelling slower now". Think about that. At all intersections make compulsory stops onto the highway. Some are give-way & then the next one is a stop - it makes no sense. That's all you need to do. I travel this road daily into Stoke & back for work - have done for 30 years. I've never had a problem with the road, the speed or other drivers - apart from the texters & the slow travelling vehicles. Please let common sense prevail & leave the speed limits as they are. More driver education is the main ingredient needed here - not a cotton wool fix.
117	Individual	We feel the proposed reductions in speeds along the road from Hope to Wakefield will likely cause more accidents as more people / drivers will be frustrated with other drivers doing 10-15 kms less than the new speed limit - as it is not very often you can do 100kmph from Hope to Brightwater, for 2 reasons, visibility is not good for passing & the slow drivers which we put up with at the moment as usually manage to do 80km, so just stay behind them. If you drop the speed limits the slow drivers will then do 10-15km less than the new limits & I can see people overtaking out of sheer frustration. This appears to be a total waste of money - you have already made an abortion of River Terrace Road, which is now just revenue gathering! Why don't you target the actual problem i.e. The Lee Valley ...traffic, so when the ... is finished - let the speed on River Terrace go back to 80 to the pub.
118	Individual	The main reason for these crashes are not speed as a factor. Well they are but vehicles being slow or going under the speed limit, e.g. 100km zone & they do 80km which causes frustration & makes people speed past or overtake in the wrong position or place on the road. Instead of lowering the speed limit keep it the same & teach people better driving skills & to pull over if they are wanting to go slower than posted sign. Also there are no passing lanes so being rural we have no places to pass tractors etc.
119	Individual	s Open to abuse. Better would be 1 speed only Wakefield - Batepu Rd. Be it 60/70/80. 70 would be good s 9(2) Against going down to 80. Leave 100 as is. Prefer not so many changes in limits so keep 100 and 80 as are. Change all 70 to 50. Also do something about the hoons, coming to tear the greasy grass up (after rain) at the 1st Lee Valley Reserve. Thank you for at least letting us have our say. Hope I haven't wasted my valuable time doing this.
120	Individual	Background: I often cycle (average 1.5 times per week) SH6 between Richmond and Wakefield. I infrequently drive Brightwater - Wakefield. My overall message: don't have too many changes in speed limits - this leads to confusion when driving. I am broadly in favour of the tabled changes.
121	Individual	Blank
122	Individual	Was the death that occurred due to a vehicle evading police part of stats? 80k will become 65k/70k, 70k will become 55k/60k.Dont change, leave as is.

#	SUBMITTER	FORMAL SUBMISSION
123	Individual	<p>hi, you guys must have been at a different popup venue to the ones i attended because i never heard one person talk in support of the proposed changes to the speed limits wakefield to hope. quite the opposite. in fact i really dont know why you even bother to consult or waste peoples time to attend those popup meetings when really you have no intention of actually listening to what the road users said or wrote on there little stick on notes so i guess it is an absolute waste to bother replying to your request wanting more feedback on your already made decisions. as pointed out by yourselves people are already driving to less than the speed signs indicate...because they are driving to the conditions. at 6.30 in the morning there is little traffic and it is possible to sit on 100kms safely. by 8am that may have changed but we dont need to change the rules to accomadate that. i am not a fast driver but at least have the curtesy to pull over to allow faster drivers to pass and unlike last week where a baleage contractor held up a logging truck followed by a very very long line of cars all the way from wakefield to brightwater saleyards. yes he should pull over but he does not and there is no passing lane so what are you supposed to do. sit behind at 65km been the good driver. nahyou are dreamin. passing at the wrong time i would have thought was a major accident contributor altho i did listen to your popup speaker who said that was not the case. anyway i wanted to voice my disagreement with your proposed speed limit changes as i dont think it is a necessary idea at present . if i had to choose one thing of all your proposed changes that i feel most strongly about it would be please leave the 100km zones as they are now. if you want to fiddle with where the boundary speed limit changes then do so. i travel this stretch of road 4 x times a day and quite honestly i just cant see how you have come up with the proposed speed change limits that you have. sure as heck was not what was voiced at the meeting i went to. its a pity you never listened . thanks for the opportunity for me to at least say how i feel.</p>
124	Individual	<p>I am extremely disappointed at the proposed speed limit reductions along State Highway 6. I, along with many other people, commute into Nelson along this road from Wakefield. We have no other choice of route, or options for mode of transport enjoyed in other regions e.g., train. It is stated that many thousands of people travel on this road every day, with that being the case, surely you should be looking at upgrading it, not downgrading it? Wakefield and Brightwater's populations are both forecast for continuous growth over the next 30 years. Please tell me there is a plan for State Highway 6 to cope with this growth. In the short-term, please at least consider a couple of passing lanes to make overtaking safer rather than reducing the speed limit. Recently, some widening was carried out near the intersection of Clover Road. This would have been a perfect opportunity to introduce some merging lanes or even better, a multi-lane roundabout. Unfortunately, nothing of the sort was done. What was done appears to be a botch-up of the road surface, which even after repair, is still anything but smooth. The road surface is actually pretty bad in a lot places, and frankly, some of it is laughable for a State Highway. We have recently purchased an electric car, but on a road like SH6, their famed quietness is destroyed by the very load roar of tyres. Finally, about the speeds you are proposing. It seems the speeds are based upon making a pretty, symmetrical pattern on a map, rather than what the roads – and their hazards – are actually like. It seems very apparent to me that the Wakefield-to-Brightwater stretch is very different to the Brightwater Deviation section or the Brightwater-to-Hope part. The Wakefield-to-Brightwater section is more rural, and has fewer hazardous intersections than the other parts; especially the Brightwater Deviation with its fairly major intersection. This is why the Brightwater section has a lower speed limit at the moment. Please at least keep the current speed limits at the 100 km/h and the 70 km/h Wakefield sections. Thank you for reading my submission.</p>
125	Individual	<p>I agree with the proposed speed limits. I have used this road for 69 years & have been a part of the changes. I fear for the safety of my grandchildren accessing this road, & am grateful that the proposed changes are being considered. My submission made in the first round of consultation still stands, & follows; Hello, thanks for the opportunity to comment on this. I live and s 9(2)(a) , plus the productive farm. I support an 80 kph speed limit from Richmond to Wakefield. I have biked & driven on this road for many years, & experienced the changing traffic volumes. I usually wait for 10/25 vehicles to pass before accessing the road, & am finding it more difficult to judge the speed of oncoming traffic. Most are already around the 80kph mark, but if a vehicle is traveling at 100kph, it isn't easy to spot. I also wish to draw to your attention the intersection of Barton lane west. Trucks servicing my property (logging, stock trucks, & gravel trucks) always cross the Center line of the highway to access the highway. When traveling from the north, they have to stop on the highway & wait to turn right. So far everyone is ready for that to happen, but there have been some strange skid marks. Also, driving out of Barton lane onto the highway, the paddock fence on the right is immediately adjacent to the seal, seriously limiting vision for motor cars. As a result of a subdivision, the legal boundary is set back about 5 meters from the fence along this boundary, & I request that the fence be shifted. An earth bund has been established there, & I think it is partly on road reserve. In my opinion, there needs to be a slip lane there to turn left. It is not possible to access Barton lane from the south & stay to the left side of the road. Traffic coming from behind is ramping up to 100kph, & this turning procedure has its risk. Many cars use this intersection each day because it is one of the few places people can walk their dogs, down this road & along the Wai-iti river. Accessing the Highway from Barton Road east is becoming more frequent. Vision both north & south, is restricted & overtaking vehicles very hard to identify. Fences are established adjacent to the seal between Spring Grove & Wakefield because for most of it , that is the legal boundary. I understand that this the most constrained section of road between Nelson & Christchurch. Can we purchase additional road reserve from landowners? My grandfather spoke of the road building contract for that section. A line was surveyed for its length and two crews set out to build it, one at each end. They both began with the line on their right, so that when they met, a bend was put in the road to bring them together. There are also issues at Lord Rutherford road that I'm sure others will raise. There are also many farm and commercial activities on this road, that have existed for 60, or in my case, more than 100 years, but time has moved on & traffic volumes continue to increase. I am not aware of an alternative transport route. I have grandchildren who will be driving on this road soon enough. Speed limit change has been coming for this road & I hope that it happens this time.</p>
