

Marlborough
Local Road Speed Management Plan
Technical Assessments

June 2023



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Appendices

Appendix A – Example threshold treatments

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1. Purpose of this document

Marlborough District Council is developing a 10-year speed management plan for the district, as required by the government. The plan includes short-term and long-term speed limit changes, and future improvements to roads to support changes in speed limits if and when required.

Changes to speed limits will be on-going as development in the district continues and to achieve alignment with the Governments Road to Zero Action Plan with respect to speed management. This initial plan will provide guidance on when, how and why speed should be managed on each of the roads identified.

The plan will be incorporated into the Marlborough Regional Speed Management Plan and will be reviewed every 3 years in alignment with the Long Term Plan funding cycle to provide alignment with funding opportunities. The plan will also be reviewed when significant changes in development or funding occur necessitating a change to the implementation plan.

This Speed Management Plan will provide guidance on when, how and why speed should be managed on each of the roads identified.

1.1 2023 Speed management reviews

Those roads considered as part of the development of the inaugural speed management plan for Marlborough District have been identified from the following sources:

The Speed Management of Marlborough District Council roads has focused on:

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

Each of the roads / locations originally identified are listed below, with additional information and their assessment as well as details of any adjacent roads or sections of road that were included in the review.

1.2 Principles of review

Marlborough consists of two significant urban areas, Blenheim and Picton, and many small townships, such as Ward and Seddon. These urban areas have different needs. In order to meet a whole of network approach, the following guiding principles have been developed:

1. Speed limits will align with the layout of the road, the adjacent land use and the role of the road.
 - Urban arterial will not have speed limits lower than 50 km/hr to encourage use of these better designed roads

- Roads with high pedestrian and cycle movements will have a desirable operational speed of 30 km/h or less
- 2. Speed reduction will not rely solely on speed limit signs.
- 3. When land is rezoned from rural to residential the underlying speed limit will be 50 km/hr.
- 4. The concentration of points of conflict (driveways, intersections, pedestrian, cycle) will be used to make decisions on appropriate speed limits.

These guiding principles will be used to make decisions of setting appropriate speed limits and engineering solutions.

Zones of influence

Zones of influence will be used to ensure that appropriate speed limits are applied to offer the greatest protection to vulnerable road users. This will assist in providing lengths of any speed restriction that is reasonable, and the purpose of the restriction is obvious to a driver so that there is a greater level of compliance.

The zones of influence will be based on the safe stopping distance for the speed environment of the road such that a driver can observe, react and stop prior to hitting the potential hazard.

1.3 Signs and roadmarking

To support the management of vehicle speeds around schools and provide a sense of place some general threshold treatments have been developed to assist with cost estimating. Typical layouts are provided in Appendix A.

Each location will require site specific design but is unlikely to vary significantly to provide a degree of consistency for drivers as they travel throughout the district.

2. Awatere

2.1 Schools

There are two schools in Awatere for which the speed limit needs to be lowered in the vicinity of to assist with safety and accessibility.

2.1.1 Seddon School

<i>School Type</i>	Primary	<i>Roll</i>	126	<i>Category</i>	1
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Vehicle and pedestrian access to Seddon School is from Redwood Street, with pedestrian access also available from Marama Road. The bus stop to drop off and pick up students is located on Redwood Street north of Foster Street. The Awatere Playcentre is located adjacent to the school on Redwood Street.

A footpath is provided on the eastern side of Redwood Road only and there are no cycle facilities in the area. Parking is primarily available on the western side of Redwood Road and there are no existing crossing facilities. Near misses have been reported by the school at a makeshift pedestrian crossing (outside the kindergarten). Children walking to school use Seymour Street to access the underpass and walkway under the railway line and State Highway 1.

Figure 1 Seddon School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Existing speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Foster Street	50	36	30
Marama Road	50	45	30
Redwood Street	50	26	30
Seymour Street	50	36	30

Due to the low traffic volumes and vehicle speeds in this area a permanent speed limit is considered to be the most appropriate in this location. The existing speed limit can be reduced in this area with no noticeable effect on travel times.

Recommendations:

The following changes are recommended in the vicinity Seddon School:

- Lower the speed limit to 30km/hr on the following sections of road:
 - Foster Street from Marama Road to 400m west of Marama Road
 - Marama Road from State Highway 1 to 170m west of Foster Street
 - Redwood Street from Seymour Street to Foster Street
 - Seymour Street from Redwood Street to 150m north of Redwood Street
- Install school threshold style treatments on all approaches to the school (x5).
- Install a pedestrian crossing on Redwood Street and consider putting it on a raised safety platform.

2.1.2 Ward School

<i>School Type</i>	Primary	<i>Roll</i>	49	<i>Category</i>	1
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Vehicle and pedestrian access to Ward School is from Duncan Street. The school is located in a primarily rural environment with no pedestrian or cycle facilities provided in the area. The majority of students arrive and depart by bus or car.

Figure 2 Ward School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Existing speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Duncan Street	70	38	30

Due to the low traffic volumes and vehicle speeds in this area and the proposal to lower the speed limit on all roads within Ward to 60km/hr, see Section 2.2.1 for further information, a lower permanent speed limit of 30km/hr is considered to be the most appropriate in this location.

Recommendations:

The following changes are recommended in the vicinity Ward School:

- Lower the speed limit to 30km/hr on Duncan Street from Mill Street to Carroll Street
- Install school threshold style treatments on Duncan Street approaches to the school (x2).

2.2 Other locations/roads

2.2.1 Awatere - Side roads

These sections of road were identified for review as their speed limit is higher than the speed limit on the adjacent section of State Highway 1 which has a speed limit of 80km/hr in this location.

Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Gulch Road	100	41	80
Peggioh Road	100	17	80
Tachalls Road East	100	20	80

To provide consistency of messaging for drivers the speed limit should match that of the adjacent State Highway. Due to the short lengths and no exit nature of the roads a lower speed limit is considered to be appropriate on these roads.

Recommendation

The following changes are recommended for these side roads:

- Lower the speed limit to 80km/hr on the full length of the following roads:
 - Gulch Road
 - Peggioh Road
 - Tachalls Road East
- Update speed limit signage as required.

2.2.2 Marfells Beach

This area was identified for review due to the inappropriate speed of vehicles on the approach to and through the Marfells Beach campground as well as on the beach.



Safety and speed information from MegaMaps shows the following.

Road Name	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed Speed limit (km/hr)
Marfell Beach Road	100	57	30
Marfell Beach			30

Due to the high number of pedestrians in this area and the sharp bend on the approach to the beach a lower speed limit is considered appropriate in this location. In addition to the campground area a speed limit on the beach is desired to protect dunes and wildlife.

Recommendation

The following changes are recommended for Marfells Beach:

- Lower the speed limit to 30km/hr on the Marlborough District section of Marfells Beach Road from RP 7445 to the boundary with the Department of Conservation.
- Lower the speed limit to 30km/hr on the section of Marfells Beach from 400m north of Marfells Beach Road to 4.5km south of Marfells Beach Road.
- Install settlement threshold treatments at the speed limit change on Marfell Beach Road (x1)
- Install speed limit signage on the approach to the beach as required (x3).

2.2.3 Ward Township

This area was identified for review as the existing speed limit is 70km/hr. Any changes to the speed limit on the State Highway will need to be undertaken by Waka Kotahi, however changes can be made to the local roads irrespective of any changes on State Highway 1.

Safety and speed information from MegaMaps shows the following.

Road Name	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed Speed limit (km/hr)
Carroll Street	70	24	60
Clermont Street	70	21	60

Road Name	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed Speed limit (km/hr)
Duncan Street	70	32	60
Mill Street	70	23	60
Seddon Street (SH 1 to RP 1065)	70	43	60
Seddon Street (RP 1065 to RP 2361)	70	43	80
Tachalls Road East	70	22	60
Ward Street	70	47	60

Due to the short lengths of road, low traffic volumes and low operating speeds a 60km/r speed limit is considered to be suitable for the area.

Recommendation

The following changes are recommended for Ward:

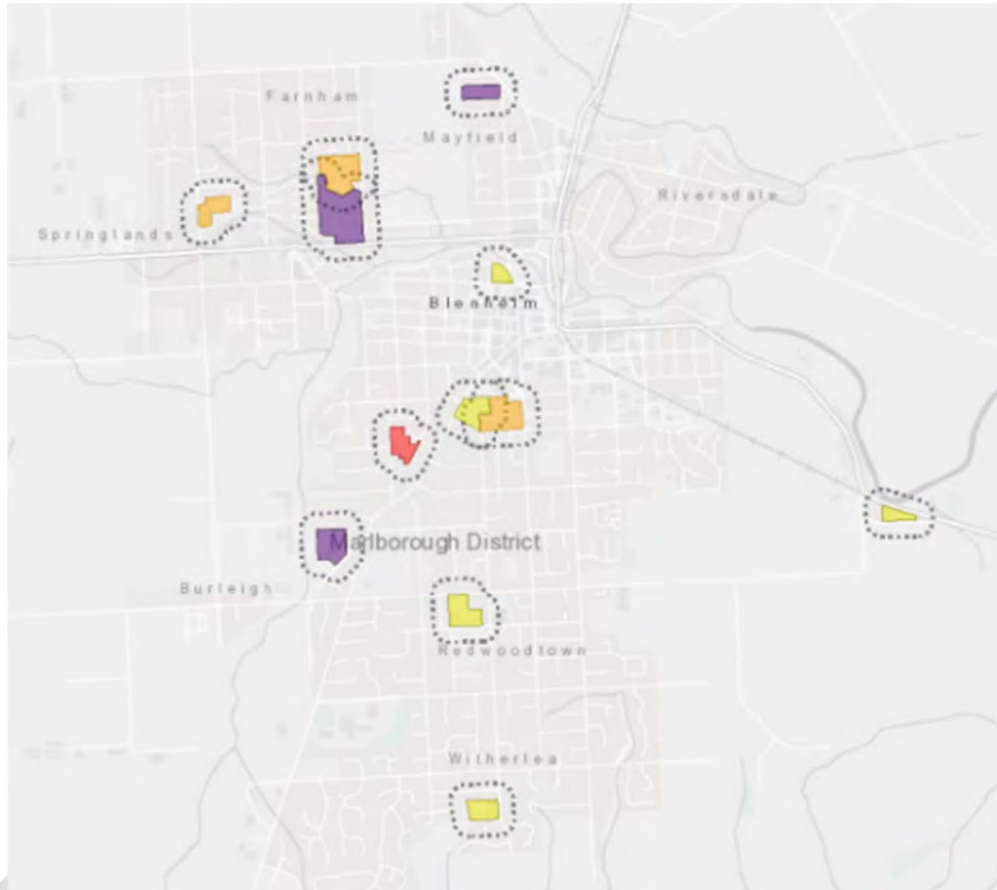
- Lower the speed limit to 60km/hr on the full length of the following roads:
 - Carroll Street
 - Clermont Street
 - Duncan Street
 - Mill Street
 - Tachalls Road East
 - Ward Street
- Lower the speed limit to 60km/hr on Seddon Street from State Highway to 150m east of Carroll Street.
- Raise the speed limit to 80km/hr on Seddon Street from 150m north of Carroll Street to 470m south of Ward Beach Road.
- Update existing and install new speed limit signage as required.

3. Blenheim

3.1 Schools

There are twelve schools in Blenheim for which the speed limit needs to be lowered in the vicinity of to assist with safety and accessibility as shown below.

Figure 3 Blenheim Schools



3.1.1 Blenheim School

<i>School Type</i>	Contributing	<i>Roll</i>	103	<i>Category</i>	1
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Blenheim School is bound by Alfred Street, Seymour Street, John Street and Hutcheson Street. The main pedestrian access is from Alfred Street with alternative pedestrian access from Hutcheson Street which connects to the bus stop. Vehicle access to staff parking and additional pedestrian access is available from Seymour Street and John Street.

A footpath is provided on all road frontages with a patrolled pedestrian crossing on Alfred Street and pedestrian crossings on Hutcheson Street (x2) and Seymour Street. The crossings on Hutcheson Street are on raised safety platforms. There are no cycle facilities in the area. Parking is primarily available on Seymour Street and John Street. Seymour Street is one way from Alfred Street to John Street.

Figure 4 Blenheim School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Alfred Street	30	28	30
Hutchison Street	30	28	30
Seymour Street	50	28	30
John Street	50	25	30

Alfred Street and Hutchison Street already have a 30km/hr speed limit in the vicinity of the school and due to the high levels of on street parking and low vehicle speeds on Seymour Street and John Street a lower permanent speed limit is considered to be the most appropriate in this location. The existing speed limit can be reduced in this area with no noticeable effect on travel times.

Recommendations:

The following changes are recommended in the vicinity of Blenheim School:

- Lower the speed limit to 30km/hr on the following sections of road:
 - Seymour Street from Alfred Street to John Street
 - John Street from Seymour Street to Hutchison Street
- Install school threshold style treatments on the Alfred Street and John Street approaches to the school (x3).
- Upgrade the existing patrolled pedestrian crossing on Alfred Street onto a raised safety platform.

3.1.2 Bohally Intermediate School

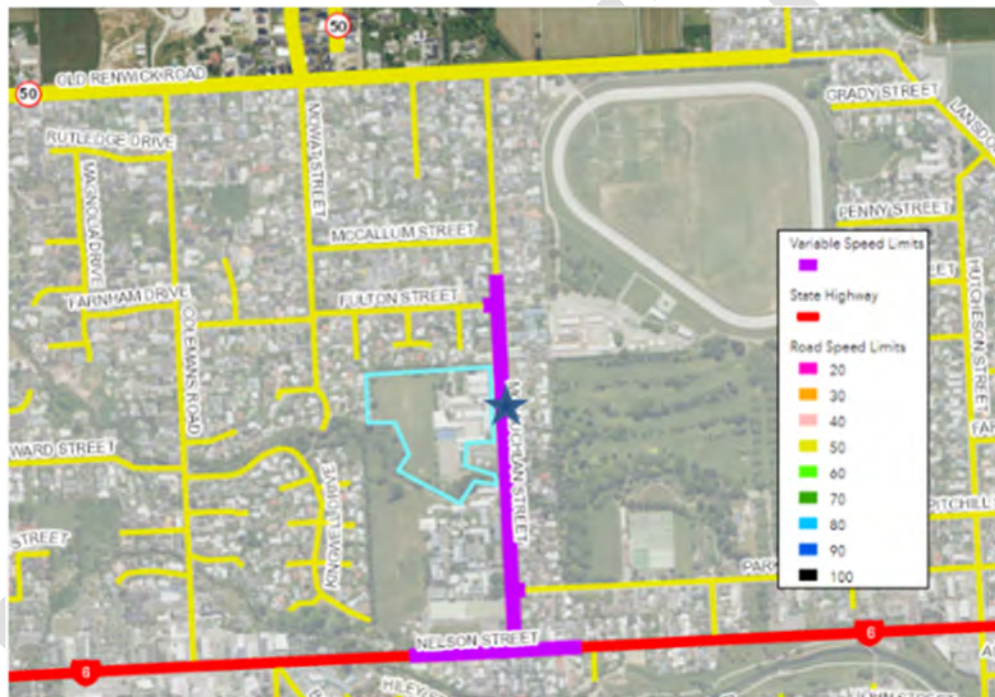
<i>School Type</i>	Intermediate	<i>Roll</i>	557	<i>Category</i>	1
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Bohally Intermediate School – existing location

We understand that Bohally Intermediate School to be relocated as part of Te Tatoru o Wairau project, however no time frame is available on when this will occur. As result an assessment has been undertaken of both the existing site and the proposed new location.

The only vehicle and pedestrian access to Bohally Intermediate is from McLauchlan Street which is located adjacent to Marlborough Girls College. Footpaths are provided on both sides of McLauchlan Street with a kea crossing adjacent to the main entrance to the school. There are no cycle facilities in the area and bus pick up and drop off is off street at the northern end of the school site. Only staff parking is provided off street.

Figure 5 Bohally Intermediate School (existing location) and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
McLauchlan Street	50/40	41	30/50

McLauchlan Street currently has a variable speed limit of 40km/hr during the start and end of school times. This speed limit also extends passed Marlborough Girls College and onto Nelson Street (SH6). Waka Kotahi have indicated that they will be looking to reduce the variable speed limit to 30km/hr in their Interim Speed Management Plan for SH6 in this vicinity. To ensure a consistent approach the variable speed limit on McLauchlan Street is proposed to match that of the State Highway.

We understand that the school to be relocated as part of Te Tatoru o Wairau project, however no time frame is available on when this will occur.

Bohally Intermediate School – proposed location

An investigation of suitable changes to the speed environment in the vicinity of the proposed location for Bohally Intermediate School has been undertaken to provide some indication of the type of speed limit changes and infrastructure improvements likely to be required.

Bohally Intermediate School have vehicle and pedestrian access onto Stephenson Street and Redwood Street.

Footpaths are provided on all road frontages with a pedestrian crossing on Redwood Street in close proximity to the proposed access. There are no cycle facilities in the area and at this stage we are uncertain as to where the bus stops will be located.

Figure 6 Bohally Intermediate School (proposed location) and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Stephenson Street	50	30	30
Redwood Street	50	45	30/50

Stephenson Street is likely to be the primary access road for the school in this location and due to the high number of pedestrian movements in the area a lower permanent speed limit is considered appropriate. This permanent speed limit would also be a continuation on those proposed as part of improvements at Marlborough Boys College (see Section 3.1.3) and St Mary’s School (Blenheim) (see Section 3.1.11). As Redwood Street has a high volume of through traffic a variable speed limit is considered more appropriate in this location.

Recommendations:

The following changes are recommended in the vicinity of Bohally Intermediate School (existing site):

- Lower the variable speed limit to 30km/hr on McLauchlan Street.
- Update the existing variable speed limit signage.

- Install a variable school threshold style treatment on the northern approach to the school on McLauchlan Street.
- Upgrade the existing kea crossing to a patrolled pedestrian crossing on a raised safety platform.

The following changes are recommended in the vicinity of Bohally Intermediate School (proposed site):

- Lower the speed limit to 30km/hr on Stephenson Street from Scott Street to Redwood Street.
- Install a variable 30km/hr speed limit on Redwood Street between Stephenson Street and Muller Road.
- Install variable school threshold style treatments on the Redwood Street approaches to the school (x2).
- Install school threshold style treatments on the Stephenson Street approaches to the school (x2).
- Upgrade the existing pedestrian crossing on Redwood Street onto a raised safety platform.
- Consider installing a pedestrian crossing on a raised safety platform on Stephenson Street in the vicinity of the proposed school access.

3.1.3 Marlborough Boys College

<i>School Type</i>	Secondary	<i>Roll</i>	924	<i>Category</i>	1
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We understand that Marlborough Boys College to be relocated to the Bohally Intermediate School site as part of Te Tatoru o Wairau project, however no time frame is available on when this will occur. See Section 3.1.2 for proposed improvement works on McLauchlan Street .

In the interim an assessment has been undertaken of possible speed limit changes and improvement works in the vicinity of the current site which may or may not be appropriate for the final use of this site.

Marlborough Boys College is bound by Stephenson Street, Scott Street and Francis Street and is adjacent to St Mary's School (Blenheim). The main pedestrian and vehicle access is from Stephenson Street with minor alternative pedestrian access from Scott Street and Francis Street.

Footpaths are provided on all road frontages with a raised pedestrian crossing on Stephenson Street and a pedestrian crossing point with side and central islands on Scott Street. There are no cycle facilities in the area and bus stops are provided on Stephenson Street and Francis Street.

Figure 7 Marlborough Boys College and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Stephenson Street	50	38	30
Francis Street	50	28	30
Scott Street	50	41	30/50

Stephenson Street and Francis Street are primarily access roads for the school in this location and due to the high number of pedestrian movements in the area a lower permanent speed limit is considered appropriate. As Scott Street has a high volume of through traffic a variable speed limit is considered more appropriate in this location.

