

Name	Submission
Individual	I would like to see the current speed limit on High Street stay as it is; no change. The traffic already slows with congestion at peak times. It would be really frustrating to have to travel at an unnecessarily reduced speed in off peak times.
Individual	I would like to keep the existing speed limits, no change.
Individual	I would not like to see the speed limit reduced to 30 km through out high street. In the evenings and winter months this is not necessary. During summer months the traffic is heavier and naturally slows to 30km on its own. I am happy with the other proposals.
Individual	cyclist safety, cyclist safety and cyclist safety!! Between King Edward and Whakarewa 50k/h is too fast because there isn't enough space sometimes to get away from immense trucks. At 50 k/h they come past way too fast. This is also due to the weird design drain covers that go length wise. Very easy to get into with a bike wheel if you get too close to the curb to give space to a truck or car. There's no buffer from car parks on that stretch of road so really one of the more tricky parts of the journey. I think 30 k/h needs to start by the clock tower until Poole to ensure a safer place for cyclists. I think it's becoming a bit unacceptable to keep accommodating for cars while we're having an enormous ecological/climate issue happening in the world. And about those drain covers. There are actually a few differently shaped ones along that stretch which are way safer! Not a very expensive thing to change I imagine.
Individual	As a regular used of Motueka High St, the speed limit for the Variable School Zone I agree with, but the proposed 30kph between Whakarewarewa St and Poole St is unnecessary I believe. Daytime traffic rarely gets anywhere near 50kph and with roundabouts and traffic lights now about to slow traffic further, most vehicles would never have a chance to go faster. 30kph at night with virtually no other traffic would be antagonistic to drivers (though may be good for gathering revenue from 'speeding' fines).
Individual	Let common sense prevail. For the last 100 years the speed limit for this zone has been satisfactory with it not becoming a hazard area due to accidents. With vehicles becoming increasingly safer with more warnings built into them and with new traffic signals, why do we have to adopt this nanny state. Leave it at the same speed as it is currently
Individual	As mentioned high street Motueka is very busy. My comment is on the North end of town where the 50km speed limit should be extended out beyond the Staples street entrance instead of being 80km/hr. Vehicles do not slow down until they reach the current speedlimit sign and Staples street is the official Motueka borough boundary. Within Motueka the 50km/hr speedlimit should be retained with a 40km/hr electronic signalling for schools
Individual	The proposals make good sense
Individual	Holding traffic to 30Km/h outside 7am to 7pm is totally unnecessary, and during 7am to 7pm the speed is self regulating because you can rarely more than 30km/h. So I am opposed to this proposal, as one who has to pass through town (end to end) regularly.
Individual	I would like to see the speed limit changed to 50km to the Motueka Bridge.. The speed of the cars along that road from Staples Street and off the Bridge at times is appalling and very dangerous!!It's very difficult to turn in the driveways with the speed of the traffic,also have to be aware of the cyclists which are increasing day by day being one of the main cycleways. The corner of Staples street also needs to be addressed for cyclists..I have done submissions before obviously falling on 'deaf ears' about the speed on this main highway,getting more and more vehicles and cyclist and cars are travelling too fast..Other roads have been reduced with less people using them..I have family living on the main road so are well aware of this issue. Please take this into consideration!!!!.
Individual	Generally no - a very good decision. Do not know whether possible, but could there be a time indication so not applicable at quiet traffic times eg night time after a certain hour?
Individual	The speed limit between King Edward Street and Staples Street needs to be 30km/h. Traffic always goes at least 5km/h faster than the limit and the present 50km/h is dangerous especially for pedestrians many of whom are children and the elderly.
Individual	How many crashes/injuries have we had in motueka on high street due to the speed limit, in my life time I have seen none due to that reason, I can understand cycle markings and I think the current speed limit with the school zones as they are is plenty safe enough. High street gets so busy and congested especially during summer when everyone is going to kaiteri beach, if the speed limit is lowered it will only cause greater congestion and possibly more frustration on the road, from my experience living in motueka the flow of the traffic is not often sitting at 50kmh as it is so busy people have to drive slower anyway, as the owner of a motorbike and car I always feel as though I have full control and plenty of time to react to things such as people crossing roads or cyclists etc. To be conclusive I feel as though this proposal will mostly cause frustration amongst the community.