126	Individual	<p>Please leave it as it is, most people don't drive at those speeds, I certainly do not.</p>
127	Individual	<p>Given the lack of response to the public voice on the speed changes between Nelson and Blenheim I am obviously wasting my time here. However, your changes continue to cost the country millions in lost productivity. Truck drivers will not have enough hours to complete return trips at the increasingly longer routes by time. By your admission the speeds achievable during peak hours is already confined to limits such as you are setting so no win is to be had there by reducing limits. During the night the road is almost empty and there is absolutely no reason for these limits. You use figures of deaths in recent years. As you well know those three deaths were the result of a police pursuit and no speed limit reduction would have influenced the result of that collision. This is all part of the agenda that was shared with us 2 years ago and has nothing to do with submissions one way or the other. Well done comrades on reducing us to a third world country that will soon be dependent on charity like our pacific neighbours.</p>
128	Individual	<p>Existing 80km/h area in brightwater township (ellis st / lee valley intersection) should be less than 80km/h. Very busy intersection, can be dangerous at peak times</p>

#	SUBMITTER	FORMAL SUBMISSION
129	Individual	As the population in both Wakefield and Brightwater grows, as do the student numbers at Brightwater School have you considered bypassing Brightwater so that the ever busy crossroad is safer? Dropping all other limits will only make regular commuters more impatient, creating further risk and leaves a potential for others to take other routes. Personally I'll take the 100km route via Waimea West to Ableby Highway than deal with slow, congested traffic.
130	Individual	The lower speed limits are great, but I am disappointed no change has been made to the section of state highway that intersects Ellis Street and River Terrace. This is such a dangerous intersection for people trying to negotiate it. Traffic moves fast as it is (80km) and there is a bend in the road that limits visibility. Traffic management really needs to be looked at here. The intersection is used by a lot of heavy vehicles and they take quite a bit of time to clear the intersection which causes issues as well. Upon talking to a lot of community members I found that many avoid crossing that intersection all together.
131	Individual	In my opinion the speed on this road absolutely has to be reduced. We own a lifestyle property on this stretch of road and although decreasing the limit will add time onto my day, the amount of close calls I see here is exceptional. This is a very built up area of town and even 80km is too high. The speed limit should only be 70km right through to the other side of Hope. The positioning of the 100km sign is too close into Hope. It needs to be further down towards Brightwater. There are so many vehicles trying to access the main road from the side roads. I waited 15 minutes one day to try to get onto Main Road Hope from Ranzau. You are only seeing statistics on the accidents - god only knows how many close calls there are! Just today up from our driveway are massive long skid marks reaching on the other side of the road.
132	Individual	Yes to all proposed new speed limits in order to prevent serious crashes, silly maneuvers, and overall just to slow vehicles down.
133	Individual	I oppose the lowering of the speed limit between Hope and Wakefield. This is a main road so the focus should be on the flow of traffic being able to do 100km/h as much as possible. Limiting entry points on to this road as well as upgrading it to handle faster flowing traffic is the only way to future proof this main arterial road. If the thinking behind this present proposal continues, it will not be long, and we will have 50km/h and lower from the bottom of Spooners Range all the way to Nelson.
134	Individual	As a resident along Main Road, Spring Grove, the speed limit is currently 100km/h. When traveling southbound towards Wakefield, we need to cross over the northbound lane to enter our driveway. We either have to: - hope there's a gap in the northbound traffic so we can cross quickly (and hope there's no one behind us so we can slow to cross), - hope there is no one behind us so we can slow/stop to wait to cross, - pull to the left off the road onto a very small strip of grass to wait for a gap to then cross both lanes (and with large trucks zooming past at 100km/h, the car shakes all over the place), - or continue on past our driveway and turn into the South Fuels garage before turning around and heading back towards our house on the northbound lane. With using our driveway multiple times a day, and with four young boys who will be learning to drive at some point, a safer entry and exit to our home would make life much easier and less stressful, as I currently have to assess the road for km's before hitting our driveway to ensure I make the safest choice. Also, I have found that cars departing Lord Rutherford North onto the State Highway can't seem to correctly assess how fast a car is heading towards them on SH and seem to pull out very dangerously. A slower limit along here would also make this a safer entry point for cars entering the highway. As someone who drives along this stretch of road multiple times a day, you do get used to the differing speed limits, but having something consistent would still be beneficial on a whole. Thank you for taking the time to assess this section of road. We would love to see a change to the speed limit to the proposed new limits.
135	Individual	If you start with the false premise for your argument that all traffic in that which is now 100kph that the average speed is no 85 Kph you will always get the answer that you desire. If, just if the front vehicle in a stream of traffic and all this traffic has created a tailback because they are doing considerably less than what is the speed limit today of course your calculations are going to say "85" kph and to get this mean speed some are going considerably slower. A large percentage of these vehicles are commercial and would do the legal 90/100 kph if allowed. There are 2 realtime signs on this stretch of road which flash a warning if the speed is excessive. These signs work and traffic slows "but" I never seen these drivers which are slowing the traffic never increase their speed when they pass one of your signs indicating speed, "please speed up". The signage is woefully inadequate now for anyone other than locals and present standards if the change is implemented it will be even more so. Maybe signs in realtime so that when the traffic is dense, as 0730, 0900hrs, and for the evening traffic between possibly 1600/ 1800hrs but at 0230 hrs, 80 kph!! Mainroad Hope which is now 70 kph could decrease to 50 kph as conditions on this stretch of road have changed considerably and with a new 40 house subdivision being developed now that will add considerably to the loading. This is just the first of many which will put a considerable strain on this stretch of highway
136	Individual	I strongly feel that a safe crossing near the Ranzau Road intersection is necessary. I understand that this would not be possible unless the speed limit is lower. I commute on my bike with my two children on the bike and in a trailer. It is dangerous to cross the road but getting onto the cycleway is safer than staying on the narrow and fast Paton Road which would be our alternative. There are plenty of children who attend Ranzau School who live on the Hope Store side of the mainroad. I have seen some of them crossing the road with their parents. They take risks - running to the middle of the road, waiting, and then running the rest. I understand that this is a State Highway but encouraging walking and biking to school or work is so important for numerous reasons and ought to be a focus for this government.