Recommendations:

The following changes are recommended in the vicinity Marlborough Boys College:

- Lower the speed limit to 30km/hr on the following sections of road:
 - Francis Street from Seymour Street to its end
 - Stephenson Street from Weld Street to Scott Street
- Install a variable 30km/hr speed limit on Scott Street between Seymour Street and Stephenson Street.
- Install variable school threshold style treatments on the Scott Street approaches to the school (x2).
- Install permanent speed limit signs on Francis Street and Stephenson Street.

3.1.4 Marlborough Girls College

<i>School Type</i>	Secondary	<i>Roll</i>	917	<i>Category</i>	1
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Marlborough Girls College is located on the corner of State Highway 6 and McLauchlan Street and is adjacent to Bohally Intermediate School. The main pedestrian and vehicle access is from State Highway 6 with alternative pedestrian access from Scott Street and Francis Street.

Footpaths are provided on all road frontages with pedestrian crossing locations with side and centre islands on State Highway 6 and with side islands on McLauchlan Street. There are no cycle facilities in the area and bus stops are provided off street.

Figure 8 Marlborough Girls College and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
McLauchlan Street	50/40	46	30/50

State Highway 6 and McLauchlan Street currently have a variable speed limit of 40km/hr during the start and end of school times. This speed limit also extends passed Bohally Intermediate School on McLauchlan Street. Waka Kotahi have indicated that they will be looking to reduce the variable speed limit to 30km/hr in their Interim Speed Management Plan for SH6 in this vicinity. To ensure a consistent approach the variable speed limit on McLauchlan Street is proposed to match that of the State Highway.

Recommendations:

The following changes are recommended in the vicinity Marlborough Girls College:

- Lower the variable speed limit to 30km/hr on McLauchlan Street.
- Update the existing variable speed limit signage.

- Upgrade the existing crossing point on McLauchlan Street to a pedestrian crossing on a raised safety platform.

3.1.5 Mayfair School

<i>School Type</i>	Contributing	<i>Roll</i>	101	<i>Category</i>	1
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Vehicle and pedestrian access to Mayfair School is from Hutcheson Street. A footpath is provided on all road frontages with a kea crossing on Hutcheson Street to the south of the school entrance. There are no cycle facilities in the area and the bus stop is on street in front of the school.

Figure 9 Mayfair School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Hutcheson Street	50	42	30/50
Hutcheson Street - east	50	30	30/50

The school advises that they have a high proportion of students using active modes of transport to get to and from school and a lower speed limit is considered to be appropriate in this location to support walking and cycling. Due to the short length and proximity of intersections the existing speed limit can be reduced in this area with no noticeable effect on travel times.

Recommendations:

The following changes are recommended in the vicinity Mayfair School:

- Install a variable 30km/hr speed limit on the following sections of road:
 - Hutcheson Street from Penny Street to Lansdowne Street
 - Hutcheson Street – East from Hutcheson Street to Lansdowne Street
- Install variable school threshold style treatments on the Hutcheson Street and Hutcheson Street approaches to the school (x3).

- Upgrade the existing kea crossing to a patrolled pedestrian crossing on a raised safety platform.

3.1.6 OneSchool Global – Blenheim Campus

<i>School Type</i>	Composite	<i>Roll</i>	89	<i>Category</i>	1
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The only vehicle and pedestrian access to OneSchool Global is from George Conroy Drive Street which is a no exit road off Taylor Pass Road. Footpaths are provided on the eastern side of Taylor Pass Road and the southern side George Conroy Road from Taylor Pass Road to the school entrance only. There are no cycle facilities in the area and student drop off and pick up is from a large off road area.

Figure 10 OneSchool Global School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
George Conroy Drive	50	31	30

Due to the very low traffic volumes and vehicle speeds a permanent speed limit considered to be the most appropriate in this location.

Recommendations:

The following changes are recommended in the vicinity OneSchool Global:

- Lower the speed limit to 30km/hr on the full length of George Conroy Drive.
- Install school threshold style treatments on the George Conroy Drive westbound approach to the school (x1).

3.1.7 Redwoodtown School

<i>School Type</i>	Primary	<i>Roll</i>	292	<i>Category</i>	1
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Redwoodtown School is bound by Cleghorn Street, Brian Bary Street, Alabama Road and Weld Street. The main pedestrian and vehicle access is from Cleghorn Street with a minor pedestrian access from Alabama Road.

Footpaths are provided on all road frontages with a patrolled pedestrian crossing on Weld Street only. There are no cycle facilities in the area and the bus stop is provided on Cleghorn Street outside the school.

Figure 11 Redwoodtown School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Alabama Road	50	44	50/30
Cleghorn Street	50	30	30
Brian Bary Street	50	28	30
Weld Street	50	31	30

Alabama Road carries a high volume of through vehicles and as such a variable speed limit is considered appropriate for this situation. Brian Bary Street does not front Redwoodtown School however it is used for drop off and pick and to avoid drivers using it as a shortcut to avoid Weld Street any speed limit reduction in the area should include Brian Bary Street.

Parking for Oliver Park is off Cleghorn Street and both Cleghorn Street and Weld Street provide frontage to the Redwoodtown shopping centre which results in a high number of turning movements and pedestrian movements in this area. As these movement occur outside of school start and end times providing a permanent speed limit and extending any proposed speed limit reduction to cover this area is considered appropriate. There are three raised safety platforms on Cleghorn Street outside the shopping centre, however priority at these locations is to vehicles. To assist with improving the pedestrian friendly nature of this area and to avoid confusion these should be marked as pedestrian crossings.

Recommendations:

The following changes are recommended in the vicinity Redwoodtown School:

- Lower the speed limit to 30km/hr on the following sections of road:
 - Cleghorn Street from Bexhill Crescent to Brian Bary Street
 - Brian Bary Street from Cleghorn Street to Alabama Road
 - Weld Street from Alabama Road to Cleghorn Street
- Install a variable 30km/hr speed limit on Alabama Road between Weld Street and Brian Bary Street.
- Install school threshold style treatments on the Cleghorn Street approaches to the school (x2).
- Install variable school threshold style treatments on Alabama Road at the change in speed limit locations (x2).
- Install permanent speed limit signs on Brian Bary Street, Weld Street, Bythell Street and Cleghorn Street at the change in speed limit locations (x10).
- Upgrade the existing patrolled pedestrian crossing on Weld Street onto a raised safety platform.
- Upgrade the existing raised safety platforms on Cleghorn Street to include a pedestrian crossing.

3.1.8 Richmond View School

<i>School Type</i>	Composite	<i>Roll</i>	289	<i>Category</i>	1
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The only vehicle and pedestrian access to Richmond View School is from Burleigh Street which is a no exit road with one side road (McKendry Street) which creates a loop road off Maxwell Road. Footpaths are provided on the western side of Burleigh Street and the southern side of McKendry Street only. There are no cycle facilities in the area and bus pick up and drop off is on street at the front of the school site. There is a large off road drop off and pick up area for students.

Figure 12 Richmond View School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Burleigh Street	50	29	30
McKendry Street	50	22	30
Landau Place	50	10	30

Due to the very low traffic volumes and vehicle speeds a permanent speed limit considered to be the most appropriate in this location.

Recommendations:

The following changes are recommended in the vicinity Richmond View School:

- Lower the speed limit to 30km/hr on the full length of the following roads:
 - Burleigh Street
 - McKendry Street
 - Landau Place
- Install school threshold style treatments on the Burleigh Street approaches to the school (x2).
- Install permanent speed limit signs on the Burleigh Street and McKendry Street approaches to Maxwell Road (x4).

3.1.9 Riverlands School

<i>School Type</i>	Primary	<i>Roll</i>	214	<i>Category</i>	1
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The only vehicle and pedestrian access to Riverlands School is from School Road which is a no exit road off Alabama Road. The northern boundary of the school is adjacent to the railway line with no direct access across it to the State Highway.

A shared path is provided on the southern side of School Road from Alabama Road to the school. A crossing point with side islands is provided across Alabama Road, however the path only heads north towards the State Highway the off road cycle path which is parallel to the railway line. There is an informally marked crossing point on School Road connecting to the main entrance to the school. The bus stop is provided on School Road outside the school.

Figure 13 Riverlands School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
School Road	40	18	30
Alabama Road	60	65	60/30

Alabama Road carries a high volume of through vehicles and as such a variable speed limit is considered appropriate for this situation. The variable speed limit will extend beyond the Riverlands Cycle Path crossing point to provide a safe crossing location for the students.

Recommendations:

The following changes are recommended in the vicinity Riverlands School:

- Lower the speed limit to 30km/hr on the full length of School Road.
- Install a variable 30km/hr speed limit on Alabama Road between RP 3480 (110m south of Riverlands Cycle Path) and RP 3700 (40m south of State Highway 6).
- Install variable school threshold style treatments on Alabama Road at the change in speed limit locations.

- Install school threshold style treatment on the School Road approach to the school (x1).

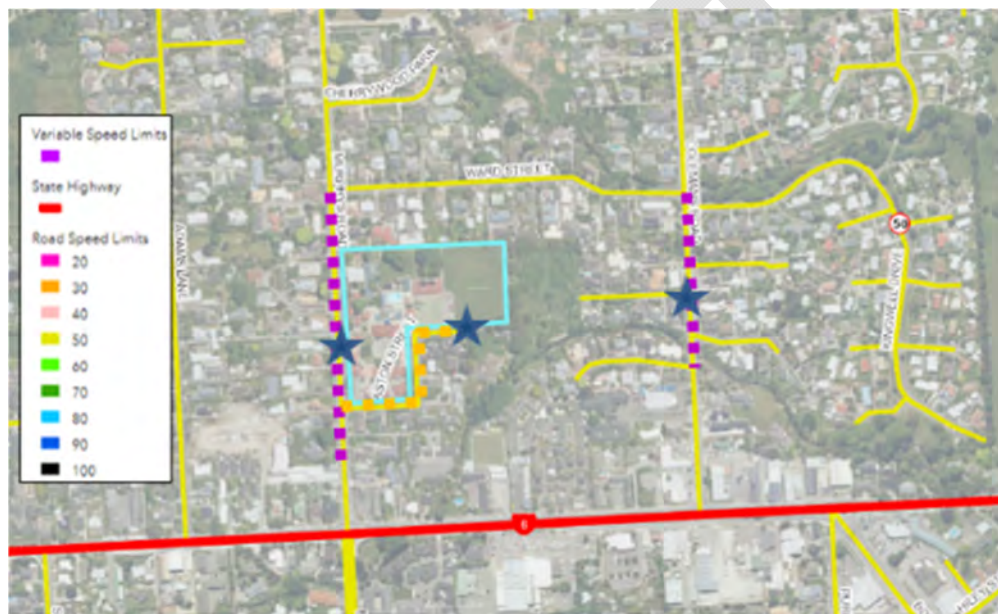
3.1.10 Springlands School

<i>School Type</i>	Contributing	<i>Roll</i>	351	<i>Category</i>	1
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The main vehicle and pedestrian access to Springlands School is from Murphys Road with access also available from Aston Street which is a no exit road.

Footpaths are provided on all road frontages with a patrolled pedestrian crossing located on Murphys Road as well as a kea crossing on Colemans Road. A path is provided through McKendry Park which connects Orchard Lane and Aston Street. There are no cycle facilities in the area and bus stops are provided on street in front of the school.

Figure 14 Springlands School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Murphys Road	50	46	50/30
Aston Street	50	14	30
Colemans Road	50	42	50/30
Ward Street	50	30	50

Both Murphys Road and Coleman Road carry high volumes of through vehicles and as such a variable speed limit is considered appropriate for these locations. Due to the short lengths of the side roads in this area a permanent speed limit is considered to be more appropriate.

Recommendations:

The following changes are recommended in the vicinity Springlands School:

- Install a variable 30km/hr speed limit on the following sections of road:

- Murphys Road between RP 40 (40m north of Middle Renwick Road) and RP 350 (65m south of Ward Street)
- Colemans Road between RP 140 (30m south of Clouston Gardens) and RP 360 (Kingwell Drive)
- Lower the speed limit to 30km/hr on the full length of the following roads:
 - Aston Street
 - Clouston Gardens
 - Cricklewood Lane
 - Ruthken Crescent
 - Orchard Lane (Blenheim)
- Install variable school threshold style treatments on Murphys Road and Coleman Road at the change in speed limit locations (x4).
- Install permanent speed limit signs on Aston Street, Clouston Gardens, Cricklewood Lane, Ruthken Crescent and Orchard Lane (Blenheim) (x10).
- Consider upgrading the patrolled pedestrian crossing onto a raised safety platform.
- Upgrade the existing kea crossing to a patrolled pedestrian crossing on a raised safety platform.

3.1.11 St Mary's School (Blenheim)

<i>School Type</i>	Primary	<i>Roll</i>	156	<i>Category</i>	1
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St Mary's School (Blenheim) is bound by Stephenson Street, Maxwell Road and Hodson Street and is adjacent to Marlborough Boys College. The main pedestrian and vehicle access is from Hodson Street with alternative pedestrian access from Maxwell Road and Stephenson Street.

Footpaths are provided on all road frontages with pedestrian crossings on Stephenson Street and Maxwell Road. Cycle lanes are provided on Maxwell Road only and the majority of pick up and drop off movements occur off street with access from Hobson Street and Francis Street.

Figure 15 St Mary's School (Blenheim) and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Maxwell Road	50	44	30/50
Hodson Street	50	28	30
Stephenson Street	50	36	30

The majority of vehicle movements to the school occur off Hodson Street and due to the high number of turning movements in the area a lower permanent speed limit is considered appropriate. The pedestrian crossing on Stephenson Street is in the block adjacent to the Marlborough Boys College and a continuation of the 30km/hr speed limit proposed outside the College (see Section 3.1.3 for more information) is considered appropriate with the high number of pedestrian movements in the area. As Maxwell Road has a high volume of through traffic a variable speed limit is considered more appropriate in this location.

Recommendations:

The following changes are recommended in the vicinity St Mary's School (Blenheim):

- Lower the speed limit to 30km/hr on the following sections of road:
 - Hodson Street from Maxwell Street to Francis Street west
 - Stephenson Street from Maxwell Street to Weld Street
- Install a variable 30km/hr speed limit on Maxwell Road between 10m south of Hodson Street and 60m north of Stephenson Street.
- Install variable school threshold style treatments on the Maxwell Road approaches to the school (x2).
- Install permanent speed limit signs on Hodson Street and Stephenson Street (x8).
- Consider upgrading the patrolled pedestrian crossings on Maxwell Road and Stephenson Street onto raised safety platforms.

3.1.12 Whitney Street School

<i>School Type</i>	Contributing	<i>Roll</i>	355	<i>Category</i>	1
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Whitney Street School is bound by Whitney Street and Eltham Street with the main pedestrian and vehicle access off Whitney Street with alternative pedestrian access from Eltham Street.

Footpaths are provided on all road frontages with a patrolled pedestrian crossings on Eltham Street and Maxwell Road. A two way cycle lane is provided on the full length of Eltham Street.

Figure 16 Whitney Street School and surrounding roads



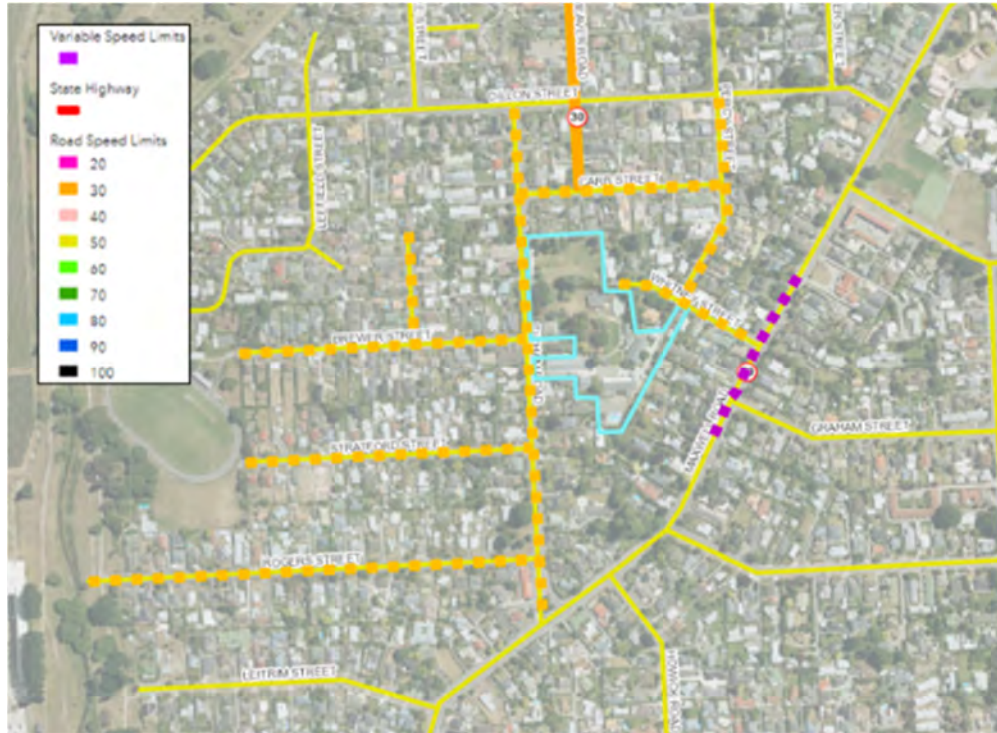
Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Whitney Street	50	24	30
Percy Street	50	28	30
Eltham Street	50	40	30
Maxwell Road	50	45	30/50

A review of the wider residential area shows that the area bound by Dillon Street and Maxwell Street has only five entry points to this enclave and the roading network is made up of a series of interconnected and no exit side streets. Two of the side roads provide access to the athletic track while others access the school.

To reduce the number of speed limit changes and to make it easier for drivers to understand what speed they should be driving the same speed limit should be applied across all roads within this area.

Figure 17 Whitney Street residential area



As Maxwell Road has a high volume of through traffic a variable speed limit is considered more appropriate in this location. Due to the distance (250m) between the variable speed limit proposed for the Whitney Street School crossing and the one proposed outside St Mary's School (see Section 3.1.11) it is recommended that the two are not combined and are treated separately.

Recommendations:

The following changes are recommended in the vicinity Whitney Street School:

- Lower the speed limit to 30km/hr on the full length of the following roads:
 - Argosy Place
 - Brewer Street
 - Carr Street
 - Eltham Road
 - Rogers Street
 - Stratford Street
 - Whitney Street
- Lower the speed limit to 30km/hr on the following sections of road:
 - Percy Street from Whitney Street to Dillon Street
 - Beaver Road from Carr Street to Dillon Street
- Install a variable 30km/hr speed limit on Maxwell Road between 100m north of Whitney Street and 55m south of Graham Street.
- Install variable school threshold style treatments on the Maxwell Road approaches to the school (x2).
- Install school threshold style treatments on the Eltham Street approaches to the school (x2).

- Install permanent speed limit signs on the Eltham Street, Beaver Road and Percy Street approach to Dillon Street.
- Install permanent speed limit signs on the Whitney Street and Eltham Street approach to Maxwell Road.
- Create a crossing point on Whitney Street.
- Consider upgrading the patrolled pedestrian crossings on Eltham Street and Maxwell Road onto raised safety platforms.

3.1.13 Witherlea School

<i>School Type</i>	Contributing	<i>Roll</i>	340	<i>Category</i>	1
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The main pedestrian and vehicle access to Witherlea Street School is from Weld Street with an alternative pedestrian access and staff parking off McKenzie Street.

Footpaths are provided on all road frontages with kea crossings on Weld Street and Wither Road. No cycle facilities are provided in the area with bus pick up and drop on Weld Street in front of the school.

Figure 18 Witherlea School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
McKenzie Street	50	21	30
Weld Street	50	24	30
Wither Road	50	40	30/50

A review of the wider residential area shows that there are a number of no exit side roads off this section of Weld Street. To reduce the number of speed limit changes and to make it easier for drivers to understand what speed they should be driving the same speed limit should be applied across all roads within this area.