Individual	The distance given for an emergency stop at 50.kmh is 35.m dry and 41.m wet conditions. 35.m is roughly the distance of 2 rectangular houses put end to end. Traffic already presents a danger to pedestrians, cyclists, even people exiting their cars, even with the old road set up that helped slow up traffic due to the choke points. With the new traffic flow set up , vehicles catching green traffic lights traveling through will flow at a constant 50 km/h. ie, 35 to 41.m stopping distance. Motueka has a larger than average older population, a school right by the northern end of town, and many cyclists, THATS WHY 30 KM/H IS A MUST FOR INCREASED SAFETY, also for a more relaxed environment for the centre of town. As a by note, when you are in town an a fully loaded logging truck or similar passes at a speed close to or at 50 kp/h , its intimidating and frankly dangerous. Yours Sincerely, s 9(2)(a)
Individual	Speed limit to drop to 30 km all the way down high St to past the shops from whalf Road roundabout
Individual	I propose that the school zone limit stay at 40 for Motueka south school
Individual	Yes , there is no need to change existing speed limits, The traffic itself restricts speeds during day,If the new traffic lights and pedestrian lights work it will also limit speeds.I support the speed restrictions outside south school remaining as is.Your proposals to vary speeds in the main street and changing them will only add confusion and is not needed,as explained.

Individual	During daylight hours when the main street is actively being used, most of the time the traffic is already moving slower than the the current speed limit, so it seems ridiculous to me to propose permanently reducing the limit for all hours of the day. There is absolutely no reason for the loggers/container truck and other freight drivers who are using that road at 4am to have to slow down to 30 purely because its a busy road during the daytime, especially when there are no alternative routes to bypass the town centre. Its already dumb to have the town centre on a state highway, even if it is a small state Highway that doesn't really go anywhere. The traffic lights are already going to have people reducing their speeds around them anyway, but I cant believe a permanent speed reduction has been proposed. Permanently reducing speed limits is not the answer in every roading situation despite the ignorant belief of the nzta!! Im fine with temporarily reducing the speed around schools when children are around, but a blanket speed reduction on a state Highway that is used at all hours of the day is unfathomable. I also dont understand why you even bother asking for public feedback since its already a done deal and nothing we say ever changes anything. Do you even read the submissions or just the ones that say what you want to hear?
Individual	I agree with the proposed speed limit. I'm not aware of any other factors to consider.
Individual	Please do not lower the speed limits. The current changes to central high st will reduce travel speeds Lowering the peak school limit further will create increased risk of accidental traffic infringements for those who live in between the signage and cannot see they are active when departing their properties (because the length of the zone is so long covering multiple schools) NZTA should have put a bypass through reducing traffic volume
Individual	Please can you make the speed limit in between Pah St and Whakarewa St 30km/h because then kids that go to Parklands School are safer and other pedestrians and bikers are also safer.
Individual	Please consider the need for a reduction in speed permanently in the proposed 30km school zone between Courteney st and Old Wharf road. I live on the High street in that vicinity and we see cars and trucks speeding through consistently. I see cars going ?50km and not having time to stop at the pedestrian crossing so just carry on through. This is becoming a daily issue and with the number of cars using the High St, they will all travel the same speed as the car in front.
Individual	1. Your proposed 30km/h limit for the school zone is not consistent with other school zones in the district and will lead o confusion. 2. The 30 km/h limit in the centre of Motueka will unnecessarily slow traffic and cause jams at your new traffic lights because traffic will not be able clear the area fast enough. You have failed to take into account that much of the traffic through Motueka is through traffic heading to Mapua, Kaiteriteri and Golden Bay.
Individual	No, I support the proposed changes
Individual	The high number of people backing into and pulling out of car parks, opening car doors into the traffic flow, and the narrowness of High St. make the reduction to 30 kph a good safety move.
Individual	I support the proposal. Please reduce the speed limits as proposed.