137	Individual	Focus on the speed limit at the right turning onto the SH6 at Brightwater which is a 100 km's at the moment. Leave other speed limits as they are. As a regular user of the road, this would address my biggest concerns.
138	Individual	I am against the proposed speed changes as these do not address the congestion issues. You will always have people go under the speed limit and hold other road user up. Even if speed limit is lowered. Improvements to our roads are required. Passing bays, widen roads, signage to tell people to pull over if holding up traffic and even to indicate when merging or turning. Round about need to be lowered so you see other vehicles indicators or even so you can see other vehicles. A regular bus service from Richmond to Wakefield must be considered to reduce congestion. Alternative routes for trucks. Safe crossing over or under roads and more encouragement for cyclist to use our cycleways. The only area that requires lower limit is the brightwater intersection and yet this remains the same. What? Why? Accidents have been caused by impatient at intersection due to congestion. Changing speed limits will not fix this, roading improvements will.
139	Individual	Viewing your 'Speed Management SH6' study it appears that most of the accidents on the 100km/h section of highway south of Brightwater have occurred around the Lord Rutherford and Robertson Rd intersections. I travel this road 4 times a week at differing times and believe that the 80km zone south of Brightwater should be extended south to the southern end of the painted median zone south of the Robertson road turnoff. The approximately 3.5km zone from this point to the start of the 70km Wakefield buffer zone has 2 intersections both controlled by give way signs and 2 high vehicle use firms both with acceleration and deceleration lanes and one simple curve now served with rumble strips on both sides. It is my

#	SUBMITTER	FORMAL SUBMISSION
		opinion that this shortened section should remain at 100km/h. I agree with the proposed speed limit changes from Brightwater to Richmond and the reduction of the 70km/h Wakefield buffer zone to 60km/h.
140	Individual	The proposed changes are to much.If you slow the traffic this much it is totally unnecessary.The only change I would make is to extend the 80 km past Brightwater south to include the Lord Rutherford Road corner.I travel this road most days for work.My main reason for this is the speed restriction on the Appleby Hwy to 80km/h from 100km/h the road gets extremely congested and people drive along at 60km/h. I think generally the traffic flows well and safely as it is and the proposal will be frustrating and unnecessary.
141	Individual	Happy with proposed changes, current speed limits too high for quantity of traffic using road and number of driveways, intersections & school bus stops along route.
142	Individual	Support NO CHANGE The speed limits on these sections of road feel appropriate. If current mean operating speeds are significantly below the limit, that indicates that road users are self-managing their speed, rather than that a lower limit is called for. As the section of road is almost entirely straight, this indicates to me that factors other than speed must be the cause of accidents. Perhaps NZTA could consider putting stop signs on intersecting roads if that is where accidents are occurring.
143	Individual	I would like you to consider how unsafe it feels sitting right on the centre line to make a right hand turn into Brightwater as cars/trucks/buses,etc come at you at 80 or 100 km/h depending on which corner you are sitting at to return home to Brightwater. All it would take is for someone to be distracted and/or hit an object on the road and we would be wiped out. It is also quite nerve wracking making a left turn onto the state highway from memorial corner when cars are coming at you at 100 km/h from a some what blind spot position. I look at your map of the proposed changes and I can see the benefits for all of the proposed changes but I can not understand why Brightwater residents will not be able to benefit from having a drop to 60 km/h on 'pub corner to make it safer for us to access our community. If you look at the map, you are proposing to drop speeds on straight pieces of road to 60 km/h but not on the bendy bits in the Brightwater zone. The 'pub corner has always had a terrible reputation for road safety and yes changes were made, but you need to go further. As the community has grown so has the volume of traffic and I feel sorry for the many residents, truck drivers and bus drivers who have to turn right from River Terrace Road. Please think of our safety in the Brightwater community - make us feel like out lives matter - drop the limit from 80 km/h to 60 km/h especially on 'pub corner'. Thank you.
144	Individual	100km is too fast when approaching a hill before Clover Road East. You cannot see if any traffic is backed up, 100km is too fast to stop.
145	Individual	I support the proposed changes EXCEPT: that from approx.380m s.w. of River Terrace Road to approx. 440m n.e. of Bird Road, where I recommend 90KM/H. At the same time improvements must be made to the Lord Rutherford Road (north) intersection to improve visibility especially for northbound SH6 traffic - painted kerbing and clear corridor edge marking. Similar treatment at Robinson Road intersection is recommended. I also recommend that RIAWS be installed at the Lord Rutherford Road (north) intersection to alert SH6 traffic of the presence of waiting side road traffic thereby reinforcing the safety messaging and to remain alert through this area.. A "slow vehicle passing bay" could be created south of Robinson Road. Note: you consultation documents state (misleadingly) that 11500/8500 vehicles travel the route every day. This only applies Monday to Friday and weekend travel is much lower.
146	Individual	I support proposed changes - but have safety concerns in regards to residents and cyclists crossing SH6. The great taste trail runs parallel to SH6 but its very hard to access as there is no safe crossing point anywhere along SH6 (Between three brothers and the current 100km zone) . A great place for a pedestrian refuge would be near the Ranzau Dairy as you have Ranzau School just down the road, access to the Great Taste Trail and also the two daycares on the corner of Ranzau/SH6 - and then also the Hope Church and the Hope community centre in the area. A great time to put some refuges in could be when the speed limit is lowered to 60km. Thank you
147	Individual	I agree with all the proposed speed limit reductions.
148	Individual	I live in Brightwater and travel between Richmond and Brightwater on a daily basis. I have witnessed a number of near misses around the two intersections leading into Brightwater from SH6. This is an area that really makes me nervous and it is only a matter of time before there is a serious crash. There are lots of families and children who live in the area and often cars have whole families in them. I totally support the reduction in speed limits proposed, potentially I would go further and have 60km/h area from the existing 80km/h area through the Brightwater township to past the intersection with Lord Rutherford Road.
149	Individual	There will always be stupid drivers who can't drive sensibly or safely. Those of us who do drive sensibly and safely should not be made to slow down because of them. Yes, we could all drive at 50km/hr and there would probably be less serious road crashes but that does not make it a sensible idea. It seems like lowering the speed limit is the cheapest way to reduce crashes. People simply have to learn to drive better and not blame speed. Roads like Blenheim to Murchison had temporary speed reduction after the Kaikoura earthquake when the road became very busy. Those speed reductions have stayed even though the traffic is back to normal and the roads have been improved.