To support the safe operation of the Kea Crossing on Wither Road it is recommended that a variable speed limit be applied in this area.

Consideration should also be given to extending the area covered by the lower speed limit to include Howick Road south of Wither Road, Douslin Place and Grant Place as these are also short no exit streets with low existing travel speeds.

Recommendations:

The following changes are recommended in the vicinity Witherlea School:

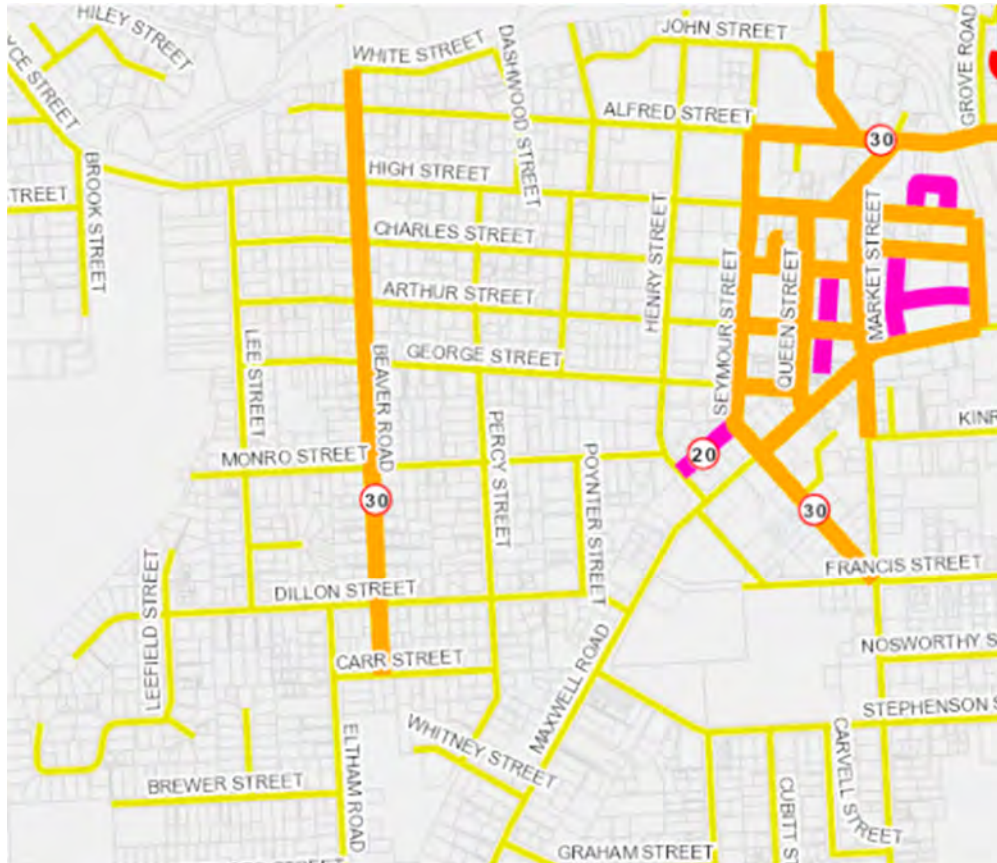
- Lower the speed limit to 30km/hr on the full length of the following roads:
 - McKenzie Street
 - Morrington Terrace
 - Mountain View Road
 - Scotston Grove
 - Solway Drive
- Lower the speed limit to 30km/hr on the following sections of road:
 - Weld Street – from Wither Road to its end
- Install a variable 30km/hr speed limit on Wither Road between 30m east of Alana Street and 90m east of Weld Street.
- Install variable school threshold style treatments on the Wither Road approaches to the kea crossing (x2).
- Install school threshold style treatments on the Weld Street approach to the school (x1).
- Install permanent speed limit signs on the Weld Street approach to Wither Street and the McKenzie Street approach to Howick Road.
- Consider upgrading the kea crossings on Weld Street and Wither Road to patrolled pedestrian crossings on raised safety platforms.

3.2 Other locations/roads

3.2.1 Beaver Road

This area was identified for review as the existing 30km/hr speed limit is out of context with the surrounding roading network and as such there is poor knowledge of the lower speed limit and compliance from the local community.

Figure 19 Beaver Road and surrounding roads



Data from tube counts collected pre and post the speed limit change show that there has been little to no change to the speed of vehicles on this street.

Beaver Road – Dillon to Munro, Speed Comparison

	August 2019	April 2021	Difference	% Difference
Posted Speed Limit (km/hr)	50	30		
Mean Speed recorded (km/hr)	38.3	36.9	-1.4	-4%
85 th percentile speed (km/hr)	45.7	45	-0.7	-2%
95 th percentile speed (km/hr)	49.7	49.9	0.2	0%
Standard Deviation (km/hr)	7.8	8.7	0.9	12%

Antidotally, we have heard that cyclists have stopped using this route however we have been unable to confirm why. It should be noted that e-bikes on such flat terrain can travel in excess of the 30km/hr speed limit.

Due to the lack of compliance and the isolated nature of this lower speed limit and inconsistency with the rest of the adjacent road network we suggest that the speed limit be raised back to 50km/hr. Further investigation is required to determine if this is the most appropriate route for cyclists and if so what features can be installed to encourage cycling on this road.

Recommendation

The following changes are recommended for Beaver Street:

- Raise the speed limit to 50km/hr on Beaver Street from Dillon Street to White Street.
- Remove speed limit signage as required.
- Undertake further investigation of an appropriate cycle link and suitable infrastructure.

3.2.2 Ōmaka marae and Te Pā Wānanga

Ōmaka marae is located at 120 Aerodrome Road, Burleigh. It is shared by many iwi; principal among these is Rangitane o Wairau and the hapū of Huataki. The whare runanga is called Te Aroha O Te Waipounamu and was opened in 1985.

Te Pā Wānanga is a bilingual satellite class of Renwick School which provides a bilingual kaupapa Māori learning environment at Ōmaka marae.

Vehicle and pedestrian access to Ōmaka marae is from Aerodrome Road which also provides access to various aeronautical associated businesses adjacent to the aerodrome. Aerodrome Road has a shared path on the eastern side of the road only, from New Renwick Road to Green Lane. Due to the rural nature of the location there are no footpath or cycle facilities beyond Green Lane.

Figure 20 Ōmaka marae and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Aerodrome Road	70	40	60 / 30
Green Lane	70	42	60
Rosina Corlett Lane	100	23	30

Due to the number of activities on the section of Aerodrome Road between Rosina Corlett Lane and the end a lower speed limit is considered appropriate. To avoid confusion the lower speed limit should apply to the full length of the road and any side roads.

Rosina Corlett Lane provides access to the Omaka Aviation Heritage Centre and Omaka Classic Cars as well as other activities. Due to the number of pedestrians likely in this area a lower speed limit of 30km/hr is considered appropriate to reduce the risk to all users.

The location of Ōmaka marae is currently not identified and advance and directional signage should be installed to show the location of the marae.

Recommendations:

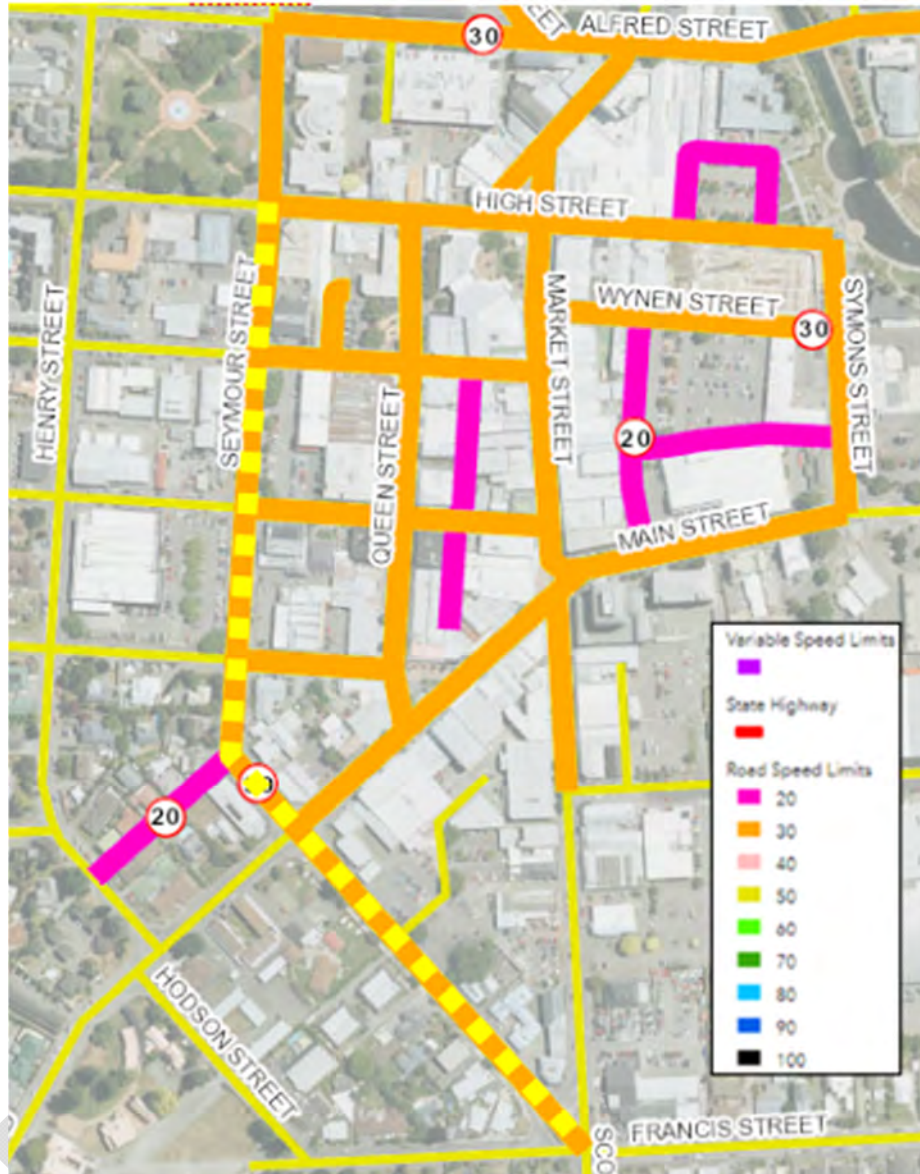
The following changes are recommended in the vicinity Ōmaka marae and Te Pā Wānanga:

- Lower the speed limit to 60km/hr on the following sections of road:
 - Aerodrome Road from New Renwick Road to Rosina Corlett Lane
 - Green Lane from Aerodrome Road to its end
- Lower the speed limit to 30km/hr on the following sections of road:
 - Aerodrome Road from Rosina Corlett Lane to its end
 - Rosina Corlett Lane from Aerodrome Road to its end
- Install school threshold style treatment on the Aerodrome Road approach to the school (x1).
- Update all speed limit signage as appropriate.
- Install advance and directional marae signage for Ōmaka marae on the westbound approach to the marae.

3.2.3 Seymour Street

This area was identified for review as the existing 30km/hr speed limit is out of context with the surrounding roading network and as such there is poor knowledge of the lower speed limit and compliance from the local community. The lower speed limit in this area also conflicts with the desire to create a ring road around the Blenheim CBD.

Figure 21 Seymour Street and surrounding roads



Data from tube counts collected pre and post the speed limit change show that there has been little to no change to the speed of vehicles on this street.

Seymour Street – Outside St Johns, Speed Comparison

	Jun 2020	Sep 2020	Dec 2020	Mar 2021	Jun 2021	Dec 2021
Posted Speed Limit (km/hr)	50	50	50	50	30	30
Mean Speed recorded (km/hr)	43.6	43.9	43.4	42.9	41.1	41.8
85 th percentile speed (km/hr)	49.0	49.5	49.5	49.1	47.2	47.9
95 th percentile speed (km/hr)	52.2	53.3	53.1	52.6	51.0	51.7
Standard Deviation (km/hr)	6.3	6.6	6.6	6.5	6.6	6.5

Discussion with the Police has indicated their support for the reinstatement of the 50km/hr speed limit on this section of Seymour Street due to the lack of compliance. As this existing speed limit is unsupported and is inconsistent with the desire to create a ring road around the Blenheim CBD we suggest that the speed limit be raised back to 50km/hr. Further investigation is required to determine what features can be installed to support cycling on this road as required.

Recommendation

The following changes are recommended for Seymour Street:

- Raise the speed limit to 50km/hr on Seymour Street from High Street to Scott Street.
- Change speed limit signage as required.
- Undertake further investigation of an appropriate cycle infrastructure.

3.2.4 Urban Traffic Area extensions

One of Marlborough District Councils' Speed Management guiding principles is to ensure that when land is rezoned from rural to residential the underlying speed limit will be 50 km/hr. As a result, the following areas have been identified for inclusion in the current Urban Traffic Areas (UTA). As there are no roads currently constructed within these areas no speed limit changes are required. Any roads constructed within these areas will automatically have a speed limit of 50km/hr.

Three Urban Traffic Areas have been identified where changes are currently required:

- Blenheim Urban Traffic Area (Figure 22)
- Riverlands Urban Traffic Area (Figure 23) and
- Renwick Urban Traffic Area (Figure 24)

The figures on the left below are from the National Speed Limit Register with the purple line being the boundary between the default speed limit of 100 km/h and the urban traffic area default of 50 km/h. On the right are the council zone maps showing the urban zoned residential land. The red lines indicate the proposed extensions to the urban traffic areas based on the land already rezoned to residential.

Figure 22 Blenheim Urban Traffic Area

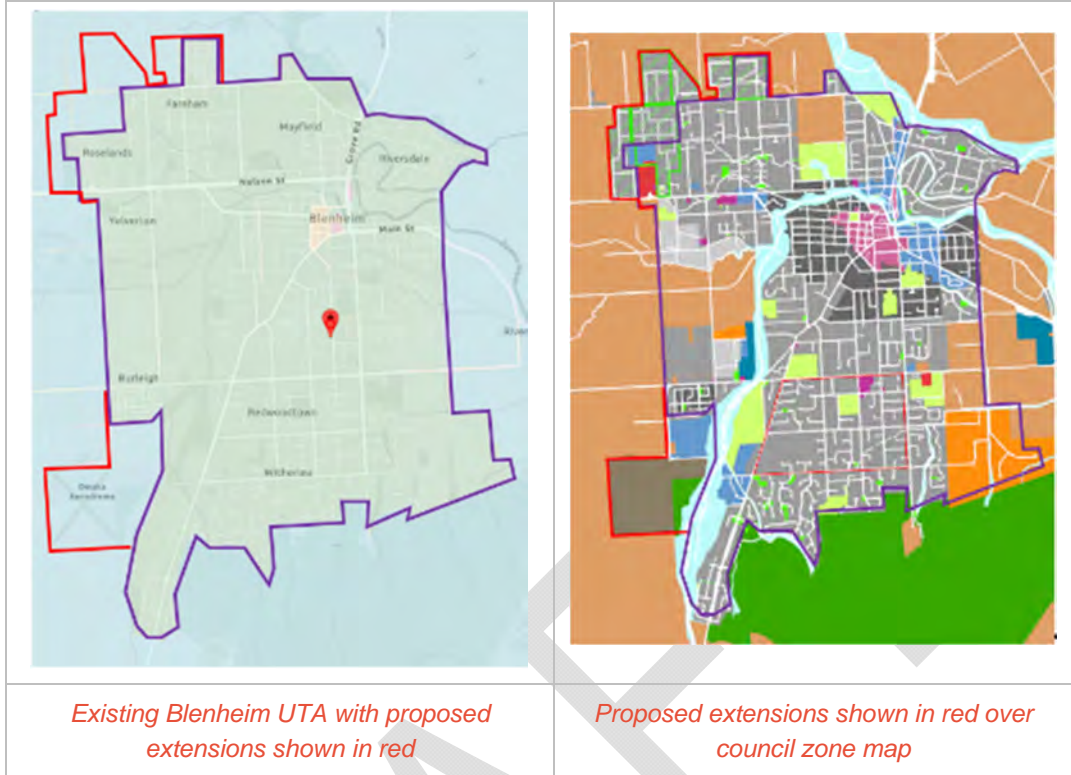


Figure 23 Riverlands Urban Traffic Area (Cloudy Bay Business Park)

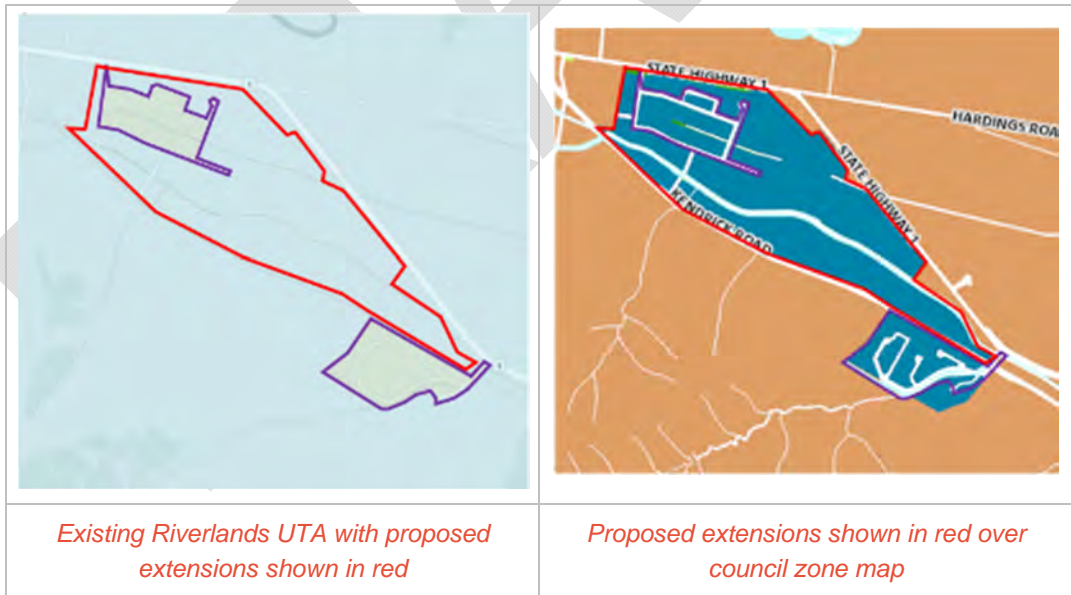
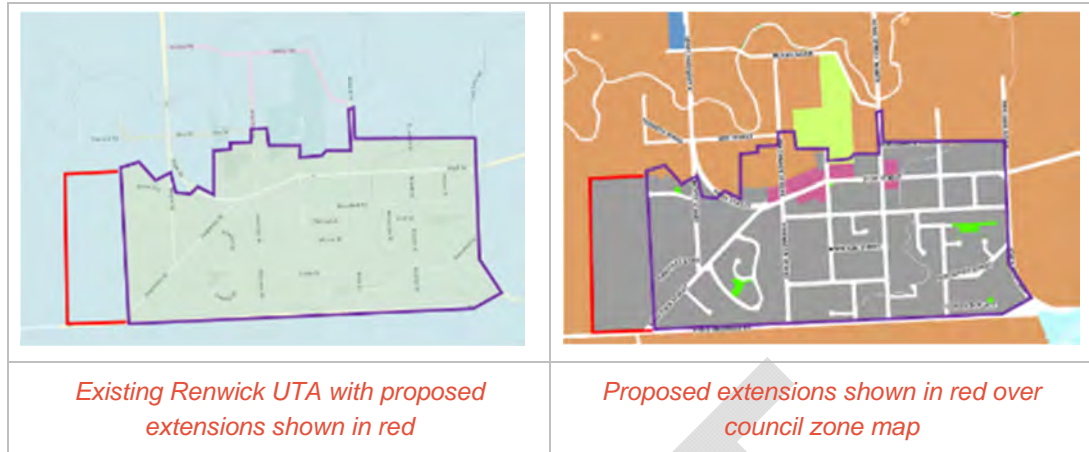


Figure 24 Renwick Urban Traffic Area



Recommendation

The following changes are recommended for the existing Urban Traffic Areas:

- Extend the urban traffic areas for Blenheim, Riverlands and Renwick to include all areas zoned residential.

