Notice is given that an ordinary meeting of the Operations Committee will be held on:

Date:	**Thursday 29 May 2025**
Time:	**9.30am**
Meeting Room:	**Tasman Council Chamber**
Venue:	**189 Queen Street, Richmond**
Zoom conference link:	**https://us02web.zoom.us/j/83477197942?pwd=NqOaxX4ygDkT9mb8vomQokrYRZc7Kc.1**
Meeting ID:	834 7719 7942
Meeting Passcode:	621558

Operations Committee

Komiti Mahi

AGENDA

MEMBERSHIP

Chairperson	Cr C Mackenzie	
Deputy Chairperson	Cr T Walker	
Members	Mayor T King	Cr C Hill
	Deputy Mayor S Bryant	Cr M Kininmonth
	Cr C Butler	Cr K Maling
	Cr G Daikee	Cr B Maru
	Cr B Dowler	Cr D Shallcrass
	Cr J Ellis	Ms C Starkey
	Cr M Greening	

(Quorum 8 members)

Contact Telephone: 03 543 7617
Email: tdc.governance@tasman.govt.nz
Website: www.tasman.govt.nz

Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted.

AGENDA

1 OPENING, WELCOME, KARAKIA

2 APOLOGIES AND LEAVE OF ABSENCE

Recommendation
That the apologies be accepted.

3 PUBLIC FORUM

Nil

4 DECLARATIONS OF INTEREST

5 LATE ITEMS

6 CONFIRMATION OF MINUTES

That the minutes of the Operations Committee meeting held on Thursday, 17 April 2025, be confirmed as a true and correct record of the meeting.

7 REPORTS

8 CONFIDENTIAL SESSION

Nil

9 CLOSING KARAKIA

7 REPORTS

7.1 MOUTERE HILLS COMMUNITY CENTRE PRESENTATION

Report To:	Operations Committee
Meeting Date:	29 May 2025
Report Author:	Halie East, Project Delivery Officer
Report Authorisers:	Grant Reburn, Reserves and Facilities Manager
Report Number:	ROC25-05-5

1. Presentation / Whakatakotoranga

Moutere Hills Community Centre will make a presentation to the Operations Committee.

2. Attachments / Tuhinga tāpiri

Nil

7.2 DOWNER ALLIANCE REPORT PRESENTATION

Report To:	Operations Committee
Meeting Date:	29 May 2025
Report Author:	Halie East, Project Delivery Officer
Report Authorisers:	Richard Kirby, Group Manager - Community Infrastructure
Report Number:	ROC25-05-6

1. Presentation / Whakatakotoranga

Drew Hayes will make a presentation to the Operations Committee on Downer Alliance.

2. Attachments / Tuhinga tāpiri

Nil

7.3 INFORMATION SERVICES UPDATE

Information Only - No Decision Required

Report To:	Operations Committee
Meeting Date:	29 May 2025
Report Author:	Chris Blythe, Programme Manager - Digital Innovation Programme
Report Authorisers:	Steve Manners, Chief Operating Officer
Report Number:	ROC25-05-1

1. Summary / Te Tuhinga Whakarāpoto

1.1 The Digital Innovation Programme has an amber status owing to the challenging timeline to deliver the Customer Relationship Management (CRM) project. The Digital Innovation Programme spend is on track to be within budget for this financial year and for the programme overall.

1.2 The CRM project faces challenges owing to the complexities of implementing new systems and processes alongside existing ways of working. A delay to the planned July Go Live is expected to ensure a successful change to new ways of working.

1.3 Work is underway to workshop options for the scope and timeline for the Harakeke workstream that will support improvements in a broader range of core operational processes and systems.

1.4 Other project work is progressing well despite a high demand on the team to deliver the CRM project including, completion of the migration of applications and data to cloud services, improved Customer data management, ongoing solutions for the Environmental Science team, and new phones and devices for Nelson Tasman Emergency Management.

1.5 Data & insights activities have seen more than 90,000 customer records updated and ‘cleaned’ and the Council’s Business Architect has completed initial reviews of the relationships between key council systems and functional teams.

2. Recommendation/s / Ngā Tūtohunga

That the Operations Committee

1. receives the Information Services Update report ROC25-05-1.

3. Information Services Update

3.1 The Project Delivery Office project report provides a summary of the projects delivered by the Information Services team. Highlights this past month include:

3.2 Good progress with improvements to how we manage customer data through a Customer Data Governance Group, which supports the CRM project. Over 90,000 customer records have been updated and ‘cleaned’ ahead of the CRM data migration. Automated dashboards are in place to check that quality is maintained.

3.3 Completion of the Native Habitats Tasman data application and start-up of an application to manage Freshwater Farms data.

3.4 Continued progress with migrating staff laptops and devices to Windows 11 to address the end of Microsoft Support for Windows 10. The project is ahead of schedule with 34% of laptops migrated to Windows 11.

3.5 Ongoing transfer of documents from Elms Street to the Christchurch archive facility. 4,080 boxes have been relocated and 720 are remaining and on track to be relocated by the end of August. The benefits of this work are reducing management effort for the Information Management team by knowing exactly what files we have in each box for easy retrieval, reducing health and safety management at Elm Street and, once the lease ends at Elms Street, will also save Council money.

3.6 The last significant migration of hydrology data from on-site servers to a cloud storage service took place on 21 May 2025. This is the last migration of applications and data from the on-site servers in the Richmond Queen Street offices to a managed cloud service. This largely completes the move of applications and data from on-site servers to cloud services, which provides us a modern, managed and secure network, reducing risks of server failure, outages and disaster recovery.

3.7 The Service Desk and Hybrid team has sourced a range of cellphones and devices for the remote and volunteer teams for the Nelson Tasman Emergency Management team. This will improve the management and health and safety of events, with the teams using common devices on standard mobile contracts, rather than shared or personal phones. This is funded by Nelson City Council but administered by Tasman District Council.

3.8 Wayne Woodfield, Business Integration Architect, has been working with us since February this year to map our business architecture and capabilities. This provides a bigger picture view of the organisation, its services, capabilities and support systems, which can inform our ongoing business improvement planning.

3.9 Sarah Stewart has a temporary addition to her role to release Pete Darlington so he can focus on supporting the DIP projects. Sarah has team lead responsibilities for Service Desk and Information Management, and an additional 18-month role to support the Service Desk, and Mariya Maliyekkal started with us in May. These changes are funded by the DIP project and do not impact staff budgets.

3.10 Gemma Colville, Information Officer, has been appointed to the role of Administration Officer in the Compliance team, and while we are sad to lose her, we are delighted that Gemma has an opportunity to develop and progress to a new role within the organisation.

3.11 Lukas Jehle, Graduate Application Specialist, will be leaving us in a few weeks for a new role as Application Support Analyst with Electronet. In his time with us, Lukas has brought a fresh approach to the development team, and he will be missed. However, we are pleased Lukas has been able to progress his career while working with us.

3.12 Work is also in hand to address some equipment issues in the Council Chambers, which is possible owing to an underspend in the IS capital budget this financial year.

4. Digital Innovation Programme (DIP) Update

4.1 The Digital Innovation Programme (DIP) supports the modernisation of Council's digital estate and promotes changes to established processes, ways, and places, of working and the consideration of alternative solutions to established business problems.

4.2 The DIP continues to make forward progress and has delivered a number of benefits that have resulted in an overall reduction in risk, improved compliance with legislation and more effective collaboration. There has been no significant change to the overall status of the work programme.

4.3 The programme status remains 'amber' (not on track to time, cost, scope and / or quality) this is driven by the status of the Harakeke CRM project (Harakeke CRM is the project delivering Council's new Customer Relationship Management System, CRM), the most substantial project within the portfolio. All other workstreams are 'green' (on track to time, cost, scope and / or quality).

4.4 The Major Programmes and Project Report, which is an item on today's agenda, contains details of the status of Digital Projects that comprise the DIP.

4.5 Previous reports to the committee have described the challenge of designing, and implementing, a CRM system. The project is required to address a complex array of engagements with Residents, Ratepayers, the general public at large as well as contractors, supporting services and vendors. This challenge is magnified by the need to integrate CRM functions with the Council's outdated systems for customer records, financial and asset management, work order processing and entrenched working styles and processes.

4.6 Central to the CRM system is a portal, My Tasman, dedicated to customer interactions, the My Tasman portal will support improved handling of customer interactions and will drive efficient workflows across Council. Implementing such a tool carries a significant amount of risk, which is reflected in the Harakeke CRM project risk register, together with those associated with integration activity and the diverse natures of stakeholders. It is the combined potential for these risks to impact delivery that the programme reports an 'amber' status.

4.7 The Harakeke CRM schedule identifies the end of July 2025 as the expected launch date. Achieving this date requires the project to meet several requirements related to functionality, build quality and aesthetics / useability. When scheduled, the Harakeke CRM Project Board meets to agree that the project should progress from one phase to the next to the next phase. These meetings are termed 'Gate Meetings'

4.8 The Project Board assessed the CRM tool at a gate meeting on 16th May and determined that the system was not completed as required at that point in time. There were several useability and data issues that the board felt would detract from the user experience and result in less-than-optimal issue handling. At time of writing, an action plan is being prepared to ensure the issues are addressed. However, regardless of the action plan, a consequence will be a delayed launch date for the My Tasman Portal. While disappointing, stakeholders agree that customer uptake is critical to the realisation of benefits and that a delay now is preferable to issues progressing to the live environment.

4.9 It is likely that a delay to the launch date will have cost implications for the project. The budget allocated for CRM Horizon 1 is fully committed. Contingency funds are available, but it is possible that additional costs for this Horizon will reduce funds available for future CRM Horizons. Decisions will need to be made as to the scope of work in future Horizons to accommodate that, within current budgets for Harakeke CRM.

4.10 The DIP and Harakeke programme is designed to allow flexibility to respond to external uncertainties and the need for change. The decision to implement a 'composable' system (a way of building technology solutions using modular, interchangeable parts) based on

Microsoft tools and the Microsoft Dynamics Platform, enables Council to adjust our focus to meet changing organisational needs.

4.11 The Annual Plan process has highlighted a need for greater visibility of the financial pressures that we face, and more accurate tools to forecast, model and report, on our financial wellbeing. The Executive Leadership Team have asked the DIP to consider how we might reflect this need in future horizons of Harakeke CRM.

4.12 A short series of facilitated workshops are planned to explore and understand these business challenges so that we might agree best practice solutions, that will leverage our commitment to the Microsoft Platform. The outcome of these workshops may lead to prioritising future investment in financial analysis and budgeting tools ahead of further refinement of the CRM tool.

4.13 The Council holds a substantial amount of data. Understanding the data we hold and the relevance of different data sets to multiple council teams, contractors and the public is critical to delivering the benefits of the DIP. To support this effort the Data and Insights workstream (D&I) was established.

4.14 D&I is progressing well. The work of the team can be broadly categorised in three groups:

1.1.1 Data inventory & cleansing

1.1.2 Data Governance, rules and practices

1.1.3 Data support for digital outcomes

4.15 The team is progressing across all three of these broad groups, and activities are prioritised as different IS and Business teams are available to be released from other commitments, and as data is required to support digital delivery (for example, data migration to the CRM). This approach is somewhat inefficient but allows the D&I program to support multiple initiatives at one time and secure benefits earlier. The project manager is currently planning D&I Horizon 2, which aligns with the next financial year.

4.16 Mike Pratt, Head of Data, Development and Architecture, will attend the committee meeting to provide a verbal update on the Data and Insights workstream. This will include:

1.1.4 Establishing a data lake and data governance groups.

1.1.5 Skills training for staff in data management and coaching our first data steward.

1.1.6 Develop a proof of value approach for rainfall and rivers data.

1.1.7 Planning the next financial year's work to deliver a data information hub, using AI to support LGOIMA requests and identifying ongoing data domains to progress.

4.17 The Cloud Workstream is the longest running workstream within the DIP portfolio. The focus of the Cloud Workstream is to move critical infrastructure (Servers, storage devices and network equipment) out of the computer room in the Council's Queen Street building to a purpose-built datacentre elsewhere.

4.18 The workstream is nearing the end of the migration activity and, over the course of the last 36 months, has significantly reduced the risk that our council faces from locally housed critical infrastructure. By the end of May 2025, 120 business servers and 141 Databases will have moved to cloud storage datacentres. 31 Servicers and 91 databases have been decommissioned and very shortly the computer room in Queen Street will only provide hardware enabling us to connect to the internet.

4.19 Our cloud provisioned systems are available from anywhere, insulating Council from disasters that may impact any of our officers, or the region. Diverse internet access, including the use of Starlink provides resilience access. The Datacentre we use is in Auckland, but our systems are replicated in Christchurch to provide additional redundancy.

4.20 The workstream is starting to wind down and transition to the operational team's day to day work, will begin in the next few months, with a target of closing the workstream by November 2025.

5. DIP Risk Update

5.1 The Programme Team monitors project risks and issues registers weekly to ensure actions are undertaken and the risk ratings reflect status. Risk, together with treatment recommendations and progress toward mitigating risk is presented, together with other programme information, to individual project boards and the DIP Governance Board (DIP GB) monthly.

5.2 Harakeke CRM is our largest, and most impactful digital project to date. It stands to reason that risks associated with that project are some of our most important ones and are a key focus of the DIPGB.

5.3 The most pressing risk the DIPGB are focusing on now is the delivery of a quality CRM system for council within the timeline, and for the cost, agreed with the Vendor.

5.4 This report highlights recent challenges moving through a defined project quality gate. Whilst plans to address the issues are being prepared it is important to note that budget Contingency is available within the programme, and that the impact to delivery timeframes will be carefully managed to ensure that the experience our staff, and community, have is a good one.

5.5 A key element of this planning will address the benefit of combining product features that had been excluded from the Horizon 1 scope. Various features were excluded form scope in the interests of securing early benefits for the organisation. However, if a delay to the timeframe is being considered then it may be advantageous to 'bring forward' features that would otherwise have been delivered with later product iterations. Additional benefit may accrue from implementing design features that address information access and privacy that, to meet timeframes, would have been mitigated with training and education and legacy work-arounds.

5.6 The schedule of risks, and their management is comprehensive, an example of other programme risks includes:

- Availability of key IS and business staff members to work on projects owing to BAU and conflicting project demands. This is managed through ongoing monitoring and prioritisation of work and backfill funding to release key people.
- Managing the cost of system modernisation within allocated funding as we learn more about the scope and complexity of replacing our work processes and supporting systems. This is managed by having a composable (iterative and modular) approach to system change.
- Balancing the urgency to modernise with the capacity and maturity of the organisation in areas such as business change. This can result in projects moving faster than the organisation can manage, resulting in delays or changes to scope and quality. This is

managed through the iterative project approach and is being addressed through the current review of the Harekeke workstream priorities.

5.7 The Executive Leadership Team (ELT) together with the Reforecasting and Planning team and budget holders have been focusing heavily on preparing the councils 2025/26 Annual Plan, this work has highlighted a need to address a pressing need to improve the insights we can draw from the Council's financial and asset information. Through the DIPGB the Council's Chief Operating Officer has begun the process of determining how the DIP may support change to inform future annual and long-term planning.

5.8 There is considerable cost uncertainty related to this broader programme. This has been recorded as a risk to the programme and will be addressed in the planning workshops referred to earlier in this report.

6. DIP Financial Update

6.1 The financial position of the programme is good for the current scope. We forecast the programme spend to be close to budget for this financial year.

6.2 The CRM is forecast to overspend by $120k However, this is offset by savings in the programme management budget ($115k).

6.3 Data & Insights is expected to have an underspend of approximately $100k which will be requested as a carry over to next year. The underspend is a combination of some statements of work being delivered for less than the estimates provided and, the impact of minor delays progressing one project in the workstream.

6.4 Table 1 shows the full programme budget, current year forecast, total forecast and overall current spend.

6.5 **Table 1: DIP Financial Summary**

DIP Budget	Inflated LTP Budgets	24-25 Forecast	Forecast TOTAL	Current Actual
Budget Baseline	**20,890,171**	**4,844,587**	**20,890,171**	**11,624,319**
Programme Layer	**4,648,287**	305,714	**3,413,623**	**2,358,804**
Comms and Change		224,603	**609,174**	**165,603**
CC&W	**166,154**	-	**166,154**	**166,154**
CRM		2,721,835	**7,000,026**	**2,847,082**
FMIS		55,000	**2,126,500**	**25,000**
CCA Workstream	**11,661,215**	558,683	**3,125,341**	**3,019,451**
D&I	**1,473,931**	657,228	**1,646,318**	**362,743**
Cloud	**2,180,141**	291,448	**2,023,866**	**1,902,038**
Smart Region	**2,200**		**2,200**	**2,200**
IS Ops	**758,243**	17,000	**775,243**	**775,243**
Total	**20,890,171**	**4,831,511**	**20,888,445**	**11,624,319**

6.6 The programme forecast remains within the total allocated budget of $20.8M

6.7 Approximately $7M has been allocated to several future projects, most notably a continuation of future Harakeke CRM horizons and changes to our Financial Information System, this allocation is included in budget forecast and reports but has not been formally committed through Statements of Work.

7. Attachments / Tuhinga tāpiri

Nil

7.4 COMMUNITY INFRASTRUCTURE ACTIVITY REPORT

Information Only - No Decision Required

Report To:	Operations Committee
Meeting Date:	29 May 2025
Report Author:	Mike Schruer, Waters and Wastes Manager; Grant Reburn, Reserves and Facilities Manager; Jack Cerfontaine, Project Manager; Jamie McPherson, Transportation Manager; Nick Chin, Enterprise and Property Services Manager; Russell McGuigan, Programme Delivery Manager
Report Authorisers:	Richard Kirby, Group Manager - Community Infrastructure
Report Number:	ROC25-05-2

1. Summary / Te Tuhinga Whakarāpoto

1.1 This report provides a summary of Community Infrastructure Group's activity since the last report to the Operations Committee on 17 April 2025

2. Recommendation/s / Ngā Tūtohunga

That the Operations Committee

1. receives the Community Infrastructure Activity Report ROC25-05-2.

3. Managers Update

Health and Safety Lead Indicators (Audits/site observations) – 1 July 2024 to 30 June 2025

Measure	Enterprise Portfolio	Project Delivery	Property Services	Reserves and Facilities	Transportation	Waters and Wastes	Total
H&S Observations		9	1		108	11	**129**
H&S Briefings (also as part of regular meetings)	51	51	51	51	51	51	**255**
Number of H&S courses attended by staff		23	6	4	7	21	**61**

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT

3.1 We have welcomed Becky Marsay into the role of Team Leader – Wastewater. Becky left us in February 2024 to undertake a role with Downer and has returned 28 April 2025 to fill the Team Leader – Wastewater vacancy.

Local Waters Done Well (LWDW)

3.2 The consultation on the council's preferred option concludes on Friday 23 May 2025. At the time of writing this report only five submissions had been received. There is very little commentary within the community on this and one could assume that council's preferred option to create an in-house business unit has the support of the majority of the community. This could be a broad assumption that could be totally incorrect, however if there was as much concern in the community as the Affordable Waters created then councillors and staff would have received similar levels of feedback.

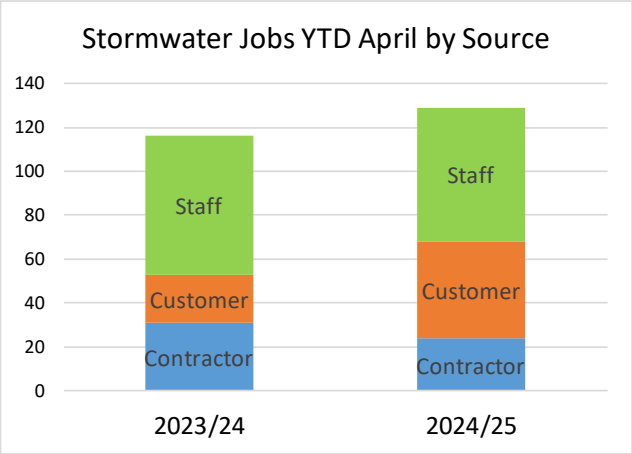
3.3 Hearings on the Local Water Done Well (LWDW) submissions are scheduled for Wednesday 11 June and Thursday 12 June 2025, with deliberations scheduled for Tuesday 1 July 2025.

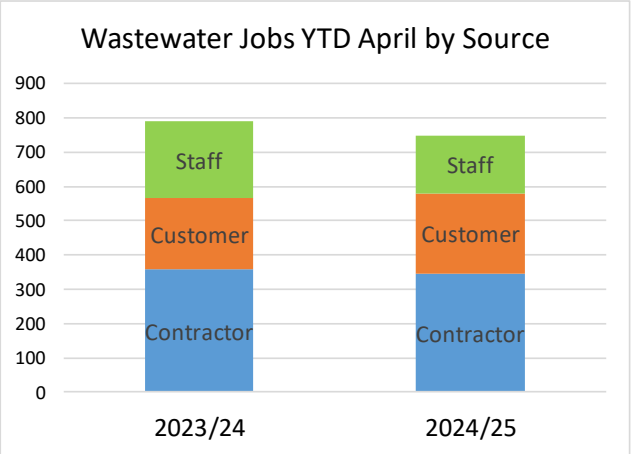
3.4 As of 16 May 2025, Martin Jenkins has stated that all councils had stated preferred options and that the only council that has yet to reveal its preferred option is Queenstown Lakes District Council.

3.5 Martin Jenkins also confirm, that across the 64 Councils in the North and South Islands, 44 (69%) have indicated a preference to establish a multi-council owned water services organisation (WSO) and 2 councils (3%) have opted to establish a stand-alone WSO with the remaining 18 Councils (29%) indicating preference to keep waters services in-house.

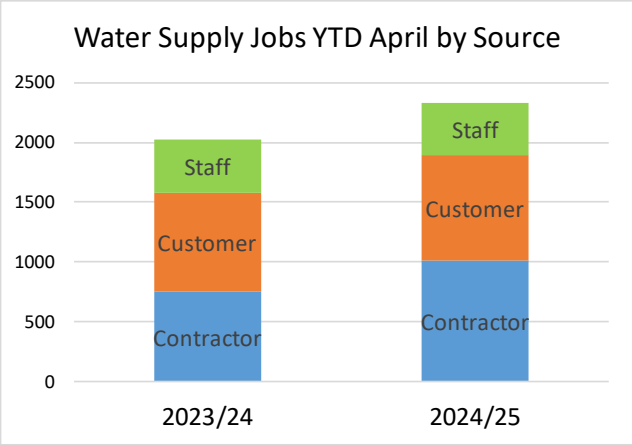
4. Waters and Waste

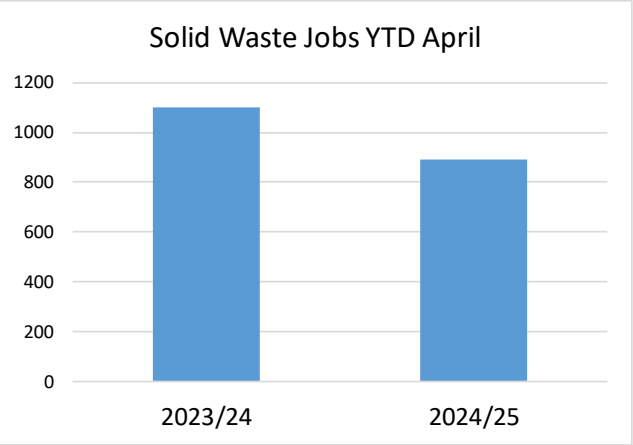
Utilities Trends



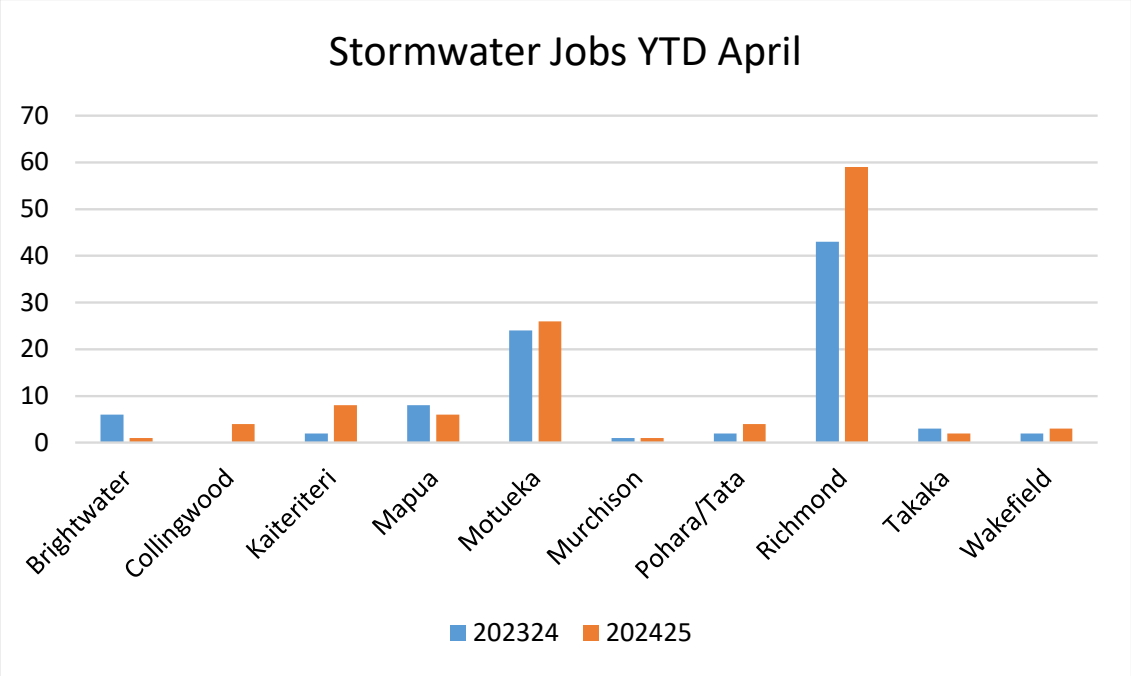


COMMUNITY INFRASTRUCTURE ACTIVITY REPORT





4.1 There has been a large increase in Water Supply Contractor jobs this year. This is due to a change in the way the asset management system is used for annual valve inspections. An individual job is now raised for each valve that needs maintenance, e.g. painting.



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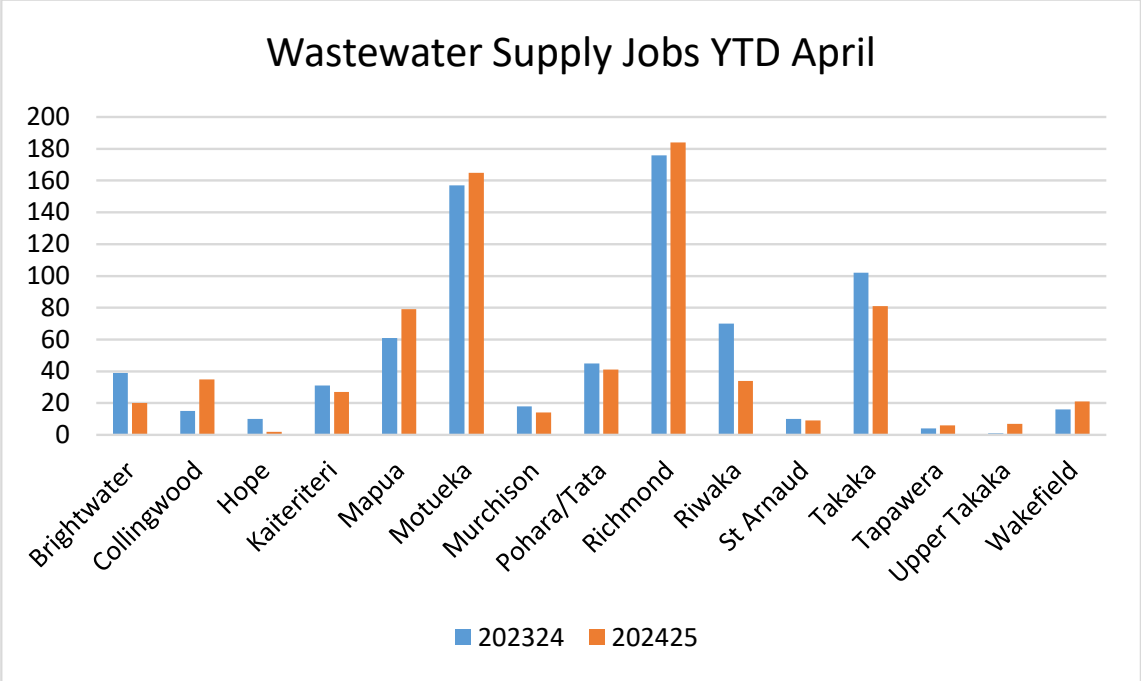

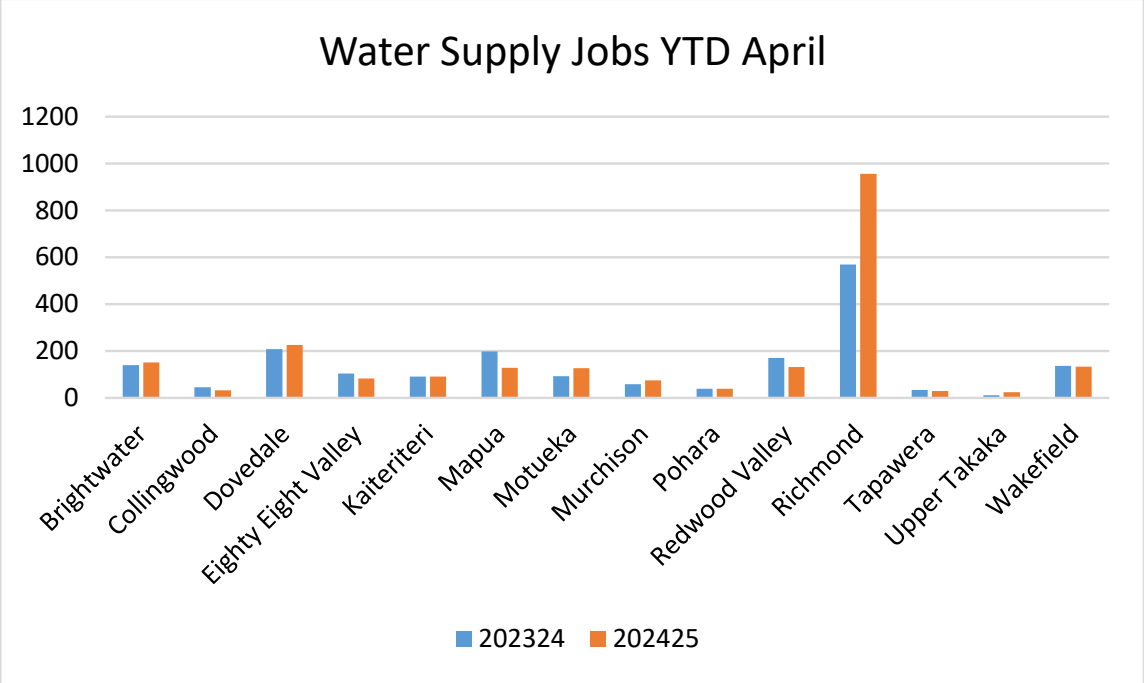

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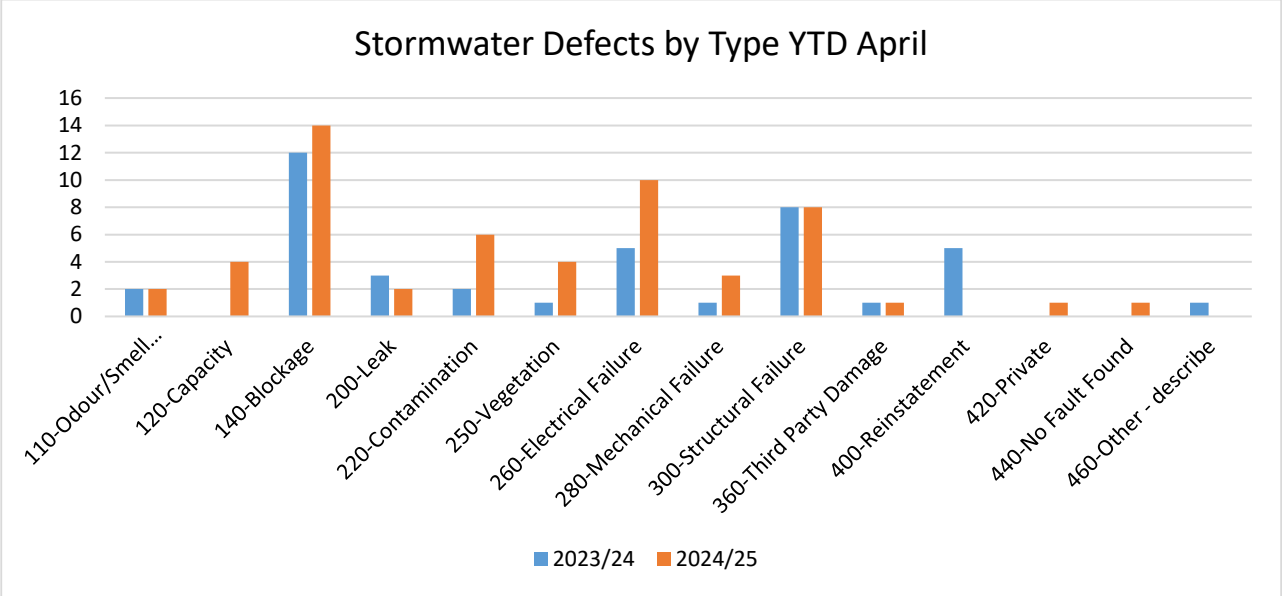

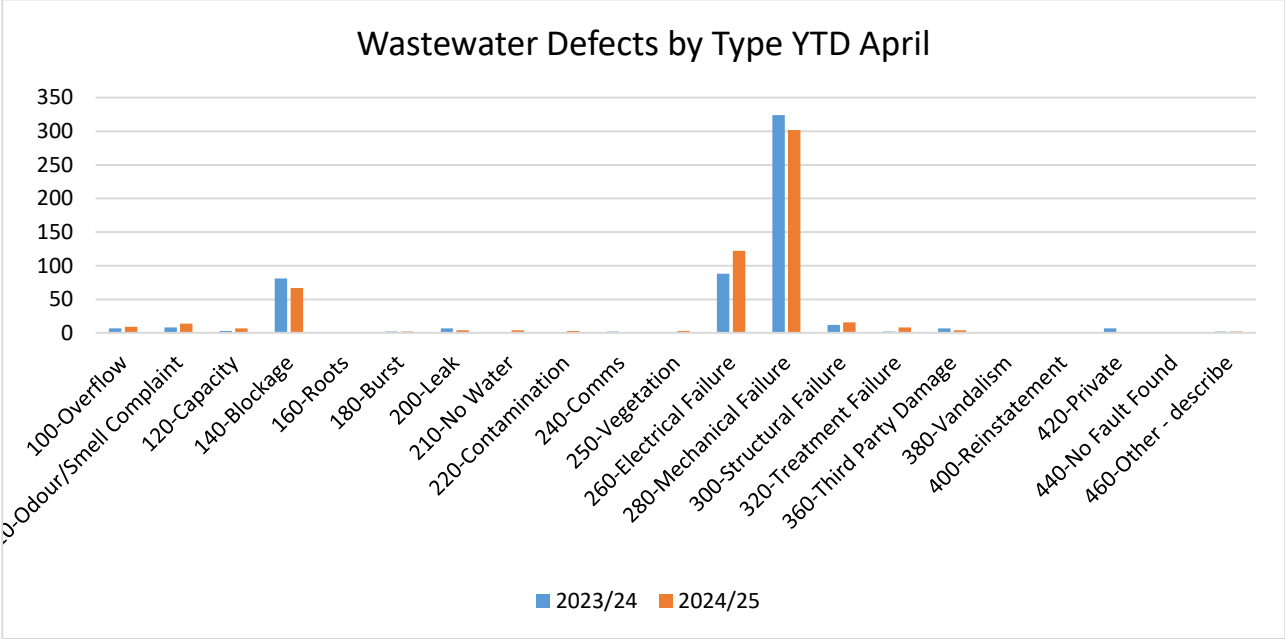

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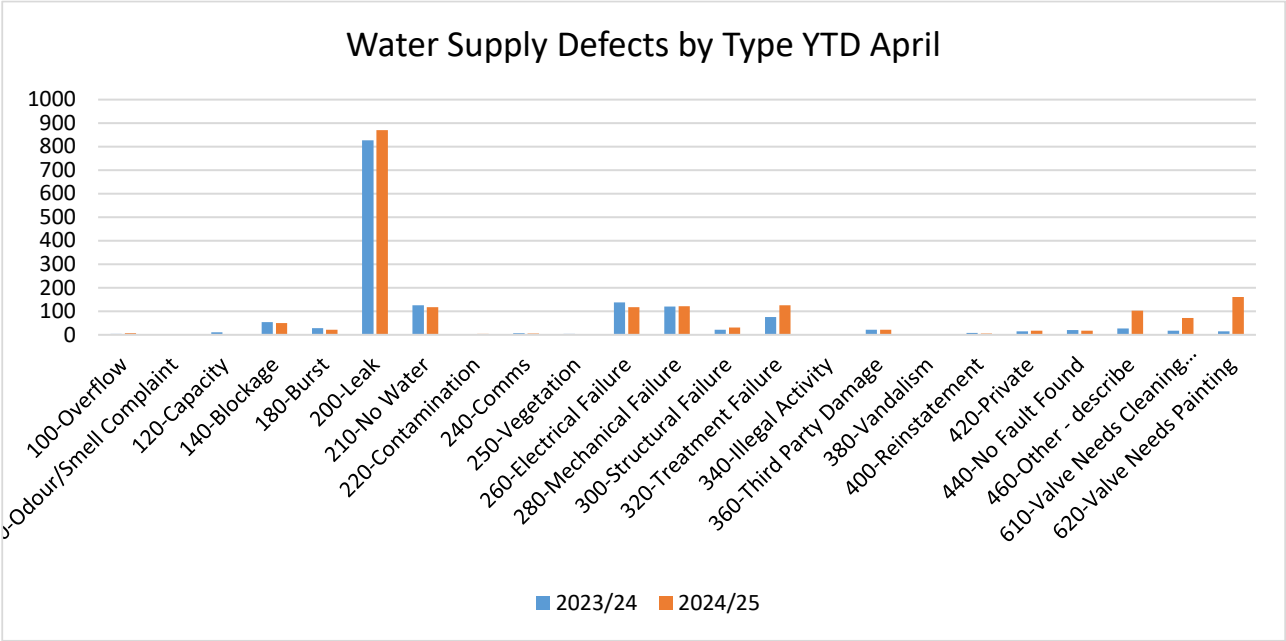

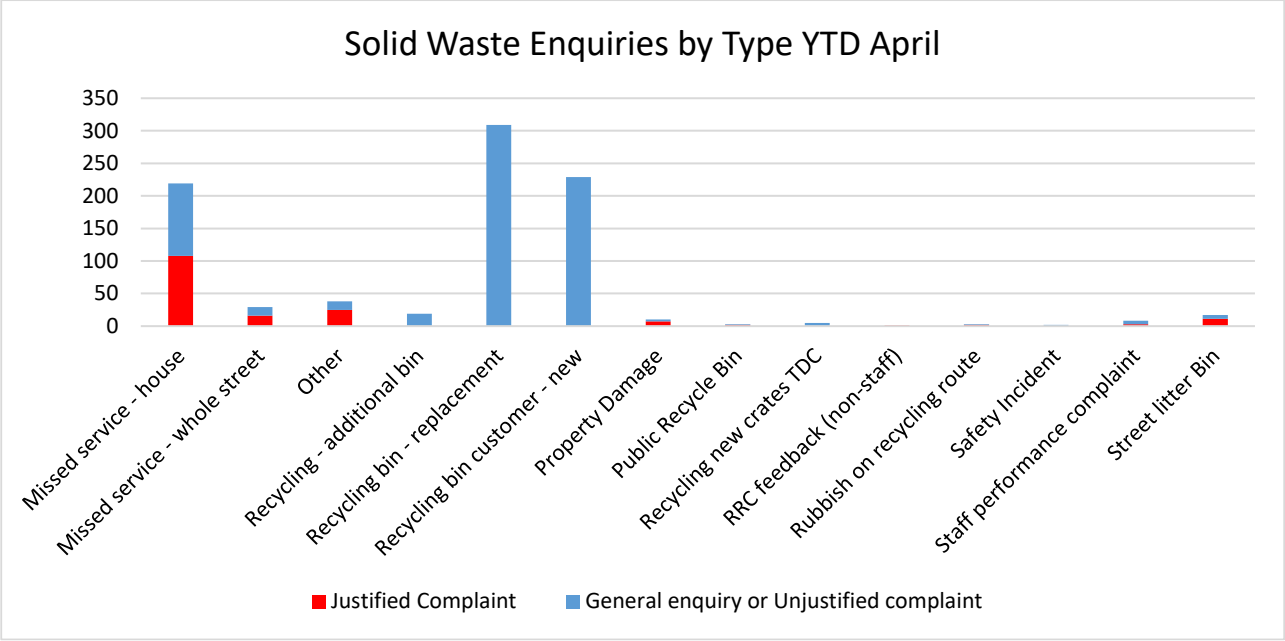

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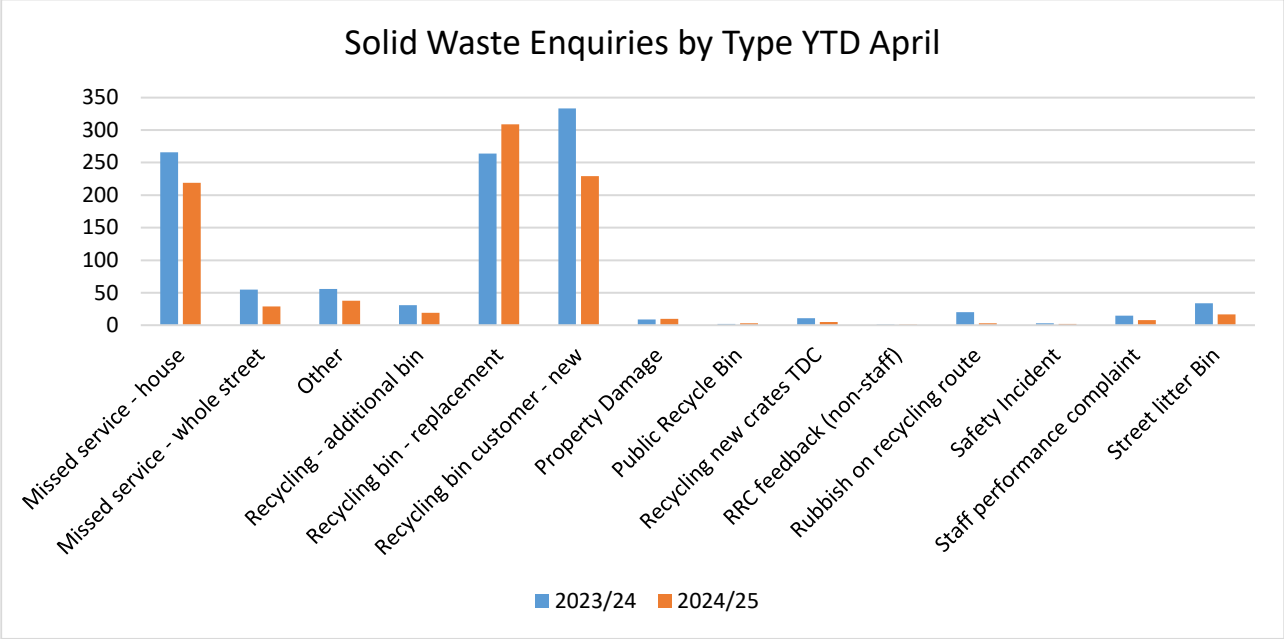

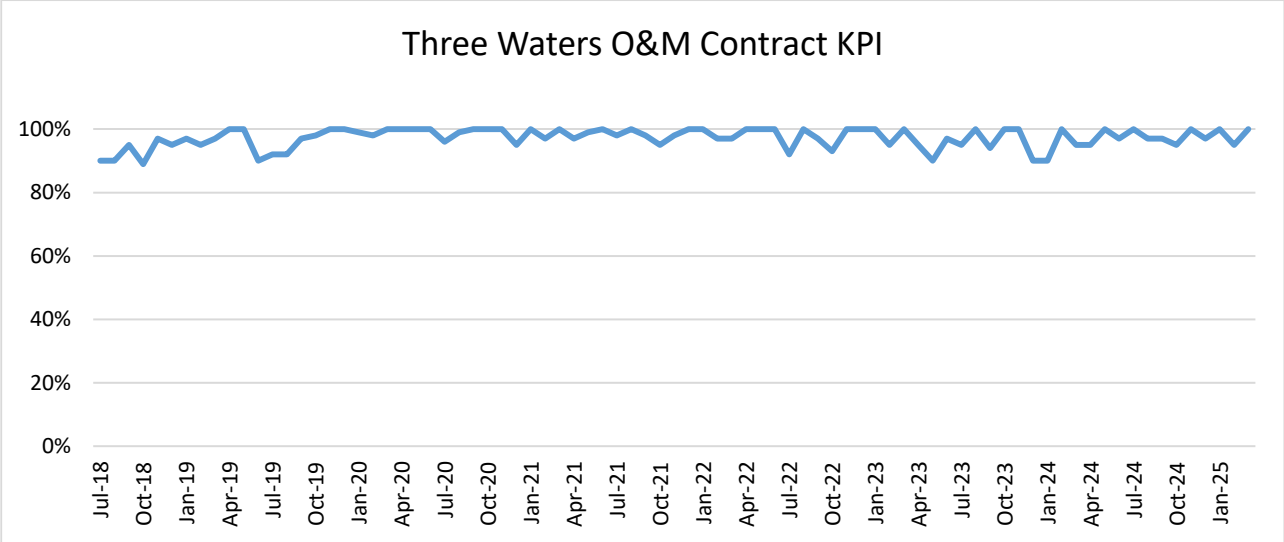

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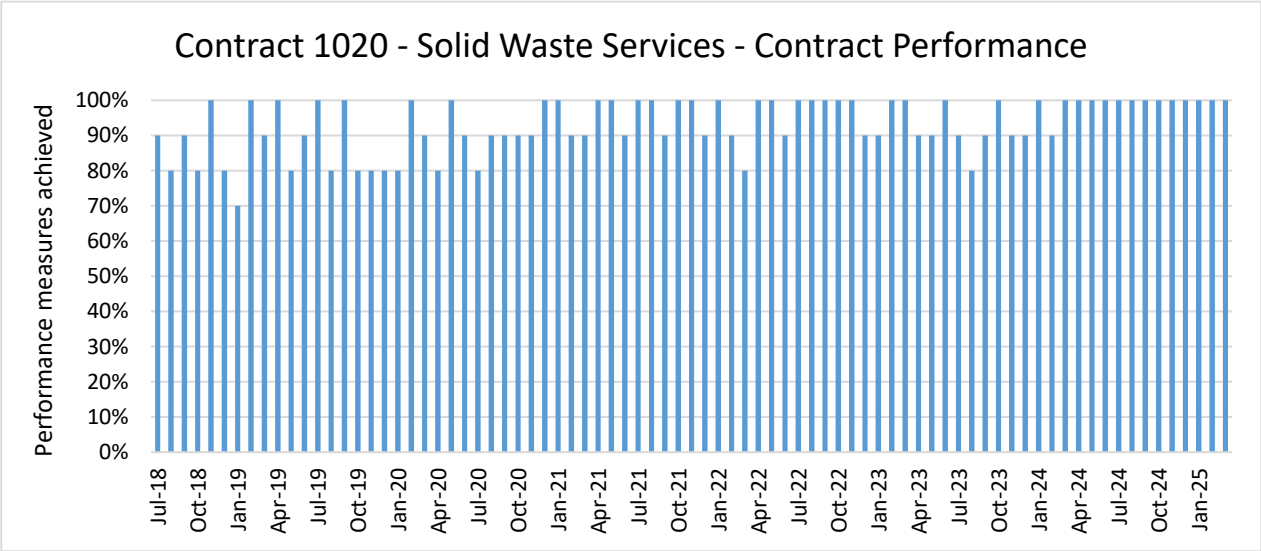

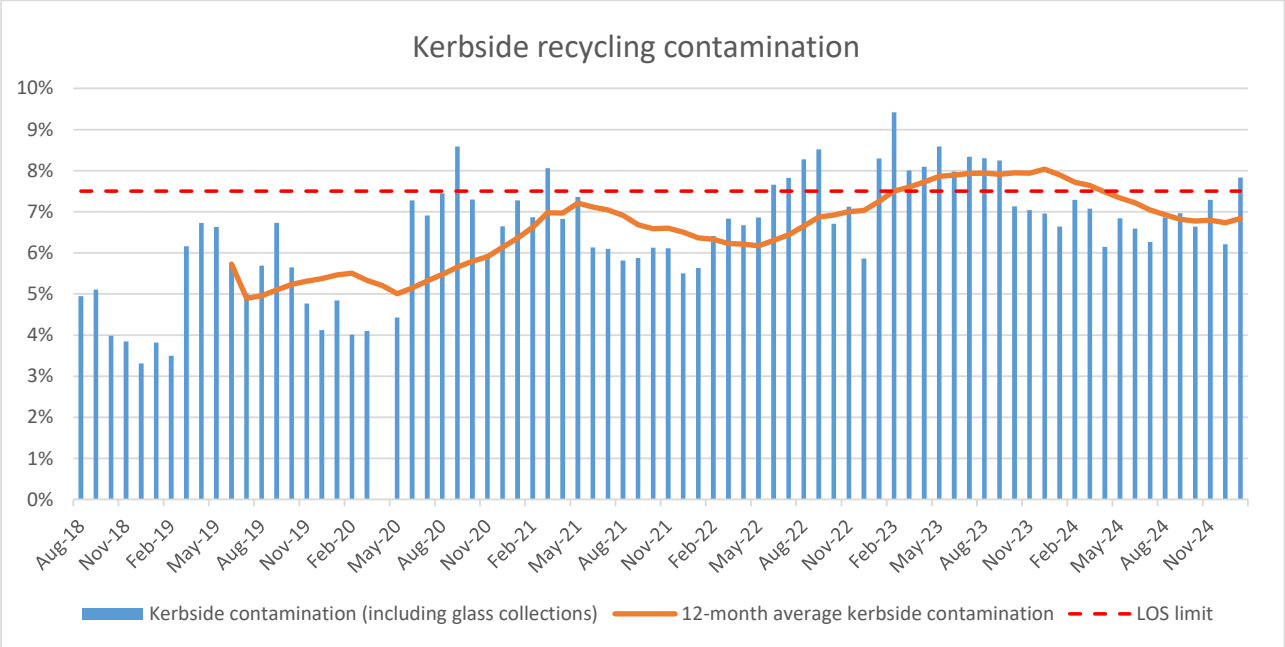

WATER SUPPLY

Activity Highlights:

- The Water Services Authority - Taumata Arowai requires Council to manage the risk of protozoa contamination in the Eighty-Eight Valley, Redwoods 1 and Redwoods 2 water schemes. Permanent Boil Water Notices have been issued for all three supplies.
- The Water Services Authority - Taumata Arowai requires Council to provide for residual disinfection in the Upper Tākaka water supply or to apply for an exemption from this requirement. A full Council meeting agreed to apply for an exemption.
- Burst PE water supply pipe on Rabbit Island at Bio-Solids Plant.

