

#96

COMPLETE

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Page 1

Q1

CONTACT DETAILS

Name

carrynne scarlett

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Q2

Female

What is your gender?

Q3

60 to 69

What is your age?

Q4

Buller

District would you like to provide feedback on?

Q5

I live in the area,

What is your relationship to the Buller/Grey/Westland District? (Tick all that apply)

I work in the area,

I own or manage a business in the area,

I access community or health services in the area,

I visit friends in the area,

I do recreational activities in the area (e.g. running, attending class at a fitness centre, etc.)

Q6

By foot,

How do you usually travel? (Tick all that apply)

By private vehicle,

By bicycle

Q7**Neutral**

How safe do you feel current speed limits are in the West Coast Region?

Q8**Agree**

Our Speed Management Plan aims to reduce the harm and severity of injuries caused when accidents happen on our roads. Do you agree with this general aim?

Q9**Keep speed limits the same**

What do you think should happen to speed limits on our rural local roads? Rural local roads are roads outside of our towns which are not State Highways, and generally have higher speeds.

Q10**Respondent skipped this question**

What do you think should happen to speed limits on urban local roads? Urban local roads are roads in our towns, around houses, schools, and shops, which generally have lower speeds, and are not State Highways.

Q11**Yes**

Regulation has recently required us to lower speeds around all schools in the district by 2027. Do you agree with the proposed approach to lowering local road speed limits around schools?

Q12

Do you have any comments on local road speeds in the district you are submitting on?

I'm particularly interested in the Karamea roads.

I agree with lowering the speed past the school, the other limits are not necessary. There is one section of road that has been overlooked though - that is the section of road through Market Cross from the 50KM restriction sign to the cross roads. The speed through that section should be reduced to 30Km/h. It has become increasingly busier in that area and often many cars jammed in. It is very hard to see children between the cars and the travelling space is quite narrow when cars are parked on both sides. There is a requirement to drop the speed limit in that area for safety and to increase the parking space to keep pace with the growing population and growth of the village.

Contact Name: Rosie McGrath
 Organisation: Active West Coast



West Coast Regional Council
 P O Box 66
 GREYMOUTH 7840

Submission to the draft West Coast Regional Speed Management Plan 2024-2026.

Active West Coast

Active West Coast (AWC) is a network of agencies and groups committed to improving the health and wellbeing of West Coasters through the promotion of healthy lifestyles and the creation of healthy social and physical environments. To support our aims, we have made submissions to relevant documents including the draft Regional Public Transport Plan, Regional Land Transport Plans, local Councils' Long Term and Annual Plans, and district Speed Reviews. We were also involved with the development of the West Coast Regional Walking and Cycling Strategy 2009 and some members are current members of the West Coast Road Safety Committee.

While member organisations were involved in preparing this submission, the recommendations in their entirety, do not necessarily reflect the views of each individual agency.

Thank you for the opportunity to respond to the Draft West Coast Regional Speed Management Plan (the Plan). We wish to make the following comments:

- We congratulate the Regional Council for partnering with the three district councils and DOC, to develop a network wide approach to speed management across the West Coast.
- We strongly support the objective to create a safe road network for all road users.

- Reducing speed is a primary way to achieve road safety, especially for vulnerable road users. Speed reductions have been shown to decrease accidents and increase the uptake of walking and cycling. Done correctly, and with effective community engagement, it also promotes a ‘share the road culture’ and assists in a shift towards roads being viewed as living spaces for a wide variety of users. Additionally, travel at 30kms/hr or below produces fewer greenhouse gases and damaging air pollutants. Research has also shown that residents of areas with lowered speed limits feel the liveability of their area is improved. Lowering speeds is a universal way of supporting pedestrianism and, as Dr Ben Rossiter from Victoria Walks stated at the New Zealand Walking and Cycling conference in 2018, “walkers are the indicator species for the health and liveability of an urban area”.

Reducing speeds will therefore assist Council in achieving its Regional Land Transport headline target of ‘*an increase in active active modes, more walking and cycling activity*’.

- We endorse the initial focus on lowering speeds around local schools, and high-risk and high-benefit areas as this will protect vulnerable road users further reinforcing the idea that streets are for people and not just facilities for transport. We are aware that many schools across the West Coast identify the ‘chaos at the school gate’ at drop off and pick up times as a safety concern. Many parents perceive the streets near the schools to be unsafe, so they rely on vehicle travel as a counter measure to keep their children safe. Ironically this leads to even more congestion and safety issues.

Reducing speeds around schools to counter congestion was strongly recommended by Dr Rod Tolley on his recent visit to the West Coast. Dr Tolley, an international expert on building connected and vibrant communities through good urban design and transport controls that promote walking and cycling, outlined that reduced speeds has a range of community benefits, from increased road safety to better health and economic outcomes.

- We also support the intention to include local roads and areas identified by the community as important, as the next step for implementation within the Plan. This will require good levels of engagement with communities. Our members are available to assist Council with this process.

Early Childhood Education Centres

We note several Early Childhood Centres are within close proximity to schools yet fall outside the proposed speed reduction zone area. For example, Active Explorers

at 25 Nelson Street, Greymouth is just outside the speed zone area for Grey Main School. If the speed zone area was extended to include Nelson Street and, if Milton Road was also included, safety for children attending the ECC would also be improved.

Other ECCs in similar situations include:

Active Explorers: Hamden St, Hokitika

Kidsfirst Kindergarten: Hall Street, Hokitika

Kidsfirst Kindergarten: Shakespeare St, Greymouth

The following ECCs are further away from a school area and would require a speed zone of their own:

Reefton Playcentre: Buller Road, Reefton

Westport Kindergarten: Russell St, Westport

Westport Playcentre: Fonblanque St, Westport

Active Explorers: Shakespeare St, Greymouth

We recommend Council include local roads around Early Childhood Centres within the Speed Management Plan.

Sumner Road

We notice the speed reduction plan includes Sumner Road near Paroa School. The northern intersection of this road with the State Highway falls within a 100kms/hr speed zone, but the speed reduction to 80kms/hr is a short distance away. To improve safety, we recommend Council work with Waka Kotahi to bring the 80kms/hr restriction south of this intersection.



Arahura Pā

We support the speed reduction on the two roads at Arahura Pā. These roads are not serviced with good quality footpaths. We understand locals walk along these

roads and when driving is required they will do so at a speed slower than the current limit for safety reasons. However, visitors who don't know the area are inclined to drive to the speed limit. This is a concern for residents.

Neighbourhood Play System

Play is an essential element for childhood development, however, for a variety of reasons levels of play have fallen in recent years. In response to this, Sport New Zealand has introduced the Neighbourhood Play System. This is an approach to creating play spaces in local communities, particularly environments children use frequently. It recognises kura and its surrounding areas key spaces for tamariki to play. Speed reductions, along with provision of supporting infrastructure such as quality footpaths, will not only improve road safety but will enhance play opportunities for tamariki and their whānau. More information can be found at <https://sportnz.org.nz/resources/the-neighbourhood-play-system/>.

Thank you for the opportunity to submit on the draft Regional Speed Management Plan 2024-2026. We do not wish to speak to this submission, however we may be contacted by phone on 768 1176 or by emailing activewestcoastnetwork@gmail.com if required.

Rosie McGrath
Coordinator
Active West Coast
April 2024

West Coast Draft Regional Speed Management Plan

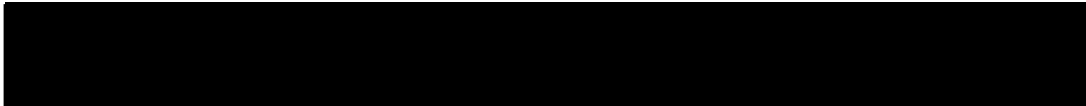
Feedback form



We are consulting on the West Coast Draft Regional Speed Management Plan and want to hear your views on traffic speeds on some of our local roads, and what you think about the proposed changes to the speed limits on the West Coast.

Your feedback will help to inform decisions on the final Speed Management Plan.

Name Alex Trower _____



Gender (please circle) Male

Age Group (please circle) 60-69

Prefer not to say

1. Which District would you like to provide feedback on? (Please select ONE district. Please use different feedback forms if you like to provide feedback on several districts.)

Buller

2. What is your relationship to the Buller/Grey/Westland District? (Tick all that apply)

I live in the area

I work in the area

I own or manage a business in the area

- I go to school or an education facility in the area
- I drop my children off here for school or daycare
- I come here for shopping
- I access community or health services in the area
- I visit friends in the area
- I do recreational activities in the area (e.g. running, attending class at a fitness centre, etc.)
- I travel through the area
- Whakapapa to the area
- Other (please specify) _____

3. **How do you usually travel? (Tick all that apply)**

- By foot
- By private vehicle
- By bicycle
- By moped/motorcycle
- By wheelchair or mobility scooter
- By driving services, such as Total Mobility
- By taxi
- Other (please specify) _____

4. **How safe do you feel current speed limits are in the West Coast Region?**

- Very unsafe Unsafe Neutral Safe Very Safe

5. **Our Speed Management Plan aims to reduce the harm and severity of injuries caused when accidents happen on our roads. Do you agree with this general aim?**

- Strongly disagree Disagree Agree Strongly agree

6. **What do you think should happen to speed limits on our rural local roads? *Rural local roads are roads outside of our towns which are not State Highways, and generally have higher speeds.***

- Increase speed limits Keep speed limits the same Decrease speed limits

7. **What do you think should happen to speed limits on urban local roads? *Urban local roads are roads in our towns, around houses, schools, and shops, which generally have lower speeds, and are not State Highways.***

- Increase speed limits Keep speed limits the same Decrease speed limits

Please send or drop off your completed feedback form to the relevant district council.

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Ph: 0508 800 118

West Coast Draft Regional Speed Management Plan

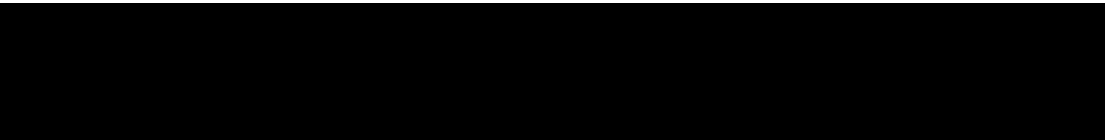
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Name Annabel Gasset



Gender (please circle) Male Female Gender Diverse Prefer not to say
 Age Group (please circle) 14-18 19-25 26-30 31-39 40-49 50-59 60-69 70+

Prefer not to say

1. Which District would you like to provide feedback on? (Please select ONE district. Please use different feedback forms if you like to provide feedback on several districts.)

Buller Grey Westland

2. What is your relationship to the Buller/Grey/Westland District? (Tick all that apply)

I live in the area
 I work in the area
 I own or manage a business in the area

- I go to school or an education facility in the area
- I drop my children off here for school or daycare
- I come here for shopping
- I access community or health services in the area
- I visit friends in the area
- I do recreational activities in the area (e.g. running, attending class at a fitness centre, etc.)
- I travel through the area
- Whakapapa to the area
- Other (please specify) _____

3. **How do you usually travel? (Tick all that apply)**

- By foot
- By private vehicle
- By bicycle
- By moped/motorcycle
- By wheelchair or mobility scooter
- By driving services, such as Total Mobility
- By taxi
- Other (please specify) _____

4. **How safe do you feel current speed limits are in the West Coast Region?**

- Very unsafe Unsafe Neutral Safe Very Safe
- on some roads*

5. **Our Speed Management Plan aims to reduce the harm and severity of injuries caused when accidents happen on our roads. Do you agree with this general aim?**

- Strongly disagree Disagree Agree Strongly agree

6. **What do you think should happen to speed limits on our rural local roads? Rural local roads are roads outside of our towns which are not State Highways, and generally have higher speeds.**

- Increase speed limits Keep speed limits the same limits Decrease speed limits

7. **What do you think should happen to speed limits on urban local roads? Urban local roads are roads in our towns, around houses, schools, and shops, which generally have lower speeds, and are not State Highways.**

- Increase speed limits Keep speed limits the same limits Decrease speed limits

8. Regulation has recently required us to lower speeds around all schools in the district by 2027. Do you agree with the proposed approach to lowering local road speed limits around schools?

Yes

No

9. Do you have any comments on local road speeds in the district you are submitting on?

Attached notes

If you have additional sheets, please provide them with your feedback.

Please send or drop off your completed feedback form to the relevant district council.

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The draft speed management plan currently proposes 40kph from the SH to the south to just south of the Nile River car park and then 60kph from there to just north of the bridge at the Nine Mile Beach.

These speeds are too fast for the area and for the future projected traffic in the area.

In the draft speed management plan it is documented there is a 30% increase in survival for a pedestrian hit by car moving at 30kph rather than 40kph.

Beach Rd has no pedestrian footpath but many pedestrians, who are currently vulnerable. (especially in the months from December through to Easter.)

It has many other users, trucks, horses, cars, bikes and cars with bikes. The traffic is projected to increase with the opening of the Kawatiri Coastal Trail.

I would like to see the following changes to the speed limits in the Buller area.

While I support the Charleston Waitakere Group in putting in a submission, there are further additions I would suggest.

1. Beach Road from SH intersection to the intersection of Mays and Beach Rd – 10kph (if remains two-way)

The end of the footbridge has created a parking opportunity which has created a road hazard on the corner.

The bay itself is very busy all through summer and there are many children on the road and unloading of cars etc.

2. Beach Road from SH intersection to the intersection of Mays and Beach Rd – 30kph (If it is to become one way, but in summer there are many children in this area. And increasing the survival rate by 30% with 30kph rather than 40kph is preferable.)

3. Beach Road from Mays Road to #213 Beach Road at the earliest rather than #192: 30kph

It is largely residential in the southern section and there are many people walking dogs. Both ends of the Little Beach section are busy with beach access and it is not wide enough for easy passing and there is no pedestrian footpath.

The section over parsons hill is very narrow on both sides and to have two way traffic at 60kph is not possible. Since living there I have had to pull at least 5 cars out of the ditch.

The area outside the nine mile beach access to the corner can be very busy with cars and people and dogs and so should not be 60kph as proposed by the BDC draft plan.

The corner to the north of #192 is blind and travelling southbound at 60kph around this corner directly into the busy area is dangerous and would be almost 0% survivability, given that your document states that survivability at 50kph is 10% survivability as opposed to 90% survivability at 30kph.

4. #213 Beach Road to northern end of Hands Road: 60kph

This area will have more traffic once the cycle way is open, with people wanting to do parts of the track through the more interesting legs. This also creates more overhanging bikes on cars on the narrow, gravel road. It is not suitable for travel at 100kph as current and proposed.

5. Mays Road from SH intersection to Beach Road: 30kph

This has a steep drop off and with increased traffic if the bay area becomes one way, will put more two way pressure on this road.

6. Beach Road from Hands Road intersection to SH intersection:60kph

This section is poorly graded and although wide has poor visibility with a rise that is dangerous as the potholes and corrugations force traffic into the centre. When it reaches the tar seal at the most northern end of Beach road, it has two sharp corners which are not feasible at 100kph. This area is

also used by horses at times. And pedestrians who use it daily and with no footpath, are currently vulnerable.

Further all the roads off the main highway are currently 100kph. They are all gravel narrow roads and the speeds should reflect this.

So I would also suggest changes to the following roads:

1. Cemetery Rd and Darkies Tce, Birds Ferry Rd: 60kph

Darkies Tce gets a lot of traffic and is not suitable to be driven at 100kph. There are narrow sections with erosion and gravel sections with poor visibility. Cemetery Rd has the cycleway crossing it.

2. Charleston residential streets: 30kph

In Charleston central, clearly a residential area with many tourists walking between the businesses and the bay, the speed is currently 100kph.

It should be 30kph to accommodate the walking on the road due to lack of footpaths and the increased survival rate of 90% being hit at 30kph as opposed to the current speed limit.

Charleston is great place to live and to visit. Once off the highway, there is a relaxed feeling and people like to walk between activities. This has been enhanced with the connection of the Nile foot bridge.

Overall, the majority of road users drive to conditions, but having safe speed limits official moving forward, will normalise the slow speeds and create a sense of unity on the road and working together to keep everyone safe.

This is a good opportunity to set low speed limits for roads that require it.



West Coast Regional Speed Management Plan

Submission from Brake, the road safety charity

All queries: Caroline Perry, [REDACTED]
[REDACTED]

About Brake

Brake is a road safety charity with global interests, and branches in the UK and New Zealand. It approaches road safety and sustainable travel using the Vision Zero method. That is to say, the charity considers that all deaths and injuries on roads are unacceptable, and eliminating carbon emissions from transport should be approached with equal zeal. Brake's vision is a world with zero road deaths and serious injuries, where everyone can move around in safe and healthy ways.

Brake promotes road safety awareness, safe and sustainable road use, and effective road safety policies. It does this through national campaigns, community activities, services for employers and fleet professionals, and coordination of national Road Safety Week.

Brake also cares for families bereaved and injured in road crashes. It does this by providing specialist support resources to families following a crash.

Brake's response to the draft Speed Management Plan

Brake strongly supports the draft Speed Management Plan and its aim to reduce the harm and severity of injuries from road crashes. We commend the Councils on the West Coast for working together to make roads safer across the region. As an organisation that supports families bereaved and injured in crashes, we see the devastating consequences and the far-reaching ripple effects crashes have on communities. These deaths and serious injuries are largely preventable.

West Coast roads need to be safe for everyone, regardless of their mode of transport, age or socio-economic area. Children and young people, older people, and those living in economically poorer areas are often disproportionately represented in road death and injury statistics.

Road safety is both a transport and public health issue. In addition to deaths and injuries in crashes, traffic also has an impact through air and noise pollution, and people's level of physical activity.

Brake strongly supports the proposal for 30km/h speed limits around both urban and rural schools. We are also pleased to see that most of these proposals are for permanent speed limits, and that for many schools, the area with the reduced speed limit stretches beyond the school gates. This additional catchment will help to keep children safe going to and from school, encourage more families with safe walking and cycling routes to use active modes, and potentially include other community facilities, helping to make those areas safer too.

Brake also strongly supports the proposal for 30km/h speed limits on some local roads. The World Health Organisation (WHO) has emphasised the need for 30km/h limits, stating that in areas where *'motorised traffic mixes with pedestrians, cyclists, and moped riders, the speed limit must be under 30km/h'* due to the vulnerability of these road users¹.

This is particularly important for protecting children, who often make mistakes when using roads. Research has found that children cannot judge the speed of approaching vehicles travelling faster than 30km/h, so may believe it is safe to cross when it is notⁱⁱ.

Brake also strongly supports the proposal to reduce speeds for high-priority roads and areas. There is significant data and evidence to show that reducing traffic speeds is a highly effective way of reducing traffic related deaths and injuries. The risk of crashing, and of being killed or seriously injured in a crash increases exponentially to an increase in speed. The faster vehicles travel, the more frequent and severe road crashes become.ⁱⁱⁱ

Speed is an important factor in determining the outcome of a crash. People make mistakes so it is vital that our road system helps to minimise the consequences of those mistakes. Safe speeds are a key part of that. By implementing 30km/h limits around schools, and on local roads, and reducing speeds on rural roads, we can reduce the severity of crashes, saving lives and reducing the number of families who suffer the tragedy of losing a loved one on the road.

Lower speeds also result in a decrease in fuel use and fewer emissions and pollutants, resulting in cleaner, greener and more liveable communities. Furthermore, in urban areas, increases in travel time due to lower speed limits are negligible^{iv}.

End/

ⁱ [Global Status Report on Road Safety 2015](#), WHO, 2015

ⁱⁱ [Traffic at 30mph is too fast for children's visual capabilities](#), University of Royal Holloway London, 2010

ⁱⁱⁱ International Traffic Data and Analysis Group. "Speed and Crash Risk: Research report". Paris: International Transport Forum, 2018.

^{iv} Austroads (2005) Balance between Harm Reduction and Mobility in Setting Speed Limits: A Feasibility Study. Austroads Publication No. AP-R272/05.

Draft Regional Speed Management Plan

Submission form



We are consulting on the West Coast Draft Regional Speed Management Plan and want to hear your views on traffic speeds on some of our local roads, and what you think about the proposed changes to speeds in the Draft Plan. Your feedback is appreciated and will help to inform decisions on the final Speed Management Plan.

Name Brent Oldham

[Redacted address information]

Gender (please circle) Male Female Gender Diverse Prefer not to say

Age Group (please circle) 14-18 19-25 26-30 31-39 40-49 50-59 60-69 70+

Prefer not to say

1. Which District would you like to provide feedback on?

Buller Grey Westland

2. What is your relationship to the Buller/Grey/Westland District?

- I live in the area
- I work in the area
- I own or manage a business in the area
- I go to school or an education facility in the area
- I drop my children off here for school or daycare
- I come here for shopping
- I access community or health services in the area
- I visit friends in the area

- I do recreational activities in the area (e.g. running, attending class at a fitness centre, etc.)
- I travel through the area
- Whakapapa to the area
- Other (please specify) _____
3. **How do you usually travel? (Tick all that apply)**
- By foot
- By private vehicle
- By bicycle
- By moped
- By wheelchair or mobility scooter
- By driving services, such as Total Mobility
- By taxi
- Other (please specify) _____
4. **How safe do you feel current speed limits are in the West Coast Region?**
- Very unsafe Unsafe Neutral Safe Very Safe
5. **Our Speed Management Plan aims to reduce the harm and severity of injuries caused when accidents happen on our roads. Do you agree with this general aim?**
- Strongly disagree Disagree Agree Strongly agree
6. **What do you think should happen to speed limits on our rural local roads?** *Rural local roads are roads outside of our towns which are not State Highways, and generally have higher speeds.*
- Increase speed limits Keep speed limits the same Decrease speed limits
7. **What do you think should happen to speed limits on urban local roads?** *Urban local roads are roads in our towns, around houses, schools, and shops, which generally have lower speeds, and are not State Highways.*
- Increase speed limits Keep speed limits the same Decrease speed limits
8. **Regulation has recently required us to lower speeds around all schools in the District by 2027. Do you agree with the proposed approach to lowering local road speed limits around schools?**
- Yes No

9. Do you have any comments on local road speeds in the District you are submitting on?

Yes. As a Charleston resident I have grave concerns about the current speed limits at a number of locations.