150	Individual	I drive a school bus. Leaving Robertson rd to turn right is extremely dangerous. The bus not able to use the stopping bay on sh6, the bus unable to turn and stay in that bay. You need to get across sh6 and continue on taking the left hand side to then turn left into lord Rutherford rd. There is only 200 meters of sight looking left. Traffic especially logging trucks are met with a slow moving bus attempting the right turn leaving with very little time to slow down and allow the bus to complete the maneuver. I would rather see the 70 kph extended to north of pitfure stream bridge to take in both the Robertson rd and lord Rutherford rd intersections
151	Individual	your new speed limits proposed will make the roads a lot safer I live on telenius road and getting on to SH6 is a real mission and with more subdivisions going in traffic is just going to get worse with more accidents it just makes more sense to lower speed limit.
152	Individual	I live in Wakefield and would like to object to the reduction in speeds from 100 km to 80 km per hour in Hope to Brightwater and Brightwater to Wakefield South. We commute to work in Nelson every day and this will add on travel time for us with what I see as no safety benefits. The areas that these roads go through are not residential, mainly horticultural or agricultural with no schools off them. This is reducing speed unnecessarily. Instead could the speed limit be extended from hope to after hoddys road and then back to 100km until the 80km going into Brightwater.

#	SUBMITTER	FORMAL SUBMISSION
153	Individual	I believe the reduction from 100km/h to 80km/h is a good choice. I have to pull out into the section between Brightwater and Wakefield and find it very difficult with it being 100km/h. I do not see any benefit in lowering the 70km/h parts to 60km/h though. You can easily go 70 km/h in these sections and it doesn't affect others pulling out or turning.
154	Individual	I strongly support the lowering of speed limits as proposed in this review. I use this road daily and find it very difficult and dangerous at the current speed and level of congestion. Due to the congestion there is a developing trend for vehicles to put out into Brightwater to Hope road using very small gaps and by accelerating very quickly. This is very dangerous at 100km/h and the reduction to 80km will reduce this risk and create more gaps for traffic to turn into. The speed reduction proposal reduces the risk for cyclists, but does not address the issue of no cycle ways. I often cycle on the Wakefield to Hope corridor. The cycle way from Nelson to Ranzau Road is asphalt and of reasonable quality. But then the cycleway reduces to gravel and deviates far to the right of the SH6. I am therefore forced to join the SH6 and find a lack of space to ride safely and a lack a safety concern and courtesy from drivers. With the increased use of E-bikes, and growing popularity of road cycling both for fitness and commuting, I urge NZTA to prioritise creating dedicated cycleways on the side of SH6. Linked to this is an increase in foot traffic between Richmond and Hope and to the farms beyond. These pedestrians are forced to walk on the road due to a lack of footpath. A shared cycleway on the side of SH6 would encourage and support active transport options and reduce the risks to cyclists and pedestrians. Thank you for your continued good work in developing out land infrastructure, particularly the increased focus on cycleways. The new shared cycleway on Muritai Road is AMAZING and I use it often. As a side note, the coastal cycleway between Richmond and Tahunanui needs smoothing and widening.
155	Individual	The intersection turning right from brightwater towards Wakefield is a serious hazard as I personally and others I know have had people pull out in front of me doing 100km's. Thinking these people would stop in the very small waiting area to therefore wait for me to go past, they have crossed over in front of me and caused me to slam on my breaks to then turn left towards the new subdivisions. The same said about the petrol station in spring grove, the traffic is going to fast in this area to safely pull in or pull out of this station.
156	Individual	Hi there, I have spent the majority of my s 9(2)(a) so have seen the huge increase in traffic on Main Road Hope in that time. I welcome the proposed speed limit changes with a huge hooray!! I am a very regular user of the Main Road Hope/Ranzau Road intersection and I am constantly amazed that there are not accidents on a regular basis at this horrible intersection, especially during the busy school pick up and drop off times. Now that we have a busy preschool on one corner, a corner dairy on another corner, a stopping bay on one side and Ranzau School (which it seems the majority of students travel to school by car) down the road, it is absolute chaos at the intersection at certain times of the day. On a number of occasions during the busy times, if I have needed to turn right towards Brightwater, I have chosen to go down Pugh Road and then to the Eden Road intersection in preference of risking the extremely congested and dangerous Ranzau Road corner. If a large vehicle is parked in the parking bay or the shop park area (which happens regularly) visibility is very limited. With a speed reduction I am hoping this will help diminish the risk of accidents. Thank you very much.
157	Individual	I agree to the proposed speed reduction changes to SH6 between Hope to Wakefield. Turning right off SH6 into Lord Rutherford Road with the current speed limit of 100kph is becoming a very scary experience. Current limits equate to a combined speed of 200kph.
158	Individual	Hope township - agree with the proposed 60km/h. Hope to Brightwater - agree with the 80km/h. There are a number of hazards ie Clover Road intersection, Burkes Bank and heavy traffic turning into Edens Road that support this. Brightwater Township - support no change. Brightwater to Wakefield North - this is a semi rural area and reducing to 80km/h is probably too drastic - I would support a reduced speed to 90km/h for this section. Wakefield North - is a built up area and I support the proposed 60 km/h new speed limit. An alternative would be to shift the 50 km/h sign further to the north and leave the 70 km/h as is current.
159	Individual	Blank
160	Individual	We think a roundabout should be installed at the Ellis St/River Terrace intersection on SH6. It is so dangerous turning right out of either of these roads and the traffic flows are significant. Also that the Brightwater Township section should be reduced to 70km to past the Robertson St/Lord Rutherford Road South intersection on SH6. With more houses being developed here over the past few years plus more to come there is significant traffic turning right out of this road to go to Brightwater/Richmond/Nelson every day. The other changes look good. It is great to be able to have a say in this consultation. Thank you.
161	Individual	support all of the above proposed changes as a vehicle driver and cyclist on this route. A number of the existing intersections are very dangerous to cross especially on a bike when existing speeds are 100km/hr
162	Individual	I drive along this stretch of road every day & would support the lowering of the speed limits. With a growing population in the area, it is increasingly difficult for drivers to pull out onto this road, or make a right turn off the road.
163	Individual	your suggestion is you want to make the road safer on state highway 6. Hope township is very very busy and we should look 10 years or more ahead. Hope township should be all 50 km, not 60, to many houses, Ranzau rd crossing is dangerous and very busy so the speed should be 50 km. Also the tarseal condition is very poor in Hope township The bike strip between White rd and caltex station is too narrow, 2 drainage screens are too deep(about 75/100 mm) Also on Berks bank on the top part too narrow as they put the safety bar not far enough off the side of road. when 2 trucks pass each other they nearly hit us. i would like to talk to the person who is responsible and show him the problems. Thank you s 9(2)(a)
164	Individual	We cant disagree with your proposals here, and support them. We live on the proposed section from Brightwater midway through the deviation near Robertson Road. There have been plenty of close calls here by Robertson Road but many more where Lord Rutherford Road joins onto SH6. We hear truck horns blasting in this direction every day now when cars pull out from here with minimal distance between them and 100km/hr traffic.