DRAFT

4. Lower Wairau

4.1 Schools

4.1.1 Rapaura School

<i>School Type</i>	Primary	<i>Roll</i>	132	<i>Category</i>	2
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Vehicle and pedestrian access to Rapaura School is from Hammerichs Road south of State Highway 62. The bus stop to drop off and pick up students is located in front of the school with the hall carpark on the opposite side of Hammerichs Road used for pick up and drop off.

No footpaths or cycle facilities are provided in the area with an unpatrolled crossing point provided to the south of the carpark.

Speed limit signs have been installed south of State Highway 62 and Giffords Creek Lane which indicate that the speed limit in this area is 70km/hr, however there are no records of this speed limit being certified by Council.

Figure 25 Rapaura School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Hammerichs Road	100 ¹	53	30/60

¹ Note that there are 70km/hr signs installed but no recorded certification of this speed limit.

Due to the expectation that a lower speed limit is in operation in this area we consider that it is appropriate to lower the speed to 60km/hr. As this is a through route a variable speed limit in the vicinity of the school is considered the most suitable in this location.

Recommendations:

The following changes are recommended in the vicinity Rapaura School:

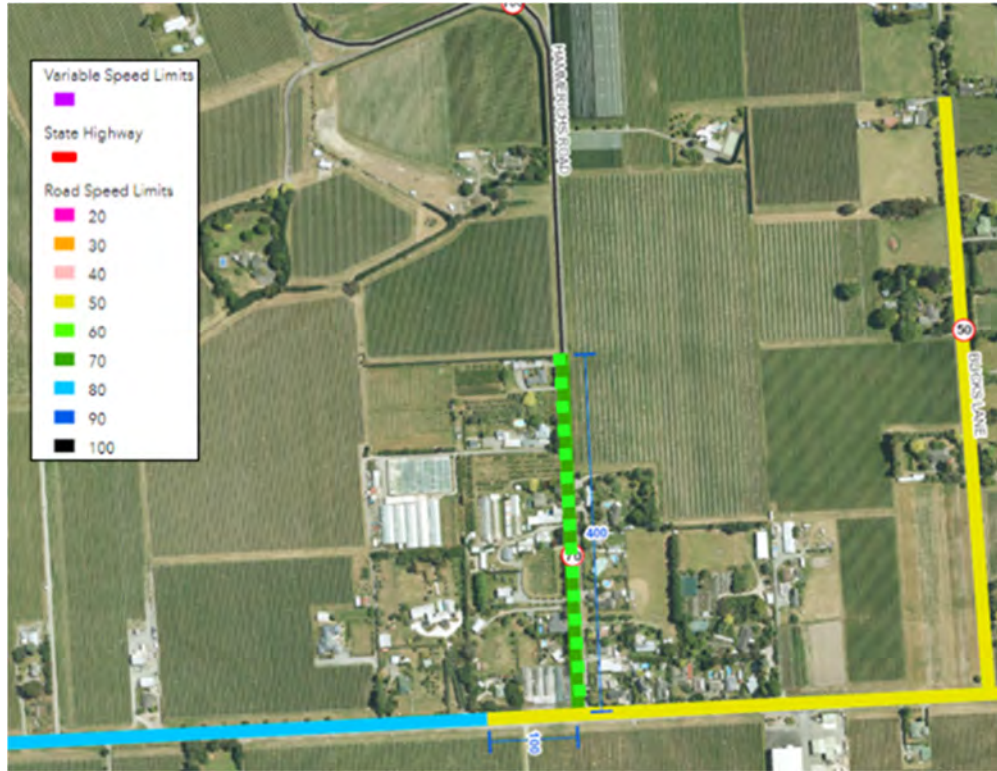
- Lower the speed limit to 60km/hr on the full length of the following roads:
 - Giffords Creek Lane
 - Ashford Grove
- Lower the speed limit to 60km/hr on the following sections of road:
 - Hammerichs Road from 50m south of Giffords Creek Lane to Rapaura Road
- Install a variable 30km/hr speed limit on Hammerichs Road from 150m north of Ashford Grove to Rapaura Road
- Install variable school threshold style treatments on both Hammerichs Road approaches to the school (x2).
- Update existing speed limit signage.
- Consider upgrading the existing crossing point to a patrolled pedestrian crossing.

4.2 Other locations/roads

4.2.1 Hammerichs Road

Hammerichs Road is a rural connector road that is 3.5km long and runs between Old Renwick Road and State Highway 62. This section of road was identified for review as the existing speed limit is 70km/hr. The majority of the road has an open road speed limit, however the section immediately north of Old Renwick Road has a 70km/hr speed limit.

Figure 26 Hammerichs Road



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Hammerichs Road	70	59	60

Due to the level of development in the area a lower speed limit is considered appropriate for this road.

Recommendation

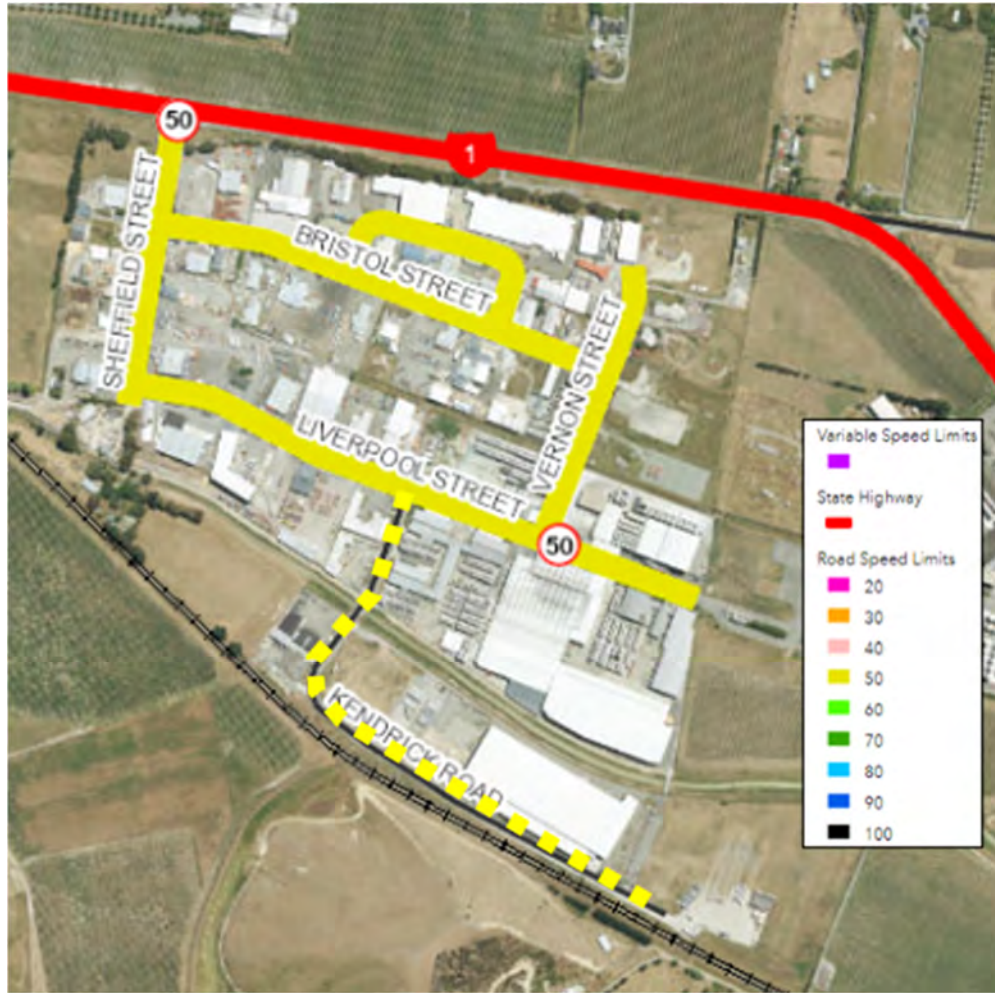
The following changes are recommended for Hammerichs Road:

- Lower the speed limit to 60km/hr for 400m of Hammerichs Road from Old Renwick Road.
- Update speed limit signage as required.

4.2.2 Kendrick Road

Kendrick Road is a no exit activity street road that is 700m long off Liverpool Street . This section of road was identified for review as the existing speed limit is doesn't match the adjacent road which has a 50km/hr speed limit.

Figure 27 Kendrick Road



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Kendrick Road	100	26	50

Due to the level of development in the area a lower speed limit is considered appropriate for this road.

Recommendation

The following changes are recommended for Kendrick Road:

- Lower the speed limit to 50km/hr for the full length of Kendrick Road.
- Update speed limit signage as required.

5. Marlborough Sounds East

5.1 Schools

5.1.1 Linkwater School

<i>School Type</i>	Primary	<i>Roll</i>	31	<i>Category</i>	2
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Vehicle and pedestrian access to Linkwater School is from Grove Track (Queen Charlotte Drive). Due to the rural nature of the location no footpaths or cycle facilities are provided in the area. All students arrive and depart by bus or car.

Figure 28 Linkwater School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Grove Track (Queen Charlotte Drive)	90	77	60/90

Due to the rural location, straight alignment and the limited amount of activity on Grove Track (Queen Charlotte Drive) in the vicinity of the school a variable speed limit in the vicinity of the school is considered the most appropriate in this location. Due to the high existing vehicle speeds and straight alignment of the road additional speed management features maybe required.

Recommendations:

The following changes are recommended in the vicinity Linkwater School:

- Install a variable 60km/hr speed limit on Grove Track (Queen Charlotte Drive) from 690m east of Kenepuru Road to 1190m east of Kenepuru Road.

- Install variable school threshold style treatments on both Grove Track (Queen Charlotte Drive) approaches to the school (x2).

5.1.2 Waitaria Bay School

<i>School Type</i>	Primary	<i>Roll</i>	18	<i>Category</i>	1
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Vehicle and pedestrian access to Waitaria Bay School is from Kenepuru Road. Due to the rural nature of the location no footpaths or cycle facilities are provided in the area. All students arrive and depart by bus or car.

Figure 29 Waitaria Bay School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Kenepuru Road	100	39	30

Due to the rural location and constrained alignment a permanent speed limit is considered appropriate in this location. This lower speed limit is consistent with the treatment proposed to the rest of Kenepuru Road, see Section 5.2.1 for further information.

Recommendations:

The following changes are recommended in the vicinity Waitaria Bay School:

- Lower the speed limit to 30km/hr on Kenepuru Road from 180m west of Manaroa Road (RP 13100) to 740m west of Manaroa Road (RP 13660).

- Install school threshold style treatments on both Kenepuru Road approaches to Waitaria Bay School (x2).

5.2 Other locations/roads

5.2.1 Kenepuru Road and surrounds

Kenepuru Road is a rural connector road that is in two sections; with the first 42.5km from Grove Track (Queen Charlotte Drive) to Titirangi Road and the second 28.5km from Titirangi Road to the end of the road.

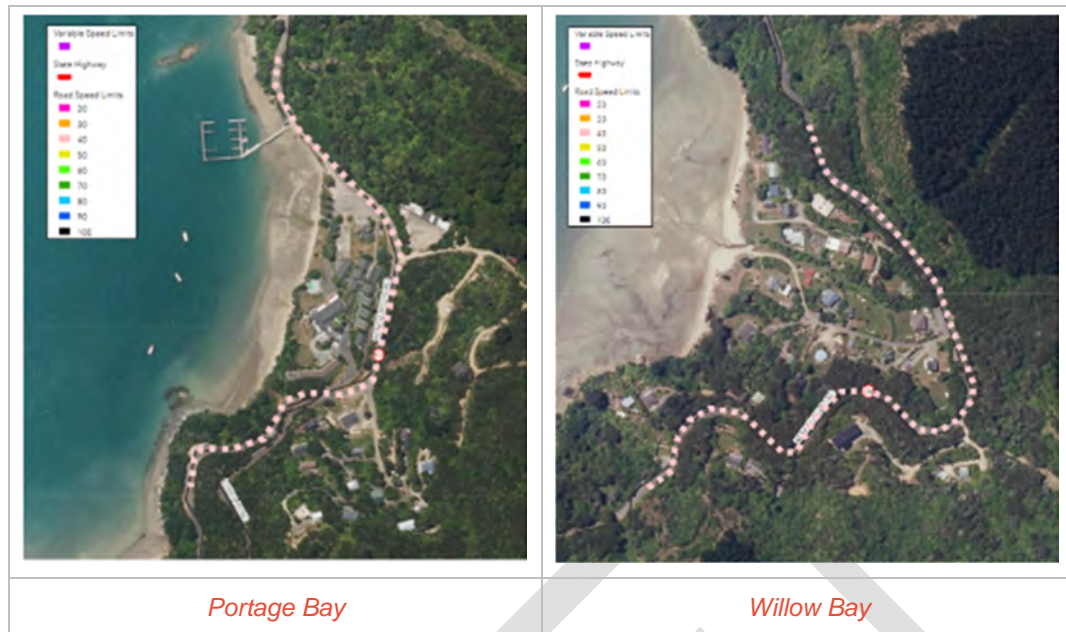
This road was identified for review as there has been significant storm damage along the route that has made the existing open road speed limit inappropriate.

Figure 30 Kenepuru Road and surrounding roads



The road surface varies from sealed to unsealed with travel speeds also varying from 48km/hr at the southern end to 27km/hr at the northern end of the road. There are twenty-four side roads in this area for which the speed limit should match that proposed on Kenepuru Road.

Figure 31 Settlements on Kenepuru Road



The two settlements of Portage and Willow Bay have also been identified within this area for which a lower speed limit is desired. The speed limit in Waitaria Bay in the vicinity of the school is also proposed to be reduced. See Section 5.1.2 for further information.

Recommendation

The following changes are recommended for Kenepuru Road and surrounds:

- Lower the speed limit to 60km/hr for the full length of the following roads:
 - Akerbloms Road
 - Anakoha Road
 - Broughton Bay Road
 - Clova Bay Road
 - Craill Bay Road
 - Elie Bay Road
 - Hopai Road
 - Kenepuru Road
 - Kenepuru Road (Heads-Raetihi)
 - Kinders Road
 - Lawrence Road
 - Mahau Road
 - Manaroa Road
 - Masons Road
 - Moetapu Bay Road
 - Moetapu Ramp Road
 - Onahau Road
 - Sandy Bay Road
 - St Omer Road
 - Tara Bay Road
 - Te Mahia Road
 - Titirangi Road
 - Torea Road
 - Totaranui Road
 - Waitui Road
 - Williams Road
- Lower the speed limit to 60km/hr on Kenepuru Road (Linkwater-Heads) in the following sections:
 - from Grove Track (RP0) to RP 8500.
 - from RP9250 to 180m west of Manaroa Road (RP13100)
 - from 740m west of Manaroa Road (RP13660) to 170m west of Torea Bay Road (RP 28400)from 430m east of Torea Bay Road (RP 29000) to Titirangi Road
- Lower the speed limit to 40km/hr on the following sections of road:

- Kenepuru Road (Linkwater-Heads) from RP 8500 to RP 9250
- Kenepuru Road (Linkwater-Heads) from 170m west of Torea Bay Road (RP 28400) to 430m east of Torea Bay Road (RP 29000)
- Install settlement threshold treatments at each end of the Portage Bay and Willow Bay speed limit changes (x4)
- Install speed limit signage at the Kenepuru Road approach to Grove Track (Queen Charlotte Drive) and repeater signs as required along the route.

5.2.2 Linkwater

Grove Track is a rural connector road that passes through Linkwater and forms part of the route known as Queen Charlotte Drive. This section of road was identified for review as the existing speed limit is 90km/hr. The sections either side have a 50km/hr speed limit.

Figure 32 Grove Track - Linkwater



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Anakiwa Road	90	73	
Grove Track	90	73	

Due to the straight alignment any change to the speed limit in this area is likely to lead to poor compliance without additional speed management features being installed. No change is proposed for these sections of Grove Track and Anakiwa Road at this stage as they are likely to be considered in future reviews of rural roads.

Recommendation

No changes are recommended for Linkwater at this stage.

5.2.3 Mahakipawa Hill (Queen Charlotte Drive)

Mahakipawa Hill is a rural connector road that is 5.2km long, east of Havelock that forms part of the route known as Queen Charlotte Drive. This section of road was identified for review as the existing speed limit is 70km/hr. The sections either side have a 50km/hr speed limit.

Figure 33 Mahakipawa Hill



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Mahakipawa Hill	70	68	50

Due to the level of development in the area a lower speed limit is considered appropriate for this road.

Recommendation

The following changes are recommended for Mahakipawa Hill:

- Lower the speed limit to 50km/hr on Mahakipawa Hill from 80m east of Scott Road for 1000m.
- Update speed limit signage as required.
- Install settlement threshold treatment on the approach to Havelock to assist with speed management.

5.2.4 Marlborough Sounds East - Side roads

These sections of road were identified for review as their speed limit is higher than the adjacent speed limit on State Highway 6, Anakiwa Road, Queen Charlotte Drive or Port Underwood Road. These roads have speed limits of either 50km/hr or 90km/hr.

Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Belvue Bay Road	100	20	50

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Cullensville Road	100	20	90
Kenningtons Road	100	33	90
Lady Cobham Grove	100	14	50
McCormicks Road	100	18	50
Oyster Bay Road	100	14	50
Phillips Road	100	N/A	50
Prices Road	100	20	90
Pukenui Road	100	20	50
Readers Road	100	30	90
Tepuia Heights	100	39	50

To provide consistency of messaging for drivers the speed limit should match that of the adjacent road. Due to the short lengths and no exit nature of the roads a lower speed limit is considered to be appropriate on these roads.

Recommendation

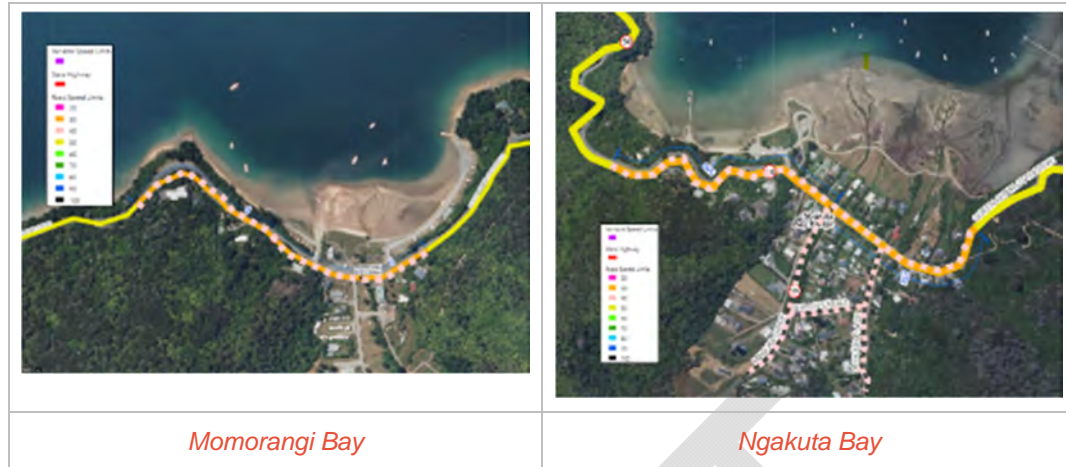
The following changes are recommended for these side roads:

- Lower the speed limit to 50km/hr on the full length of the following roads:
 - Belvue Bay Road
 - Pukenui Road
 - Tepuia Heights
 - McCormicks Road
 - Phillips Road
 - Oyster Bay Road
- Lower the speed limit to 60km/hr on the full length of the following roads:
 - Kenningtons Road
 - Prices Road
 - Readers Road
- Lower the speed limit to 90km/hr on the full length of Cullensville Road
- Update speed limit signage as required.