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT

- Lateral leak in Talbot Street, Richmond, under newly laid 300mm asphalt.
- 150mm Asbestos Cement water main burst in Main Road Hope.

Compliance:

4.2 The Water Services Act places an overarching obligation on drinking water suppliers to provide “safe” drinking water and the drinking water quality assurance rules require that all drinking water supplies have treatment that can remove bacteria and protozoa. The Water Services Authority - Taumata Arowai has therefore required Council to manage the risk of protozoa such as Giardia and Cryptosporidium in those supplies that do not have a protozoa treatment barrier, until such time as this barrier is in place. There is no other way of managing the risk in the Eighty-Eight Valley and both Redwoods schemes than to issue a permanent boil water notice. Taumata Arowai has accepted this and therefore notices have been issued to all customers on the Eighty-Eight Valley scheme and will be shortly to customers on the Redwoods schemes. Upgrades and re-configurations are due to be completed on these water supplies by mid-2027 at which time the boil water notices will be removed.

4.3 Taumata Arowai is also still considering whether the Council is adequately managing the health risk to Motueka water supply consumers in the unlikely event that the untreated Recreation Centre bores need to be used in an emergency. These bores will only provide water into the Motueka supply if the Parker Street treatment plant or bores fail for a significant period and create an emergency situation.

4.4 The Water Services Act requires all water supplies that have a networked distribution system to provide for residual disinfection. This effectively means that all networked water supplies must be chlorinated. Upper Tākaka is the only Council-managed supply without chlorine and therefore Taumata Arowai has requested the Council to either install permanent chlorination or to apply for an exemption from this requirement. The Council has agreed to pursue an exemption. This may or may not be granted and if not, chlorination will be required. An application for exemption is to be submitted by the end of July 2025 and it is expected that a decision will take two or more months.

Enforcement:

4.5 Staff from the Waters & Wastes team are engaging on the Council’s Draft Enforcement Guidelines alongside the Regulatory and Compliance teams. This will include the development of water supply incident response guidelines and detail the decision-making pathway for enforcement action. It will be expanded to include wastewater events in time.

Operations Update:

4.6 Around 7:30 am on Tuesday, 29 April 2025, a 150mm Asbestos Cement water main burst in the berm outside 95 Main Road Hope. Water was turned off to customers along Main Road, Hope, from White Road to property number 32 (Farmlands). A 4-meter-long section of the main was removed and replaced with a section of DN150 PVC pipe. Water supply was re-established around 1 pm on the same day.

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT

4.7 On Sunday, 4 May 2025, a leak was detected in the Māpua water network, resulting in a significant volume of water being lost from the Pomona Road reservoir. The cause was identified as a split PE pipe, installed circa 1995, located in the Bio-Solids Plant on Rabbit Island. The connection was isolated to minimise further water loss. The repair was initially planned for Monday, 5 May 2025. However, upon exposing the PE pipe, it was found to be an unusual size requiring special parts. Consequently, the repair was carried out on Tuesday, 6 May 2025. Further investigation is ongoing to determine the feasibility of relocating the meter and backflow assembly to the boundary of the Plant and replacing the remaining PE pipe up to the water main, which was installed in 2021.

4.8 Six days after the pavement was completed on Talbot Street, Richmond, a water leak appeared on what seemed to be a 50mm rider main supplying two metered connections. On Wednesday, 7 May 2025, the repair commenced, requiring the engagement of a specialist sub-contractor to cut through the 300mm deep asphalt layer. Upon exposing the water pipe, the cause of the leak was identified as a split fitting, which was subsequently repaired. Furthermore, the reinstatement requirements have changed due to the increased asphalt depth and are required to avoid premature failure of the pavement layers in the disturbed area. This will potentially result in a significant cost increase for repairs undertaken on Talbot Street. It should be noted that similar conditions will apply for repairs on Wensley Road due to the increased pavement depth.

WASTEWATER

Activity Highlights:

- A wet April this year has resulted in an increased number of wet weather overflows.

Compliance:

4.9 The annual compliance report for the Tasman Bay wastewater treatment plants – Motueka, St Arnaud and Tapawera was completed as required by the respective resource consents. The report has been provided to the Council's compliance team and Iwi. Several areas for operational improvements were identified during data analysis and report compilation.

4.10 There were four significant wastewater overflow events during the reporting period.

4.10.1 On Thursday, 3 April 2025 there was an extended overflow from Motupipi Street and Hiawatha Lane wastewater pump stations (WWPS) in Tākaka, caused by inflow and infiltration during a prolonged rainfall event. The overflow lasted for 12 hours

4.10.2 On Tuesday, 6 April 2025, a heavy, short duration rainfall event (30mm in an hour), meant that the Nelson Regional Sewerage Business Unit (NRSBU) WWPS at Beach Road, Richmond was unable to keep up with flows from the network. NRSBU staff where able to temporarily alter pumping capacities at downstream pump stations to increase the Beach Road WWPS discharge rate to 500 litres/second (l/s) which is 120 l/s above the contracted rate. While minimising the size of the overflow, this was still insufficient to keep up with the inflow. The overflow lasted 30 minutes. The parallel rising main, which will increase the Beach

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT

Road WWPS contracted rate to 680 l/s, would have been very useful in this event, however this will not become operational before the end of May.

4.10.3 During this same event there was a concurrent overflow at the Sunview Heights WWPS (Hill Street South), Richmond caused by the heavy rain.

4.10.4 On Wednesday, 21 April 2025, the Beach Road, Richmond WWPS was again overwhelmed during a prolonged storm event. This time the NRSBU staff were not able to make extra discharge capacity available. This overflow lasted 12 hours.

4.10.5 On Tuesday, 27 April 2025 and again Thursday, 1 May 2025 there was an overflow from a manhole in Valhalla Drive, Richmond. This was caused by tree roots blocking the sewer main.

4.11 There was one non-compliance during the reporting period, on Friday, 9 May 2025, at the Collingwood wastewater treatment plant (WWTP) ultra-violet (UV) disinfection unit. A yet unexplained fault has developed resulting in two of the four UV stopping operating. We are uncertain if this has led to improperly disinfected wastewater being discharged, we are in discussions with the UV supplier to get an answer to this.

4.12 Abnormally high microbial concentrations have been recorded in the groundwater of downstream monitoring bores at the Tākaka WWTP. Investigations are to be undertaken to determine the source.

4.13 Microbial source tracking (MST) sampling at Murchison in March yielded only one sample with sufficient microbial concentration to do a viable source tracking analysis. The bacteria in that sample were determined to be unlikely of human origin.

Operations Update:

4.14 A Solar Bee (solar-powered) mixer has been installed at the Upper Tākaka WWTP. This is a solar powered floating mixer which will improve treatment.

4.15 An audit took place earlier in the year on the Low-Pressure Sewer Systems in Berryfields. As a result, 150 letters were sent out in May to homeowners. These related to the trimming back of plants to allow for clear access to maintain the pump chamber and offsetting the control box from fence palings, they should be installed on the fence posts. Approximately six people have responded with further questions and no negative responses overall.

4.16 A number of pump faults occurred over the reporting period at various , locations, including Motupipi WWTP, York Park WWPS, Warren Place, Park Avenue, Riverview, Totara Park, an investigation of these faults identified to be a result of common problems: float switch faults, signal issues, pump clogging (ragging), overcurrent, and worn components. These have been addressed and rectified at the time or have been scheduled for replacement parts.

4.17 Eleven EOne Pump callouts for the reporting period, five of which were related to blockages. The other call outs were a result of pressure switches or electrical faults (which are quite common with these systems).

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT

4.18 Planned Network power outages occurred in Pōhara, Waimea West and Bayvista. We were notified in advance and managed our response as required to ensure no operational impact on the network.

STORMWATER

Activity Highlights:

- A project to enhance the environmental and amenity value of a section of Poutama stormwater channel commenced.
- Initial maintenance and sampling of the Jellyfish stormwater treatment device.
- Community Planting Eastern Hills Creek.

Operations & Compliance:

4.19 The new cascade separator and jellyfish filter installed to treat the Poutama Drive catchment was inspected and sediment samples taken for analysis. This was an opportunity to monitor the devices six months after commissioning and for contractors to familiarise themselves with servicing the filter membranes.

Picture 1: Jelly Fish Filter membranes viewed from the top

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT

Picture 2: Jelly Fish Filters with all the contaminants they collected

Figure 3: Washing the filter cartridges

4.20 Staff conducted water sampling and testing which show these assets are very effective at removing metals and hydrocarbons.

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT

4.21 A 500m stretch of Poutama Creek, upstream of Berryfield Drive, has been re-shaped to improve the environmental habitat. The waterway, which serves as a stormwater channel is home to a variety of wildlife, including inanga, tuna and numerous bird species. During the work over 1,000 tuna, and approximately 100 inanga (whitebait) were relocated. The new habitat includes better shelters and a wider variety of habitat for wildlife. Amenity values will be improved including an accessway to the channel and plantings. The re-shaping work is complete, planting will happen within the next month. Feedback from the local community was very positive.

Figure 4: Poutama Creek physical re-shaping work

Figure 5: Poutama Creek after the physical work has been completed

Motueka Tide Gate Issues at Old Wharf Road

4.22 On Wednesday, 30 April 2025, the Motueka tide gates were placed into storm mode for predicted high tides and thunderstorm. While the intensity of the storm was lower than predicted, the gates operated normally and there were no flooding issues.

Eastern Hills Creek Planting

4.23 A few community members have done a great job planting 300 plants that the Council provided along a stretch of Eastern Hills Creek. The intent behind this planting is to provide shading for the stream and suppress weeds which will in turn reduce future maintenance costs.

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT

Figure 6: Community member with the plants she has planted along Eastern Hills Creek

WASTE MANAGEMENT AND MINIMISATION

Activity Highlights:

- We are continuing work to transition to our new waste management contract, which commences in July
- Recycling contamination at our Materials Recovery Facility (MRF) has stayed reasonably stable; from 15.1% in February to 15.3% in March and 14.8% in April.
- We are working with the Ministry for the Environment in preparation for submitting a funding application for an upgrade to the MRF.

Compliance:

4.24 There are no non-compliance notices this period, although we are working to improve litter control at the Richmond Resource Recovery Centre to ensure that no material leaves the site.

Operations Update:

4.25 Kerbside collections continued as normal during the period, although one safety incident involving one vehicle occurred. No kerbside audits were carried out during April due to staff illness.

4.26 Litter traps have been installed in all storm water sumps at the Māriri Resource Recovery Centre (RRC).

4.27 Contract 1585 (for replacement offices at the Richmond RRC), has now closed and the evaluation has taken place. Enabling work for the office and car park are progressing well including approval for service connections.

4.28 The old wood and coal yard at Fittal Street has been cleared by the contractor that was working on a Nelson Regional Sewerage Business Unit (NRSBU) contract. The yard is now being used to store diverted material from the Construction & Demolition Diversion (C&D) trial.

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT

4.29 The construction of the Māriri RRC access road is now complete. Approval has now been given to action the new layout. The change over will be early June 2025.

4.30 The second phase of the C&D trial at Richmond RRC is ongoing, with an increase in traffic and materials. We are continuing to work with our contractor to optimise these operations.

4.31 Mobilisation for our new waste management contract (Contract 1440) is underway and progressing as expected with regular meetings and processes on track. At this time the new kerbside collection vehicles are in country and bodies in construction. There have been some delays with some components, which may push out the delivery of the new trucks out a few weeks. Plans are in place to ensure that there will be no reduction in service.

4.32 The MRF will be handed over to the Council at the start of Contract 1440. Council staff will be closely involved with the running and management of the facility, so will have to upskill on all aspects of the operation and maintenance. Council staff will be involved with the routine servicing to ensure that it is completed to the manufacturer's recommendations and to gain an in-depth knowledge of the facility so that programmed maintenance is actioned in a timely manner to reduce the risk of down time. Negotiations are ongoing regarding the ownership of the “critical spares” items.

4.33 There was an accident on Monday 28 April 2025 involving a Recycling truck on the Tākaka Hill. There was no other vehicle involved as the truck tipped over on a righthand bend. The driver was taken to hospital and fortunately only received a broken wrist and some bruising.

4.34 We are working with the Ministry for the Environment in preparation for submitting a funding application for an upgrade to the MRF. This is likely to be a substantial application for a multi-year project, using contestable funding and Council’s entitlement from the waste disposal levy.

4.35 On 19 May 2025 we will be meeting with waste management contractors in the region to give them an update on activities and receive feedback.

Waste Minimisation (funded by the Waste Minimisation Fund)

4.36 The latest round of the Waste Minimisation Projects grant scheme closed for applications on Monday 31 March 2025. This round has been more extensively publicised with direct communications to target specific community, professional and business groups in addition to the usual Newsline, social media and mailing list approach. Applications are currently being assessed in preparation for the Community Grants Subcommittee meeting in early June.

4.37 We have now received the waste report from the contractor for deconstruction of a Council-owned house at 520 Hill Street South (Richmond South Reservoir site). They have reported handling a total of 81 tonnes of material, of which 85% was diverted to either reuse or recycling. These figures exclude concrete.

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT

4.38 The C&D diversion trial at the Richmond RRC experienced a strong increase in both the number of loads received and the volume of material processed during the first quarter of 2025. During this period, diversion has averaged 0.7 tonnes per day of operation, which is close to triple the average diversion in the first part of the trial. Some of this increase may be seasonal variation, but much of it is expected to reflect growing uptake of the service. The trial was planned to continue through to Monday 31 March 2025 and this has been extended to Monday 30 June 2025.

4.39 The increased tonnages in the trial cause a proportional increase in some of the operating costs. We are reviewing options for reducing these costs and/or increasing revenue to offset. One option is the establishment of a reuse shop at the Richmond RRC, which will be discussed with the RRC operations contractor at the next contract meeting.

4.40 A Scoping Report for the trial has been submitted to the Ministry for the Environment (MfE). This report will be assessed by MfE to determine if we are meeting our funding obligations for this project.

4.41 We are currently planning the next Better Building Breakfast event, which will target greater engagement from suppliers and building design professionals. Our objective is to have building waste minimisation event(s) hosted by suppliers in May 2025.

4.42 Mandatory reporting of waste levy spending and annual waste quantities commences in the next financial year and we have been engaging with MfE to prepare for this.

4.43 We are continuing to work with Nelson City Council through a business case for diversion of household food waste from landfill. We have recently received the detailed technical report and expect the business case by the end of June. Recommendations from this work will feed into LTP considerations in the new year.

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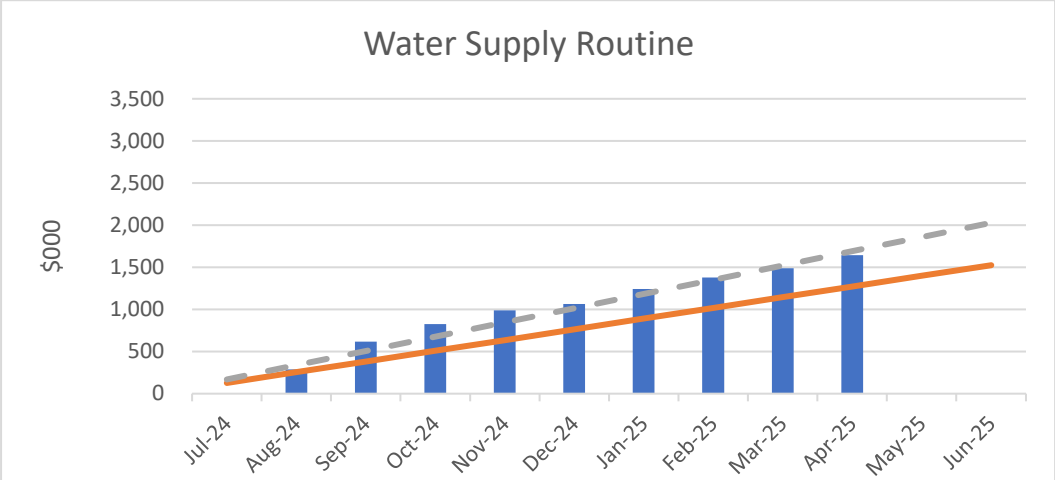
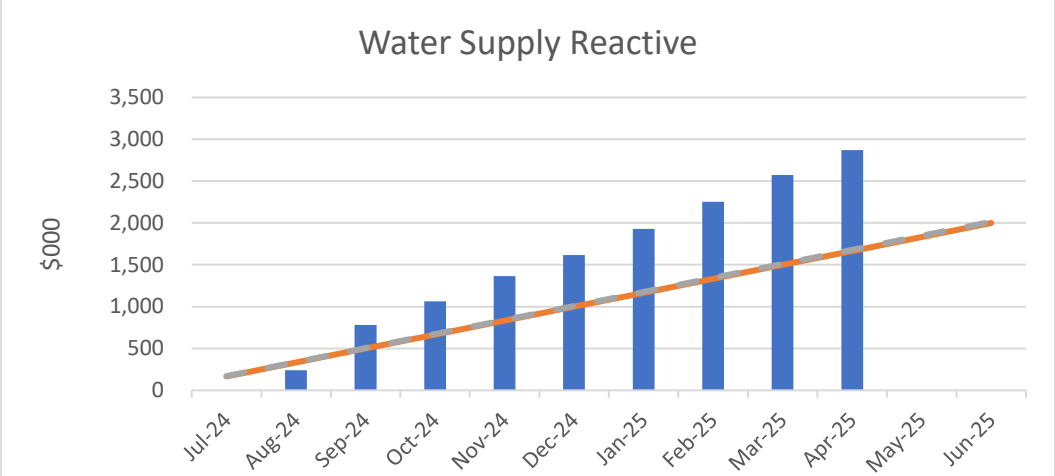
FINANCIAL UPDATE



	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25
Actual	0	289	619	825	989	1,065	1,242	1,380	1,488	1,646		
Budget	127	254	382	509	636	763	890	1,017	1,145	1,272	1,399	1,526
TOC	169	338	507	676	845	1,014	1,183	1,352	1,521	1,690	1,859	2,028

4.44 Water Supply Routine is over budget but tracking close to the Target Outturn Cost and like last year. A significant part of the cost overrun is due to unbudgeted costs for mandatory sampling and monitoring to meet the new drinking water standards.



	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25
Actual	0	239	782	1,063	1,365	1,615	1,929	2,254	2,573	2,870		
Budget	167	333	500	666	833	999	1,166	1,332	1,499	1,665	1,832	1,998
TOC	168	336	504	672	840	1,007	1,175	1,343	1,511	1,679	1,847	2,015

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT

4.45 Water Supply Reactive costs are well over budget and at a similar level to last year. A decision was made in the Long-Term Plan (LTP) to reduce the reactive maintenance budget, knowing this was a risk due to the condition of older asbestos cement pipes in the region. Pipe failures continue to be high due to a lagging renewal programme. New requirements to comply with the water regulator Taumata Arowai standards are leading to an increase in reactive work for water quality issues and reservoirs.

4.46 Reactive jobs to date number:

- 854 leaks
- 21 Third party damage
- 77 locates
- 25 new connections

4.47 We cannot ignore leaks and until the water mains renewal programme addresses the issue of aging pipes reactive maintenance will continue to be high. Although third party damage is still occurring it is encouraging to see that 77 locates of services have been requested.

Larger jobs attended this year include:

4.48 August 2024: O'Connors aeration tower $27k, 110 Queen Street, Richmond leak $41k, 165 Whitby Road, Wakefield burst water main $21k, 65 Martin Farm Road, Kaiteriteri leaks (x3) $49k.

4.49 September 2024: 21 Farnham Drive, Richmond copper lateral leak $14k, 49 Oxford Street, Richmond blown water main $17k.

4.50 October 2024: Corner Staig Street / Todd Place, Richmond valve leak $18k, Mellifera Place, Richmond meter leak $12k, 155 Waller Street, Murchison burst water main $12k, 40 Clifford Road, Wakefield burst water main $13k.

4.51 November 2024: Thorp Street, Motueka leak $11k, Hart Rise, Richmond pump servicing $14k, Katania Heights, Brightwater pump servicing $24k, district generator load testing $27k, Kingsley Place Richmond leak $12k, 245 High St Motueka leak $14k.

4.52 December 2024: 85 Whitby Road, Wakefield burst water main $12k, 16 Martin Avenue, Wakefield leak $12k, Dovedale low raw flow $23k, Pomona Road Reservoir underground cable cover $12k, Wharf Road Motueka split main $10k.

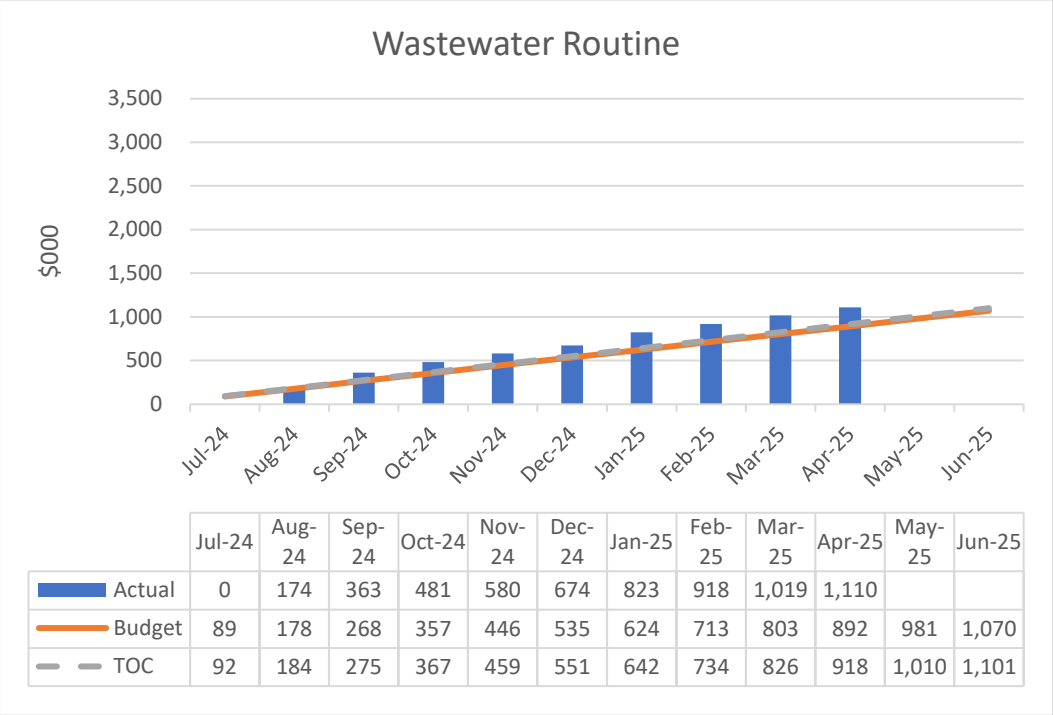
4.53 January 2025: 13 Gladstone Road, Richmond leak in lane on SH6 requiring traffic management $14k, Golden Hills, Redwoods aeration tower upgrade $22k, Waller St Murchison burst $13k, 46 Jeffries Road Brightwater relay main $12k.

4.54 February 2025: 866 Abel Tasman Drive, Pōhara leak $10k, Nayland Road, Stoke leaking fire hydrant outside ENZA $12k, 11A Kinsley Place, Richmond leak $12k, Richmond water treatment plant wiper switch fault $12k, 11 Parker Street, Motueka leak $13k, 189 Aniseed Valley Road, Hope leak requiring traffic management $13k, 1419 Dovedale Road, Thorpe blown water main 150mm asbestos cement $13k, Richmond

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT

water treatment plant programming operation jobs $16k, 106 Main Road, Tapawera burst water main $27k.

4.55 April 2025: Collingwood water treatment plant universal power supply $17k, Mapua Rise blanking main off $16k.



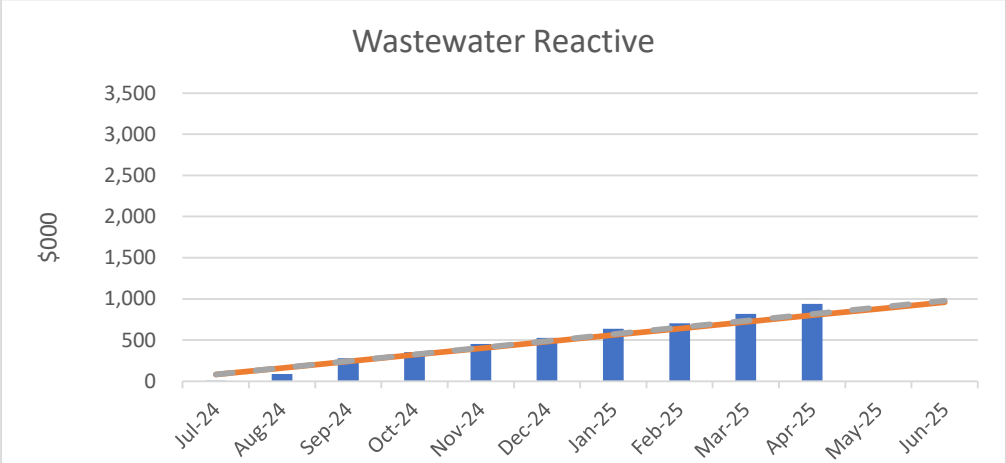
	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25
Actual	0	174	363	481	580	674	823	918	1,019	1,110		
Budget	89	178	268	357	446	535	624	713	803	892	981	1,070
TOC	92	184	275	367	459	551	642	734	826	918	1,010	1,101

Wastewater Routine costs are over budget.

4.56 Larger jobs include:

- August 2024: Tākaka wastewater treatment plant service 2 outgoing pumps for rapid infiltration basins $62k
- January 2025: Replace filter fabric in Tākaka rapid infiltration basins $12k, purchase of ACTI-Mag for summer odour control $32k

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT



	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25
Actual	8	86	280	352	451	526	638	704	817	941		
Budget	80	160	240	320	400	480	560	640	720	800	880	960
TOC	82	163	245	326	408	489	571	652	734	816	897	979

Wastewater Reactive costs are over budget.

4.57 Reactive jobs to date number:

- 81 blockages
- 88 electrical faults
- 324 mechanical faults
- 156 low pressure pump system issues (59 of the pumps were sent to Christchurch for repair)
- 16 breaks / overflows / discharges

Larger jobs include:

4.58 October 2024: Broadsea Avenue, Ruby Bay blockage $10k, Golden Bay planned power outage $11k.

4.59 November 2024: Fittal Street penstock valve work $22k

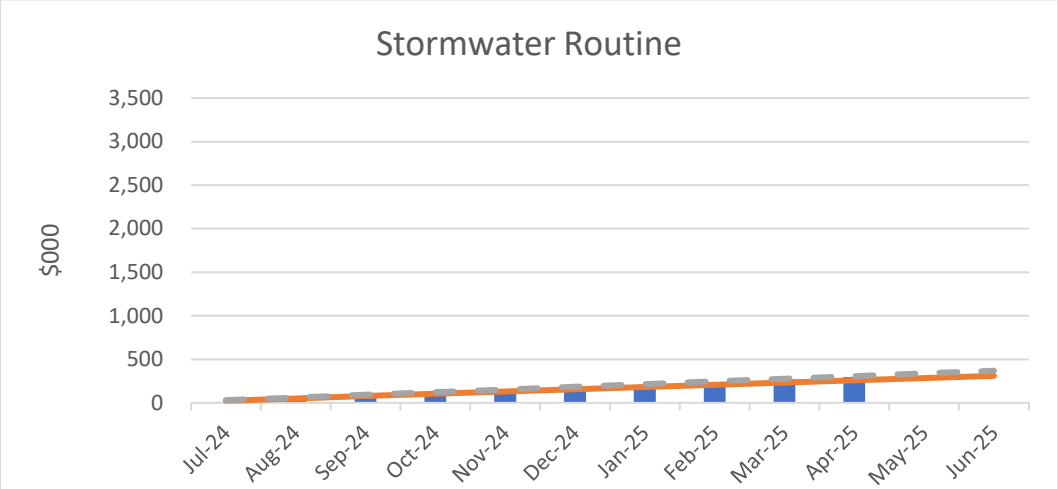
4.60 December 2024: Tākaka wastewater treatment plant generator controller fault $15k.

4.61 January 2025: Tākaka wastewater treatment plant no water $11k, Tākaka wastewater treatment plant aerator fault $17k, Courtney St Motueka wastewater pump station communications fault $9k.

4.62 February 2025: Takaka wastewater treatment plant rapid infiltration basin sensors 14k.

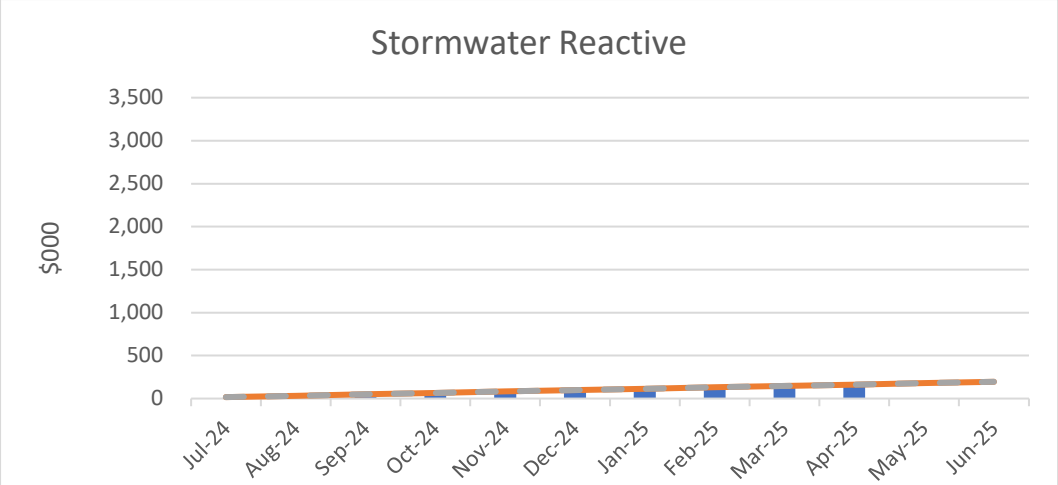
4.63 April 2025: Electrical after-hours pump station year to date $21k, 3 Blair Terrace Richmond blockage $10k, district wide storm response 3 and 4 April $11k.

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT



	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25
Actual	0	22	60	97	136	161	206	237	269	297		
Budget	26	52	78	104	130	155	181	207	233	259	285	311
TOC	31	62	92	123	154	185	215	246	277	308	339	369

4.64 Stormwater Routine costs are slightly over budget, although we are working to reduce costs in this area. This budget includes stormwater sampling every two months at 40 locations, vegetation control and weed spraying at over 100 locations.



	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25
Actual	0	32	59	88	102	119	132	139	146	176		
Budget	16	33	49	65	81	98	114	130	147	163	179	196
TOC	16	33	49	65	81	98	114	130	147	163	179	196

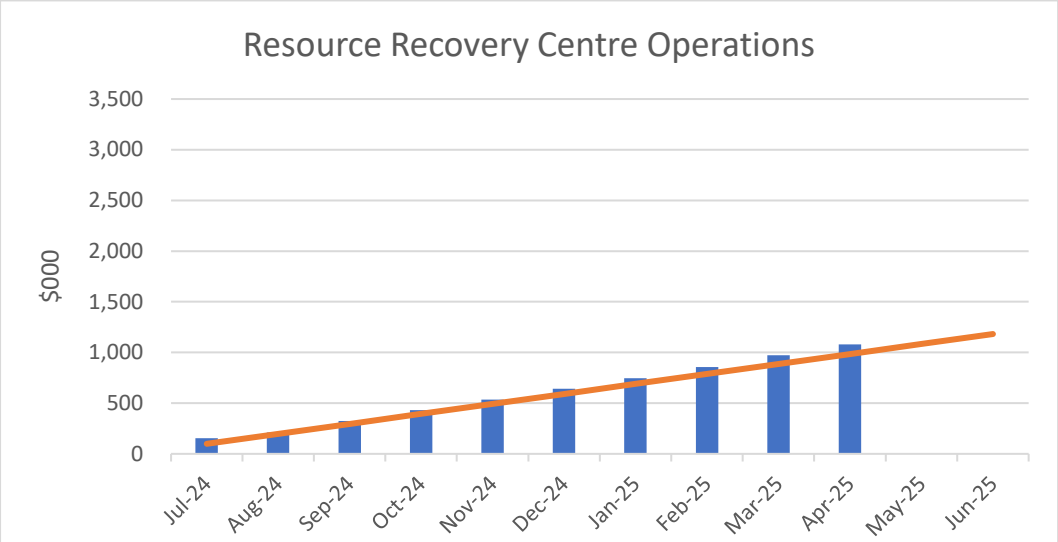
4.65 Stormwater Reactive costs are over budget due to additional weed control expenditure in drains and creeks.

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT

Larger jobs include:

4.66 December 2024: White Road, Hope - local deepening of stormwater channel $8k, Whitby Road, Wakefield - channel cleanout $10k, Richmond creeks and drains - spraying of water celery and Vietnamese parsley $20k.

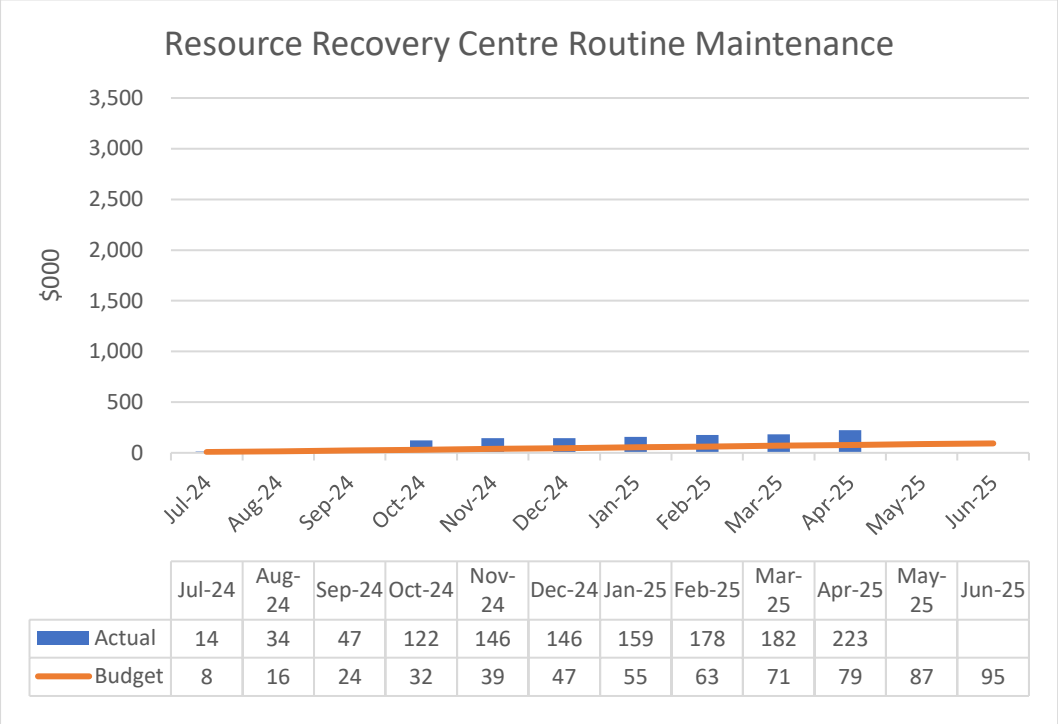
4.67 April 2025: Old Wharf Road flood gate storm damage $15k.



	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25
Actual	153	211	325	432	536	641	747	856	974	1,080		
Budget	99	197	296	394	493	591	690	788	887	985	1,084	1,182

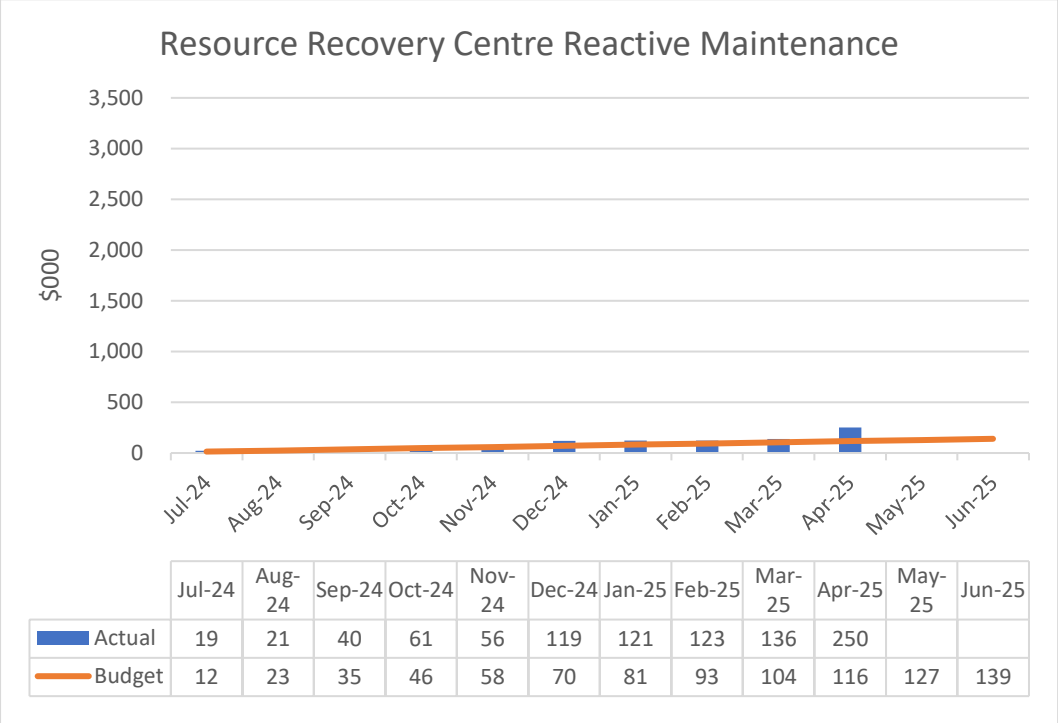
4.68 Resource Recovery Centre operations are currently running in excess. This increase of cost is due to additional staff to manage waste diversion at the Māriri site, additional equipment at the Tākaka site and operating costs not budgeted at the Collingwood site.

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT



	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25
Actual	14	34	47	122	146	146	159	178	182	223		
Budget	8	16	24	32	39	47	55	63	71	79	87	95

4.69 The Resource Recovery Centre programmed maintenance is over budget due to routine servicing on compactors and vegetation control on some sites.

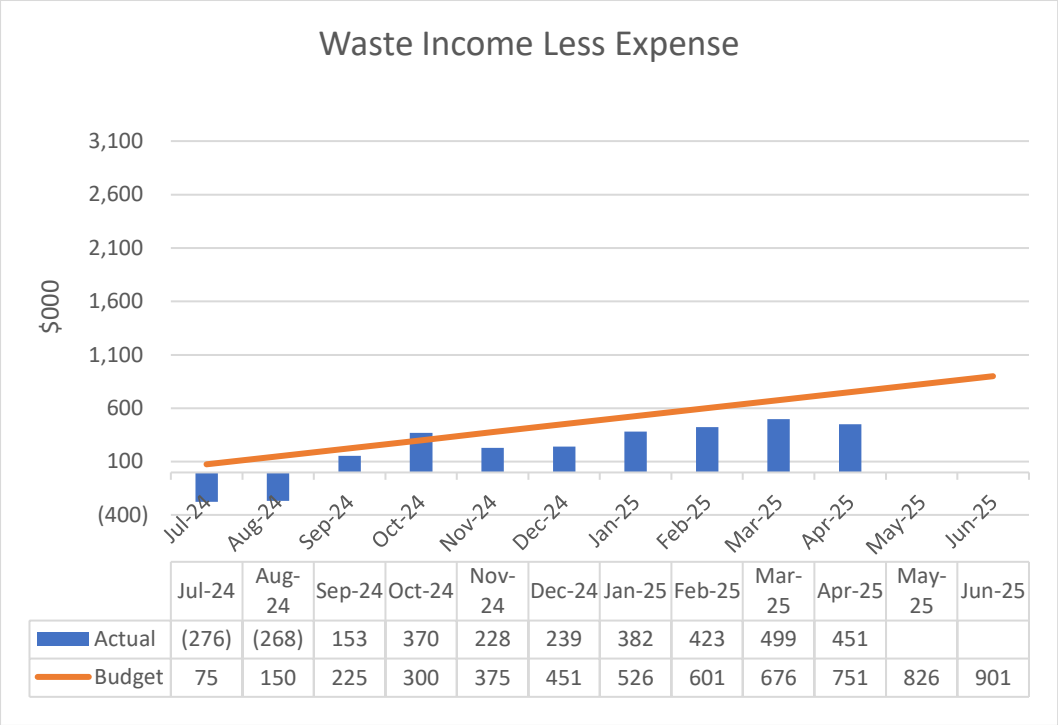


	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25
Actual	19	21	40	61	56	119	121	123	136	250		
Budget	12	23	35	46	58	70	81	93	104	116	127	139

4.70 Resource Recovery Centre reactive maintenance is higher than budget due to additional servicing and repair of waste transport bins, kiosk damage and resolving an

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT

unsafe rock face at Tākaka and heavy maintenance of the waste compactor at the Māriri RRC.



	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25
Actual	(276)	(268)	153	370	228	239	382	423	499	451		
Budget	75	150	225	300	375	451	526	601	676	751	826	901

4.71 Waste Income less Expense is the sum of resource recovery centre income for waste, greenwaste and other items less the transport and disposal costs for these materials. The variance this year is driven by a reduction of waste delivered to resource recovery centres, particularly the Richmond site which is running well below budget, likely due to less waste generation and diversion of some loads direct to the York Valley landfill.

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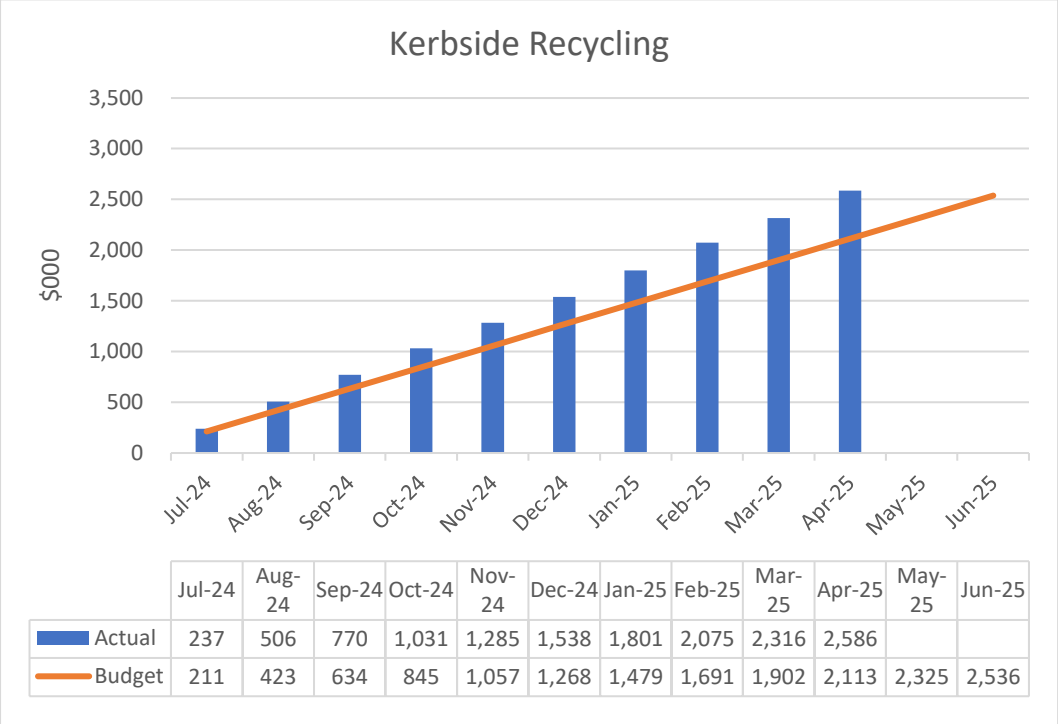

	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25
Actual	237	506	770	1,031	1,285	1,538	1,801	2,075	2,316	2,586		
Budget	211	423	634	845	1,057	1,268	1,479	1,691	1,902	2,113	2,325	2,536

4.72 Kerbside is tracking above budget due to property growth being greater than forecast and an error in Materials Recovery Facility budgeting ($150k).

5. Transport

Roading Activity Update

5.1 High profile works such as Wensley Road and Talbot Street in Richmond have now been completed. A summary of key points of the Wensley Road works is included below. A summarisation of the Talbot Street works, and another milestone activity, the resealing programme will be provided in the next Operation's Committee Report.