165	Individual	I think it's a great idea
166	Individual	There have been enough changes, traffic through there is fine as it is!
167	Individual	Emergency services can only go a certain limit over any given speed limit... therefore slower response times to our more rural areas.
168	Individual	In light of the fact that the pallet drop off factory is changing their driveway to just opposite our driveway, where large trucks will be coming and going and we have two families at our address, I feel it is imperative that the speed limit be lowered in our area.

#	SUBMITTER	FORMAL SUBMISSION
169	Individual	If you are after consistent speeds why not leave hope township at 70km, move to 90km from hope to Wakefield North, then back to 70km. That would seem more consistent. I drive from Wakefield to Atawhai return every week day and 90km is where people drive, especially at peak times. So why slow everyone down. This will just cause those speeders that won't change their mindset to over take vehicles doing 80kmph. You could just cause more accidents than occur now. I often get overtaken doing 100kmph, you won't stop this happening with lower limits. I reported a vehicle to the the police last month doing 100kmph through Wakefield on the wrong side of the road. Then under passing vehicles on the Brightwater merging lanes.
170	Individual	As my partner and I live in rural Tasman District and need to use this route to get in and out of work and shopping etc. We have an already longer trip in, than the average person that lives closer to Richmond etc. This will then mean it will take us even longer spent travelling. We already get held up by people driving 70 ks on a 100k road, that never pull over. By reducing the speed it will then mean there will be drivers going even slower again! This will cause major frustration with a lot of people and will cause some to make rash decisions. There is nothing wrong with the speed limits with perhaps the exception being the 80k area that is around the Brightwater pub/intersection. That could be dropped down lower, but no where else needs changing. What does need to be addressed is the disgusting state of the State Highway 6 road condition. More money and far better attention to the preparation and sealing of the roads. The current contractors do a disgusting job. This has a major impact on accidents. eg: Rainy days where the chip hasnt stuck and its shiny and slippery, (when it shouldnt be!), causes accidents. So by dropping the speed limits this will impact negatively the majority of people living rurally. Its the drivers and not the speed that kills. The police need to be out doing their job more effectively and fining people that are speeding and also those that are going well under the speed limit. So personally my household is against reducing the speeds in these areas, except for the brightwater intersection.
171	Individual	the speed limit is perfectly safe as it is with no major turns or hazards, accidents are caused by people not paying attention. lowering the speed will not fix that problem
172	Individual	Hi, good work, like the slower through wakefield but please keep the 100 out of wakefield the same till the Lord rutherford intersections in Brightwater, go 80 or 70 from there through too past the Brightwater bridge, I see no reason why the 100 after the bridge should change, everyone goes slow through there when traffic is condensed anyway, at night when there is no traffic 100 is fine, I haven't seen an accident in Wakefield for ages, one bad one in the 100 out of Wakefield at Barton Lane, that's because the intersection has poor visibility because of a corner house that could be sorted is another idea but lord Rutherford intersection has too much traffic through it, needs to be slower, cheers ^{s 9(2)}
173	Individual	I agree with proposed speed lowering. Perhaps provide a passing lane for a short section to appease those wanting to get ahead ()
174	Individual	Hope Township: no objections. Hope to Brightwater: stupid idea, people already do 80kph and many people overtake them causing dangerous driving so lowering it will only make this worse causing more dangerous driving as people will be travelling at a lower speed already. Working in Nelson CBD and living in Wakefield is long enough as it is. Brightwater to Wakefield North: As above, leave it alone.
175	Individual	fix the roads don't change the speed limits.
176	Individual	My wife and I are house-sitting for friends at ^{s 9(2)(a)} . One thing i notice is that because the 70k/hr speed change is about 200 metres South of our location, the average speed past our gate is probably between 55-60 k/hr , in the 50 k/hr zone. A speed camera here occasionally would deter this and bring in quite a bit of revenue, I would expect. Getting out onto SG6 from the drive is very dangerous and difficult. Also, we travel often between Wakefield and Hope/Richmond and 100k/hr anywhere on this road is excessive. We agree with the proposed reductions.
177	Individual	I think the speed limit past the Ellis Street /river terrace road intersection on the Brightwater deviation (Brightwater Township) should be lowered to 70 or 60kmh but everywhere else should stay the same as they are currently. It is a very dangerous intersection.
178	Individual	The quality of the roadway is less than desirable for a state highway. Also consider tthat this section of road is in a rural setting with little to no pedestrian activity nor housing. Lowering the speed limit will heavily impact the efficiency of transport for people and goods.
179	Individual	I live on Main Rd, Hope and it is very dangerous trying to cross the road to take my grand daughter to Hope School. We have witnessed a fatality at our drive when a car backed out of our nieghbours drive.
180	Individual	I fully agree with the proposed changes. A passing lane between Telenius Rd and Barton Lane may be a compromise for those minority who feel they are being disadvantaged by these changes
181	Individual	I support the proposed speed limit changes. Consider the speed limit at River Terrace Road intersection.
182	Individual	I 100% support the proposal to change the speed limits between Hope and Wakefield. I lived on Main Road Hope for 7 years and the speed limit was the primary reason for selling our house 1 month ago. The average might be 80-84km/h but I can tell you that many people certainly go 100km/h if not more. I think you need to consider the Brighwater/ River Terrace Road Intersection speed limit as 80km/hr is too high for people to safely pull out. There have been crashes here over the years, some fatal. Would a round about work?
183	Individual	I think most of the changes are good, especially changing the 100km to an 80km zone. I don't think the hope section needs to be dropped from 70 to 60km but would be happy either way. The only other suggestion I would make is the intersection at Lightband road/Ellis st/SH6 speed needs dropping. There are so many accidents and near misses at that intersection. 60km would make it far safer than the current 80km.
184	Individual	No, I agree with everything you have proposed. Well done.
185	Individual	Majority of this stretch is a heavily built up area and with more development underway there are lots of residents and children that we also need to keep safe

#	SUBMITTER	FORMAL SUBMISSION
186	Individual	The proposed changes can only be described as ridiculous. There has been no investigation or findings as to why the recorded main operating speed is less than the permitted speed, how was this figure calculated and at what time of day. The road is getting busier, there is no doubt about that. And with the developments going ahead in Wakefield and Brightwater this will only increase. So where is the future plan to widen the road? Where is the foresight? Based on the extremely poor presentation and proposal, NZTA long term plan for this road is to keep lowering speed, what kind of solution is that? Due to lack of alternative solutions and information, this proposal should be withdrawn due to incompetence and the process starting again with detailed information provided and options provided to obtain a greater scope of feedback. Furthermore more focus should be getting put on the Brightwater intersection - this is the most dangerous part of the road network. There is room to make dual lane exit from River Terrace Road and strong consideration needs to be given to aligning River Terrace and Ellis Streets to remove confusion when both turn right. Or are you waiting for more deaths before you act?
