

I hereby give notice that an ordinary meeting of the Joint Nelson Tasman Regional Transport Committee will be held on:

Date: Friday 27 October 2023
Time: 9.00 am
Meeting Room: Tasman Council Chamber
Venue: 189 Queen Street, Richmond

Joint Nelson Tasman Regional Transport Committee

Komiti Te Kawenga Rohe o Nelson Tasman

MINUTES ATTACHMENTS

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Submission on Speed Limit Reduction

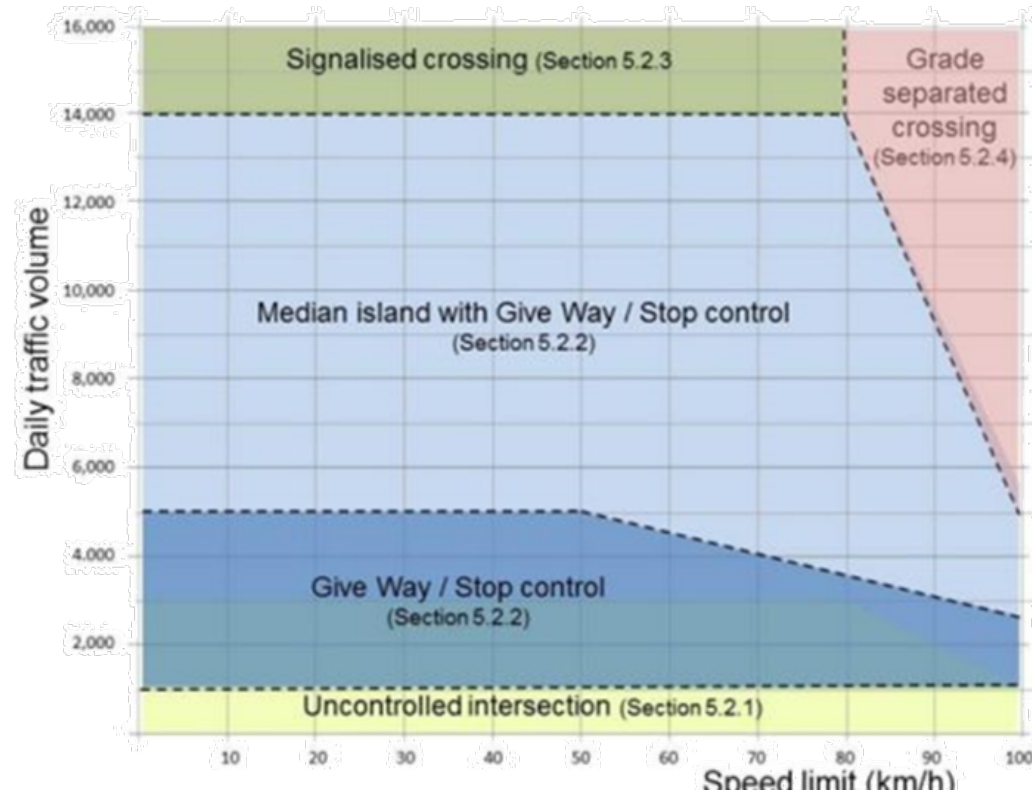
Motueka Valley Highway

New Section of Great Taste Trail between Pokororo Swingbridge and Peninsula Bridge



The New Zealand Cycle Trail Guidelines (2019)

Suggested crossing types for trails according to various combinations of traffic volume and speed limit



Nelson Tasman Regional Transport Committee

Date: 27 October 2023

From: Nelson Tasman Cycle Trails Trust

Topic: **Speed Limits – Motueka Valley Highway**



The Nelson Tasman Cycle Trails Trust is currently constructing a cycle trail that follows the Motueka Valley Highway between the Pokororo Swingbridge and the Peninsula Bridge in Ngatimoti.

In sections, the trail is built on road reserve. Where possible, the trail is located as far away from the road edge within road reserve, but in some parts the trail is up to the maker post line next to the highway. The Grade 2 trail is two-way and will be between 1.7m and 2.2m wide and will be used by walkers and cyclists.

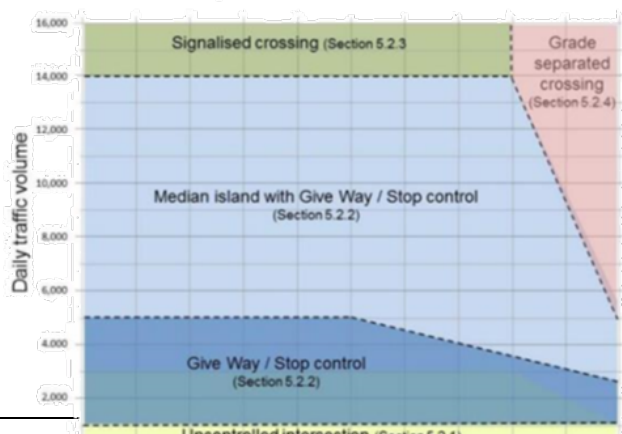
It is expected that both locals and cycle tourists will cross from the trail to locations on the other side of the Highway. The Motueka Valley Highway is in places narrow without good shoulders or good sightlines. The Trust is concerned about the 100km speed limit that applies to the Motueka Valley Highway, and in particular the section between River Haven Café and the Peninsula Bridge which encompasses the Ngatimoti School and rural community.