5.2 During the period there were several heavy rainfall events, which fortunately did not cause any significant issues, and were readily dealt with. The only concern with these and any similar events that might occur between now and the end of the financial year (30 June 2025) is that the maintenance budgets used to fund these activities, so any further work will increase the overspend amount for 2024/25.

Landscape Maintenance Proposed Reduced Level Of Service – Draft Annual Plan

5.3 The draft Annual Plan 2025/26 budget for landscape maintenance is proposed to be $150,000 less than required to maintain current level of service for existing planted garden beds in streets across the district.

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT

5.4 In order to stay within the proposed budget, staff have developed a reactive maintenance strategy that largely ceases proactive maintenance of existing garden areas along 100 streets in our towns, outside of town centres.

5.5 Planted street gardens within town centres will be able to be continued at the current level of service.

5.6 Outside of town centres, reactive maintenance will only be carried out to keep roads and footpaths clear of obstructions, and consist of either:

5.7 Mowing using the Council's rural roadside mower (which would leave detritus and possibly damage plants)

5.8 Spraying (to kill off vegetation and prevent it from regrowing) where mowing is not feasible (for example, flax bushes or areas unreachable by the mower)

5.9 Hand trimming if neither mowing nor spraying are feasible, although this might be unaffordable.

5.10 Examples of sites on higher-profile streets affected by the proposed change are shown below. These planted gardens, and many others, will deteriorate in condition and become visibly unkempt. It is expected that this change would generate significant public interest, particularly after 6-12 months of reduced maintenance and once mowing or spraying are carried out.

Picture 1: Some of the Berryfield Drive planted areas

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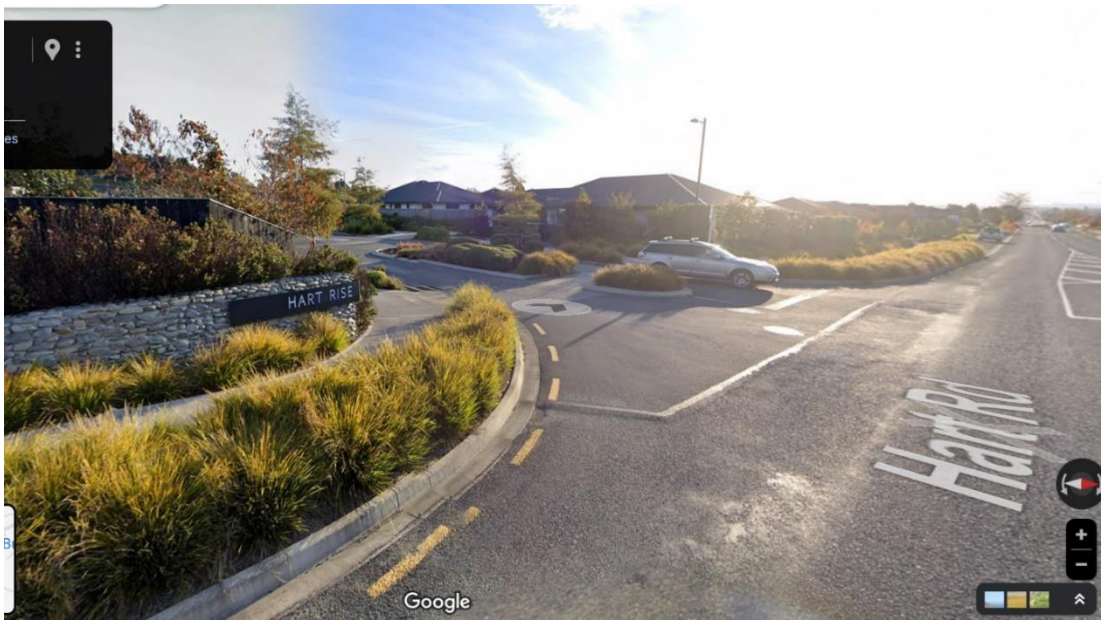
Picture 2: Some of the Mapua Drive planted areas



Picture 3: Some of the Hart Road / Sabine Drive planted areas

Alliance Contract Area

Wensley Road Rebuild

5.11 Since mid-February 2025, significant resources have been gainfully employed on this project, widening, structural road strengthening and rebuilding two sections of an important transport link in Richmond. The existing road structure dated from the 1970s.

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT

Challenges

- Relatively large scale, complex project with many facets (traffic and access management, underground services, land entry agreements, retaining walls, drainage).
- Coal tar removal.
- Full road closure.
- Precision work to widen key sections.
- Collaboration with affected residents, community organisations and businesses.
- Collaboration with various business partners to ensure best quality delivered throughout.
- Tight timeframe

SITE 1 from Waverley Street intersection to Surrey Road intersection

- Magnum stone wall Installation outside two properties
- Driveways adjusted to align with the new footpath levels
- Timber retaining wall outside one property was installed
- Road excavation: coal tar was excavated from the roadway and separated for specialised disposal
- Sumps and pipe connections along with fibre and power box relocation
- New kerb & channel, and new footpaths installed
- Vegetation removal and landscaping
- New raised pedestrian crossing

Picture 4: Service locates Wensley Road

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Picture 5 & 6: Rebuilding and asphalt application

Picture 7 & 8: Rebuilding and asphalt application

Retaining Wall and fence installation

5.12 Magnum stone retaining walls were installed outside two properties giving a smart, functional and cost-effective finish.

5.13 Magnum stone is a pre-cast concrete block weighing up to 630kg each, perfect for retaining walls

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Picture Collection 9: featuring the magnum stone retaining wall.

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Picture Collection 10: Featuring the fence installations

5.14 Pedestrian Crossing was reinstated and raised at the Wensley Road, Waverley Street intersection

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Picture Collection 11: Three pictures featuring the Raised Pedestrian Crossing.

Site 2 – from Richmond Cemetery to West Avenue

5.15 Site 2 work included excavation and removal of coal tar. An old AC water main was also removed and a temporary water main installed to allow excavation over shallow existing main. Hydrants, valves, and manhole adjustments were carried out. Backfilling and compaction followed by final base course preparation pre-empted a 215mm AC layer and line marking to complete the job.

Pictures 12 & 13: Works Richmond cemetery to West Avenue

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT

Wensley Waverley Intersection

5.16 Toward the end of the main rebuild at Site 1, the team extended the closure to include the Waverley Street intersection to improve the strength of the road in this section.

Pictures 14,15 & 16: Wensley Waverley intersection work

Maintenance between sites 1 and 2

5.17 After opening site two, the team continued down the road, digging out and strengthening eight patches between West Avenue and Surrey Road, completing footpath work and crack sealing.

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT

Pictures 17 & 18: Works undertaken between sites 1 and 2

What's New:

5.18 Wider Road and New Cycleways – The road has been widened to include dedicated cycle lanes, improving safety and encouraging alternative transport.

5.19 Speed Cushions Removed – With a stronger wider road and safe space for cyclists, the need for speed cushions has been eliminated, with a zebra crossing on a new raised safety platform. The speed limit has now returned to 50km/h.

5.20 Long-Term Durability – The road has been fully strengthened through these two sections, reducing the need for ongoing maintenance in the future.

5.21 High-Quality Finish – A durable, smooth asphalt surface ensures a better driving experience for all users.

Talbot Street

5.22 At time of writing work was almost complete, and more detail will be provided in the next Operations Committee Report.

Golden Bay and Murchison Area

5.23 The Kahurangi team's programme achievement raised to 82% during April 2025.

5.24 Murchison and Golden Bay areas were hit by two small weather events in April 2025. We had road washouts on Rameka and McCallum Roads and major slips on Matiri Valley Road.

5.25 Maruia Saddle Road developed major cracks from water movement causing the road to slump in places - the road is closed to allow assessment of pavement movement and remains too dangerous to put plant and people on it to enact a repair. It is likely to remain closed for some time.

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT

Pictures 19 & 20 Maruia Saddle Road – Storm Damage

5.26 The April programme achievements included:

- Braeburn Track culvert replacement;
- Cobb Dam Road new kerb and channel, culverts unblocked, culverts replaced, digout, clear water tables and rip and remake;
- Mangles Valley Road – pavement repair; and
- Maruia Saddle and Matiri Valley Roads culvert inlet/outlet repairs and installation and/or replacement of culverts.

5.27 The May programme includes:

- New kerb and channel on Cobb Dam Road, along with more culverts replaced, a digout and two areas of rip and remake.
- Rip and remake depression on Mangles Valley Road.
- Culvert repairs and replacement on Matiri Valley Road
- Aggregate laid and culverts cleared and/or replaced on Tutaki Road South

5.28 April 2025 quantities achieved:

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT

			April
Asset	**Fault**	**Unit**	**Quantity**
Drainage	Culvert cleaning	each	19
Drainage	Culvert install	m	54
Emergency	Slip material removed	m3	
Environment	Street Sweeping	m	161
Pavement	AC Levelling	m2	
Pavement	Crack sealing	m2	
Pavement	Digouts	m2	
Pavement	Prep and Seal	m2	
Pavement	Sealed pothole repairs	each	11
Pavement	Stabi's and Rip&Remakes	m2	
Shoulders	Edgebreak repairs	m	280.8
Shoulders	High Shoulder / Flanking	m	
Shoulders	High shoulder by grader	m	
Signs	Culvert marker posts	each	25
Signs	Edge marker posts	each	4
Signs	Sign & post maintenance	each	5
Signs	Sign renewals	each	2
Structures	Bridge mtce - remove debris	each	
Surface	Scabbing/Crack seal/Texturising	m2	
Surface Water Channels	Construct new watertable	m	
Surface Water Channels	Watertable cleaning	m	50
Unsealed	Aggregate	m3	380
Unsealed	Unsealed Digouts	m2	
Unsealed	Grading	km	102.217
Vegetation control	Mowing	km	
Vegetation control	Spraying	km	

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT

Matakitaki Road – new aggregate

Matakitaki Road – rockfall at Blue Rocks

Doughboy Road – fallen tree

Doughboy Road – tree removed to open road

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Pupu Valley Road – splash rocked placed

Abel Tasman Drive – Ligar Bay slip removal

Balck Road – culvert overgrown

Balck Road – culvert cleared

Matiri Valley Road – culvert 97 replaced

Matiri Valley Road – Culvert 97 replacement completed

Picture collections 20 & 21 - Selection of Network photos for April and Early May

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT

Road Safety

Abel Tasman Drive, Pōhara to Tarakohe Vulnerable Users

5.29 Staff have carried out investigations of options to improve the road infrastructure on Abel Tasman Drive between Pōhara and Tarakohe, following concerns raised by road users after recent incidents involving cyclists. Currently the road is narrow with minimal grassed shoulder in many places, and a steep drop off to the sea below.

5.30 One option is based on the concept developed by the Golden Bay Cycle and Walkways Society for a shared path on the seaward side, along a widened shoulder which would also include structures to bridge some narrow areas. This would provide a safer space for pedestrians and cyclists to share a path away from traffic. It has a rough order cost of $3.3 million. The main risks and uncertainties include lack of geotechnical investigations for the foundations for the structures, consenting issues for potential works in coastal marine area, and type and extent of barrier or handrail system required to protect users from falls and to keep vehicles off the path structures.

5.31 A second lower-cost option is to do localised seal widening where possible to create isolated sealed pull-in areas along the seaward edge. This would provide widened areas along about 40% of the route length (384m out of 925m) but would not provide a continuous path, nor offer any protection from falls. It has a rough order cost of $300,000.

5.32 The Long Term Plan 2024/34 does not include funding for these improvements.

Picture 23: View of Abel Tasman Drive near Port Tarakohe

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT

Crash Data

5.33 The Crash Analysis System has recorded three fatal and 23 serious injury crashes to date this fiscal year, with 8 serious crashes (highlighted in grey) occurring since the last report. The crashes are described as follows:

Severity	Date	Location	Description
Serious	14 July 2024	CENTRAL PARK LANE	Driver of a car on Central Park Lane has had a suspected medical event and crashed.
Fatal	19 July 2024	ABEL TASMAN DRIVE - POHARA	Vehicle southbound on Abel Tasman Drive leaving Pohara has failed to make the corner before Selwyn Street and has crossed onto the verge, crashing into a power pole
Fatal	16 September 2024	MOUTERE HIGHWAY - Heading downhill towards Maisey Road	Car eastbound on MOUTERE HIGHWAY lost control on curve and hit Truck head on. Listed factors include inappropriate speed for road conditions, lost control when turning, ENV: slippery road due to rain
Serious	26 September 2024	SALISBURY ROAD	Motorcycle westbound on SALISBURY ROAD hit rear end of Car slowing for the intersection.
Serious	4 October 2024	MOTUEKA VALLEY HIGHWAY	Motorcycle southbound on MOTUEKA VALLEY HIGHWAY on a slight corner has seen a piece of clothing and believed they had given it enough space. The clothing ended up in the chain causing the rear wheel to lock.
Serious	7 October 2024	COOPER ROAD	Quad bike rider has hit a calf on the road killing it, lost control of his quad bike hit another calf killing that then the bike has flipped ending upside down projecting him off.
Fatal	16 November 2024	ANGELUS AVENUE	A downhill cyclist on Angelus Avenue has lost control on a righthand bend, hitting the kerb, mounting the footpath hand losing control.
Serious	16 November 2024	MOTUEKA VALLEY HIGHWAY	Motorcycle northbound on Motueka Valley Highway veered over the centreline colliding with an oncoming vehicle. Conditions were dry and daylight, no potholes observed, although surface is describes as generally uneven.

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Serious	25 November 2024	MOUTERE HIGHWAY	Vehicle northbound in 50km/h zone on the Moutere Highway hit pedestrian. The pedestrian stepped out onto the road from a side with no footpath, towards a side with a footpath.
Serious	1 December 2024	LOWER QUEEN STREET	Van turning right from Lower Queen Street into Berryfields crossing collided with oncoming motorcyclist. Motorcyclist under the influence of drugs, alcohol and unlicenced.
Serious	6 December 2024	WILLIAM STREET / EDWARD STREET	Car turning right from William Street into Edward Street hit raised island and giveaway sign, then collided with a parked car further along Edward Street, drove onto the footpath and hitting a fence.
Serious	16 December 2024	LOWER QUEEN STREET / LANSDOWNE ROAD	Car northbound on Lower Queen Street has driven into the intersection with Lansdowne Road and into the path of a truck oncoming along Lansdowne Road. The car did not make the turn onto Lansdowne Road.
Serious	5 January 2025	DOVEDALE ROAD	Motorcycle northbound on Dovedale Road lost control due to a popped tyre.
Serious	16 January 2025	ARANUI ROAD	Vehicle northbound on Aranui Road immediately after the raised zebra near Mapua school crossed the centreline colliding with an oncoming vehicle.
Serious	24 January 2025	SHERRY RIVER ROAD	Oncoming motorcycle and Ute meet at a curve with not good visibility, both made attempt to avoid each other but motorcyclist hit corner of Ute.
Serious	16 February 2025	TOTARANUI ROAD	Lost control avoiding a possum and rolled down 70m bank
Serious	20 February 2025	LOWER QUEEN STREET	Car turning right into NPD failed to giveaway to oncoming cyclist
Serious	3 March 2025	MANGLES VALLEY ROAD	Car swung wide on modest bend, left road, dropped into river and was trapped in car for several days before being discovered.
Serious	4 March 2025	PUGH ROAD / RANZAU ROAD WEST	Car turning right from the STOP on Pugh Road failed to see car on Ranzau Road
Serious	11 March 2025	ABEL TASMAN DRIVE	Cyclist on a tricycle left road to the left falling down a 15m cliff. Suspected rear wheel left the seal edge causing tricycle to lurch left.
Serious	25 March 2025	GREENWOOD STREET / WILKINSON STREET	Ute turned right into oncoming motorcyclist
Serious	29 March 2025	MOTUEKA VALLEY HIGHWAY	Motorcyclist leaves road on easy bend, was distracted by loose clothing
Serious	1 April 2025	QUEEN STREET	Pedestrian (4) ran out from footpath between parked cars. Escaped parental supervision

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT

Taman's Great Taste Trail

5.34 Riding incidents that have come to our attention are:

1.1.8 A rider tackling a short steeper section on the trail from Norris Gully to Kohatu failed to change down gears, came to a stop and fell on the trail. Downhill riders skidded to a stop before colliding with the prone cyclist. The site already has SLOW warning signage for downhill cyclists and a steep grade, change down sign will be added.

1.1.9 A cyclist became disorientated on the tunnel fell and cut their face requiring ambulance and fire. Fire could not open the access gate as it had been vandalised and walked the patient out. Advisory signage exists at the tunnel and recently the side reflectors delineating the tunnel edges have been improved.

1.1.10 A rider fractured their collar bone riding clipped in and losing control downhill on the gravel road from the Baton Saddle to the Baton suspension bridge.

1.1.11 A 10-year-old cycling through the tunnel with no light and left behind by their adult supervisor fell against the tunnel sides grazing their arm.

5.35 We continue to receive complaints about motorcyclists using the trail and continue to see damage to our bridge infrastructure from these users. Gates have been reintroduced, and additional motorcycle squeeze barriers will be added when budgets allow. It is proposed to seek Council approval to add suitable parts of the trail to our Traffic Control Devices Bylaw as a shared path as part of the next Bylaw update shortly.

5.36 OneFortyOne are harvesting in and around Norris Gully. We have been working together to produce a detour that allows logging trucks and cyclists to go safely about their business. One of the detour scenarios requires one of our bridges to be closed and will involve a creek crossing which cyclists will have to dismount to walk through the creek. The creek is mostly dry but may have water after rain. The detour involves a 100m section where cyclists will share the road with logging trucks and cyclists must not move onto this section until they are sure it is clear, or a logging truck on the section is stationary. The detour has been in place from Monday, 12 May 2025, and the harvesting will continue until early July 2025. OFO have made every effort to start this work as late in the biking season as possible, and to keep this section open during harvesting and we are grateful to them for this.

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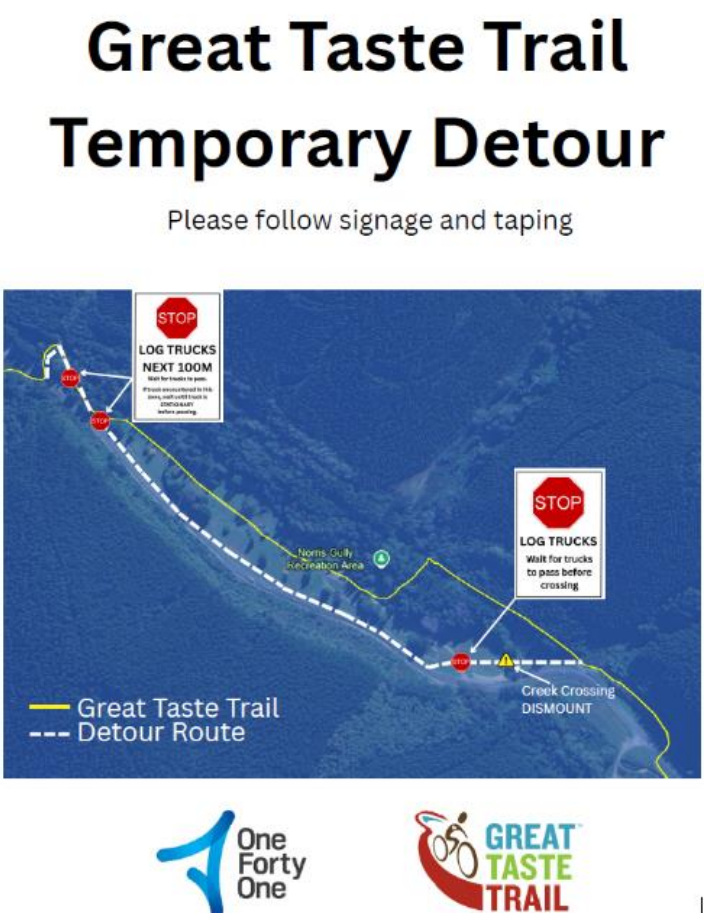

5.37 Tunnicliff forest area beside Tasman's Great Taste trail by the Wai-iti Domain will also be harvested in the next two-three months which will require a closure of the trail. We will be investigating detour options.

Cycle counts

5.38 Since 2019 we have been counting cyclists on our key cycle routes for a weeklong period during summer when school starts back, so that the data is comparable to previous years. Most of these counts use tubes on the road, in the places we expect cyclists to travel. As can be seen in the chart below, there is a lot of variation in the counts from year to year. This may be due to cyclists by-passing the tubes or finding different routes. For example, when observing the High Street and Whakarewa Street counts, many cyclists were observed cutting through the adjacent carpark areas. The counts on Tasman's Great Taste Trail are more reliable, as MBIE funded installation of permanent counters, and there are usually less route choices.

5.39 The table below shows which sites have an increasing trend, and which sites are decreasing. It is difficult to link decreasing cycle counts at a particular site with

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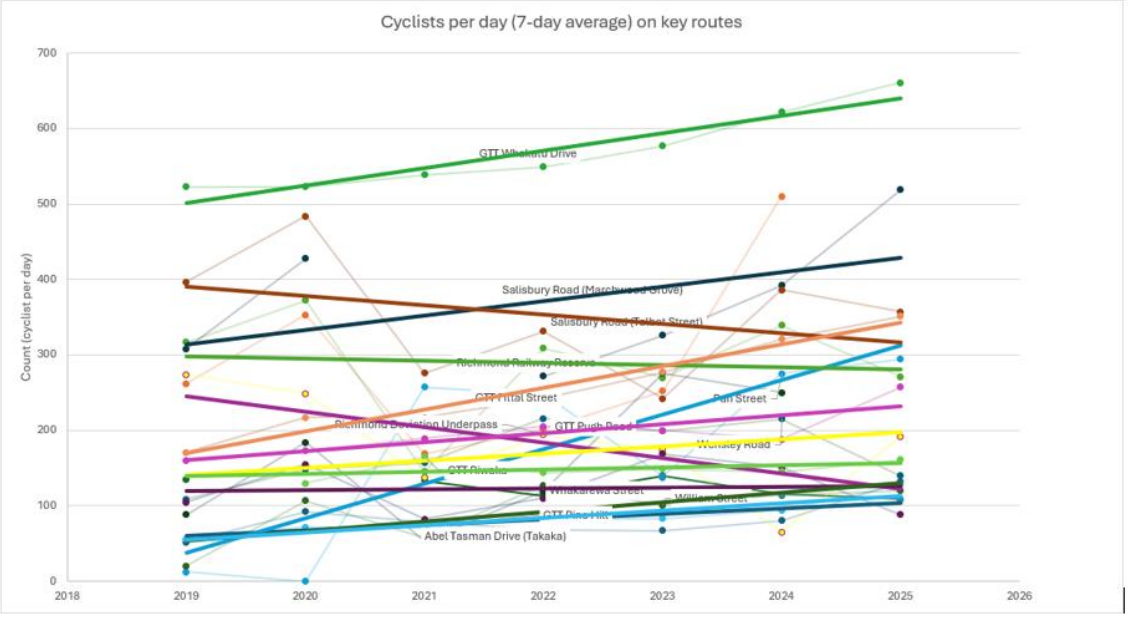
decreasing cycle numbers overall. For example, on Salisbury Road near Talbot Street we observe many cyclists using local roads Linden Court and Elizabeth Street, particularly since crossing points on Talbot Street at these locations have been improved. One of the intentions of these D'arcy Street/Elizabeth Street improvements was to encourage walking and cycling use filtering through the neighbourhood but this is difficult to count as it is spread across several routes.

Increasing	Decreasing
TGTT at Whakatu Drive	Salisbury Road near Talbot Street
Salisbury Road at Marchwood Grove	Railway Reserve
TGTT at Fittal Street	Richmond Deviation underpass
TGTT at Pugh Road	
Wensley Road	
TGTT at Riuwaka	
Pa Street	
Wiliam Street	
Abel Tasman Drive	
TGTT at Pine Hill Reserve	



5.40 Of the new counts added post Streets for People and Transport Choices projects, the data is shown on the chart below.

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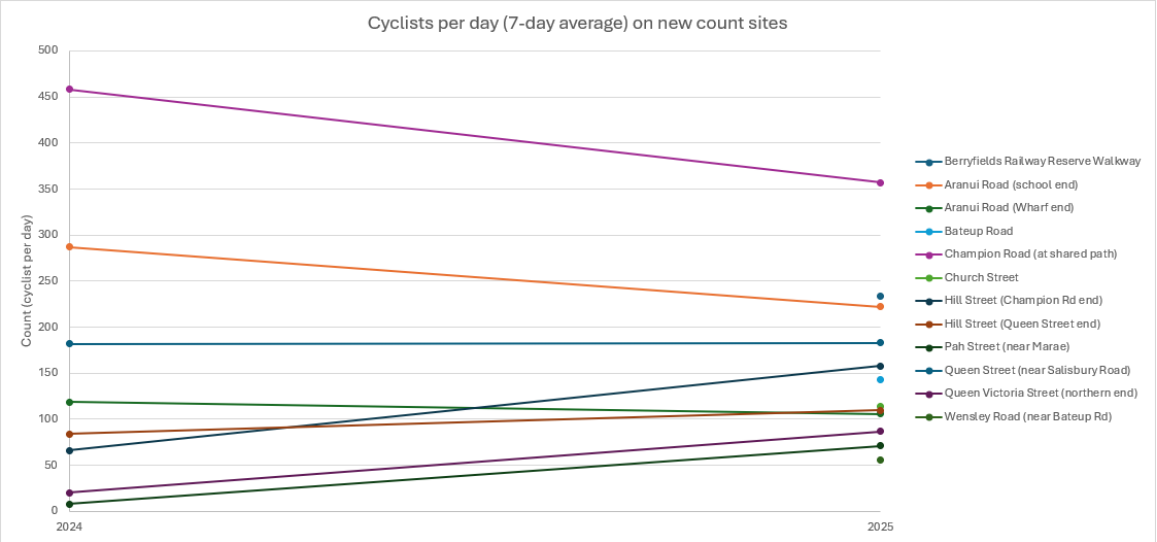

6. Property

Property Transactions

6.1 To date, 144 land transactions are in progress. The largest category of transactions are leases (67-figure 1).

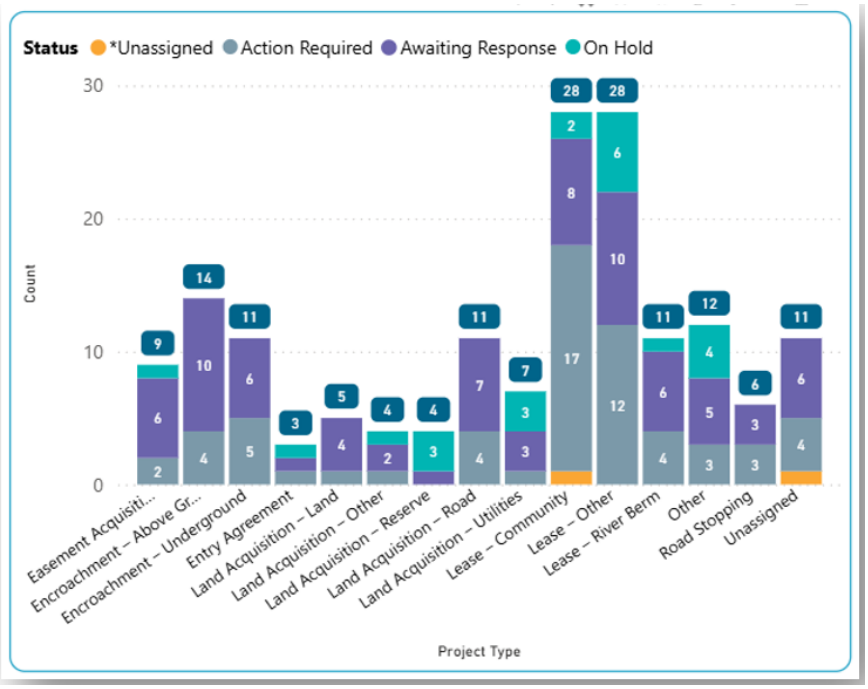

Figure 1: Property transactions May 2025

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6.2 Tasks which are more than 3 years old have grown slightly to 30 (figure 2). Most of these are property acquisitions and easements associated with water supply and wastewater. These can be lengthy and complicated transactions.

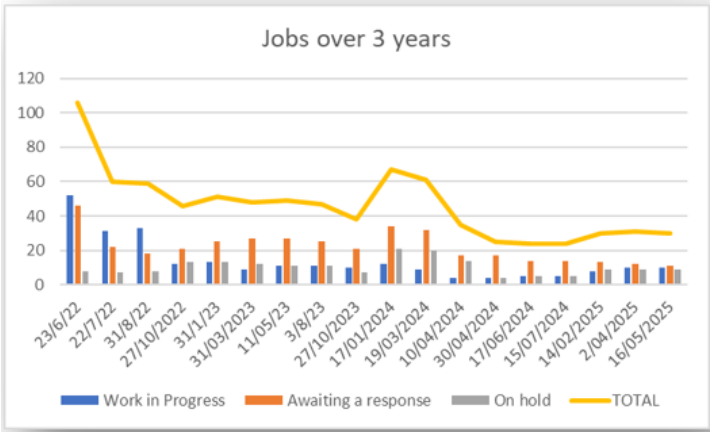

Figure 2 Property jobs over 3 years.

6.3 50 Cuppola Crescent (formerly 50 Patons Road). The residential property is expected to go unconditional on 19 May 2025 with settlement 30 days after all easements are registered on the new title. This transaction is consequently early August 2025.

6.4 Following Councils recent decision to progress selected property sales for debt reduction and a Diversified Resilience Fund, the following is underway:

- Offer back to previous owners where required.
- A due diligence for identified new properties including boundary surveys.
- Sales and legal strategy.
- Public consultation planning where required
- Tenant notification.

6.5 The Motueka Service Centre and carpark (7 and 8 Hickmott Place) is on the market with tender prices due on 23 May 2025. There has been a lot of interest. The process has generated a plausible alternative option for new premises. This will be presented for consideration by Council as part of the tender review process.

6.6 Staff are investigating charging for parking in the Waring carpark. At this stage, there does not seem to be any impediments.

Fleet

Battery Electric Vehicle - energy costs:

6.7 Councils 10 Battery Electric Vehicles (BEV's) have driven 150,989 km for the 10 month period - 1 July 2024 to 30 April 2025.

6.8 Energy use was 23,500 kWH for Councils BEV's for this period. Using an average energy rate of $0.21/kWH this is equivalent to $4,950 for this period or 3 cents per km.

6.9 Road User charges are significantly higher than this at about 8 cents per kilometre and account for 70% of Councils BEV mileage costs (figure 3).

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The total km cost for Council electric vehicles, including road user charges, is 11 cents per kilometre.

6.10 In comparison, the average cost of petrol in New Zealand per kilometer varies depending on fuel consumption and petrol prices, but a reasonable estimate is around 20-30 cents per kilometer for a typical petrol vehicle.

1/7/24-30/4/25	Kms Traveled	Energy Use	Cost	Units	Total Cost	Cost per KM	%
Energy Cost	150,989	23,500	$ 0.21	kWH	$ 4,935.00	$ 0.03	30%
RUC Cost	150,989		$ 76.00	1000Km	$ 11,475.16	$ 0.08	70%
TOTAL					**$ 16,410.16**	**$ 0.11**	

Figure 3: BEV Costs

6.11 Utilisation. Including the new regulatory team, there are 48 vehicles on Councils fleet. Analysis indicates a buffer in the fleet of two vehicles, largely in the General Pool and Regulatory fleet. Management will continue to ensure that there is the right mix of vehicles in the vehicle pool to encourage uptake and seek opportunities to reduce dedicated vehicles.

Facility Maintenance

6.12 **Richmond Library** - Repairs have commenced. The front of the library will need to be closed off in June 2025. All works should be completed by the end of September 2025.

6.13 **Motueka Recreation Centre** – A report from our contractor has been received on long-standing leak issues. Contra to previous reports, they indicate that the issue is the previous repair methodology rather than structural. Recommendations for repair will be raised with the roofing contractors as warranty issues.

6.14 **Takaka Library** - The air conditioning system is failing and will be upgraded by the end of the financial year.

6.15 **Golden Bay Arts Centre** - Repairs to remedy a long-standing issue with rising damp will take place this winter. The Arts Centre Community will redecorate following these repairs. Completion is expected late August 2025.

Events

6.16 **Port Tarakohe** - The official opening for the Port Tarakohe services facility will take place on the 18 July 2025. A blessing for the building is planned at daybreak 4 July 2025. Staff and Port users will move into the building after this. The build is progressing well, looks spectacular, and is on budget and time.

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Figure 4: Port Tarakohe progress 15 May 2025

Charitable firewood event

6.17 This year's charitable firewood event took place on Saturday, 10 May 2025. Two hundred tickets for a trailer load of unsplit firewood were sold for $100 each. Consequently, $20,000 was raised for the Hospice and Women's Refuge charities.

6.18 The event was well organised by Tasman District Council staff. We would like to thank the team at PF Olsen (who helped with the organisation and support on the day), Steve Thompson Limited who supplied the excavator and operators, and Downer who provided the traffic management support.

6.19 The feedback from members of the community has been very positive.

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Figures 5 & 6 Vehicles queueing for loading, and still smiling after a tiring day

7. Reserves and Facilities

Community Housing Waitlist

Date	1 November 2024	1 January 2025	1 March 2025	1 April 2025	1 May 2025
Richmond	73	72	71	68	79
Motueka	30	28	35	39	35
Brightwater /Wakefield	9	9	7	3	1
Golden Bay	24	25	23	23	23
Murchison	4	4	5	6	5
Total	**140**	**138**	**141**	**139**	**143**

7.1 Three residents moved on this month and while selecting new tenants, several applicants were removed from the waitlist for various reasons. Coming into the colder seasons we have a steady flow of new applicants to take their place.

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7.2 Council cottages are currently at 100% occupancy with all upgraded/renovated units tenanted.

7.3 Most of our 1980's houses have the infamous Dux Quest plumbing that is now failing, sections are repaired with tenants in situ with a full replacement completed once we have a vacancy. A couple of units have presented ongoing issues. Given the volume of problems, waiting for a vacancy may not always be feasible. In such cases, we will need to arrange temporary accommodation for tenants during the water shut-off period required for full replacement—particularly for those without family or friends who can host them.

Community Halls

7.4 All 2024/2025 Community Hall Capex & maintenance projects are complete or nearing completion and have come in under budget.

7.5 Requests from Hall Committees for the 2025/2026 period have been collated. Given the high volume of submissions, we anticipate being oversubscribed. As a result, funding will be allocated based on urgency and frequency of use, with the aim of completing projects within existing budget constraints**.**

Richmond Ward

Washbourn Gardens

7.6 Work is underway to construct a new footpath and enlarge flowering borders at Washbourn Gardens. Other gardens are being adapted to provide the best displays, and some areas of grass are being reduced. The work is being undertaken in response to the gardens maturing and changing with increased shading, foot traffic and other changes designed to reduce vandalism

Picture 1 & 2: Washbourne Gardens

Jimmy Lee Creek Walkway

7.7 This walkway is an important link in accessing Richmond's Kingsland Forest, a new section of walkway is being constructed in partnership with Keep Richmond Beautiful

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT

(KRB) to enable better access. KRB will also host a planting day, after completing extensive weed control work.

Picture 3: Jimmy Lee Creek walkway

Picture 4: Track construction by Keep Richmond Beautiful

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT

Moutere Waimea Ward

Wakefield Recreation Reserve

7.8 Construction of a new path through the reserve was completed recently. It was a collaboration/cost share between the Council and local contractors through their community funding scheme. The new path leads between the riverbank and playing fields and links the pump track to an existing path connecting Edward Baigent Reserve.

Picture 5: New path through Wakefield Recreation Reserve

Rabbit Island Moturoa

7.9 Roading contractors are currently working on chip seal repairs in the front beach reserve. Grading of the gravel road was part of the first phase, and has now been completed on Rough Island.

Moutere Hills Recreation Centre and Sportfield's

7.10 Rangers Rugby Club hosted the under6, under7, and under8 season openers on Saturday, 10 May 2025. Local businesses supported the event through generous contributions, and the entire event was run by volunteers. Rangers raised $1,500 from shop sales, with all proceeds going directly toward supporting their junior players.

7.11 The event drew a great crowd—parents, grandparents, and neighbours all came out to support.

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT

Picture 6: Season opener at Ranger Rugby Club Saturday, 10 May 2025

Sportsfields

7.12 The Riwaka Tennis Courts' cracked Asphalt surface has been repaired, and lines repainted by our contractor.

Picture 7: freshly repaired courts at Riwaka

7.13 Golden Bay Recreation Park tennis court lines have also been refreshed following a community request.

7.14 Saxton Velodrome LED floodlights failed this month but were fixed by contractors in time for regular club meeting.

7.15 Staff will be meeting with Riwaka Croquet to discuss grounds maintenance.

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT

7.16 Throughout the district the warm weather and patchy rain has caused rapid grass growth, making mowing difficult. However no damage from machines has occurred on the recently renovated paddocks.

7.17 A leaking cistern at Jubilee Park toilets (outside the new pavilion) has been repaired; keys will be handed over in July regarding the club's recent offer to take over cleaning and opening of the public toilets.

7.18 Keys to be handed to Wakefield Football Club in July for the public toilets adjacent to clubroom again due to recent offer of club taking over cleaning and opening duties.

7.19 Staff are investigating options for activating Ben Cooper Park floodlights for junior football. The current setup requires access via the Darts Club, but due to lack of agreement, we're exploring installing a separate meter and switch.

Motueka Ward

Decks Reserve Toilet upgrade

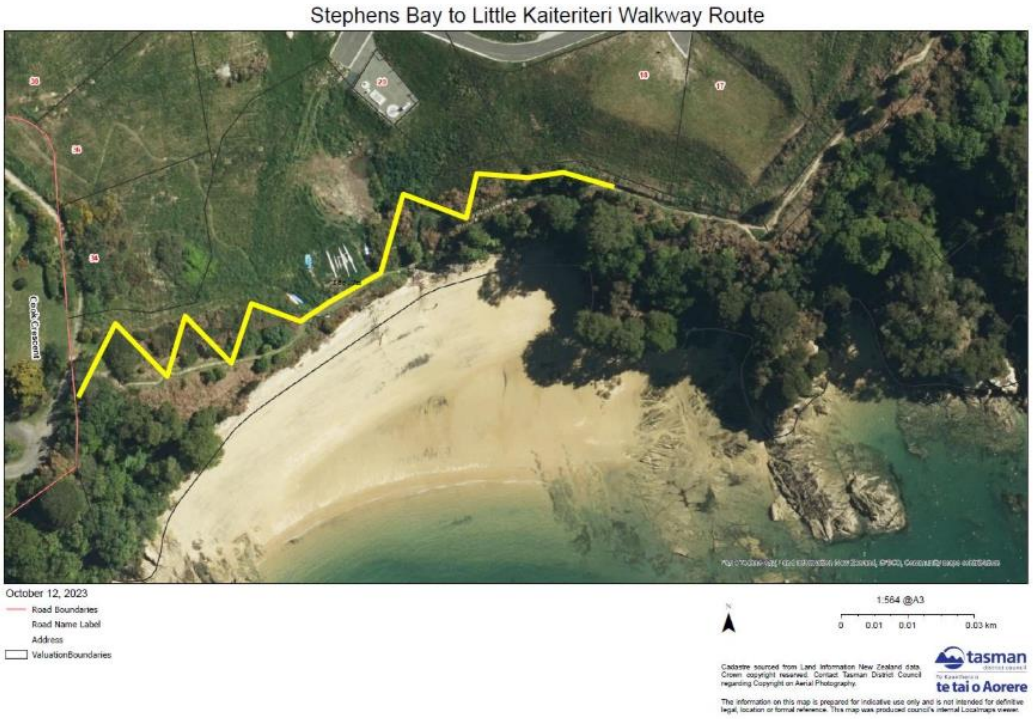
7.20 The contract to upgrade the public toilets will be awarded this week.

Picture 8: Current toilets at decks reserve

Stephens Bay to Little Kaiteriteri Walkway upgrade

7.21 The final walkway section traversing through Dummy Bay is about to be completed. A boundary adjustment with the owner of 17 and 18 Fairburn Place enables this walkway to be moved back from the coastal cliff edge. Plantings are being co-ordinated with the neighbour to establish screening for walkway users and neighbouring residents.

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT



Picture 8: Stephens Bay to Kaiteriteri Walkway

Golden Bay Ward

East Takaka Domain Playground

7.22 The playground upgrade is now complete.

Pakawau Playground

7.23 Following discussion with the Golden Bay Community Board regarding a neighbour's objection, the next step is to prepare a resource consent application. This will involve further consultation and include any necessary mitigation measures. A final decision on the project will be made through this process.

Shade Houses for Hanging Baskets

7.24 Staff have secured plants and liners for this year and met with the Takaka Primary School principal, who supports hosting the shade houses. Staff are now awaiting approval from the Board of Trustees. A draft memorandum of understanding (MOU) has been prepared to outline responsibilities and terms.

Pūponga Road reserve

7.25 Our Reserves Officer has been working with the local community and iwi on a coast care planting plan for the foreshore after the 1 May 2025 weather event.

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT

Picture 9: Pūponga foreshore

Pakawau Esplanade Reserve

7.26 The easterly storm on 1 May 2025 caused additional erosion along the beachfront area currently subject to a rock wall application. A subsequent drone survey indicates that the storm removed more vegetation than sand along the foreshore. The extent of change appears less severe than has been reported by some locals to Council and the media.

Parapara Esplanade Reserve

7.27 Bishop Road properties from 76 to 82 experienced some further erosion in the May 1st event. We have been working with these neighbours for the last two years and completed a sand push up with plantings. Our coast care work is ongoing, and further work will be implemented as budgets allow.

Picture 10: Parapara Esplanade Reserve

7.28 The Reserves Officer has responded to the resident at 82 Bishop Road regarding concerns raised following the easterly storm on May 1st. This matter has also been reported in the media.

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT

7.29 As background, the Council has been working with neighbours of the Parapara North Esplanade Reserve (Bishop Road, Nos. 64 to 82) since September 2023, in response to erosion caused by high tide wave energy earlier that year. Staff attended a community meeting on 27 September 2023 with 22 local residents, where a Coast Care Plan was developed. This plan included sand push-up works and replanting. As the Council holds current consent for sand push-up activities at Parapara, the work was carried out in late November 2023, along with the establishment of sand-stabilising spinifex plants.

7.30 This work has been largely successful but high tide wave attack in April 2024 caused further cutting back in front of properties 76 to 82 along with the frontage of Miles recreation reserve.

7.31 It appears this section of beach is more vulnerable due to the inter-tidal platform of the beach being slightly lowered, and this allows more wave energy cutting at the head of the beach. We have observed further cutting back again this month in an easterly weather system.

7.32 Back in May 2024 staff revised the coast care plan (see picture 11 below) for properties 76 to 82 and this was sent out to the residents. The implementation of this plan is waiting on two actions:

- Sand levels to rebuild on the intertidal platform to allow sand push up (subject to survey)
- Support from adjoining four neighbours to replant the foreshore and esplanade reserve area to re-build a dune profile for better resilience to high tide wave attack. (It’s noted these neighbours currently occupy the esplanade reserve as their property frontage)

7.33 Our environmental science team are regularly monitoring and surveying the beach, they have a baseline survey taken in February 2024 a second survey April 2024 and are planning another survey this month.

7.34 We welcome the opportunity to meet these four neighbours to talk thru our action plan to rebuild the esplanade reserve frontage.

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT

Plant species

Spinifex, Pingao

Club rush, Sand coprosma, Muehlenbeckia

Crown lift Pohutakawa trees to improve light and wind through the dune plants

Location Map

General Notes

1. A recent storm event has caused further erosion in front of properties 76 to 82 Bishop Road and the neighbouring Council Reserve. This may have occured as the low tide platform of the beach is slightly lower in this area, and this has resulted in more wave energy reaching the head of the beach.
2. To restore more resiliance to this area it is proposed to grade the eroded scarp back to create a 2:1 slope which will be planted with Spinifex and Pingao. Behind this planting aditional smothering dune species will be established to further stabilise the reserve area.
3. Its not proposed to push up sand in front of the scarp while the low tide platform is lowered due to the risk of it getting washed away again. Its proposed to build back and re-establsih a colony of plants which will then grow forward when sand levels start naturally accumulating again.
4. This work can be programmed for August this year.

Picture 11: Bishop Road Parapara

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT

Waitapu Bridge Toilet removal

7.35 It was determined last November this self-contained toilet on NZTA Waka Kotahi land will be removed due to lack of funding. At the last minute it was decided to maintain the facility through to March 2025 over the busy summer period and then removed in April. A final check that all parties are happy for the toilet to be removed has now been completed and the toilet will be removed before the end of May 2025.

PROJECT NAME	WORK DESCRIPTION	STATUS	STAGE	EST COMPLETION DATE	PROJECT BUDGET 2024/2025	PROJECT STATUS SUMMARY
Saxton Field						
Saxton Playground	Accessible Playground on Champion Green		Consultation	30 June 2027	$35,000	Undergoing consultation at this stage, and will later be incorporated into Programme Deliveries' reporting
Golden Bay						
East Takaka Playground	Replacement of old equipment		Completed	16/05/2025	$10,000	Playground upgrade completed.
Pakawau playground	New Playground		Planning	30/08/2025	$50,000	Consultation phase completed.
Motueka						
Little Kaiteriteri - Stephens Bay Walkway	Walkway - Tapu Bay - Little Kaiteriteri		Delivery	30/09/2025	$30,800	Additional planting is yet to be completed.
Motueka Quay - Old wharf area	Car park area - stage 2 landscaping		Planning	30/12/2025	$49,400	Focus is now on funding.

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT

PROJECT NAME	WORK DESCRIPTION	STATUS	STAGE	EST COMPLETION DATE	PROJECT BUDGET 2024/2025	PROJECT STATUS SUMMARY
Decks Reserve	Toilet Upgrade		Planning	30/10/2025	$80,000	Procurement and pricing underway
Moutere Waimea						
Coastcare	Mapua Grossi Point - Stages 1 & 2 Coastal protection		Initiation	30/04/2025	$97,800	On hold pending Mapua Masterplan outcome
Wakefield Recreation Reserve	Design & development		Deferred	30/06/2028	$189,900	On hold pending decision on Waimea South Facility location.
Lakes - Murchison						
Murchison Toilets (State Highway)	Toilet Upgrade		Planning	Sept 2025	$80,000	Contractor engaged—project works are set to begin soon
Richmond						
Borck/Poutama Creeks	Walkway connections, furniture & planting		Delivery	30/06/2025	$18,800	Some furniture installed and planting

COMMUNITY INFRASTRUCTURE ACTIVITY REPORT

PROJECT NAME	WORK DESCRIPTION	STATUS	STAGE	EST COMPLETION DATE	PROJECT BUDGET 2024/2025	PROJECT STATUS SUMMARY
						is yet to be completed.
Camberley Reserve	Design & bollards, implement 2023/2024		Planning	30/10/2025	$50,000	Design underway
Langdale Reserve	Planting and furniture		Completed	30/06/2025	$80,000	Project complete
Rosales Playground – The Meadows	New playground		Planning/Design	30/06/2025	$400,000	updated landscape and playground plan underway
“New” Paton Road Reserve	Reserve design & removal of old structures.		Planning	30/12/2025	$10,000	Initial draft concept plan completed.

8. Attachments / Tuhinga tāpiri

1. Programme Delivery May 2025 78

Major Programmes and Project Report

Presented by the Programme Delivery Office

Report for May 2025

Time (Deviation from Baseline)	
Green	<30 days delay
Amber	31-60 days delay
Red	>61 days delay

Budget (Deviation from Baseline)	
Green	On track
Amber	Forecast Overspend <5%
Red	Forecast Overspend >5%

Note 1: *The Life of Project Budget is made up of the total amount spent in previous financial years plus the total budget approved this financial year and the total amount budgeted in all future years of the current Long Term Plan 2024-2034.*

Note 2: *Project updates as of April/May 2025 based on March 2025 Financials results.*

This report encompasses projects and programmes delivered across the Council.