Individual	I think it should be left how it is. When it's busy you probably can't even do 30km/h but early in the morning when nobody is around it's quite safe to drive through at 50
Individual	I think that cyclists being able to take the middle lane in some places may confuse people and make cyclists more likely to get hit by cars.
Individual	speed limit should be 30km from wharf road to just past parker street
Individual	Not really about speed limits, but would be great to see more zebra crossings between Whakarewa Street and King Edward Street, lots of kids cross that area which is a high risk add there are no crossing points
Individual	The impact on the flow effect of through Traffic if the speed limit is reduced as the flow travels through the township is going to be slower with more bottlenecks if reduced to 30KM/Hour when the aim should be to eliminate bottlenecks caused by slowdowns and hold ups. A reduction in speed limit is not necessary but it is still considered then the reduction should only be from 50K down to 40K.
Individual	I support the Courtney St - Old Wharf Road school zone proposal as this is one of Motuekas biggest school and they have a lot of Children out and around this area going to and from school. However I do not support the 30Km from Whakawera St-Poole street 30Km change. I believe this will cause more problems as there will be lights slowing down traffic. As during peak times traffic already slows naturally and by enforcing 30km people will not abide by this and are likely to be less hesitant to slow down, especially in quite off peak times.
Individual	I'm all for changing the speed limits to 30k's an hours as proposed the 50k limits as it is now is far to fast especially when it comes to heavy traffic in such a narrow street and so called highway.
Individual	If there are to be traffic lights at the crossings then there's no need to lower the 50kph speed limit. The main issue was the trees shading the crossings and drivers not heeding/seeing crossing pedestrians. If that's now addressed it should be fine.
Individual	A key factor of the road is that it gets very busy over summer and having variable speeds in the centre will cause major traffic issues as people slow down to 30kph and then don't speed up again as they will be confused Please consider the people who live here and need to move through the town as efficiently as possible, as well as safely. Please leave as 50kph
Individual	The change of speed limit to 30km/h by the school is fine. Through town does not need to change, leave it at 50. I say this because in morning or at night 50 is fine so no need to change. . Traffic slows down by itself when it is busy.. So Changing it is so dumb.. Cyclist do not deserve anything.. Will intel adult cyclist start paying with some sort of rego.
Individual	I agree with the proposed lowering of the speed limits. It is important to make urban roads safer for cyclists and pedestrians
Individual	No.
Individual	No comment provided

Individual	After working hours till 7.30am . High st is almost deserted , there is no need to cut the cut the speed limit . Would be pointless to have a 30k speed during off peak times . Most likely will lead to excessive ticketing as people will drive to the conditions ie faster . During working hours speed is often self regulating . Electronic signs slowing traffic at peak times could be a good answer.
Individual	This is going too far and is unnecessary. The 50 kph speed limit is perfectly safe for the section of Motueka High St 35 m south of Whakarewa St to 85 m south of Poole St. All this will do is slow traffic even further and encourage people to completely bypass the centre of Motueka. Likewise, it is unnecessary to extend the Motueka South School Zone. Again, this will encourage people to avoid High St. Motueka High St is part of a state highway as you are well aware and tourists pass through this section of the township to go to the National Park, Golden Bay, Kaiteriteri and Marahau. If restrictions slow them down too much they will simply bypass High St and retailers will miss out on the much needed tourist dollar which is already reduced to no overseas tourists passing through. As a resident I will also bypass these sections of High St when going north or south if it takes longer.
Individual	No comment provided
Individual	None of this would have been necessary if the sensible decision to enable a bypass had been made. It is not safe to drive above 30km through the town centre, on a good day so nothing will change. The centre will be even more congested as traffic waits at traffic lights, and pollution along with noise will increase, making walking the area even more unpleasant than it already is. The changes taking place will not ease congestion traffic flow and are a total waste of time and money which would have been better spent on a bypass and a much needed new bridge.
Individual	I support the proposed speed limits. As a cyclist the limits will give a little extra time when having to move out from cars opening doors or moving out from the curb.