5.2.5 Queen Charlotte Drive – holiday speed limits

These sections of road were identified for review as they currently have holiday speed limits that apply between 20 December and 31 January each year. These changes are confusing for drivers and a permanent speed limit is considered more appropriate in these areas due to the increased use outside of the holiday times.

Figure 34 Queen Charlotte Drive – holiday speed limits



Safety and speed information from MegaMaps shows the following.

Road Name	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Queen Charlotte Drive (RP 1750 – RP 2250)	50 with a 30km/hr holiday speed limit	39	40
Queen Charlotte Drive (RP 4645 – RP 5500)	50 with a 30km/hr holiday speed limit	42	40
Brough Place	100	42	40
Manuka Drive	100	22	40
Phillips Road	100	22	40

Due to the short lengths of road, low traffic volumes and low operating speeds a 60km/hr speed limit is considered to be appropriate for these areas.

Recommendation

The following changes are recommended to the Queen Charlotte Drive holiday speed limits:

- Lower the speed limit to 40km/hr on the following sections of road:
 - Queen Charlotte Drive – Momorangi Bay from 400m west of Momorangi Camp Road (RP 1750) to 100m east of Momorangi Camp Road (RP 2250)
 - Queen Charlotte Drive – Ngakuta Bay from 500m west of Phillips Road (RP 4645) to 350m east of Phillips Road (RP 5500)
- Lower the speed limit to 40km/hr on the full length of the following roads:
 - Brough Place
 - Manuka Drive
 - Phillips Road
- Update speed limit signage as required.
- Install settlement threshold treatments on Queen Charlotte Drive approaches to Momorangi Bay and Ngakuta Bay (x4).

6. Marlborough Sounds West

6.1 Schools

6.1.1 Canvastown School

<i>School Type</i>	Primary	<i>Roll</i>	24	<i>Category</i>	2
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Vehicle and pedestrian access to Canvastown School is from State Highway 6 and as such Marlborough District Council have no jurisdiction over the speed limits or signage in this area. Waka Kotahi is the road controlling authority for this area.

Figure 35 Canvastown School and surrounding roads



A 60km/hr variable speed limit is in force on State Highway 6 in the vicinity of Canvastown School. The Waka Kotahi Interim Speed Management Plan shows no change to the existing speed limits in this area is proposed.

6.1.2 Havelock School

<i>School Type</i>	Primary	<i>Roll</i>	62	<i>Category</i>	1
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The main vehicle and pedestrian access to Havelock School is from Lawrence Street with pedestrian access also available from State Highway 6. Parking is primarily on Lawrence Street with limited parking available on State Highway 6.

A footpath is provided on both sides of Lawrence Street from State Highway 1 to the access to the school and on both sides of the state highway. There is an unpatrolled crossing point on State Highway 1 adjacent to the pedestrian access to the school, however there are no crossing facilities on Lawrence Street. There are no cycle facilities in the area and the bus stop is located south of the Lawrence Street/State Highway 6 intersection.

Figure 36 Havelock School and surrounding roads



The Waka Kotahi Interim Speed Management Plan indicates that a 30km/hr variable speed limit is proposed on State Highway 6 in the vicinity of Havelock School.

Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Lawrence Street	50	33	30

Due to the use of Lawrence Street for pick up and drop off this should be supported with a lower speed limit to reduce the risk to all road users. For consistency this lower speed limit should be extended to cover all the side roads. The provision of a crossing on Lawrence Street should be investigated to support walking and cycling to school. Any upgrading works to the crossing on State Highway 1 will need to be undertaken by Waka Kotahi.

Recommendations:

The following changes are recommended in the vicinity Havelock School:

- Lower the speed limit to 30km/hr on the full length of the following roads:
 - Lawrence Street
 - Nicholson Street
 - Takorika Street
- Install school threshold style treatments on Lawrence Street east of the access to the school (x1).
- Consider installing a crossing point on Lawrence Street.

6.1.3 Rai Valley School

<i>School Type</i>	Composite	<i>Roll</i>	113	<i>Category</i>	1
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Vehicle and pedestrian access to Rai Valley School is from State Highway 6 and as such Marlborough District Council have no jurisdiction over the speed limits or signage in this area. Waka Kotahi is the road controlling authority for this area.

Figure 37 Rai Valley School and surrounding roads



The Waka Kotahi Interim Speed Management Plan indicates that a 30km/hr variable speed limit is proposed on State Highway 6 in the vicinity of Havelock School.

6.2 Other locations/roads

6.2.1 Marlborough Sounds West - side roads

These sections of road were identified for review as their speed limit is higher than the adjacent speed limit on State Highway 6. The speed limit on State Highway is either 60km/hr or 90km/hr depending on the location.

Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Bryants Road	100	21	60
Bulford Road North	100	42	90
Bulford Road South	100	38	90
Butlers Road	100	42	90
Douslins Gully Road	100	20	90
Hebberds Road	100	40	90
Hills Road	100	20	90
Kowhai Crescent (Rai Valley)	100	20	60
Long Valley Road	100	19	90
Mt Riley Road	100	18	90

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Norths Road	100	13	90
Robertson Mill Place	100	19	60
Tapps Road	100	33	90
Taylors Road	100	39	90

To provide consistency of messaging for drivers the speed limit should match that of the adjacent State Highway. Due to the short lengths and no exit nature of the roads a lower speed limit is considered to be appropriate on these roads.

Recommendation

The following changes are recommended for State Highway 6 side roads:

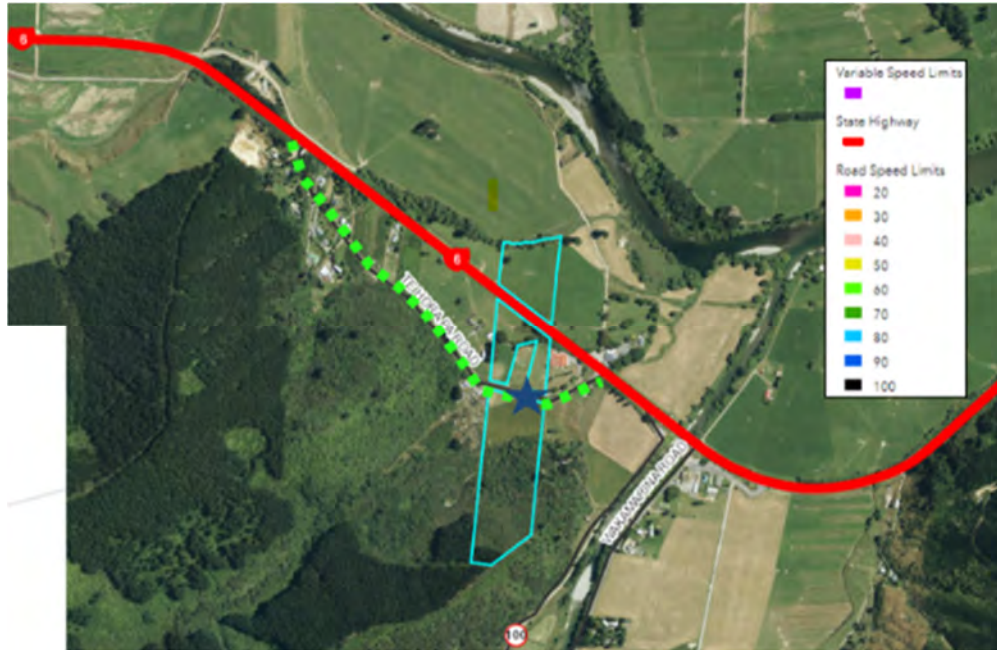
- Lower the speed limit to 60km/hr on the full length of the following roads:
 - Bryants Road
 - Kowhai Crescent (Rai Valley)
 - Robertson Mill Place
- Lower the speed limit to 90km/hr on the full length of the following roads:
 - Bulford Road North
 - Bulford Road South
 - Butlers Road
 - Douslins Gully Road
 - Heberds Road
 - Hills Road
 - Long Valley Road
 - Mt Riley Road
 - Norths Road
 - Tapps Road
 - Taylors Road
- Update speed limit signage as required.

6.2.2 Te Hora Marae

Te Hora marae is located at 14 Te Hora Pa Road, on the outskirts of Canvastown, and 10 km east of Havelock. The marae belongs to the iwi Ngāti Kuia.

Vehicle and pedestrian access to Te Hora marae is from Te Hora Road and due to the rural nature of the location there are no footpath or cycle facilities in the area.

Figure 38 Te Hora marae and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Te Hora Road	100	34	60

The location of Te Hora marae is currently not identified and advance and directional signage should be installed to show the location of the marae.

Recommendations:

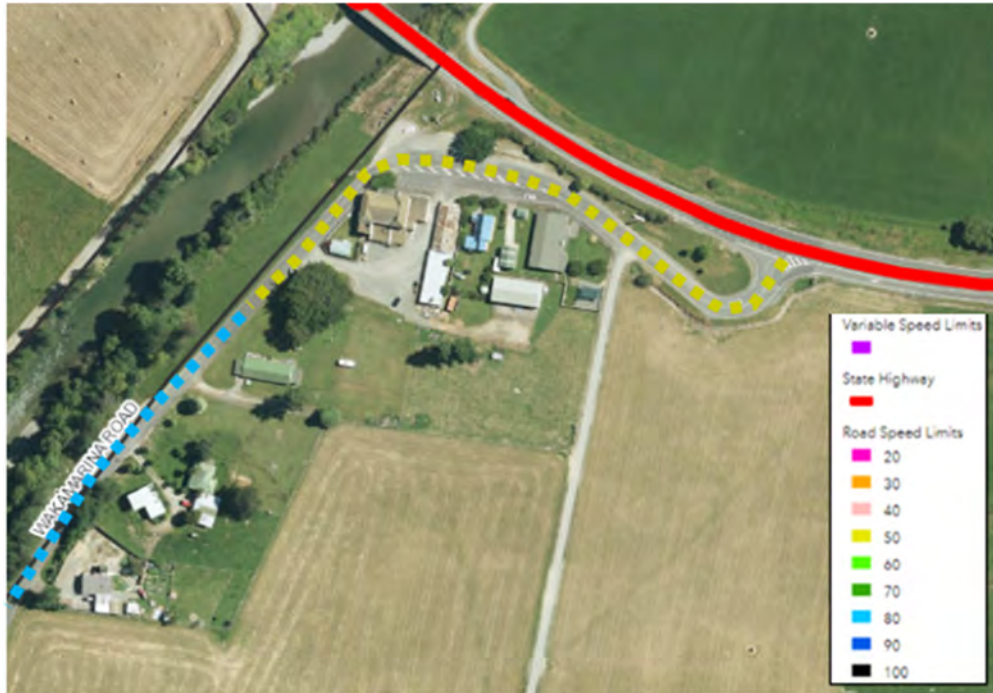
The following changes are recommended in the vicinity Te Hora marae:

- Lower the speed limit to 60km/hr on the full length of Te Hora Road
- Update all speed limit signage as appropriate.
- Install advance and directional marae signage for Te Hora marae on both approaches to the marae.

6.2.3 Wakamarina Road

Wakamarina Road is a rural access road that is 15km long and runs off State Highway 6. This section of road was identified for review as the existing speed limit is higher than the adjacent state highway (90km/hr) and the increase in development along the length of the road.

Figure 39 Wakamarina Road



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Wakamarina Road (SH 6 to RP 300)	100	41	50
Wakamarina Road (RP 300 to end)	100	41	80

Due to the presence of well used community buildings and a pub in the first 300m of the road a lower speed limit for this section of road is considered appropriate. The speed limit on the remaining length of road and all side roads should also be lowered in recognition of the increased level of development in the area and the windy topography.

Recommendation

The following changes are recommended for Wakamarina Road:

- Lower the speed limit to 50km/hr for 300m of Wakamarina Road from State Highway 6.
- Lower the speed limit to 80km/hr on Wakamarina Road from 300m south of State Highway 6 to its end.
- Lower the speed limit to 80km/hr on the full length of the following roads:
 - Greig Lane
 - Healys Road
 - Rush Lane
- Install settlement threshold treatments on the Wakamarina Road approach to State Highway 6 and at the proposed change in speed limit location.

7. Picton

Due to the iRex project it is likely that State Highway 1 will be relocated from Auckland Street to Kent Street. The timing for this change is currently unknown but will result in a change of road controlling authority for these streets. Due to the unknown time frame for this change the current status of these roads has been used in the development of this Speed Management Plan.

7.1 Schools

There are three schools in Blenheim for which the speed limit needs to be lowered in the vicinity of to assist with safety and accessibility.

7.1.1 Picton School

<i>School Type</i>	Contributing	<i>Roll</i>	82	<i>Category</i>	1
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Picton School is bound by York Street, Buller Street, Kent Street and Broadway. The main pedestrian access is from York Street with alternative pedestrian access from Kent Street. Vehicle access and additional pedestrian access is available from Buller Street with parking primarily on street.

A footpath is provided on all road frontages with a patrolled pedestrian crossing on Kent Street and a kea crossing on York Street. There are short lengths of cycle lanes marked on the Kent Street approach to the pedestrian crossing with no other cycle facilities in the area.

Figure 40 Picton School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Broadway Street	50	31	30
Buller Street	50	22	30
Kent Street	50	40	30/50

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
York Street	50	26	30

Kent Street is part of the access to the port and the Cook Strait ferries and as such has a high volume of through traffic and a variable speed limit is considered the most appropriate in this situation.

Recommendations:

The following changes are recommended in the vicinity Picton School:

- Lower the speed limit to 30km/hr on the following sections of road:
 - Broadway Street from Kent Street to York Street
 - Buller Street from Kent Street to York Street
 - York Street from Broadway Street to State Highway 1
- Install a variable 30km/hr speed limit on Kent Street between 30m north of Broadway Street and 55m south of Buller Street.
- Install school threshold style treatments on the York Street north approaches to the school (x3).
- Install variable school threshold style treatments on the Kent Street approaches to the school (x2).
- Install permanent speed limit signs on Broadway Street and Buller Street approaches to Kent Street and York Street.
- Consider upgrade the existing kea crossing on York Street north to a patrolled pedestrian crossing on a raised safety platform.
- Consider upgrade the existing patrolled pedestrian crossing on Kent Street onto a raised safety platform.

7.1.2 Queen Charlotte College

<i>School Type</i>	Secondary	<i>Roll</i>	371	<i>Category</i>	1
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The main vehicle and pedestrian access to Queen Charlotte College is from Waikawa Road with service vehicle only access from Hampden Street. Footpaths are provided on both sides of all streets in the area with a crossing point on Waikawa Road adjacent to the main entrance to the school. There are no cycle facilities in the area and bus pick up and drop off is off street. Staff, visitor parking and student pick up and drop off is also provided off street.

Figure 41 Queen Charlotte College and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Waikawa Road	50	49	30/50

As Waikawa Road has a high volume of through traffic a variable speed limit is considered more appropriate in this location.

The crossing point on Waikawa Road is incorrectly marked with limit lines, implying that vehicles must give way to pedestrians however this crossing point is not a kea crossing as it is not patrolled. This crossing should be upgraded a pedestrian crossing to avoid giving drivers mixed messages.

Recommendations:

The following changes are recommended in the vicinity Queen Charlotte College:

- Install a variable 30km/hr speed limit on Waikawa Road between 110m north of Leicester Street and 30m south of Tui Drive.
- Install variable school threshold style treatments on the Waikawa Road approaches to the school (x2).

7.1.3 Waikawa Bay School

<i>School Type</i>	Contributing	<i>Roll</i>	145	<i>Category</i>	1
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Vehicle and pedestrian access to Waikawa Bay School is from Waikawa Road. Footpaths are provided on both sides of all streets in the area with a patrolled pedestrian crossing on Waikawa Road adjacent to the main entrance to the school. There are no cycle facilities in the area. Staff, visitor parking and student pick up and drop off is provided off street.

Figure 42 Waikawa Bay School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Waikawa Road	50	47	30/50

As Waikawa Road has a high volume of through traffic a variable speed limit is considered more appropriate in this location.

Recommendations:

The following changes are recommended in the vicinity Waikawa Bay School:

- Install a variable 30km/hr speed limit on Waikawa Road between 60m north of Turners Road and 45m north of Nautique Place.
- Install variable school threshold style treatments on the Waikawa Road approaches to the school (x2).

7.2 Other locations/roads

7.2.1 Waikawa Marae

Waikawa marae is located at 210 Waikawa Road, about 7 km northeast of Picton. The marae is a meeting place for Te Atiawa people from the top of the South Island.

Vehicle and pedestrian access to Waikawa marae is from Waikawa Road and due to the rural nature of the location there are no footpath or cycle facilities in the area.

Figure 43 Waikawa marae and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Waikawa Road	50	51	

Due to the limited interaction between the marae and the road no changes to the speed limit in this area are proposed.

The location of Waikawa marae is currently not identified and advance and directional signage should be installed to show the location of the marae.

Recommendations:

The following changes are recommended in the vicinity Waikawa marae:

- Install advance and directional marae signage for Waikawa marae on both approaches to the marae.

7.2.2 Waikawa Marina

Waikawa Marina is accessed via Beach Road and Marine Drive. This area was identified for review as the existing speed limit is higher than desirable for the form and function of these roads.

Figure 44 Waikawa marina and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Beach Road	50	37	30
Marina Drive	50	27	30

Due to the narrow roads, constrained alignments and high number of manoeuvring vehicles in the area a lower speed limit is considered appropriate.

Recommendations:

The following changes are recommended in the vicinity Waikawa marina:

- Lower the speed limit to 30km/hr on the full length of Marina Drive
- Lower the speed limit to 30km/hr on Beach Road from Marina Drive to the end:
- Install threshold style treatment on the Beach Road approach to the proposed change in speed limit location to assist speed management.

8. Renwick

8.1 Schools

8.1.1 Renwick School

<i>School Type</i>	Primary	<i>Roll</i>	429	<i>Category</i>	1
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Vehicle and pedestrian access to Renwick School is from Havelock Street with additional pedestrian access from State Highway 6. The bus stop is located on State Highway 6 with Brook Street and Havelock Street used for pick up and drop off.

Footpaths are provided on all road frontages with an unpatrolled crossing point provided across State Highway 6 and a patrolled pedestrian crossing on Havelock Street. No cycle facilities are provided in the area.

Figure 45 Renwick School and surrounding roads



The Waka Kotahi Interim Speed Management Plan indicates that a 30km/hr variable speed limit is proposed on State Highway 6 in the vicinity of Renwick School.

Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Havelock Street	50	34	30/50
Brook Street	50	35	30
Alma Street	50		30

The installation of raised platforms at various locations on Havelock Street and Alma Street support the desire for lower travel speeds in the area. Due to the expectation that a lower speed limit is in operation in this area it is considered appropriate to lower the speed to 30km/hr.