187	Individual	I think that this speed change is unnecessary, that road is mainly very straight, and the current speeds are very reasonable. I'd hardly think there would be many crashes with people going the speed limit. Catch the speeders and dangerous drivers, but leave the limit as is.
188	Individual	They are both dead straight roads. Driver misjudgements at intersection should be left as driver error as there is plenty of space and is regularly used by Waimea carriers (log trucks) there is already enough room on the side to allow trucks to pull over but possibly adding stopping bays or merging lanes could be more productive than slowing the whole traffic flow causing more problems of busier traffic and less space to merge safely.
189	Individual	Please listen to the people, like myself, who drive this road everyday - lowering the speed limit won't change a thing! People who drive 10-20kms under the speed limit frustrate everyone else on the road. These people need to be held accountable, if they can't drive the speed limit, are not confident or are not paying enough attention to their driving they need to be fined just as a speeding driver would. It is my strong belief that policing this road, even a speed camera or regular vans for speeding and driving to slow is a better solution, along with maintaining the road. Majority of this road is a straight line, a few curves, absolutely nothing difficult about keeping it at 100kph. Through the hope section it would be. A good idea to add an island for people crossing on foot. Please listen to your community, many people believe their voices are being ignored. I sincerely hope that is not true.
190	Individual	As per the current mean operating speeds traffic along this stretch at rich hour times is bad enough slowing it down will just make it worse and won't improve accident statistics if you want to improve safety make merging lanes longer and make the elevation between hope and the Brightwater bridge less steep so you can see further down it for oncoming traffic
191	Individual	Yes, public opinion like the 17000+ you did not listen to when changing the speed limits between Nelson and Blenheim. People are already driving to the conditions as shown by the statistics you already have, so there is no need for you to change anything.
192	Individual	People drive below the speed limit anyway and lowering the speed limit is going to make this worse. I do a lot of driving for my job and sometimes end up working late which cannot be helped. The last thing I want is to be stuck doing 80km on a perfectly good road at 10pm after a 14hr day because I will probably fall asleep at the wheel. LEAVE THE LIMITS ALONE AND FIX THE ROADS!!!
193	Individual	I'd like to see the 80km/h zone that isn't changing past Brightwater township dropped to 60km/h and extended 300m beyond the Lord Rutherford Rd exit onto SH6. Also no engine breaking in this section.
194	Individual	There should be no change to the speed limits along that section of road, the road would be safer if it was made properly and maintained! The only thing a change in speed limit will do is increase people's frustrations on the road.
195	Individual	I don't want the limit to be lowered at this time. Drive times to Richmond are already fairly slow and congestion and slow drivers, create a large number of frustrated drivers who are trying to get where their going on time. Slowing the speed won't stop crashes in these stretches of roads. The lack of visibility is usually the issue at the main crash sites. I.E. Lord Rutherford road intersection, Ellis street/river terrace road intersection. Bird lane intersection has a power pole blocking the view south, and I've almost been taken out by cars and trucks, when I've been trying to see what's coming. Slowing commute times won't stop the visibility issues here. Dropping the speed won't solve the limited visibility.. not unless your dropping it right down to 30, which by the way would be crazy.
196	Individual	Yes, I would like to see the speed limit through the Brightwater section of the road dropped to 60kph. The Ellis St/Lightband Road/River Terrace Road intersection is a very busy one and at times can be very difficult to cross with the current limit. Also being right by the school is concerning. There have been numerous accidents there over the years.
197	Individual	Add a cycle lane? I totally support the lower speed limits.
198	Individual	I thoroughly believe that this is unnecessary, it will lengthen a simple trip to Richmond, the speed limit isn't the problem. It's the drivers.
199	Individual	I feel that if these speed limit reductions are implemented, that it needs to be taken into consideration the extended travel times of citizens of Wakefield and Brightwater to reach Richmond or Nelson or return home. I believe there will be a considerable increase in travel time with these reductions, resulting in drivers becoming more frustrated with an increased tiredness, which I actually feel would lead to more dangerous driving actions as drivers will be just wanting to get to where they are going. I feel that the increased travel time's to reach Nelson and Richmond therefore need to be taken into consideration, as it will increase driver frustration, road rage and tiredness and ultimately lead to more road incidents than leaving it with the current road speed limits, which I feel are safe and appropriate (these are long straight roads). In regards to this, at the moment it takes 30 minutes home to Wakefield from Nelson at 2300 hours. At 0730 it takes around an hour and a half into Nelson from Wakefield. The fastest part of this journey is from Wakefield to Richmond. Making these speed limit changes, is only going to increase these travel times more, in light traffic I would estimate around 10 minutes, in heavy traffic this could be another 20-30 minutes onto a journey that can already take over an hour into Nelson, which I feel is not acceptable and with Wakefield/Brightwater ever growing, this is only going to get longer. In terms of the number of crashes and fatalities, these have occurred at intersections which I feel could instead have improvements, rather than lowering the road speeds. For example, a turning lane with merge added to the roads at the bottom of Berke's Bank (Clover Road) and at the River Terrace Road and Lord Rutherford Intersection for traffic turning north (of which there is enough room on the side of these intersections to add a lane. At these intersections also, a longer merge lane for traffic turning right across these intersections. I feel these options are cost-effective and will increase driver and road user safety on this highway, without having to lower the speed limits, which will increase driver frustration, road rage, tiredness and ultimately lead to a greater number of crashes and road incidents. Overall, I do not agree with the proposed speed limit changes and feel that there are alternative and better options to increase driver safety and lower road incidents. Thanks for your consideration of my view.

#	SUBMITTER	FORMAL SUBMISSION
200	Individual	The speed limit need not be changed. The road from Wakefield to Hope is nice and wide, the vision is excellent with very few corners and between Wakefield and Brightwater there are only a few houses on the main road. How many of the reported accidents were caused by drunk, drug or general careless driving, if you stick to the 100 km limited and the 3 second rule then the limit will not need to be lowered.
201	Individual	Keep most of it the way it is but extend the brightwater 80km section from just before burke's bank to just past the lord Rutherford intersection as that is the hardest to get out from (heading south) at the current speed limit, same as getting out of clover road.
202	Individual	Please reduce the speeds. you should also be taking I to account the need to reduce emissions and pedestrian, scooter and cyclist safety, particularly for children.