What is a Programme?

A programme is defined as a temporary, flexible organisation created to coordinate, direct and oversee the implementation of a set of related projects and activities in order to deliver outcomes and benefits related to the organisation's strategic objectives. A programme is likely to have a life that spans several years.

What is a Project?

A project is also a temporary organisation, usually existing for a much shorter duration, which will deliver one or more outputs in accordance with an agreed business case. A particular project may or may not be part of a programme.

Reference: Office of Government Commerce. (2011). Managing Successful Programmes (4th ed.). The Stationery Office.

Summary

Current Live Projects	
Stage	**Total**
Initiation	4
Planning	33
Procurement	1
Delivery	53
Review	0
Closure	1
TOTAL	**92**

Programmes
Stormwater Land Purchase
Government Stimulus Funding
Motueka West Phase 1
Better Off Funding
Tasman Transport Choices
Digital Innovation
Digital Business Improvements
Port Tarakohe Government Funded
Future Development Strategy (FDS) Implementation
Environmental Policy

Tenders Awarded since last report					
Contract No.	**Name**	**Delivery Model**	**Award Date**	**Contract Value at Award**	**Contractor**
C1268	Lower Queen Street Bridge Capacity Upgrade	Direct Source Quote	10/04/2025	$10,093,657.08	Fulton Hogan Ltd
C1552	River Works & Maintenance	Price Quality	17/04/2025	$6,166,910.01	Taylors Contracting Ltd

Projects Completed since last report							
Notes	**Project**	**Contractor**	**Construction Start Date**	**Finish Date**	**Delivery**	**Total Budget**	**Total Cost**
	1503 (Variation of C1249) Wratt Street Overland Flow Path	Fulton Hogan Ltd	17/03/2025	09/04/2025	On Time	Contract value - $202,335.45	$189,864 as at May

Programmes

Programme No.	Project Name	Stage	Time Status	Approved Delivery Date	Forecast Project Delivery Date	Budget Status	Approved Budget ($)	Forecast Project Cost ($)	Actuals to Date as of March ($)	Scope Completed (%)	Project Summary as of April/May
1168	Stormwater Land Purchase Programme	Planning	Green	30/06/2032	30/06/2032	Green	24.72M	24.72M	17,399,578	60	April 2025 Update: Negotiations are underway for several property purchases in Richmond south. The programme involves purchase of many properties which will extend through to 2032. Timeframes and costs may vary depending on the success of negotiations. We are close to concluding the purchase of one parcel of land at present. For Ranzau Road Accessways work, the contractor is nearing completion.
1222	Government Stimulus Funding Programme	Delivery	Green	31/07/2026	31/07/2026	Green	37.39M	37.39M	36,887,828	87	April 2025 Update: All projects within the programme are progressing as scheduled. The Waimea Enhancement, Waimea Billion Trees, and Pigeon Valley projects are in their final quarter and on track for completion by 30 June. Under the Wetland Project, all seven constructed wetlands have now been successfully constructed. The Fish Passage project has also reached a key milestone, with the Kumanu field team completing their work on 30 April.
1340	Motueka West Phase 1 Programme	Delivery	Red	31/05/2025	30/11/2025	Red	10.15M	11.19M	8,794,488	71	April 2025 Update: Discussions are ongoing to resolve the final two issues delaying consent for the Motueka West development. A meeting is being arranged with the Wakatū Incorporation Chair and Chief Executive to seek agreement on addressing the NZTA road maintenance funding shortfall, while Council staff continue to progress design work on the Whakarewa Street/SH60 intersection. Kāinga Ora remains supportive but has advised that a final variation to the funding agreement must be confirmed by the end

Programme No.	Project Name	Stage	Time Status	Approved Delivery Date	Forecast Project Delivery Date	Budget Status	Approved Budget ($)	Forecast Project Cost ($)	Actuals to Date as of March ($)	Scope Completed (%)	Project Summary as of April/May
											of May, and consent issued by the end of June, to retain access to the $1.2 million in Infrastructure Acceleration Fund (IAF) funding. Failure to secure agreement with Wakatū would likely prevent the variation, putting the funding at risk. A formal update will be provided to Kāinga Ora following the Wakatū meeting, at which point next steps will be discussed.
1341	Better off Funding Programme	Delivery	Green	30/06/2027	30/06/2027	Green	5.64M	5.64M	5,077,247	85	April 2025 Update: The programme is on track, with 20 projects successfully completed to date and funding claims being submitted as we progress. The Motueka Water Supply project has been completed under budget; therefore, the remaining BoF funds will be reallocated to another water project, with a change request to be submitted to the funder for approval. Detailed updates on each active project are included in the report below.
1386	Tasman Transport Choices Programme	Delivery	Green	30/06/2025	30/06/2025	Green	7.01M	7.01M	6,838,420	99	April 2025 Update: The programme remains on track for full completion by 30 June 2025. Further details on the remaining Motueka Transport Choices project can be found in the project section below.
1407	Digital Innovation Programme	Delivery	Green	30/06/2028	30/06/2028	Green	20.89M	20.89M	11,624,319	54	April 2025 Update- CRM facing delivery challenges owing to ambitious timeline. Data and insights on track. Cloud workstream moving into a closure phase. Work starting on scoping next phases of the Harakeke - Core Council Applications workstream.
1422	Port Tarakohe Programme	Delivery	Green	30/04/2025	30/04/2025	Green	13.55M	13.55M	12,624,264	92	April 2025 Update: The programme is progressing well and remains on track for completion by the end of June. A dawn blessing is planned for early July, followed

Programme No.	Project Name	Stage	Time Status	Approved Delivery Date	Forecast Project Delivery Date	Budget Status	Approved Budget ($)	Forecast Project Cost ($)	Actuals to Date as of March ($)	Scope Completed (%)	Project Summary as of April/May
											by an official opening on 18 July. We have maintained consistent communication with the funder through regular reporting and monthly governance board meetings, ensuring transparency around progress and milestones. Funding drawdowns have been on schedule, with only one remaining drawdown expected toward the end of the project. Overall, delivery is proceeding as planned, with no major risks identified at this stage.
1472	DBI - Digital Business Improvements Programme	Delivery	Green	30/06/2025	30/06/2025	Green				0	April 2025 Update - good progress with environmental information and information management projects. Other projects are queued for delivery as resources become available.
1544	FDS Implementation Programme	Delivery	Green	30/06/2034	30/06/2034	Green	.M	.M	0	2	April 2025 Update: Future Development Strategy (FDS) - recent focus of the board has been providing input into Draft Urban Plan Change (PC81).
1601	Environmental Policy Priority Projects Programme	Delivery	Red	31/12/2024	31/12/2027	Green	1.28M	1.03M	656,486	42	April 2025 Update: Programme going well given the ongoing changes and delays at Central Government level. Public consultation on Draft Urban Plan Change (PC81) and Natural Hazards (PC85) Issues & Options completed and feedback being analysed, ongoing progress with Outstanding Natural Features and Landscapes (PC82); Coastal Environment (Natural Character) PC83 decoupled - both guided by iwi contribution, Freshwater Plan Change (PC84) split into water and land disturbance Plan Changes, and re-baselined to implement new Council direction;

Projects-Community Infrastructure

Project No.	Project Name	Stage	Time Status	Approved Delivery Date	Forecast Project Delivery Date	Budget Status	Approved Budget ($)	Forecast Project Cost ($)	Actuals to Date as of March ($)	Scope Completed (%)	Project Summary as of April/May
1141	Richmond South Low Level Reservoir	Delivery	Green	30/06/2027	31/01/2026	Green	6.96M	6.96M	1,502,615	45	April 2025 Update: We are ahead of programme.
1144	Parker Street Reservoir	Planning	Green	26/06/2026	26/06/2026	Green	1.08M	1.08M	99,913	10	April 2025 Update: Resource consent application is being prepared. Tendering process is scheduled for September.
1182	New rising main Motueka West to wastewater treatment plant	Delivery	Red	28/06/2024	28/02/2026	Green	5.59M	5.59M	3,656,653	80	April 2025 Update: Stage 1 Complete. Stage 2 is complete Stage 3 (Pumpstation) in preliminary design stage. Waiting on Wakatu for position and flows. New Long Term Plan budget shows $1.8M for final stage 3. We are going to delay the final stage of this project to 2025/26 year due to land uncertainty.
1188	Redwood Valley Water Supply Upgrade to meet the NZ Drinking Water Standards	Planning	Green	30/06/2028	30/06/2028	Green	9.65M	9.65M	172,948	6	April 2025 Update: Reviewing pipe alignment options, once this is done, we can finalise the design. Scheduled date for tender is January 2026. Land swap and easement agreement is being prepared.
1242	Best Island Land Acquisition and Accessway	Delivery	Green	20/12/2025	30/06/2025	Green	.37M	.37M	344,467	69	April 2025 Update: We are working through the legalisation process. Delay on this project has been due to waiting on required approvals from LINZ and DOC.
1251	Borck Creek SH60 Bridge Capacity upgrade	Planning	Green	30/06/2029	30/12/2028	Green	8.4M	8.4M	676,106	12	April 2025 Update: Project delayed until Lower Queen Street bridge completed.

Project No.	Project Name	Stage	Time Status	Approved Delivery Date	Forecast Project Delivery Date	Budget Status	Approved Budget ($)	Forecast Project Cost ($)	Actuals to Date as of March ($)	Scope Completed (%)	Project Summary as of April/May
1252	Borck Creek Widening SH60 to Reed Andrews	Planning	Green	17/12/2032	17/12/2032	Green	6.09M	6.09M	114,056	5	April 2025 Update: Design on hold while stormwater flow review for the Borck creek catchment is being completed. Ecological impact assessment underway. Removal of vines on project site to commence 5 May 2025.
1256	Eighty-eight Valley Reticulation Upgrades	Delivery	Red	30/06/2026	30/06/2027	Red	2.15M	3.M	1,278,177	60	April 2025 Update: This project might require a budget review in next Long Term Plan in order to meet date and budget requirements. We have completed first two stages, pipe from Edward Street has been connected to the new pump station. We are currently reviewing our options for Stage 3, including costs, which is the connection from the pump station to the tanks at Totara View.
1267	Waimea Plains Water Plan	Delivery	Green	31/12/2035	31/12/2035	Green	33.66M	33.66M	2,148,563		April 2025 Update: Modelling of water and wastewater reticulation is almost complete. Individual projects have been identified, and budgets will be split into these individual projects.
1268	Lower Queen Street Bridge Capacity Upgrade	Delivery	Green	31/08/2026	31/08/2026	Green	11.99M	11.99M	1,431,954	20	April 2025 Update: Started site works on 12th May. Council approved the construction of a temporary bypass. Scheduled project completion August 2026.
1269	Borck Creek Widening Headingly Lane to Estuary	Planning	Green	30/06/2028	30/06/2028	Green	5.72M	5.72M	292,103	5	April 2025 Update: Detailed design underway for channel widening and interface with salt marsh. This project has been postponed to accommodate the budget increase in the Lower Queen St bridge.

Project No.	Project Name	Stage	Time Status	Approved Delivery Date	Forecast Project Delivery Date	Budget Status	Approved Budget ($)	Forecast Project Cost ($)	Actuals to Date as of March ($)	Scope Completed (%)	Project Summary as of April/May
1272	Brightwater Reticulation SH6 Main Renewal	Delivery	Green	30/06/2026	30/06/2025	Green	3.19M	2.34M	1,119,896	85	April 2025 Update: Physical works progressing well and approximately 80% of pipe has been installed. Expected completion end of May 2025. We will have savings on this project.
1273	Reed Andrews Drain SH6 Culvert and Network Tasman drain upgrade	Planning	Green	30/06/2032	30/06/2032	Green	20.09M	20.09M	757,015	21	April 2025 Update: Preliminary design for the bridge is complete. Land negotiations are progressing well. Enabling works to relocate services out of the way are underway. Planning work to complete contaminated land remediation is due to start. Funding for bridge construction is not until 2029-32. We are completing value engineering to try and reduce the cost.
1277	Kaiteriteri Reticulation Reservoir Improvements	Planning	Green	29/08/2025	29/08/2025	Green	.68M	.68M	75,484	32	April 2025 Update: Awaiting pricing from contractors to undertake repair work. Currently investigating alternatives to replacing the upper water intake due to land issues. Construction to begin outside of peak season.
1317	Richmond South Section H - W, WW, SW	Planning	Green	30/06/2026	30/06/2026	Green	7.69M	7.69M	412,860	29	April 2025 Update: Detailed design complete and awaiting flood modelling data. Tendering expected October 2025.
1342	Whakarewa St Manoy St Roundabout	Planning	Red	30/06/2024	30/06/2026	Red	.63M	1.08M	249,619	41	April 2025 Update: Detailed design is complete and the engineer's estimate indicates that the cost will be approximately $450K more than the available budget. There will not be sufficient available funding to complete the roundabout. We are waiting for the resource consent to be finalised before deciding what to do next.

Project No.	Project Name	Stage	Time Status	Approved Delivery Date	Forecast Project Delivery Date	Budget Status	Approved Budget ($)	Forecast Project Cost ($)	Actuals to Date as of March ($)	Scope Completed (%)	Project Summary as of April/May
1400	Dovedale Infiltration Gallery	Delivery	Red	30/06/2025	30/06/2026	Green	.23M	.23M	105,346	5	April 2025 Update: Search for alternative water source still ongoing. We have deconstructed the trial infiltration gallery. Test bores to be done end of May.
1404	Richmond South SW Pukerua Subdivision	Delivery	Green	31/12/2026	31/12/2026	Green	1.15M	1.15M	627,841	68	April 2025 Update: Project consists of four stages, Stage 1 (and small part of 4) and the bridge (part of stage 2) is now complete. Remainder of Stage 2 will be completed this financial year. Stage 3 and 4 will be completed once the developer progresses the development of the subdivision. The current expected completion date for Stage 4 is December 2026. The overall project timeline is controlled by the developer.
1424	Port Tarakohe Ablution block and Office	Delivery	Green	30/04/2026	30/06/2025	Green	1.8M	1.8M	1,158,485	75	April 2025 Update: Outside cladding is complete and building is water tight. All services are currently being installed. On track to be completed end of June with dawn blessing early July and official opening 18th July.
1437	Port Tarakohe Relocatable Toilet block	Delivery	Red	20/12/2024	30/10/2025	Green	.22M	.22M	58,086	30	April 2025 Update: We have issued construction contract and works will be starting in Mid May. We have secured some Better Off Funding to complete the waste water system which will be completed in June, with the remainder of the project completed by October 2025.
1450	Motueka WW Treatment Plant Compliance	Planning	Red	30/05/2025	30/06/2026	Green	3.95M	3.95M	392,759	25	April 2025 Update: Detailed design is now complete and Request for Tender is being compiled.

Project No.	Project Name	Stage	Time Status	Approved Delivery Date	Forecast Project Delivery Date	Budget Status	Approved Budget ($)	Forecast Project Cost ($)	Actuals to Date as of March ($)	Scope Completed (%)	Project Summary as of April/May
1451	Takaka WW Treatment Plant Compliance	Planning	Red	30/06/2025	30/06/2026	Green	2.58M	2.58M	41,603	25	April 2025 Update: Detailed design is now complete and Request for Tender is being compiled.
1490	Richmond Reticulation Gladstone Rd Upgrade	Planning	Green	25/09/2026	30/06/2026	Green	3.89M	3.89M	151,726	29	April 2025 Update: Detailed design is complete. Tender process is underway. Currently programming works to align with other projects (Lower Queen St Bridge).
1491	Collingwood WTP Filtration upgrade	Delivery	Green	1/06/2026	31/12/2025	Green	.83M	.83M	57,584	30	April 2025 update: Contract awarded and works starting June 2025.
1492	Kaiteriteri WTP Filtration and Contact Tank Upgrades	Procurement	Green	1/06/2026	1/06/2026	Green	1.08M	1.08M	27,471	29	April 2025 Update: We are evaluating tender submissions. Resource consent application is progressing and should be issued before construction starts. Works to commence in next financial year.
1493	Murchison WTP and PS Treatment Renewals	Planning	Green	30/06/2027	30/06/2027	Green	1.98M	1.98M	5,971	5	April 2025 Update: We are continuing with the design and tender documentation to be completed this financial year, with construction scheduled to be 20226/27 due to financial adjustments to the Long Term Plan.
1494	Tapawera WTP and Bore Renewal	Delivery	Green	15/12/2026	15/12/2026	Green	2.72M	2.72M	110,445	36	April 2025 Update: Positive water quality and pump testing results from the bores have been received. Waiting for resource consent approval. Once consent is obtained, looking to go to tender this calendar year for the main design and build contract.
1495	Richmond Wakefield Trunkmain	Planning	Green	30/07/2037	30/07/2037	Green	.95M	.95M	124,417	18	April 2025 Update: In early design phase investigating scope of project and defining programme of work for execution. Approved budget is for first 1-3 years of work.

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Project No.	Project Name	Stage	Time Status	Approved Delivery Date	Forecast Project Delivery Date	Budget Status	Approved Budget ($)	Forecast Project Cost ($)	Actuals to Date as of March ($)	Scope Completed (%)	Project Summary as of April/May
1497	Pohara WTP Upgrade	Delivery	Green	1/07/2025	30/06/2025	Green	.31M	.31M	93,243	80	April 2025 update: Contract works are at 80% completion, some minor works left to be completed.
1498	Upper Takaka WTP Upgrade	Delivery	Red	1/04/2025	30/06/2025	Green	.1M	.1M	64,758	80	April 2025 update: Contract works are at 80% completion, some minor works left to be completed.
1505	Expand existing MRF building	Planning	Red	24/12/2025	30/06/2026	Red	.72M	1.4M	400	15	April 2025 Update: Concept design has been produced for the incoming feedstock bay. Working through application to MFE for further funding. Application will require Council approval first. Not the forecast cost in this report is for the incoming feedstock bay only.
1512	Water Mains Renewal at Korepo Rd Mapua	Planning	Green	30/06/2027	30/06/2027	Green	.54M	.54M	0	5	April 2025 Update: Brief has been accepted, project to start design next financial year.
1513	Richmond Cropp Place PS Upgrade	Planning	Red	30/10/2025	1/03/2026	Green	.36M	.36M	1,126	15	April 2025 Update: Moving to preliminary design stage and the benefitting landowners have been informed of the project.
1520	Richmond South Connection to WW Trunkmain	Delivery	Green	30/06/2025	30/06/2025	Green	.31M	.31M	1,632	30	April 2025 Update: Construction started 28 April and is due to be complete within three weeks, weather permitting.
1523	Wastewater Project to Provide Capacity for Richmond Intensification	Planning	Green	30/06/2027	30/06/2027	Green	.21M	.1M	0	30	April 2025 Update: Catchment capacity assessments continuing.

Project No.	Project Name	Stage	Time Status	Approved Delivery Date	Forecast Project Delivery Date	Budget Status	Approved Budget ($)	Forecast Project Cost ($)	Actuals to Date as of March ($)	Scope Completed (%)	Project Summary as of April/May
1530	Motueka Community Pool King Edward St Site	Planning	Green	31/12/2029	31/12/2029	Green	20.M	20.M	82,752	7	April 2025 Update: We are continuing with the early stages of the project (started under P1353) and pending confirmation of the annual plan funding for 2025/26. We are preparing ourselves for procurement of the consortium for the design and build of the facility. We are actively engaging with our interested iwi partners to give them the opportunity for them to feed into the Request for Proposals stage planned for later this year.
1531	Tapawera Community Hub	Planning	Green	1/07/2027	1/07/2027	Green	2.7M	2.7M	10,898	5	April/May 2025 Update: Further to the May 8th Council Meeting, the project team will continue to investigate and prepare for a SWOT analysis for the four sites under consideration. The intention is to bring back to Council the findings of the further analysis for guidance on further consultation with the community.
1534	Urban Water Club Reticulation Renewal	Delivery	Green	30/06/2027	30/06/2027	Green	3.M	3.M	601,785	80	April 2025 Update: Three of the five sites have been completed. Hill St works starting June and Tahi St, Mapua to follow from this. The project is currently on track for first year of works. Priorities for years two and three have been established with a new stand alone contract to be issued in June, this will be P1608.
1556	Borck Creek Great Taste Trail Bridge	Planning	Green	30/04/2028	30/04/2028	Green	.47M	.47M	0	5	April 2025 Update: No further update on this project. Project timing needs to align with the widening of Borck Creek section A (Headingly Lane to Estuary), forecast completion Q2 2028.

Project No.	Project Name	Stage	Time Status	Approved Delivery Date	Forecast Project Delivery Date	Budget Status	Approved Budget ($)	Forecast Project Cost ($)	Actuals to Date as of March ($)	Scope Completed (%)	Project Summary as of April/May
1557	Upper Moutere Shared Pathway	Delivery	Green	30/08/2025	30/08/2025	Green	.39M	.39M	7,233	41	April 2025 Update: Works have started and communications have been distributed to local residents. Project is on time and due to be completed by August.
1572	Motueka Stopbanks Refurbishment Stage Two	Delivery	Green	31/05/2027	31/05/2027	Green	11.M	11.M	1,578,910	25	April 2025 Update: Construction is almost complete for the season. First site (Parker St) has been completed. Second site is 30% complete (College St) and likely to finish another 20% before stopping for winter. Design and investigation for years two and year three sites are ongoing. Additional fill material might be required.
1577	Peach Island Stopbank Repair 2024-2027	Planning	Green	31/05/2027	31/05/2027	Green	1.5M	1.5M	9,067	15	April 2025 Update: Early design stage, with first construction package coming next summer.
1578	Easby Park Intake and Overland Flow Path Improvements	Planning	Red	30/06/2025	30/12/2025	Green	.23M	.23M	32,443	25	April 2025 Update: Design is now complete and now working through the Request for Tender.
1580	Renewals at Pump Stations and WWTPs	Planning	Green	30/06/2025	30/06/2025	Red	.76M	.92M	769,492	85	April 2025 Update: Project on track. Some additional funding from next year's programme will be required.
1584	Wai-iti Dam Augmentation Pipeline Construction	Planning	Green	30/07/2026	30/07/2026	Green	1.31M	1.31M	17,127	15	April 2025 Update: Working on land owner agreements and resource consent application expected to be lodged mid April.
1586	Mt Richmond Wilding Conifer Control	Delivery	Green	30/06/2025	30/06/2025	Green	.25M	.25M	155,156	75	April 2025 Update - Further control work undertaken in the Wairoa Gorge since the last update. Further plans to undertake control in the Hackett area after the roar. Additional $33k to go towards control options.

Project No.	Project Name	Stage	Time Status	Approved Delivery Date	Forecast Project Delivery Date	Budget Status	Approved Budget ($)	Forecast Project Cost ($)	Actuals to Date as of March ($)	Scope Completed (%)	Project Summary as of April/May
1593	Richmond Library Seismic Upgrades	Planning	Green	19/12/2025	19/12/2025	Green	1.3M	1.3M	95,670	20	April 2025 Update: Onsite works starting May 5th. Final programme to be agreed for closures during the structural strengthening.
1595	Bateup Road Toilet	Planning	Green	9/01/2026	9/01/2026	Green	.2M	.2M	0	25	April 2025 Update: NZTA funding has been finalised and waiting on resource consent and building consent.
1609	Saxton Green New Play Space	Planning	Green	30/06/2026	30/06/2026	Green	1.5M	1.5M	0	5	April 2025 Update: This is a new project that will commence the main design and planning phase in July 2025. A design consultant has been engaged to provide a high level concept design and initial consultation document this financial year. This project is funded from both Richmond RFC's and the Saxton Committee.

Projects – Stimulus Funding Programme - Jobs for Nature (J4N)

Project No.	Project Name	Stage	Time Status	Approved Delivery Date	Forecast Project Delivery Date	Budget Status	Approved Budget ($)	Forecast Project Cost ($)	Actuals to Date as of March ($)	Scope Completed (%)	Project Summary as of April/May
1223	J4N-Waimea Inlet Billion Trees Project	Delivery	Green	30/06/2025	30/06/2025	Green	1.49M	1.49M	1,452,026	97	April 2025 Update: Final quarter for the project, all MfE Jobs for Nature objectives achieved. Over 111,000 natives planted around the Waimea Inlet. Final months will focus on handover and weed control.
1227	J4N-Freshwater Improvement Fund - Wetlands	Delivery	Green	30/06/2026	30/06/2025	Green	4.36M	4.36M	3,575,560	85	April 2025 Update: During February we kicked off the 7th and final constructed wetland site under the project, whilst last year's sites received their first round of plant aftercare. Weed control continues across the rohe, with 8 sites receiving visits during the quarter. Several iwi related goals were achieved during the quarter, with tie ins to the wider project goals of drain plugging and teaching Tamariki about wetlands.
1228	J4N-Freshwater Improvement Fund - Fish Passage	Delivery	Green	30/06/2026	30/06/2026	Green	2.26M	2.26M	1,997,416	89	April 2025 Update (8 May): 6,477 assessments, 1010 remediations completed. There is a chance some additional field work will still occur via 2 trained Kumanu staff between now and June. Additional remediation opportunities may occur in association with remaining monitoring work. Project manager focus is on end of project including data consolidation/migration and visualizations that show project impact progress as well as remaining gaps to aid the regional fish passage action plan. There is a possibility of an earlier project finish but likely no earlier than Dec 2025. *Actual value excludes co-contribution as forcast cost doesn't include.

Project No.	Project Name	Stage	Time Status	Approved Delivery Date	Forecast Project Delivery Date	Budget Status	Approved Budget ($)	Forecast Project Cost ($)	Actuals to Date as of March ($)	Scope Completed (%)	Project Summary as of April/May
1231	J4N-Teapot Valley Restoration	Delivery	Green	1/07/2025	30/06/2025	Green	1.04M	1.04M	1,027,099	96	April 2025 Update: Continuing assessment of plant survival plots; Completed reassessment of direct seeding plots; Continuing data entry and analysis; Completed quarterly report to MPI along with quarterly invoice for work completed.
1237	J4N-Waimea Inlet Enhancement Project	Delivery	Green	30/06/2025	30/06/2025	Green	1.04M	1.04M	885,064	93	April 2025 Update: Salt marsh planting at Rough Island underway. Big final push on pest plant control around the Waimea estuary before the project ends in June 2025. 20,000 salt marsh plants to be planted in May and June at a number of sites.

Projects – Digital Innovation Programme (DIP)

Project No.	Project Name	Stage	Time Status	Approved Delivery Date	Forecast Project Delivery Date	Budget Status	Approved Budget ($)	Forecast Project Cost ($)	Actuals to Date as of March ($)	Scope Completed (%)	Project Summary as of April/May
1372	DIP - Harakeke CRM - Horizon 1	Delivery	Green	29/08/2025	29/08/2025	Red	2.6M	2.76M	1,710,000	41	April 2025 Update - Design/Build sign off due 12 May. Project preparing for testing and deployment phases. Technical Go Live date 31 July. Budget includes full cost to complete scope of H1 (Animal Control etc).
1411	DIP - Cloud Transition Workstream	Delivery	Green	30/06/2026	19/12/2025	Green	2.15M	2.02M	1,902,038	87	April 2025 Update - Re-phrasing and re-scoping of Cloud was approved last month. Plan for next period is to reschedule Azure Networking and Network Access Switch sub-projects and plan for Cloud Workstream closure Q2 FY25/26. Empty Queen Street (EQS) Hydrology services migration on target for end of May.
1412	DIP - Data and Insights Workstream	Delivery	Green	30/06/2028	30/06/2028	Green	1.47M	1.47M	362,743	49	April 2025 Update: D&I remains green overall, though it is experiencing some minor delays and resource tension due to the CRM project. The Data Governance Working Group is actively making decisions to clean the data, supported by newly implemented tooling for governance, cleansing, and reporting. To date, over 90,000 records have been cleaned, with this number continuously growing. We've delivered data etiquette training to teams responsible for editing customer records to help maintain data quality. The Modern Data Platform (Data Lake) design is complete, so we will continue "filling" our data lake with data. River's data project is 85% complete, and the Rainfall data project is due to kick off soon. Once both River's and Rainfall projects are complete, we'll be able to

Project No.	Project Name	Stage	Time Status	Approved Delivery Date	Forecast Project Delivery Date	Budget Status	Approved Budget ($)	Forecast Project Cost ($)	Actuals to Date as of March ($)	Scope Completed (%)	Project Summary as of April/May
											publish new interactive graphs and reports to our website for external users.
1413	DIP - Smart Region Workstream	Initiation	Green	30/06/2025	30/06/2025	Green	.M	.M	2,200	5	April 2025 Update - ON HOLD. No funding has been allocated in the 24-34 LTP.
1436	DIP - Harakeke CCA Workstream	Delivery	Green	30/06/2028	30/06/2028	Green	3.49M	3.13M	3,019,451	97	April 2025 Update - The Harakeke workstream contains the CRM and FMIS projects. The budget/spend is for work prior to the projects starting up and wrap-around support costs for workstream activities. The workstream is in review to confirm priorities for ongoing projects. Amber to reflect risks to CRM delivery. See individual project reports for more information.
1565	DIP - FMIS - Financial Management Information System Upgrade	Initiation	Green	30/06/2028	30/06/2028	Green	2.14M	2.14M	25,000	0	April 2025 Update- work underway to workshop problem statements for financial management, which will lead to project initiation.
1610	DIP - CRM Horizon 1.5	Initiation	TBC			Green					April 2025 Update: Project Startup planned to start June/July 2025.

Projects – Digital Business Improvements Programme (DBI)

Project No.	Project Name	Stage	Time Status	Approved Delivery Date	Forecast Project Delivery Date	Budget Status	Approved Budget ($)	Forecast Project Cost ($)	Actuals to Date as of March ($)	Scope Completed (%)	Project Summary as of April/May
1418	DBI - DORIS Project Site Improvement	Delivery	Red	28/06/2024	31/12/2025	Green	.M	.M	0	36	April 2025Update: Implementation of the Risk and Issues Register is currently underway. Evaluation of the PMO Accelerator, as a potential next step in advancing project management practices, is also in progress.
1459	DBI - Elms Street records relocation	Delivery	Green	30/06/2027	31/08/2025	Green	.09M	.07M	35	60	April 2025 Update - 3840 boxes relocated and 1000 remaining. On track remove records from Elm Street to TIMG in Christchurch by August 2025. Lease ends in 2027.
1462	DBI - TOTSM v4 Replacement	Planning	TBC			Green				0	April 2025 Update - decision made within IS to start up this project as TOSM platform needs changing owing risks around lack of support for the platform.
1471	DBI - Freshwater Farm Plans	Delivery	Green	19/05/2025	19/05/2025	Green	.02M	.02M	0	85	April 2025 Update: Data layer preparation in progress.
1537	DBI - Resource Consents Circulation Workflow Tool	Delivery	Red	28/03/2025	30/05/2025	Green	.M	.M	0	90	April 2025 Update - tool build is complete and the consents team is reviewing and testing the tool.
1566	Windows 11 Upgrade - 2025	Planning	Green	29/08/2025	29/08/2025	Green	.M	.M	0	20	April 2025 Update - Pilot deployment signed off and remainder on track for deployment mid 2025.

Projects – Better Off Funding Programme (BoF)

Project No.	Project Name	Stage	Time Status	Approved Delivery Date	Forecast Project Delivery Date	Budget Status	Approved Budget ($)	Forecast Project Cost ($)	Actuals to Date as of March ($)	Scope Completed (%)	Project Summary as of April/May
1348	BoF-Motueka Transport Choices	Delivery	Amber	28/06/2025	30/06/2025	Green	4.88M	4.88M	4,741,270	99	April 2025 Update: An upgrade to the crossing on School Rd next to Lower Moutere School has been completed. Bike parking at the Motueka recreation Centre is still to be completed. Overall budget and spend reflects that the Low Cost Low Risk funded part of the Walking and Cycling Improvements in Motueka has been separated out from the Transport Choices Funded work.
1352	BoF-Waimea Community Facility -Rec Centre for Wakefeild Brightwater	Delivery	Red	31/12/2024	30/06/2025	Green	.1M	.1M	75,968	85	April 2025 Update: . A draft SWOT analysis in place for Wakefield Hub. The project budget has been reduced to $100,000, with the remaining funds redirected to a wastewater project.
1362	BoF-Kingsland Forest Revegetation Project 2022 to 2026	Delivery	Green	31/08/2027	31/08/2027	Green	3.15M	3.1M	1,478,122	47	April 2025 Update: Plans underway for 2025 planting which will see a further 34,000 trees planted in areas harvested in 2023. Planting to start in May 2025. Native tree establishment has been very good to date. A large focus on weed control will be key for the coming years. A supplier panel will be established for Kingsland Forest Park going forward. Fire ponds are now at capacity.
1367	BoF-Iwi Capability Building	Delivery	Green	30/06/2027	30/06/2027	Green	.3M	.3M	60,502	35	April 2025 Update: Kelly will be finishing at the end of June 2025, with potential future work alongside Ngāti Kuia. Recruitment for a new cadet is scheduled to begin in May or early June 2025.

Project No.	Project Name	Stage	Time Status	Approved Delivery Date	Forecast Project Delivery Date	Budget Status	Approved Budget ($)	Forecast Project Cost ($)	Actuals to Date as of March ($)	Scope Completed (%)	Project Summary as of April/May
1371	BoF-Water Services Act Requirements	Delivery	Green	30/06/2025	30/06/2025	Green	1.1M	1.1M	926,703	81	April 2025 Update: The Dovedale Trial Infiltration Gallery is the sole remaining task in this programme of works. Iwi engagement has been undertaken, and no issues were noted with proceeding with the test bores. RC has been granted for the test bores and if sufficient yield is found, a full application will be submitted, which will include further engagement with Iwi. The initial trial infiltration gallery has been removed as per initial RC requirements.
1392	BoF-PRB ePlan TRMP	Delivery	Red	31/10/2024	30/06/2025	Red	.07M	.07M	66,250	90	April 2025 Update: Significant progress has been made since the last update. The Policy team has outsourced some of the due diligence, and a test E-Plan is now available for User Acceptance Testing prior to roll-out. The next two months will be spent testing and triaging real-life scenarios that use the TRPS or TRMP and maps to identify and rectify any defects. After this we will seek Change Advisory Board approval and if granted progress with a soft roll out to avoid the software crashing through exceeding peak demand
1538	BoF-Motueka Water Supply	Closure	Green	30/06/2025	30/06/2025	Green	.2M	.2M	76,165	100	April 2025 Updates: Firewell/pipes project: Completed. Storage project: Geotechnical investigation works previously planned for under this GL is being covered under a different GL. Therefore, the remainder of the overall BoF budget will be transferred to another water project.

Project No.	Project Name	Stage	Time Status	Approved Delivery Date	Forecast Project Delivery Date	Budget Status	Approved Budget ($)	Forecast Project Cost ($)	Actuals to Date as of March ($)	Scope Completed (%)	Project Summary as of April/May
1540	BoF-Local Water Done Well Implementation	Planning	Green	30/06/2026	30/06/2026	Green	.51M	.51M	135,000	27	April 2025 Update: Council has approved an inhouse business unit as the preferred service delivery model for consultation. The consultation period ends 22nd of May.
1591	BoF Upper Takaka WWTP Risk Assessment	Initiation	Green	30/06/2025	30/06/2025	Green	.005M	.005M	0	10	April 2025 Update: Contact with consultant. In-principal confirmation they can undertake the work, and that sufficient information is available for a desktop review.

Environmental Policy Priority Projects Programme

Project No.	Project Name	Stage	Time Status	Approved Delivery Date	Forecast Project Delivery Date	Budget Status	Approved Budget ($)	Forecast Project Cost ($)	Actuals to Date as of March ($)	Scope Completed (%)	Project Summary as of April/May
1453	Urban Growth Plan Change	Delivery	Green	30/06/2025	30/06/2025	Red	.34M	.36M	252,769	81	April 2025 Update: Project going well, Public consultation on draft Plan Change 81 completed and feedback being analysed. Hoping to notify this calendar year. Note the GL covers not only PC81 but several other projects as well (#1603, #1604, POSM, Port structure plans, coastal science, etc). All financials in this report for FY25 only (not whole of life)
1456	Land and Freshwater Plan Change	Delivery	Green	28/11/2025	28/11/2025	Green	.64M	.35M	232,099	35	April 2025 Update: Project descoped and re-baselined for the third time (due to uncertainty around ongoing Central Government reforms) and split into separate freshwater (PC84) and land (PC87) plan changes. Currently developing new project plans to implement new Council direction.
1602	Natural Hazards Plan Change PC85	Delivery	Green	30/06/2027	30/06/2027	Green	.17M	.05M	38,099	30	April 2025 Update: Project going well. Public consultation on high level Issues & Options completed. Feedback being analysed for report.
1603	Outstanding Natural Features and Landscapes Plan Change PC82	Delivery	Green	30/11/2026	30/11/2026	Green				65	April 2025 Update: Iwi consultation is ongoing and this is guiding the current project timeline, otherwise overall project is on track. This project shares budget and GL code with 1453 which makes accounting very difficult (expenses can be separated but no separate budget)

Project No.	Project Name	Stage	Time Status	Approved Delivery Date	Forecast Project Delivery Date	Budget Status	Approved Budget ($)	Forecast Project Cost ($)	Actuals to Date as of March ($)	Scope Completed (%)	Project Summary as of April/May
1604	Coastal Environment Plan Change PC83	Delivery	Green	30/11/2026	30/11/2026	Green				65	April 2025 Update: Ngā iwi partners have requested the Sites and Areas of Significance to Māori (SASM) workstream be completed before the Coastal Environment and Natural Character areas are defined. The PC83 process is now decoupled from PC82 and will be notified later than originally anticipated. Shares Budget and GL code with #1453 which makes accounting very difficult (expenses can be separated but no separate budget)

Local Water Done Well (LWDW)

Project No.	Project Name	Stage	Time Status	Approved Delivery Date	Forecast Project Delivery Date	Budget Status	Approved Budget ($)	Forecast Project Cost ($)	Actuals to Date as of March ($)	Scope Completed (%)	Project Summary as of April/May
1542	Local Water Done Well	Planning	Green	2/09/2025	2/09/2025	Green	.14M	.14M	135,000	90	April 2025 Update: This is one of two LWDW funded projects. The Council received a report (27 March 2025) with an attached Business Case and approved an In-house Water Business Unit as our preferred service delivery model for consultation. The Project Governance Group (PGG) met and approved the consultation document. Consultation commenced on 22 April 2025 - for 4 weeks. A comparison is made against a Tasman Water CCO. We have informed both Buller and Marlborough our delivery choice and will continue to stay in touch.

(Note: There's another LWDW Implementation project managed under the BoF Programme. Refer to Project 1540)

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REPORT HIGHLIGHTS | **MAY 2025**

Lower Queen Street Bridge

tasman district council
Te Kaunihera o te tai o Aorere

Works for this project are now underway.

Lower Queen Street will be closed for one week in May to allow for underground investigations of existing services and the diversion of water infrastructure and tree removal

For the remainder of the project, Council has received approval to build a traffic bypass to help manage traffic flow and minimise disruption. The works include constructing foundations, building a bridge, excavating the creek to form new flood channel including a low-level channel, and developing a shared pathway, as shown in the diagrams below.

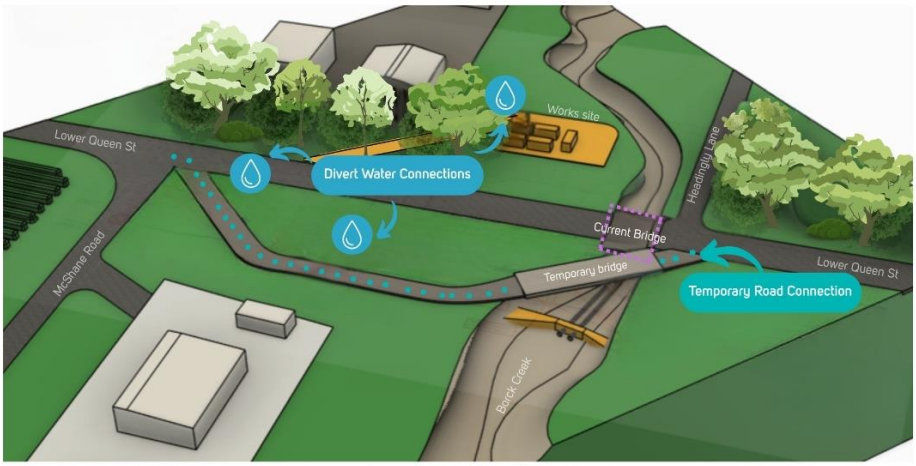
The project is scheduled for practical completion in August 2026.

STAGES AS AT APR 2025

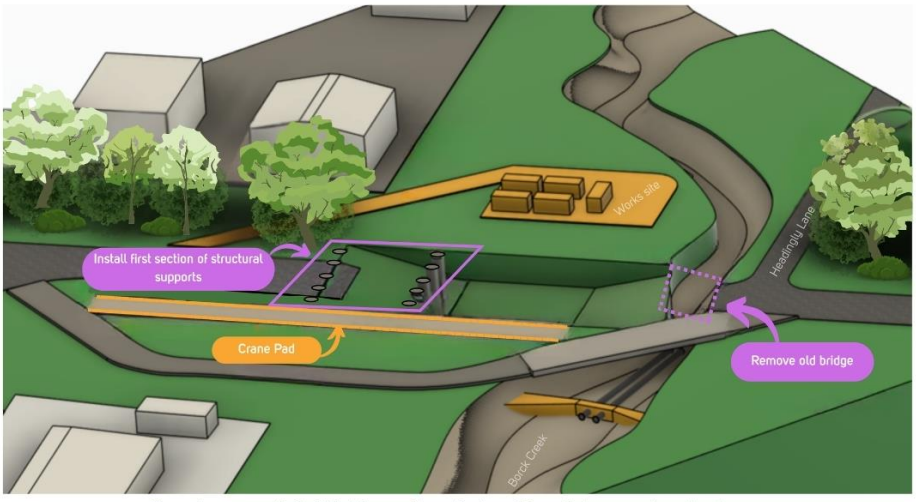
Delivery Stage

BUDGET SPENT AS AT MAR 2025

$1,431,954 $11,990,000



Project starts with setting up the project work site 1 and diverting water connections. A temporary bypass bridge to allow traffic to move through will be put in place.



Then the removal of old bridge and installation of foundations sections begins..

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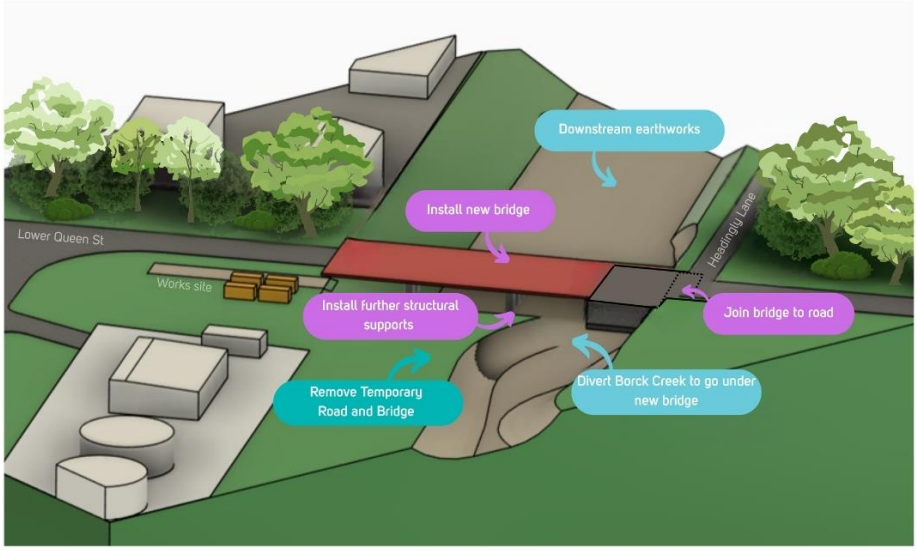
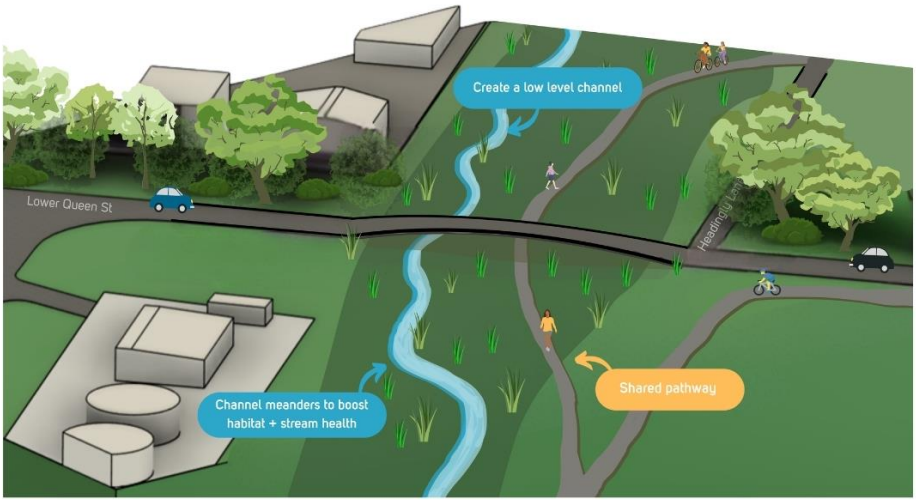
REPORT HIGHLIGHTS | **MAY 2025**

Lower Queen Street Bridge

tasman district council
Te Kaunihera o te tai o Aorere



Further foundations and then new bridge set on top. Removal of temporary bridge and downstream earthworks and diverting the creek.



Final result will be completed bridge a new low-level channel in the creek with planting and ecologically designed. A shared pathway that connects to existing pathways.

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REPORT HIGHLIGHTS | **MAY 2025**

Wratt St Overland Flow Reduction

tasman district council
Te Kaunihera o te tai o Aorere

Works for this project (1503) have now been completed.

This project was set up to improve Levels of Service and reduce flooding along the west side of High Street and around the Wratt Street / Woodlands Avenue intersection. It was planned in three stages, and we have now completed two of them — this concludes our current scope of work, and the rest will be savings.

As part of the improvements, an overland flow path has been enhanced with the installation of 48 metres of Stormboss PE DN600 pipe, a new manhole, and a sump, replacing the previous butt-jointed concrete DN300 pipe.

Directly affected property owners have expressed satisfaction with how the work was carried out.

STAGES AS AT APR 2025

Completed two stages and will close project

BUDGET SPENT AS AT MAR 2025

$189,483 Total spend will be $250k, rest will be savings **$634,210**

Potholing underground services on Woodlands Ave – a method of safely locating buried utilities before work begins.

New manhole and stormwater sump – structures that provide access to underground pipes and collect rainwater runoff.

Pipe installed within the 2m easement

Before first pipe laid, this is a connection to the downstream manhole

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7.5 SUBMISSION TO GOVERNMENT - PROPOSED AMENDMENTS TO WASTE MINIMISATION ACT AND LITTER ACT

Decision Required

Report To:	Operations Committee
Meeting Date:	29 May 2025
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Report Authorisers:	Kim Drummond, Group Manager - Environmental Assurance; Richard Kirby, Group Manager - Community Infrastructure
Report Number:	ROC25-05-3

1. Purpose of the Report / Te Take mō te Pūrongo

1.1 To approve the Tasman District Council submission **(Attachment 1)** to the Ministry for the Environment on the proposed amendments to waste legislation. The new legislation is intended to replace the Waste Minimisation Act 2008 and the Litter Act 1979.

2. Summary / Te Tuhinga Whakarāpoto

2.1 The consultation document for the proposed legislation change outlines five key areas for reform, which are set out in section 4 of this report.

2.2 A cross-Council approach has been employed to write the submission. Review of the consultation document and initial positions were carried out by staff in both the Community Infrastructure and Environmental Assurance groups. Climate Change staff were intrinsically involved with the development of Council's soon to be adopted Nelson Tasman Joint Waste Management and Minimisation Plan (JWMMP), and the submission has been written to align with the Plan.