The New Zealand Cycle Trail Guidelines (2019) state that “at low combinations of traffic volume and speed, no special provisions for cycling ... are required. At higher levels a cycle lane or wide shoulder is required.” Given the higher speed limits, the Trust has complied with this guideline by ensuring the trail is on a separated bike trail. However, when it comes to crossings and intersections, the current speed limit poses a risk for users of the cycle trail. For the purposes of this submission, I am treating the access from the trail to the Ngatimoti School and River Haven as a “crossing”.

When considering a crossing, the following factors are taken into account under the Guidelines:

- Traffic volumes
- Proportion of heavy vehicles
- Speed Environment
- Inter-visibility
- Crossing distances (width of road)
- Surrounding environment (eg urban/rural); and
- Crossing provision at other nearby location along the trail and intersection controls along the road.

The figure below shows the suggested crossing types for trails according to various combinations of traffic volume and speed limit



As volume is under 2,000 traffic movements per day, an uncontrolled crossing would apply. However, with a speed limit at 100km, it is recommended that "Stop" or "Give Way" crossings are used. The situation where "cyclists have to give way gives the lowest level of service to riders".

Taking into account the other factors when considering crossings, such as the high proportion of heavy vehicles, the crossing distance and the lack of other options to cross the highway, there is added potential risk to cyclists and locals walking the trail to get to the school or café. **The one factor that can be changed to reduce the risk, is the speed.**

It is therefore requested that a generic speed reduction is adopted between River Haven Café and Peninsula Bridge on the Motueka Valley Highway to reduce the risk to the locals, school children and cycle tourists who will be using the cycle trail and crossing the Motueka Valley Highway.

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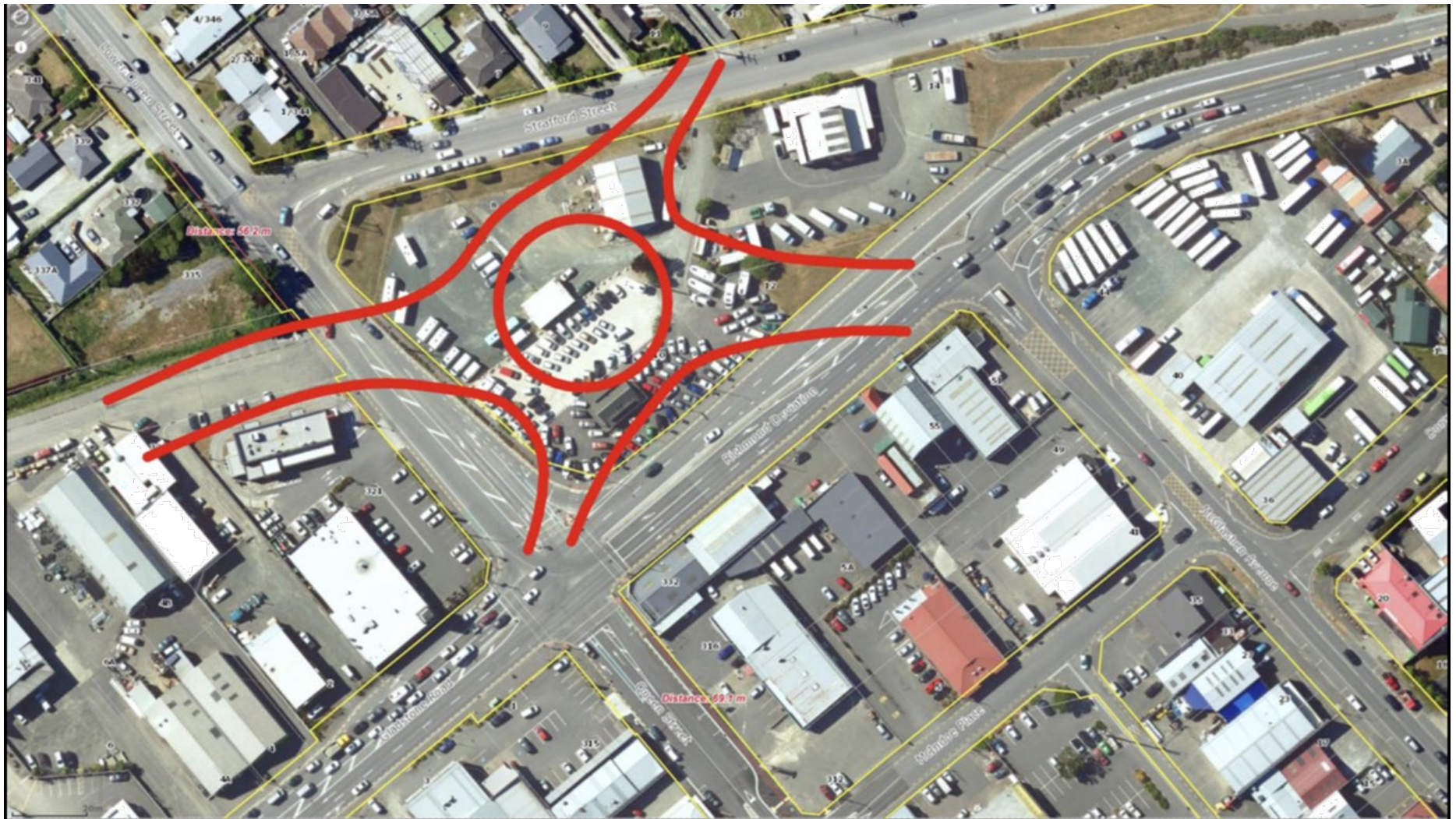
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