Recommendations:

The following changes are recommended in the vicinity Renwick School:

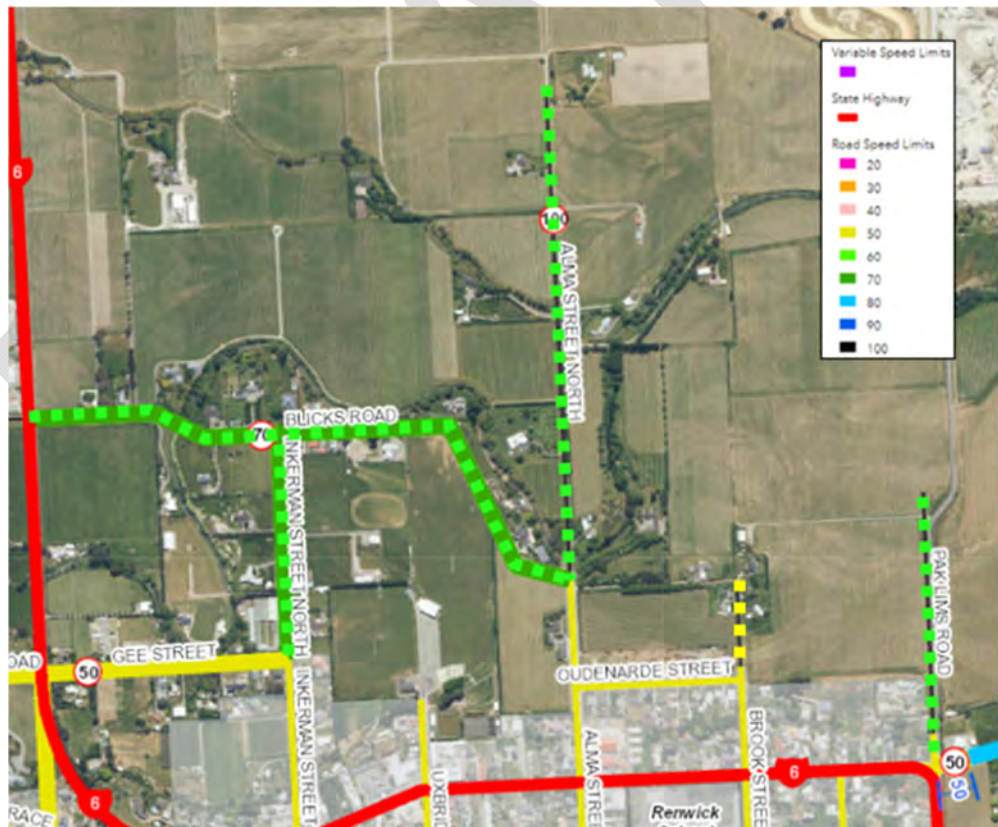
- Lower the speed limit to 30km/hr on the following sections of road:
 - Alma Street from Havelock Street to High Street (State Highway 6)
 - Brook Street from Havelock Street to High Street (State Highway 6)
 - Havelock Street from Alma Street to 50m west of Picton Street.
- Install school threshold style treatments on both Havelock Street approaches to the school (x2).
- Install permanent speed limit signs on the Brook Street and Alma Street approaches to State Highway 6 and the Nicholson Street approach to Havelock Street.

8.2 Other locations/roads

8.2.1 Renwick north periphery

A number of roads have been reviewed on the northern periphery of Renwick. Blicks Road and Inkerman Street are access roads that were identified for review as their existing speed limit is 70km/hr. Alma Street North, Brook Street and Pak Lims Road are all no exit roads that have an open road speed limit.

Figure 46 Renwick north periphery



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Alma Street North	100	33	60
Blicks Road	70	41	60
Brook Street	100	19	50
Inkerman Street	70	42	60
Pak Lims Road	100	52	60

Due to the level of development in the area a lower speed limit is considered appropriate for these roads. As there are no urban features such as footpaths and streetlighting an urban speed limit of 50km/hr or less is not considered appropriate for this location except the end of Brook Street due to the very short length of road involved.

Recommendation

The following changes are recommended for roads on the northern periphery of Renwick:

- Lower the speed limit to 50km/hr on Brook Street from Oudenarde Street to the end.
- Lower the speed limit to 60km/hr for the full length of Blicks Road.
- Lower the speed limit to 60km/hr on the following sections of road:
 - Alma Street North from Blicks Road to the end
 - Inkerman Street from Gee Street to Blicks Road
 - Pak Lims Road from Old Renwick Road to the end
- Update existing speed limit signage as required.

9. Spring Creek - Grovetown

9.1 Schools

9.1.1 Grovetown School

<i>School Type</i>	Contributing	<i>Roll</i>	76	<i>Category</i>	1
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Vehicle and pedestrian access to Grovetown School is from Vickerman Street.

No footpaths or cycle facilities are provided in the area with the bus stop located in front of the school.

Figure 47 Grovetown School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Fell Street	50	36	30
Vickerman Street	50	42	30

To support the lower speed limit in the vicinity of the school it is suggested that the speed limit on Vickerman Street be lowered and additional speed management features be installed. For further information regarding other reduction in speed limit in the area see Section 9.2.1.

Recommendations:

The following changes are recommended in the vicinity Grovetown School:

- Lower the speed limit to 30km/hr on the following sections of road:
 - Fell Street from Vickerman Street to 160m east of Vickerman Street.
 - Vickerman Street from Fell Street to 240m south of Fells Road
- Lower the speed limit to 60km/hr on the following sections of road:

- Vickerman Street from 240m south of Fells Road to 100m south of Aberharts Road.
- Install school threshold style treatments on both Fells Road approaches to the school and the Vickerman Street approach from the south (x3).
- Upgrade other speed limit signage as required.
- Mark a centreline on Vickerman Street from Fells Road to 100m south of Aberharts Road.

9.1.2 Spring Creek School

<i>School Type</i>	Contributing	<i>Roll</i>	47	<i>Category</i>	1
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Vehicle and pedestrian access to Spring Creek School is from Ferry Road. Footpaths are provided on one side of the road on most roads within Spring Creek and a kea crossing is located on Ferry Road east of Frederick Street.

No cycle facilities are provided in the area with the bus stop located in front of the school.

Figure 48 Spring Creek School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Ferry Road	50	48	30/40

As Ferry Road has a high volume of through traffic a variable speed limit is considered more appropriate in this location. For further information regarding other reductions in speed limit proposed in the area see Section 9.2.2.

The kea crossing should be upgraded to a patrolled pedestrian crossing to give priority to pedestrians using this area. The installation of a raised safety platform in this area should also be considered.

Recommendations:

The following changes are recommended in the vicinity Spring Creek School:

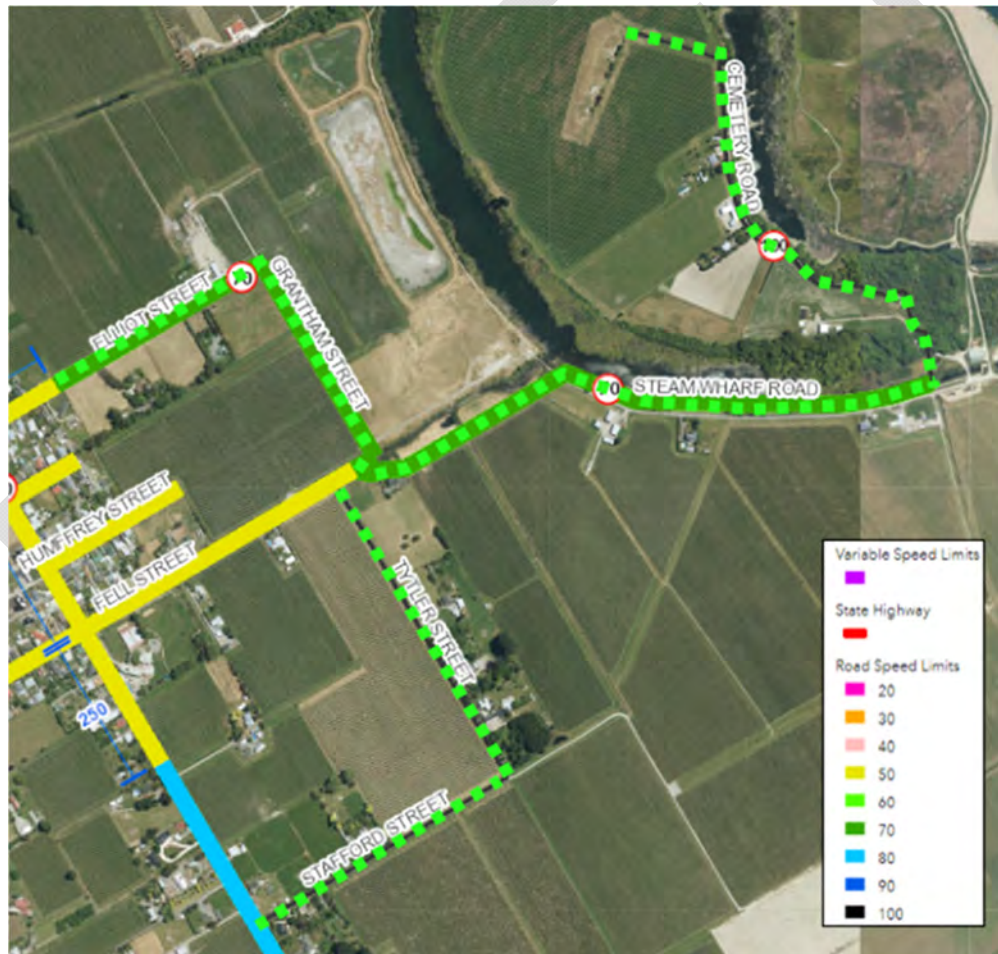
- Install a variable 30km/hr speed limit on Ferry Road between Joseph Street and 40m east of March Street.
- Install variable school threshold style treatments on the Ferry Road approaches to the school (x2).
- Upgrade the existing kea crossing to a patrolled pedestrian crossing on a raised safety platform.

9.2 Other locations/roads

9.2.1 Grovetown Township

This area was identified for review as there are a number of roads with an existing speed limit of 70km/hr and others with open road speed limits that are out of context with the rest of the area.

Figure 49 Grovetown



Safety and speed information from MegaMaps shows the following.

Road Name	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Cemetery Road	100	22	60
Elliott Street	70	43	60
Fell Street	70	38	60
Grantham Street	70	41	60
Stafford Street	100	41	60
Steam Wharf Road	70	41	60
Tytler Street	100	42	60

For information on the proposed speed limit changes to Vickerman Road and in the vicinity of Grovetown School see Section 9.1.1.

Due to the short lengths of road, low traffic volumes and low operating speeds a 60km/hr speed limit is considered to be appropriate for the area.

Recommendation

The following changes are recommended for Grovetown:

- Lower the speed limit to 60km/hr on the full length of the following roads:
 - Cemetery Road
 - Grantham Street
 - Stafford Street
 - Steam Wharf Road
 - Tytler Street
- Lower the speed limit to 60km/hr on the following sections of road:
 - Elliot Street from 165m east of Vickerman Street to Grantham Street.
 - Fell Street from Steam Wharf Road to Grantham Street.
- Update existing and install new speed limit signage as required.

9.2.2 Spring Creek Township

This area was identified for review as due to a number of requests to lower the speed limit within the township.

Figure 50 Spring Creek



Safety and speed information from MegaMaps shows the following.

Road Name	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Cresswell Street	50	26	40
Dodson Street (Spring Creek)	50	21	40
Ferry Road	50	48	40
Frederick Street	50	24	40
Gane Street	50	26	40
Gouland Road	50	31	40
Hathaway Street	50	22	40
Joseph Street	50	25	40
March Street	50	26	40
Peninsula Road	50	30	40

Due to the short lengths of road, low traffic volumes and low operating speeds a 40km/hr speed limit is considered to be appropriate for the area. Additional speed management features will be required on Ferry Road to assist with lowering vehicle speeds. For information on the proposed speed limit changes in the vicinity of Spring Creek School see Section 9.1.1

Recommendation

The following changes are recommended for Spring Creek:

- Lower the speed limit to 40km/hr on the full length of the following roads:
 - Cresswell Street

- Dodson Street (Spring Creek)
 - Frederick Street
 - Gane Street
 - Gouland Road
 - Hathaway Street
 - Joseph Street
 - March Street
 - Peninsula Road
- Lower the speed limit to 40km/hr on Ferry Road from State Highway 1 to the end of the bridge.
 - Install settlement threshold treatments on Ferry Road east of State Highway 1 and west of the bridge.

9.2.3 Tuamātene Marae

Tuamātene marae is located on State Highway 1, just north of Blenheim. The marae belongs to the iwi Rangitāne (Te Tau Ihu).

Vehicle and pedestrian access to Tuamātene marae is from State Highway 1 and as such Marlborough District Council have no jurisdiction over the speed limits or signage in this area. Waka Kotahi is the road controlling authority for this area.

Figure 51 Tuamātene marae and surrounding roads



9.2.4 Ūkaipō Cultural Centre

Ūkaipō Cultural Centre is located in 1 Fell Street, Grovetown, just north of Blenheim, on the former pa kainga of Rangitane. The marae belongs to the iwi Rangitāne (Te Tau Ihu).

Vehicle and pedestrian access to Ūkaipō Cultural Centre is from Fell Street with a footpath on the southern side of Fell Street only and no cycle facilities in the area.

Figure 52 Ūkaipō Cultural Centre and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Fell Street	50	26	

Due to the limited interaction between the marae and the road no changes to the speed limit in this area are proposed.

The location of Ūkaipō Cultural Centre marae is currently not identified and advance and directional signage should be installed to show the location of the marae.

Recommendations:

The following changes are recommended in the vicinity Ūkaipō Cultural Centre:

- Install advance and directional marae signage for Ūkaipō Cultural Centre on both approaches to the centre.

9.2.5 Wairau Pā Marae

Wairau Pā marae is just north of Blenheim, at 188 Wairau Bar Road, Spring Creek in the Marlborough Sounds. The marae belongs to the iwi Ngāti Rārua, as well as Ngāti Toa Rangatira.

Vehicle and pedestrian access to Wairau Pā marae is from Wairau Bar Road and due to the rural nature of the location there are no footpath or cycle facilities in the area.

Figure 53 Wairau Pā marae and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Wairau Bar Road	80	57	

Due to the limited interaction between the marae and the road no changes to the speed limit in this area are proposed.

The location of Wairau Pā Marae is currently not identified and advance and directional signage should be installed to show the location of the marae.

Recommendations:

The following changes are recommended in the vicinity Wairau Pā Marae:

- Install advance and directional marae signage for Wairau Pā Marae on both approaches to the marae.

10. Tuamarina

10.1 Schools

10.1.1 Tua Marina School

<i>School Type</i>	Primary	<i>Roll</i>	109	<i>Category</i>	1
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Vehicle and pedestrian access to Tua Marina School is from Campbell Street.

A footpath is provided along the school frontage from Hunter Road. No cycle facilities are provided in the area.

Figure 54 Tua Marina School and surrounding roads



The Waka Kotahi Interim Speed Management Plan indicates that a 60km/hr variable speed limit is proposed on State Highway 1 in the vicinity of Tua Marina School.

Safety and speed information from MegaMaps shows the following.

Road	Existing speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Campbells Road	40	30	30

Cotterill Street is the only side road off Campbells Road and provides access to the cemetery. Due to the narrow alignment and no exit nature of both roads a lower speed limit is suitable.

Recommendations:

The following changes are recommended in the vicinity Tua Marina School:

- Lower the speed limit to 30km/hr on the full length of the following roads:
 - Campbells Road
 - Cotterill Street
- Install school threshold style treatments on Campbells Road approaches to the school (x1).

10.2 Other locations/roads

10.2.1 Rarangi Beach Township

This area was identified for review as there are a number of roads with an existing speed limit of 70km/hr and others with open road speed limits that are out of context with the rest of the area.

Figure 55 Rarangi Beach



Safety and speed information from MegaMaps shows the following.

Road Name	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Bay End	70	58	60
Edgewater Place	70	44	60
Flaxmill Drive (RP 1370 – RP 1743)	100	42	60
Hinepango Drive	70	36	60
Karaka Street	70	39	60
Miro Street	70	32	50
Ngaio Street	70	42	50
Ocean View Crescent	70	53	60
Pipitea Drive	70	72	60
Port Underwood Road (RP 39227 – RP 40300)	70	72	50
Rarangi Beach Road (RP 0 – RP 2600)	70	81	80
Rarangi Beach Road (RP 2600 – RP 3182)	70	30	50
Rarangi Road (RP 1500 – RP 1890)	100	14	80
Shoreline Place	70	34	60
Titoki Street	70	58	50
Woolleys Crossing	70	44	60

Due to the short lengths of road, low traffic volumes and low operating speeds of the areas of development the lowering the speed limit is considered to be appropriate for these areas. The single sided development and off road shared path has resulted in the proposal to raise the speed limit on the section of Rarangi Beach Road shown.

Recommendation

The following changes are recommended for Rarangi Beach:

- Lower the speed limit to 50km/hr on the full length of the following roads:
 - Karaka Street
 - Miro Street
 - Ngaio Street
 - Titoki Street
- Lower the speed limit to 50km/hr on following sections of road:

- Port Underwood Road from the existing 50/70 speed limit change (RP39227) to Rarangi Beach Road (RP40300)
- Rarangi Beach Road from 580m south of Port Underwood Road (RP 2600) to Port Underwood Road
- Lower the speed limit to 60km/hr on the full length of the following roads:
 - Bay End
 - Edgewater Place
 - Hinepango Drive
 - Ocean View Crescent
 - Pipitea Drive
 - Shoreline Place
 - Woolleys Crossing
- Lower the speed limit to 60km/hr on following sections of road:
 - Flaxmill Drive from 370m west of Bay End (RP1370) to Hinepango Drive
 - Rarangi Beach Road from 580m south of Port Underwood Road (RP 2600) to Port Underwood Road
- Lower the speed limit to 80km/hr on Rarangi Road from Pipitea Drive to Rarangi Beach Road
- Raise the speed limit to 80km/hr on Rarangi Beach Road from Rarangi Road to 580m south of Port Underwood Road (RP 2600).
- Install settlement threshold treatments at the Flaxmill Drive, Rarangi Road and Rarangi Beach Road change in speed limit locations.
- Update existing and install new speed limit signage as required.

10.2.2 Taumarina - Side roads

These sections of road were identified for review as their speed limit is higher than the adjacent speed limit on Bush Road or State Highway 1 or 6. These roads have speed limit of 80km/hr or 90km/hr depending on their location.

Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Camerons Road (Kaituna)	100	38	90
England Street	100	16	80
Fox's Island Road	100	23	90
Howard Street	100	17	80
Jacks Road	100	34	90
Lamberts Road	100	36	90
Leslies Road	100	21	90

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Newman Road	100	32	90
Pioneer Place	100	24	80

To provide consistency of messaging for drivers the speed limit should match that of the adjacent State Highway. Due to the short lengths and no exit nature of the roads a lower speed limit is considered to be appropriate on these roads.

Recommendation

The following changes are recommended for State Highway 1 or 6 side roads:

- Lower the speed limit to 80km/hr on the full length of Pioneer Road:
- Lower the speed limit to 90km/hr on the full length of the following roads:
 - Camerons Road (Kaituna)
 - Fox's Island Road
 - Jacks Road
 - Lamberts Road
 - Leslies Road
 - Newman Road
- Update speed limit signage as required.

11. Upper Wairau

11.1 Schools

11.1.1 Wairau Valley School

<i>School Type</i>	Primary	<i>Roll</i>	39	<i>Category</i>	1
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Vehicle and pedestrian access to Wairau Valley School is from Morse Street

No footpaths or cycle facilities are provided in the area with an unpatrolled crossing point provided to the south of the carpark.

Figure 56 Wairau Valley School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Existing speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Morse Street	50	26	30

Due to the narrow alignment and no exit nature of the road a lower speed limit can be supported in this location.

Recommendations:

The following changes are recommended in the vicinity Wairau Valley School:

- Lower the speed limit to 30km/hr on the full length of Morse Street
- Install a school threshold treatment on the Morse Street approach to the school (x1).

11.2 Other locations/roads

11.2.1 Wairau Valley Township

This area was identified for review as there are a number of roads with an existing speed limit of 70km/hr which is higher than the speed limit of 60km/hr on the adjacent speed State Highway.

Safety and speed information from MegaMaps shows the following.

Road Name	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Church Lane	70	40	60
Cooper Street	70	38	60
Fishtail Vue	70	28	60
Seniors Road	70	40	60

Due to the short lengths of road, low traffic volumes and low operating speeds a 60km/hr speed limit is considered to be appropriate for the area as this matches with the speed limit on the adjacent State Highway.

Recommendation

The following changes are recommended for Wairau Valley:

- Lower the speed limit to 60km/hr on the full length of the following roads:
 - Church Lane
 - Cooper Street
 - Fishtail Vue
 - Seniors Road
- Update existing and install new speed limit signage as required.