2.3 A working group of elected members has provided valued feedback and input to the submission.

3. Recommendation/s / Ngā Tūtohunga

That the Operations Committee

1. **receives the Submission to government - Proposed amendments to Waste Minimisation Act 2008 and Litter Act 1979 Report ROC25-05-3; and**
2. **approves the Council's submission (Attachment 1 to the agenda report) on the Ministry for the Environment's consultation on proposed amendments to waste legislation.**

4. Background / Horopaki

4.1 The Government is reviewing the Waste Minimisation Act 2008 and the Litter Act 1979 with a view to replacing them with new legislation.

4.2 The consultation document for the proposed legislation change outlines five key areas for reform:

4.2.1 creating a framework for extended producer responsibility, to ensure producers remain accountable for their products even after consumers have used them

4.2.2 changes to how the waste levy is allocated to territorial authorities, and what they can spend the money on

4.2.3 clarifying roles and responsibilities for central government, local government and the waste sector

4.2.4 improving tools for compliance, monitoring, and enforcement, and

4.2.5 enabling efficient and effective measures to control littering and other types of mismanaged waste.

4.3 In 2024 and 2025 Tasman District Council and Nelson City Council developed a new, joint, waste management and minimisation plan. This plan has been recommended for adoption by the Councils in June 2025 and outlines our position on advocacy and partnership with central government.

4.4 The submission is aligned with the proposed Nelson Tasman Waste Management and Minimisation Plan.

5. Analysis and Advice / Tātaritanga me ngā tohutohu

5.1 The key areas that we recommend highlighting in the submission are summarised in the following points:

5.1.1 Council acknowledges central government's role in setting waste policy, but expresses concern at the frequent changes in strategic direction, which impose significant costs on local government. We do not support the proposed changes to territorial authority roles, as these risk increasing financial and operational burdens without corresponding resources.

5.1.2 We are concerned about proposals allowing the Minister to direct activities through Waste Management and Minimisation Plans (WMMPs). This undermines local decision making and could lead to further cost pressures. Local authorities are best placed to understand and respond to community needs, and central direction must be balanced with flexibility and adequate resourcing.

5.1.3 Council endorses the work of the Parliamentary Commissioner for the Environment to investigate New Zealand’s resource use and waste generation. We support efforts to answer key questions around the country’s current and future waste footprint and believe this should align closely with the Waste Minimisation Act.

5.1.4 We support amendments to the Act to address data gaps and improve estimates of production based and consumption based resource use and waste generation. Better reconciliation of material flows is essential to track and improve resource efficiency, which is a core goal of waste minimisation.

5.1.5 Council supports improved data collection and sharing, particularly for territorial authorities, to help benchmark and monitor waste management within districts. Over time, reporting should expand to cover not only disposal but also resource extraction, import, export and mismanagement.

5.1.6 We support the proposed tiered compliance and enforcement tools, which offer a flexible and proportionate approach to managing offences. The VADE (Voluntary, Assisted, Directed, Enforced) model we use aligns well with the proposed framework. We also back proposals that empower compliance staff to act proactively to prevent littering and mismanaged waste.

Community Perspectives

5.2 The submission has been drafted to align with the Nelson Tasman Waste Management and Minimisation Plan, which has been consulted on with the community.

6. Options / Kōwhiringa

6.1 The options are outlined in the following table:

Option		Advantage	Disadvantage
1.	Approve the submission as presented in Attachment 1.	Council will be able to submit before the consultation closes on 1 June 2025. Current submission aligns with Council's proposed JWMMP and has had input from the working group.	
2.	Make minor changes to the submission presented in Attachment 1.	Elected members have further opportunity to add feedback.	Depending on the nature of changes, could jeopardize meeting the consultation deadline.
3.	Do not approve a submission or request significant changes to what is currently drafted.		Council would forfeit the opportunity to provide feedback on the proposed waste legislation amendments.

6.2 **Option 1** is recommended.

7. Significance and Engagement / Hiranga me te Whakawhitiwhiti ā-Hapori Whānui

7.1 The Nelson Tasman Waste Management and Minimisation Plan has already been consulted on with the community. This submission has been developed to align with the Plan. The Plan sets out Council's intent to make submissions to central government and advocate for policy that supports the objectives of the Plan. Staff assessment of significance is low.

	Issue	Level of Significance	Explanation of Assessment
1.	Is there a high level of public interest, or is decision likely to be controversial?	Low	The Council has recently consulted on a proposed joint waste management and minimisation plan for Nelson-Tasman and public interest was low.
2.	Are there impacts on the social, economic, environmental or cultural aspects of well-being of the community in the present or future?	Low	The submission is to provide feedback which advocates for legislation that has wellbeing benefits.
3.	Is there a significant impact arising from duration of the effects from the decision?	Low	A change in primary legislation would have a long lasted impact, however, the decision is only to make a submission on proposed changes.
4.	Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	N/A	
5.	Does the decision create a substantial change in the level of service provided by Council?	N/A	
6.	Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	N/A	
7.	Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	N/A	
8.	Does the proposal or decision involve entry into a private sector partnership or contract to carry out the deliver on any Council group of activities?	N/A	
9.	Does the proposal or decision involve Council exiting from or entering into a group of activities?	N/A	
10.	Does the proposal require particular consideration of the obligations of Te Mana O Te Wai (TMOTW) relating to freshwater or particular consideration of current legislation relating to water	N/A	

	Issue	Level of Significance	Explanation of Assessment
	supply, wastewater and stormwater infrastructure and services?		

8. Climate Change Considerations / Whakaaro Whakaaweawe Āhuarangi

8.1 Climate Change staff from both Nelson City Council and Tasman District Council were involved in the development of the Nelson Tasman Waste Management and Minimisation Plan. This submission aligns with the objectives of the plan.

9. Conclusion / Kupu Whakatepe

9.1 The proposed submission advocates for the local government role in waste management and minimisation and emphasises the impact of central government policy on Council's ability to effectively provide this role.

9.2 Staff recommend approving the submission as set out in **Attachment 1.**

10. Next Steps and Timeline / Ngā Mahi Whai Ake

10.1 Following Council approval at the Operations Committee meeting, staff will make the submission to the Ministry for the Environment before the consultation closes on 1 June 2025.

11. Attachments / Tuhinga tāpiri

1. Council submission on Waste Minimisation Act amendments 111

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Initial comments and other matters

In 2024 and 2025 Tasman District Council and Nelson City Council developed a new Nelson Tasman Waste Management and Minimisation Plan (the waste plan). This plan has been recommended for adoption by the Councils in June 2025.

In the proposed waste plan (June 2025), we outline our position on advocacy and partnership with central government. We state we will:

> *Continue to work with central government, share information, and effectively advocate for policy that supports the goals and objectives of this Waste Plan, including submitting on proposals that affect the delivery of this plan*
> • *Product stewardship and extended producer responsibility*
> • *Right to Repair*
> • *Reforms to the Litter Act 1979*
> • *Changes to Waste Minimisation Act 2008*
> • *Other legislative changes that support the delivery of this Waste Plan*
>
> *And that examples include to:*
> • *Advocate for product mandatory product stewardship schemes that support reuse and waste reduction outcomes.*
> • *Advocate for the development of consumers' rights to repair products, for example through amendments to the Consumer Guarantee Act.*
> • *Advocate for product stewardship of hazardous wastes to enable a coordinated framework for the transport, treatment and safe disposal of these materials.*
> • *Advocate to central government to reform the Litter Act 1979 and to provide mandatory product stewardship for materials frequently littered, illegally dumped or inappropriately disposed.*
> • *Advocate for changes to Waste Minimisation Act 2008 and national policy that support diversion.*

We also state that we will:

> *Support mandatory and voluntary product stewardship programmes, and examples include advocacy for the implementation of mandatory and voluntary product stewardship programmes for identified 'priority products' (including a container return scheme for beverage containers), as well key waste materials that are identified by the councils as local priorities.*

Amendment of the Waste Minimisation Act and Litter Act

The Tasman District Council **supports** proposal to amend the Waste Minimisation Act 2008 (WMA) and Litter Act 1979 (the Litter Act) to create fit-for-purpose, modern waste legislation. Incorporation of these two acts into one provides an opportunity to address excessive production of waste from natural resources and to avoid the mismanagement of these resources once they become waste. These amendments also provide an opportunity to reconsider the purpose of the WMA while incorporating provisions of the Litter Act into the WMA.

Purpose of the Waste Minimisation Act and Litter Act

The purpose of the Litter Act, while not stated, could be implied as the reduction of mismanaged waste in the environment.

The purpose of the Waste Minimisation Act is "to encourage waste minimisation and a decrease in waste disposal in order to—
(a) protect the environment from harm; and
(b) provide environmental, social, economic, and cultural benefits."

The focus in the Waste Minimisation Act on 'reduced waste to landfill' has potential for perverse effects and the purpose of the Act should be reconsidered in this review.

As an example, a measured reduction in waste to landfill, but an increase in mis-managed waste in the environment (whether measured or not) could be reported as a benefit, when it is not.

The revised Waste Minimisation Act should consider the benefits of waste minimisation, as well as good management of resources that, if mismanaged, could become waste. This consideration should have clear and explicit links to the role waste plays in reducing greenhouse gas emissions. The definitions in the Act should also consider the transition of a material from a resource to a waste, and should be clear on whether liquid and gaseous waste, and solid waste suspended in liquid or gas, are considered a waste under the Act.

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The role of local government in Waste Management and Minimisation

We acknowledge the role of central government to set waste policy but note concern at the frequent change of strategic direction and policy in waste management by central government. This change in policy and strategic direction comes at significant cost to local government.
We do not support the proposed changes to the roles and responsibilities for territorial authorities as described in the consultation document. We have concerns that the proposed changes to the roles and responsibilities could result in a significant increase in the financial and operational burden placed on local authorities.

We also note concern with the proposed change to give the Minister power to direct specific activities through WMMPs, which reduces local decision-making and could further increase costs. Local government is best placed to understand their local communities and any such requirements must be balanced with adequate central government resourcing, and allow for regional flexibility to reflect varying geographic and demographic realities.

Measurement of resource efficiency and waste generation in New Zealand

We endorse the investigation work by the Parliamentary Commissioner for the Environment to better understand the demands that economic production and consumption in New Zealand place on the natural world, and to broadly answer these two questions:

- How much resource extraction and waste generation is associated with economic activity in New Zealand today?
- To what extent might that resource and waste footprint increase over the coming decades in response to population, economic and other drivers?

Seeking answers to these two questions, and driving an increase in resource efficiency should have a strong alignment with the intent of the Waste Minimisation Act.

We note the recommendations in the April 2024 literature review[1] by the PCE, and recommend changes where necessary to the Waste Minimisation Act to close data gaps where needed to provide:

- an improved estimate of current (production-based) resource use in New Zealand
- an improved estimate of waste, residue and pollutant generation
- a better understanding of New Zealand's consumption-based resource use
- how resource use and waste generation might evolve in New Zealand in the future.

This would include improved reconciliation of material and resource flows to better understand resource efficiency and waste generation in this country, which should be key metrics of waste minimisation.

Data collection and data sharing

We encourage amendments to the Act to **enhance the availability of waste and resource data**, particularly for territorial authorities, who 'must promote effective and efficient waste management and minimisation' within their districts. Comprehensive data collecting and reporting by the ministry will enable local government to benchmark and measure resource efficiency and waste generation and disposal in their district. Over time data collection and reporting should include resource extraction, export and import as well as waste disposed and mis-managed.

Improved tools for controlling littering and other types of mismanaged waste

We support enabling a tiered approach to compliance and enforcement and the new tools proposed. The graduated response, including the ability to apply a range of compliance tools, ensures that enforcement is both flexible and proportionate to the severity of the offence. We currently use the VADE model for compliance monitoring, which aligns well with the proposed framework. We also support the proposal for compliance staff to take proactive and preventative action to avoid litter and mismanaged waste.

Waste Minimisation Act Part 2: Product stewardship	
1. Do you support the proposal for a modern EPR framework? **Yes | No | Unsure**	We **support** the proposal for a modern EPR framework and recognise the need to streamline the current regulatory framework which is at times cumbersome. **We support** amendments that will: **encourage reuse and repair**, **waste reduction** and **better use of resources** in product design, **better manage hazardous wastes** and **enable deposit schemes** for beverage containers and other items where appropriate.

[1] Resource use and waste generation in Aotearoa New Zealand, A literature review, April 2024, Parliamentary Commissioner for the Environment.

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	We are concerned with a lack of a '**duty of care** framework'. This changes the emphasis of the Act with a resultant loss of opportunity for reporting and data collection. Without a duty of care framework, there's less legal responsibility for waste producers to ensure proper disposal throughout the waste chain. The removal likely eliminates potential enforcement tools that would have held waste producers and handlers accountable for improper disposal. The waste management system may remain fragmented without clear responsibilities across the waste lifecycle. A duty of care approach would have shifted responsibility upstream to producers rather than focusing primarily on end-of-pipe solutions. Without duty of care reporting requirements, waste data collection may remain inconsistent and incomplete.
2. Do you support discontinuing the government accreditation of voluntary product stewardship schemes? **Yes | No | Unsure**	We **do not support** discontinuing the government accreditation of voluntary product stewardship schemes, but would **support alternative methods to improve efficiency** and reduce cost, for example lifting the bar or by modifying the requirements for a scheme manager to request accreditation. While we recognise the administrative cost to audit and approve voluntary product stewardship schemes there is value in the ministry maintaining a minimum standard for product stewardship schemes, collect and report data and monitor their effectiveness. The ministry should consider unintended consequences of this proposal, such as watering down the legitimacy of product stewardship claims. The loss of government accreditation could reduce public trust in any existing voluntary schemes.
Waste Minimisation Act Part 3: Waste disposal levy	
3. Do you support changing the distribution of levy funds to territorial authorities from a population-based calculation to a combination of a base flat rate (20 per cent) and a population-based calculation (80 per cent)? **Yes |** No | Unsure	We **support** the proposed change to levy distribution as a more equitable approach that would enable smaller population-based councils to achieve better outcomes in waste minimisation. A base flat rate component ensures all territorial authorities receive a meaningful share of the funding, supporting consistent national progress toward waste reduction goals. The continued population-based component recognises the scale of need in larger centres, while helping to reduce the funding disparity between small and large councils. This rebalancing will assist smaller councils to invest in local infrastructure, education, and initiatives that may otherwise be unaffordable. Analysis of this proposal suggests that Tasman District Council will receive an additional 6% levy income.
4. Please indicate your support for changes that would permit territorial authorities to use the levy for: a. activities that promote or achieve waste minimisation, in accordance with and as set out in the territorial authorities' Waste Management and Minimisation Plan. **Yes |** No | Unsure b. costs associated with managing emergency waste. **Yes |** No | Unsure c. activities that provide for the remediation of contaminated sites and vulnerable landfills. **Yes* |** No | Unsure d. compliance, monitoring and enforcement of mismanaged waste. **Yes |** No | Unsure e. activities that reduce environmental harm or increase environmental benefits. Yes | **No |** Unsure	We **support** being able to use the waste levy for a wider range of activities, particularly for waste management and compliance. This would provide Councils with flexibility to manage local issues appropriately and reduce financial strain during unforeseen events. Councils would value having the ability to increase regulatory oversight and deter behaviours such as illegal dumping. However, there are concerns that enabling use of the levy for activities that reduce environmental harm or increase environmental benefits may be too broad. While reducing environmental harm is desirable, there is a risk that the levy could be used for activities that are not related to waste minimisation or management at all. In this scenario the levy could be considered a tax. As a minimum, we request that use of levy for activities that reduce environmental harm or increase environmental benefits be restricted to the benefits or harm associated with solid waste. This increased flexibility in funding should not be used as a reason to reduce regulatory requirements for private landowners or consent holders to protect the natural environment, or fund remediation of private property where this should be covered by other tools such as bonds, consent conditions or regulation. The flexibility in funding should also not create perverse outcomes, such as reducing the cost of waste disposal, except in exceptional circumstances. We also have concerns that the broadened scope for waste levy use could lead to an expectation that the territorial authority portion would be used rather than funding previously provided by central government.
5. Please share any suggestions for criteria that could form a decision-making framework for possible	Use of levy for activities that reduce environmental harm or increase environmental benefits should be restricted to the benefits or harm associated with management or mismanagement of solid waste and consistent with the waste hierarchy. Any framework should incorporate

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spending of the waste levy on environmental benefits and/or reduction of environmental harm.	elements of public good and have safeguards to ensure the levy's flexibility isn't utilised in a way that justifies reduction of funding from central government.
6. Do you support removal of the current blanket exclusion from the levy for waste-to-energy facilities? **Yes | No | Unsure**	We **support** the removal of this blanket exclusion of waste levy from waste-to-energy facilities. Exclusion of the levy from these facilities could perversely incentivise use of waste-to-energy above landfill disposal.
7. Do you agree that the Minister's considerations for a review of the effectiveness of the waste levy should mirror the scope of the purpose of the WMA and the parameters for levy spend (once these are decided)? **Yes** | No | Unsure	We **support** aligning the Minister's considerations for a review of the effectiveness of the waste levy with the scope of the purpose of the Waste Minimisation Act and the parameters for levy spend once these are decided. This approach would align with legislative objectives, ensuring a consistent approach.
8. Do you support changing the timeframe for review of the effectiveness of the waste levy from every three years to at least every five years? Yes | No | Unsure	We **support** changing the timeframe for review. This would provide sufficient time to evaluate the impact of the levy and its use and we appreciate that it would reduce administrative burden. We note that that the administrative burden of frequent review cycles is a challenge also faced in many activities of Council. Reduced frequency of reviews in several areas, including waste management and minimisation, would increase efficiencies for Councils in the same way that it would for central government. We **request** that s50 of the Waste Minimisation Act be amended to allow minor amendments without the need to prepare a review under s51.
9. Do you support replacing the current levy-waiver requirement of 'exceptional circumstances', instead enabling the Secretary to waive the requirement for an operator to pay any amount of levy in specified circumstances? **Yes |** No | Unsure	We **support** replacing the current levy-waiver requirement of 'exceptional circumstances' with a framework that enables the Secretary to waive the requirement for an operator to pay any amount of levy in specified circumstances. The current threshold of 'exceptional circumstances' is undefined and creates uncertainty, particularly when addressing broader national issues or managing systemic waste streams. Introducing clear, specific criteria would improve transparency, provide more flexibility in policy implementation, and support more consistent decision-making. We encourage the development of robust and well-defined criteria to guide when and how such waivers can be applied.
10. Do you support limiting the waiver requirement to emergency event situations for which a state of national or local emergency has been declared under the Civil Defence Emergency Management Act 2002 and biosecurity responses have been undertaken under Part 7 of the Biosecurity Act 1993? **Yes** | No **|** Unsure	We **partially support** limiting the waiver requirement to emergency situations where a state of national or local emergency has been declared under the Civil Defence Emergency Management Act 2002 or where biosecurity responses are undertaken under Part 7 of the Biosecurity Act 1993. However, it is essential that the waiver also applies during the recovery phase following such events, when significant waste management challenges often arise. Ensuring flexibility in this phase supports effective and timely recovery efforts without placing undue financial burden on affected communities.
11. Do you agree the waiver requirement for waste from the remediation of a contaminated site should specify any eligibility criteria that an application must meet? If so, please share any suggestions for eligibility criteria. **Yes |** No | Unsure	We **support** specifying eligibility criteria for a levy waiver for waste from the remediation of contaminated sites. The waste has already been generated and, in many cases, previously disposed of. This is not new waste, but material that needs to be safely relocated to an appropriate facility. The levy's role as an incentive to reduce waste generation does not apply in this context. Criteria should consider when the site operated, whether the responsible entity still exists, and whether the site was subject to resource consent requirements, to ensure waivers are applied fairly and in the public interest.
12. Do you support requiring a Minister to consider specific criteria before recommending levy exemption regulations are made (instead of the current requirement that the Minister is satisfied 'exceptional circumstances' exist)? **Yes |** No | Unsure	We **support** requiring the Minister to consider specific criteria before recommending levy exemption regulations. Clear criteria would improve transparency, consistency, and accountability in decision-making, reducing ambiguity around what qualifies as an exemption and ensuring exemptions are applied fairly and only when genuinely justified.
13. Do you support applying a timeframe of a maximum of five years before levy exemptions via	We **support** applying a timeframe of a maximum of five years before levy exemptions via regulations must be reviewed or allowed to expire. Introducing a time-bound review process ensures that exemptions remain relevant, effective, and aligned with current waste management

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regulations must be reviewed or allowed to expire? **Yes** | No | Unsure	priorities and policy settings. It also provides an opportunity to assess whether the exemption continues to serve a public or environmental good, or whether circumstances have changed.
14. Do you agree that the Minister should be able to impose conditions on levy exemptions? **Yes** | No | Unsure	We **support** the proposal that the Minister be permitted to impose conditions on exemptions and be required to follow the same procedural safeguards, including obtaining advice from the Waste Advisory Board, to ensure robust and informed decision-making.
15. Do we need to clarify in legislation when the levy should be imposed on waste disposed of at a disposal facility, so that waste reuse on site is operationally necessary and reasonable? **Yes | No | Unsure**	We **support** changes in this area, provided that clear and consistent criteria are established on what constitutes operational necessity and reasonable reuse. These changes may be most appropriate as regulations under the Act. We also **strongly recommend** that you reconsider the definitions of 'disposal facilities' and regulations defining Class 2, Class 3/4 and Class 5 facilities under the Act to harmonise with industry good practice, requirements of local regulations and the National Environmental Standard for assessing and managing contaminants in soil to protect human health (NES-CS). When combined, these regulations discourage reuse of safe, lightly contaminated soils by the NEC-CS requiring disposal at an 'approved facility' and the Waste Minimisation Act regulations imposing a disposal levy on lightly contaminated Class 4 materials at these 'facilities', even if the facility is beneficially reusing the materials. This is a significant national issue. We also **recommend** that in time the ministry reconsider the current tiered levy approach, as it may perversely incentivise disposal of higher risk waste in Class 2, 3, 4, or 5 disposal facilities.
16. Do you support improvements to stockpiling controls by introducing tools such as: a. an approval system with limits and conditions. **Yes | No | Unsure** b. changes to the stockpile calculation process to track the throughput of materials. **Yes | No | Unsure** c. a stockpile volume threshold limit. **Yes | No | Unsure** d. improved data collection, record-keeping and reporting provisions, to increase transparency and traceability of material entering and leaving a site. **Yes | No | Unsure** e. defining/amending the terms 'diverted material', 'accumulation' and 'stockpiling' in the legislation? **Yes | No | Unsure**	We **support** these amendments, provided that the tools, processes, record keeping and reporting are practical and informed by consultation with facility operators.
Various Parts of the Waste Minimisation Act: Clarifying the roles and responsibilities in the waste legislation	
17. Do you support the proposed changes to the roles and responsibilities for: a. the Ministry for the Environment. **Yes | No | Unsure** b. the New Zealand Customs Service. **Yes | No | Unsure**	a. We **generally support** the proposal to maintain the role of the Ministry for the Environment and to add new responsibilities related to the proposed EPR framework. However, frequent changes in direction from central government adds a financial burden to local government. As example, Tasman District and Nelson City Councils have recently rewritten their waste plan to have regard to the 2023 New Zealand Waste Strategy. This strategy has recently been superseded. We acknowledge the role of central government to set policy but **note concern** at the frequent change of strategic direction and policy in waste management by central government. As an example, publication of the New Zealand Waste Strategy in March 2023 followed extensive

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c. territorial authorities? Yes | **No** | Unsure	engagement with the sector from October 2021. The Ministry for the Environment received 628 substantive submissions and 1,862 template responses to this engagement[2]. This Council and many other Councils provided significant input into the development of the strategy, as they must 'have regard' to the strategy or other waste management policy of central government. In 2024 and 2025 Tasman District Council and Nelson City developed a new, joint plan, having regard to the 2023 strategy. In March 2025 government published the Government's waste and resource efficiency strategy, in a significantly abbreviated structure and level of detail. **This change in policy and strategic direction comes at significant cost** to local government. **We recommend** that a consistent strategic planning framework be legislated for central government, that mirror the requirements of local government under the Act. This would provide opportunity for development over time of consistent objectives, policies, measures and work programmes and significantly reduce cost to local government due to waste policy churn. b. We **support** the proposed changes to the role of the New Zealand Customs Service to support development and implementation of product stewardship or EPR schemes. We also **recommend** that the New Zealand Customs Service should be enabled to share import and export data with the Ministry for the Environment relating to materials being considered for product stewardship or EPR schemes. This data will also enable the Ministry for the Environment to collect information to determine the consumption and disposal of resources and materials and to determine resource efficiency of the country, which is a more informed metric of waste generation and disposal. c. We **do not support** the proposed changes to the roles and responsibilities for territorial authorities as described in the consultation document. We have concerns that the proposed changes to the roles and responsibilities of councils could result in a significant increase in the financial and operational burden placed on local authorities. The suggestion that councils be required to ensure delivery of household rubbish and recycling collection throughout the district is not feasible in a district like ours, which has a widely dispersed population and remote rural communities. In some of these areas, service delivery is logistically difficult and often cost-prohibitive. As an example, we have estimated that provision of kerbside collections for food waste would cost in the order of $3.7m per annum, or $134 per property. We **seek clarification** on whether a minimum population cut off would apply and note that these services can also be provided by the commercial sector. We also note the proposed change to give the Minister power to direct specific activities through WMMPs, which reduces local decision-making and could further increase costs. Local government is best placed to understand their local communities and any such requirements must be balanced with adequate central government resourcing, and allow for regional flexibility to reflect varying geographic and demographic realities.
18. Do you support a change in the Secretary for the Environment's ability to retain levy payments to a territorial authority, from mandatory to discretionary? **Yes** | No | Unsure	We **partially support** this change. We understand that making the Secretary for the Environment's ability to retain levy payments discretionary reflects a more pragmatic approach that allows genuine exceptional circumstances to be taken into account. For example, a council may have been unable to adopt a Waste Management and Minimisation Plan (WMMP) due to local or nationwide disruptions, and withholding levy payments in such situations could hinder their ability to continue delivering waste minimisation activities. However, we consider it essential that clear criteria guide this discretion to ensure it is only applied in truly exceptional cases. The change should not enable levy payments to be made where a council has simply chosen not to develop a WMMP.
19. Do you support enabling the Waste Advisory Board to provide advice at its discretion? **Yes** | No | Unsure	We **support** this proposal as it strengthens the role of the Waste Advisory Board by allowing it to provide proactive, independent advice aligned with an agreed strategic plan. Enabling the Board to advise on strategic and overarching issues, as well as opportunities that reflect the purpose of the Waste Minimisation Act, will help ensure the Minister and Ministry are informed by a broader range of expert perspectives. This change supports more responsive and future-focused waste policy development.

[2] Ministry for the Environment. 2023. Te rautaki para | Waste strategy. Wellington: Ministry for the Environment

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Waste Minimisation Act Part 5: Modernising the compliance and data regime	
20. Do you agree the regulator should have greater powers to receive data, including the ability to share with other regulators and the Ministry? **Yes | No | Unsure**	We generally **support** the regulator having greater powers to receive and share data with other regulators and the Ministry. Sharing data supports a more unified and strategic approach to waste minimisation and enforcement and could facilitate better national reporting. However, the potential administrative burden on councils must be considered, and appropriate resourcing should be provided to support any new data collection and reporting requirements.
21. Do you support the proposed tiered approach to the compliance tools and sanctions? **Yes | No | Unsure**	We **support** the proposed tiered approach to compliance tools and sanctions. This approach allows for a more tailored response, ensuring that the severity of the sanction matches the level of the offence. It provides flexibility for Litter Control Officers (LCOs) to effectively deter and address a range of waste offences, from minor littering to more serious environmental harm, ensuring the right balance between enforcement and education. We currently use the VADE model for compliance monitoring, which aligns well with the proposed tiered approach.
Litter Act: The effective enforcement and cost recovery of littering and other types of mismanaged waste	
22. Do you support integrating littering and other types of mismanaged waste into the same regulatory framework for waste management and minimisation? **Yes | No | Unsure**	We **support** the integration of littering and other types of mismanaged waste into the same regulatory framework for waste management and minimisation. A comprehensive approach is essential to address the full spectrum of waste issues, from land-based litter to mismanaged waste, ensuring a unified strategy for waste reduction and environmental protection. However, we would like to raise a consideration regarding the marine environment. While integrating land-based waste into the framework is crucial, it is important to clearly define the boundary between land and marine waste management. The proposed regulatory framework should delineate where the responsibilities of the Waste Management and Minimisation Act (WMA) end and where marine-specific legislation, such as the Marine Protection Act, begins and allow for overlap where appropriate, for example on the foreshore. Legislation needs to clarify what is categorised as waste, litter, and mismanaged waste, and to determine who is responsible for the management of each. Issues such as abandoned vehicles are currently managed under the LGA, with high thresholds for removal and disposal. Another example of a need for definitions is the term 'ocean-bound-waste', which is often used for marketing purposes.
23. Do you support enabling regulations for the collection of data on littering and dumping? **Yes | No | Unsure**	We **support** enabling regulations for the collection of data on littering and dumping. Currently, waste is primarily defined by the mass of materials going to landfill, but this approach overlooks waste that ends up in the environment, which is a harmful outcome. Collecting data on littering, dumping and mis-managed waste will provide a more accurate picture of waste management challenges and enable more targeted actions to reduce environmental harm. It will help inform policy decisions and drive better strategies for waste reduction and environmental protection.
24. Do you support expanding the purpose of the WMA to include littering and other mismanaged waste in the new waste legislation? **Yes | No | Unsure**	We **support** expanding the scope of the Waste Minimisation Act (WMA) to include both littering and other mismanaged waste. It is important that the entire framework of the Act addresses the full spectrum of waste, including both properly managed waste and mismanaged waste, to ensure a comprehensive approach to waste minimisation and environmental protection. Careful consideration will be needed to reduce conflict in the definition between 'waste' in the Waste Minimisation Act and soils and other materials subject to the provisions of the Resource Management Act and the NES-CS.
25. Regarding public authorities, do you support: a. limiting the definition of 'public authority' as proposed. **Yes | No | Unsure** b. enabling public authorities (amended as proposed) to warrant Litter Control Officers or appoint Litter Wardens, to manage and enforce littering and other mismanaged waste offences? **Yes | No | Unsure**	a. We **do not support** limiting the definition of 'public authority' as proposed. Regional councils are not explicitly included, which is a significant omission given their important role in environmental management and oversight. Their potential inclusion only through the Reserves Act is too limited and does not reflect the scope of their responsibilities in relation to mismanaged waste. b. We **support** enabling public authorities to warrant Litter Control Officers or appoint Litter Wardens to manage and enforce littering and other mismanaged waste offences, provided our concern above is addressed to ensure regional councils can participate fully in this role.

Appendix One: Tasman District Council response to consultation questions: Proposed Waste Minimisation Act 2008 (WMA) and Litter Act 1979 (the Litter Act) Amendments

26. Do you support removing the assignment of a statutory role for the promotion of litter control to any specific agency or organisation? **Yes | No | Unsure**	We **support** removing the statutory role assigning the promotion of litter control to a specific organisation such as Keep New Zealand Beautiful (KNZB). KNZB's role has largely been promotional and educational, and with the withdrawal of government funding and no enforcement powers, it is appropriate to reconsider its statutory designation. However, if this role is removed, there should be a clear plan for how public education and promotional functions will be supported and coordinated in future to ensure these important aspects of litter control are not weakened.
27. Do you support public authorities having a discretion whether they provide waste receptacles in public places but an obligation to empty those receptacles if they provide them? **Yes | No | Unsure**	We **support** the proposed approach of giving public authorities discretion over whether to provide waste receptacles in public places, while maintaining an obligation to service them if they do. This allows for flexibility in bin placement based on local needs and capacity. However, it's essential that this discretion is exercised within the framework of a clear waste management strategy, particularly in high-use or high-risk areas, to avoid unmanaged waste outcomes. We also support retaining provisions that enable public authorities to require occupiers of land, such as fast-food outlets, to provide and maintain bins where litter can reasonably be attributed to their premises. This is important for managing business-generated litter, though careful implementation will be needed to avoid inadvertently setting businesses up for non-compliance.
28. Do you support removing the requirement for the Medical Officer of Health to be satisfied that litter receptacles are emptied promptly, efficiently and at regular and prescribed intervals **Yes | No | Unsure**	We **support** removing the requirement for the Medical Officer of Health to be involved in the oversight of litter receptacle maintenance. This responsibility is better managed at the local level by councils, who have Environmental Health Officers available to address any health-related concerns if and when they arise. The existing process adds unnecessary complexity without a clear benefit.
29. Do you agree that a local or public authority should: a. retain the ability to make grants to any organisation for the abatement or prevention of litter. **Yes | No | Unsure** b. be able to spend such sums of money as it thinks fit on any scheme or campaign for the abatement or prevention of litter. **Yes | No | Unsure** c. retain the ability to make bylaws to help reduce littering and dumping, if they are not inconsistent with the provisions of the new legislation. **Yes | No | Unsure** d. retain the ability to deter, prevent, require timely clean-up and enforce waste escaping/being carried on to public or private land? **Yes | No | Unsure**	A & B: While we **support** the ability for councils to make grants and fund litter prevention campaigns, we question whether these provisions need to be legislated, given that such actions are already generally enabled under the Local Government Act 2002. However, we acknowledge that including them in legislation could provide clarity, reduce legal ambiguity, and support consistent practice across jurisdictions. C. We **support** retaining the ability to make waste related bylaws. While retaining the ability to make bylaws is preferred to ensure councils can address localised issues, **a better and more efficient long-term solution** would be to draft the national legislation in a way that reduces or removes the need for bylaws altogether. There is currently a high degree of duplicated effort across councils in developing, consulting on, and enforcing similar bylaws. This fragmented approach can create inconsistency for businesses and the public, and consumes significant local government resources. A well-designed national legislative framework that clearly addresses key issues such as littering and illegal dumping, while allowing for regional flexibility where genuinely needed, would be a more streamlined and effective solution. This would also support better compliance and more consistent outcomes across the country. D: We **support** retaining the ability to deter, prevent, require timely clean-up of, and enforce against waste escaping or being carried onto public or private land, as this is essential for protecting the environment, public health, and community amenity. These powers enable councils to respond quickly to issues, reduce harm to ecosystems and infrastructure, and ensure those responsible for waste are held accountable rather than shifting the burden to ratepayers. We also **recommend consideration of a duty-of-care requirement** for people and organisations managing materials likely to become litter or mismanaged waste.
30. Do you support enabling all types of Litter Control Officers to apply different tiers of compliance tools, where they are authorised to act? **Yes** | No | Unsure	We **support** enabling all types of Litter Control Officers to apply different tiers of compliance tools where they are authorised to act. This approach ensures that Litter Control Officers have the appropriate level of authority to respond to waste-related offences effectively, based on the severity of the violation.
31. Do you agree that, in enforcing offences, Litter Control Officers should be able to: a. use vehicle registration and ownership details. **Yes | No | Unsure** b. use appropriate evidence-gathering, search and surveillance powers for vehicles that are implicated in serious dumping offences? **Yes** | No | Unsure	We **support** both A & B. Enabling LCOs to access vehicle registration details and use reasonable evidence-gathering and surveillance powers would help identify offenders and support stronger deterrence. These powers are consistent with existing provisions under section 235 of the Land Transport Act 1998, which allows enforcement officers to obtain vehicle owner information for investigation purposes. However, to maintain public trust, it is important that the use of these powers is clearly defined, proportionate, and subject to appropriate oversight, with guidance and training to ensure their lawful and consistent application.

Appendix One: Tasman District Council response to consultation questions: Proposed Waste Minimisation Act 2008 (WMA) and Litter Act 1979 (the Litter Act) Amendments

32. Do you support the proposed amendments to the compliance monitoring and enforcement framework for littering and other mismanaged waste offences? **Yes** | No | Unsure	We **support** the proposed amendments to the compliance monitoring and enforcement (CME) framework for littering and other mismanaged waste offences. The graduated response, including the ability to apply a range of compliance tools, ensures that enforcement is both flexible and proportionate to the severity of the offence. We currently use the VADE model for compliance monitoring, which aligns well with the proposed framework.
33. Do you support lowering the threshold for evidence of a mismanaged waste offence, to allow for effective compliance monitoring and enforcement by Litter Control Officers? **Yes** | No | Unsure	We **support** lowering the threshold for evidence of a mismanaged waste offence, to allow for more effective compliance monitoring and enforcement by Litter Control Officers. Current enforcement is hampered by both resourcing and legal constraints. It is often difficult to take action unless the offender is caught in the act, and we lack the resources to maintain constant surveillance. Incorporating this offence into the Waste Minimisation Act would provide greater enforcement leverage. This includes the ability to transfer liability to the person who committed the offence, similar to how parking infringements are managed, as the current system only allows for waivers, not transfers. We also support using information found within mismanaged waste to assist in issuing infringements.
34. Do you agree that public authorities should be able to be compensated by the offender if the mismanaged waste offence has caused significant environmental harm? **Yes** | No | Unsure	We **support** public authorities being able to be compensated by the offender if a mismanaged waste offence has caused significant environmental harm. This reflects the principle that the polluter should pay and is consistent with existing council practice under the Local Government Act, where bylaws rely on the removal of works provisions to recover costs. Including compensation provisions in this context would support councils to recover clean-up and remediation costs and act as a stronger deterrent to environmentally harmful behaviour.
35. Do you agree that public authorities, regulators, or occupiers of private land where a littering offence is committed, should be able to recover reasonable costs associated with the removal of the litter/waste and/or the environmental harm caused from the offender? If not, please explain why and provide any suggested alternatives for covering these costs. **Yes | No | Unsure**	We **support** the ability for public authorities and regulators to recover reasonable costs associated with the removal of litter or waste and any environmental harm caused. This provides an alternative to prosecution and enables cost recovery in a more efficient and practical manner. However, **we have concerns about extending this power to occupiers of private land**. There is uncertainty around the level of proof required, and a risk that such a provision could be misused or lead to disputes, particularly in the absence of clear definitions, such as what constitutes an "occupier" of private land, and how this would apply differently to sectors like forestry and farming. Under the current system, landowners would be required to pursue small claims to recover costs, which may not be efficient or equitable. Further clarity and safeguards would be needed before extending this power to private land occupiers. Councils ultimately need to be provided further information on how this would work at an operational level in order to provide informed feedback.
36. If you are a Litter Control Officer who has used the existing section 9(2)–(4) of the Litter Act (to require an occupier of land or premises to take all reasonable steps to prevent litter being carried or escaping onto the public place), please answer the following. a. Are the current provisions efficient or effective for addressing this type of mismanaged waste issue in your area? Yes | **No** | Unsure b. If not, please provide more information about the limitations of the provisions.	We **support** the proposal to intervene to prevent waste escaping from one site onto another. While the current provisions have been used in the past, they are limited because action can only be taken after the waste has escaped. It would be more effective if contractors, recycling providers, and waste management services were required to take proactive steps to prevent waste from escaping, such as at building sites with loose plastics. The current legislation only requires "reasonable steps" with no specific requirement for providing receptacles to contain the waste, which would help in preventing waste from escaping in the first place.
37. Please provide your feedback on the draft infringement levels for the proposed mismanaged waste compliance framework.	We **support** the draft infringement levels. See earlier response to question 32.

7.6 PHASE TWO - SPEED MANAGEMENT CONSULTATION

Decision Required

Report To:	Operations Committee
Meeting Date:	29 May 2025
Report Author:	Jane Murray, Transportation Planning Advisor
Report Authorisers:	Dwayne Fletcher, Strategic Policy Manager
Report Number:	ROC25-05-4

1. Purpose of the Report / Te Take mō te Pūrongo

1.1 To seek the Committee's agreement to consult on speed limit changes for narrow and winding unsealed roads, peri-urban roads, urban roads with no footpaths and other specific roads.

2. Summary / Te Tuhinga Whakarāpoto

2.1 The Nelson Tasman Speed Management Plan was approved at a Joint Council meeting of Tasman District Council and Nelson City Council in August 2024. This was after extensive consultation on speed limits in January and February 2024.

2.2 In October 2024, the Setting of the Speed Limits Rule 2024 was released. This Rule requires the Council to re-consult on most proposed speed limit changes before we can implement our Speed Management Plan (SMP). This consultation material must now include a cost benefit disclosure statement for each road being consulted on. The consultation must be open for a minimum period of six weeks.

2.3 Phase One Speed recommendations were approved by Council on the 27 March 2025. These changes were lodged with NZTA Waka Kotahi, and we are currently awaiting certification. Staff expect to implement these changes Between July and September 2025.

2.4 The following process for Phase Two (narrow and winding unsealed roads, peri-urban roads, urban roads with no footpaths and other specific roads) is recommended:

- **Quarter 2 2025** - Consult on Phase Two - further speed limit changes from the SMP
- **Quarter 3 2025** - Decide on Phase Two speed limit changes (by full Council)
- **2026 and beyond** - Implement Phase Two speed limit changes.

2.5 NZTA Waka Kotahi have notified us that funding through the Local Road Improvements Low Cost, Low Risk programme has been allocated to us for our speed reductions in relation to School Speeds. This will be for the 2024/25 and 2025/2026 period for the sum of $404,000.

2.6 Phase Two speed reductions will receive no NZTA Waka Kotahi funding and will be made through the existing local share of the budget for speed management. $413,000 has been

allocated for this in years 2024/25 & 2025/26 for changes to speeds around schools ($210,000 is the NZTA Waka Kotahi share).

3. Recommendation/s / Ngā Tūtohunga

That the Operations Committee

1. **receives the Phase Two - Speed Management Consultation Report ROC25-05-4; and**
2. **adopts the Phase Two - Speed Management Consultation Document and Map Books (Attachments 1-6 of the agenda report) for public consultation, incorporating any minor amendments at the meeting; and**
3. **agrees that the Phase Two - Speed Management Consultation Document and Map Books, on speed limit changes for narrow and winding unsealed roads, peri-urban roads, urban roads with no footpaths and other specific roads (Attachments 1-6 of the agenda report) be made available to the public for consultation during the period 9:00am, 4 June 2025 to midnight, 16 July 2025; and**
4. **delegates authority to the Chief Executive Officer and the Mayor to make any minor amendments to the Consultation Document and Map Books prior to them being made available for public consultation; and**
5. **notes that the full Council will consider, deliberate on the submissions, and make the final decision following consultation on speed limit changes for narrow and winding unsealed roads, peri-urban roads, urban roads with no footpaths and other specific roads.**

4. Background / Hiroaki

4.1 Central government changes to the Setting of Speed Limits Rule have meant that the approved speed changes for Tasman District cannot be implemented as planned and many of the changes require further consultation.

4.2 The Nelson Tasman Speed Management Plan (SMP) was approved at the Nelson-Tasman Joint Regional Transport Committee meeting on 23 July 2024. The draft Setting of the Speed Limits rule was introduced on 13 June 2024. The draft Rule indicated that any speed management changes that had been certified by the Director of Land Transport and added to the National Speed Limit Register prior to the introduction of the new Rule would be able to be implemented.

4.3 However, the final Rule has added a requirement that speed limits needed to be implemented (signs installed in the ground) by 30 October 2024. If the speed limits were not implemented, then any speed changes (apart from variable speed limits around schools) need to go through the consultation and approval process.

4.4 Phase One speed changes related to rural roads around schools, our high risk roads and specific roads related to McShanes Road. Phase One Speed recommendations were approved by Council on the 27th of March. These changes were lodged with NZTA Waka Kotahi and we are currently awaiting certification from NZTA at the time of writing.

4.5 In April 2025, NZTA Waka Kotahi announced that Tasman would be allocated $404,000 for the 2024/2025 and 2025/2026 period for implementing the changes necessary to give effect to directions set out under the new Rule. This would be through the Local Road Improvements Low Cost, Low Risk programme. These changes would be related to speed reductions around schools.

4.6 At the time of writing this report staff were assessing what this funding support may mean for the Council, and will provide an update at the meeting. The recommended option is able to be funded from the currently budgeted 2024-27 local share.

5. Analysis and Advice / Tātaritanga me ngā tohutohu

5.1 Through the creation of the SMP, elected members gave a preference to have a consistent approach to speed management on the following road types:

(a) unsealed roads that are narrow and winding, or had tortuous alignment;

(b) peri-urban roads/rural residential roads;

(c) urban roads without footpaths; and

(d) specific roads that did not feature in the categories above.

The five Ward Specific Map books provide all the background details and rationales for each of the speed reductions proposed **(Attachments 2-6).**

Unsealed roads that are narrow and winding

5.2 Tasman has a number of rural unsealed roads that are winding and narrow. These roads don't have road markings, and rarely have edge marker posts, or warning signs. The topography they run through often results in steep banks above the road, steep drop offs below and limited visibility. The average operating speeds on these roads is between 17 to 42 km/h.

5.3 It is proposed to reduce the limits on these roads to 60km/h.

5.4 Consideration could also be given to increasing the number of advisory signs rather than a reduction of speed limits in certain locations. This option will be considered once we receive public feedback.

5.5 In addition, where these winding roads have small adjacent unsealed side roads, it is planned to also make these roads 60km/h so there is consistency in speed limits in the area. For example, Wangapeka Plain Road and Newport Road have been included because they are adjacent to Tapawera Baton Road. Mead Road has been included as it is adjacent to Lee Valley Road.

5.6 Our proposed reductions align with the recommended speed ranges in the new Rule. Schedule 3 of the Speed Limit Setting Rule lists the speed limit range for unsealed rural roads as 60-80 km/h and for mountainous or hill corridors (the roads where the alignment is tortuous) as being 60-80 km/h. We are proposing that these roads are reduced to 60km/h.

5.7 Many of these roads, individually, appear to have low crash rates. These roads typically carry very low traffic volumes, making crashes unlikely. In addition, crashes often go unreported on these roads due to their generally remote locations. However, there have been 64 non-injury, 24 minor injury, and 13 serious injury crashes reported

on unsealed, curved roads with speed limits greater than 60km/h in Tasman over the past 10 years.

5.8 Speed was recorded as a definite or likely contributing factor in 41 of these crashes. It was recorded as not a factor in 35 crashes. Its contribution to the crash was not readily apparent in the remaining 26 crashes.

5.9 There has been public acceptance for reduced speed limits on roads such as these. In 2020, the Nelson Tasman Community Speed Limit Feedback showed that 91% of respondents thought that a speed limit of less than 100km/h was appropriate for our unsealed rural – narrow, winding roads.

5.10 The cost to install these signs is less than $110,000.

Peri-urban roads / Rural residential roads

5.11 These roads are within predominantly larger lot residential subdivisions in rural areas. They are scattered across the District. They usually don't have footpaths and have limited road markings. People who are walking or cycling need to share the road with vehicles. The roads are mainly used by residents, who also often walk and cycle on them. The current speed limit on many of these roads is the default rural limit of 100km/h.

5.12 The average operating speeds on these roads is between 35 to 45km/h. We are proposing that these roads are reduced to 50km/h or 60km/h depending on the speeds on similar roads nearby. These proposed limits align with the recommended speed ranges in the new Rule. Schedule 3 of the Speed Limit Setting Rule lists the speed limit range for Peri-Urban roads as 50-80km/h

5.13 Nelson Tasman Community Speed Limit Feedback showed that 90% of respondents thought that a speed limit of less than 80km/h is appropriate for our rural residential subdivision roads.

5.14 The cost to install these signs is less than $130,000.

Urban Roads without Footpaths

5.15 These are roads are in residential areas that do not have footpaths. Their current speed limits are typically 50km/h, and it is proposed to reduce them to 40km/h. This is consistent with Schedule 3 of the Speed Setting Rule, which only allows a speed limit for urban roads with no footpaths of 40 km/ h. The average operating speeds on these roads is between 15 to 30 km/h.

5.16 An exception to the proposed 40km/h limit is Inlet Road in Kaiteriteri which we recommend be reduced to 30km/h, aligned with the other roads in the township.