I often run on Princes Street, Rotten Row, the Kawatiri Cycle Trail and Hands Road (through to the SH at Limestone Hill) and have had many close calls (particularly on Parsons Hill).

Whilst the Kawatiri Coastal Trail is not due to be completed until late 2024, I have already noticed a significant increase in the number of pedestrians and cyclists around the township and on Beach Road.

Many people are now walking or cycling on the Princes Street roadway (which has no footpaths) down to Constant Bay and there are many more, particularly in Summer, travelling on Beach Road to access the River Mouth and beaches.

There is no speed limit signage on Princes Street!

Parsons Hill (on Beach Road) has a steep ascent and descent and is a very narrow road with almost no lines of sight to cope with any speed over 30km/ph.

My suggestions to improve road safety in the Charleston area are:

- 1) State Highway through Charleston Township: Reduce from 80km/ph to 60km/ph
- 2) Princes Street needs a Speed Limit sign and should be 30km/ph
- 3) Beach Road: from SH intersection at Nile River, should be made one-way for northbound traffic only and reduced to 30km/ph
- 4) Beach Road Southbound traffic should exit to SH via Mays Road
- 5) Beach Road (from Mays Road North) should be 60km/ph
- 6) Parsons Hill (from Little Beach in South to the Single Lane Bridge to the North) should be 30km/ph

If you have additional sheets, please provide them with this submission.

Send your completed submission form to the relevant District Council:

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info@bdc.govt.nz

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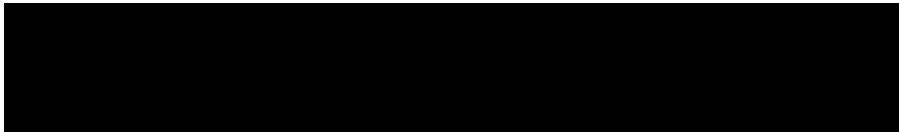
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Your feedback will help to inform decisions on the final Speed Management Plan.

Name _____ Campbell Robertson



Gender (please circle) Male Female Gender Diverse Prefer not to say

Age Group (please circle) 14-18 19-25 26-30 31-39 40-49 50-59 60-69 70+

Prefer not to say

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Buller Grey Westland

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- By wheelchair or mobility scooter
- By driving services, such as Total Mobility
- By taxi
- Other (please specify) _____

4. **How safe do you feel current speed limits are in the West Coast Region?**

- Very unsafe Unsafe Neutral Safe Very Safe

5. **Our Speed Management Plan aims to reduce the harm and severity of injuries caused when accidents happen on our roads. Do you agree with this general aim?**

- Strongly disagree Disagree Agree Strongly agree

6. **What do you think should happen to speed limits on our rural local roads? *Rural local roads are roads outside of our towns which are not State Highways, and generally have higher speeds.***

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**West Coast
Regional Council**

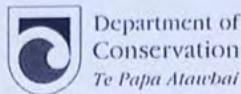
PO Box 66,
Greymouth 7840

info@wcr.govt.nz

Ph: 0508 800 118

Draft Regional Speed Management Plan

Submission form



We are consulting on the West Coast Draft Regional Speed Management Plan and want to hear your views on traffic speeds on some of our local roads, and what you think about the proposed changes to speeds in the Draft Plan. Your feedback is appreciated and will help to inform decisions on the final Speed Management Plan.

Name Caroline Anne Jones

Gender (please circle) Male Female Gender Diverse Prefer not to say

Age Group (please circle) 14-18 19-25 26-30 31-39 40-49 50-59 60-69 70+

Prefer not to say

1. Which District would you like to provide feedback on?

Buller Grey Westland

2. What is your relationship to the Buller/Grey/Westland District?

- I live in the area
- I work in the area
- I own or manage a business in the area
- I go to school or an education facility in the area
- I drop my children off here for school or daycare

- I come here for shopping
- I access community or health services in the area
- I visit friends in the area
- I do recreational activities in the area (e.g. running, attending class at a fitness centre, etc.)
- I travel through the area
- Whakapapa to the area
- Other (please specify) _____

3. How do you usually travel? (Tick all that apply)

- By foot
- By private vehicle
- By bicycle
- By moped
- By wheelchair or mobility scooter
- By driving services, such as Total Mobility
- By taxi
- Other (please specify) Quad

4. How safe do you feel current speed limits are in the West Coast Region?

- Depends on which road*
- Very unsafe
 - Unsafe
 - Neutral
 - Safe
 - Very Safe

5. Our Speed Management Plan aims to reduce the harm and severity of injuries caused when accidents happen on our roads. Do you agree with this general aim?

- Strongly disagree
- Disagree
- Agree
- Strongly agree

6. What do you think should happen to speed limits on our rural local roads? *Rural local roads are roads outside of our towns which are not State Highways, and generally have higher speeds.*

- Depends on where*
- Increase speed limits
 - Keep speed limits the same limits
 - Decrease speed limits

7. What do you think should happen to speed limits on urban local roads? *Urban local roads are roads in our towns, around houses, schools, and shops, which generally have lower speeds, and are not State Highways.*

- Depends on individual roads*
- Increase speed limits
 - Keep speed limits the same limits
 - Decrease speed limits

8. Regulation has recently required us to lower speeds around all schools in the District by 2027. Do you agree with the proposed approach to lowering local road speed limits around schools? *Depends on where the school is located.*

Yes

No

9. Do you have any comments on local road speeds in the District you are submitting on?

Kohaihai Road. I have no objection to 60 kph on the Kohaihai Road, but the distance covered is too far. It should be from just south of Mossyburn to the Kohaihai River.

Karamea. The proposed speed is too slow.

The current speed of 50kph has always been adequately slow. The road is straight with plenty of visibility for pedestrians who want to cross. As far I am aware there has been only 1 road fatality in this area, when a child ran into the path of a car - in 1964. The school buses do not park on the road but in the school grounds. Most of the area covered is paddocks and the footpath is on one side only. Hunter St is too short to get to 50 unless the driver really tries. This is not based on the history of accidents but on a desire to prevent a problem that does not exist. Put a school zone in if you must (properly marked with signage ^{and speed limits} as in urban Christchurch) with light signs to lower the limit only at the start and end of the school day.

Little Wanganui. Another stretch of road with no accident history I am aware of. Until recently this

if you have additional sheets, please provide them with this submission.

was a 70 kph zone, currently a temporary 50. The main township is on a straight piece of road with good visibility. Keep it at permanent 50 if necessary.

Westport - Proposed 30 zones only

- The speed reduction around schools should be around the start and ends of the school day only. With signs that show the reduced speed only when needed.

Having to go 30 during school holidays or at night when children are not around is pointless and frustrating.

Palmerston St - normal traffic speed is under 40 kph.

I would support a reduction to 40, but 30 is too slow. And signposting all the little side-streets at 30 is a waste of money as they are too short to get up to that speed.

The stretch of road parallel to Palmerston St but nearer the Buller River, Alderley St, is fine at 50 but should be reduced where the road becomes single lane one way. This occurs naturally anyway as the road becomes very narrow and closed-in. I think 10-20 is more suitable for this short distance.

West Coast Draft Regional Speed Management Plan

Feedback form



We are consulting on the West Coast Draft Regional Speed Management Plan and want to hear your views on traffic speeds on some of our local roads, and what you think about the proposed changes to the speed limits on the West Coast.

Your feedback will help to inform decisions on the final Speed Management Plan.

Name Sarah Stephen, Secretary, on behalf of Charleston-Waitakere Community Group



Gender (please circle) ~~Male~~ ~~Female~~ ~~Gender Diverse~~ Prefer not to say

Age Group (please circle) ~~14-18~~ ~~19-25~~ ~~26-30~~ ~~31-39~~ ~~40-49~~ ~~50-59~~ ~~60-69~~ ~~70+~~

Prefer not to say

1. Which District would you like to provide feedback on? (Please select ONE district. Please use different feedback forms if you like to provide feedback on several districts.)

- Buller Grey Westland

2. What is your relationship to the Buller/Grey/Westland District? (Tick all that apply)

- I live in the area
 I work in the area
 I own or manage a business in the area

- I go to school or an education facility in the area
 I drop my children off here for school or daycare
 I come here for shopping
 I access community or health services in the area
 I visit friends in the area
 I do recreational activities in the area (e.g. running, attending class at a fitness centre, etc.)
 I travel through the area
 Whakapapa to the area
 Other (please specify) _____
3. **How do you usually travel? (Tick all that apply)**
- By foot
 By private vehicle
 By bicycle
 By moped/motorcycle
 By wheelchair or mobility scooter
 By driving services, such as Total Mobility
 By taxi
 Other (please specify) _____
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- Very unsafe Unsafe Neutral Safe Very Safe
5. **Our Speed Management Plan aims to reduce the harm and severity of injuries caused when accidents happen on our roads. Do you agree with this general aim?**
- Strongly disagree Disagree Agree Strongly agree
6. **What do you think should happen to speed limits on our rural local roads?** *Rural local roads are roads outside of our towns which are not State Highways, and generally have higher speeds.*
- Increase speed limits Keep speed limits the same Decrease speed limits
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- Increase speed limits Keep speed limits the same Decrease speed limits

Please send or drop off your completed feedback form to the relevant district council.

Buller District Council PO Box 21 Westport 7866 info@bdc.govt.nz Ph: 0800 807 239	Grey District Council PO Box 382 Greymouth 7840 info@greydc.govt.nz Ph:03 769 8600	Westland District Council Private Bag 704 Hokitika 7842 council@westlanddc.govt.nz Ph: 0800 474 834	West Coast Regional Council PO Box 66, Greymouth 7840 info@wcr.govt.nz Ph: 0508 800 118
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Submission to:**Draft West Coast Regional Speed Management Plan.**

The Charleston Waitakere Community Group (CWCG) has voiced its concern over many years about the excessive speed limits on Beach Road north of Charleston. The current 100 km/hr speed limit is totally inappropriate for this narrow, winding, gravel road.

The proposed speed limits in the Plan for Beach Road, Mays Road and Hands Road, are still too high. This area will soon include the Kawatiri Coastal Trail, a walking and cycling trail connecting the towns of Charleston and Westport.

As part of the planning process for this trail a Road Safety Audit was carried out by Abley Consulting in August 2023, which recommended the following speed limit changes to improve safety for trail users:

1. Beach Road from SH intersection at Nile River to Mays Road: 30kph and one-way in a northbound direction
2. Beach Road from Mays Road to #192 Beach Road: 30kph
3. #192 Beach Road to northern end of Hands Road: 60kph
4. Mays Road from SH intersection to Beach Road: 40kph
5. Beach Road from Hands Road intersection to SH intersection: 60kph



CWCG totally agrees with these recommendations. These revised speeds will enable road and trail users to navigate this area safely, and where needed share the transport corridor in a way that works for everyone.

CWCG also request that the speed limit on Princes Street in Charleston, down to Constant Bay, as well as for Rotten Row and Powell Place, be reduced to 30 km/hr. This speed limit reduction feedback was part of the Community Consultation meetings, that were held in Charleston with Lisa Gregory, Sharon Roche and Jo Howard, and also in a submission to the recent BDC Long-term plan from the CWCG.

For:

Charleston Waitakere Community Group

Secretary, Sarah Stephen

Submission to:**Draft West Coast Regional Speed Management Plan**

The Charleston Westport Coastal Trail Trust (CWCTT) is currently constructing the Kawatiri Coastal Trail (KCT), a 42-kilometre Grade 2 off-road cycling/walking trail, between Westport and Charleston. Nearly 75% of the trail has been built and within a few months, work will commence on the final Section 7 from the Totara River to Charleston. Upon completion, CWCTT intends applying to become a Great Ride, part of the current 23-trail Great Rides of New Zealand.

Our submission relates to 2 areas covered by the RSMP, and which are on the trail's route:

1. Cape Foulwind area (map B7)
2. Charleston area (map B8)

Summary of our Submission's Preferences & Recommendations

Across the Buller District, there has been a very noticeable increase in the number of visitors to the area over the last few years. The most obvious change is the number of campers and caravans, especially owner driven ones. Evidenced by their NZMCA logos and the bikes mounted on the rear, many of which are now electric. The availability of electric bikes has extended the demographic of trail users, especially the Grade 1-3 trails around NZ to include older people. This is reflected in the numbers of users on all the trails. CWCTT has a counter on Section 1, recording about 110,000 users in just over 3 years. We have another counter on order to be positioned on Section 5 (Okari to Virgin Flat Road's) so we can measure that section too.

The Trust fully supports the need to review speed limits across the District to improve the safety of all users, whether they be pedestrians, cyclists or motorists.

A summary of our specific recommendations is:

1. Cape Foulwind Area

- a. Lighthouse, Domain and Omau Roads, and Clifftop Lane: **40 km/h**
- b. Tauranga Bay Road and Cape Foulwind Road where they intersect with Lighthouse Road and Omau Road: **50 km/h**

2. Charleston/Beach Road Area

- a. Beach Road from SH intersection at Nile River to Mays Road: **30 km/h and one-way** in a northbound direction
- b. Beach Road from Mays Road to #192 Beach Road: **30 km/h**
- c. #192 Beach Road to northern end of Hands Road: **60 km/h**
- d. Mays Road from SH intersection to Beach Road: **40 km/h**
- e. Beach Road from Hands Road intersection to SH intersection: **60 km/h**
- f. Princes Street, Charleston from SH6 to Constant Bay: **30 km/h**

3. Implementation Timing

- a. The timing for the implementation to be during the 2024 calendar year.

Cape Foulwind Area (Map B7)

Through the Omau/Cape Foulwind area, the KCT trail crosses Cape Foulwind, Lighthouse and Domain Road's. Many trail users choose to walk or cycle along the road in sections. Lighthouse Road is also the northern end of DoC's Cape Foulwind Walkway. Local residents and visitors also use both the trail and the road when out walking and cycling, not just to traverse one of the trails. Whether they are accessing the Omau Domain, its playground, the beach and the many places for viewing the sea, or heading to and from the local Star Tavern. Many of these people have children, prams or pet dogs with them. There is also a significant level of current and planned residential development underway through here, which will further increase the volume of motor vehicles, bikes and pedestrians.

The road safety concerns around the property developments and the Kawatiri Coastal Trail are addressed in BDC's planned upgrading of the Omau intersection. This work was carried out for Buller District Council by Davis Ogilvy during 2023 with an indicated possible start around May 2024. The report recommendations and plans presented to the public included a speed limit of 50 km/h along Cape Foulwind and Tauranga Bay Road's where they approach the Lighthouse Road intersection and on Lighthouse Road itself. This report, the plans and recommendations were favourably received by the local residents at a drop-in session.

The WCRSMP proposes speed limits of 60 km/h through this whole Cape Foulwind area, **without** the commensurate road and intersection improvements proposed in BDC's recent report from Davis Ogilvy, which proposed a lower 50 km/h limit **with** the safety improvements.

There are about 15 separate accommodation places in the Cape Foulwind area from a motel to B&B homestays, as well as the Star Tavern and several sites which host freedom campers and caravans. It has been very noticeable over the last couple of years how much the number of visitors to the area has increased.

There is a high number of buses and campers using Lighthouse Rd daily to access the Kawatiri Coastal Trail, the DoC Cape Foulwind Walkway, Omau Domain and the beaches. An example is the Kiwi Experience buses which drop their passengers off at the Cape Foulwind carpark to walk across to Tauranga Bay past the lighthouse and the seal colony. In the busier tourist months, there can be 3-4 x 40-seater buses each morning. The number of campervans and caravans accessing the area has noticeably increased. Anecdotally there are significantly more visitors to the area, and the Kawatiri Coastal Trail is increasingly a drawcard for these people. The demographic of trail users is changing with the prevalence of older riders using electric bikes.

Many of the driveways along the roads have limited sightlines due to the predominance of vegetation adjacent to the roadways. There are no footpaths in the area, but there has been a significant increase in pedestrians and cyclists. There is also significant new development, especially on the former Holcim land, with many sections becoming available, some of which are already being built on.

The paved parts of Lighthouse Road and the side roads are mostly less than the legal maximum vehicle width (2.55 metres) for 2 passing vehicles (5.10 metres). Some parts are only about 4.9 metres between the grass verges and the trees on either side, insufficient room for a safe dual carriageway. This means there is very limited space for 2 larger vehicles to pass safely. There is only a grass verge for pedestrians and cyclists, and which is not always useable because of vegetation. You often see walkers cowering at the side of the Lighthouse Road as cars, campers and buses pass.

The Charleston-Westport Coastal Trail Trust recommends:

- **The Cape Foulwind area along Lighthouse, Domain and Omau Roads, and Clifftop Lane to have a maximum speed limit of 40 km/h.**
- **Tauranga Bay Road and Cape Foulwind Road on the approaches to the intersection with Lighthouse and Omau Roads to be 50 km/h.**

Charleston Area (Map B8)

The CWCTT has been taking an active role in managing the anticipated traffic (pedestrians, cyclists and motor vehicles) along the trail where it is adjacent to and crosses the roads. This section where the trail runs is adjacent to a gravel road with a current 100 km/h limit, with narrow areas including the section adjacent to the Nile River and the hill section at Parsons Hill.

Upon completion of our trail, we intend making application to become one of the Great Rides of NZ. To achieve this as a Grade 2 ride, the Kawatiri Coastal Trail must meet specific criteria around safety, trail surfaces, speed limits and the interactions with other road and trail users. Ensuring the road speeds in this area meet the criteria is crucial. Gaining Great Ride status will bring many benefits, not the least being national and international marketing, and opportunities to access funding streams. This will have significant economic benefits for the wider Buller District, not just for the Kawatiri Coastal Trail.

In July 2023 CWCTT undertook consultation with the Charleston community which requested the current speed limits on Beach and Hands Roads be substantially reduced. The current 100 km/h speed limit is totally inappropriate for this narrow, gravel road. As part of the planning process for this section of the Kawatiri Coastal Trail, in August 2023 Abley Consulting was engaged to undertake a Road Safety Audit. This involved consultation with and the involvement of all stakeholders: the KCT project team, its engineers and trail designer, and the transport department of Buller District Council. The report, which was endorsed by all stakeholders, including the BDC representatives, recommended the following speed limit changes to improve safety for trail and road users. These recommendations were also favourably received and supported by the local residents, including those living on the affected roads.

The report and the Charleston-Westport Coastal Trail Trust recommend:

- 1. Beach Road from SH intersection at Nile River to Mays Road: 30 km/h and one-way in a northbound direction**
- 2. Beach Road from Mays Road to #192 Beach Road: 30 km/h**
- 3. #192 Beach Road to northern end of Hands Road: 60 km/h**
- 4. Mays Road from SH intersection to Beach Road: 40 km/h**
- 5. Beach Road from Hands Road intersection to SH intersection: 60 km/h**

CWCTT fully endorses these recommendations from Abley's. These revised speeds will enable road and trail users to navigate this area safely, and where needed share the transport corridor in a way that works for everyone.



CWCTT also requests that the speed limit on Princes Street, Charleston from State Highway 6 to Constant Bay be reduced to 30 km/hr.

Implementation Timing

The proposed timing for the implementation of any finalised changes is 2024/25 for both these areas. **CWCTT requests that the speed reductions across both areas are undertaken during the 2024 calendar year**, to coincide with the completion of the full 42 km trail. The roads are already getting busier and the completion of the full KCT trail later in 2024 will further increase the numbers of visitors to the area and users on the full trail and its new sections.

Submission Summation

The Trust supports the need to reduce speed limits in the identified areas as proposed. However, our recommendations are for limits lower in some areas than contained in the Draft RSMP. These lower limits are supported by the reports from the respective Transport Engineers. Their findings being that the reductions should be to lower the limits further.

We look forward to BDC taking our recommendations on board and incorporating in the plan.

Richard Niederer
Chair
Charleston Westport Coastal Trail Trust



West Coast Draft Regional Speed Management Plan

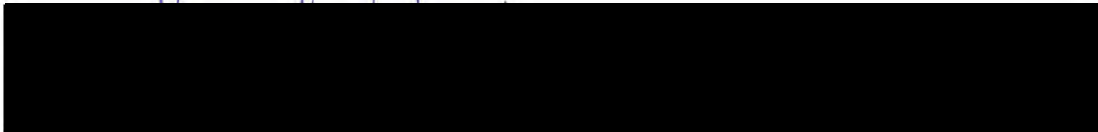
Feedback form



We are consulting on the West Coast Draft Regional Speed Management Plan and want to hear your views on traffic speeds on some of our local roads, and what you think about the proposed changes to the speed limits on the West Coast.

Your feedback will help to inform decisions on the final Speed Management Plan.

Name Donne Knopf



Gender (please circle) Male Female Gender Diverse Prefer not to say

Age Group (please circle) 14-18 19-25 26-30 31-39 40-49 50-59 60-69 70+

Prefer not to say

1. Which District would you like to provide feedback on? (Please select ONE district. Please use different feedback forms if you like to provide feedback on several districts.)

- Buller Grey Westland

2. What is your relationship to the Buller/Grey/Westland District? (Tick all that apply)

- I live in the area
 I work in the area
 I own or manage a business in the area

- I go to school or an education facility in the area
 I drop my children off here for school or daycare
 I come here for shopping
 I access community or health services in the area
 I visit friends in the area
 I do recreational activities in the area (e.g. running, attending class at a fitness centre, etc.)
 I travel through the area
 Whakapapa to the area
 Other (please specify) _____
3. **How do you usually travel? (Tick all that apply)**
- By foot
 By private vehicle
 By bicycle
 By moped/motorcycle
 By wheelchair or mobility scooter
 By driving services, such as Total Mobility
 By taxi
 Other (please specify) _____
4. **How safe do you feel current speed limits are in the West Coast Region?**
- Very unsafe Unsafe Neutral Safe Very Safe
5. **Our Speed Management Plan aims to reduce the harm and severity of injuries caused when accidents happen on our roads. Do you agree with this general aim?**
- Strongly disagree Disagree Agree Strongly agree
6. **What do you think should happen to speed limits on our rural local roads? *Rural local roads are roads outside of our towns which are not State Highways, and generally have higher speeds.***
- Increase speed limits Keep speed limits the same limits Decrease speed limits
7. **What do you think should happen to speed limits on urban local roads? *Urban local roads are roads in our towns, around houses, schools, and shops, which generally have lower speeds, and are not State Highways.***
- Increase speed limits Keep speed limits the same limits Decrease speed limits

8. Regulation has recently required us to lower speeds around all schools in the district by 2027. Do you agree with the proposed approach to lowering local road speed limits around schools?