Individual	Yes, really big signs to mark the 30km/hr stretches and repeated signs saying 30km/hr to assist drivers - sometimes the first sign is not seen. Sharrow markings - these are great, but signs that tell motorists they are not allowed to pass bikes here would be good. It's actually really scary being a cyclist with cars behind you, which does make cyclists more likely to use the footpath. I agree with the 30km/hr speed zones. The main street now looks awful, no shade, very hot and no shade. Shame on you Waka Kotahi.
Individual	I support slowing the speed down
Individual	I do not think that we need a 30km speed limit in town because during the day people are already going slower driving to the conditions. There is a large amount of time when town is not busy and would not require a 30km speed limit so would just make people frustrated. The school zone change I think is great.
Individual	No. You have looked at things very thoroughly.
Individual	It's a brilliant idea and needs to be done in Tākaka too. It will make the road nicer and safer for all users. I suggest encouraging heavy traffic to use the King Edward, Queen Victoria and Pah Street as a bypass
Individual	It is about time that the kids who attend Parklands School get a slower speed zone to help keep them safer when crossing SH60. Many of these kids walk to school with siblings or alone, and there are always near misses, especially in summer. I walk my kids to and from school to help them cross SH60 at the Greenwood/Pah St intersection, as even with an adult it is dangerous at the moment. Please change the speed limits as proposed. Thank you.
Individual	High volume verses low volume traffic flow. The traffic flow itself regulates maximum speed in Motueka, i.e during holiday periods, the maximum speed possible inside the current 50km zone is often a crawl or stopped. The ability to travel the same route at 6 am in the winter months can be undertaken at up to 50 km without incident. Low traffic flow at 50 km has not been shown to be a problem in Motueka but policing lower speeds is not likely to happen, and has not been necessary as traffic flow volume dictates High St speed.
Ia Ara Aotearoa Transporting New Zealand	In principle Transporting New Zealand agree with the two proposals to reduce the speed limits. We do however, have concern with the proposed use of sharrows. These are a relatively new traffic control device marking in Aotearoa New Zealand, introduced in the Road Code in 2019, and in our view, they are not well understood by motorists or cyclists. The Waka Kotahi New Zealand Transport Agency (Waka Kotahi) information provided during this consultation also appears somewhat confusing. Figure 1 appears to show the cyclist using the centre of the lane in accordance with the sharrow however, Figure 2 shows the cyclist using a dedicated cycle lane to approach the advanced stop box. We request Waka Kotahi develop and implement a communications plan to ensure road users clearly understand what is expected of them respectively. We would be happy to help disseminate such information to our members when it is available and trust that will help a safe implementation of the proposed changes.

Individual	<p>I am in favour of all the reductions in speed limit that are currently proposed. In fact, I would advocate for more! (e.g. all the narrow rural roads to come down from 100 to 80 max).</p> <p>The section of High St with the proposed 30km speed limit would benefit from this reduction for all users, and I would love to see the bike picture painted on this section too (the one that is on many of Nelson CBD's roads), so that everyone knows it's fine for bikes to be there, staying away from the risk of car doors being opened on them if they have to stick to the far left side with cars squeezing past.</p> <p>An additional idea: Could the area that is currently being used for road work equipment at the High St/Old Wharf Rd roundabout/clock tower be designated as parking for people who drive in from rural areas then car pool or use their bikes around town? In the future there will hopefully be a bus service, and people driving in from the valley will need a place to park their cars. This could further ease congestion on High St. Until there is a safer route to bike along Motueka Valley Highway, I prefer to take the bike in the car and park there, then use the bike around town. I'm sure many others may find this very useful too.</p>
Nelson Marlborough District Health Board	NMH recommends that the proposal is adopted in its entirety. Town Centres should cater for people using all modes of transport, they also should include features that enable the most vulnerable road users to feel safe. There NMH supports the proposal that the town centres is 30km/h and the School Zone is reduced to 30km/h at schools' starting and finishing times. NMH strongly supports the goal of Waka Kotahi of improving safety on State Highway 60 High Street Motueka.