5.17 We also propose that Tapu Place and the end of Cook Crescent in Stephens Bay are reduced to 40km/h. They have footpaths, but none of the other adjacent roads do. For consistency staff recommend a speed reduction.

5.18 Nelson Tasman Community Speed Limit Feedback showed 86% of respondents thought that a speed limit of less than 50km/h is appropriate for our residential street, no footpath.

5.19 The cost to install these signs is less than $50,000.

Specific Roads

5.20 These are roads that do not belong in other categories and a brief rationale for each is outlined in the consultation documents for each ward. We have had a number of community organisations or individuals advocate for reductions on these roads. The new speeds proposed for these roads meet the appropriate criteria within the Setting of the Speed Limits Rule:

Golden Bay Ward

- Abel Tasman Drive (section)
- Collingwood Quay
- Collingwood Bainham Road
- Collingwood Pūponga Road
- Dry Road
- Long Plain Road: (including Anatoki Track Road, Cemetery Road, Langford, One Spec Road, Moulder)
- McCallum Road
- Glenview Road

Lakes Murchison

- Tadmor Valley Road (section)
- Tapawera Baton Road
- Wangapeka Plain Road
- Newport Road
- Baton Valley Road
- Korere-Tophouse Road (section)
- Tophouse Road
- Motueka Valley Road (section south of Tapawera)

Motueka

- Goodall Road
- Kaiteriteri-Sandy Bay Road (section)
- Riwaka-Kaiteriteri Road (section)
- Sandy Bay- Marahau Road (section)
- Alexander Bluff Road Bridge
- Chamberlain Street
- Central Road
- Ching Road
- Hursthouse
- McBrydie Road
- Starnes Road

Moutere Waimea

- Baigent Reserve Access
- Baton Valley Road
- Church Valley Road
- Eighty-eight Valley Road
- Irvine Road
- Garden Valley Road
- Lee Valley Road
- Lloyd Valley Road
- Mapua Causeway

- Mead Road
- Motueka River West Bank (section)
- Seaton Valley Road
- Sharp Road
- Wairoa Gorge Road
- Woodstock Road

Richmond

- Lower Queen Street (unsealed Great Taste Trail section
- Aniseed Valley Road (section)
- Clover Road East (section)
- Clover Road West

5.21 The cost to install these signs is less than $130,000

6. Financial or Budgetary Implications / Ngā Ritenga ā-Pūtea

6.1 Speed limit changes have already been budgeted for in the Long Term Plan (LTP) over the next 10 years however both Nelson and Tasman had assumed co-investment of 51% would be available from NZTA Waka Kotahi when the LTP was initially developed and consulted upon. NZTA have confirmed that $413,000 is available for the 2024/2025 and 2025/2026 period for implementing the changes necessary to give effect to directions set out under the new Rule. This is based on a FAR rate of 51% and NZTA's share is $210,000. For Tasman, this would only relate to speed reductions around schools.

6.2 It is anticipated that costs for proposed Phase Two changes would be:

July 2026	$135,000
July 2027	$135,000
July 2028	$160,000.

6.3 There is no NZTA Waka Kotahi subsidy for these changes, but the costs can be meet with the local share portion of our budget for speed limit changes for those years.

7. Options / Kōwhiringa

7.1 The options are outlined in the following table:

Option		Advantage	Disadvantage
1.	That the proposed speed changes are consulted on **(staff recommendation)**.	• Crash savings/harm reduction especially those associated with our rural residential areas and specific roads can be realised. • The proposal demonstrates a commitment to fulfill previously stated intentions. • Implementation is staggered to spread costs over a number of years. • Avoids the need to undertake additional cost benefit analysis and consultation should speed limit changes be required in the future. • Obtains feedback from the community.	• May not satisfy submitters who do not support speed reductions or the new speed management processes. • Cost implications for consulting and subsequently implementing speed reductions.
2.	That the speed changes are not consulted on.	• May satisfy submitters who do not support speed reductions or the new speed management processes. • Cost savings for not consulting and implementing speed reductions.	• No crash savings/harm reduction especially those associated with our rural residential areas and specific roads can be realised. • Does not demonstrate a commitment to fulfill previously stated intentions. • Will be obligated to undertake additional cost benefit analysis and consultation should speed limit changes be required in the future.

7.2 **Option One** is recommended.

8. Legal / Ngā ture

8.1 Speed limit changes must comply with the Setting of Speed Limits Rule 2024.

8.2 Other than school speed limit changes, there is no longer any obligation to implement the other speed limit changes proposed in the Joint Speed Management Plan. Nor is there any obligation to review the Plan

9. Iwi Engagement / Whakawhitiwhiti ā-Hapori Māori

9.1 In the original preparation of the Speed Management Plan in 2023, staff had engaged with iwi on specific sites of significance. The Setting of Speed Limits 2024 guidance states that road controlling authorities must use reasonable efforts to consult on proposed speed limit changes with Māori and do everything reasonably practicable to separately consult Māori on any proposed change affecting or likely to affect Māori land or land subject to any Māori claims settlement Act.

9.2 We have meetings with iwi during the Phase One period and we will consult with them again during this consultation.

10. Significance and Engagement / Hiranga me te Whakawhitiwhiti ā-Hapori Whānui

10.1 A copy of **Attachment 1** Phase Two Consultation Material General. Further consultation is required because there are specific requirements under the new Rule for consultation with the public on speed changes before the new limits can be implemented. Consultation is required to follow the principles of consultation in section 82 of the Local Government Act 2002. There must be a period of at least six weeks and consultation material must include a benefit cost disclosure statement.

10.2 Staff held a series of meetings with Ward Councillors in May 2025 to discuss the specific proposals in relation to each of the five wards.

10.3 As the Council has already consulted on the Joint Speed Limit Management Plan comprehensively, staff do not recommend progressing hearings. Instead, once submissions are received, staff will analyse these and provide advice to the Council for a final decision.

	Issue	Level of Significance	Explanation of Assessment
1.	Is there a high level of public interest, or is decision likely to be controversial?	Medium	There was a high level of interest in the original SMP consultation.
2.	Are there impacts on the social, economic, environmental or cultural aspects of well-being of the community in the present or future?	Yes	Lower speeds can lead to a reduction of deaths and serious injuries on our roading network and have effect on travel times. These will be discussed in consultation material.
3.	Is there a significant impact arising from duration of the effects from the decision?	No	
4.	Does the decision relate to a strategic asset? (refer Significance and	Yes	This decision only applies to a small portion of the total road network.

	Issue	Level of Significance	Explanation of Assessment
	Engagement Policy for list of strategic assets)		
5.	Does the decision create a substantial change in the level of service provided by Council?	No	
6.	Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	No	Speed changes have already been budgeted for in the Long Term Plan 2024-2034 (LTP) over the next 10 years.
7.	Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	No	
8.	Does the proposal or decision involve entry into a private sector partnership or contract to carry out the deliver on any Council group of activities?	No	Existing contractors will be engaged to replace and install new speed signs.
9.	Does the proposal or decision involve Council exiting from or entering into a group of activities?	No	
10.	Does the proposal require particular consideration of the obligations of Te Mana O Te Wai (TMOTW) relating to freshwater or particular consideration of current legislation relating to water supply, wastewater and stormwater infrastructure and services?	No	

11. Communication / Whakawhitiwhiti Kōrero

11.1 Consultation material will be placed on the Shape Tasman page and articles will be placed in Newsline. As extensive consultation was held on the SMP in late 2023/early 2024, a restrained consultation campaign is proposed this time.

12. Risks / Ngā Tūraru

12.1 There is a risk that by not implementing these speed reductions, Tasman will continue to not meet the performance target/objectives in the Regional Land Transport Plan in terms of “communities have access to a safe transport system regardless of mode”. The indicators for this objective are a) the number of deaths and serious injuries and b) deaths and serious injury as a proportion of all crashes.

12.2 There is a political risk that those members of the community who support or oppose speed reductions do not like the Council’s decision.

12.3 Staff have become aware that an application has been filed in the High Court for a Judicial Review of the making of the 2024 Setting of Speed Limits Rule. This review seeks an order to quash the Setting of Speed Limits Rule 2024 and an order that the 2022 Rule remains in force for any period in which there is no other rule. As the speed limit reductions proposed in this report are broadly consistent with both the 2022 and 2024 Setting of Speed Limits Rules, it is expected that this application is likely to have little impact on these proposed changes.

13. Climate Change Considerations / Whakaaro Whakaaweawe Āhuarangi

13.1 Where rural speed limits are reduced from 100km/h, fuel consumption and emissions are expected to reduce.

14. Alignment with Policy and Strategic Plans / Te Hangai ki ngā aupapa Here me ngā Mahere Rautaki Tūraru

14.1 The recommended proposal is broadly consistent with the adopted SMP, while also complying with the Setting of Speed Limit Rules. It is also consistent with the LTP

15. Conclusion / Kupu Whakatepe

15.1 The speed reductions proposed present a pragmatic way to improve road safety outcomes through safer speeds within the framework allowable under the new Speed Rule.

16. Next Steps and Timeline / Ngā Mahi Whai Ake

- **Quarter 2 2025 -** Consult on Phase Two - further speed limit changes from the SMP.
- **Quarter 3 2025 -** Decide on Phase Two speed limit changes (By full Council).
- **2026 and beyond -** Implement Phase Two speed limit changes.

17. Attachments / Tuhinga tāpiri

Phase Two Speed Management Plan Implementation Consultation

What are we consulting on?

We are consulting on proposals to lower speed limits for a number of local roads:

- Narrow or winding tortuous unsealed roads reduced to 60km/h
- Rural residential roads and peri-urban streets reduced to 50-60km/h
- Urban roads which do not have footpaths reduced to 40km/h
- Unsealed roads which include on-road sections of the Great Taste Trail and are currently over 80km/h reduced to 80km/h
- Specific roads (see lists for each Ward for a full list of roads):
    - Abel Tasman Drive (sections)
    - Aniseed Valley Road
    - Collingwood Quay
    - Collingwood-Puponga Road (sections)
    - Eighty Eight Valley Road(sections)
    - Kaiteriteri-Sandy Bay Road
    - Riwaka-Kaiteriteri Road (section)
    - Korere-Tophouse (section)
    - McCallum Road
    - Motueka River Bank Road
    - Sandy Bay-Marahau Road
    - Seaton Valley Road
    - Tadmor Valley Road
    - Tapawera Baton Road

The changes on these roads were approved as part of the Nelson Tasman Speed Management Plan at a Joint Council meeting of Tasman District Council and Nelson City Council in August 2024. This was after extensive consultation on speed limits in January & February 2024.

In October 2024, the Setting of the Speed Limits Rule 2024 was released. This Rule specifies the speed limits that Road Controlling Authorities are able to set for each class of road.

The rule also requires Council to re-consult on most proposed speed limit changes before we can implement our Speed Management Plan. This consultation material must now include a Cost Benefit Disclosure Statement for each road being consulted on.

Refer to separate Council Ward based consultation documents for proposed speed limits and benefit cost statements within each Ward
Please note: We are only consulting on local roads and not State Highways. Any changes to State Highway speeds will be undertaken by NZTA Waka Kotahi.

Phase One (Approved and will be implemented mid year)

We previously consulted on proposed speed reductions on our high-risk roads, base speed limit reductions on rural roads adjacent to schools, and McShane Road. On the 27th of March 2025, the Council resolved to change those limits:

Variable Speed limits outside schools

Consultation is not required for new variable 30km/h limits outside schools, which are required by the Setting of Speed Limits Rule. Council resolved to implement these limits on 27 March 2025

Strategic Context and the Government Policy Statement on Land Transport

Our speed changes must also align with the Government Policy Statement (GPS) on Land Transport (2024– 2034), which sets the Government's strategic priorities for land transport investment over a 10-year period. Transport spending is required to meet the strategic priorities as outlined in the GPS. One of the strategic priorities relates directly to safety.

There is also no currently available funding to improve walking and cycling facilities in rural residential areas or for urban areas without footpaths therefore the most efficient and cost effective way to improve road safety is with speed reductions. Previous community consultation indicated strong public support for lower speeds in the areas specified above. We also have had a range of requests for reductions on the specific roads.

Unsealed Roads that are narrow or winding

These are rural unsealed roads that are winding and/or narrow, generally the alignment of these roads is classed as tortuous. The roads don't have road markings, edge marker posts, or warning signs and can often have visibility restricted by vegetation. Specific hazards may be identified with warning signs. There will be forestry and agricultural vehicles using these roads.

While the number of reported crashes on these roads are comparatively low, minor and non-injury crashes are considerably under reported. The low volumes of traffic on these roads, combined with the under reporting of crashes, mean that the number of crashes per km travelled is likely to be higher than the reported crash numbers suggest.

Significant safety improvements to these roads are likely to be prohibitively expensive and are not cost effective.

Schedule 3 of the Speed Setting Rule lists the speed limit range for unsealed rural roads as 60-80 km/h and for mountainous or hill corridors (the roads where the alignment is tortuous) as 60-80 km/h.

In 2020, Nelson Tasman Community Speed Limit Feedback, 91% of respondents thought that a speed limit of less than 100km/h is appropriate for our Unsealed Rural – Narrow, Winding Roads:

- 59% agreed with 60km/h limit (1051 responses),
- 32% agreed with 80km/h limit (572 responses),
- 9% agreed with 100km/h (154 responses)].

Examples of Tortuous unsealed roads: Images @Google Maps

- Totaranui Road, Golden Bay

- *Aniseed Valley Road*

Rural Residential Roads

These roads provide access to residential properties, but at a lower density than urban residential areas. They usually don't have footpaths and people who are walking or cycling need to share the road with vehicles. The roads are generally mainly used by residents and these residents often use these roads for fitness and recreation. The number of these rural residential areas has grown in Tasman and we have had many requests from local residents to reduce the speeds of these roads.

The current speed limits are between 80 to 100 km/h. Schedule 3 of the Speed Limit Setting Rule specifies the speed limit range for these roads as 50-80 km/h

In 2020, Nelson Tasman Community Speed Limit Feedback showed that 69% of respondents thought that a speed limit of less than 50km/h is appropriate for our Rural Residential Subdivision Roads

- 22% agreed with 40km/h limit (397 responses),
- 47% agreed with 50km/h limit (855 responses),
- 20% agreed with 60km/h (369 responses).

Examples of peri-urban roads: Images @Google Maps

Bronte Road East

Dodson Road, Takaka

Urban Roads without Footpaths

These are roads in residential areas that do not have footpaths. Schedule 3 of the Speed Setting Rule specifies the speed limit range for urban streets with no footpaths as 40 km/h.

In 2020, Nelson Tasman Community Speed Limit Feedback, 86% of respondents thought that a speed limit of less than 50km/h is appropriate for our Residential Street, No Footpath:

- 40% agreed with 30km/h limit (726 responses),
- 43% agreed with 40km/h limit (785 responses),
- 17% agreed with 50km/h (318 responses)].

Examples of urban roads with no footpaths: Images @Google Maps

- Anarewa Crescent, Stephens Bay

Bishop Road, Parapara

Specific Roads

There are several roads where we have community groups and residents advocating for lower speeds. These roads do not fit in any of the categories listed above. The new limits proposed for these roads meet the criteria of the Setting of the Speed Limits Rule. Many of these roads have a high number of recreational vehicles such as the Sandy-Bay Marahau Road, Aniseed Valley Road. Included in the specific road list are some on-road sections of the Great Taste Trail that are currently 100km/h.

Some of our narrow and windy unsealed roads have very short roads adjacent, in these instances it is proposed that these side roads are also reduced. For example Newport Road which is adjacent to Tapawera Baton Road.

Ward Based Documents

The proposed changes are shown in consultation documents for each Ward. These documents include maps and a table outlining the current and proposed posted speed limit, and the current mean (average) operating speed. It also shows how much the mean operating speed is expected to change and what the expected change in travel time will be for; a) an individual vehicle per trip (minutes and seconds) b) all vehicles travelling the road over a year (hours). It also shows what reported crash numbers have been for the past five years and how they are expected to change with the speed reduction changes.

For example, for Parapara Beach Road: the speed limit will change from 50km/h to 40km/h and this will lead to an increase of travel time of 0 to 4 seconds per vehicle.

The Cost Benefit Disclosure information has been created using a combination of in-house calculations, NZTA research report 582, Megamaps data and user guide, Crash Analysis System data.

Partnership with Māori:

We plan to hold a series of meetings with our iwi partners regarding:

- Their interest in speed limits specific to cultural sites such as Marae, kōhanga reo and urupa; and
- Their interest in speed limits across the district.

Phase Two Golden Bay Consultation Material

This book should be read in conjunction with the Phase Two Consultation Material.

What are we consulting on?

We are consulting on proposals to lower speed limits for a number of local roads in Golden Bay:

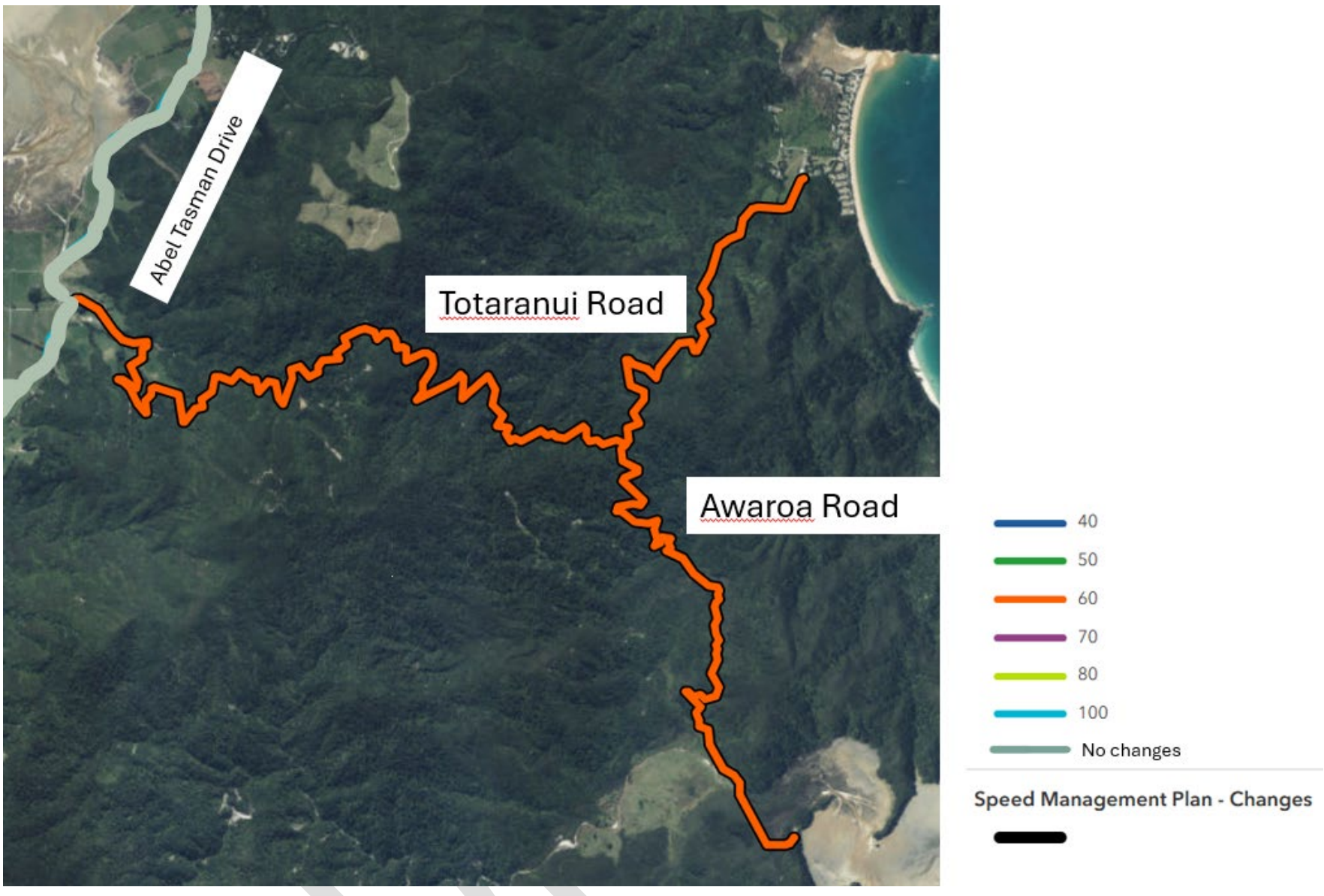
- Narrow or winding tortuous unsealed roads reduced to 60km/h. These are rural unsealed roads that are winding and/or narrow, generally the alignment of these roads is classed as tortuous.
- Rural residential roads and peri-urban streets reduced to 50 or 60km/h. These roads provide access to residential properties, but at a lower density than urban residential areas.
- Urban roads which do not have footpaths reduced to 40km/h. These are roads in residential areas that do not have footpaths.
- Specific roads. There are several roads where we have community groups and residents advocating for lower speeds. In Golden Bay, the specific roads are:
    - Abel Tasman Drive (sections)
    - Collingwood Quay
    - Collingwood Bainham Road (section)
    - Collingwood-Puponga Main Road (Pakawau)
    - Dry Road (section) and associated side roads
    - East Takaka Road (section)
    - Glenview Road
    - Long Plain Road (including Anatoki Track Road, Cemetery Road, Langford, One Spec Road, Moulder)
    - Hill View Road
    - McCallum Road
    - Milnthorpe Road
    - Packard Road
    - Rameka Creek Road

Examples

Narrow or winding tortuous unsealed roads	Rural residential roads
 ***Totaranui Road***	 Dodson Road, Takaka
Urban roads which do not have footpaths	**Specific roads**
 *Bishop Road, Parapara*	 *Port Tarakohe, Abel Tasman Drive*

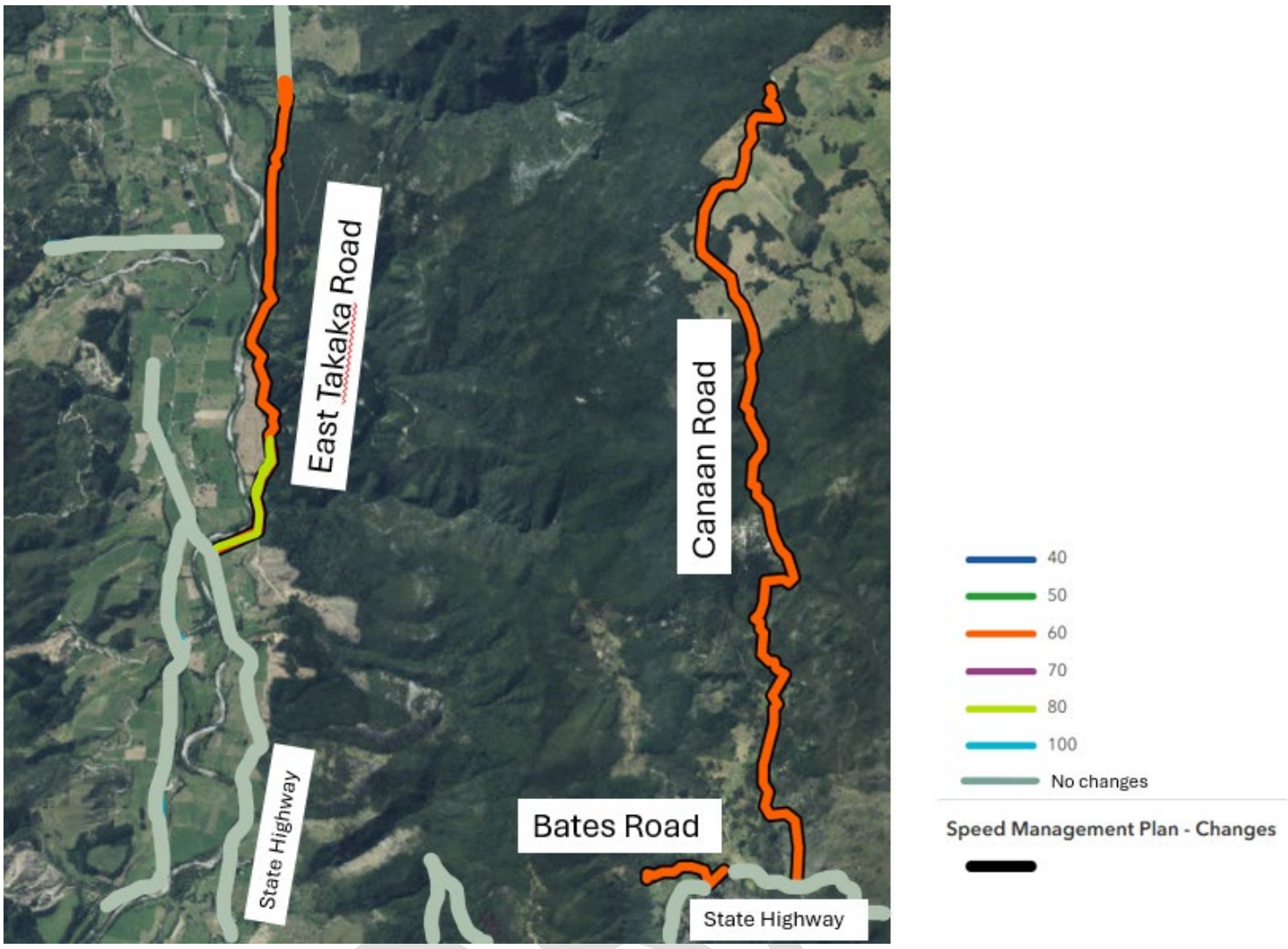
Map GB 1: Totaranui area

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Unsealed Winding	Awaroa Road	100	60
	Totaranui Road	100	60



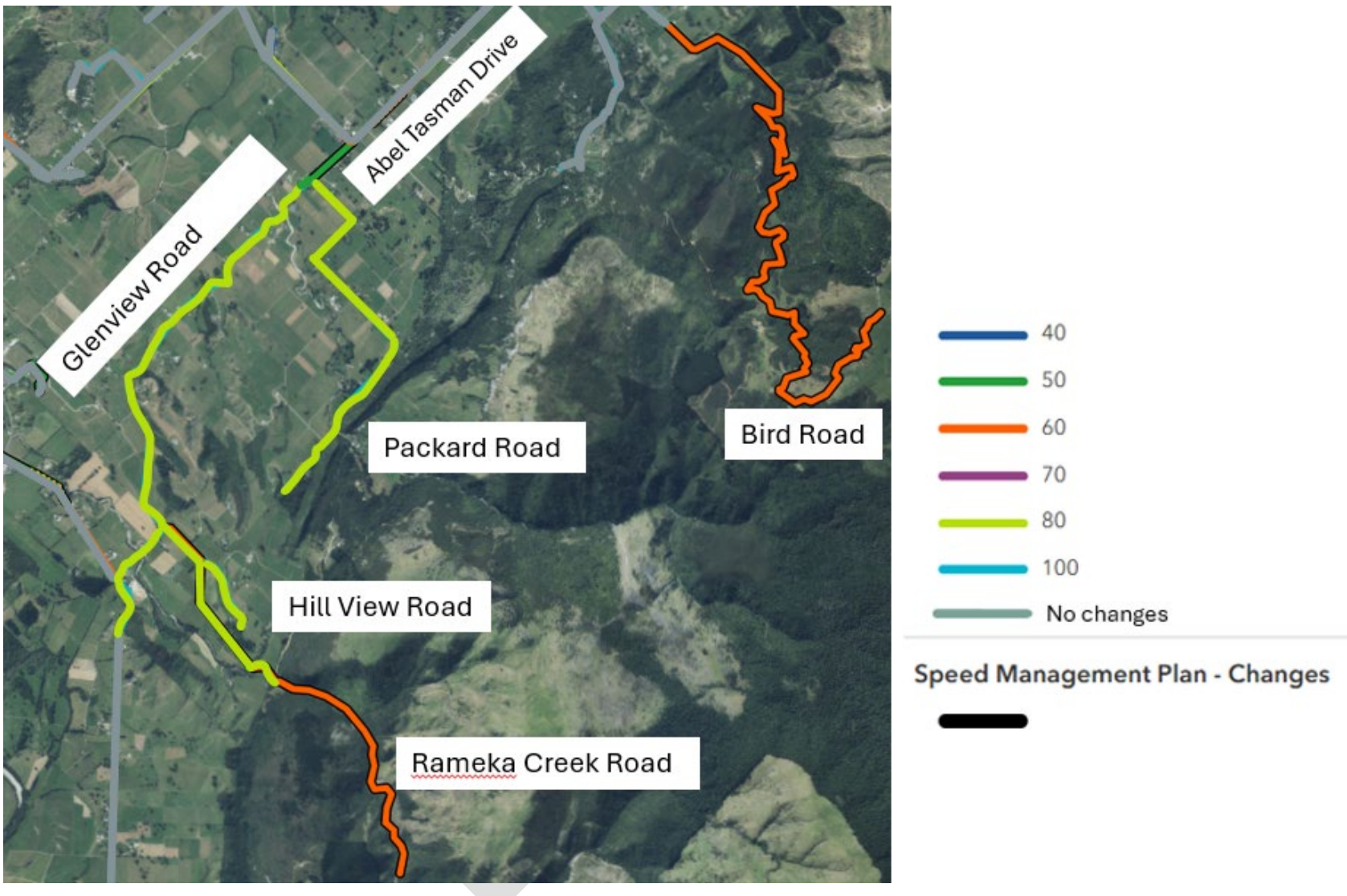
Map GB 2 & M12: East Takaka / Canaan Area

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Unsealed Winding	Bates Road	100	60
	Canaan Road	100	60
	East Takaka Road (From 1590m north of the SH to 20m of the Gorge Creek Bridge)	100	60
Specified Roads	East Takaka Road (From SH for 1590m)	100	80



Map GB 3: Rameka Creek Area

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Unsealed Winding	Bird Road	100	60
	Rameka Creek Road From 1204m south of Hill View Road to end)	100	60
Residential	Glenview Road (Abel Tasman Drive to 120m south west of Packard Drive)	60 / 100	50
Specific Roads	East Takaka Road (From Central Takaka Road south 570m)	100	80
	Glenview Road (Central Takaka Road to 120m south west of Packard Drive)	100	80
	Hill View Road	100	80
	Packard Road	100	80
	Rameka Creek Road (Glenview Road to 1204m south of Hill View Road)	100	80



Map GB 4: Mangarākau

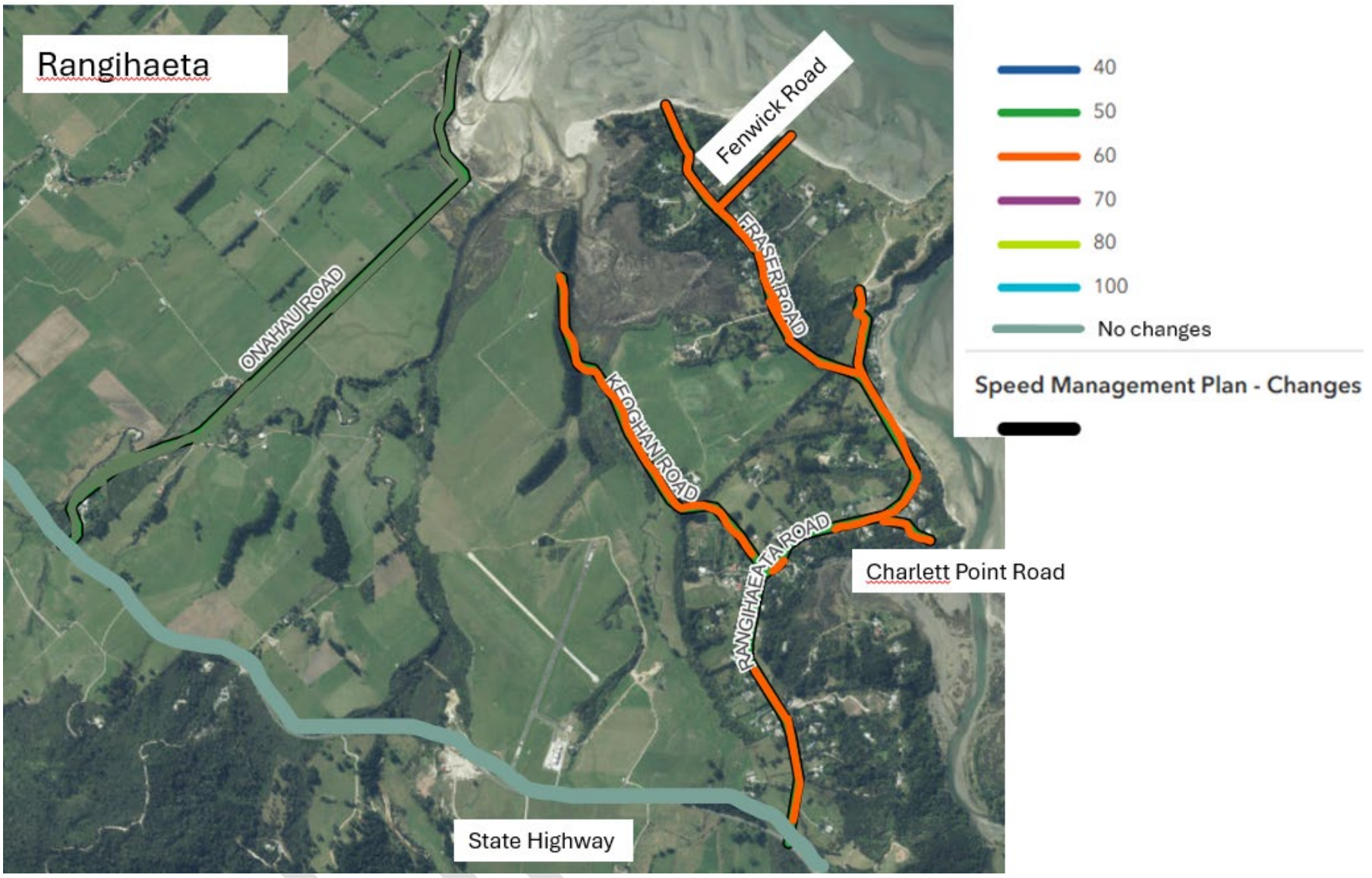
Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Unsealed Winding	Cowin Road	100	60
	Dry Road (Pakawau Bush Road to Te Hapu Road)	100	60
	Kaihoka Lakes Road	100	60
	Limestone Road	100	60
	Nguroa Road	100	60
	Te Hapu Road	100	60
Specific Roads	Dry Road (Te Hapu Road and Cowin Road)	100	80
	Prouse Road	100	60
	Richards Road	100	60
	Snake Creek Road	100	80

Map GB 5: Quartz Range Road

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Unsealed Winding	Quartz Range Road	100	60

Map GB 6: Rangihaeta

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Rural Residential	Charlett Point Road	100	60
	Fenwick Road	100	60
	Fraser Road	100	60
	Keoghan Road	100	60
	Rangihaeta Road	100	60

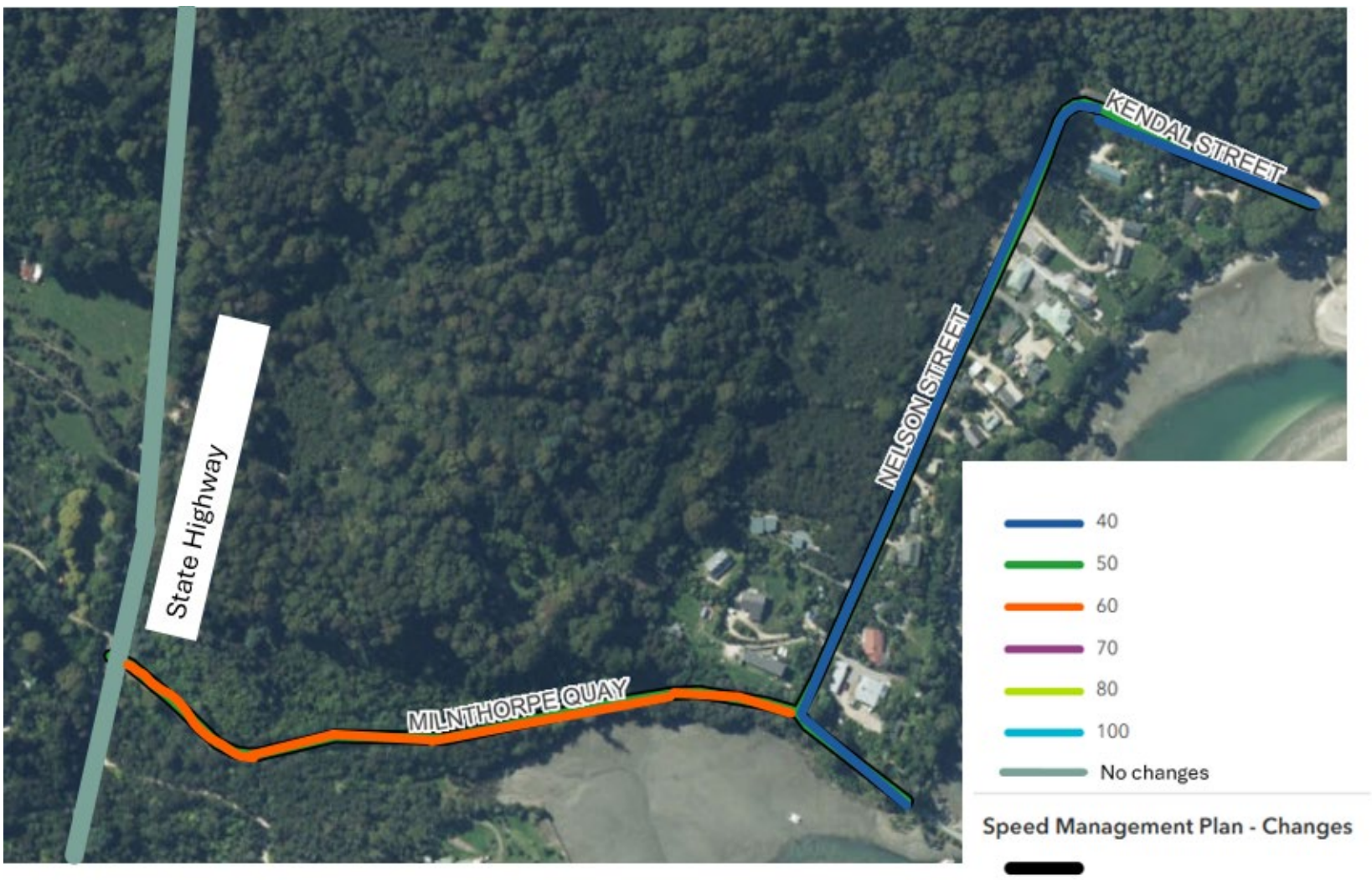


Map GB 7: Central Takaka

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Residential	Coote Street	100	50
Rural Residential	Dodson Road	100	50
Residential	Windle Road	100	50

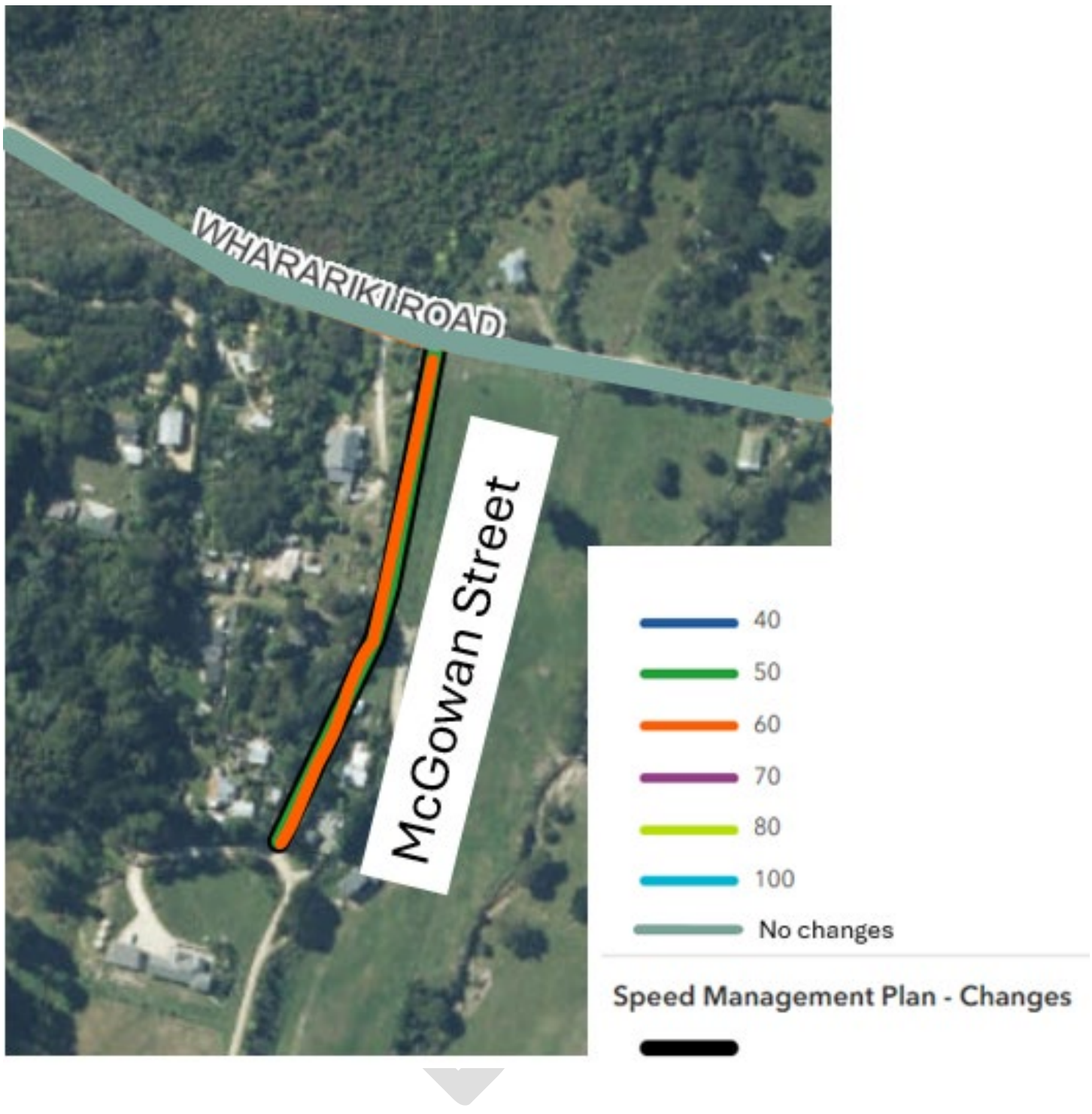
Map GB 8: Milthnthorpe

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Urban Street No Footpath	Kendal Street	100	40
Urban Street No Footpath	Milnthorpe Quay (Nelson Street to end of the street)	100	40
Urban Street No Footpath	Nelson Street	100	40
Specific Road	Milnthorpe Quay (State Highway to Nelson Street)	100	60



Map GB 9: McGowan (Puponga):

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Rural Residential	McGowan Street (Puponga):	100	60



Map GB 10: Rototai - Nees Road

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Rural Residential	Nees Road	100	60

Map GB 11: Totara Avenue:

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Rural Residential	Totara Avenue	100	40

Map GB 12: Patons Rock

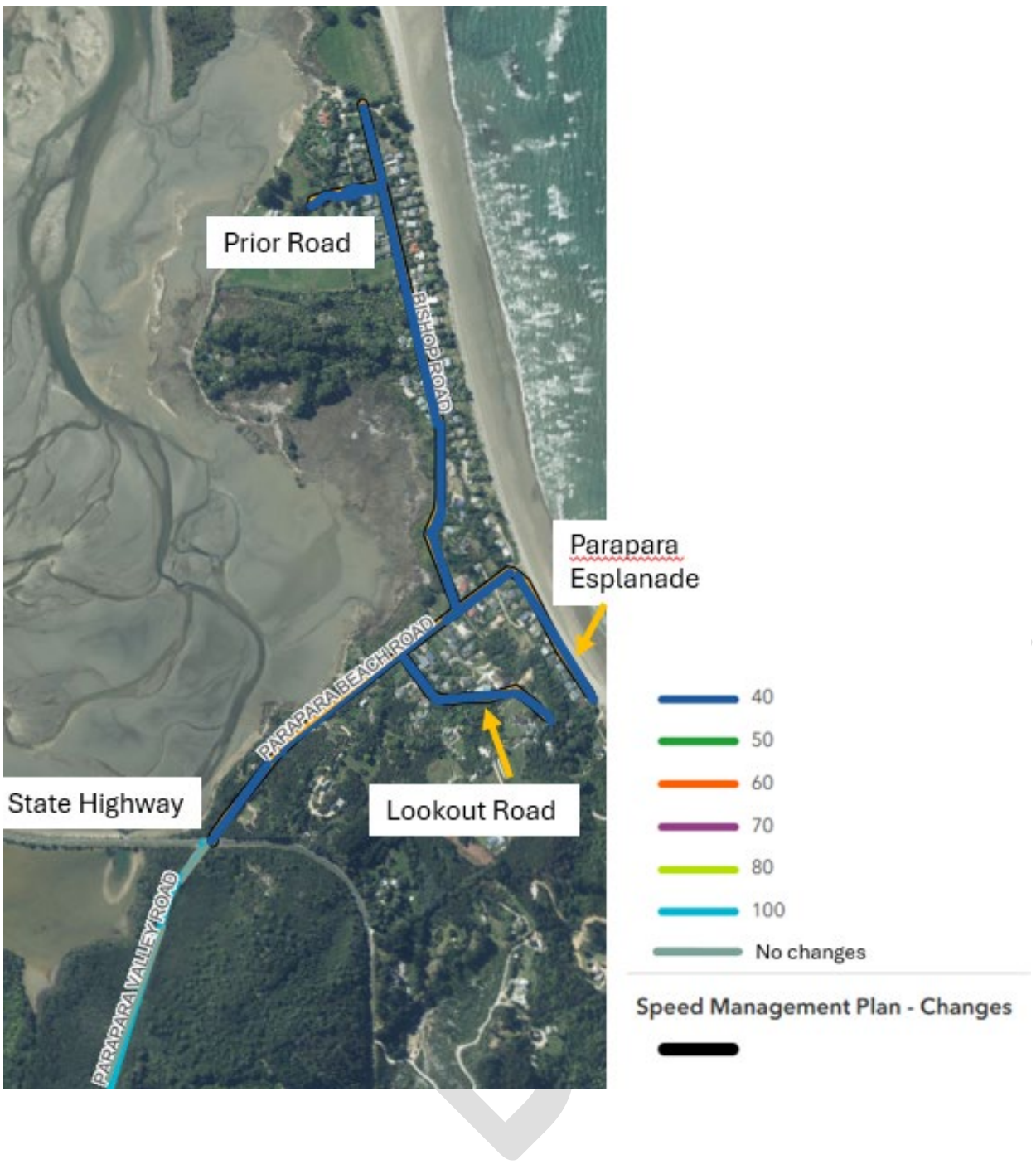
Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Urban No Footpath	Battery Road	50	40
	Bayview Terrace	50	40
	Patons Road Road (Bayview Terrace north east to end of road) and beach access	50	40
Other	Patons Rock Road (Beach Access)	100	40

Map GB 13: Collingwood One

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Urban No Footpath	Beach Road	50	40
	Swiftsure Street	50	40