Yes

No

9. Do you have any comments on local road speeds in the district you are submitting on?

Please put a speed limit on
Lowes Road.

There is none currently so
often people are going fast on
this stretch of road as they are
coming off a 100km highway.

I suggest a continuation of
beach road of 40km/hr is
suitable.

Thanks

If you have additional sheets, please provide them with your feedback.

West Coast Draft Regional Speed Management Plan

Feedback form

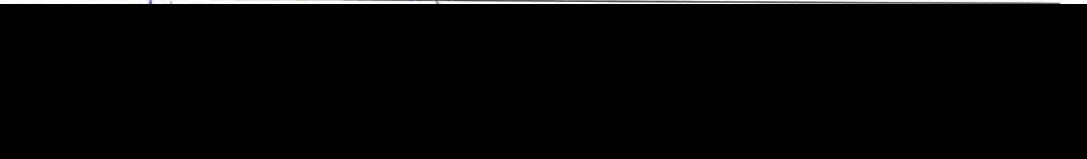


We are consulting on the West Coast Draft Regional Speed Management Plan and want to hear your views on traffic speeds on some of our local roads, and what you think about the proposed changes to the speed limits on the West Coast.

Your feedback will help to inform decisions on the final Speed Management Plan.

Name

Donne Knoef



Gender (please circle) Male Female Gender Diverse Prefer not to say

Age Group (please circle) 14-18 19-25 26-30 31-39 40-49 50-59 60-69 70+

Prefer not to say

1. Which District would you like to provide feedback on? (Please select ONE district. Please use different feedback forms if you like to provide feedback on several districts.)

Buller Grey Westland

2. What is your relationship to the Buller/Grey/Westland District? (Tick all that apply)

- I live in the area
 I work in the area
 I own or manage a business in the area

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- I visit friends in the area
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- I travel through the area
- Whakapapa to the area
- Other (please specify) _____

3. **How do you usually travel? (Tick all that apply)**

- By foot
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- By bicycle
- By moped/motorcycle
- By wheelchair or mobility scooter
- By driving services, such as Total Mobility
- By taxi
- Other (please specify) _____

4. **How safe do you feel current speed limits are in the West Coast Region?**

- Very unsafe Unsafe Neutral Safe Very Safe

5. **Our Speed Management Plan aims to reduce the harm and severity of injuries caused when accidents happen on our roads. Do you agree with this general aim?**

- Strongly disagree Disagree Agree Strongly agree

6. **What do you think should happen to speed limits on our rural local roads? *Rural local roads are roads outside of our towns which are not State Highways, and generally have higher speeds.***

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- Increase speed limits Keep speed limits the same Decrease speed limits

8. Regulation has recently required us to lower speeds around all schools in the district by 2027. Do you agree with the proposed approach to lowering local road speed limits around schools?

Yes

No

9. Do you have any comments on local road speeds in the district you are submitting on?

Please lower the speed on
 State Hwy 6 from Mays Road
 turn off to through Charleston
 Township to 60km/h.

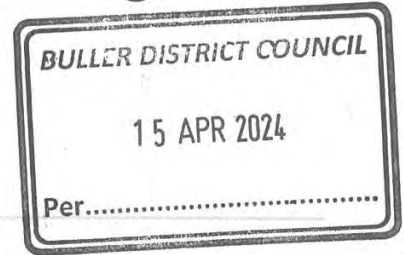
There is often campervans, cars &
 bikes at the Mike rive bridge where
 people are preparing or returning from using
 the Kawakiri trail and crossing to go
 down Lowes Road or down beach road.
 Traffic have poor visibility at this
 intersection as they are travelling at
 speed of 100kmph currently and going south
 from the crest of a hill.
 I think it is unsafe as it is now.

If you have additional sheets, please provide them with your feedback.

(Sometimes people carry canoes across
 the Highway to launch their canoe/jack
 off Lowes Road into the Mike River.)

West Coast Draft Regional Speed Management Plan

Feedback form



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Your feedback will help to inform decisions on the final Speed Management Plan.

Name Elizabeth Sandford



Gender (please circle) Male Female Gender Diverse Prefer not to say

Age Group (please circle) 14-18 19-25 26-30 31-39 40-49 50-59 60-69 70+

Prefer not to say

1. Which District would you like to provide feedback on? (Please select ONE district. Please use different feedback forms if you like to provide feedback on several districts.)

- Buller
- Grey
- Westland

2. What is your relationship to the Buller/Grey/Westland District? (Tick all that apply)

- I live in the area
- I work in the area
- I own or manage a business in the area

- I go to school or an education facility in the area
- I drop ~~my~~ children off here for school or daycare *sometimes*
- I come here for shopping
- I access community or health services in the area
- I visit friends in the area
- I do recreational activities in the area (e.g. running, attending class at a fitness centre, etc.)
- I travel through the area
- Whakapapa to the area
- Other (please specify) _____

3. How do you usually travel? (Tick all that apply)

- By foot
- By private vehicle
- By bicycle
- By moped/motorcycle
- By wheelchair or mobility scooter
- By driving services, such as Total Mobility
- By taxi
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4. How safe do you feel current speed limits are in the West Coast Region?

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5. Our Speed Management Plan aims to reduce the harm and severity of injuries caused when accidents happen on our roads. Do you agree with this general aim?

- Strongly disagree Disagree Agree Strongly agree

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Draft Regional Speed Management Plan

Submission form



We are consulting on the West Coast Draft Regional Speed Management Plan and want to hear your views on traffic speeds on some of our local roads, and what you think about the proposed changes to speeds in the Draft Plan. Your feedback is appreciated and will help to inform decisions on the final Speed Management Plan.

Name Glenn Irving

[REDACTED]

[REDACTED]

Gender (please circle) Male

Age Group (please circle) 40-49

1. **Which District would you like to provide feedback on?**

Buller Grey Westland

2. **What is your relationship to the Buller/Grey/Westland District?**

- I live in the area
- I work in the area
- I own or manage a business in the area
- I go to school or an education facility in the area
- I drop my children off here for school or daycare
- I come here for shopping
- I access community or health services in the area

- I visit friends in the area
 I do recreational activities in the area (e.g. running, attending class at a fitness centre, etc.)
 I travel through the area
 Whakapapa to the area
 Other (please specify) _____

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 By taxi
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- Increase speed limits Keep speed limits the same Decrease speed limits

8. **Regulation has recently required us to lower speeds around all schools in the District by 2027. Do you agree with the proposed approach to lowering local road speed limits around schools?**

- Yes No

9. Do you have any comments on local road speeds in the District you are submitting on?

If you have additional sheets, please provide them with this submission.

Charleston Speed Limit Changes Map B8

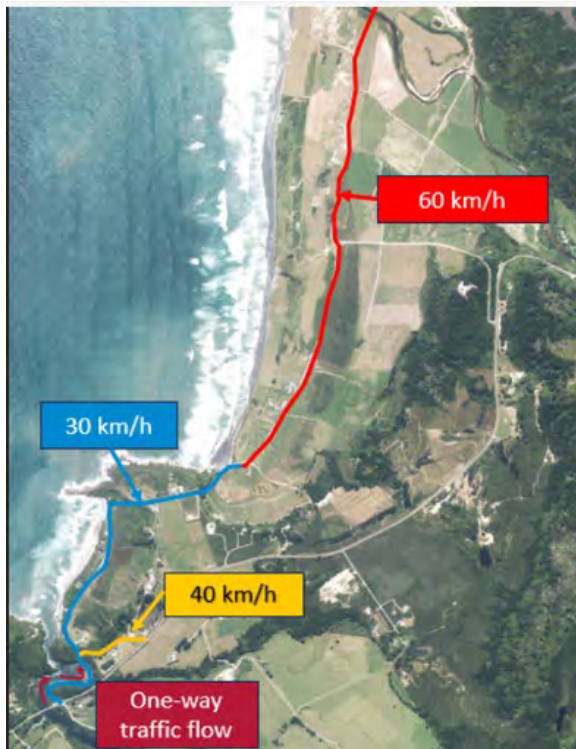
I work for the Kawatiri Coastal Trail and have been leading the design process for them around how the trail will interact with the road along Beach Road between the Nile and Totara Rivers.

In the process of agreeing a plan with BDC a review of our proposal was carried out by Abley Consultants in August 2023 to determine whether the proposed trail design was deemed to be safe. During the review process there was considerable discussion around speed limit changes, given that at present Beach Road, Mays Road and Hands Road are all set at 100kph.

Their work concluded that the following speed limits were appropriate for the future dual use of the area as both a road corridor and in parts a trail corridor:

1. Beach Road from SH intersection at Nile River to Mays Road: 30kph and one-way in a northbound direction
2. Beach Road from Mays Road to #192 Beach Road: 30kph
3. #192 Beach Road to northern end of Hands Road: 60kph
4. Mays Road from SH intersection to Beach Road: 40kph
5. Beach Road from Hands Road intersection to SH intersection: 60kph

They also confirmed that a one-way section on Beach Road from SH6 to Mays Road is the preferred method of improving safety in this very constrained area.



Unfortunately, the plan shown above has not made it to the draft speed limit plan that has been put out for submissions. Anything other than what is described above will have significant safety implications

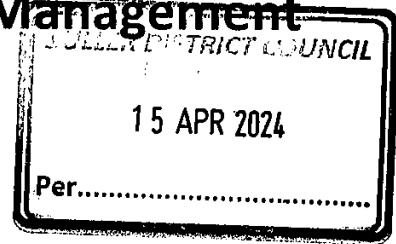
for both road and trail users, so my request is that this process adopts the Abley recommendations for speed limits in this area and thus enable the trail to proceed through this area with confidence.

Send your completed submission form to the relevant District Council:

<p>Buller District Council</p> <p>PO Box 21 Westport 7866</p> <p>info@bdc.govt.nz</p> <p>Ph: 0800 807 239</p>	<p>Grey District Council</p> <p>PO Box 382 Greymouth 7840</p> <p>info@greydc.govt.nz</p> <p>Ph:03 769 8600</p>	<p>Westland District Council</p> <p>Private Bag 704 Hokitika 7842</p> <p>council@westlanddc.govt.nz</p> <p>Ph: 0800 474 834</p>	<p>West Coast Regional Council</p> <p>PO Box 66, Greymouth 7840</p> <p>info@wcr.govt.nz</p> <p>Ph: 0508 800 118</p>
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West Coast Draft Regional Speed Management Plan

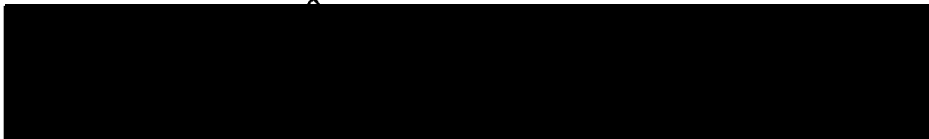
Feedback form



We are consulting on the West Coast Draft Regional Speed Management Plan and want to hear your views on traffic speeds on some of our local roads, and what you think about the proposed changes to the speed limits on the West Coast.

Your feedback will help to inform decisions on the final Speed Management Plan.

Name Graham Lowe,



Gender (please circle) Male Female Gender Diverse Prefer not to say

Age Group (please circle) 14-18 19-25 26-30 31-39 40-49 50-59 60-69 70+

Prefer not to say

1. Which District would you like to provide feedback on? (Please select ONE district. Please use different feedback forms if you like to provide feedback on several districts.)

- Buller
- Grey
- Westland

2. What is your relationship to the Buller/Grey/Westland District? (Tick all that apply)

- I live in the area
- I work in the area
- I own or manage a business in the area

- I go to school or an education facility in the area
- I drop my children off here for school or daycare
- I come here for shopping
- I access community or health services in the area
- I visit friends in the area
- I do recreational activities in the area (e.g. running, attending class at a fitness centre, etc.)
- I travel through the area
- Whakapapa to the area
- Other (please specify) _____

3. **How do you usually travel? (Tick all that apply)**

- By foot
- By private vehicle
- By bicycle
- By moped/motorcycle
- By wheelchair or mobility scooter
- By driving services, such as Total Mobility
- By taxi
- Other (please specify) _____

4. **How safe do you feel current speed limits are in the West Coast Region?**

- Very unsafe Unsafe Neutral Safe Very Safe

5. **Our Speed Management Plan aims to reduce the harm and severity of injuries caused when accidents happen on our roads. Do you agree with this general aim?**

- Strongly disagree Disagree Agree Strongly agree

6. **What do you think should happen to speed limits on our rural local roads? *Rural local roads are roads outside of our towns which are not State Highways, and generally have higher speeds.***

- Increase speed limits Keep speed limits the same limits Decrease speed limits

7. **What do you think should happen to speed limits on urban local roads? *Urban local roads are roads in our towns, around houses, schools, and shops, which generally have lower speeds, and are not State Highways.***

- Increase speed limits Keep speed limits the same limits Decrease speed limits

8. Regulation has recently required us to lower speeds around all schools in the district by 2027. Do you agree with the proposed approach to lowering local road speed limits around schools?

Yes

No

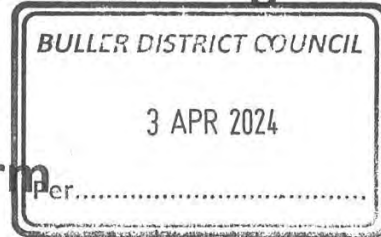
9. Do you have any comments on local road speeds in the district you are submitting on?

[A series of 20 horizontal lines for writing comments. A diagonal scribble is present on the right side of the lines.]

If you have additional sheets, please provide them with your feedback.

West Coast Draft Regional Speed Management Plan

Feedback form



We are consulting on the West Coast Draft Regional Speed Management Plan and want to hear your views on traffic speeds on some of our local roads, and what you think about the proposed changes to the speed limits on the West Coast.

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Name _
Ian Hunter_____



Address

33 Cleland Crescent,
Kaiapoi_____

Gender (please circle) **Male** Female Gender Diverse Prefer not to say

Age Group (please circle) 14-18 19-25 26-30 31-39 40-49 50-59 60-69 **70+**

Prefer not to say

- 1. Which District would you like to provide feedback on?** (Please select ONE district. Please use different feedback forms if you like to provide feedback on several districts.)

- Buller Grey Westland

2. **What is your relationship to the Buller/Grey/Westland District? (Tick all that apply)**

- I live in the area
 I work in the area
 I own or manage a business in the area
 I go to school or an education facility in the area
 I drop my children off here for school or daycare
 I come here for shopping
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 I visit friends in the area
 I do recreational activities in the area (e.g. running, attending class at a fitness centre, etc.)
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 Whakapapa to the area
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 By bicycle
 By moped/motorcycle
 By wheelchair or mobility scooter
 By driving services, such as Total Mobility
 By taxi
 Other (please specify) _____

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6. **What do you think should happen to speed limits on our rural local roads? *Rural local roads are roads outside of our towns which are not State Highways, and generally have higher speeds.***

- Increase speed limits Keep speed limits the same Decrease speed Limits

Decrease speeds where the road is not to a good standard of alignment or where walkers or cyclists will be sharing the space.

7. **What do you think should happen to speed limits on urban local roads?** *Urban local roads are roads in our towns, around houses, schools, and shops, which generally have lower speeds, and are not State Highways.*

- Increase speed limits
 Keep speed limits the same limits
 Decrease speed limits

Where there are hazards

8. **Regulation has recently required us to lower speeds around all schools in the district by 2027. Do you agree with the proposed approach to lowering local road speed limits around schools?**

- Yes
 No

9. **Do you have any comments on local road speeds in the district you are submitting on?**

Westport – Adderley Street between Brougham and Lyndhurst is a shared zone cars/cyclists and pedestrians – needs to be 10kph.

Karamea – the suggested 30kph zone in a semi-rural environment wont be obeyed. Suggest 50kph except for the school zone.

Little Wanganui – why 40kph? Should be consistent with treatment of rural towns. Suggest 50kph.

Cape Foulwind – a new alignment is planned. Suggest speed changes should be consistent with what is planned. Limestone Road (presently Cape Foulwind Road) should be 80kph from Carters Beach (if not the buller river) to the threshold of the existing development at Omau. Speed limit through Omau 50kph to the end of Lighthouse Road and Limestone road and for the first 500m of Tauranga Bay Road.

Charleston – speeds in this area should be consistent with what has been agreed for the Kawatiri Coastal Trail. Beach Road from SH6 to the north side of Parson’s Hill 30kph. Mays Road from Beach Road to SH6 40kph. Beach Road from the north side of Parson’s Hill to the Hands Road intersection and Hands Road to the Little Totara River Bridge 60kph.

SH6 through Charleston should be 60kph. Streets on the seaward side of SH6 should be 30kph as there are no footpaths.

If you have additional sheets, please provide them with your feedback.

Please send or drop off your completed feedback form to the relevant district council.

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**West Coast
Regional Council**

PO Box 66,
Greymouth 7840

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Draft Regional Speed Management Plan

Submission form



We are consulting on the West Coast Draft Regional Speed Management Plan and want to hear your views on traffic speeds on some of our local roads, and what you think about the proposed changes to speeds in the Draft Plan. Your feedback is appreciated and will help to inform decisions on the final Speed Management Plan.

Name: Inger Perkins

[REDACTED]

[REDACTED]

Gender (please circle) Male Female Gender Diverse Prefer not to say

Age Group (please circle) 14-18 19-25 26-30 31-39 40-49 50-59 60-69 70+

Prefer not to say

1. Which District would you like to provide feedback on?

Buller Grey Westland – ALL THREE

2. What is your relationship to the Buller/Grey/Westland District?

I live in the area - WESTLAND

I work in the area – REGION WIDE

I own or manage a business in the area

I go to school or an education facility in the area

I drop my children off here for school or daycare

- I come here for shopping
- I access community or health services in the area
- I visit friends in the area
- I do recreational activities in the area (e.g. running, attending class at a fitness centre, etc.)
- I travel through the area
- Other (please specify) ____ ALL OF THE ABOVE _____

3. **How do you usually travel? (Tick all that apply)**

- By foot
- By private vehicle
- By bicycle
- Other (please specify) ALL OF THE ABOVE _____

4. **How safe do you feel current speed limits are in the West Coast Region?**

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- Strongly disagree Disagree Agree Strongly agree

6. **What do you think should happen to speed limits on our rural local roads?** *Rural local roads are roads outside of our towns which are not State Highways, and generally have higher speeds.*

- Increase speed limits Keep speed limits the same Decrease speed Limits

CASE BY CASE, E.G. NEAR SCHOOLS, LOWER SPEED LIMIT; IF LOCAL CONCERN ABOUT RISK, E.G. FOLLOWING ACCIDENTS AND/OR NEAR MISSES – LOWER SPEED LIMIT. ENABLE MORE WALKING AND CYCLING THROUGH MANAGING/REDUCING SPEED LIMITS AND OTHER INTERVENTIONS SUCH AS SEPARATING CYCLISTS/WALKERS FROM TRAFFIC AT PINCH POINTS.

7. **What do you think should happen to speed limits on urban local roads?** *Urban local roads are roads in our towns, around houses, schools, and shops, which generally have lower speeds, and are not State Highways.*

- Increase speed limits Keep speed limits the same Decrease speed limits

LOWER SPEEDS MAKE ROADS SAFER FOR ALL USERS, ESPECIALLY THOSE ON FOOT, BIKES, HORSES, AND OTHER MEANS OF ACTIVE TRANSPORT.

WITH SPEED LIMITS OF 30KPH IN TOWN CENTRES, THERE IS NO NEED TO REDUCE FURTHER, BUT THE REDUCED SPEED LIMIT ZONE CAN BE EXTENDED TO ENCOMPASS BROADER URBAN AREAS.

8. Regulation has recently required us to lower speeds around all schools in the District by 2027. Do you agree with the proposed approach to lowering local road speed limits around schools?

Yes AND ... No

9. Do you have any comments on local road speeds in the District you are submitting on?

I strongly support the permanent reduction of speed limits around all schools to 30kph.

I would like to see the extension of reduced speed limits to school catchments and, where they overlap, as for example in Hokitika, make all local roads 30kph, with a minimum number of key through roads left at 50kph, e.g. Fitzherbert (SH6 and not part of this process) and Stafford Streets.

Distances between intersections are often short with no need or opportunity to go above 30kph.

Reduced speeds around schools and extended to their communities will reduce the risk of injury or death dramatically. It will also provide parents with more confidence to allow children to walk or cycle to school and around the community, as well as others keen to use active transport but put off by traffic at and above the current speed limit.

The question “what about drivers?” may be asked and the answer is that they will have through routes at current speed limits, and on other roads they will have less to worry about in terms of road users they share the road with as they will be going at slower speeds. Ideally, those using active transport methods will be prioritised at all crossings for even greater security and safety for all users. Journeys would barely be any longer for drivers, perhaps just a few seconds.

Not only will school children benefit. Recreation areas would come within a slower zone and be safer to access. Other groups would have safer outdoor access such as those in pensioner or ‘PACT’ houses, or rest homes and pre-schools. These groups may be slower and less confident or capable of negotiating road crossings with traffic going at or above the current 50kph speed limit.

Giving all these groups equal access to our roads, as is fair and reasonable, would be a very positive change for our communities. Roads are for everyone, not just drivers.

Such a decision would show the way forward to other areas in New Zealand. Communities would be prioritised. Kids would use bikes much more often, perhaps as much as they did a generation or two ago.

It would support ‘more cycling, more walking, more often’ and similar objectives of councils.

There are other actions that can be taken to improve safety around schools including preventing car drop off and pick up at and close to schools as vehicles then prevent visibility for those on foot or bike, particularly children who are unable to see past or over vehicles.

I would therefore like to see this consultation reissued based on wider zones for 30kph speed limits.

Other actions could be included or referred to in the stated objective **to create a safe road network for all road users.**

Although State Highways are outside the scope of this consultation, it seems remiss not to be able to include all coast schools or consideration of safety for walkers and cyclists. For those schools on state highways and for residents and visitors who wish to walk or cycle safely along those roads, I hope those involved in regional land transport planning and road safety committees will do all they can to reduce risk and to enable safer use of highways by all road users, listening to and addressing concerns of users and communities.