Nelson District Council of the NZ Automobile Association	Thank you for the opportunity to provide feedback on the SH60 High Street, Motueka speed review. The Nelson District Council of the NZ Automobile Association, supports the proposed changes to the current speed limits and associated works, as outlined in the consultation letter dated 11 October 2021 and supporting documentation.
s 9(2)(a)	The proposed 30km/h distance along High Street is too short, at approx. 400 metres. It ought to be extended in both directions, from the King Edward St/Old Wharf Rd intersection to the Parker St/Feron St intersection, approx. 1900 metres. This is due to when the new roundabout at the King Edward St/Old Wharf Rd intersection is completed, including the pedestrian crossings the traffic will slow down, It appears practical to begin the 30km/h at this point. The extension north of Poole St/High Street to the Parker/Feron St intersection is at the end of the business/residential area along the Highway (note, the RSA, Top Shop, and Fearon St leads to the Top Ten Holiday Park, 200metres along Feron St. High Street/SH60 between Monahan Street and Woodlands Ave/Whakarewa Street is very narrow, Waka Kotahi policy of Road to Zero encourages slower speeds. Similarly, Climate Change policies. Locally, at Kaiteriteri and Marahau the public has become acceptable of extensive 30km/h areas.
Individual	That's good, but it would be much better to have 30km/h from King Edward Street to Parker Street.
Individual	Great idea to reduce limit to 30km/h. However the 30km/h zone should be longer, perhaps from King Edward ST/Old Wharf Road to Parker/Fearon St
s 9(2)(a)	<p>I am in favour of all the speed limit changes proposed, except that I think the limit in the CBD (Whakarewa to Poole) should be 450kmh.</p> <p>During the day along this stretch, it is rare that anyone would want to or safely be able to reach 50, though as I have been doing 30 along there for a few months now, that seems rather too slow.</p> <p>But I'm more concerned that after say 7pm through till 8 the next morning, most people travelling in the CBD will find it really hard to stay at 30 where there are zero cars around. Traffic police would make a fortune fining people travelling at even 40, let alone 50, along this stretch at night, and would make lots of angry people.</p> <p>I'm also writing on behalf of several locals I've talked with about it, as I am s 9(2)(a).</p>
Individual	<p>Please maintain the existing speed restrictions in Motueka. I see no justification for reducing the limit to 30kph, especially after the road junction improvements are completed. These will serve to slow the traffic naturally.</p> <p>LTNZ is obsessed with reducing speed limits throughout the country and this only frustrates and irritates drivers and causes them to take unnecessary risks.</p>
Te Ātiawa Manawhenua Ki Te Tau Ihu Trust	We have no issues with the proposed changes and support the intention to improve safety, particularly around the kura.
Individual	You haven't even completed all the lights, roundabouts and crossings yet .The speed limit doesn't even need looking at the moment as you don't know the results of your uncomplicated work as yet.The current traffic flow along High street would be on average around 40 km. hr. However I would suggest that you should look at all the jay walkers between the crossings and bring in some big heavy fines for that activity as that's a big percentage of the problem and has been for many years. At the moment we do not require any change of the speed limits
NZ Police	Your correspondence has been referred to me as the s 9(2)(a) and I have consulted Inspector s 9(2)(a) , as the s 9(2)(a) for his operational knowledge of the stretch of roads in question. The Government's road safety strategy, Road to Zero, identifies that in the event of a crash, there are physical limits to the amount of force the human body can be subjected to and our chances of survival or avoiding serious injury decrease rapidly above critical impact speeds. For a pedestrian or cyclist hit by a car, it's around 30-40 km/h. In a side impact collision involving two cars, it's around 50 km/h. And in a head-on crash involving two cars, it's around 70-80 km/h. One of New Zealand Police's goals is Safe Roads – preventing death and injury with our partners. Police supports the setting of speed limits in alignment with safe system principles and the need for our transport system to be forgiving in the event that a mistake is made, and a crash should occur. With these principles in mind, Police fully supports the new and lowered speed limits proposed to be enacted on High Street, Motueka (State Highway 60).
Individual	Agree with all the proposals - particularly lowering speed limit to 30km between Whakarewa and Poole St intersections.