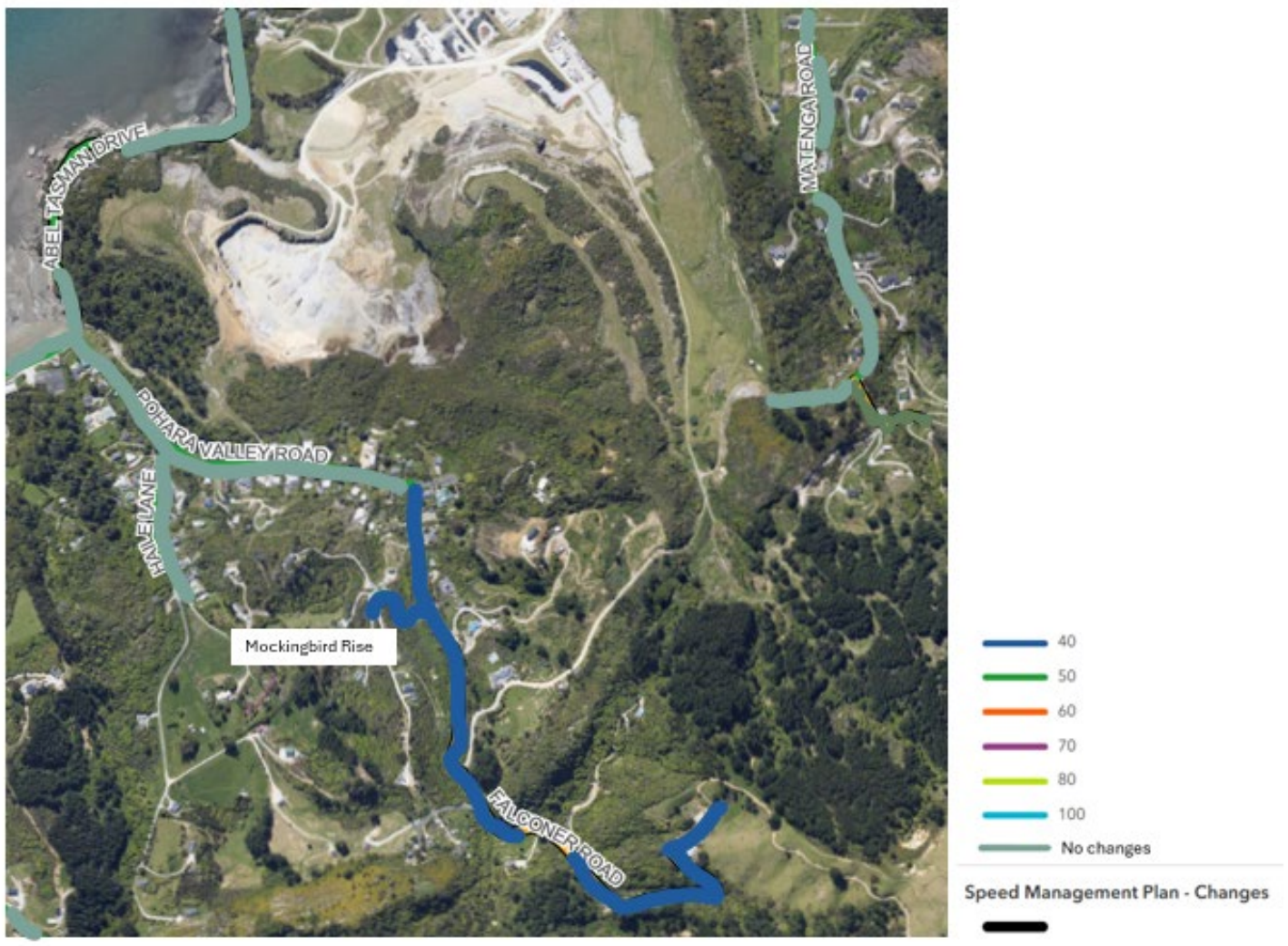
Map GB 14: Parapara

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Urban No Footpath	Bishop Road	50	40
	Lookout Road	50	40
	Parapara Beach Road	50	40
	Parapara Esplanade	50	40
	Prior Road	50	40



Map GB 15: Pohara North

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Urban No Footpath	Falconer Road	50	40
	Mockingbird Rise	50	40



Map GB 16: Harwood Place

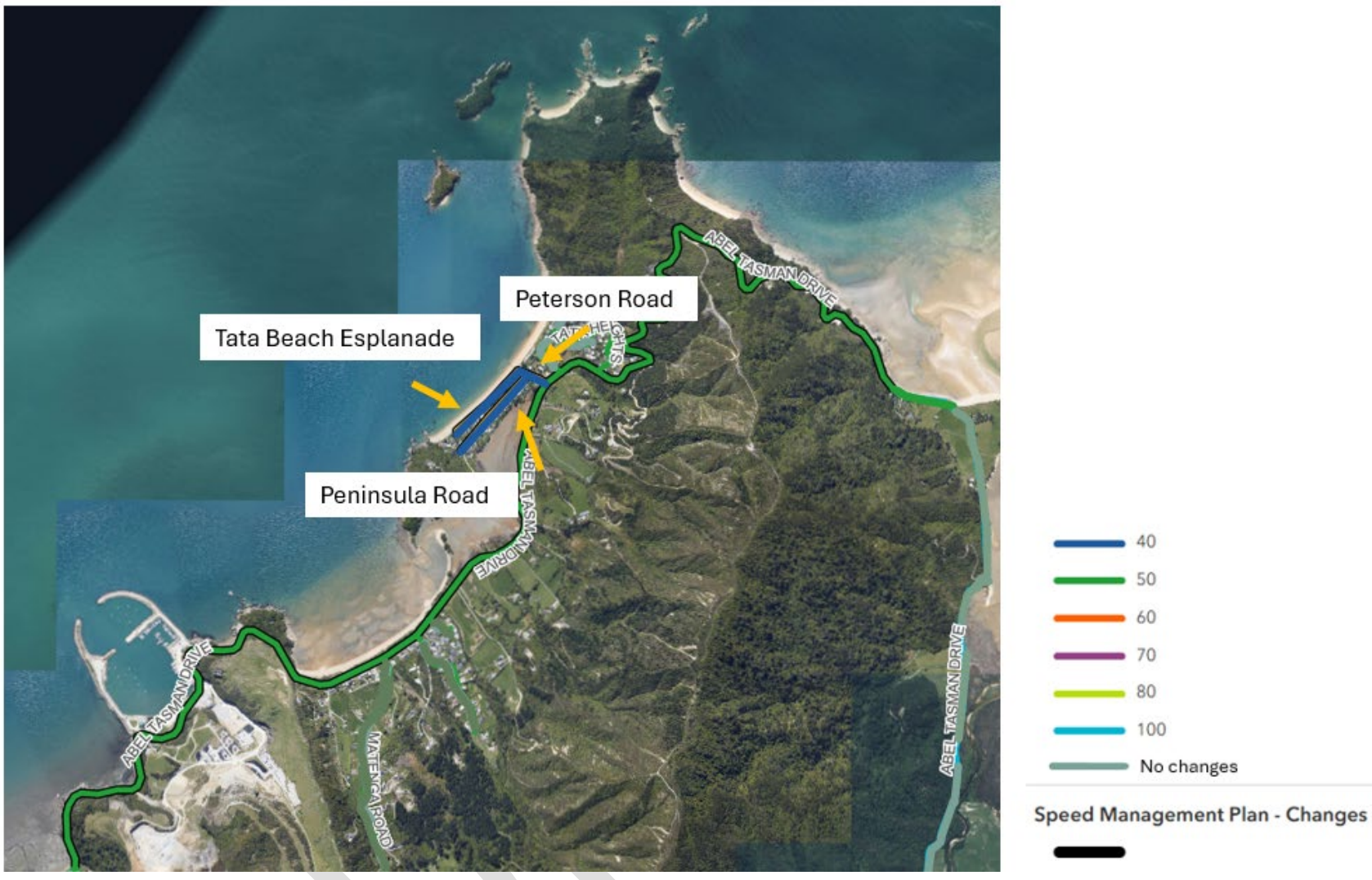
Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Urban No Footpath	Harwood Place	50	40

Map GB 17: Takaka

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Urban No Footpath	Junction Road	50	40
	Reilly Street	50	40

Map GB 18: Tata Beach

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Urban No Footpath	Peninsula Road	50	40
	Peterson Road	50	40
	Tata Beach Esplanade	100	40
Specific Road	Abel Tasman Drive (Pohara Valley Road to 1570 Abel Tasman Drive)	60	50
	Abel Tasman Drive (1570 Abel Tasman Drive to 1597 Abel Tasman Drive(northern boundary))	100	50



Map GB 19: Pohara South

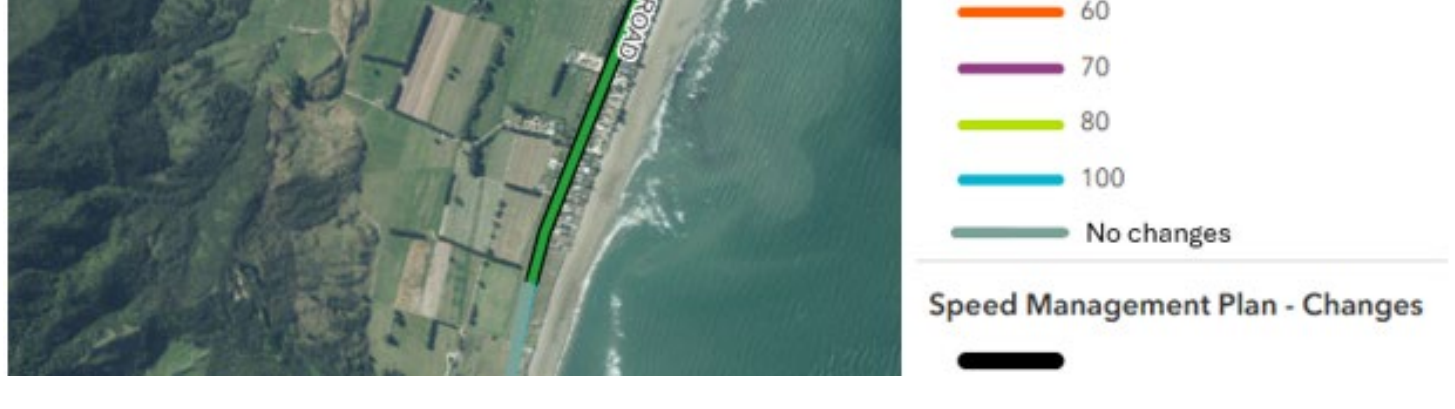
Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Urban No Footpath	Tennyson Street	50	40

Map GB 20: Collingwood Quay Area

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Specific Roads	Collingwood Quay	70	50
	Collingwood Bainham Road (existing 70 km/h to SH)	70	50

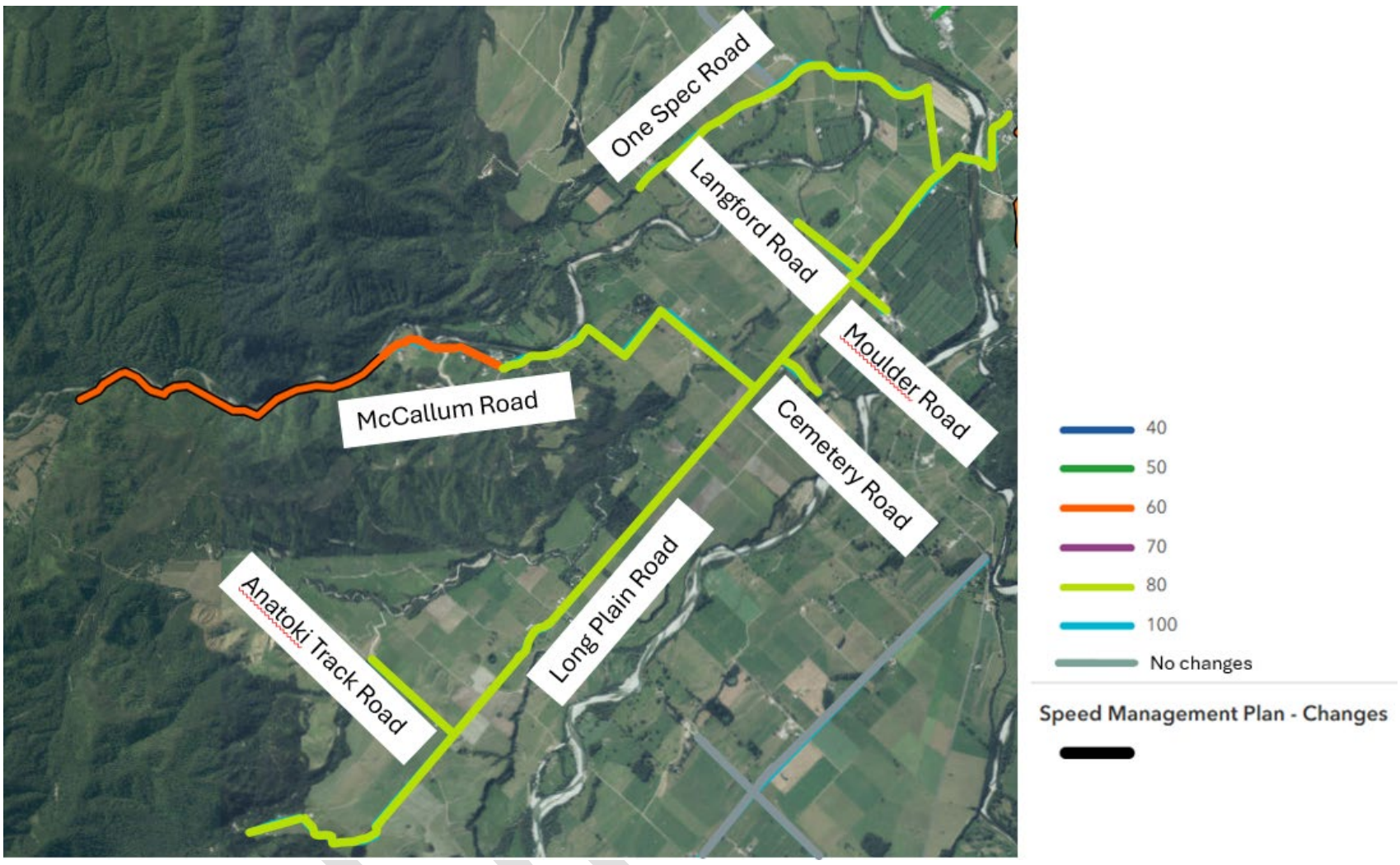
Map GB 21: Pakawau

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Specific Roads	Collingwood-Puponga Main Road (Pakawau Bush Road to 1088 Collingwood -Puponga Main Road (existing 60km/h zone)	60	50
	Collingwood-Puponga Main Road (end of existing 60km/h zone (1088 Collingwood-Puponga Main Road) to 75m south of southern boundary of 1062 Collingwood - Puponga Main Road)	100	50



Map GB 22 Takaka - McCallum Road

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Unsealed Winding	McCallum Road (unsealed section)	100	60
Specific Roads	Anatoki Track Road	100	80
	Cemetery Road	100	80
	Langford Road	100	80
	Long Plain Road	100	80
	McCallum Road (Long Plain Road to the end of the seal)	100	80
	One Spec Road	100	80
	Moulder Road	100	80



Golden Bay Narrow or Winding Tortuous Unsealed Roads Table

These are low volume unsealed rural roads, typically in very challenging topography. They provide access to small isolated communities and farms, and a small number of recreation areas The roads are predominately used by local residents, agricultural service vehicles, and visitors accessing recreation areas. Other speed management interventions such as road realignment are considered cost prohibitive in the challenging terrain, considering the low traffic volumes.

All Changes are Permanent Changes										Cost Benefit Disclosure Statements[1]							
		Speed Limits (km/h)			Mean Speed (km/h)			Avge Trip time per vehicle (mm:ss)			Avge Annual Total Trips for all Vehicles (hours)			Crashes				
Road (Include the start and end locations)	Road Classification	Existing	Proposed	Length (km)	Current	Change	New Speed	Current	New Time	Change	Current (Vehicles per day)	New	Change	Reported over past 5 years	Change per year	Cost to install	Start Year	Map Ref
Awaroa Road (Entire Length)	Unsealed Rural Road	100	60	4.03	16	Negligible								0	Negligible	Less than $1K	Jul 26	GB 1
Bates Road (Entire Length)	Unsealed Rural Road	100	60	1.14	39	Negligible								1 Minor	Negligible	Less than $1K	Jul 28	GB 2 / M12
Bird Road [Clifton] (Entire Length)	Unsealed Rural Road	100	60	6.95	24	Negligible								0	Negligible	Less than $2K	Jul 27	GB 3
Canaan Road (Entire Length)	Unsealed Rural Road	100	60	10.87	28	Negligible								0	Negligible	Less than $2K	Jul 28	GB 2 / M12
Cowin Road (Entire Length)	Unsealed Rural Road	100	60	17.05	33	Negligible								0	Negligible	Less than $5K	Jul 28	GB 4
Dry Road (Pakawau Bush Road to Te Hapu Road)	Unsealed Rural Road	100	60	19.72	53	Negligible								3 Non-injury	Negligible	Less than $5K	Jul 28	GB 4
East Takaka Road (From 1590m north of the SH to 20m of the Gorge Creek Bridge	Unsealed Rural Road	100	60	4.24	39	Negligible								1 Non-injury	Negligible	Less than $3K	Jul 27	GB 2 / M12
Kaihoka Lakes Road (Entire Length)	Unsealed Rural Road	100	60	5.62	30	Negligible								0	Negligible	Less than $2K	Jul 28	GB 4
Limestone Road (Entire Length)	Unsealed Rural Road	100	60	3.41	23	Negligible								0	Negligible	Less than $1K	Jul 28	GB 4

[1] The Cost Benefit Disclosure Statement has been populated using in-house calculations, NZTA research report 582, Megamaps data, Crash Analysis System data. It contains assumptions about a number of variables, and so the estimates are approximate only.

Golden Bay Narrow or Winding Tortuous Unsealed Roads Table

These are low volume unsealed rural roads, typically in very challenging topography. They provide access to small isolated communities and farms, and a small number of recreation areas The roads are predominately used by local residents, agricultural service vehicles, and visitors accessing recreation areas. Other speed management interventions such as road realignment are considered cost prohibitive in the challenging terrain, considering the low traffic volumes.

All Changes are Permanent Changes											Cost Benefit Disclosure Statements[1]							
		Speed Limits (km/h)			Mean Speed (km/h)			Avge Trip time per vehicle (mm:ss)			Avge Annual Total Trips for all Vehicles (hours)			Crashes				
Road (Include the start and end locations)	Road Classification	Existing	Proposed	Length (km)	Current	Change	New Speed	Current	New Time	Change	Current (Vehicles per day)	New	Change	Reported over past 5 years	Change per year	Cost to install	Start Year	Map Ref
Nguroa Road (Entire Length)	Unsealed Rural Road	100	60	3.47	17	Negligible								0	Negligible	Less than $1K	Jul 28	GB 4
Quartz Range Road (Entire Length)	Unsealed Rural Road	100	60	6.21	18	Negligible								0	Negligible	Less than $2K	Jul 28	GB 5
Rameka Creek Road (From 1204m south of Hill View Road to end)	Unsealed Rural Road	100	60	5.96	24	Negligible								0	Negligible	Less than $2K	Jul 26	GB 3
Te Hapu Road (Entire Length)	Unsealed Rural Road	100	60	3.67	28	Negligible								0	Negligible	Less than $2K	Jul 28	GB 4
Totaranui Road (Entire Length)	Unsealed Rural Road	100	60	10.49	26	Negligible								1 Non-injury 1 Minor	Negligible	Less than $3K	Jul 26	GB 1

Golden Bay Rural Residential Table

These roads service local peri-urban communities, and are used predominantly by local residents. The current speed limits of 70 to 100km/h do not reflect the peri-urban nature of these roads. The proposed limits will provide speed environments that are better suited to the land use surrounding these roads.

All Changes are Permanent Changes											Cost Benefit Disclosure Statements[2]							
		Speed Limits (km/h)			Mean Speed (km/h)			Avge Trip time per vehicle (mm:ss)			Avge Annual Total Trips for all Vehicles (hours)			Crashes				
Road (Include the start and end locations)	Road Classification	Existing	Proposed	Length (km)	Current	Change	New Speed	Current	New Time	Change	Current (Vehicles per day)	New	Change	Reported over past 5 years	Change per year	Cost to install	Start Year	Map Ref
Charlett Point Road (Entire length)	Peri-urban roads	100	60	0.18	39						Negligible			0	Negligible	Less than $1K	Jul 26	GB 6
Coote Street (Entire length)	Urban streetss	100	50	0.14	21						Negligible			0	Negligible	Less than $1K	Jul 27	GB 7
Dodson Road (Entire length)	Peri-urban roads	100	60	0.90	39						Negligible			0	Negligible	Less than $2K	Jul 27	GB 7
Fenwick Road (Entire length)	Peri-urban roads	100	60	0.35	17						Negligible			0	Negligible	Less than $1K	Jul 26	GB 6
Fraser Road (Entire length)	Peri-urban roads	100	60	1.19	33						Negligible			0	Negligible	Less than $1K	Jul 26	GB 6
Glenview Road (Abel Tasman Drive end of existing 60km/h limit)	Urban Streets	60	50	0.40	47						Negligible			2 Non injury	Negligible	Less than $2K	Jul 26	GB 3
Glenview Road (End of existing 60km/h limit to 120m south West of Packard Drive)	Peri-urban roads	100	50	0.13	47						Negligible			0	Negligible	$0	Jul 26	GB 3
Keoghan Road (Entire length)	Unsealed Road	100	60	1.28	25						Negligible			0	Negligible	Less than $1K	Jul 26	GB 6
Mcgowan Street [Puponga] (Entire length)	Peri-urban roads	100	60	0.23	18						Negligible			0	Negligible	Less than $1K	Jul 28	GB 9

[2] The Cost Benefit Disclosure Statement has been populated using in-house calculations, NZTA research report 582, Megamaps data, Crash Analysis System data. It contains assumptions about a number of variables, and so the estimates are approximate only.

Golden Bay Rural Residential Table

These roads service local peri-urban communities, and are used predominantly by local residents. The current speed limits of 70 to 100km/h do not reflect the peri-urban nature of these roads. The proposed limits will provide speed environments that are better suited to the land use surrounding these roads.

All Changes are Permanent Changes											Cost Benefit Disclosure Statements[2]							
		Speed Limits (km/h)			Mean Speed (km/h)			Avge Trip time per vehicle (mm:ss)			Avge Annual Total Trips for all Vehicles (hours)			Crashes				
Road (Include the start and end locations)	Road Classification	Existing	Proposed	Length (km)	Current	Change	New Speed	Current	New Time	Change	Current (Vehicles per day)	New	Change	Reported over past 5 years	Change per year	Cost to install	Start Year	Map Ref
Milnthorpe Quay (State Highway to Nelson Street	Unsealed Road	100	60	0.45	27						Negligible			0	Negligible	Less than $1K	Jul 27	GB 8
Nees Road (Entire length)	Peri-urban roads	100	60	0.54	24						Negligible			0	Negligible	Less than $1K	Jul 28	GB 10
Rangihaeata Road (Entire length)	Peri-urban roads	100	60	2.34	46						Negligible			0	Negligible	Less than $1K	Jul 26	GB 6
Windle Road (Entire length)	Urban streets	100	50	0.15	21						Negligible			0	Negligible	Less than $1K	Jul 27	GB 7

Golden Bay Urban Road No Footpath Table

These are low volume urban roads servicing local residential areas. They have no footpaths, and pedestrians and vehicles share the road space. Speed reductions are considered a more cost effective method of providing a safer environment until footpaths are able to be installed.

All Changes are Permanent Changes											Cost Benefit Disclosure Statements[3]							
		Speed Limits (km/h)			Mean Speed (km/h)			Avge Trip time per vehicle (mm:ss)			Avge Annual Total Trips for all Vehicles (hours)			Crashes				
Road (Include the start and end locations)	Road Classification	Existing	Proposed	Length (km)	Current	Change	New Speed	Current	New Time	Change	Current (Vehicles per day)	New	Change	Reported over past 5 years	Change per year	Cost to install	Start Year	Map Ref
Battery Road (Entire length)	Urban Streets with no footpath	50	40	0.18	17	Negligible								0	Negligible	Less than $1K	Jul 28	GB 12
Bay View Terrace (Entire length)	Urban Streets with no footpath	50	40	0.14	17	Negligible								0	Negligible	Less than $1K	Jul 28	GB12
Beach Road (Entire length)	Urban Streets with no footpath	50	40	0.71	23	Negligible								0	Negligible	Less than $2K	Jul 28	GB13
Bishop Road (Entire length)	Urban Streets with no footpath	50	40	0.91	29	Negligible								0	Negligible	Less than $1K	Jul 28	GB 14
Falconer Road (Entire length)	Urban Streets with no footpath	50	40	0.50	17	Negligible								0	Negligible	Less than $1K	Jul 28	GB 15
Harwood Place (Entire length)	Urban Streets with no footpath	100	40	0.17	12	Negligible								0	Negligible	Less than $1K	Jul 28	GB 16
Junction Street (Entire length)	Urban Streets with no footpath	50	40	0.15	10	Negligible								0	Negligible	Less than $1K	Jul 26	GB 17
Kendal Street (Entire length)	Urban road no footpath	100	40	0.19	46	Negligible								0	Negligible	Less than $1K	Jul 27	GB 8
Lookout Road (Entire length)	Urban Streets with no footpath	50	40	.032	17	Negligible								0	Negligible	Less than $1K	Jul 28	GB 14

[3] The Cost Benefit Disclosure Statement has been populated using in-house calculations, NZTA research report 582, Megamaps data, Crash Analysis System data. It contains assumptions about a number of variables, and so the estimates are approximate only.

Golden Bay Urban Road No Footpath Table

These are low volume urban roads servicing local residential areas. They have no footpaths, and pedestrians and vehicles share the road space. Speed reductions are considered a more cost effective method of providing a safer environment until footpaths are able to be installed.

All Changes are Permanent Changes											Cost Benefit Disclosure Statements[3]							
		Speed Limits (km/h)			Mean Speed (km/h)			Avge Trip time per vehicle (mm:ss)			Avge Annual Total Trips for all Vehicles (hours)			Crashes				
Road (Include the start and end locations)	Road Classification	Existing	Proposed	Length (km)	Current	Change	New Speed	Current	New Time	Change	Current (Vehicles per day)	New	Change	Reported over past 5 years	Change per year	Cost to install	Start Year	Map Ref
Mockingbird Ridge (Entire Length)	Urban Streets with no footpath	50	40	0.13	17	Negligible								0	Negligible	Less than $1K	Jul 28	GB 15
Nelson Street (Entire length)	Urban road no footpath	100	40	0.45	29	Negligible								0	Negligible	Less than $1K	Jul 27	GB 8
Parapara Beach Road (Entire length)	Urban Streets with no footpath	50	40	0.70	34	0 to -2	32 to 34	01:14	01.14 to 01.19	00.00 to 00.05	103 (330vpd)	103 to 110	Negligible	0	Negligible	Less than $1K	Jul 28	GB 14
Parapara Esplanade (Entire length)	Urban Streets with no footpath	50	40	0.29	17	Negligible								0	Negligible	Less than $1K	Jul 28	GB 14
Patons Rock Road (Bayview Terrace north east to end of road	Urban Streets with no footpath	50	40	0.67	32	0 to -2	30 to 32	01:15	01.15 to 01:20	+00.00 to +00.5	80 (251vpd)	80 to 90	0 to +10	0	Negligible	Less than $1K	Jul 28	GB 12
Patons Rock Road Beach Access	Unconventional, low-volume or low speed road types	100	40	0.04	NA	Negligible								0	Negligible	Less than $1K	Jul 28	GB 12
Peninsula Road (Entire length)	Urban Streets with no footpath	50	40	0.42	24	Negligible								0	Negligible	Less than $1K	Jul 28	GB 18
Petersen Road (Entire length)	Urban Streets with no footpath	50	40	0.14	13	Negligible								0	Negligible	Less than $1K	Jul 28	GB 18
Prior Road (Entire length)	Urban Streets with no footpath	50	40	0.12	17	Negligible								0	Negligible	Less than $1K	Jul 28	GB 14
Reilly Street (Entire length)	Urban Streets with no footpath	50	40	0.27	28	Negligible								1 Non injury	Negligible	Less than $1K	Jul 26	GB 17

Golden Bay Urban Road No Footpath Table

These are low volume urban roads servicing local residential areas. They have no footpaths, and pedestrians and vehicles share the road space. Speed reductions are considered a more cost effective method of providing a safer environment until footpaths are able to be installed.

All Changes are Permanent Changes										Cost Benefit Disclosure Statements[3]							
		Speed Limits (km/h)			Mean Speed (km/h)			Avge Trip time per vehicle (mm:ss)			Avge Annual Total Trips for all Vehicles (hours)			Crashes				
Road (Include the start and end locations)	Road Classification	Existing	Proposed	Length (km)	Current	Change	New Speed	Current	New Time	Change	Current (Vehicles per day)	New	Change	Reported over past 5 years	Change per year	Cost to install	Start Year	Map Ref
Swiftsure Street (Entire length)	Urban Streets with no footpath	50	40	0.70	17	Negligible								0	Negligible	Less than $1K	Jul 26	GB13
Tata Beach Esplanade (Entire length)	Urban Streets with no footpath	100	40	0.44	13	Negligible								0	Negligible	Less than $1K	Jul 28	GB 18
Tennyson Street (Entire length)	Urban Streets with no footpath	50	40	0.14	14	Negligible								0	Negligible	Less than $1K	Jul 28	GB 19
Totara Avenue (Entire length)	Peri-urban roads	100	50	0.68	19	Negligible								0	Negligible	Less than $1K	Jul 26	GB 7

Golden Bay Specific Road Table

These roads typically connect key tourist destinations in our area. The roads are predominately used by residents and visitors accessing recreational sites in Golden Bay by car, campervan or bicycle. Abel Tasman Drive connects to Port Tarakohe and there is a mix of transport modes with those involved in fisheries as well as recreational users. Other speed management interventions such as road realignment are considered cost prohibitive.

All Changes are Permanent Changes											Cost Benefit Disclosure Statements[4]							
		Speed Limits (km/h)			Mean Speed (km/h)			Avge Trip time per vehicle (mm:ss)			Avge Annual Total Trips for all Vehicles (hours)			Crashes				
Road (Include the start and end locations)	Road Classification	Existing	Proposed	Length (km)	Current	Change	New Speed	Current	New Time	Change	Current (Vehicles per day)	New	Change	Reported over past 5 years	Change per year	Cost to install	Start Year	Map Ref
Abel Tasman Drive (Pohara Valley Road to 1570 Abel Tasman Drive)	Urban Connector	60	50	6.65	45	-1 to -3	42 to 44	08:52	09:04 to 09:30	+00:12 to +00:38	2100 (1633vpd)	2200 to 2300	+100 to + 200	1 Minor	0.03-0.09 Minor	Less than $1K	Jul 26	GB18
Abel Tasman Drive (1570 Abel Tasman Drive to 1597 Abel Tasman Drive (northern boundary))	Urban Connector	60	50	.20	45	-1 to -3	42 to 44	:18	00:18-00:19	+00:00 to +00:01	320 (334 vpd)	320 to 340	+ 0 to +20	0	0	Less than $1K	Jul 26	GB 18
Anatoki Track Road(Entire Length)	Rural Road	100	80	0.81	17	Negligible								0	Negligible	Negligible	Jul 27	GB 22
Cemetery Road (Entire Length)	Rural Road	100	80	0.38	15	Negligible								0	Negligible	Less than $1K	Jul 27	GB 22
Collingwood Quay (Entire Length)	Local Streets	70	50	0.42	56	-4 to -6	50 to 52	00.27	00:29-00:30	+00:02 to +00:03	100 (908 vpd)	110 to 120	+10 to +20	0	0	Less than $1K	Jul 27	GB 20
Collingwood Bainham Road (existing 70 km/h to SH)	Rural Connector	100	80	0.56	35	Negligible								1 Non-injury	Negligible	Less than $2K	Jul 27	GB 20
Collingwood-Puponga Main Road (Pakawau Bush Road to 1088 Collingwood -Puponga Main Road (existing 60km/h zone)	Local Roads	60	50	2.12	59	-2 to -4	55 to 57	2.09	2:14-2:19	+00:05 to +00:09	390 (630 vpd)	410 to 420	+10 to +20	1 Non injury	00.06-0.11 Non Injury	Less than $2K	Jul 27	GB 21
Collingwood-Puponga Main Road (end of existing 60km/h zone (1088 Collingwood-Puponga Main Road) to 75m south of southern	Local Roads	100	50	0.31	62	-2 to -4	55 to 57	0019	00:20-00:20	+00:01 to +00:01	50 (630 vpd)	50 to 55	+0 to +50	0	0	Less than $1K	Jul 27	GB 21

[4] The Cost Benefit Disclosure Statement has been populated using in-house calculations, NZTA research report 582, Megamaps data, Crash Analysis System data ~~and cross-referenced with the NZTA Cost Impact Analysis Tool~~. It contains assumptions about a number of variables, and so the estimates are approximate only.

Golden Bay Specific Road Table

These roads typically connect key tourist destinations in our area. The roads are predominately used by residents and visitors accessing recreational sites in Golden Bay by car, campervan or bicycle. Abel Tasman Drive connects to Port Tarakohe and there is a mix of transport modes with those involved in fisheries as well as recreational users. Other speed management interventions such as road realignment are considered cost prohibitive.

All Changes are Permanent Changes											Cost Benefit Disclosure Statements[4]							
		Speed Limits (km/h)			Mean Speed (km/h)			Avge Trip time per vehicle (mm:ss)			Avge Annual Total Trips for all Vehicles (hours)			Crashes				
Road (Include the start and end locations)	Road Classification	Existing	Proposed	Length (km)	Current	Change	New Speed	Current	New Time	Change	Current (Vehicles per day)	New	Change	Reported over past 5 years	Change per year	Cost to install	Start Year	Map Ref
boundary of 1062 Collingwood -Puponga Main Road)																		
Dry Road (Te Hapu Road and Cowin Road)	Rural Road	100	80	3.87	49	Negligible								1 Minor	Negligible	Less than $1K		GB 4
East Takaka Road (From SH for 1590m)	Unsealed Road	100	80	1.59	39	Negligible								0		Less than $2K	Jul 26	GB 2
East Takaka Road (From Central Takaka Road south 570m)	Rural Road	100	80	0.57	76	0 to -2	74 to 76	00:27	00:27-00:28	00:00 to +00:01	37 (328 vpd)	35 to 40	0 to +5	0	0	Less than $1K	Jul 27	GB 21
Glenview Road (Central Takaka Road to 120m south west of Packard Drive)	Rural Road	100	80	3.87	59	Negligible								1 Minor 1 Non-injury	Negligible	Less than $1K	Jul 26	GB 3
Hill View Road (Entire Length)	Rural Road	100	80	0.38	18	Negligible								1 Non-injury	Negligible	Less than $1K	Jul 26	GB 3
Langford Road (Entire Length)	Rural Road	100	80	0.57	20	Negligible								0	Negligible	Less than $1K	Jul 27	GB 22
Long Plain Road (Entire Length)	Rural Road	100	80	8.2	54	Negligible								2 Non-injury	Negligible	Less than $1K	Jul 27	GB 22
McCallum Road (Entire unsealed section)	Unsealed Rural Road	100	60	3.70	38	Negligible								0	Negligible	Less than $1K	Jul 27	GB 22
McCallum Road (Long Plain Road to end of the seal)	Rural Road	100	80	2.35	49	Negligible								0	Negligible	Less than $1K	Jul 27	GB 22
Milnthorpe Quay (Nelson Street to end of the road)	Urban Streets with no footpath	50	40	0.10	27	Negligible								0	Negligible	Less than $1K	Jul 27	GB 9
Moulder Road (Entire Length)	Rural Road	100	80	049	23	Negligible								0	Negligible	Less than $1K	Jul 27	GB 22
One Spec Road (Entire Length)	Rural Road	100	80	3.03	38	Negligible								0	Negligible	Less than $1K	Jul 27	GB 22
Packard Road (Entire Length)	Rural Road	100	80	3.20	44	Negligible								1 Non-injury	Negligible	Less than $1K	Jul 26	GB 3

Golden Bay Specific Road Table

These roads typically connect key tourist destinations in our area. The roads are predominately used by residents and visitors accessing recreational sites in Golden Bay by car, campervan or bicycle. Abel Tasman Drive connects to Port Tarakohe and there is a mix of transport modes with those involved in fisheries as well as recreational users. Other speed management interventions such as road realignment are considered cost prohibitive.

All Changes are Permanent Changes											Cost Benefit Disclosure Statements[4]							
		Speed Limits (km/h)			Mean Speed (km/h)			Avge Trip time per vehicle (mm:ss)			Avge Annual Total Trips for all Vehicles (hours)			Crashes				
Road (Include the start and end locations)	Road Classification	Existing	Proposed	Length (km)	Current	Change	New Speed	Current	New Time	Change	Current (Vehicles per day)	New	Change	Reported over past 5 years	Change per year	Cost to install	Start Year	Map Ref
Prouse Road(Entire Length)	Unsealed Road	100	60	0.29	17						Negligible			0	Negligible	Less than $1K	Jul 27	GB 4
Rameka Creek Road (Glenview Road to 1204m south of Hill View Road)	Rural Road	100	80	1.56	24						Negligible			1 Serious	Negligible	Less than $1K	Jul 26	GB 3
Richards Road (Entire Length)	Unsealed Road	100	60	0.49	13						Negligible			0	Negligible	Less than $1K	Jul 27	GB 4
Snake Creek Road (Entire Length)	Rural Road	100	80	0.68	39						Negligible			0	Negligible	Less than $1K	Jul 27	GB 4

Rationale

- *Abel Tasman Drive:* There have been a number of requests to lower speeds around Port Tarakohe, Ligar and Tata Beach, due to the number of pedestrians and cyclists on the road, and heavy vehicles accessing the port.
- *Collingwood Quay:* Given the recreational nature of the entrance of the township and the lack of footpath, it is proposed that the speeds are reduced here
- *Collingwood Bainham Road*: This road is considered as part of the urban environment of Collingwood, it is proposed that the speeds are reduced here
- *Collingwood Puponga Road*: Given the recreational nature of the entrance of the township and the lack of footpath, it is proposed that the speeds are reduced here
- *Dry Road*: The majority of Dry Road is classed as narrow and tortuous. The alignment of this section is curved/straight. community feedback has been to consider reducing this section from 100km/h to 80km/h
- *McCallum Road*: The sealed section is proposed to reduce from 100km/h to 80km/h due to the number of vehicles from outside the area visiting Anatoki salmon farm. The unsealed section will be reduced to 60km/h because a large section of it is classed as narrow/winding with tortuous alignment.
- *Long Plain Road* (and its adjacent roads: Anatoki Track Road, Cemetery Road, Moulder Road, Langford Road and One Spec Road): Ward Councillors have recommended this is proposed for a reduction from residents' concerns about speeds and safety in this area.
- *Glenview Road* are used short cut through to Pohara. Community feedback has been to reduce this section from 100km/h to 80km/h. In addition, for consistency within this area, Packard Road, Hillview Road and Rameka Creek Road have also been included.

tasman district council | Te Kaunihera o te tai o Aorere

Phase Two Lakes Murchison Map Book

This book should be read in conjunction with the ***Phase Two Consultation Material***.

What are we consulting on?

We are consulting on proposals to lower speed limits for a number of local roads in the Lakes Murchison Ward:

- Narrow or winding tortuous unsealed roads reduced to 60km/h. These are rural unsealed roads that are winding and/or narrow, generally the alignment of these roads is classed as tortuous.
- Rural residential roads and peri-urban streets reduced to 50 or 60km/h. These roads provide access to residential properties, but at a lower density than urban residential areas.
- Urban roads which do not have footpaths reduced to 40km/h. These are roads in residential areas that do not have footpaths.
- Specific roads. There are several roads where we have community groups and residents advocating for lower speeds. In Golden Bay, the specific roads are:
    - Tadmor Valley Road (section)
    - Tapawera Baton Road
    - Wangapeka Plain Road
    - Newport Road
    - Baton Valley Road
    - Korere-Tophouse Road (section)
    - Tophouse Road
    - Motueka Valley Road (section south of Tapawera)

Examples

Narrow or winding tortuous unsealed roads

Tophouse Road

Rural residential roads

Pretty Bridge Valley Road, Belgrove (section)

Urban roads which do not have footpaths

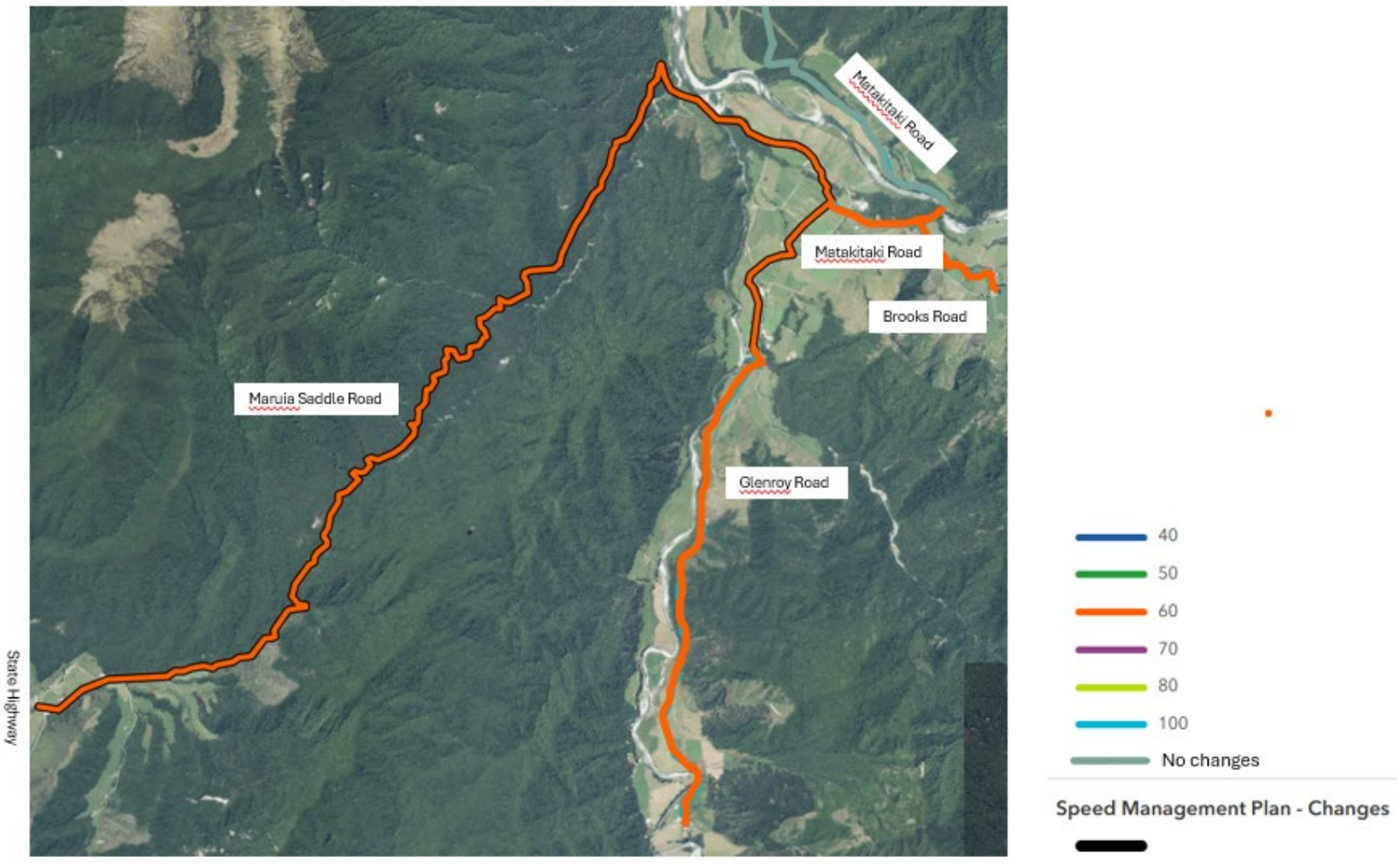
George Street, Murchison

Specific roads

Korere-Tophouse Road (section)

Map LM 1 Maruia

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Unsealed Winding	Brooks Road	100	60
	Glenroy Road	100	60
	Maruia Saddle Road	100	60
	Matakitaki Road (between Glenroy Road and Horse Terrace Bridge)	100	60



Map LM 2 Tapawera Baton

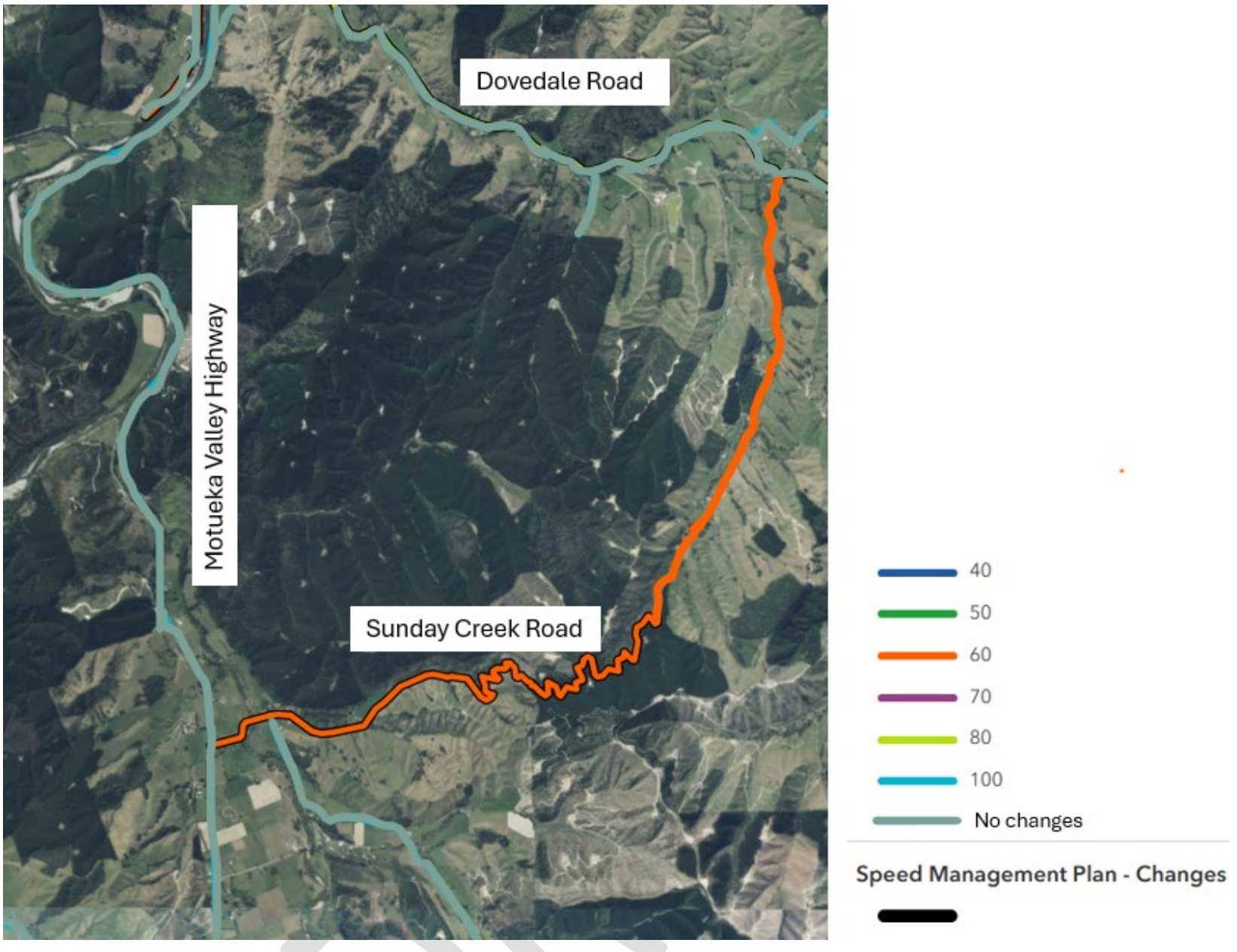
Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Unsealed Winding	Clarke Road	100	60
	Tapawera Baton Road (unsealed)	100	60
	Wangapeka West Bank Road	100	60
Specific Roads	Baton Valley Road	100	60
	Newport Road	100	60
	Tadmor Valley Road (for 1775m from Main Road Tapawera)	100	80
	Tapawera Baton (From Tadmor Valley Road to end of seal)	100	80
	Wangapeka Plain Road	100	60