Thank you for the opportunity to comment.

Inger Perkins

Send your completed submission form to the relevant District Council:

<p>Buller District Council</p> <p>PO Box 21 Westport 7866</p> <p>info@bdc.govt.nz</p> <p>Ph: 0800 807 239</p>	<p>Grey District Council</p> <p>PO Box 382 Greymouth 7840</p> <p>info@greydc.govt.nz</p> <p>Ph:03 769 8600</p>	<p>Westland District Council</p> <p>Private Bag 704 Hokitika 7842</p> <p>council@westlanddc.govt.nz</p> <p>Ph: 0800 474 834</p>	<p>West Coast Regional Council</p> <p>PO Box 66, Greymouth 7840</p> <p>info@wcr.govt.nz</p> <p>Ph: 0508 800 118</p>
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West Coast Draft Regional Speed Management Plan

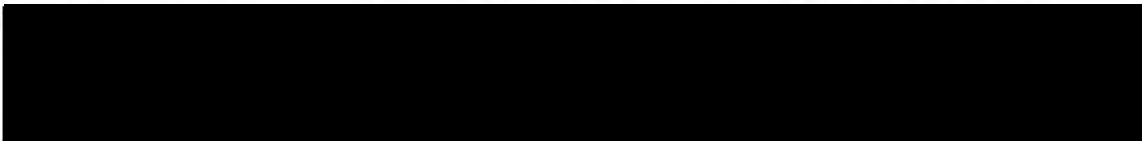
Feedback form



We are consulting on the West Coast Draft Regional Speed Management Plan and want to hear your views on traffic speeds on some of our local roads, and what you think about the proposed changes to the speed limits on the West Coast.

Your feedback will help to inform decisions on the final Speed Management Plan.

Name Karamea Community Incorporated C/O Brian Jones



Gender (please circle) Male Female Gender Diverse Prefer not to say

Age Group (please circle) 14-18 19-25 26-30 31-39 40-49 50-59 60-69 70+

Prefer not to say

1. **Which District would you like to provide feedback on?** (Please select ONE district. Please use different feedback forms if you like to provide feedback on several districts.)

Buller Grey Westland

2. **What is your relationship to the Buller/Grey/Westland District?** (Tick all that apply)

- I live in the area
- I work in the area
- I own or manage a business in the area

- I go to school or an education facility in the area
- I drop my children off here for school or daycare
- I come here for shopping
- I access community or health services in the area
- I visit friends in the area
- I do recreational activities in the area (e.g. running, attending class at a fitness centre, etc.)
- I travel through the area
- Whakapapa to the area
- Other (please specify) Interest group in Karamea

3. **How do you usually travel? (Tick all that apply)**

- By foot
- By private vehicle
- By bicycle
- By moped/motorcycle
- By wheelchair or mobility scooter
- By driving services, such as Total Mobility
- By taxi
- Other (please specify) All above represented

4. **How safe do you feel current speed limits are in the West Coast Region?**

- Very unsafe Unsafe Neutral Safe Very Safe

5. **Our Speed Management Plan aims to reduce the harm and severity of injuries caused when accidents happen on our roads. Do you agree with this general aim?**

- Strongly disagree Disagree Agree Strongly agree

6. **What do you think should happen to speed limits on our rural local roads? *Rural local roads are roads outside of our towns which are not State Highways, and generally have higher speeds.***

- Increase speed limits Keep speed limits the same Decrease speed limits

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- Increase speed limits Keep speed limits the same Decrease speed limits

8. Regulation has recently required us to lower speeds around all schools in the district by 2027. Do you agree with the proposed approach to lowering local road speed limits around schools?

Yes

No

9. Do you have any comments on local road speeds in the district you are submitting on?

30km/hr is too extreme for the distance and timeframes proposed in Karamea. A school zone of 40 would be ok during school dropoff and pick up
Would be acceptable.

A zebra crossing would be useful opposite the 4 square
Making 50km through Little Wanganui would be acceptable. 40 is lowering the limit more than necessary.

We are unsure as to the reasoning for the 60km limit to the Kohaihai and certainly the distance is too far.

If you have additional sheets, please provide them with your feedback.

Please send or drop off your completed feedback form to the relevant district council.

Buller District Council

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info@bdc.govt.nz

Ph: 0800 807 239

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Ph: 03 769 8600

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Regional Council**

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Draft Regional Speed Management Plan

Submission form



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Name Linda Eggers _____

Gender (please circle) Male **Female** Gender Diverse Prefer not to say

Age Group (please circle) 14-18 19-25 26-30 31-39 40-49 **50-59** 60-69 70+

Prefer not to say

1. **Which District would you like to provide feedback on?**

Buller Grey Westland

2. **What is your relationship to the Buller/Grey/Westland District?**

live in the area
 I work in the area

- I own or manage a business in the area
 I go to school or an education facility in the area
 I drop my children off here for school or daycare
 I come here for shopping
 I access community or health services in the area
 I visit friends in the area
 I do recreational activities in the area (e.g. running, attending class at a fitness centre, etc.)
 I travel through the area
 Whakapapa to the area
 Other (please specify) _____
3. **How do you usually travel? (Tick all that apply)**
- By foot
 By private vehicle
 By bicycle
 By moped
 By wheelchair or mobility scooter
 By driving services, such as Total Mobility
 By taxi
 Other (please specify) _____
4. **How safe do you feel current speed limits are in the West Coast Region?**
- Very unsafe Unsafe Neutral Safe Very Safe
5. **Our Speed Management Plan aims to reduce the harm and severity of injuries caused when accidents happen on our roads. Do you agree with this general aim?**
- Strongly disagree Disagree Agree Strongly agree
6. **What do you think should happen to speed limits on our rural local roads?** *Rural local roads are roads outside of our towns which are not State Highways, and generally have higher speeds.*
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8. Regulation has recently required us to lower speeds around all schools in the District by 2027. Do you agree with the proposed approach to lowering local road speed limits around schools?

Yes No

9. Do you have any comments on local road speeds in the District you are submitting on?

I believe the speed limit into Charleston from Westport end is far too fast, you come down the hill at speed where there are vehicles turning off into Beach Road,(and summer time this is very busy with families using this area.

I live on Cemetery road and if a car is coming from Charleston way it is a very blind corner, some times you have to turn into cemetery road at speed, and now that the Bike track is right there I have a few times only just missed cyclist crossing the road.

Trucks travel at such speed through there and still doing a 100kms when they reach the 80km sign.

I could go on.

A series of horizontal lines for writing additional comments, with the first line containing the text "I could go on."

If you have additional sheets, please provide them with this submission.

Send your completed submission form to the relevant District Council:

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West Coast Draft Regional Speed Management Plan

Feedback form



Department of
Conservation
Te Papa Atawhai



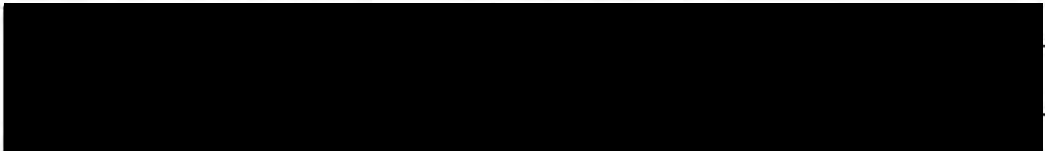
WESTLAND
District Council | Te Kaiti o Pouāra



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Name MARGARET WILLIS



Gender (please circle) Male Female Gender Diverse Prefer not to say

Age Group (please circle) 14-18 19-25 26-30 31-39 40-49 50-59 60-69 70+

Prefer not to say

1. Which District would you like to provide feedback on? (Please select ONE district. Please use different feedback forms if you like to provide feedback on several districts.)

Buller Grey Westland

2. What is your relationship to the Buller/Grey/Westland District? (Tick all that apply)

I live in the area
 I work in the area
 I own or manage a business in the area

- I go to school or an education facility in the area
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- Whakapapa to the area
- Other (please specify) _____

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- Increase speed limits Keep speed limits the same limits Decrease speed limits

8. Regulation has recently required us to lower speeds around all schools in the district by 2027. Do you agree with the proposed approach to lowering local road speed limits around schools?

Yes

No

9. Do you have any comments on local road speeds in the district you are submitting on?

I SUPPORT THE CHARLCSTOW WAITAKERE COMMUNITY GROUP SUBMISSION BASED ON THE ADVISE FROM ABLEY CONSULTING IN 2023. I SUPPORT THE FOLLOWING:

1) BEACH RD FROM SH INTERSECTION ON NILE RIVER TO MAYS RD - 30K

2) BEACH RD FROM MAYS RD TO # 192 BEACH RD - BECOMES - 30K

3) # 192 BEACH RD TO NORTHERN END OF HANDS RD - 60K

4) MAYS RD FROM SH TO BEACH RD - 40K

5) BEACH RD FROM HANDS RD INTERSECTION TO SH INTERSECTION - 60K

If you have additional sheets, please provide them with your feedback.

Draft Regional Speed Management Plan

Submission form



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Name

____Mark_Wiechern_____

Gender (please circle) **Male** Female Gender Diverse Prefer not to say

Age Group (please circle) 14-18 19-25 26-30 31-39 **40-49** 50-59 60-69 70+

Prefer not to say

1. **Which District would you like to provide feedback on?**

Buller Grey Westland

2. **What is your relationship to the Buller/Grey/Westland District?**

- I live in the area
 I work in the area
 I own or manage a business in the area
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 I drop my children off here for school or daycare
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 I do recreational activities in the area (e.g. running, attending class at a fitness centre, etc.)
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 Whakapapa to the area
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 By bicycle
 By moped
 By wheelchair or mobility scooter
 By driving services, such as Total Mobility
 By taxi
 Other (please specify) _____
4. **How safe do you feel current speed limits are in the West Coast Region?**
- Very unsafe Unsafe Neutral Safe Very Safe
5. **Our Speed Management Plan aims to reduce the harm and severity of injuries caused when accidents happen on our roads. Do you agree with this general aim?**
- Strongly disagree Disagree Agree Strongly agree
6. **What do you think should happen to speed limits on our rural local roads?** *Rural local roads are roads outside of our towns which are not State Highways, and generally have higher speeds.*
- Increase speed limits Keep speed limits the same Decrease speed limits
7. **What do you think should happen to speed limits on urban local roads?** *Urban local roads are roads in our towns, around houses, schools, and shops, which generally have lower speeds, and are not State Highways.*

- Increase speed limits
 Keep speed limits the same
 Decrease speed limits

8. Regulation has recently required us to lower speeds around all schools in the District by 2027. Do you agree with the proposed approach to lowering local road speed limits around schools?

- Yes
 No

9. Do you have any comments on local road speeds in the District you are submitting on?

As a resident on Tauranga bay road Westport I feel very passionately about the change in character of this road following the successful resource consent application by Westland Mineral sands and the subsequently permitted 40 truck and trailer movements per day that now occur. This is also a high tourist density road as the way in to the Tauranga Bay seal colony. Both truck and trailers and tourists on a narrow-ish local road equals increased danger with the current speed limit of 100km/hr. This should be reduced to 70km from the Wilsons lead road intersection with Tauranga bay road heading towards Tauranga bay for the following three reasons.

- Increased local, tourist, and trucking vehicle movements on this stretch.
- Steepish descent into Tauranga Bay.
- Increasing density of properties and inhabitants in this area.
- A road not designed for its current use.

If you have additional sheets, please provide them with this submission.

Send your completed submission form to the relevant District Council:

Buller District Council

PO Box 21
Westport 7866

info@bdc.govt.nz

Ph: 0800 807 239

Grey District Council

PO Box 382
Greymouth 7840

info@greydc.govt.nz

Ph: 03 769 8600

Westland District Council

Private Bag 704
Hokitika 7842

council@westlanddc.govt.nz

Ph: 0800 474 834

**West Coast
Regional Council**

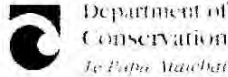
PO Box 66,
Greymouth 7840

info@wrc.govt.nz

Ph: 0508 800 118

West Coast Draft Regional Speed Management Plan

Feedback form



We are consulting on the West Coast Draft Regional Speed Management Plan and want to hear your views on traffic speeds on some of our local roads, and what you think about the proposed changes to the speed limits on the West Coast.

Your feedback will help to inform decisions on the final Speed Management Plan.

Name Michael Wells
 [Redacted]
 [Redacted]

Gender (please circle) Male Female Gender Diverse Prefer not to say

Age Group (please circle) 14-18 19-25 26-30 31-39 40-49 50-59 60-69 70+

Prefer not to say

1. Which District would you like to provide feedback on? (Please select ONE district. Please use different feedback forms if you like to provide feedback on several districts.)

Buller Grey Westland

2. What is your relationship to the Buller/Grey/Westland District? (Tick all that apply)

I live in the area
 I work in the area
 I own or manage a business in the area

- I go to school or an education facility in the area
- I drop my children off here for school or daycare
- I come here for shopping
- I access community or health services in the area
- I visit friends in the area
- I do recreational activities in the area (e.g. running, attending class at a fitness centre, etc.)
- I travel through the area
- Whakapapa to the area
- Other (please specify) _____

3. **How do you usually travel? (Tick all that apply)**

- By foot
- By private vehicle
- By bicycle
- By moped/motorcycle
- By wheelchair or mobility scooter
- By driving services, such as Total Mobility
- By taxi
- Other (please specify) _____

4. **How safe do you feel current speed limits are in the West Coast Region?**

- Very unsafe Unsafe Neutral Safe Very Safe

5. **Our Speed Management Plan aims to reduce the harm and severity of injuries caused when accidents happen on our roads. Do you agree with this general aim?**

- Strongly disagree Disagree Agree Strongly agree

SHOULD PREVENT ACCIDENTS!

6. **What do you think should happen to speed limits on our rural local roads? Rural local roads are roads outside of our towns which are not State Highways, and generally have higher speeds.**

- Increase speed limits Keep speed limits the same limits Decrease speed limits

7. **What do you think should happen to speed limits on urban local roads? Urban local roads are roads in our towns, around houses, schools, and shops, which generally have lower speeds, and are not State Highways.**

- Increase speed limits Keep speed limits the same limits Decrease speed limits

Submission to:**Draft West Coast Regional Speed Management Plan**

I strongly disagree with the aim of the Speed Management Plan “to reduce the harm and severity of injuries...when accidents happen...” Should not the primary aim be TO PREVENT ACCIDENTS? This plan should aim at **preventing accidents** and **minimizing potential conflicts** between motor vehicles, bicycles, and pedestrians.

The following comments address speed management on Beach Road and Mays Road: Beach and Mays roads are narrow, single lane, (primarily) gravel and are not suitable for speeds greater than 30 km/hr. Approaching vehicles must always pull off to the verge if possible or backup to a wider section to enable passing. In addition, some sections of Beach and Mays have severe drops on one or both sides of the road which also prevent passing. Parked vehicles along Beach Rd at the Nile River lagoon not only severely impede all traffic but, on occasion, can prevent the passage of trucks or large RVs. Sight distance at the intersection of Mays and Beach roads is minimal. A full stop on Mays Road at the intersection should be recommended.

When completed, the Waitakere Cycleway will generate numerous cycle and pedestrian movements. This will necessitate slow vehicle speeds. Also, there will probably be increased vehicle parking on Beach Rd especially from SH6 to the foot of Parsons Hill (2.0 km).

West Coast Draft Regional Speed Management Plan

Feedback form



We are consulting on the West Coast Draft Regional Speed Management Plan and want to hear your views on traffic speeds on some of our local roads, and what you think about the proposed changes to the speed limits on the West Coast.

Your feedback will help to inform decisions on the final Speed Management Plan.

Name Olivia Armstrong
 [Redacted address information]

Gender (please circle) Male Female Gender Diverse Prefer not to say
 Age Group (please circle) 14-18 19-25 26-30 31-39 40-49 50-59 60-69 70+
 Prefer not to say

1. Which District would you like to provide feedback on? (Please select ONE district. Please use different feedback forms if you like to provide feedback on several districts.)

- Buller Grey Westland

2. What is your relationship to the Buller/Grey/Westland District? (Tick all that apply)

- I live in the area
- I work in the area
- I own or manage a business in the area

8. Regulation has recently required us to lower speeds around all schools in the district by 2027. Do you agree with the proposed approach to lowering local road speed limits around schools?

Yes

No

9. Do you have any comments on local road speeds in the district you are submitting on?

Please can you make lowes Road in Charleston 40kmph as a speed limit. I have been out there with my granddaughter ~~at~~ visiting her Greatgrandma who lives across from the river on lowes Road and have been nearly taken out by idiots going very fast. There is no speed limit currently on lowes Rd.

If you have additional sheets, please provide them with your feedback.

- I go to school or an education facility in the area
 I drop my children off here for school or daycare
 I come here for shopping
 I access community or health services in the area
 I visit friends in the area
 I do recreational activities in the area (e.g. running, attending class at a fitness centre, etc.)
 I travel through the area
 Whakapapa to the area
 Other (please specify) _____
3. **How do you usually travel? (Tick all that apply)**
- By foot
 By private vehicle
 By bicycle
 By moped/motorcycle
 By wheelchair or mobility scooter
 By driving services, such as Total Mobility
 By taxi
 Other (please specify) _____
4. **How safe do you feel current speed limits are in the West Coast Region?**
- Very unsafe Unsafe Neutral Safe Very Safe
5. **Our Speed Management Plan aims to reduce the harm and severity of injuries caused when accidents happen on our roads. Do you agree with this general aim?**
- Strongly disagree Disagree Agree Strongly agree
6. **What do you think should happen to speed limits on our rural local roads? *Rural local roads are roads outside of our towns which are not State Highways, and generally have higher speeds.***
- Increase speed limits Keep speed limits the same Decrease speed limits
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- Increase speed limits Keep speed limits the same Decrease speed limits

Please send or drop off your completed feedback form to the relevant district council.

Buller District Council	Grey District Council	Westland District Council	West Coast Regional Council
PO Box 21 Westport 7866 info@bdc.govt.nz	PO Box 382 Greymouth 7840 info@greydc.govt.nz	Private Bag 704 Hokitika 7842 council@westlanddc.govt.nz	PO Box 66, Greymouth 7840 info@wcr.govt.nz
Ph: 0800 807 239	Ph: 03 769 8600	Ph: 0800 474 834	Ph: 0508 800 118

Draft Regional Speed Management Plan

Submission form

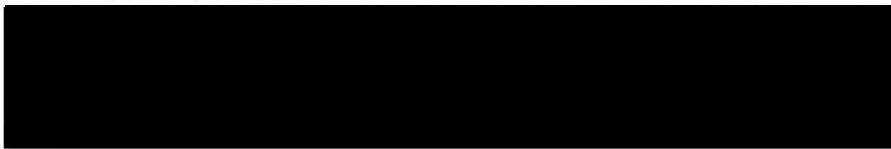


Department of
Conservation
Te Papa Atawhai



We are consulting on the West Coast Draft Regional Speed Management Plan and want to hear your views on traffic speeds on some of our local roads, and what you think about the proposed changes to speeds in the Draft Plan. Your feedback is appreciated and will help to inform decisions on the final Speed Management Plan.

Name OneSchool Global West Coast - Board.



Gender (please circle) Male Female Gender Diverse Prefer not to say

Age Group (please circle) 14-18 19-25 26-30 31-39 40-49 50-59 60-69 70+

Prefer not to say

1. Which District would you like to provide feedback on?

Buller Grey Westland

2. What is your relationship to the Buller/Grey/Westland District?

- I live in the area
- I work in the area
- I own or manage a business in the area
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- By bicycle
- By moped
- By wheelchair or mobility scooter
- By driving services, such as Total Mobility
- By taxi
- Other (please specify) _____

4. **How safe do you feel current speed limits are in the West Coast Region?**

- Very unsafe Unsafe *around schools* Neutral Safe Very Safe

5. **Our Speed Management Plan aims to reduce the harm and severity of injuries caused when accidents happen on our roads. Do you agree with this general aim?**

- Strongly disagree Disagree Agree Strongly agree

6. **What do you think should happen to speed limits on our rural local roads?** *Rural local roads are roads outside of our towns which are not State Highways, and generally have higher speeds.*

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- Increase speed limits Keep speed limits the same Decrease speed limits

8. Regulation has recently required us to lower speeds around all schools in the District by 2027. Do you agree with the proposed approach to lowering local road speed limits around schools?

Yes No

9. Do you have any comments on local road speeds in the District you are submitting on?

AS a Board of OneSchool Global, based at
41 Haselden Street, Westport we support the
proposal to reduce the speed limit to 30 km
around our school.

If you have additional sheets, please provide them with this submission.

Send your completed submission form to the relevant District Council:

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Westport 7866

info@bdc.govt.nz

Ph: 0800 807 239

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**West Coast
Regional Council**

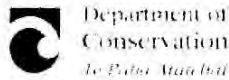
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Greymouth 7840

info@wcrc.govt.nz

Ph: 0508 800 118

West Coast Draft Regional Speed Management Plan

Feedback form



We are consulting on the West Coast Draft Regional Speed Management Plan and want to hear your views on traffic speeds on some of our local roads, and what you think about the proposed changes to the speed limits on the West Coast.

Your feedback will help to inform decisions on the final Speed Management Plan.

Name Phyllis Wells

[Redacted]

[Redacted]

Gender (please circle) Male Female Gender Diverse Prefer not to say

Age Group (please circle) 14-18 19-25 26-30 31-39 40-49 50-59 60-69 70+

Prefer not to say

1. Which District would you like to provide feedback on? (Please select ONE district. Please use different feedback forms if you like to provide feedback on several districts.)

Buller Grey Westland

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 By taxi
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5. **Our Speed Management Plan aims to reduce the harm and severity of injuries caused when accidents happen on our roads. Do you agree with this general aim?**
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- Increase speed limits Keep speed limits the same Decrease speed limits

8. Regulation has recently required us to lower speeds around all schools in the district by 2027. Do you agree with the proposed approach to lowering local road speed limits around schools?

Yes

No

9. Do you have any comments on local road speeds in the district you are submitting on?

My comments are in response to the proposed speed limits for Charleston and Beach Road.