Individual	<p>Thank you for the opportunity to comment on your proposed speed limit changes along High St in Motueka. In principle, I support this reduction of traffic speeds through the town, but I fear that you are treating symptoms rather than addressing the core issue. Fundamentally the centre of Motueka is simply incapable of handling the volume of heavy trucks and holiday traffic, irrespective of the speed limits.</p> <p>The solution is very straightforward, though I accept that it would not be cheap. A quick glance at a map or aerial photo makes it obvious that the main through traffic should be re-routed from SH60 at Robinson Road and angled across the estuary to connect with Queen Victoria St in Lower Moutere. This route would then head north via a new bridge across the Motueka River to connect with Main Road Riwaka or - preferably – with Swamp Road to bypass Riwaka village. Already the existing bridge is dangerous and should be replaced. Any local will tell you that big trucks cannot pass each other on the bridge and one truck will always have to wait for the other to finish before they start to cross. Tourists towing caravans are particularly vulnerable, as they generally have no idea how narrow the bridge is until they're on it and committed to crossing.</p> <p>My basic thesis is this: keep trucks and tourist traffic out of Main St Motueka.</p> <p>In a similar vein, the opening of the Mapua/Ruby Bay bypass has dramatically increased traffic volumes and speeds along the Coastal Highway through Mariri and turning into or out of many of "the Loops" is dicing with death in either direction. All the loops need either widened slip-roads or roundabouts (particularly at the Robinson Rd junction). My home overlooks Martin Loop and our neighbour runs a park-over operation for members of the Motor Caravan Association. Which means there are any number of campervans and caravans making the right-angled turn onto a dirt road directly off the 100 km/h highway (where the traffic speeds are usually much higher) causing frequent crashes and countless tyre-squealing near-misses. The obvious short-term solution (before the slip-roads can be built) is to reduce the speed limit to 75 or 80 km/h on the section of SH60 between the Tasman village turn-off and Motueka. And enforce it!</p>
Individual	<p>I'm writing to support your proposed speed changes along the main street of Motueka. In addition, ideally, there should be no heavy traffic going through the main street, but it should be deviated along Queen Victoria Street. The way it is now, it is dangerous to have large logging and freight trucks going through the main street which is already narrow enough with the parking allowed each side and with people going in/out of car parks.</p> <p>However, in addition, I think that it is essential that you also review the speed limit along SH60, especially along the "Loops" in the Mariri area where people constantly take their lives in their hands to go in or out of their streets. There are regular crashes (another just two days ago) and near-misses because people speed along there every day, every hour. A reduction to 80km such as on the highway between Nelson and Blenheim, is what is needed. If you apply the same logic that you applied there, that slowing down drivers will save lives and property, then apply the same logic to this area.</p>
Individual	We support the proposed changes
Individual	Approved
Individual	Approved
Individual	<p>I consider the speed changes indicated will serve the safety of all road users well. The minimum changes to legal speed limits is the best for keeping your eye on the road and in a town with pedestrians and not having to keep watching your speeds. The traffic lights activated by pedestrians will save many close shaves with our pedestrians who have a habit of rushing out onto the crossing without a careful look both ways first. As you have noted it is a very busy state highway serving Golden Bay, Kaiteriteri, and Riwaka with a large variety of cars and especially large transport vehicles including milk tankers, stock transporters, logging trucks, concrete mixers and shingle trucks. This analysis of vehicles leads me to my recommendation that we really do need a heavy transport by-pass road to further enhance SH60 through Motueka's safety. Chamberlain Street would be ideal leading across the Motueka River with a new "wide" bridge loading pretty well directly into the main street of Riwaka. This would really be a major double safety asset for our Tasman Region. I await your response with keen interest.</p>
Individual	I fully support the speed limits. Keep up the good work for more safety on our roads
Individual	Only change the peak school driving time. Don't spend money on signs ect for town centre - people always drive under 50km/h there so no changes need to happen. Spend money on other matters
Individual	We support the proposed speed limit
Individual	I fully support the reduction from 50 to 30 km/h for Motueka High Street. Please go ahead with the proposed speed limit