12. Woodbourne

12.1 Schools

12.1.1 Fairhall School

<i>School Type</i>	Primary	<i>Roll</i>	174	<i>Category</i>	2
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Vehicle and pedestrian access to Fairhall School is from New Renwick Road. Due to the rural nature of the location no footpaths or cycle facilities are provided in the area. There is unpatrolled crossing point to provide a connection to the additional parking outside the community hall opposite the school. All students arrive and depart by bus or car.

Figure 57 Fairhall School and surrounding roads



Safety and speed information from MegaMaps shows the following.

Road	Existing speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
New Renwick Road	40/80	79	

A variable speed limit of 40km/hr is currently in operation at the site, with an underlying speed limit of 80km/hr. No changes to the speed limit are proposed in the location.

Recommendations:

The following changes are recommended in the vicinity Fairhall School:

- Upgrade the signs and marking to the variable school threshold style treatment on both New Renwick Road approaches to the school (x2).

12.2 Other locations/roads

12.2.1 Woodbourne - Side roads

These sections of road were identified for review as their speed limit is higher than the speed limit on the adjacent section of road of State Highway 6, Old Renwick Road or New Renwick Road. These roads have a speed limit of 80km/hr in these locations.

Safety and speed information from MegaMaps shows the following.

Road	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed speed limit (km/hr)
Bells Road	100	76	80
Burnside Avenue	100	38	80
Grahams Road	100	47	80
Jacksons Road	100	75	80
St Leonards Road	100	58	80

To provide consistency of messaging for drivers the speed limit should match that of the adjacent road(s). Due to the short lengths of the roads a lower speed limit is considered to be appropriate on these roads.

Recommendation

The following changes are recommended for these side roads:

- Lower the speed limit to 80km/hr on the full length of the following roads:
 - Bells Road
 - Burnside Avenue
 - Grahams Road
 - Jacksons Road
 - St Leonards Road
- Update speed limit signage as required.

13. Summary

A summary of the recommendations for each road or section of road identified above is tabled below.

Report No.	School / Road Name	Recommendations
2.1.1	Seddon School	<p>Lower the speed limit to 30km/hr on Foster Street from Marama Road to 400m west of Marama Road; Marama Road from State Highway 1 to to 170m west of Foster Street; Redwood Street from Seymour Street to Foster Street, and Seymour Street from Redwood Street to 150m north of Redwood Street.</p> <p>Install school threshold style treatments on all approaches to the school (x5).</p> <p>Install a pedestrian crossing on Redwood Street and consider putting it on a raised safety platform.</p>
2.1.2	Ward School	<p>Lower the speed limit to 30km/hr on Duncan Street from Mill Street to Carroll Street</p> <p>Install school threshold style treatments on Duncan Street approaches to the school (x2).</p>
2.2.1	Awatere - Side roads	<p>Lower the speed limit to 80km/hr on the full length of Gulch Road, Peggioh Road and Tachalls Road East.</p> <p>Update speed limit signage as required.</p>
2.2.2	Marfells Beach	<p>Lower the speed limit to 30km/hr on the Marlborough District section of Marfells Beach Road from RP 7445 to the boundary with the Department of Conservation.</p> <p>Lower the speed limit to 30km/hr on the section of Marfells Beach from 400m north of Marfells Beach Road to 4.5km south of Marfells Beach Road.</p> <p>Install settlement threshold treatments at the speed limit change on Marfell Beach Road (x1)</p> <p>Install speed limit signage on the approach to the beach as required (x3).</p>

Report No.	School / Road Name	Recommendations
2.2.3	Ward Township	<p>Lower the speed limit to 60km/hr on the full length on Carroll Street, Clermont Street, Duncan Street, Mill Street, Tachalls Road East, Ward Street.</p> <p>Lower the speed limit to 60km/hr on Seddon Street from State Highway to 150m east of Carroll Street.</p> <p>Raise the speed limit to 80km/hr on Seddon Street from 150m north of Carroll Street to 470m south of Ward Beach Road.</p> <p>Update existing and install new speed limit signage as required.</p>
3.1.1	Blenheim School	<p>Lower the speed limit to 30km/hr on Seymour Street from Alfred Street to John Street and John Street from Seymour Street to Hutcheson Street</p> <p>Install school threshold style treatments on the Alfred Street and John Street approaches to the school (x3).</p> <p>Upgrade the existing patrolled pedestrian crossing on Alfred Street onto a raised safety platform.</p>
3.1.2	Bohally Intermediate School – existing site	<p>Lower the variable speed limit to 30km/hr on McLauchlan Street.</p> <p>Update the existing variable speed limit signage.</p> <p>Install a variable school threshold style treatment on the northern approach to the school on McLauchlan Street.</p> <p>Upgrade the existing kea crossing to a patrolled pedestrian crossing on a raised safety platform.</p>
3.1.2	Bohally Intermediate School – proposed site	<p>Lower the speed limit to 30km/hr on Stephenson Street from Scott Street to Redwood Street.</p> <p>Install a variable 30km/hr speed limit on Redwood Street between Stephenson Street and Muller Road.</p> <p>Install variable school threshold style treatments on the Redwood Street approaches to the school (x2).</p> <p>Install school threshold style treatments on the Stephenson Street approaches to the school (x2).</p> <p>Upgrade the existing pedestrian crossing on Redwood Street onto a raised safety platform.</p> <p>Consider installing a pedestrian crossing on a raised safety platform on Stephenson Street in the vicinity of the proposed school access.</p>

Report No.	School / Road Name	Recommendations
3.1.3	Marlborough Boys College	<p>Lower the speed limit to 30km/hr on Francis Street from Seymour Street to its end and Stephenson Street from Weld Street to Scott Street.</p> <p>Install a variable 30km/hr speed limit on Scott Street between Seymour Street and Stephenson Street.</p> <p>Install variable school threshold style treatments on the Scott Street approaches to the school (x2).</p> <p>Install permanent speed limit signs on Francis Street and Stephenson Street.</p>
3.1.4	Marlborough Girls College	<p>Lower the variable speed limit to 30km/hr on McLauchlan Street.</p> <p>Update the existing variable speed limit signage.</p> <p>Upgrade the existing crossing point on McLauchlan Street to a pedestrian crossing on a raised safety platform.</p>
3.1.5	Mayfair School	<p>Install a variable 30km/hr speed limit on Hutcheson Street from Penny Street to Lansdowne Street and Hutcheson Street – East from Hutcheson Street to Lansdowne Street</p> <p>Install variable school threshold style treatments on the Hutcheson Street and Hutcheson Street approaches to the school (x3).</p> <p>Upgrade the existing kea crossing to a patrolled pedestrian crossing on a raised safety platform.</p>
3.1.6	OneSchool Global – Blenheim Campus	<p>Lower the speed limit to 30km/hr on the full length of George Conroy Drive.</p> <p>Install school threshold style treatments on the George Conroy Drive westbound approach to the school (x1).</p>

Report No.	School / Road Name	Recommendations
3.1.7	Redwoodtown School	<p>Lower the speed limit to 30km/hr on Cleghorn Street from Bexhill Crescent to Brian Bary Street; Brian Bary Street from Cleghorn Street to Alabama Road; and Weld Street from Alabama Road to Cleghorn Street</p> <p>Install a variable 30km/hr speed limit on Alabama Road between Weld Street and Brian Bary Street.</p> <p>Install school threshold style treatments on the Cleghorn Street approaches to the school (x2).</p> <p>Install variable school threshold style treatments on Alabama Road at the change in speed limit locations (x2).</p> <p>Install permanent speed limit signs with threshold treatments on Brian Bary Street, Weld Street and Cleghorn Street at the change in speed limit locations.</p> <p>Upgrade the existing patrolled pedestrian crossing on Weld Street onto a raised safety platform.</p> <p>Upgrade the existing raised safety platforms on Cleghorn Street to include a pedestrian crossing.</p>
3.1.8	Richmond View School	<p>Lower the speed limit to 30km/hr on the full length of Burleigh Street; McKendry Street and Landau Place</p> <p>Install school threshold style treatments on the Burleigh Street approaches to the school (x2).</p> <p>Install permanent speed limit signs on the Burleigh Street and McKendry Street approaches to Maxwell Road.</p>
3.1.9	Riverlands School	<p>Lower the speed limit to 30km/hr on the full length of School Road.</p> <p>Install a variable 30km/hr speed limit on Alabama Road between RP 3480 (110m south of Riverlands Cycle Path) and RP 3700 (40m south of State Highway 6).</p> <p>Install variable school threshold style treatments on Alabama Road at the change in speed limit locations (x2).</p> <p>Install permanent speed limit signs with threshold treatment on School Road.</p>

Report No.	School / Road Name	Recommendations
3.1.10	Springlands School	<p>Install a variable 30km/hr speed limit on Murphys Road between RP 40 (40m north of Middle Renwick Road) and RP 350 (65m south of Ward Street) and Colemans Road between RP 140 (30m south of Clouston Gardens) and RP 360 (Kingwell Drive)</p> <p>Lower the speed limit to 30km/hr on the full length of Aston Street; Clouston Gardens; Cricklewood Lane; Ruthken Crescent and Orchard Lane (Blenheim)</p> <p>Install variable school threshold style treatments on Murphys Road and Coleman Road at the change in speed limit locations (x4).</p> <p>Install permanent speed limit signs on Aston Street, Clouston Gardens, Cricklewood Lane, Ruthken Crescent and Orchard Lane (Blenheim) (x5)</p> <p>Consider upgrading the patrolled pedestrian crossing onto a raised safety platform.</p> <p>Upgrade the existing kea crossing to a patrolled pedestrian crossing on a raised safety platform.</p>
3.1.11	St Mary's School (Blenheim)	<p>Lower the speed limit to 30km/hr on Hodson Street from Maxwell Street to Francis Street west and Stephenson Street from Maxwell Street to Weld Street</p> <p>Install a variable 30km/hr speed limit on Maxwell Road between 10m south of Hodson Street and 60m north of Stephenson Street.</p> <p>Install variable school threshold style treatments on the Maxwell Road approaches to the school (x2).</p> <p>Install permanent speed limit signs on Hodson Street and Stephenson Street.</p> <p>Consider upgrading the patrolled pedestrian crossings on Maxwell Road and Stephenson Street onto raised safety platforms.</p>

Report No.	School / Road Name	Recommendations
3.1.12	Whitney Street School	<p>Lower the speed limit to 30km/hr on the full length of Argosy Place; Brewer Street; Carr Street; Eltham Road; Rogers Street; Stratford Street and Whitney Street</p> <p>Lower the speed limit to 30km/hr on Percy Street from Whitney Street to Dillon Street and Beaver Road from Carr Street to Dillon Street</p> <p>Install a variable 30km/hr speed limit on Maxwell Road between 100m north of Whitney Street and 55m south of Graham Street.</p> <p>Install variable school threshold style treatments on the Maxwell Road approaches to the school (x2).</p> <p>Install school threshold style treatments on the Eltham Street approaches to the school (x2).</p> <p>Install permanent speed limit signs on the Eltham Street, Beaver Road and Percy Street approach to Dillon Street.</p> <p>Install permanent speed limit signs on the Whitney Street and Eltham Street approaches to Maxwell Road.</p> <p>Create a crossing point on Whitney Street.</p> <p>Consider upgrading the patrolled pedestrian crossings on Eltham Street and Maxwell Road onto raised safety platforms.</p>

Report No.	School / Road Name	Recommendations
3.1.13	Witherlea School	<p>Lower the speed limit to 30km/hr on the full length of McKenzie Street; Morrington Terrace; Mountain View Road; Scotston Grove; and Solway Drive.</p> <p>Lower the speed limit to 30km/hr on Weld Street – from Wither Road to its end.</p> <p>Install a variable 30km/hr speed limit on Wither Road between 30m east of Alana Street and 90m east of Weld Street.</p> <p>Install variable school threshold style treatments on the Wither Road approaches to the kea crossing (x2).</p> <p>Install school threshold style treatments on the Weld Street approach to the school (x1).</p> <p>Install permanent speed limit signs on the Weld Street approach to Wither Street and the McKenzie Street approach to Howick Road.</p> <p>Consider upgrading the kea crossings on Weld Street and Wither Road to patrolled pedestrian crossings on raised safety platforms.</p>
3.2.1	Beaver Road	<p>Raise the speed limit to 50km/hr on Beaver Street from Dillon Street to White Street.</p> <p>Remove speed limit signage as required.</p> <p>Undertake further investigation of an appropriate cycle link and suitable infrastructure.</p>
3.2.2	Ōmaka marae and Te Pā Wānanga	<p>Lower the speed limit to 60km/hr on Aerodrome Road from New Renwick Road to Rosina Corlett Lane and Green Lane from Aerodrome Road to its end.</p> <p>Lower the speed limit to 30km/hr on Aerodrome Road from Rosina Corlett Lane to its end and Rosina Corlett Lane from Aerodrome Road to its end.</p> <p>Install school threshold style treatment on the Aerodrome Road approach to the school (x1).</p> <p>Update all speed limit signage as appropriate.</p> <p>Install advance and directional marae signage for Ōmaka marae on the westbound approach to the marae.</p>

Report No.	School / Road Name	Recommendations
3.2.3	Seymour Street	Raise the speed limit to 50km/hr on Seymour Street from High Street to Scott Street. Change speed limit signage as required. Undertake further investigation of an appropriate cycle infrastructure.
3.2.4	Urban Traffic Area extensions	Extend the urban traffic areas for Blenheim, Riverlands and Renwick to include all areas zoned residential.
4.1.1	Rapaura School	Lower the speed limit to 60km/hr on the full length of Giffords Creek Lane and Ashford Grove Lower the speed limit to 60km/hr on Hammererichs Road from 50m south of Giffords Creek Lane to Rapaura Road Install a variable 30km/hr speed limit on Hammererichs Road from 150m north of Ashford Grove to Rapaura Road Install variable school threshold style treatments on both Hammererichs Road approaches to the school (x2). Update existing speed limit signage. Consider upgrading the existing crossing point to a patrolled pedestrian crossing.
4.2.1	Hammerichs Road	Lower the speed limit to 60km/hr for 400m of Hammerichs Road from Old Renwick Road. Update speed limit signage as required.
4.2.2	Kendrick Road	Lower the speed limit to 50km/hr for the full length of Kendrick Road. Update speed limit signage as required.
5.1.1	Linkwater School	Install a variable 60km/hr speed limit on Grove Track (Queen Charlotte Drive) from 690m east of Kenepuru Road to 1190m east of Kenepuru Road. Install variable school threshold style treatments on both Grove Track approaches to the school (x2).

Report No.	School / Road Name	Recommendations
5.1.2	Waitaria Bay School	<p>Lower the speed limit to 30km/hr on Kenepuru Road from 180m west of Manaroa Road (RP 13100) to 740m west of Manaroa Road (RP 13660).</p> <p>Install school threshold style treatments on both Kenepuru Road approaches to the school (x2).</p>
5.2.1	Kenepuru Road and surrounds	<p>Lower the speed limit to 60km/hr for the full length of Akerbloms Road; Anakoha Road; Broughton Bay Road; Clova Bay Road; Crail Bay Road; Elie Bay Road; Hopai Road; Kenepuru Road; Kenepuru Road (Heads-Raetihi); Kinders Road; Lawrence Road; Mahau Road; Manaroa Road; Masons Road; Moetapu Bay Road; Moetapu Ramp Road; Onahau Road; Sandy Bay Road; St Omer Road; Tara Bay Road; Te Mahia Road; Titirangi Road; Torea Road; Totaranui Road; Waitui Road and Williams Road</p> <p>Lower the speed limit to 60km/hr on Kenepuru Road (Linkwater-Heads) from Grove Track (RP0) to RP 8500; from RP9250 to 180m west of Manaroa Road (RP13100); from 740m west of Manaroa Road (RP13660) to 170m west of Torea Bay Road (RP 28400) and from 430m east of Torea Bay Road (RP 29000) to Titirangi Road</p> <p>Lower the speed limit to 40km/hr on Kenepuru Road (Linkwater-Heads) from RP 8500 to RP 9250 and Kenepuru Road (Linkwater-Heads) from 170m west of Torea Bay Road (RP 28400) to 430m east of Torea Bay Road (RP 29000)</p> <p>Install settlement threshold treatments at each end of the Portage Bay and Willow Bay speed limit changes (x4)</p> <p>Install speed limit signage at the Kenepuru Road approach to Grove Track (Queen Charlotte Drive) and repeater signs as required along the route.</p>
5.2.2	Linkwater	No changes are proposed at this time.
5.2.3	Mahakipawa Hill (Queen Charlotte Drive)	<p>Lower the speed limit to 50km/hr on Mahakipawa Hill from 80m east of Scott Road for 1000m.</p> <p>Update speed limit signage as required.</p> <p>Install settlement threshold treatment on the approach to Havelock to assist with speed management.</p>

Report No.	School / Road Name	Recommendations
5.2.4	Marlborough Sounds East - Side roads	<p>Lower the speed limit to 50km/hr on the full length of Belvue Bay Road; Lady Cobham Grove, McCormicks Road; Oyster Bay Road; Phillips Road; Pukenui Road; and Tepuia Heights.</p> <p>Lower the speed limit to 60km/hr on the full length of Kenningtons Road, Prices Road and Readers Road</p> <p>Lower the speed limit to 90km/hr on the full length of Cullensville Road</p> <p>Update speed limit signage as required.</p>
5.2.5	Queen Charlotte Drive – holiday speed limits	<p>Lower the speed limit to 40km/hr on Queen Charlotte Drive – Momorangi Bay from 400m west of Momorangi Camp Road (RP 1750) to 100m east of Momorangi Camp Road (RP 2250) and Queen Charlotte Drive – Ngakuta Bay from 500m west of Phillips Road (RP 4645) to 350m east of Phillips Road (RP 5500)</p> <p>Lower the speed limit to 40km/hr on the full length of Brough Place; Manuka Drive; and Phillips Road.</p> <p>Update speed limit signage as required.</p> <p>Install settlement threshold treatments on Queen Charlotte Drive approaches to Momorangi Bay and Ngakuta Bay (x4).</p>
6.1.1	Canvastown School	Waka Kotahi is the road controlling authority for this school.
6.1.2	Havelock School	<p>Lower the speed limit to 30km/hr on the full length of Lawrence Street; Nicholson Street and Takorika Street</p> <p>Install school threshold style treatment on Lawrence Street east of the access to the school (x1).</p> <p>Consider installing a crossing point on Lawrence Street.</p>
6.1.3	Rai Valley School	Waka Kotahi is the road controlling authority for this school.