The proposed limits for Beach Rd and Mays Rd. are too high for safety for the following factors:

1. The increased pedestrian and bicycle traffic anticipated upon completion ~~of~~ of the Kawatiri Trail
2. The narrowness of the roads with several blind corners.
3. The severe drop-off on the verge next to the Nile River, over Parsons Hill, and along Mays Road.

I support the recommendations of the Charleston Waitakere Community Group. (attached)

In addition, I recommend the speed on Mays Road be lowered from the recommended 40 to 30 kph.

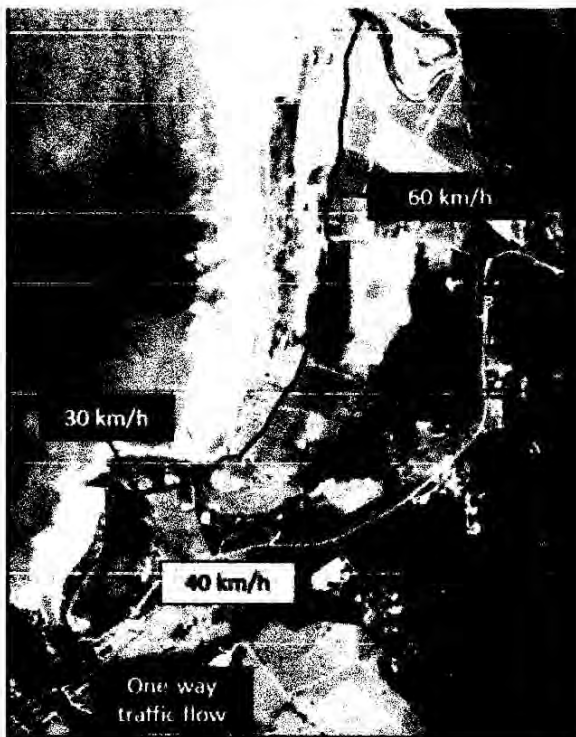
If you have additional sheets, please provide them with your feedback.

Submission to:**Draft West Coast Regional Speed Management Plan.**

The Charleston Waitakere Community Group (CWCG) has voiced its concern over many years about the excessive speed limits on Beach Road north of Charleston. The current 100 km/hr speed limit is totally inappropriate for this narrow, winding, gravel road.

The proposed speed limits in the Plan for Beach Road, Mays Road and Hands Road, are still too high. This area will soon include the Kawatiri Coastal Trail, a walking and cycling trail connecting the towns of Charleston and Westport. As part of the planning process for this trail a Road Safety Audit was carried out by Abley Consulting in August 2023, which recommended the following speed limit changes to improve safety for trail users:

1. Beach Road from SH intersection at Nile River to Mays Road: 30kph and one-way in a northbound direction
2. Beach Road from Mays Road to #192 Beach Road: 30kph
3. #192 Beach Road to northern end of Hands Road: 60kph
4. Mays Road from SH intersection to Beach Road: 40kph
5. Beach Road from Hands Road intersection to SH intersection: 60kph



CWCG totally agrees with these recommendations. These revised speeds will enable road and trail users to navigate this area safely, and where needed share the transport corridor in a way that works for everyone.

CWCG also request that the speed limit on Princes Street in Charleston down to Constant Bay be reduced to 30 km/hr.

West Coast Draft Regional Speed Management Plan

Feedback form

BULLER DISTRICT COUNCIL
24 APR 2024
Per.....



We are consulting on the West Coast Draft Regional Speed Management Plan and want to hear your views on traffic speeds on some of our local roads, and what you think about the proposed changes to the speed limits on the West Coast.

Your feedback will help to inform decisions on the final Speed Management Plan.

Name R. K. KELGOUR.

[Redacted contact information]

Gender (please circle) Male Female Gender Diverse Prefer not to say

Age Group (please circle) 14-18 19-25 26-30 31-39 40-49 50-59 60-69 70+

Prefer not to say

1. Which District would you like to provide feedback on? (Please select ONE district. Please use different feedback forms if you like to provide feedback on several districts.)

- Buller Grey Westland

2. What is your relationship to the Buller/Grey/Westland District? (Tick all that apply)

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 I work in the area
 I own or manage a business in the area

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- I do recreational activities in the area (e.g. running, attending class at a fitness centre, etc.)
- I travel through the area
- Whakapapa to the area
- Other (please specify) _____

3. **How do you usually travel? (Tick all that apply)**

- By foot
- By private vehicle
- By bicycle
- By moped/motorcycle
- By wheelchair or mobility scooter
- By driving services, such as Total Mobility
- By taxi
- Other (please specify) _____

4. **How safe do you feel current speed limits are in the West Coast Region?**

- Very unsafe Unsafe Neutral Safe Very Safe

5. **Our Speed Management Plan aims to reduce the harm and severity of injuries caused when accidents happen on our roads. Do you agree with this general aim?**

- Strongly disagree Disagree Agree Strongly agree

6. **What do you think should happen to speed limits on our rural local roads? *Rural local roads are roads outside of our towns which are not State Highways, and generally have higher speeds.***

- Increase speed limits Keep speed limits the same limits Decrease speed limits

7. **What do you think should happen to speed limits on urban local roads? *Urban local roads are roads in our towns, around houses, schools, and shops, which generally have lower speeds, and are not State Highways.***

- Increase speed limits Keep speed limits the same limits Decrease speed limits

8. Regulation has recently required us to lower speeds around all schools in the district by 2027. Do you agree with the proposed approach to lowering local road speed limits around schools?

- Yes No

9. Do you have any comments on local road speeds in the district you are submitting on?

WOULD STRONGLY RECOMMEND LOWERING KEW ROAD WESTPORT SPEED LIMIT FROM CURRENT 70 km/hr TO 50 km/hr. WE HAVE LIVED IN KEW ROAD NOW FOR 15 YEARS AND HAVE SEEN THE HOUSING DENSITY INCREASE CONSIDERABLY WITH QUITE A RISE IN THE POPULATION OF CHILDREN.

If you have additional sheets, please provide them with your feedback.

Please send or drop off your completed feedback form to the relevant district council.

Buller District Council

PO Box 21
Westport 7866

info@bdc.govt.nz

Ph: 0800 807 239

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Private Bag 704
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Ph: 0800 474 834

**West Coast
Regional Council**

PO Box 66,
Greymouth 7840

info@wcr.govt.nz

Ph: 0508 800 118

Buller District – List of high-priority roads and areas

High-priority roads and areas speed limit proposal

Town / Area	Road Name	Existing Speed Limit	Proposed Speed Limit	Timing
Cape Foulwind	Cape Foulwind Road	Permanent 100 km/h	Permanent 60 km/h	2024/25
Cape Foulwind	Domain Road	Permanent 100 km/h	Permanent 60 km/h	2024/25
Cape Foulwind	Lighthouse Road	Permanent 100 km/h	Permanent 60 km/h	2024/25
Cape Foulwind	Limestone Road	Permanent 100 km/h	Permanent 60 km/h	2024/25
Cape Foulwind	Omau Road	Permanent 100 km/h	Permanent 60 km/h	2024/25
Cape Foulwind	Tauranga Bay Road	Permanent 100 km/h	Permanent 60 km/h	2024/25
Charleston	Beach Road	Permanent 100 km/h	Permanent 40 or 60 km/h	2024/25
Charleston	Mays Road	Permanent 100 km/h	Permanent 40 km/h	2024/25
Karamea	Hunter Street	Permanent 50 km/h	Permanent 30 km/h	2024/25
Karamea	Ray Street	Permanent 50 km/h	Permanent 30 km/h	2024/25
Karamea	Wharf Road	Permanent 50 km/h	Permanent 30 km/h	2024/25
Kohaiahi	Kohaihai Road	Permanent 100 km/h	Permanent 60 km/h	2024/25
Little Wanganui	Karamea Highway	Permanent 100 km/h	Permanent 40 km/h	2024/25
Powerhouse Road	Powerhouse Road	Permanent 100 km/h	Permanent 60 km/h	2024/25
Seddonville	De Malmanches Road	Permanent 100 km/h	Permanent 30 or 60 km/h	2024/25
Westport	Adderley Street (North)	Permanent 50 km/h	Permanent 30 km/h	2024/25
Westport	Adderley Street (South)	Permanent 50 km/h	Permanent 30 km/h	2024/25
Westport	Alma Road	Permanent 80 or 100 km/h	Permanent 60 km/h	2024/25
Westport	Bentham Street (East)	Permanent 50 km/h	Permanent 30 km/h	2024/25
Westport	Bright Street (West)	Permanent 50 km/h	Permanent 30 km/h	2024/25
Westport	Cobden Street (West)	Permanent 50 km/h	Permanent 30 km/h	2024/25
Westport	Disraeli Street (East)	Permanent 50 km/h	Permanent 30 km/h	2024/25

Town / Area	Road Name	Existing Speed Limit	Proposed Speed Limit	Timing
Westport	Domett Street	Permanent 50 km/h	Permanent 30 km/h	2024/25
Westport	Gillows Dam Road	Permanent 80 km/h	Permanent 60 km/h	2024/25
Westport	Gladstone Street	Permanent 50 km/h	Permanent 30 km/h	2024/25
Westport	Henley Street (West)	Permanent 50 km/h	Permanent 30 km/h	2024/25
Westport	Lakeside Terrace	Permanent 80 km/h	Permanent 60 km/h	2024/25
Westport	Lyndhurst Street (West)	Permanent 50 km/h	Permanent 30 km/h	2024/25
Westport	Marine Parade	Permanent 50 km/h	Permanent 30 km/h	2024/25
Westport	McPadden Road	Permanent 80 km/h	Permanent 60 km/h	2024/25
Westport	Nelson Street	Permanent 50 km/h	Permanent 30 km/h	2024/25
Westport	Orowaiti Road	Permanent 50 km/h	Permanent 30 km/h	2024/25
Westport	Pakington Street (East)	Permanent 50 km/h	Permanent 30 km/h	2024/25
Westport	Pakington Street (West)	Permanent 50 km/h	Permanent 30 km/h	2024/25
Westport	Palmerston Street	Permanent 50 km/h	Permanent 30 km/h	2024/25
Westport	Romilly Street	Permanent 50 km/h	Permanent 30 km/h	2024/25
Westport	Waimea Terrace Drive	Permanent 100 km/h	Permanent 40 km/h	2024/25
Westport	Wakefield Street	Permanent 50 km/h	Permanent 30 km/h	2024/25
Westport	Wallabi Street	Permanent 50 km/h	Permanent 30 km/h	2024/25
Westport	Webb Street	Permanent 50 km/h	Permanent 30 km/h	2024/25

Buller – List of Schools

School Speed Limit Proposal

School name	Existing Speed Limit	Proposed Speed Limit	Timing
Buller High School	Permanent 50 km/h	Permanent 30 km/h	2023/24
Karamea Area School	Permanent 50 km/h	Permanent 30 km/h	2023/24
Reefton Area School	Permanent 50 km/h	Permanent 30 km/h	2023/24
Sacred Heart School	Permanent 50 km/h	Permanent 30 km/h	2023/24
St Canice's School	Permanent 50 km/h	Permanent 30 km/h	2023/24
Westport North School	Permanent 50 km/h	Permanent 30 km/h	2023/24
Westport South School	Permanent 50 km/h	Permanent 30 km/h	2023/24
OneSchool Global Westport	Permanent 50 km/h	Permanent 30 km/h	2023/24

West Coast Draft Regional Speed Management Plan

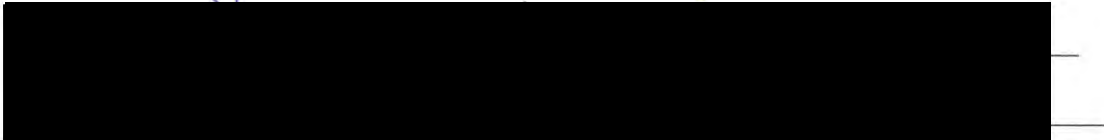
Feedback form



We are consulting on the West Coast Draft Regional Speed Management Plan and want to hear your views on traffic speeds on some of our local roads, and what you think about the proposed changes to the speed limits on the West Coast.

Your feedback will help to inform decisions on the final Speed Management Plan.

Name Raymond ARMSTRONG



Gender (please circle) Male Female Gender Diverse Prefer not to say

Age Group (please circle) 14-18 19-25 26-30 31-39 40-49 50-59 60-69 70+

Prefer not to say

1. Which District would you like to provide feedback on? (Please select ONE district. Please use different feedback forms if you like to provide feedback on several districts.)

- Buller Grey Westland

2. What is your relationship to the Buller/Grey/Westland District? (Tick all that apply)

- I live in the area
 I work in the area
 I own or manage a business in the area

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 I drop my children off here for school or daycare
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4. **How safe do you feel current speed limits are in the West Coast Region?**
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5. **Our Speed Management Plan aims to reduce the harm and severity of injuries caused when accidents happen on our roads. Do you agree with this general aim?**
- Strongly disagree Disagree Agree Strongly agree
6. **What do you think should happen to speed limits on our rural local roads?** *Rural local roads are roads outside of our towns which are not State Highways, and generally have higher speeds.*
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7. **What do you think should happen to speed limits on urban local roads?** *Urban local roads are roads in our towns, around houses, schools, and shops, which generally have lower speeds, and are not State Highways.*
- Increase speed limits Keep speed limits the same Decrease speed limits

8. Regulation has recently required us to lower speeds around all schools in the district by 2027. Do you agree with the proposed approach to lowering local road speed limits around schools?

Yes

No

9. Do you have any comments on local road speeds in the district you are submitting on?

Please reduce speed on
Lowes Road in Charleston
by having a 40km limit
so my grandkids and people
are safe from idiots
going too fast as there is
NO speed limit now in
place

If you have additional sheets, please provide them with your feedback.

West Coast Draft Regional Speed Management Plan

Feedback form



We are consulting on the West Coast Draft Regional Speed Management Plan and want to hear your views on traffic speeds on some of our local roads, and what you think about the proposed changes to the speed limits on the West Coast.

Your feedback will help to inform decisions on the final Speed Management Plan.

Name ___ Robyn Anderson _____

Gender (please circle) Male **Female** Gender Diverse Prefer not to say

Age Group (please circle) 14-18 19-25 26-30 31-39 40-49 **50-59** 60-69 70+

Prefer not to say

- **Which District would you like to provide feedback on?** *(Please select ONE district. Please use different feedback forms if you like to provide feedback on several districts.)*

Buller Grey Westland

- **What is your relationship to the Buller/Grey/Westland District? (Tick all that apply)**

- I live in the area
- I work in the area
- I own or manage a business in the area
- I go to school or an education facility in the area
- I drop my children off here for school or daycare
- I come here for shopping
- I access community or health services in the area
- I visit friends in the area
- I do recreational activities in the area (e.g. running, attending class at a fitness centre, etc.)
- I travel through the area
- Whakapapa to the area
- Other (please specify) _____

- **How do you usually travel? (Tick all that apply)**

- By foot
- By private vehicle
- By bicycle
- By moped/motorcycle
- By wheelchair or mobility scooter
- By driving services, such as Total Mobility
- By taxi
- Other (please specify) _____ **work vehicles** _____

- **How safe do you feel current speed limits are in the West Coast Region?**

Very unsafe Unsafe Neutral Safe Very Safe

- **Our Speed Management Plan aims to reduce the harm and severity of injuries caused when accidents happen on our roads. Do you agree with this general aim?**

• Strongly disagree Disagree Agree Strongly agree

- **What do you think should happen to speed limits on our rural local roads?** *Rural local roads are roads outside of our towns which are not State Highways, and generally have higher speeds.*

Increase speed limits Keep speed limits the same Decrease speed limits

- **What do you think should happen to speed limits on urban local roads?** *Urban local roads are roads in our towns, around houses, schools, and shops, which generally have lower speeds, and are not State Highways.*

Increase speed limits Keep speed limits the same Decrease speed limits

- **Regulation has recently required us to lower speeds around all schools in the district by 2027. Do you agree with the proposed approach to lowering local road speed limits around schools?**

Yes No

- **Do you have any comments on local road speeds in the district you are submitting on?**

Effective change requires proximity of application. Reducing speeds around schools 24/7 will be ineffective, as drivers will query the need for reduced speed at 0200 and all other times when children are not around the outside of the school properties. When drivers apply their own selective application of a posted speed (because what kids are around schools at 0200?), your best intended outcomes are vastly reduced becoming ineffective.

As a roading worker I find that the driving public are more likely to disregard signage when the reason is absent; ie there are no school kids to watch for at 0300 Sunday, the reason for the initial signage has long since stopped being relevant, or it is not possible to get up to 50kph in the half block riverside of Palmerston Street (and so why even bother with the costly exercise of changing the posted speed there when there are no real outcomes to achieve).

And while it is widely known that Common Sense has been listed as a Terrorist Organisation, Common Sense in the application of this plan would be helpful. The current 40kph around schools in peak child activity times makes sense. When they are in the classroom, why would it be required? When they are on school holidays, why would it be required? At weekends when they are not attending school, why would it be required?

Surely reducing the speeds around the school properties to 40kph, across the peak times will achieve your stated aims far better than this current proposal. The more direct the speed reduction is to a purpose, the greater your chance of achieving both compliance and your harm reduction goal.

If you have additional sheets, please provide them with your feedback.

Please send or drop off your completed feedback form to the relevant district council.

<p>Buller District Council</p> <p>PO Box 21 Westport 7866</p> <p>info@bdc.govt.nz</p> <p>Ph: 0800 807 239</p>	<p>Grey District Council</p> <p>PO Box 382 Greymouth 7840</p> <p>info@greydc.govt.nz</p> <p>Ph:03 769 8600</p>	<p>Westland District Council</p> <p>Private Bag 704 Hokitika 7842</p> <p>council@westlanddc.govt.nz</p> <p>Ph: 0800 474 834</p>	<p>West Coast Regional Council</p> <p>PO Box 66, Greymouth 7840</p> <p>info@wrc.govt.nz</p> <p>Ph: 0508 800 118</p>
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West Coast Draft Regional Speed Management Plan

Feedback form



We are consulting on the West Coast Draft Regional Speed Management Plan and want to hear your views on traffic speeds on some of our local roads, and what you think about the proposed changes to the speed limits on the West Coast.

Your feedback will help to inform decisions on the final Speed Management Plan.

Name Sarah Stephen



Gender (please circle) ~~Male~~ Female ~~Gender Diverse~~ ~~Prefer not to say~~

Age Group (please circle) ~~14-18~~ ~~19-25~~ ~~26-30~~ ~~31-39~~ ~~40-49~~ ~~50-59~~ 60-69 ~~70+~~

~~Prefer not to say~~

1. Which District would you like to provide feedback on? (Please select ONE district. Please use different feedback forms if you like to provide feedback on several districts.)

Buller Grey Westland

2. What is your relationship to the Buller/Grey/Westland District? (Tick all that apply)

- I live in the area
 I work in the area
 I own or manage a business in the area

- I go to school or an education facility in the area
 I drop my children off here for school or daycare
 I come here for shopping
 I access community or health services in the area
 I visit friends in the area
 I do recreational activities in the area (e.g. running, attending class at a fitness centre, etc.)
 I travel through the area
 Whakapapa to the area
 Other (please specify) _____
3. **How do you usually travel? (Tick all that apply)**
- By foot
 By private vehicle
 By bicycle
 By moped/motorcycle
 By wheelchair or mobility scooter
 By driving services, such as Total Mobility
 By taxi
 Other (please specify) _____
4. **How safe do you feel current speed limits are in the West Coast Region?**
- Very unsafe Unsafe Neutral Safe Very Safe
5. **Our Speed Management Plan aims to reduce the harm and severity of injuries caused when accidents happen on our roads. Do you agree with this general aim?**
- Strongly disagree Disagree Agree Strongly agree
6. **What do you think should happen to speed limits on our rural local roads?** *Rural local roads are roads outside of our towns which are not State Highways, and generally have higher speeds.*
- Increase speed limits Keep speed limits the same Decrease speed limits
7. **What do you think should happen to speed limits on urban local roads?** *Urban local roads are roads in our towns, around houses, schools, and shops, which generally have lower speeds, and are not State Highways.*
- Increase speed limits Keep speed limits the same Decrease speed limits

8. Regulation has recently required us to lower speeds around all schools in the district by 2027. Do you agree with the proposed approach to lowering local road speed limits around schools?

Yes

No

9. Do you have any comments on local road speeds in the district you are submitting on?

Shane (husband) and I have owned a section in Powell Place for about 20 years and used it to holiday on with our family while still living in the Tasman District. Then we bought a place in Rotten Row and made a permanant move to the Buller District. During this time we have always thought that, what we believed the speed limit to be of 80kms/hr, was way too high for the narrow residential streets of Princes Street (with no footpath and a blind hill corner at the end), Powell Place and the single lane width of the Rotten Row. We just recently, during this draft speeds consultation been made aware that this speed limit was actually much higher at 100kms/hr. This, we both believe, is way too high for these narrow cul-de-sac streets with homes in them. This speed is, we feel, extremely unsafe for residents going in and out of their properties in vehicles, for cyclists, for walkers, visitors, families and children. It needs to be reduced to 30kms/hr. Other roads in Charleston, also currently with 100kms/hr speed limits, such as Darkies Terrrace Road, Old Nile/Cemetary Road, Beach Road, Mays Road and Hands Road should also be reduced for the same goal of lessening the danger of accidents and injury for residents and visitors to the area.

If you have additional sheets, please provide them with your feedback.

Please send or drop off your completed feedback form to the relevant district council.

Buller District Council

PO Box 21
Westport 7866

info@bdc.govt.nz

Ph: 0800 807 239

Grey District Council

PO Box 382
Greymouth 7840

info@greydc.govt.nz

Ph: 03 769 8600

Westland District Council

Private Bag 704
Hokitika 7842

council@westlanddc.govt.nz

Ph: 0800 474 834

**West Coast
Regional Council**

PO Box 66,
Greymouth 7840

info@wcr.govt.nz

Ph: 0508 800 118

West Coast Draft Regional Speed Management Plan

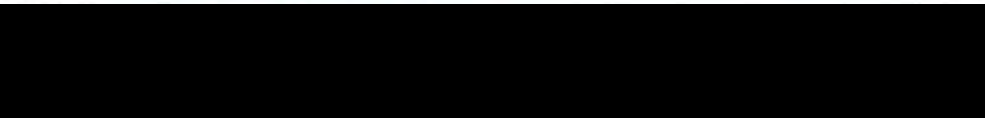
Feedback form



We are consulting on the West Coast Draft Regional Speed Management Plan and want to hear your views on traffic speeds on some of our local roads, and what you think about the proposed changes to the speed limits on the West Coast.