203	Individual	This road has been perfectly safe for so many years, please do not drop the limit because of a few bad drivers. The common factor, the root cause of this issue is not speed, it is poor driving. You are placing an ambulance at the bottom of the cliff, this will not reduce accidents, this will not stop morons from driving our roads. This is the easy-street cop out from our government dept trying to look responsible, while enraging multitudes of people. You didnt listen to the overwhelming feedback re: Nelson to Blenheim, I doubt you will on this issue either, you have made a decision and this is nothing more than a publicity stunt to look as though you are actually listening.
204	Individual	It's changes enough just leave it most road users that commute from Wakefield to Richmond or vice versa have no problem with it it's safe how it is and if you think it's unsafe then maybe you should think about people's lisences and driving ability it's the drivers with the issues not the road and it's speed
205	Individual	The speeds that would actually be done if lowering the limit. The mean operating speeds are already lower than the speed limit. There is very little passing opportunities and this would create frustrated drivers.
206	Individual	No more lowering speed limits in the south island!!! Rural people have to travel long distances, taking waaay longer than it should, thanks to inconsiderate slow drivers who do 70km or less in 100km zones and absolutely refuse to pull over to allow other drivers pass!! If you 'truly" wanted to make a difference, educate slow drivers by fining them the same \$\$ as speeding drivers, instead of reducing speed limits!!!!
207	Individual	this is dumb, i know youre all old white arrogant [REDACTED] but the speed limits are fine and the drivers are the problem, changing speed limits wont change people driving skill and all ya brains are to small to realise. maybe instead of taking the easy way and not changing anything, make the shoulders wider, more median strips, passing lanes and slow lanes. this is pretty pathetic considering the fact that you can do so much more, get [REDACTED]
208	Individual	YES! THE THREE PEOPLE KILLED WERE DUE TO A POLICE CHASE, NOTHING TO DO WITH THE SPEED LIMIT - DON'T SCAREMONGER! https://www.stuff.co.nz/national/102162469/fatal-crash-closes-state-highway-6-in-nelson
209	Individual	Fewer speed limit changes will be better - so getting rid of the 100k zones either side of brightwater is ideal
210	Individual	Please consider that speed limit reductions are not the answer to safer roads. It is the easy way out, put some effort in for once and actually address the elephant in the room. The blatantly obvious issue is driver education and infrastructure that supports the current traffic flow. There is currently zero driver education in New Zealand. You do not need to know how to be a good driver to get your driving licence. You just need to know the road rules. Reducing the speed limits is a band aid solution that does not, in any way address the root issues. If any single person at the NZTA cares about the safety of kiwis on the road. You need to take a long hard look at yourself and make the decision to take action rather than pretending to do work. It's embarrassing. Do not reduce the speed limits, invest in roaring infrastructure and give kiwis a fighting chance with some bare minimum of driver training.
211	Individual	So many people go below the speed limit but i do not think it's too high, lowering the speed doesn't change the amount of crashes, it might change the outcome of the crashes sure but i think people just need to learn how to drive undistracted. Defensive driving courses should be compulsory for older people because i have seen so many elderly drivers being so careless and reckless on the roads and just have no clue. I was nearly run off the road by an old man who seemed to just not notice that two lanes were merging and he kept staying right beside me even as i honked my horn, i dont think he even noticed i was right beside him and he was running me off the road.
212	Individual	Leave the speed limits how they are, lowering them to the proposed limits will be chaos for people who live out Wakefield/brightwater. People barely do 100 now and would just be mad if they lower it even further. What needs to happen is not lowering speed limits but implementing barriers along the road and lights for night driving.
213	Individual	Speed limits change to often to the point t your not sure what speed you should be doing. Nelson is notorious for bad drivers so the limits should be keep the same as much as possible. Accidents can be caused by people driving too slow and others that want to actually do the speed limit get frustrated and do stupid Manouvers to try and overtake the slow drivers. Just make the speed limit 80km from the now 70km sign in Hope until after Wakefield for more continuity.
214	Individual	I feel that Brightwater township needs a much lower speed limit. There is a very busy and dangerous intersection very close to a primary school.
215	Individual	This is excellent! I live up Katania Heights and have seen so many close calls of people pulling out into the 100 km/h traffic. I have lived in Brightwater on and off for 36 years and have seen the area grow so much in that time. With more people using these roads we need to adjust the speed to keep everyone safe, accidents do happen but they damage can be alot less if the speed is lower. I am 100% behind the proposed speed limit changes.
216	Individual	Brightwater to Wakefield north definitely needs speed to be reduced. As a parent pulled out of Lord Lord Auckland road daily to commute home from Kindy, is a very scary intersection. Also, a wonderful man from our community was killed there recently
217	Individual	This is a starting point, with increases in traffic from lord Rutherford Rd Sth the intersection from Robertson Rd will still be too fast at 80ks
218	Individual	Yes, the corner intersection by the Brightwater Hotel, is an accident waiting to happen! Have witnessed soo many close calls their especially during school pick up time. I have concerns for the families of Brightwater around peoples awareness of the road rules at that intersection. Many many parents park in the sale yards for school pick up, I feel this has been overlooked. 80kms is still too quick for that intersection in my opinion. I no longer have children that attend Brightwater School, but I have genuine conversation for those that do. Please consider this carefully when making your decision.

#	SUBMITTER	FORMAL SUBMISSION
219	Individual	I think that the intersection including River Terrace Road, Ellis Street and State Highway needs addressing. There have been multiple accidents here and a lot of near misses daily. It takes a long time to be able to pull out onto the State Highway from River Terrace Road or go straight across so people take risks. I'm not sure that lowering the speed will make a difference but something needs to be done. Maybe a roundabout or lights?
220	Individual	The Brightwater intersection of River terrace Rd and Lightband road needs to be factored into the survey as it not only borders a school but drivers are blinded by sunstrike at different times of the day. I believe that from the south side of the Brightwater bridge the speed limit should be brought down to 60kmph from 80kmph as I've been living at the corner of Lightband Road and River terrace road close to 3 months now and have witnessed a number of close calls. On top of the 60kmph speed limit a double lane roundabout like three brothers would be the safest solution for the intersection.
221	Individual	Blank
222	Individual	Why are all the 100km/h speeds being removed from around the district. You need to spend more money on road maintenance, making our roads safer by making them easier to drive on. Our roads are ridiculously rough and are not nice to drive on. As for slowing the traffic down through hope and on into Brightwater won't that create congestion with more and more traffic heading out that way.