Report No.	School / Road Name	Recommendations
6.2.1	Marlborough Sounds West - Side roads	<p>Lower the speed limit to 60km/hr on the full length of Bryants Road; Kowhai Crescent (Rai Valley) and Robertson Mill Place.</p> <p>Lower the speed limit to 90km/hr on the full length of Bulford Road North; Bulford Road South; Butlers Road; Douslins Gully Road; Heberds Road; Hills Road; Long Valley Road; Mt Riley Road; Norths Road; Tapps Road and Taylors Road</p> <p>Update speed limit signage as required.</p>
6.2.2	Te Hora Marae	<p>Lower the speed limit to 60km/hr on the full length of Te Hora Road</p> <p>Update all speed limit signage as appropriate.</p> <p>Install advance and directional marae signage for Te Hora marae on both approaches to the marae.</p>
6.2.3	Wakamarina Road	<p>Lower the speed limit to 50km/hr for 300m of Wakamarina Road from State Highway 6.</p> <p>Lower the speed limit to 80km/hr on Wakamarina Road from 300m south of State Highway 6 to its end.</p> <p>Lower the speed limit to 80km/hr on the full length of Greig Lane; Healys Road; and Rush Lane</p> <p>Install settlement threshold treatments on the Wakamarina Road approach to State Highway 6 and at the proposed change in speed limit location.</p>

Report No.	School / Road Name	Recommendations
7.1.1	Picton School	<p>Lower the speed limit to 30km/hr on Broadway Street from Kent Street to York Street; Buller Street from Kent Street to York Street and York Street from Broadway Street to State Highway 1</p> <p>Install a variable 30km/hr speed limit on Kent Street between 30m north of Broadway Street and 55m south of Buller Street.</p> <p>Install school threshold style treatments on the York Street north approaches to the school (x3).</p> <p>Install variable school threshold style treatments on the Kent Street approaches to the school (x2).</p> <p>Install permanent speed limit signs on Broadway Street and Buller Street approaches to Kent Street and York Street.</p> <p>Consider upgrade the existing kea crossing on York Street north to a patrolled pedestrian crossing on a raised safety platform.</p> <p>Consider upgrade the existing patrolled pedestrian crossing on Kent Street onto a raised safety platform.</p>
7.1.2	Queen Charlotte College	<p>Install a variable 30km/hr speed limit on Waikawa Road between 110m north of Leicester Street and 30m south of Tui Drive.</p> <p>Install variable school threshold style treatments on the Waikawa Road approaches to the school (x2).</p>
7.1.3	Waikawa Bay School	<p>Install a variable 30km/hr speed limit on Waikawa Road between 60m north of Turners Road and 45m north of Nautique Place.</p> <p>Install variable school threshold style treatments on the Waikawa Road approaches to the school (x2).</p>
7.2.1	Waikawa Marae	<p>Install advance and directional marae signage for Waikawa marae on both approaches to the marae.</p>

Report No.	School / Road Name	Recommendations
7.2.2	Waikawa Marina	<p>Lower the speed limit to 30km/hr on the full length of Marina Drive</p> <p>Lower the speed limit to 30km/hr on Beach Road from Marina Drive to the end:</p> <p>Install threshold style treatment on the Beach Road approach to the proposed change in speed limit location to assist speed management.</p>
8.1.1	Renwick School	<p>Lower the speed limit to 30km/hr on Alma Street from Havelock Street to High Street (State Highway 6); Brook Street from Havelock Street to High Street (State Highway 6); and Havelock Street from Alma Street to 50m west of Picton Street.</p> <p>Install school threshold style treatments on both Havelock Street approaches to the school (x2).</p> <p>Install permanent speed limit signs on the Brook Street and Alma Street approaches to State Highway 6 and the Nicholson Street approach to Havelock Street.</p>
8.2.1	Renwick north periphery	<p>Lower the speed limit to 50km/hr on Brook Street from Oudenarde Street to the end.</p> <p>Lower the speed limit to 60km/hr for the full length of Blicks Road</p> <p>Lower the speed limit to 60km/hr on Alma Street North from Blicks Road to the end; Inkerman Street from Gee Street to Blicks Road; and Pak Lims Road from Old Renwick Road to the end.</p> <p>Update existing speed limit signage as required.</p>

Report No.	School / Road Name	Recommendations
9.1.1	Grovetown School	<p>Lower the speed limit to 30km/hr on Fell Street from Vickerman Street to 160m east of Vickerman Street and Vickerman Street from Fell Street to 240m south of Fells Road</p> <p>Lower the speed limit to 60km/hr on Vickerman Street from 240m south of Fells Road to 100m south of Aberharts Road.</p> <p>Install school threshold style treatments on both Fells Road approaches to the school and the Vickerman Street approach from the south (x3).</p> <p>Upgrade other speed limit signage as required.</p> <p>Mark a centreline on Vickerman Street from Fells Road to 100m south of Aberharts Road.</p>
9.1.2	Spring Creek School	<p>Install a variable 30km/hr speed limit on Ferry Road between Joseph Street and 40m east of March Street.</p> <p>Install variable school threshold style treatments on the Ferry Road approaches to the school (x2).</p> <p>Upgrade the existing kea crossing to a patrolled pedestrian crossing on a raised safety platform.</p>
9.2.1	Grovetown Township	<p>Lower the speed limit to 60km/hr on the full length of Cemetery Road; Grantham Street; Stafford Street; Steam Wharf Road and Tytler Street.</p> <p>Lower the speed limit to 60km/hr on Elliot Street from 165m east of Vickerman Street to Grantham Street; and Fell Street from Steam Wharf Road to Grantham Street</p> <p>Update existing and install new speed limit signage as required.</p>
9.2.2	Spring Creek Township	<p>Lower the speed limit to 40km/hr on the full length of Cresswell Street; Dodson Street (Spring Creek); Frederick Street; Gane Street; Goulard Road; Hathaway Street; Joseph Street; March Street and Peninsula Road</p> <p>Lower the speed limit to 40km/hr on Ferry Road from State Highway 1 to the end of the bridge.</p> <p>Install settlement threshold treatments on Ferry Road east of State Highway 1 and west of the bridge.</p>
9.2.3	Tuamātene Marae	<p>Waka Kotahi is the road controlling authority for this marae.</p>

Report No.	School / Road Name	Recommendations
9.2.4	Ūkaipō Cultural Centre	Install advance and directional marae signage for Ūkaipō Cultural Centre on both approaches to the centre.
9.2.5	Wairau Pā Marae	Install advance and directional marae signage for Wairau Pā Marae on both approaches to the marae.
10.1.1	Tua Marina School	Lower the speed limit to 30km/hr on the full length of Campbells Road and Cotterill Street Install school threshold style treatment on Campbells Road approaches to the school (x1).
10.2.1	Rarangi Beach Township	Lower the speed limit to 50km/hr on the full length of Miro Street; Karaka Street, Ngaio Street and Titoki Street Lower the speed limit to 50km/hr on Port Underwood Road from the existing 50/70 speed limit change (RP39227) to Rarangi Beach Road (RP40300) and Rarangi Beach Road from 580m south of Port Underwood Road (RP 2600) to Port Underwood Road Lower the speed limit to 60km/hr on the full length of Bay End; Edgewater Place; Hinepango Drive; Ocean View Crescent; Pipitea Drive; Shoreline Place and Woolleys Crossing Lower the speed limit to 60km/hr on Flaxmill Drive from 370m west of Bay End (RP1370) to Hinepango Drive and Rarangi Beach Road from 580m south of Port Underwood Road (RP 2600) to Port Underwood Road Lower the speed limit to 80km/hr on Rarangi Road from Pipitea Drive to Rarangi Beach Road Raise the speed limit to 80km/hr on Rarangi Beach Road from Rarangi Road to 580m south of Port Underwood Road (RP 2600). Install settlement threshold treatments at the Flaxmill Drive, Rarangi Road and Rarangi Beach Road change in speed limit locations.
10.2.2	Taumarina - Side roads	Lower the speed limit to 80km/hr on the full length of England Street, Howard Street and Pioneer Road: Lower the speed limit to 90km/hr on the full length of Camerons Road (Kaituna); Fox's Island Road; Jacks Road; Lamberts Road; Leslies Road and Newman Road Update speed limit signage as required.

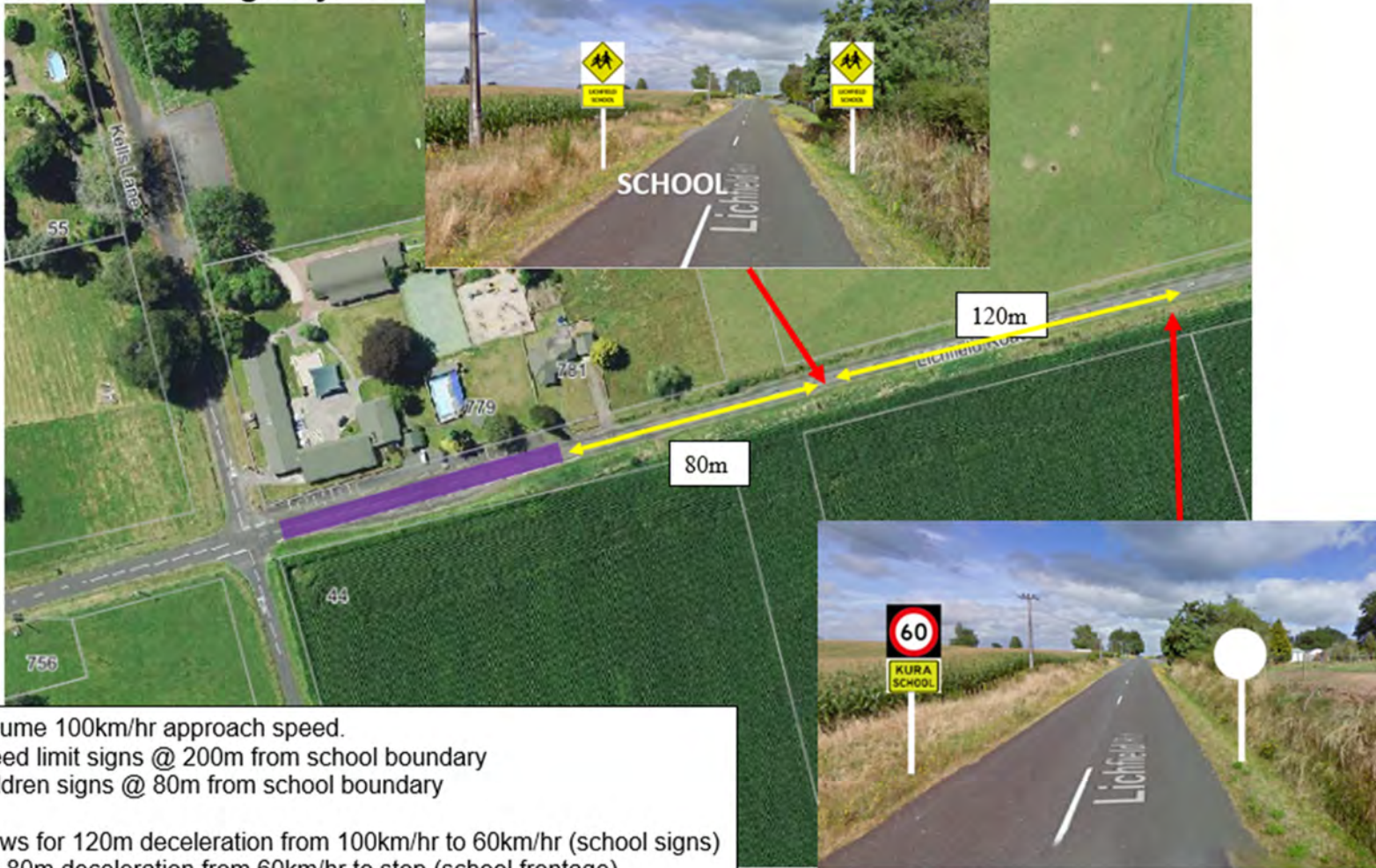
Report No.	School / Road Name	Recommendations
11.1.1	Wairau Valley School	Lower the speed limit to 30km/hr on the full length of Morse Street Install a school threshold treatment on the Morse Street approach to the school (x1).
11.2.1	Wairau Valley Township	Lower the speed limit to 60km/hr on the full length of Church Lane; Cooper Street; Fishtail Vue and Seniors Road Update existing and install new speed limit signage as required.
12.1.1	Fairhall School	Upgrade the signs and marking to the variable school threshold style treatment on both New Renwick Road approaches to the school (x2).
12.2.1	Woodbourne - Side roads	Lower the speed limit to 80km/hr on the full length of Bells Road; Burnside Avenue; Grahams Road; Jacksons Road and St Leonards Road Update speed limit signage as required.

Appendices



Appendix A – Example threshold treatments

Rural school sign layout



Assume 100km/hr approach speed.

Speed limit signs @ 200m from school boundary

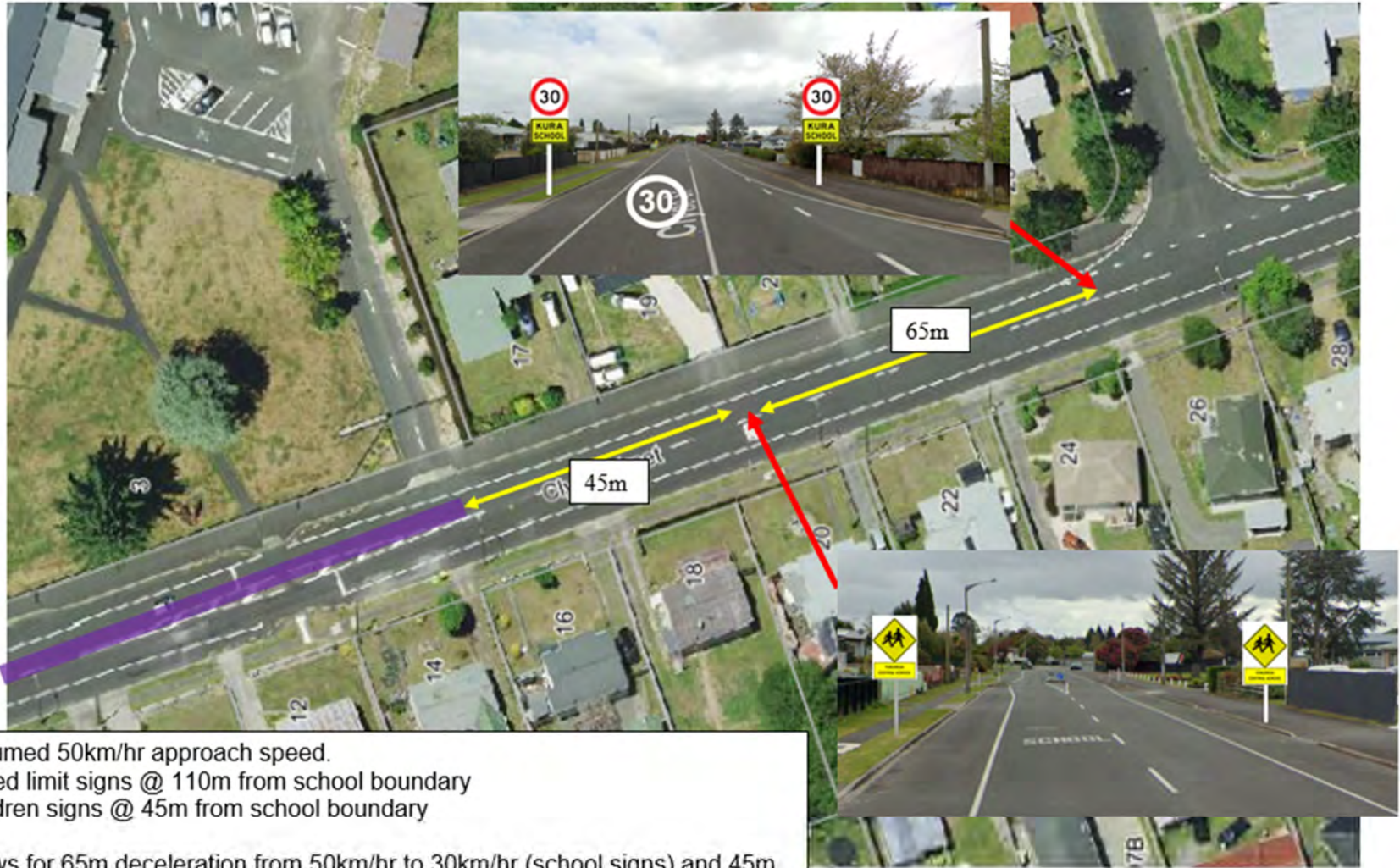
Children signs @ 80m from school boundary

Allows for 120m deceleration from 100km/hr to 60km/hr (school signs)

and 80m deceleration from 60km/hr to stop (school frontage)

Add school name supplementary plate to children sign.

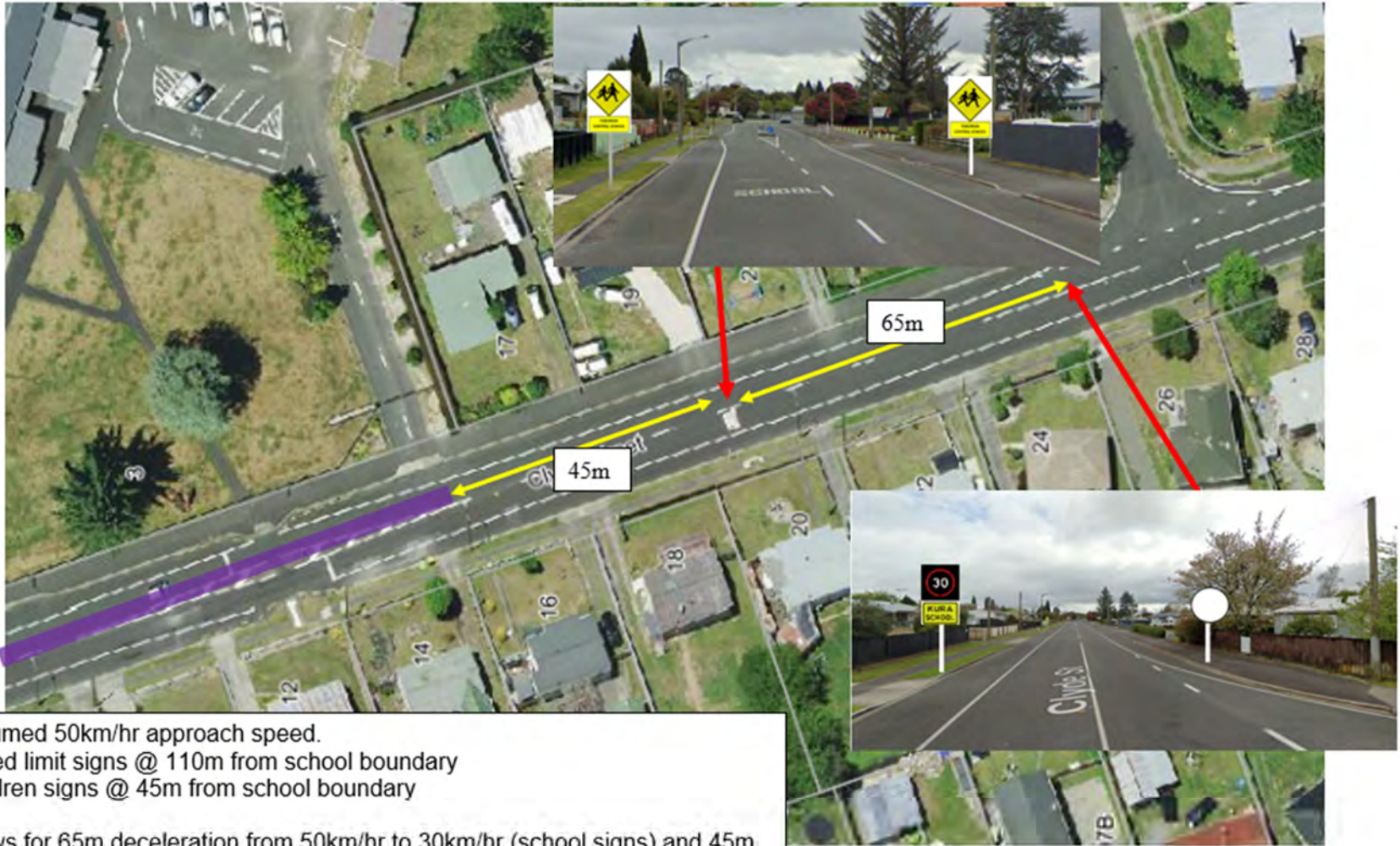
Urban school permanent speed limit sign layout



Assumed 50km/hr approach speed.
Speed limit signs @ 110m from school boundary
Children signs @ 45m from school boundary

Allows for 65m deceleration from 50km/hr to 30km/hr (school signs) and 45m deceleration from 30km/hr to stop (school frontage)
Add school name supplementary plate to children sign.
If there is a zebra crossing present, use crossing sign in place of children sign.

Urban school – variable speed limit sign layout



Assumed 50km/hr approach speed.

Speed limit signs @ 110m from school boundary

Children signs @ 45m from school boundary

Allows for 65m deceleration from 50km/hr to 30km/hr (school signs) and 45m deceleration from 30km/hr to stop (school frontage)

Add school name supplementary plate to children sign.

If there is a zebra crossing present, use crossing sign in place of children sign.

Marae signs



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