Your feedback will help to inform decisions on the final Speed Management Plan.

Name STU HENLEY



Gender (please circle) Male Female Gender Diverse Prefer not to say

Age Group (please circle) 14-18 19-25 26-30 31-39 40-49 50-59 60-69 70+

Prefer not to say

1. Which District would you like to provide feedback on? (Please select ONE district. Please use different feedback forms if you like to provide feedback on several districts.)

Buller Grey Westland

2. What is your relationship to the Buller/Grey/Westland District? (Tick all that apply)

I live in the area
 I work in the area
 I own or manage a business in the area

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 I drop my children off here for school or daycare
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 I travel through the area
 Whakapapa to the area
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3. **How do you usually travel? (Tick all that apply)**
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5. **Our Speed Management Plan aims to reduce the harm and severity of injuries caused when accidents happen on our roads. Do you agree with this general aim?**
- Strongly disagree Disagree Agree Strongly agree
6. **What do you think should happen to speed limits on our rural local roads? *Rural local roads are roads outside of our towns which are not State Highways, and generally have higher speeds.***
- Increase speed limits Keep speed limits the same limits Decrease speed limits
7. **What do you think should happen to speed limits on urban local roads? *Urban local roads are roads in our towns, around houses, schools, and shops, which generally have lower speeds, and are not State Highways.***
- Increase speed limits Keep speed limits the same limits Decrease speed limits

8. Regulation has recently required us to lower speeds around all schools in the district by 2027. Do you agree with the proposed approach to lowering local road speed limits around schools?

Yes

No

9. Do you have any comments on local road speeds in the district you are submitting on?

SEE ATTACHED

If you have additional sheets, please provide them with your feedback.

Submission to:

Draft West Coast Regional Speed Management Plan.

Charleston speed limit changes Map B8

As project manager of the Kawatiri Coastal Trail, a cycling /walking trail being constructed between Westport and Charleston, I was extremely concerned to see the proposed speed limits for the Council roads north of Charleston.

Construction of the final section of the trail between the Totara River and the Nile River bridge is planned to commence in a few months' time. Consultation about the trail though this section has been undertaken with the Charleston community and Beach and Hands roads residents since 2016 and in July 2023 formal feedback was requested.

The biggest issue for the community and the residents on Beach and Hands roads was the current speed limit of 100 km/hr for these narrow, in part winding, gravel roads. There was a unanimous request to get the speed limits substantially reduced.

As part of the planning process for this section of the Kawatiri Coastal Trail a Road Safety Audit was carried out by Abley Consulting in August 2023, which recommended the following speed limit changes to improve safety for trail users:

1. Beach Road from SH intersection at Nile River to Mays Road: 30kph and one-way in a northbound direction
2. Beach Road from Mays Road to #192 Beach Road: 30kph
3. #192 Beach Road to northern end of Hands Road: 60kph
4. Mays Road from SH intersection to Beach Road: 40kph
5. Beach Road from Hands Road intersection to SH intersection: 60kph

It was our understanding that these changes were agreed by BDC and we conveyed this to residents as part of the consultation process for section 7:

“The Buller District Council has confirmed its intention to formally reduce the speed limit on the section of Beach Road from the Nile River Bridge to just north of Parsons Hill to 30km/h. The section of Beach Road north of this point would formally decrease to 60km/h.”

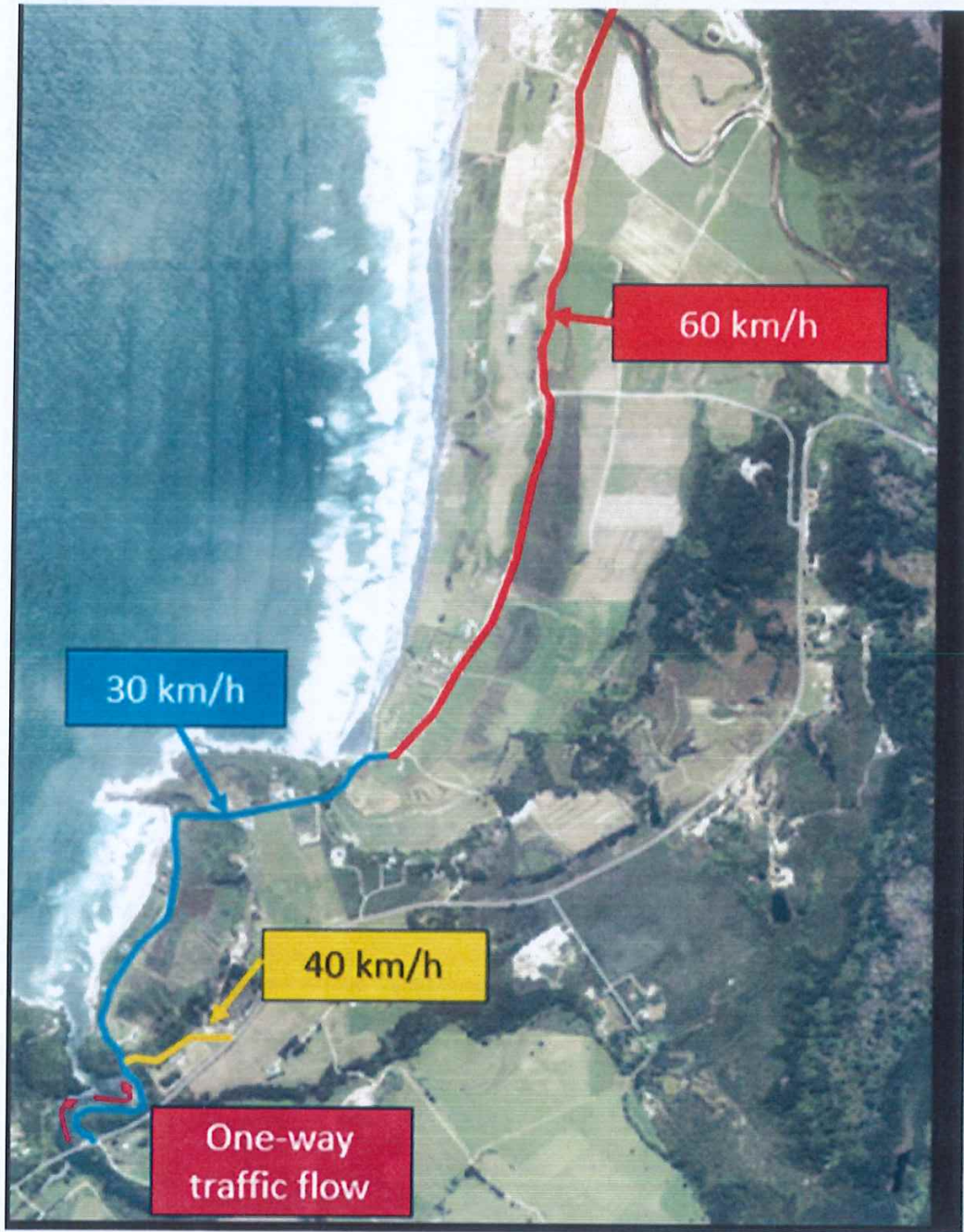
Without the speed limit reductions, the residents are unlikely to support a cycle/walking trail on or alongside Beach and Hands roads and we will not be able to construct our family friendly trail on section 7. This will severely compromise our ability to complete this MBIE regional development funded project and will also negatively impact on our ability to drawdown the final tranche of funding from MBIE.

I urgently request that the speed limits on Beach and Hands roads be reduced as recommended by Abley Consulting.



Stu Henley
Project Manager
Kawatiri Coastal Trail

9 April 2024



12 April 2024

West Coast Regional Council

PO Box 66

Greymouth 7840

info@wcrc.govt.nz

Submission on the West Coast Draft Speed Management Plan 2024-2026

1. Thank you for the opportunity to submit on the Draft West Coast Speed Management Plan 2024-2026 (SMP). This submission has been compiled on behalf of the National Public Health Service (NPHS) Te Waipounamu, Health New Zealand, Te Whatu Ora. NPHS Te Waipounamu is a key organisation involved in the health and wellbeing of the people within the South Island including Te Tai Poutini West Coast.
2. NPHS Te Waipounamu recognises its responsibilities to improve, promote and protect the health of people and communities of Aotearoa New Zealand under the Pae Ora (Healthy Futures) Act 2022 and the Health Act 1956. Pae Ora requires the health sector, as one of its roles, to protect and promote healthy communities and health equity across different population groups by working together with multiple sectors to address the determinants of health.
3. This submission sets out particular matters of interest and concern to NPHS Te Waipounamu.

General Comments

4. NPHS Te Waipounamu welcomes the opportunity to comment on the Draft SMP. The future of health and wellbeing for people in Te Tai Poutini is not only reliant on health services, but on a responsive environment where all sectors work collaboratively to address the determinants of health¹.
5. As noted in our recent submission on the West Coast Regional Land Transport Plan (RLTP), health and wellbeing are influenced by a wide range of factors beyond the health sector. These influences can be described as the conditions in which people are born, grow, live, work and age, and are affected by environmental, social and behavioural factors. They are often referred

¹ Public Health Advisory Committee. 2004. *The Health of People and Communities. A Way Forward: Public Policy and the Economic Determinants of Health*. Public Health Advisory Committee: Wellington.

to as the ‘social determinants of health.’² Local government has a critical role to play in supporting the health and wellbeing of communities.

6. Transport is an important determinant of health. The mechanisms of this relationship are numerous. Road safety, air quality and emissions, physical activity levels and accessibility are some of the many factors associated with transport that have a profound impact on population health and wellbeing.³ In addition to direct health impacts, increased emissions from transport contribute to climate change and its consequential health impacts. When transport planning takes these factors into account, there is potential to make significant gains in improving health and wellbeing and reducing inequity and healthcare costs.⁴
7. NPHS Te Waipounamu supports the West Coast Regional Transport Committee’s vision of having a “*safe, resilient and connected multi-modal transport network which enables the West Coast to thrive*” and the key objective for speed management in the RLTP “*A transport network that is safe for all users with a target to reduce deaths and serious injuries on West Coast roads.*” through reducing speed limits.
8. NPHS Te Waipounamu is broadly supportive of the proposed SMP 2024-2026 and outlines several recommendations to strengthen related health outcomes in the specific comments below.

Lower speeds reduce health loss

9. Road crashes can result in death, injury or disability. Road crashes increase pressure on the health system through increased hospitalisations, medical costs and long-term healthcare needs. Traffic injuries made up about 33% of overall health loss due to all injuries in New Zealand. Road related deaths and injuries disproportionately impact on children and young people, older people, Māori and people living in economically poorer areas.^{5 6 7}

² Public Health Advisory Committee. (2004). *The Health of People and Communities. A Way Forward: Public Policy and the Economic Determinants of Health*. Wellington, NZ: Public Health Advisory Committee

³ Shaw C, Randal E, Keall M, Woodward A. (2018). Health consequences of transport patterns in New Zealand's largest cities. *N Z Med J*. 131(1472):64–72. Epub 2018/03/23. pmid:2956593

⁴ Mizdrak A, Blakely T, Cleghorn CL, Cobiac LJ. (2019) Potential of active transport to improve health, reduce healthcare costs, and reduce greenhouse gas emissions: A modelling study. *PLoS ONE* 14(7): e0219316. <https://doi.org/10.1371/journal.pone.0219316>

⁵ Ministry of Health. (2013). *Health loss in New Zealand: a report from the New Zealand burden of diseases, injuries and risk factors study, 2006–2016*. Wellington, NZ: Ministry of Health.

⁶ Hosking J, Ameratunga S, Exeter D, Stewart J, Bell A. (2013). Ethnic, socioeconomic and geographical inequalities in road traffic injury rates in the Auckland region. *Australian and New Zealand journal of public health*. 37(2):162-7.

⁷ Randal E, Shaw C, McLeod M, Keall M, Woodward A, Mizdrak A. (2022). The impact of transport on population health and health equity for Māori in Aotearoa New Zealand: a prospective burden of disease study. *International journal of environmental research and public health*, 19(4):2032.

10. Speed is a major factor in the number of deaths and injuries on New Zealand roads.⁸ A study by ACC found that 60 per cent of fatal crashes in New Zealand were attributed to speeding.⁹
11. The West Coast has the highest rate of traffic-related deaths in New Zealand for 2014-2018 (15.2, age-standardised rate per 100,000), more than twice the national average (6.4), and is in the top five districts for traffic injury hospitalisations for 2022.¹⁰
12. Speed management is a very successful and cost-effective way to prevent deaths and injuries.¹¹ As noted in the consultation document, speed is a determining factor in the likelihood and severity of injury and international best practice of reducing speed to 30k/hr in areas where high numbers of active road users are present, such as around schools, has potential to lead to a significant reduction in deaths and injuries. New Zealand based research shows that traffic speed reductions have been effective at reducing injuries and deaths.¹² That study found that rural roads where speeds were changed in 2020 have seen a 71 per cent reduction in deaths and more than a 25 per cent reduction in serious injuries.

Safe speeds to support health, wellbeing and liveable places for all

13. Roads and streets play a key role as a place for the community. Reducing speed limits in town, urban and residential areas help people to meet, shop and connect to their communities and makes the places/areas vibrant and liveable.
14. A World Health Organisation report has mapped physical activity to the UN sustainable development goals stating that “Safe, affordable, accessible and sustainable transport systems for all, particularly for those in vulnerable situations, should prioritise walking and cycling networks and improved public transport”.¹³

⁸ Te Manatu Waka Ministry of Transport. (2022). *Safety – Annual Statistics*. <https://www.transport.govt.nz/statistics-and-insights/safety-annual-statistics/summary/>

⁹ Accident Compensation Corporation, and Land Transport Safety Authority. (2000). *Down with speed: A review of the literature, and the impact of speed on New Zealanders*. Wellington: Accident Compensation Corporation.

¹⁰ Environmental Health Intelligence NZ (2023). *Road traffic injury mortality*. Wellington: Environmental Health Intelligence NZ, Massey University.

¹¹ Fergus Tate, WSP Technical Director for Transport quoted in WSP experts' thoughts on NZ's Safe Speed Programme available at <https://www.wsp.com/en-nz/insights/at-safer-speeds-programme>

¹² Job RFS, Brodie C. (2022). *Road safety evidence review: Understanding the role of speeding and speed in serious crash trauma: A case study of New Zealand*. *Journal of road safety*, 33(1):5-25.

¹³ World Health Organisation. (2018). *Global action plan on physical activity 2018–2030: more active people for a healthier world*. Geneva: World Health Organization. Licence: CC BY-NC-SA 3.0 IGO

15. Cardiovascular disease, mental ill-health, cancer and diabetes are among the major public health challenges in New Zealand, many of which are potentially preventable.¹⁴ ¹⁵ Reduced speed limits promote active transport by encouraging physical activity, increasing the walkability of a neighbourhood, and improving the actual or perceived safety of walking and cycling. Active transport contributes to decreased likelihood of diabetes, improved mental health and reduced risk of diseases, such as cardiovascular diseases and cancer.¹⁶ ¹⁷ ¹⁸
16. As shown in Figure 1, there are also environmental co-benefits from reduced speeds and increased active transport.¹⁹ Reduced emissions and noise lead to improved air quality environmental sustainability.²⁰ As speed increases above 50 km/h, the level of carbon monoxide, nitrous dioxide and particulate emissions increases which degrade air quality. Vehicle noise increases with increasing speed due to noise from the tyre-road interaction.²¹

14 Te Whatu Ora, Te Aka Whai Ora. (2022) *Te Pae Tata - Interim New Zealand Health Plan*.

15 Genter JA, Donovan S, Petrenas B, Badland H. 2008. *Valuing the health benefits of active transport modes*. NZ Transport Agency research report 359.

16 Environmental Health Intelligence NZ. (2024). *About transport and health*. Available from: [About-transport-and-health-factsheet.pdf \(ehinz.ac.nz\)](https://ehinz.ac.nz)

17 British Medical Association. (2012). *Healthy transport = Healthy lives*. 2012. Available from: [Regulation Briefing Paper \(cycling-embassy.org.uk\)](https://www.bma.org.uk)

18 Luo M, Li H, Pan X, Fei T, Dai S, Qiu G, et al. (2021). *Neighbourhood speed limit and childhood obesity*. *Obesity reviews*;22:e13052

19 Rossi IA, Vienneau D, Ragetti MS, Flückiger B, Rössli M. (2020). *Estimating the health benefits associated with a speed limit reduction to thirty kilometres per hour: A health impact assessment of noise and road traffic crashes for the Swiss city of Lausanne*. *Environment international*; 145:106126.

20 Saunders LE, Green JM, Petticrew MP, Steinbach R, Roberts H. (2013). *What are the health benefits of active travel? A systematic review of trials and cohort studies*. *PloS one*;8(8):e69912.

21 New Zealand Government. *New Zealand's Road Safety Strategy 2020-2030*. Available from: [Road-to-Zero-strategy_final.pdf \(transport.govt.nz\)](https://www.transport.govt.nz) Speed management guide: Road to Zero edition 2022 (nzta.govt.nz)



Figure 1. Environmental, health and mobility benefits of walking and cycling.²²

Specific Comments

Key Focus – School speed limits

17. NPHS Te Waipounamu support the lowering of speed limits around education settings. Students and families often find that higher traffic speeds (e.g. 50 or 70km/hr) make it difficult to cross roads easily and safely. The situation is compounded when drivers fail to stop for pedestrians waiting to cross at a pedestrian crossing.
18. Lowering speeds aligns with NPHS Te Waipounamu aspirations of encouraging more people to walk, scooter and cycle more often – for both utility and recreational trips. These are

²² World Health Organisation (2022). *Walking and cycling: latest evidence to support policy-making and practice*. Copenhagen: WHO Regional Office for Europe. Licence: CC BY-NC-SA 3.0 IGO

affordable ways to travel, which also create a safer, more liveable, and socially cohesive community.

19. Many users perceive the road network as an uncomfortable and unsafe space to walk and cycle. Vehicle speeds are a key influence on whether people perceive a trip is safe to make by active transport. This is especially true for parents and caregivers considering how to get their tamariki safely to school. The West Coast region has one of the lowest rates of children usually using active transport to and from school in New Zealand (35.6%). The national average is 43.1 per cent.²³
20. Habits are developed by whānau and tamariki during preschool and school years, therefore it is important to encourage an environment that supports whānau and tamariki to establish habits of active commuting in these early years. Research has shown that most children who walk and cycle to school will maintain this behaviour as they get older.²⁴
21. All schools and early childhood education settings would benefit from lower speed limit zoning. NPHS Te Waipounamu recommends including early childhood education centres (kindergartens, preschools and playcentres) in addition to the schools listed in the SMP. We note that areas outside of schools located on State Highways are outside the proposed implementation plan. We urge West Council councils to work with NZTA/Waka Kotahi to implement speed limit changes in parallel with those located on local roads.
22. NPHS Te Waipounamu encourages West Coast councils to assign a consistent speed reduction around all schools and early childhood education of 30km/hr. Tamariki and kaiako from schools and early childhood education go off-site during the day for activities and lower speeds during the whole day would enable them to continue walking to the swimming pool for lessons, for example. A recent cost-benefit analysis concluded that there are significant safety benefits from *permanent* speed reductions around schools and that such interventions represent high value for money.²⁵ Therefore, NPHS Te Waipounamu recommends that permanent speed limits should be the default. Reducing speed limits as a measure to improve streets for people is a more cost-effective approach than adding other infrastructure such as separated cycle lanes or narrowing streets²⁶.

²³ Environmental Health Intelligence NZ (2023). *Active transport to and from school*. Wellington: Environmental Health Intelligence NZ, Massey University.

²⁴ Hume C, Carver A, Timperio A, Salmon J, Crawford D. (2015). *What influences whether children walk or cycle to school*. Burwood, Vic: Centre for Physical Activity and Nutrition Research, Deakin University.

²⁵ Mandic S, Hewitt J, Dodge N, Sharma N. (2023) *Approaches to Managing Speed in New Zealand's Capital*. *Journal of Road Safety*, 34(1), 12-22.

²⁶ World Health Organization. (2018). *Global action plan on physical activity 2018–2030: more active people for a healthier world*. Geneva: World Health Organization. Licence: CC BY-NC-SA 3.0 IGO

23. While many early childhood education centres are already included in the proposed speed changes near schools there are some that can easily be included by extending a proposed area further, and others by including an additional area for speed change. NPHS Te Waipounamu recommends reducing speed limits around early childhood centres in areas not currently included in the proposed speed reduction areas. These are detailed in Appendix 1.

Key Focus Area 2 – High Priority Roads and High Priority Areas

24. NPHS Te Waipounamu supports lowering of speed limits as proposed on high priority roads and areas where lower speeds will reduce crash risk, death and serious injuries.

Other comments

25. To reduce the high rate of traffic related injuries and deaths in the region, NPHS Te Waipounamu strongly supports reducing speeds on more local roads and State Highways on the West Coast. We recommend that West Coast Regional Council and Buller, Grey and Westland District Councils continue to raise speed management with Waka Kotahi, consistent with the aim to “reduce speed and ensure safety for all” and “safe speeds that support health, wellbeing and liveable places for all.”

26. We recommend that councils are mindful of safe speed limits when considering all other proposals or activities such as infrastructure changes, education and enforcement.

27. NPHS Te Waipounamu recommends implementing the SMP even if SMPs become optional as lower speeds support better health outcomes and aligns with community input.

Conclusion

28. NPHS Te Waipounamu supports the proposed speed limits changes because lower vehicle speeds not only reduce deaths and serious injury but also yield other health and environmental co-benefits.

29. NPHS Te Waipounamu recommends combining the safe speed limits with other activities such as appropriate infrastructure changes, education and enforcement.

30. NPHS Te Waipounamu does not wish to be heard in support of this submission.

31. If others make a similar submission, the submitter will not consider presenting a joint case with them at the hearing.