223	Individual	I am happy with the proposed changes apart from the Brightwater township 'no change'. Honestly it nearly brings me to tears as a resident and mother of children at Brightwater school. Now with even less parking outside the school I have to cross the intersection to park at the stockyards to drop off and collect my small children. Crossing that intersection is extremely frightening. I have lived in this incredible community for the last 8 years and have had many close calls... Recently when crossing straight through I was nearly taken out by a man who thought he had right away turning from his stop sign, I realise this is not a speed issue but an issue of driver error but I imagine as I have before that he may have been stressed trying to cross with the huge amount of traffic and traffic going fast at 80km it is unnerving. I am terrified that im going to loose someone I love at that intersection. If you are waiting to turn onto River terrace rd from Wakefeild direction and there are cars opposite you waiting to turn onto Ellis st there is no way you can see if there are oncoming cars. Its very scary to think there are cars going 80km toward me that I cannot see until they are onto of me. Please please consider reducing the speed, our town is growing and the intersection is busier than its ever been before. I would think 60km would be sufficient but even 70km would make a difference. Please consider my children's lives and my life when you make your decision
224	Individual	Yes, you need to consider the THOUSANDS opposed to wholesale reductions in speed and LISTEN to the people. STOP the farce of predecided rulings then having "consultations"
225	Individual	Brightwater township road, I think 80kms/ hr is too high for Lightband Road and Ellis Street intersection. There are many near misses every day. 60/70km/hr would be a lot safer for everyone especially when heading north and merging on Lightband Road as well. A lot of big trucks use this intersection, many have difficulty pulling out onto highway from River Terrace Road, especially with sweeping bend on SH6 south side of Ellis Street intersection. Also pulling out from Lord Rutherford Road on to SH6 by memorial, 80km/hr too high, have seen many a near miss there as well.
226	Individual	No
227	Individual	Consider the proximity of Brightwater School and the complexity of the intersection at SH6/Ellis Street/River Terrace Road. No change to the speed limit of 80km/h is inappropriate in my view. The speed limit should be lowered to 60km/h to match Hope township and Wakefield north.
228	Individual	Leave the speed limits alone! It's the useless drivers who drive too slow or make erratic decisions that are the problem! We need more police pulling over slow drivers, drivers who pull out in front of people without enough room etc, that's where the problem is, this piece of road is actually one of the better roads around, usually the road conditions can be blamed also
229	Individual	<ul style="list-style-type: none"> • The intersection on Ellis Street, State highway 6 and River terrace road. This needs very careful consideration! • This should be a 50 km section of road, half the people that cross their do not know the rules and the other half that do know, presume people don't know (those ones just sit their) and so they go! Its an absolute mess. • Perhaps this could be a roundabout • If that was a roundabout, people that usually come out of factory road wouldn't, as an intersection would make the corner safer and keep traffic moving. • Then have a 70 speed limit right thru to hope. • The highway to wakefield can continue being 50/70 right past Lord Rutherford rd exit, which is ridiculous turning onto 100km and past Robertson rd. Perhaps another roundabout? • then the next stretch past Spring Grove could be 70kms right thru to the existing 70km.
230	Individual	Brightwater Township, I believe should be dropped to 70km/h, the intersection is very dangerous and they amount of risks people take to cross it is crazy, Also Trucks, cars etc coming through there I would argue that they are driving to the conditions and are quite literally driving at 80km/h or faster with no consideration at all that is a busy intersection.
231	Individual	Yes the speed limit between clover road and Ellis street that has no change needs to drop to 60. The intersection here is incredibly dangerous as well as the fact you pull off the motorway from 80kmph straight into a 40kmph zone. It's stupid! This area needs to change if all the others are and needs to reduce. Also the intersection has a blind corner for cars exiting brightwater on the right, cars flying around here 80kmph is super dangerous.
232	Individual	ARE YOU LOT THE SAME [REDACTED] THAT HAVE SAT ON YOUR ARSES & decided that it is necessary to further impede the flow of traffic even further with the reduction of the speed limit to 60kph on the Wangamoa Saddle & then 80kph the rest of the way to Blenheim For [REDACTED]ake Why; are 85% of the Motoring Public condemned by the 5% of incompetent drivers that cause the Crashes. I went to two of the Public meetings & My first question was to ask How many of the people conducting these meetings & the study as a Whole; held any Licenses above Private motor car license??? Only to be asked WHAT Does that have to do with the study? I among many others hold 1 to 6 with P & F endorsements & use all of the NZ Roads & Hi Ways Question the Statistics How Many of these Crashes are MEDICAL EVENTS, Drug or Alcohol, Unlicensed & or Disqualified Drivers & or fleeing drivers in the event of Criminal activity ??? A bit of TRUTH & Transparency is NEEDED !! The Dumbing down Of Society regarding these LOWERING of limits WILL NOT FIX STUPID The reduction in built up areas I do agree with But Pedestrians need to be Educated HOW to USE Pedestrian crossings !!

#	SUBMITTER	FORMAL SUBMISSION
233	Individual	As a service contractor to the Waimea East Irrigation Company which operates 1200 hectares on the Waimea Plains, we totally agree with a proposed reduction in speed on the state highway 6 between Hope and Wakefield. In fact it is the most dangerous stretch of road we operate on! And we service from Springs Junction to Bainham and Across to Marlborough. We would even like to see the stretch between Hope and Brightwater as low as 50km all the way and then the proposed 80km from Brightwater to Wakefield. As on a daily basis we come across minor incidents, witness people reacting with poor judgment out of frustration while entering State Highway 6 from Edens road, Aniseed valley road and Clover road, all of which are notorious intersections of incidents, they are intersections in which it is extremely difficult to gauge the on coming traffic speed, resulting in poor judgment calls. I would happily discuss any of the matters above and can be available for contact on s 9(2)(a)
234	Individual	We reside in Wakefield and use this road every day. Seeing the current mean operating speeds, why the need for change? The only section we agree should be changed is, Hope to Brightwater as the Eden Rd and Aniseed Valley Rd corner is very hard to turn into and onto the main road safely. Most traffic coming out of these roads is turning. The Clover Road corner is also a problem on this section. Brightwater to Wakefield North, very rarely do we see traffic turning in and out of these roads
235	Individual	Dropping speed limit when traffic is already regulated by volume and 90 Kph traffic penalises those driving outside 50% of those hours. To travel 50k to Nelson hospital in an hour to hour twenty is a ridiculous restriction. Please consider the 50% safe drivers on this strip of road. Quoting average speed does not take into account that 50% of the day few people are travelling. We travel from Tapawera to Richmond regularly but for Nelson we certainly think what the time of the day because of delays and allow another 20 minutes if we are going to the Hospital. Our experience is that speed is determined by traffic volumes, logging trucks and therefore self regulating at busy times. Wakefield to Brightwater Busy times 90KPH Other times 100KPH. Brightwater to Hope (more traffic). Busy 85KPH Other times 95-100 KPH. Traffic speed is self regulating and reducing the speed limit is penalising traffic over 50% of the day who are already travelling long distances. Reducing speed limits causes frustrations for particular drivers who then take risks. I don't travel Appleby Highway often which has a 80KPH restriction and I have seen, with low traffic, out of frustration because of the 70KPH traffic cars would overtake. Clearly some traffic will travel 10KPH below the speed limit whatever is set. The proposed changes in my opinion are not needed for the above reasons and if they go ahead are likely to cause more accidents. Sorry this is a late contribution. If I had more details on accidents and deaths I would give a stronger opinion on this. Any chance of sending details?
236	Individual	We support this proposed change to the speed limit.