32. Thank you for the opportunity to submit on the Draft West Speed Management Plan.

Ngā mihi,



Vince Barry

**Regional Director Public Health Te Waipounamu
National Public Health Service**

Contact details

[Redacted contact details]

Appendix

Table 1: Recommendations of extension to proposed speed changes and additional speed change areas around education and early childhood centres.

Education and early childhood centres	Address	Recommendation: Extension or additional speed reduction
Active Explorers Hokitika	180 Hampden Street, Hokitika. 7810	Additional
Active Explorers Nelson Street	25 Nelson Street, Greymouth South, Greymouth, 7805	Extension (Grey Main School)
Active Explorers Shakespeare Street	24 Shakespeare Street, Greymouth, 7805	Additional
Karamea Kindergarten	95 Waverley Street, Karamea 7893	Extension (Karamea Area School)
Kidsfirst Kindergartens Greymouth	85A Shakespeare Street, Greymouth 7805	Extension (Greymouth High School)
Kidsfirst Kindergartens Hokitika	77 Hall Street, Hokitika 7810	Additional
Kidsfirst Kindergartens Karoro	20 Loris Place, Greymouth 7802	Additional
Reefton Playcentre	122 Buller Road, Reefton 7830	Additional
The Children's House Greymouth	37 Alexander Street, Greymouth 7805	Extension (St Patrick's school)
The Children's House Hokitika	199 Stafford Street, Hokitika 7810	Additional
Westport Kindergarten	48 A Russell Street, Westport 7825	Additional
Westport Playcentre	36A Fonblanque Street, Westport 7825	Additional (or could extend reduced speed area down Derby Street to cover area between St Canice's and Westport South School)



**Federated Farmers of New Zealand
Submission on Proposed Speed
Management Plan for
The West Coast**

16 April 2024



0800
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FARM
.ORG.NZ

SUBMISSION TO BULLER, WESTLAND, AND GREY DISTRICT COUNCILS ON THE PROPOSED WEST COAST SPEED MANAGEMENT PLAN

To: *Buller District, Grey District, Westland District Councils*

E: info@bdc.govt.nz

info@greydc.govt.nz

council@westlanddc.govt.nz

info@wrc.govt.nz

Name of further submitter: West Coast Federated Farmer

Submission by: **BEDE OCONNOR**

WEST COAST PROVINCIAL PRESIDENT

Federated Farmers of New Zealand

■ [REDACTED]

Address for service: **JAMES SUTHERLAND**

POLICY ADVISOR REGIONAL

Federated Farmers of New Zealand

■ [REDACTED]

■ [REDACTED]

[REDACTED]

[REDACTED]

About

Federated Farmers is a not-for-profit primary sector advocacy organisation that represents farmers, and other rural businesses. Federated Farmers has a long and proud history of representing the needs and interests of New Zealand's farmers.

The Federation aims to add value to its members' businesses. Our key strategic outcomes include the need for New Zealand to provide an economic and social environment within which:

- Our members may operate their businesses in a fair and flexible commercial environment.
- Our members' families and their staff have access to services essential to the needs of the rural community.

- Our members adopt responsible management and environmental practices.

This submission is representative of member views and reflect the fact that local government rating and spending policies impact on our member's daily lives as farmers and members of local communities.

INTRODUCTION

1. The West Province of Federated Farmers (Federated Farmers) welcomes the chance to submit on the Proposed Speed Management Plan Consultation. We acknowledge any submissions made by individual members of Federated Farmers.
2. Federated Farmers is keen to meet with Councils to provide continual feedback on any likely issues of significance for the rural community, and particularly any changes proposed to rural roads.
3. We would like to be heard in support of our submission.

SUBMISSION

4. Federated Farmers has a keen interest in the roading network due to its crucial role in facilitating the transportation of goods and services for the farming sector, and improvements made to the network contribute to economic resilience and sustainability of rural communities. The roading network is also a crucial social and health and safety lifeline, as there are limited alternative modes of transport available to rural communities.
5. The primary sector contributes heavily to the district's economy through exports, and local economy and employment. Rural businesses rely heavily on a well-maintained roading system to provide a safe and reliable means to transport goods and services within and out of the district. If local roads are not adequately maintained to meet the necessary standards, it will result in increased costs and compromised safety for primary producers to transport supplies to farms, and equally transporting products (milk, livestock, crops, timber, aquaculture, and viticulture) to processing or export points will become more challenging.
6. Federated Farmers has been heartened to see a proactive approach undertaken by Council to ensure that the reduction in speed limits is around our most vulnerable in our communities; schools. It has been apparent that Councils has tried their best to strike a balance between creating a safe environment for those who engage around our roading infrastructure but keeping the coast moving forward.
7. Our submission covers the following points:
 - School zones
 - Arterial roads
 - Reduction in rural road speeds

Buller District

School zones

8. Federated Farmers supports the councils' objective to reduce speed around educational facilities in the District. Our members are very supportive of creating safe environments around educational facilities.¹

Comments on area specific proposed reductions

9. Rural roads play a vital role in connecting communities and supporting economic activities, which is why Federated Farmers is open to limits that are common sense and practically work. While prioritizing safety is crucial, it is essential to assess the potential drawbacks and unintended consequences of reducing speed limits on rural roads.
10. Federated Farmers comments on the following:
11. Kohaiahi Road proposed 60km/h - B1, Federated Farmers is concerned about the proposed reductions for this road. The Kohaiahi road is a servicing road to the beginning of the Heaphy Track. Federated Farmers understands the risk of higher rates of traffic travelling to the beginning of the track creates for the road but dropping to 60km/h is a significant drop. The impact on farm service vehicles would be detrimental to the farming operations of the area. Federated Farmers would support a drop to 80km/h, we feel that 60km/h is too restrictive for the rural road.
12. Karamea – B2, Federated Farmers supports the need to reduce the speed limit around the area school. However, we find the extent of the proposed speed limit reduction is too extensive. Federated Farmers proposes that in the immediate proximity around the educational facility is 30km/h and the rest of the settlement remains at the 50km/h which is practical for students at the Area School and for residents of Karamea.
13. Little Wanganui – B3, Federated Farmers does not support the proposed speed reduction to 40km/h. The current speed limit through Little Wanganui is 70 km/h. Federated Farmers would be supportive of reductions to either 60 or 50km/h. All traffic to Karamea passes through Little Wanganui and appears to be impractical for what benefit to reduce speed from 70km/h to 40km/h. Federated Farmers would like to seek greater clarification on the benefits on the analyse behind the proposed speed reductions within the Little Wanganui. As the proposal stands we do not support the speed limit reduction in Little Wanganui.
14. Seddonville B4, Powerhouse Road B5, Cape Foulwind B7, Federated Farmers is concerned about the speed restrictions placed on those rural roads. Speed restrictions around settlements such as Cape Foulwind is sensible, but to extend the speed reductions reaching further than residential housing, appears to have little to no net benefit to road safety in that area. Federated Farmers would be

¹ NZTA Setting of Speed Limits 2022, <https://www.nzta.govt.nz/assets/resources/rules/docs/setting-speed-limits-2022.pdf> accessed 29 June 2023

supportive of 60km/h around housing area of Seddonville and the speed limit then being increased to 80km/h in all other areas of the proposed speed limit reduction map.

15. Federated Farmers raises further concerns with the proposed reduction in speed around Charleston. Federated Farmers is not opposed to the reduction, but we would like to propose the speed limit raised from the proposed 40km/h to 50km/h which is more sensible for a rural road and the ability for residents to get around in an efficient manner. Federated Farmers would also like Council to consider as outlined in point 15 the increase of the speed from 60km/h to 80km/h. Charleston is a rural road and from local knowledge Federated Farmers believes that a reduction to 80km/h would be sufficient to achieve the intended purposes of this proposed plan.

Grey District

School zones

16. Federated Farmers is supportive the proposed speed reductions outlined in;
 17. G1, Awahono
 18. G3, Runanga
 19. G4, Greymouth
 20. G5, Paparua
 21. G6, Karoro
 22. G7, Paroa School and Gladstone Road.
23. Federated Farmers is impressed with the Council's focus on ensuring that the region's young people are enabled to have a 'safe journey' home. Federated Farmers would like to make a note that these restrictions appear to be at all times of the year and Council could consider having these proposed speed reductions in place during school hours, so outside those hours and school holidays traffic is able to move freely around those settlements, like what Westland is proposing with its school zones.

Comments on area specific proposed reductions

24. Federated Farmers is concerned about the proposed speed reduction in Blackball (G2). Blackball is proposed to have a speed reduction to 30km/h. It appears to be awfully restrictive on the movement of traffic in and around the township. Federated Farmers would be supportive of a redraft of this map to just include the educational facility in Blackball. Council has provided little justification on the blanket restriction and Federated Farmers is concerned about the practicality of these blanket restrictions on the wider population of Blackball. A reduction from 50km/h to 30km/h is a significant drop in speed. Federated Farmers would like to see this proposal revised.
25. Federated Farmers raises further concerns about the blanket speed reductions proposed for Moana (G8). Federated Farmers understands that during holiday periods traffic congestion in and around Moana can be high. Federated Farmers is supportive of the reduction in speed around the school, but for the whole township appears overly restrictive for what purpose? Federated Farmers would be more comfortable with a reduction in speed to 40km/h around the educational facility and elsewhere in the township remain at 50km/h.

Westland District

School zones

26. Federated Farmers is very supportive of the proposed speed reductions around Kumara, Fox Glacier, Haast School, Hokitika, Kokatahi-Kouhiturangi, Ross, and South Westland Area School. The common-sense approach taken by the Council to ensure that proposed speed reductions are variable, which encourages speed reductions when young people are at the educational facilities, when the facilities are not in use the current speed limit is take precedence. This approach is best suited for those smaller communities in South Westland and gives them the freedom move around their communities. This could be an approach that Grey and Buller Councils consider through this process.

Comments on area specific proposed reductions

27. Federated Farmers is supportive of the speed reductions around the Aranura Pa.

Concluding comments

28. Federated Farmers supports the Council's objectives to reducing harm on roads, especially in and around educational facilities. Federated Farmers hopes that any proposed speed reductions that take place are coupled with improvements to the roading network as required. Reduction in speed in selected Rural Areas can cause a loss to productivity, however with the changes Federated Farmers has proposed, should enable Rural Productivity to not be adversely affected. We hope that Councils will consider our recommendations with merit. Federated Farmers is willing to work with Council to find practical solutions for Speed Management on the West Coast.
29. Federated Farmers is impressed at how the Councils have tried to balance safety with common sense and look forward to working with them further on this Proposed Speed Management Plan.

Federated Farmers thanks the Buller, Grey and Westland District Council's for considering our submission on the Proposed Speed Management Plan.

West Coast Draft Regional Speed Management Plan

Feedback form



Department of
Conservation
Te Papa Atawhai



We are consulting on the West Coast Draft Regional Speed Management Plan and want to hear your views on traffic speeds on some of our local roads, and what you think about the proposed changes to the speed limits on the West Coast.

Your feedback will help to inform decisions on the final Speed Management Plan.

Name _____

Gender (please circle) Male Female Gender Diverse Prefer not to say

Age Group (please circle) 14-18 19-25 26-30 31-39 40-49 50-59 60-69 70+

Prefer not to say

1. Which District would you like to provide feedback on? *(Please select ONE district. Please use different feedback forms if you like to provide feedback on several districts.)*

Buller Grey Westland

2. What is your relationship to the Buller/Grey/Westland District? **(Tick all that apply)**

- I live in the area
 I work in the area
 I own or manage a business in the area

- I go to school or an education facility in the area
 I drop my children off here for school or daycare
 I come here for shopping
 I access community or health services in the area
 I visit friends in the area
 I do recreational activities in the area (e.g. running, attending class at a fitness centre, etc.)
 I travel through the area
 Whakapapa to the area
 Other (please specify) _____
3. **How do you usually travel? (Tick all that apply)**
- By foot
 By private vehicle
 By bicycle
 By moped/motorcycle
 By wheelchair or mobility scooter
 By driving services, such as Total Mobility
 By taxi
 Other (please specify) _____
4. **How safe do you feel current speed limits are in the West Coast Region?**
- Very unsafe Unsafe Neutral Safe Very Safe
5. **Our Speed Management Plan aims to reduce the harm and severity of injuries caused when accidents happen on our roads. Do you agree with this general aim?**
- Strongly disagree Disagree Agree Strongly agree
6. **What do you think should happen to speed limits on our rural local roads?** *Rural local roads are roads outside of our towns which are not State Highways, and generally have higher speeds.*
- Increase speed limits Keep speed limits the same Decrease speed limits
7. **What do you think should happen to speed limits on urban local roads?** *Urban local roads are roads in our towns, around houses, schools, and shops, which generally have lower speeds, and are not State Highways.*
- Increase speed limits Keep speed limits the same Decrease speed limits

8. Regulation has recently required us to lower speeds around all schools in the district by 2027. Do you agree with the proposed approach to lowering local road speed limits around schools?

Yes No

9. Do you have any comments on local road speeds in the district you are submitting on?

If you have additional sheets, please provide them with your feedback.

Please send or drop off your completed feedback form to the relevant district council.

Buller District Council

PO Box 21
Westport 7866

info@bdc.govt.nz

Ph: 0800 807 239

Grey District Council

PO Box 382
Greymouth 7840

info@greydc.govt.nz

Ph: 03 769 8600

Westland District Council

Private Bag 704
Hokitika 7842

council@westlanddc.govt.nz

Ph: 0800 474 834

**West Coast
Regional Council**

PO Box 66,
Greymouth 7840

info@wrc.govt.nz

Ph: 0508 800 118









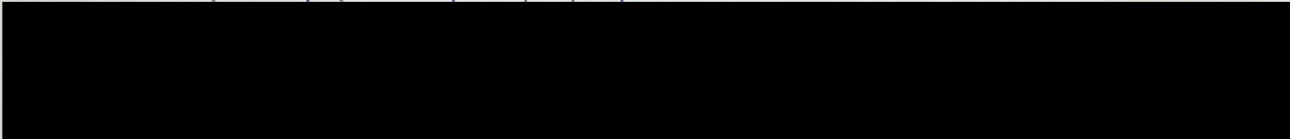
Draft Regional Speed Management Plan

Submission form



We are consulting on the West Coast Draft Regional Speed Management Plan and want to hear your views on traffic speeds on some of our local roads, and what you think about the proposed changes to speeds in the Draft Plan. Your feedback is appreciated and will help to inform decisions on the final Speed Management Plan.

Name Barbara Byerlina



Gender (please circle) Male Female Gender Diverse Prefer not to say

Age Group (please circle) 14-18 19-25 26-30 31-39 40-49 50-59 60-69 70+

Prefer not to say

1. Which District would you like to provide feedback on?

- Buller Grey Westland

2. What is your relationship to the Buller/Grey/Westland District?

- I live in the area
- I work in the area
- I own or manage a business in the area
- I go to school or an education facility in the area
- I drop my children off here for school or daycare

- I come here for shopping
- I access community or health services in the area
- I visit friends in the area
- I do recreational activities in the area (e.g. running, attending class at a fitness centre, etc.)
- I travel through the area
- Whakapapa to the area
- Other (please specify) _____

3. **How do you usually travel? (Tick all that apply)**

- By foot
- By private vehicle
- By bicycle
- By moped
- By wheelchair or mobility scooter
- By driving services, such as Total Mobility
- By taxi
- Other (please specify) _____

4. **How safe do you feel current speed limits are in the West Coast Region?**

- Very unsafe Unsafe Neutral Safe Very Safe

5. **Our Speed Management Plan aims to reduce the harm and severity of injuries caused when accidents happen on our roads. Do you agree with this general aim?**

- Strongly disagree Disagree Agree Strongly agree

6. **What do you think should happen to speed limits on our rural local roads? *Rural local roads are roads outside of our towns which are not State Highways, and generally have higher speeds.***

- Increase speed limits Keep speed limits the same limits Decrease speed limits

7. **What do you think should happen to speed limits on urban local roads? *Urban local roads are roads in our towns, around houses, schools, and shops, which generally have lower speeds, and are not State Highways.***

- Increase speed limits Keep speed limits the same limits Decrease speed limits

8. Regulation has recently required us to lower speeds around all schools in the District by 2027. Do you agree with the proposed approach to lowering local road speed limits around schools?

Yes

No

9. Do you have any comments on local road speeds in the District you are submitting on?

yes Though I agree speed limits should lower around schools, I do not believe it needs to change in the other areas ie market through to Karamaea & surrounds also Little Wanganui

If you have additional sheets, please provide them with this submission.

From: [BDC Customer Services](#)
To: [Mira Schwill](#)
Subject: FW: Speed Management Consultation
Date: Wednesday, 3 April 2024 9:01:59 am

Please see below email submission from David Barnes

From: David Barnes [REDACTED]
Sent: Tuesday, 2 April 2024 10:45 pm
To: info@wcr.govt.nz; BDC_Info <info@bdc.govt.nz>
Subject: Speed Management Consultation

I have tried to fill in the submission form both from BDC site and WCRC site but found it pretty well impossible on both.

This e-mail is my submission please acknowledge receipt to me davidbarnes@xtra.co.nz.
phone number 0211591593

I do approve of the proposed speed reductions in appropriate places such as schools but with the proviso that they are strongly enforced with strong penalties.

We live on McKenna Road Westport and there is a very real need to place a 60 kph speed restriction on Abattoir and McKenna roads, Stafford Street and Stephen road from Excelsior Road up to the intersection with McKenna Road.

These roads have been and still are used by recreational Walkers, Joggers and Cyclists. There are no footpaths on any of them and are basic widths for two way traffic. All are straight, allowing motorcycles and cars to attain excessive speed irrespective of others using the roads.

A major transport company have their depot off Stafford Street which has a reduced price Fuel Stop on its premises which attracts a large number of Camper vans in particular adding specific problems to vehicular traffic flow and numbers. The entrance to the depot is screened by dense foliage so traffic leaving presents a hazard to fast moving passing vehicles on Stafford Street. Witness some heavy tyre marks at that point.

The Trucking company is involved with transport of the new Heavy Mineral Sand mining project with large truck and trailer units entering and leaving the yard having utilised the weigh bridge within the premises. This trade has also increased the number of truck movements considerably and is likely to increase yet again as the mine improves productivity. The Trucks use all the roads in this submission.

There are two railway crossings affecting, Stafford Street, McKenna Road and Stephen Road.

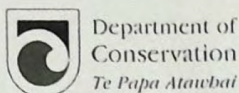
There have been several accidents at the Stephen Road / McKenna Road intersection caused by cars at speed failing to make the turn into McKenna Road to cross the railway line. As the result of one of those accidents the car involved finished up on the railway line and a train had to be flagged down.

Vehicles approaching McKenna Road down Stephen Road have the railway line close to and parallel to them. Traffic having trains travelling in the same direction are frequently unaware of the train and speeding impatient drivers ignore the hazard.

David Barnes
40 McKenna Road
Westport

Draft Regional Speed Management Plan

Submission form



We are consulting on the West Coast Draft Regional Speed Management Plan and want to hear your views on traffic speeds on some of our local roads, and what you think about the proposed changes to speeds in the Draft Plan. Your feedback is appreciated and will help to inform decisions on the final Speed Management Plan.

Name FRANK BJERRING

Email [REDACTED]

Address [REDACTED]

Gender (please circle) Male Female Gender Diverse Prefer not to say

Age Group (please circle) 14-18 19-25 26-30 31-39 40-49 50-59 60-69 70+

Prefer not to say

1. Which District would you like to provide feedback on?

Buller Grey Westland

2. What is your relationship to the Buller/Grey/Westland District?

- I live in the area
 I work in the area
 I own or manage a business in the area
 I go to school or an education facility in the area
 I drop my children off here for school or daycare

- I come here for shopping
- I access community or health services in the area
- I visit friends in the area
- I do recreational activities in the area (e.g. running, attending class at a fitness centre, etc.)
- I travel through the area
- Whakapapa to the area
- Other (please specify) _____

3. How do you usually travel? (Tick all that apply)

- By foot
- By private vehicle
- By bicycle
- By moped
- By wheelchair or mobility scooter
- By driving services, such as Total Mobility
- By taxi
- Other (please specify) _____

4. How safe do you feel current speed limits are in the West Coast Region?

- Very unsafe Unsafe Neutral Safe Very Safe

5. ~~THIS IS A LOADED QUESTION~~ Our Speed Management Plan aims to reduce the harm and severity of injuries caused when accidents happen on our roads. Do you agree with this general aim?

- Strongly disagree Disagree Agree Strongly agree

6. What do you think should happen to speed limits on our rural local roads? *Rural local roads are roads outside of our towns which are not State Highways, and generally have higher speeds.*

- Increase speed limits Keep speed limits the same limits Decrease speed limits

7. What do you think should happen to speed limits on urban local roads? *Urban local roads are roads in our towns, around houses, schools, and shops, which generally have lower speeds, and are not State Highways.*

- Increase speed limits Keep speed limits the same limits Decrease speed limits

8. Regulation has recently required us to lower speeds around all schools in the District by 2027. Do you agree with the proposed approach to lowering local road speed limits around schools?

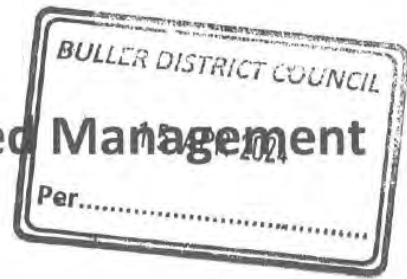
Yes

No

9. Do you have any comments on local road speeds in the District you are submitting on?

If you have additional sheets, please provide them with this submission.

West Coast Draft Regional Speed Management Plan



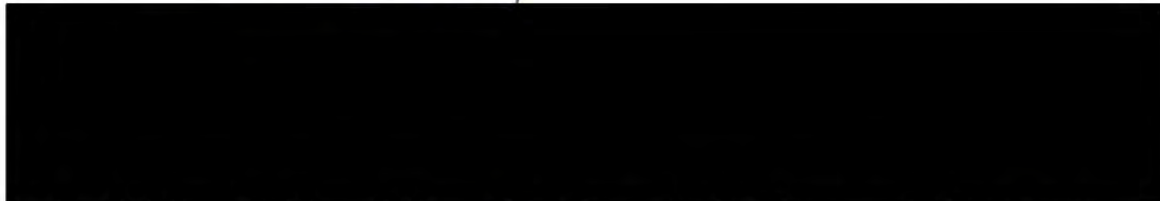
Feedback form



We are consulting on the West Coast Draft Regional Speed Management Plan and want to hear your views on traffic speeds on some of our local roads, and what you think about the proposed changes to the speed limits on the West Coast.

Your feedback will help to inform decisions on the final Speed Management Plan.

Name Fith Beardsley



Gender (please circle) Male Female Gender Diverse Prefer not to say

Age Group (please circle) 14-18 19-25 26-30 31-39 40-49 50-59 60-69 70+

Prefer not to say

1. Which District would you like to provide feedback on? (Please select ONE district. Please use different feedback forms if you like to provide feedback on several districts.)

- Buller
- Grey
- Westland

2. What is your relationship to the Buller/Grey/Westland District? (Tick all that apply)

- I live in the area
- I work in the area
- I own or manage a business in the area

- I go to school or an education facility in the area
- I drop my children off here for school or daycare *school bus (-granddaughter)*
- I come here for shopping
- I access community or health services in the area
- I visit friends in the area
- I do recreational activities in the area (e.g. running, attending class at a fitness centre, etc.)
- I travel through the area
- Whakapapa to the area
- Other (please specify) _____

3. **How do you usually travel? (Tick all that apply)**

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- By bicycle
- By moped/motorcycle
- By wheelchair or mobility scooter
- By driving services, such as Total Mobility
- By taxi
- Other (please specify) _____

4. **How safe do you feel current speed limits are in the West Coast Region?**

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- Strongly disagree Disagree Agree Strongly agree

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8. Regulation has recently required us to lower speeds around all schools in the district by 2027. Do you agree with the proposed approach to lowering local road speed limits around schools?

Yes

No

9. Do you have any comments on local road speeds in the district you are submitting on?

I have lived in Charleston for 24 years. Due to land subdivision for housing, Charleston's population has increased in this time. More people, more vehicles, more vehicle movements. In addition to this the local tourist businesses, the development of the Motorcamp, Tavern, Motels + Baches has meant that Charleston has become a destination - not ^{just} a small place to drive through. In my view the current speed regulations for our roads are outdated. I fully support the proposal for speed changes on Mays and Beach roads. However this leaves a rather large gap in the review of changes, for other roads here, which will have more vehicle movements in total. That is: Princes St, Rotten Row, Powell place, Old Nile/Remetry Rd and Darkies Terrace which have all been left out of this assessment. Locals and visitors have to compete with all manner of vehicles on these narrow roads. Limit at present for these roads appears to be 80/100 km per hour! Having witnessed several 'close shaves' I feel certain there will be an avoidable fatal accident. Speed kills. I strongly support changes in speed for Westport and other areas in Baller.

If you have additional sheets, please provide them with your feedback.

Thank you,
Juth Beardley.

West Coast Draft Regional Speed Management Plan

Feedback form



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Your feedback will help to inform decisions on the final Speed Management Plan.

Name Jonathan Cole

[Redacted address information]

Gender (please circle) Male Female Gender Diverse Prefer not to say

Age Group (please circle) 14-18 19-25 26-30 31-39 40-49 50-59 60-69 70+

Prefer not to say

1. Which District would you like to provide feedback on? (Please select ONE district. Please use different feedback forms if you like to provide feedback on several districts.)

Buller Grey Westland

2. What is your relationship to the Buller/Grey/Westland District? (Tick all that apply)

I live in the area
 I work in the area
 I own or manage a business in the area

- I go to school or an education facility in the area
- I drop my children off here for school or daycare
- I come here for shopping
- I access community or health services in the area
- I visit friends in the area
- I do recreational activities in the area (e.g. running, attending class at a fitness centre, etc.)
- I travel through the area
- Whakapapa to the area
- Other (please specify) _____

3. **How do you usually travel? (Tick all that apply)**

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- By private vehicle
- By bicycle
- By moped/motorcycle
- By wheelchair or mobility scooter
- By driving services, such as Total Mobility
- By taxi
- Other (please specify) _____

4. **How safe do you feel current speed limits are in the West Coast Region?**

- Very unsafe Unsafe Neutral Safe Very Safe

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- Strongly disagree Disagree Agree Strongly agree

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- Increase speed limits Keep speed limits the same limits Decrease speed limits

8. Regulation has recently required us to lower speeds around all schools in the district by 2027. Do you agree with the proposed approach to lowering local road speed limits around schools?

Yes No

9. Do you have any comments on local road speeds in the district you are submitting on?

I support the lowering of Kohaihai Road (B1) to 60 kph. It is windy and narrow and used mostly by visitors.

I strongly do not support the lowering of Waverley St (B2) to 30 kph. It seems ridiculous for vehicles to come through Market Cross at 50 kph then have to slow to 30 kph a quarter of the way down Waverley St.

Waverley St is a wide road with grass berm on one side and a good wide pavement on the other. At present, most cyclists, especially school children, use the footpath on the south side of the road which keeps them safe from being on the road from the school to Market Cross or Karamea in the other direction.

It is a low traffic volume street at any time of the day. Roads around schools in most towns in New Zealand have traffic speed restrictions at certain times of the day when children are arriving or departing. This is often a 40 kph limit and applies only for those times. Considering that out of the whole year (8760 hours) the school would require 2 hours per day for 192 days per year which equates to 384 hours, this means to put it in simple terms that for 8376 hours of the year the speed

limit would be 30 kph for no good reason. This of course includes weekends (when there is no school) and holidays (when there is no school) and public holidays. I do support 2 hours per day at 30 kph around the school only as is done elsewhere. I would also recommend a speed limit of 30 kph in Market Cross.

With regard to Little Wanganui (B3) the new speed limit of 50 kph is working well and does not need to be reduced further.

If you have additional sheets, please provide them with your feedback.

West Coast Draft Regional Speed Management Plan

Feedback form



Department of
Conservation
Te Papa Atawhai



We are consulting on the West Coast Draft Regional Speed Management Plan and want to hear your views on traffic speeds on some of our local roads, and what you think about the proposed changes to the speed limits on the West Coast.

Your feedback will help to inform decisions on the final Speed Management Plan.

Name Kate Henderson

█

█

█

█

Gender (please circle) Male Female Gender Diverse Prefer not to say

Age Group (please circle) 14-18 19-25 26-30 31-39 40-49 50-59 60-69 70+ Prefer not to say

1. Which District would you like to provide feedback on? (Please select ONE district. Please use different feedback forms if you like to provide feedback on several districts.)

Buller Grey Westland

2. What is your relationship to the Buller/Grey/Westland District? (Tick all that apply)

- I live in the area
- I work in the area
- I own or manage a business in the area
- I go to school or an education facility in the area
- I drop my children off here for school or daycare
- I come here for shopping I access community or health services in the area
- I visit friends in the area
- I do recreational activities in the area (e.g. running, attending class at a fitness centre, etc.)
- I travel through the area Whakapapa to the area
- Other (please specify) _____

How do you usually travel? (Tick all that apply)

- By foot
- By private vehicle
- By bicycle
- By moped/motorcycle
- By wheelchair or mobility scooter
- By driving services, such as Total Mobility
- By taxi Other (please specify) _____

How safe do you feel current speed limits are in the West Coast Region?

- Very unsafe
- Unsafe
- Neutral
- Safe
- Very Safe 5.

Our Speed Management Plan aims to reduce the harm and severity of injuries caused when accidents happen on our roads. Do you agree with this general aim?

- Strongly disagree
- Disagree
- Agree
- Strongly agree

6. What do you think should happen to speed limits on our rural local roads? Rural local roads are roads outside of our towns which are not State Highways, and generally have higher speeds.

- Increase speed limits
- Keep speed limits the same
- Decrease speed limits

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- Increase speed limits
- Keep speed limits the same
- Decrease speed limits

8. Regulation has recently required us to lower speeds around all schools in the district by 2027. Do you agree with the proposed approach to lowering local road speed limits around schools?

- Yes
- No

9. Do you have any comments on local road speeds in the district you are submitting on? If you have additional sheets, please provide them with your feedback.

Please send or drop off your completed feedback form to the relevant district council.

Buller District Council PO Box 21 Westport 7866 info@bdc.govt.nz Ph: 0800 807 239 Grey District Council PO Box 382 Greymouth 7840 info@greydc.govt.nz Ph: 03 769 8600 Westland District Council Private Bag 704 Hokitika 7842 council@westlanddc.govt.nz Ph: 0800 474 834 West Coast Regional Council PO Box 66, Greymouth 7840 info@wrc.govt.nz Ph: 0508 800 118

SUBMISSION TO:**Draft West Coast Regional Speed Management Plan****SUBMITTER:**Kate Henderson
[REDACTED]**INTRODUCTION**

It is important for me to make a submission on this matter. I live the results of the current traffic conditions and the 100 kph speed limit on a daily basis. Not forgetting the unsealed road and the ensuing dust nuisance in summer, and water filled potholes in winter.

The suggested speed limit signs of 35km/hr (posted near the Nile bridge end of Beach Rd and the intersection of Hands and Beach roads) is largely ignored.

There is an uptick of campervans, bicyclists, also increased local traffic due to new housing in the area.

INFORMATION SUPPLIED BY THE SWCG

Photo1 (SWCG, 2024.pers comm)

- “1. Beach Road from SH intersection at Nile River to Mays Road: 30kph and one-way in a northbound direction
2. Beach Road from Mays Road to #192 Beach Road: 30kph
3. #192 Beach Road to northern end of Hands Road: 60kph

4. Mays Road from SH intersection to Beach Road: 40kph

5. Beach Road from Hands Road intersection to SH intersection: 60kph”

(CWCG,2024. pers comm)

SUBMISSION

Above, is information from the CWCG. I largely concur with their suggestions, with the EXCEPTION of:

“4. Mays Road from SH intersection to Beach Road: 40kph”

(CWCG,2024.)

Proposal

Mays Road speed limit is changed to 30 kph.

Description of Mays Road

- Mays Road is approximately 500m long, it runs between SH 6 and Beach Road.
- Mays Road joins Beach Road at the bottom of a hill, at a T intersection.
- It is unsealed.
- It is narrow (two cars have difficulty passing safely). Trucks, tractors and campervans are a nightmare to pass.
- It is on a moderate slope, East to West.
- The road is twisty, with several blind corners
- At the edge of the road on the northern side are mature native trees, and, on the south side of the road the vegetation is mostly wheki / *Dicksonia squarrosa*. The vegetation shades the road, making it slippery for most of the year.
- On the northern side of the road is a steep drop-off of several meters in places, and on the southern side a deep ditch hidden by ground cover then a rising fern covered bank.
- The proposal for the Kawatiri Coastal Trail shows the trail crossing Mays Road approximately 20m from the Beach Road intersection.
-

Rationale

- The change in the speed limits from 100kph on the SH to 40kph for such a short distance on Mays Road before a change to 30kph on Beach Road, and vice versa would be confusing to motorists.
- The road and immediate environs (described above) necessitates the slowest speed limit.
- There are blind corners at the T intersection with Beach Road to both the left and right.
- The proposed Kawatiri trail crossing Mays Road shortly before the intersection is frankly scary for trail users and the motorists who will be channelled up Mays Road if the one-way road system from the Nile bridge to Mays Road, for the Kawatiri trail proceeds.

Thank you.

K.J. Henderson

Kate Henderson

M. Appl Sc. (Hons), B.Sc., NZCAD. Resident.

West Coast Draft Regional Speed Management Plan

Feedback form



We are consulting on the West Coast Draft Regional Speed Management Plan and want to hear your views on traffic speeds on some of our local roads, and what you think about the proposed changes to the speed limits on the West Coast.

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Name Kathleen Beveridge

Gender (please circle) Male Female Gender Diverse Prefer not to say

Age Group (please circle) 14-18 19-25 26-30 31-39 40-49 50-59 60-69 70+

Prefer not to say

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Buller Grey Westland

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- Very unsafe Unsafe Neutral Safe Very Safe

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- Strongly disagree Disagree Agree Strongly agree

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Yes

No

9. Do you have any comments on local road speeds in the district you are submitting on?

I find the speed limits to be appropriate as they are now.

Little Wanganui - Kapuamea Highway is 50km/h at the moment. I feel this is adequate. It does not need to be reduced to 40km/h.

Kohaiwhi Road should remain at 100km/h until it goes into the National Park. Maybe then reduce it to 60km/h.

Slower speeds cause frustration & drivers may take greater risks.

"If its not broken, don't fix it." There are very few accidents around Wanganui.

If you have additional sheets, please provide them with your feedback.

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Name

MARILYN BERENDT

Gender (please circle) Male Female Gender Diverse Prefer not to say

Age Group (please circle) 14-18 19-25 26-30 31-39 40-49 50-59 60-69 70+

Prefer not to say

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- Other (please specify) FIRE APPLIANCE, HORSE

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Yes

No

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PLEASE READ THE ATTACHED
DOCUMENT
THANK YOU!

If you have additional sheets, please provide them with your feedback.

A submission by Marilyn Berendt – Speed Management Plan

AWARENESS & ACCOUNTABILITY ON OUR ROADS

What does it take to be heard. Why does it take a death or injury of a person to make change?

Why do requests by residents, who know these roads best, who know the real & present dangers, who use these roads every day, get their concerns disregarded.

IT IS THE TIME TO LISTEN - PLEASE

- Every urban or rural district over the years and decades in every country in the world will experience change. We all have awareness of this or should do.
- Those who are responsible for the planning of cities or townships spreading, noting the increase in population of an area of varying age groups, the construction of urban streets, main highways, or backcountry roads, or those who have given permission for sports events to go ahead on our roads, cycle ways using portions of rural roads, certainly have **a responsibility to future proof and keep safe** all road users. Many unfortunately do not know or have forgotten that horses have right of way on our roads. Popular in New Zealand is the overseas traveller cycling around either the South Island or North Island. We are encouraging tourists to our parts of the country. **Awareness is crucial** of what is happening in each of our areas, all over New Zealand.
- Our township of Charleston has **changed in many ways**. It is a wonderful community with an ever-increasing population, sections are being sold and many new homes are being built. A new cycle way will be completed soon. It is an outdoor paradise. In its hub it has motels, a tavern, a caving adventure company, and a motor camp. All these businesses are well patronised. Right in between these business's is the local fire station. The local school children meet at the motor camp to pick up the school bus. A reduction in the speed of traffic is essential.
- Darkies Terrace Road, Cemetery Road, Beach Road (north & south), Lowes Road, Mill Road, Fairburn Way and the numerous households and businesses along the highway, the residents all must take extreme caution while turning on to the main highway as in both directions north and south as the speed limit is 100kms. The traffic using our roads has increased 10-fold. Cars, trucks, buses, multiple milk tankers, tractors, motor cyclists, cyclists, horses, and foot traffic.

It is time for **change in our township of Charleston and outlying areas**. It is not the gold mining era of 1866 anymore it is a very modern day 2024. We are all aware that we have a main highway right through the hub of our popular township. We certainly require a speed reduction approaching and in our township of 30 kms due to increased traffic movements and for the safety of all residents or tourist walking or driving. A foot path for locals or visitors to use for their safety is essential. Popular walks down to the historic Constant Bay and the climbing cliffs are visited by many. Also, it is popular for dog walkers or for those having refreshing swim in the bay. With the cycleway soon to be present in our township the correct infrastructure and road speeds need to be thought about immediately. I understand that state highways are not included in the speed management plan however I feel that a reduction from 100kms to 80 kms between Beach Road North and just past the Geotech south of Charleston would make our road safer. (Please note: Charleston township 30kms)

- Beach road (Charleston) is a very popular road as its gives access to the Nile Bay, Little Beach, and the Nine Mile beach. The swimming or walking at these locations is increasingly popular. There are many residents that live along this road. Soon there will be cyclists using the road as part of the cycle trail. A horse trekking business uses the road as well. Traffic has increased due to residents requiring access to and from their homes. In the summer, it is difficult for traffic to move freely as parked cars at the

popular swimming places at the mouth of the Nile, Nile Bay, or the Nine Mile Beach are quite often partially blocked by vehicles.

A suggestion by locals is a one-way access from the state highway 6 to Mays Road to alleviate excess traffic due to the narrowness of the road. Essential is a speed reduction for the safety of all who use Beach Road, it is vital. 30kms is a speed that keeps all free from harm. Not the 40/60kms speeds selected for some parts of Beach Road. It all should be 30kms.

As a long-time resident and being the local fire chief, I cannot emphasize enough the need for change. Too often I see the result of bad decisions. Let's not make one now. The opportunity is here. Let's make the right choice. Lower the speed on our roads, respect those who use them. That is the theme of my submission.

I fully support the forwarded submission by Charleston Waitakere Community Group. I have been a long-time member of this group. The group sincerely have a vested interest on what happens in our community.

West Coast Draft Regional Speed Management Plan

Feedback form



Department of
Conservation
Te Papa Atawhai



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Name _____

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Age Group (please circle) 14-18 19-25 26-30 31-39 40-49 50-59 60-69 70+

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council@westlanddc.govt.nz

Ph: 0800 474 834

**West Coast
Regional Council**

PO Box 66,
Greymouth 7840

info@wcr.govt.nz

Ph: 0508 800 118

- This is a nonsensical **West Coast Regional Speed Management Plan**. Its at odds to the current government strategy “getting nz moving.”
- There is no consistency in the planned speed limits even putting limits on closed/private roads
- Does not identify and justify what the basis used to determine the limits
- Roads don't cause death . Drivers poor decisions, actions/inactions cause death. You cant regulate against this.
- There has been no deaths on any of the nominated roads that speed was identified primary cause
- drive to the conditions
- Councils have no liability for road deaths on there roads. Why are they spending their limited resources perusing this plan when it is not going to achieve the targets. Lowering blanket limits to be effective requires policing.
- Also creates frustration forcing drivers to travel at lower speeds even when so called hazards are no longer relevant. ie after school hours

From: [BDC Customer Services](#)
To: [Mira Schwill](#)
Subject: FW: Feedback - Speed Management Plan
Date: Monday, 25 March 2024 10:36 :46 am
Attachments: [image001.jpg](#)
[image002.png](#)

Customer Services |
 DDI 03 788 9111 | Email customerservices@bdc.govt.nz

Buller District Council | Phone 0800 807 239 | www.bullerdc.govt.nz
 PO Box 21 | Westport 7866

Community Driven | One Team | Future Focussed | Integrity | We Care

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[Buller District Council Website](#)



From: The Steeples [REDACTED]
Sent: Monday, 25 March 2024 10:34 AM
To: BDC_Info <info@bdc.govt.nz>
Cc: Wendy and Wayne [REDACTED]
Subject: Feedback - Speed Management Plan

This submission is made on behalf of the Omapu Reserve Sub-Committee, the majority of members meeting informally last week where we agreed to send through our feedback in relation to the **West Coast Regional Speed Management Plan**. The specific roads are Lighthouse, Domain, Omapu, Limestone (as shown on the maps).

Lighthouse Road intersects Cape Foulwind and Tauranga Bay Roads at a multi-road intersection at the Star Tavern and runs through to the Lighthouse Walkway Carpark. We appreciate there are plans to alter the layout of these intersecting roads, with the probable outcome being the use of the old Holcim road, making part of the Cape Foulwind highway a "dead end" road, therefore allowing better access to new build homes in the sub-division being developed from the old Holcim entrance through to the Tavern.

Lighthouse Rd speed limit is currently 100kph and in November 2022 the Omapu Reserve Sub-Committee lodged a service request, detailing the reasons why it was viewed as pressing that the speed limit be reduced to a **maximum** of 50kph.

It was our view at the time that a **lesser** limit might well be more appropriate when expertly assessed.

We are of a view that the proposed reduction to 60kph for all roads mentioned above, **falls short** of assuring a **safer environment for all road users** (the ultimate goal of the speed management plan), and we offer the following consideration:

- the school bus drops children off to then walk these rural roads to their homes, with no footpaths and minimal (sometimes overgrown) verges
- the Kawatiri Coastal Trail requires cyclists and pedestrians to cross Lighthouse & Domain Rds and the Cape Foulwind Highway
- Lighthouse Rd is narrow and has a couple of bends that affect sight lines
- there continues to be an escalating pace of residential development in the area – more population using the roads and tracks and manoeuvring in and out of properties
- proposed driveways showing with the residential development indicate many may have minimal vision when moving onto the road. We assume people will not be “backing” out of these driveways, however we know people do
- increased tourist numbers mean more camper vehicles and tourist buses using the roads daily and with regularity throughout the day
- pedestrians from multiple “accommodation/Homestay” providers as well as locals walking the dog on small grass verges (not permitted on the cycle trail) often walk the centre line of the road to gain best sight lines
- cyclists still use Lighthouse Rd, despite the trail e.g. when running dogs or using pushchairs
- with the increased residential development comes a change in the flora and fauna, meaning perhaps more native species on the road
- is there thought to geometric signage and speed humps? – These are less desirable than a reduced speed limit and speed cameras

We suggest the speed limit is reduced to 40kph, especially along Lighthouse Road. By default Omai and Domain, both short roads, would maintain the lower speed.

Please feel free to contact Wendy Chisnall (029 274 6035) or Richard Niederer (027 280 9300) OR reply e-mail for any further information.

Kind regards,

Richard Niederer (Chair), Bruce Cargill, Vaughan Leigh, Wendy Chisnall
(Secretary)
(Members) Omai Reserve Sub-committee

West Coast Draft Regional Speed Management Plan

Feedback form



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Name Peter Reedy

Gender (please circle) Male Female Gender Diverse Prefer not to say

Age Group (please circle) 14-18 19-25 26-30 31-39 40-49 50-59 60-69 70+

Prefer not to say

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Yes

No

9. Do you have any comments on local road speeds in the district you are submitting on?

Reduced speeds on roads at Charleston are necessary.

More houses have been built.

The Hotel has reopened
Cycle way is being used frequently.

Summer tourism and occupation rates at the motor camp and motels are up.

more trucks on the highway + through Charleston with periodic congestion from caravans and campervans.

All Charleston streets and roads have been left off the proposal.

Princes St.

Rotten Row.

Powell Place

Cemetery road

Dorkies Terrace Road.

All of these are too narrow for higher speeds.

Please give this your earnest consideration.

If you have additional sheets, please provide them with your feedback.

Peter Reedy.

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