Map LM 3 Tadmor Glenhope Area

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Unsealed Winding	Cavanagh Road	100	60
	Fairhall Road	100	60
	Galletlys Road	100	60
	Higgins Road	100	60
	Lamb Valley Road	100	60
	Sherry River Road (Southern boundary of 470 Sherry River Road to Tui Road)	100	60
	Tadmor Glenhope Road (SH6 north to 3588m south of Kereru Road)	100	60
	Tui Road (Entire Length to Sherry River Road)	100	60

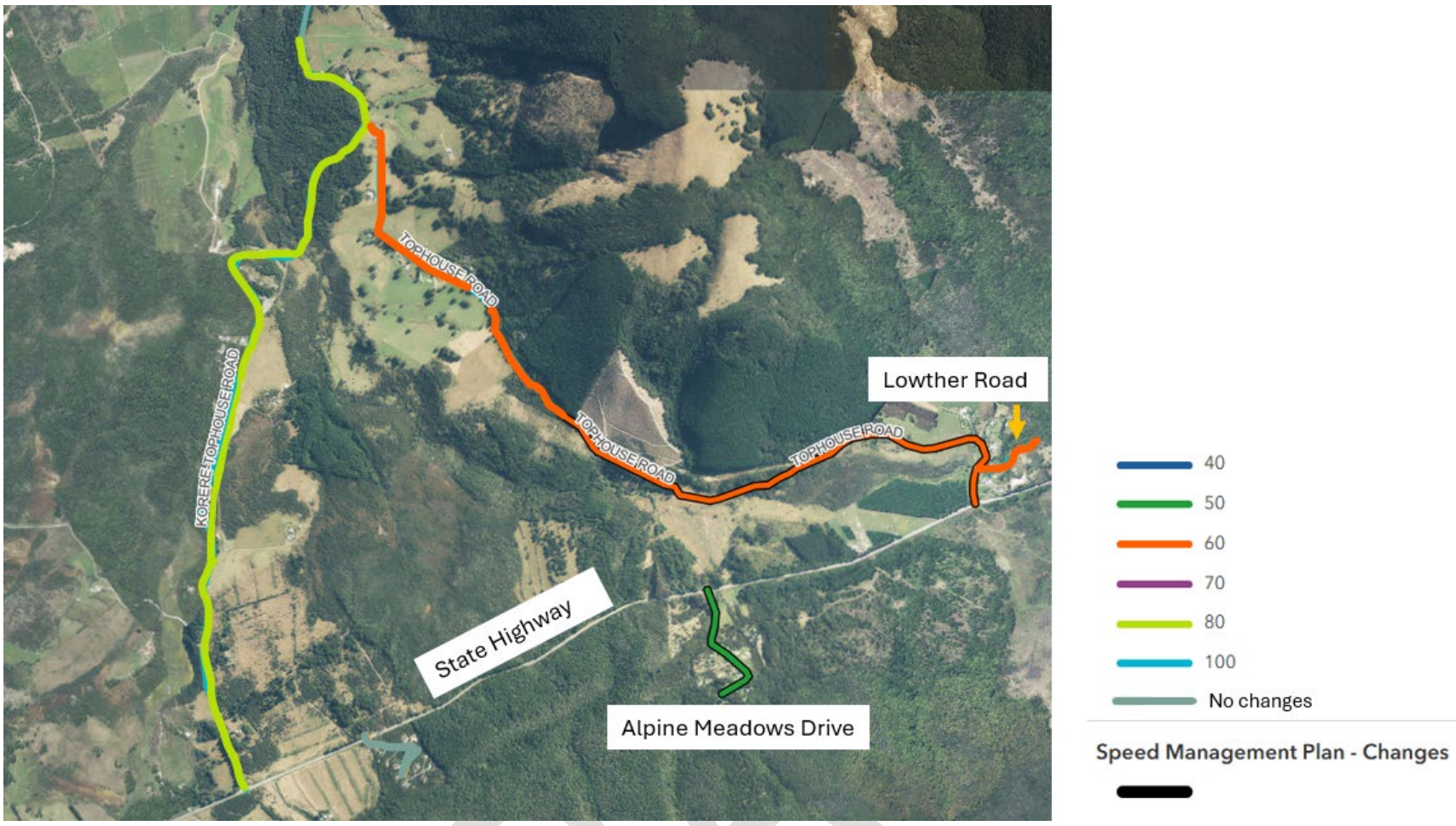
Map LM 4 Sunday Creek Road

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Specific Roads	(Sunday Creek Road (Entire Road	100	60



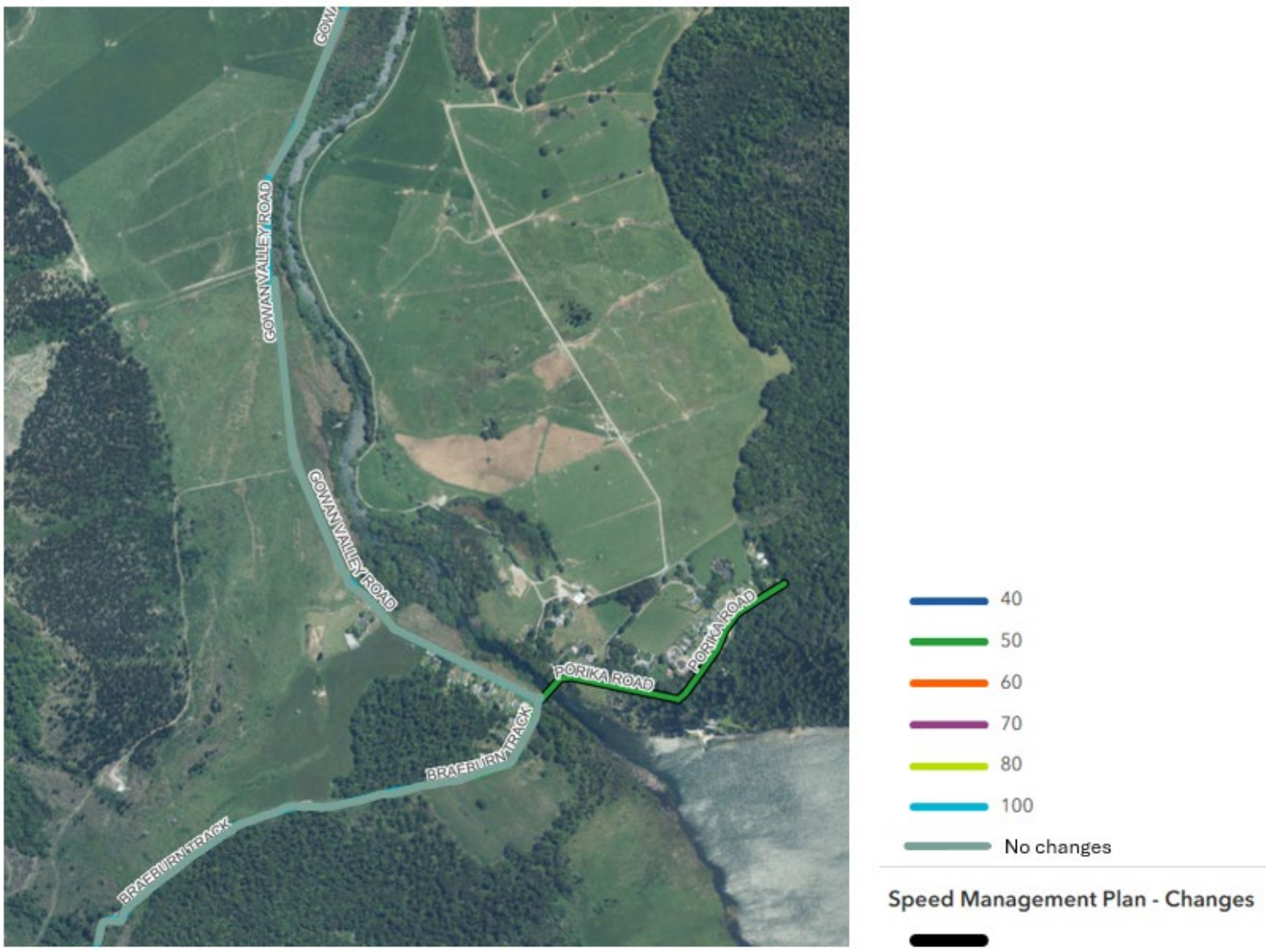
Map LM5 Tophouse

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Rural Residential	Alpine Meadows Drive	100	50
	Lowther Road	100	60
Specific Roads	Korere Tophouse Road (570m north of Tophouse Road to State Highway 63)	100	80
	Tophouse Road (Entire Road)	100	60



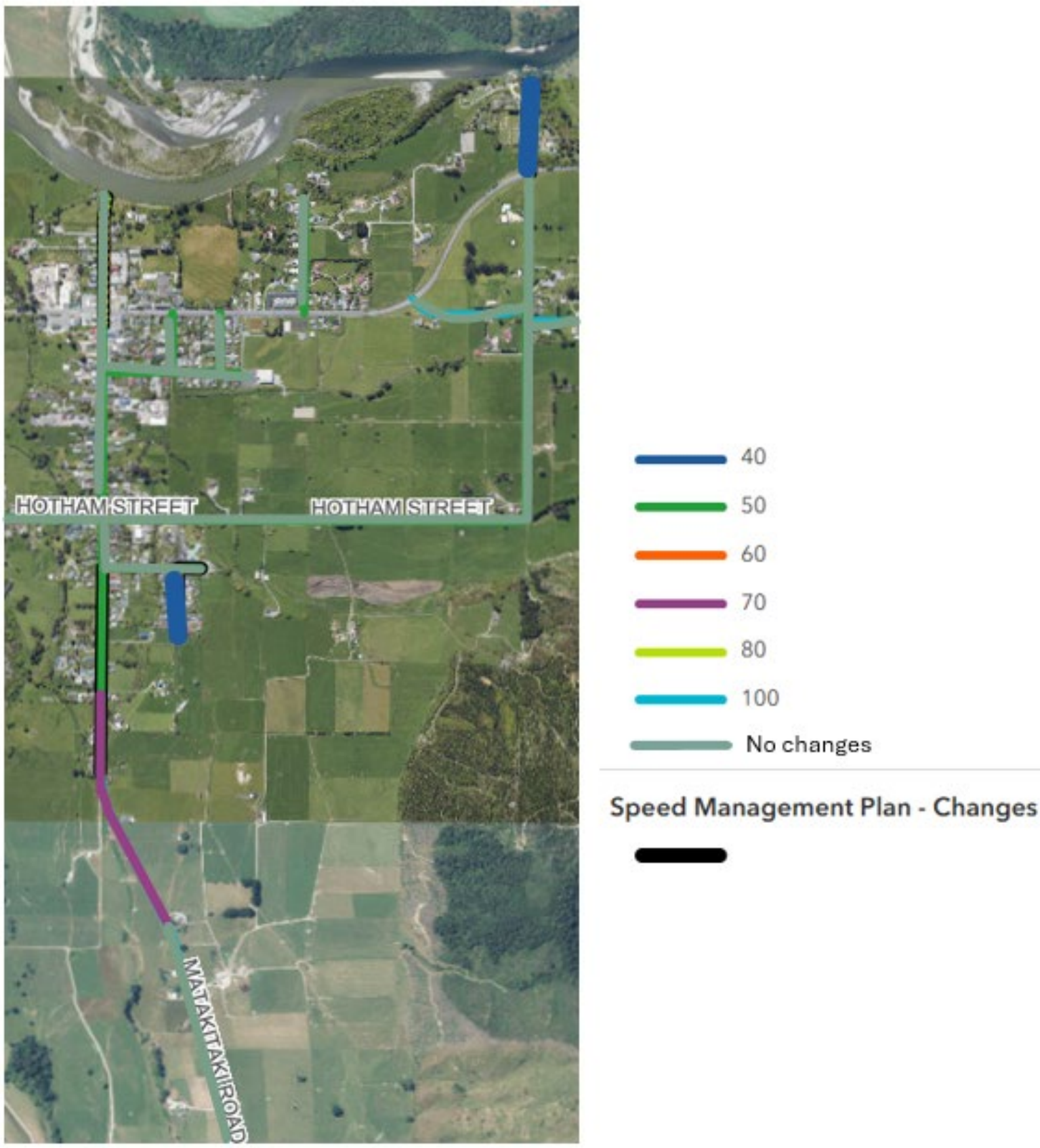
Map LM 6 Gowan Valley

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Rural Residential	Porika Road (From end of existing 50km/h limit 315m east of Gowan Valley Road for 330m)	100	50



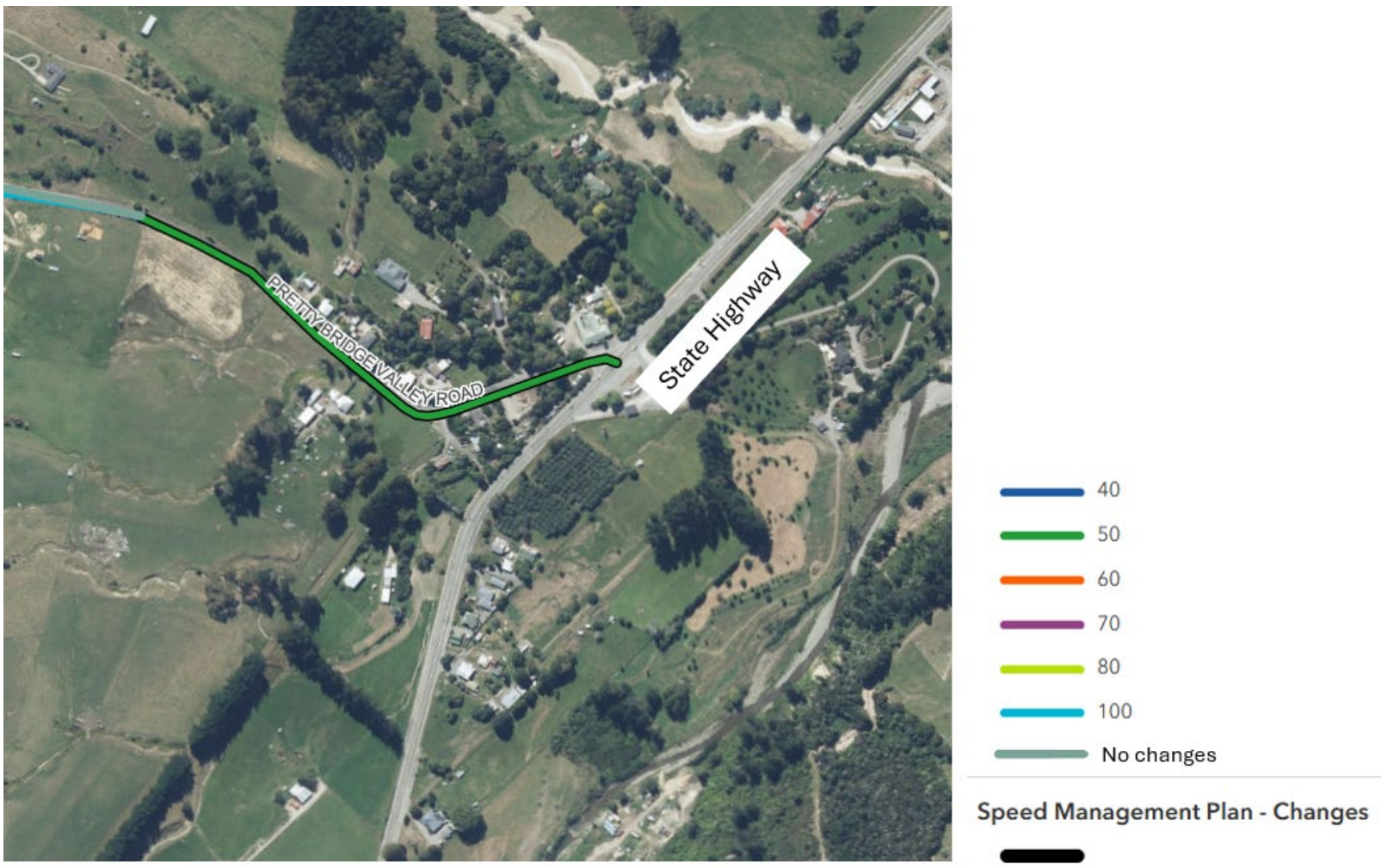
Map LM 7 Murchison

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Urban No Footpath	George Street [Murchison] (Entire Length)	50	40
	Riverview Road (Entire Length)	50	40
Residential	Fairfax Street (existing 50km area (10m south of 144 Fairfax Street) to 15m south of 170 Fairfax Street)	70	50
Specific Road	Matataikiki Road (7 Matataitaki Road (existing 70 area) to 10m south of 37 Matatakitaki Road)	100	70



Map LM 8: Belgrove

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Rural Residential	Pretty Bridge Valley Road (500m from SH)	100	50



Map LM 9: Tapawera

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Specific Road	Motueka Valley Road (existing 50km (15m south of 20 Main Road Tapawera) to existing 80km/h area (352m south of southern boundary of Mararewa Cemetery))	100	80

Lakes Murchison Narrow or Winding Tortuous Unsealed Roads Table

These are low volume unsealed rural roads, typically in very challenging topography. They provide access to small isolated communities and farms, and a small number of recreation areas The roads are predominately used by local residents, agricultural service vehicles, and visitors accessing recreation areas. Other speed management interventions such as road realignment are considered cost prohibitive in the challenging terrain, considering the low traffic volumes.

All Changes are Permanent Changes					Cost Benefit Disclosure Statements[1]												
		Speed Limits (km/h)			Mean Speed (km/h)			Avge Trip time per vehicle (mm:ss)			Avge Annual Total Trips for all Vehicles (hours)			Crashes				
Road (Include the start and end locations)	Road Classification	Existing	Proposed	Length (km)	Current	Change	New Speed	Current	New Time	Change	Current (Vehicles per day)	New	Change	Reported over past 5 years	Change per year	Cost to install	Start Year	Map Ref
Brooks Road (Entire Length)	Unsealed Rural Road	100	60	1.08	17	Negligible								0	Negligible	Less than $1K	Jul 28	LM 1
Glenroy Road (Entire Length)	Unsealed Rural Road	100	60	7.06	17	Negligible								0	Negligible	Less than $2K	Jul 28	LM 1
Cavanagh Road (Entire Length)	Unsealed Rural Road	100	60	0.74	38	Negligible								0	Negligible	Less than $1K	Jul 28	LM 3
Clarke Road (Entire Length)	Unsealed Rural Road	100	60	6.71	15	Negligible								0	Negligible	Less than $2K	Jul 27	LM 2
Fairhall Road (Entire Length)	Unsealed Rural Road	100	60	3.25	30	Negligible								0	Negligible	Less than $1K	Jul 28	LM 3
Galletlys Road (Entire Length)	Unsealed Rural Road	100	60	1.17	30	Negligible								0	Negligible	Less than $1K	Jul 28	LM 3
Higgins Road [Howard Junction] (Entire Length)	Unsealed Rural Road	100	60	1.57	37	Negligible								0	Negligible	Less than $1K	Jul 28	LM 3
Howard Valley Road (Entire Length)	Unsealed Rural Road	100	60	9.26	38	Negligible								0	Negligible	Less than $1K	Jul 28	LM 8
Lamb Valley Road (Entire Length)	Unsealed Rural Road	100	60	1.35	17	Negligible								0	Negligible	Less than $1K	Jul 28	LM 3
Maruia Saddle Road (Entire Length)	Unsealed Rural Road	100	60	13.11	23	Negligible								2 Serious	0.0 to 0.6 Serious	Less than $3	Jul 28	LM 1

[1] The Cost Benefit Disclosure Statement has been populated using in-house calculations, NZTA research report 582, Megamaps data, Crash Analysis System. It contains assumptions about a number of variables, and so the estimates are approximate only.

Lakes Murchison Narrow or Winding Tortuous Unsealed Roads Table

These are low volume unsealed rural roads, typically in very challenging topography. They provide access to small isolated communities and farms, and a small number of recreation areas The roads are predominately used by local residents, agricultural service vehicles, and visitors accessing recreation areas. Other speed management interventions such as road realignment are considered cost prohibitive in the challenging terrain, considering the low traffic volumes.

All Changes are Permanent Changes					Cost Benefit Disclosure Statements[1]												
		Speed Limits (km/h)			Mean Speed (km/h)			Avge Trip time per vehicle (mm:ss)			Avge Annual Total Trips for all Vehicles (hours)			Crashes				
Road (Include the start and end locations)	Road Classification	Existing	Proposed	Length (km)	Current	Change	New Speed	Current	New Time	Change	Current (Vehicles per day)	New	Change	Reported over past 5 years	Change per year	Cost to install	Start Year	Map Ref
Matakitaki Road (between Glenroy Road and Horse Terrace Bridge	Unsealed Rural Road	100	60	1.07	21						Negligible			0	Negligible	Less than $1K	Jul 28	LM 1
Sherry River Road (Southern boundary of 470 Sherry River Road to Tui Road)	Unsealed Rural Road	100	60	8.26	48						Negligible			0	Negligible	Less than $4K	Jul 28	LM 3
Sunday Creek Road (From Dovedale Road for 3520m)	Unsealed Rural Road	100	80	3.52	30						Negligible			0	Negligible	Less than $1K	Jul 28	LM 4
Sunday Creek Road (Entire Road)	Unsealed Rural Road	100	60	10.57	37						Negligible			0	Negligible	Less than $3K	Jul 28	LM 4
Tadmor-Glenhope Road (SH6 north to 3588m south of Kereru Road)	Unsealed Rural Road	100	60	11.4	41						Negligible			0	Negligible	Less than $3K	Jul 28	LM 3
Tui Road (Entire Length to Sherry River Road)	Unsealed Rural Road	100	60	1.38	40						Negligible			Negligible	Negligible	Less than $1K	Jul 28	LM 3
Wangapeka West Bank Road	Unsealed Rural Road	100	60	2.30	19						Negligible			1 Minor	0.0 to 0.05 Minor	Less than $1K	Jul 27	LM 2

Lakes Murchison Rural Residential Table

These roads service local peri-urban communities, and are used predominantly by local residents. The current speed limits of 70 to 100km/h do not reflect the peri-urban nature of these roads. The proposed limits will provide speed environments that are better suited to the land use surrounding these roads.

All Changes are Permanent Changes											Cost Benefit Disclosure Statements[2]							
		Speed Limits (km/h)			Mean Speed (km/h)			Avge Trip time per vehicle (mm:ss)			Avge Annual Total Trips for all Vehicles (hours)			Crashes				
Road (Include the start and end locations)	Road Classification	Existing	Proposed	Length (km)	Current	Change	New Speed	Current	New Time	Change	Current (Vehicles per day)	New	Change	Reported over past 5 years	Change per year	Cost to install	Start Year	Map Ref
Alpine Meadows Drive (Entire Length)	Peri-urban roads	100	50	0.64	17						Negligible			0	Negligible	Less than $1K	Jul 28	LM 5
Lowther Road	Peri-urban roads	100	60	0.29	17						Negligible			0	Negligible	Less than $1K	Jul 26	LM 5
Porika Road (From end of existing 50km/h limit 315m east of Gowan Valley Road) for 330m)	Peri-urban roads	100	50	0.33	16						Negligible			0	Negligible	Less than $1K	Jul 28	LM 6
Fairfax Street (Cromwell Street to Matataikiki Road)	Peri-urban Street	70	50	0.27	0.39						Negligible			0	Negligible	Less than $1K	Jul 27	LM 7
Matataikiki Road (7 Matataitaki Road (existing 70 area) to 10m south of 37 Matatakitaki Road)	Peri-urban Street	100[3]	70	0.34	0.39						Negligible			0	Negligible	Less than $1K	Jul 27	LM 7
Pretty Bridge Valley Road (500m from SH)	Peri-urban roads	100	50	0.50	43						Negligible			1 Minor 1 Non-injury	Negligible	Less than $2K	Jul 27	LM 8

[2] The Cost Benefit Disclosure Statement has been populated using in-house calculations, NZTA research report 582, Megamaps data, Crash Analysis System data. It contains assumptions about a number of variables, and so the estimates are approximate only.
[3] This section of Matataikiki Road is signed at 70km/h but the National Speed Limit Register shows 100km/h

Lakes Murchison Urban Road No Footpath Table

These are low volume urban roads servicing local residential areas. They have no footpaths, and pedestrians and vehicles share the road space. Speed reductions are considered a more cost effective method of providing a safer environment until footpaths are able to be installed.

All Changes are Permanent Changes											Cost Benefit Disclosure Statements[4]							
		Speed Limits (km/h)			Mean Speed (km/h)			Avge Trip time per vehicle (mm:ss)			Avge Annual Total Trips for all Vehicles (hours)			Crashes				
Road (Include the start and end locations)	Road Classification	Existing	Proposed	Length (km)	Current	Change	New Speed	Current	New Time	Change	Current (Vehicles per day)	New	Change	Reported over past 5 years	Change per year	Cost to install	Start Year	Map Ref
George Street [Murchison] (Entire Length)	Urban Streets with no footpath	50	40	0.21	17	Negligible								0	Negligible	Less than $1K	Jul 27	LM 7
Riverview Road (Entire Length)	Urban Streets with no footpath	50	40	0.20	15	Negligible								0	Negligible	Less than $1K	Jul 27	LM 7

[4] The Cost Benefit Disclosure Statement has been populated using in-house calculations, NZTA research report 582, Megamaps data, Crash Analysis System data. It contains assumptions about a number of variables, and so the estimates are approximate only.

Lakes Murchison Specific Road Table

The role and function of roads listed below are to service local rural communities. The roads are predominately used by those involved in the agricultural industry, local residents as well as cyclists of the Great Taste Trail (Great Ride). Other speed management interventions such as road realignment are considered cost prohibitive.

All Changes are Permanent Changes											Cost Benefit Disclosure Statements[5]							
		Speed Limits (km/h)			Mean Speed (km/h)			Avge Trip time per vehicle (mm:ss)			Avge Annual Total Trips for all Vehicles (hours)			Crashes				
Road (Include the start and end locations)	Road Classification	Existing	Proposed	Length (km)	Current	Change	New Speed	Current	New Time	Change	Current (Vehicles per day)	New	Change	Reported over past 5 years	Change per year	Cost to install	Start Year	Map Ref
Baton Valley Road (Entire length)	Unsealed Roads	100	60	16.5099	24	Negligible								1 Serious	Negligible	Less than $4K	Jul 27	LM 2
Korere Tophouse / Tophouse (570m north of Tophouse Road to State Highway 63)	Rural Connector	100	80	4.06	72	0 to -3	60 to 72	03:23	03:23 to 03:29	00:00 to 00:06	490 (650 vpd)	490 to 500	0 to +10	1 Serious 3 Minor 5 Non Injury	0.0 to 0.03 Serious 0.0 to 0.15 Minor 0.00 to 0.25 Non Injury	Less than $4K	Jul 26	LM 5
Motueka Valley Road (existing 50km (15m south of 20 Main Road Tapawera) to existing 80km/h area (352m south of southern boundary of Mararewa Cemetery))	Rural Connector	100	80	2.84	86	0 to -2	84 to 86	01:59	01:59 to 02:02	00:00 to 00:03	610 (1217 vpd)	610 to 625	0 to +15	1 Serious 1 Minor 4 Non Injury			Jul 26	LM 9
Newport Road (Entire length)	Unsealed Roads	100	60	0.57	23	Negligible								0	Negligible	Less than $1K	Jul 27	LM 2
Sunday Creek Road (Entire Road)	Unsealed Rural Road	100	60	10.57	37	Negligible								0	Negligible	Less than $3K	Jul 27	LM 4
Tadmor Valley Road (For 1775m from Main Road Tapawera)	Rural Connector	100	80	1.78	84	-5 to -7	77 to 79	01:16	01:21 to 01:23	+0:07 to 00:22	350 (1076vpd)	370 to 380	+20 to +30	4 Non injury	0.44 to 0.61 Non Injury	Less than $1K	Jul 27	LM 2

[5] The Cost Benefit Disclosure Statement has been populated using in-house calculations, NZTA research report 582, Megamaps data, Crash Analysis System data. It contains assumptions about a number of variables, and so the estimates are approximate only.

Lakes Murchison Specific Road Table

The role and function of roads listed below are to service local rural communities. The roads are predominately used by those involved in the agricultural industry, local residents as well as cyclists of the Great Taste Trail (Great Ride). Other speed management interventions such as road realignment are considered cost prohibitive.

All Changes are Permanent Changes											Cost Benefit Disclosure Statements[5]							
		Speed Limits (km/h)			Mean Speed (km/h)			Avge Trip time per vehicle (mm:ss)			Avge Annual Total Trips for all Vehicles (hours)			Crashes				
Road (Include the start and end locations)	Road Classification	Existing	Proposed	Length (km)	Current	Change	New Speed	Current	New Time	Change	Current (Vehicles per day)	New	Change	Reported over past 5 years	Change per year	Cost to install	Start Year	Map Ref
Tapawera Baton Road (From Tadmor Valley Road to end of seal)	Rural Roads	100	80	5.56	30	Negligible								1 Non injury	0.00 to 0.05 Non-injury	Less than $1K	Jul 27	LM 2
Tapawera Baton Road (From end of seal to Clarke Road)	Unsealed Roads	100	60	11.22	32	Negligible								1 Serious 3 Minor	0.00 to 0.07 Serious 0.00 to 0.30 Minor	Less than $5K	Jul 27	LM 2
Tophouse Road (Entire Length)	Unsealed Roads	100	60	1.73	38	Negligible								1 Minor		Less than $3K	Jul 26	LM 5
Wangapeka Plain Road (Entire length)	Unsealed Roads	100	60	3.05	15	Negligible								0	Negligible	Less than $2K	Jul 27	LM 2

Rationale

- *Tadmor Valley Road*: There have been community requests for this road to have reduced speeds. There have been a small number of crashes resulting in injuries reported on this section
- *Tapawera Baton Road*: This road forms part of the Great Taste Trail with a number of cyclists using this road on a daily basis
- *Korere Tophouse Road*: There have been a number of crashes resulting in injuries on this section of the road so a reduction is proposed.
- *Tophouse Road*: Given that this section adjoins Korere Tophouse road and is unsealed, it is proposed that this section is also reduced
- *Motueka Valley Road*: This is the southern approach to Tapawera and Ward Councillors have recommended that speeds are lowered from 100km/h to 80km/h here as people approach Tapawera.

tasman district council | Te Kaunihera o te tai o Aorere

Phase Two Motueka Map Book

This book should be read in conjunction with the ***Phase Two Consultation Material***.

What are we consulting on?

We are consulting on proposals to lower speed limits for a number of local roads in Motueka:

- **Narrow or winding tortuous unsealed roads:** Reduced to 60km/h. These are rural unsealed roads that are winding and/or narrow, generally the alignment of these roads is classed as tortuous.
- **Rural residential roads and peri-urban streets**: Reduced to 50 or 60km/h. These roads provide access to residential properties, but at a lower density than urban residential areas.
- **Urban roads which do not have footpaths**: Reduced to 40km/h. These are roads in residential areas that do not have footpaths.
- There are several roads where we have community groups and residents advocating for lower speeds. In Golden Bay, the specific roads are:
    - Goodall Road
    - Kaiteriteri-Sandy Bay Road (section)
    - Riwaka-Kaiteriteri Road (section)
    - Sandy Bay- Marahau Road (section)
    - Alexander Bluff Road Bridge
    - Chamberlain Street
    - Central Road
    - Ching Road
    - Hursthouse
    - McBrydie Road
    - Starnes Road

Examples

Narrow or winding tortuous unsealed roads

Herring Stream Road

Rural residential roads

Mytton Heights

Urban roads which do not have footpaths

Anarewa Crescent, Stephens Bay

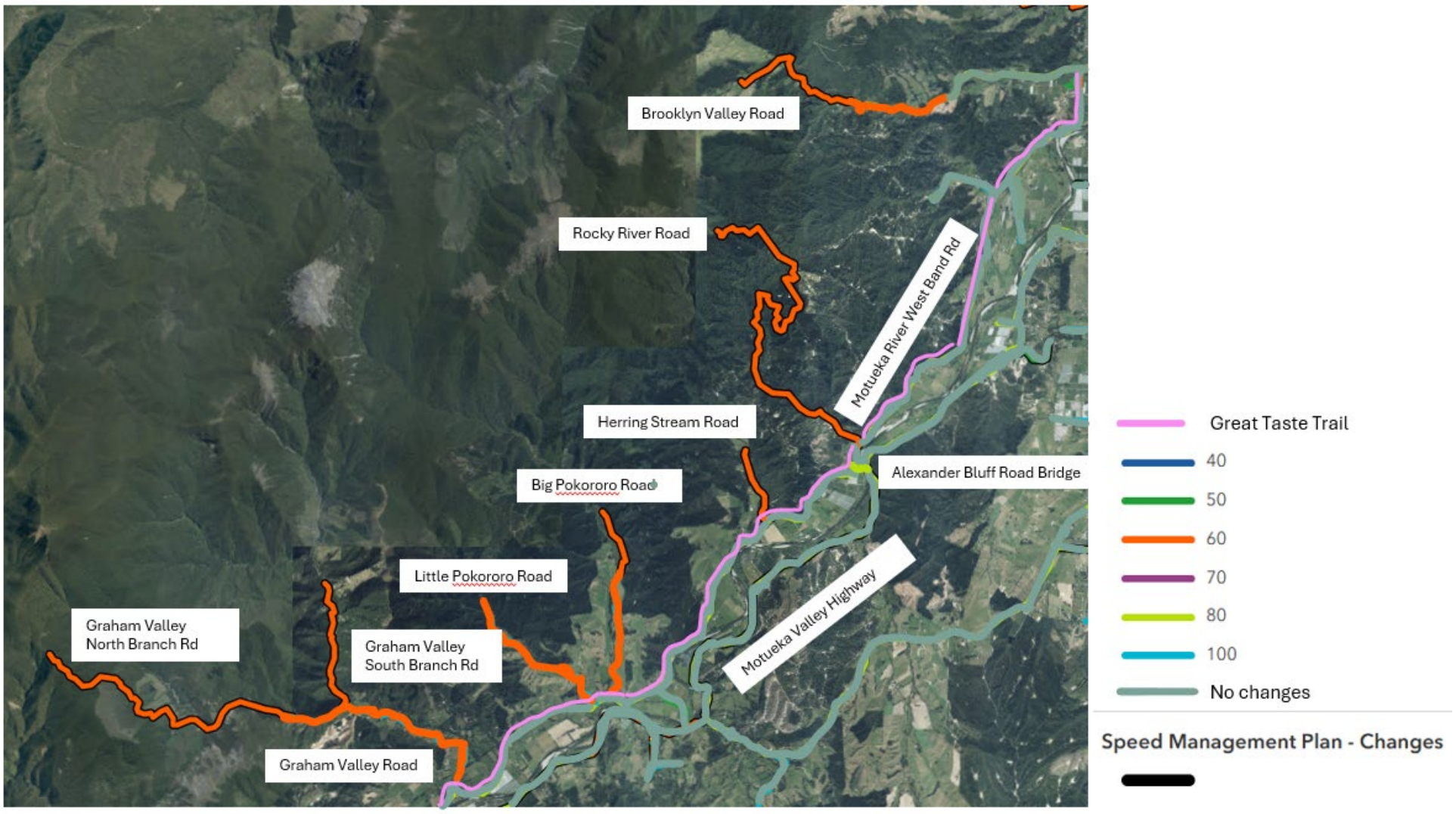
Specific roads

Riwaka Kaiteriteri Road

Map M 1: Motueka River West Bank Area

Some of these roads are shown also in the Motueka Ward Book because they are adjacent.

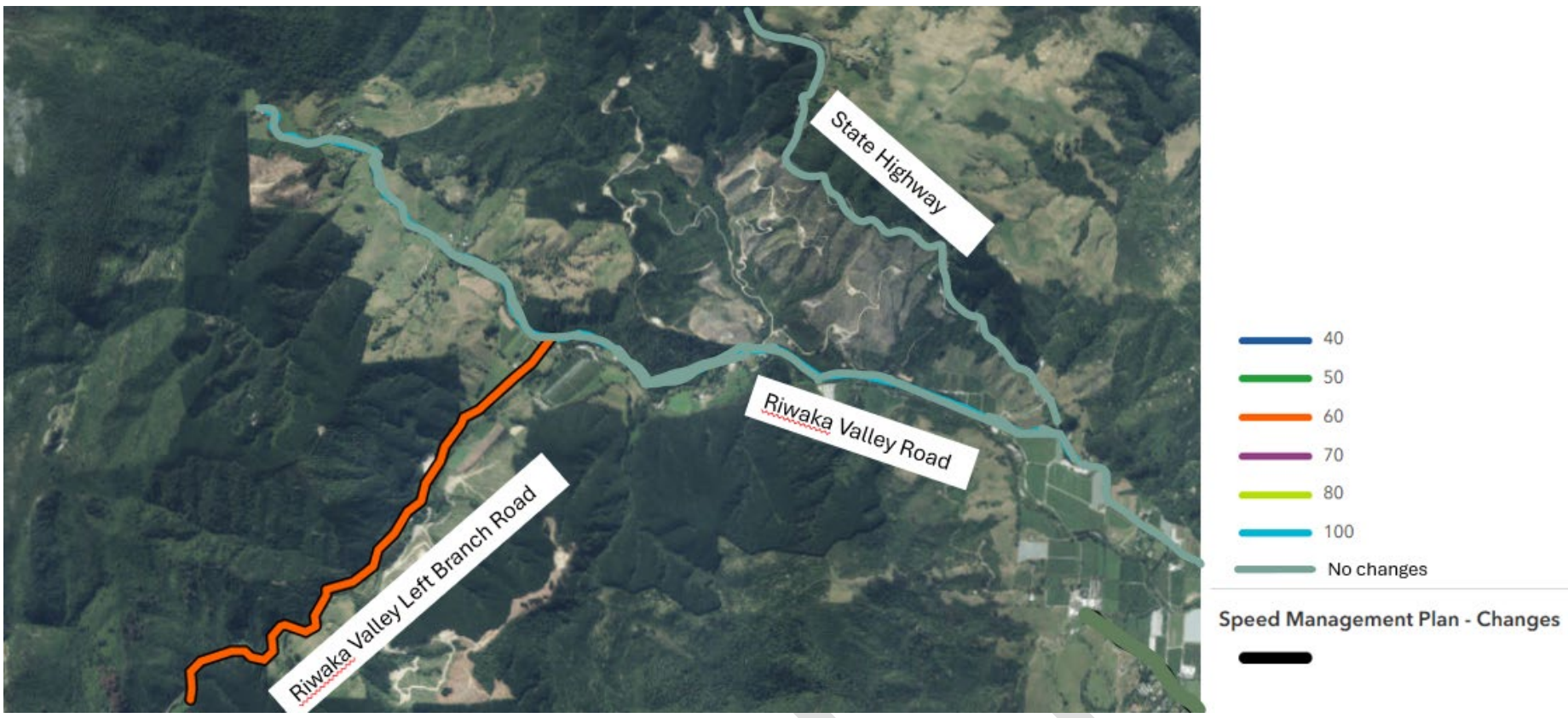
Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Unsealed Winding	Brooklyn Valley Road (from the end of the seal (50m south of 228 Brooklyn Valley Road) to end of road)	80	60
	Graham Valley Road[1]	100	60
	Graham Valley North Branch Road[1]	100	60
	Graham Valley South Branch Road[1]	100	60
	Herring Stream Road	100	60
	Little Pokororo Road[1]	100	60
	Big Pokororo Road[1]	100	60
	Rocky River Road	100	60
Specific Road	Alexander Bluff Road Bridge	100	60



[1] These roads are in the Moutere-Waimea Ward, but are included here because of their closeness to the Ward boundary

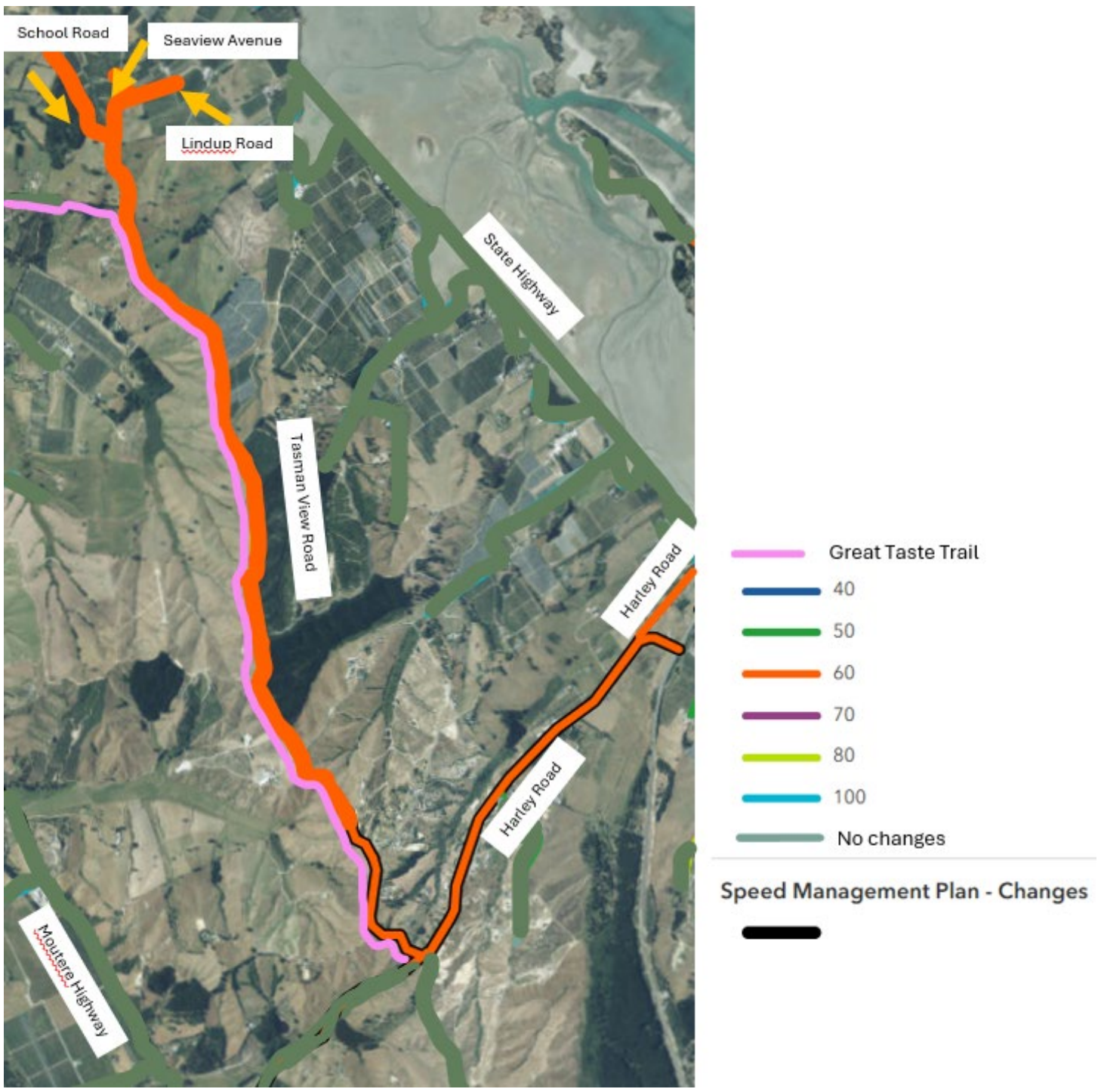
Map M 2: Riwaka Valley

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Unsealed Winding	Riwaka Valley Left Branch	100	60



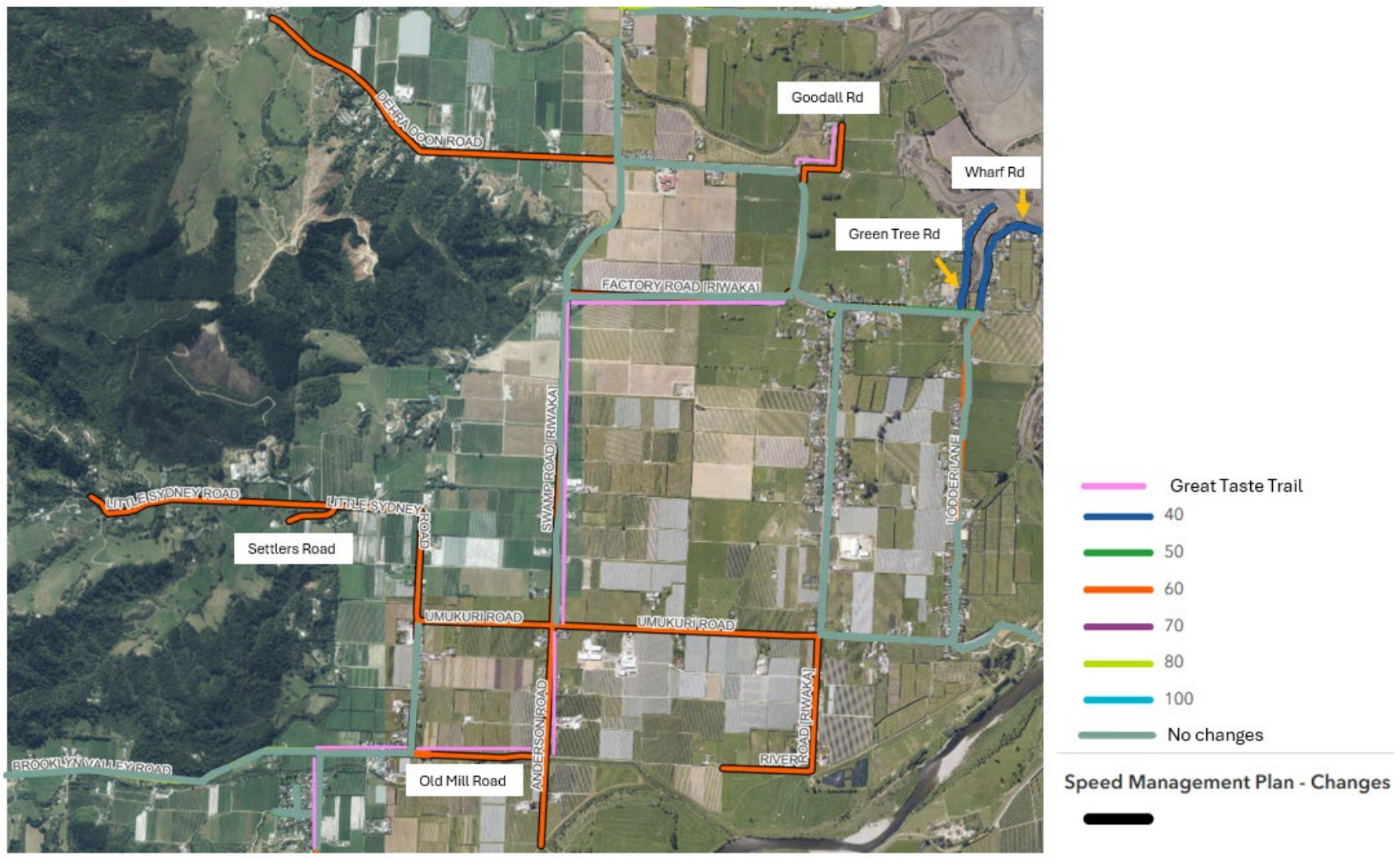
Map M 3: Tasman View Road Area

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Rural Residential	Harley Road (State Highway to Tasman View Road)	80	60
	Lindup Road	80	60
	School Road (From 49 School Road to Tasman View Road)	80	60
	Seaview Avenue	80	60
	Tasman View Road (Harley Road to School Road) (Great Taste Trail)	80	60



Map M 4: Brooklyn and Riwaka

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Rural Residential	Anderson Road (Great Taste Trail)	80	60
	Dehra Doon Road	80	60
	Goodall Road (Great Taste Trail)	100	60
	Little Sydney Road	100	60
	Old Mill Road (Anderson Road to Umukuri Road (Great Taste Trail)	80	60
	River Road	100	60
	Settlers Road	100	60
	Umukuri Road (Existing 60km to State Highway)	80	60
Urban No Footpath	Green Tree Road	50	40
	Wharf Road	50	40

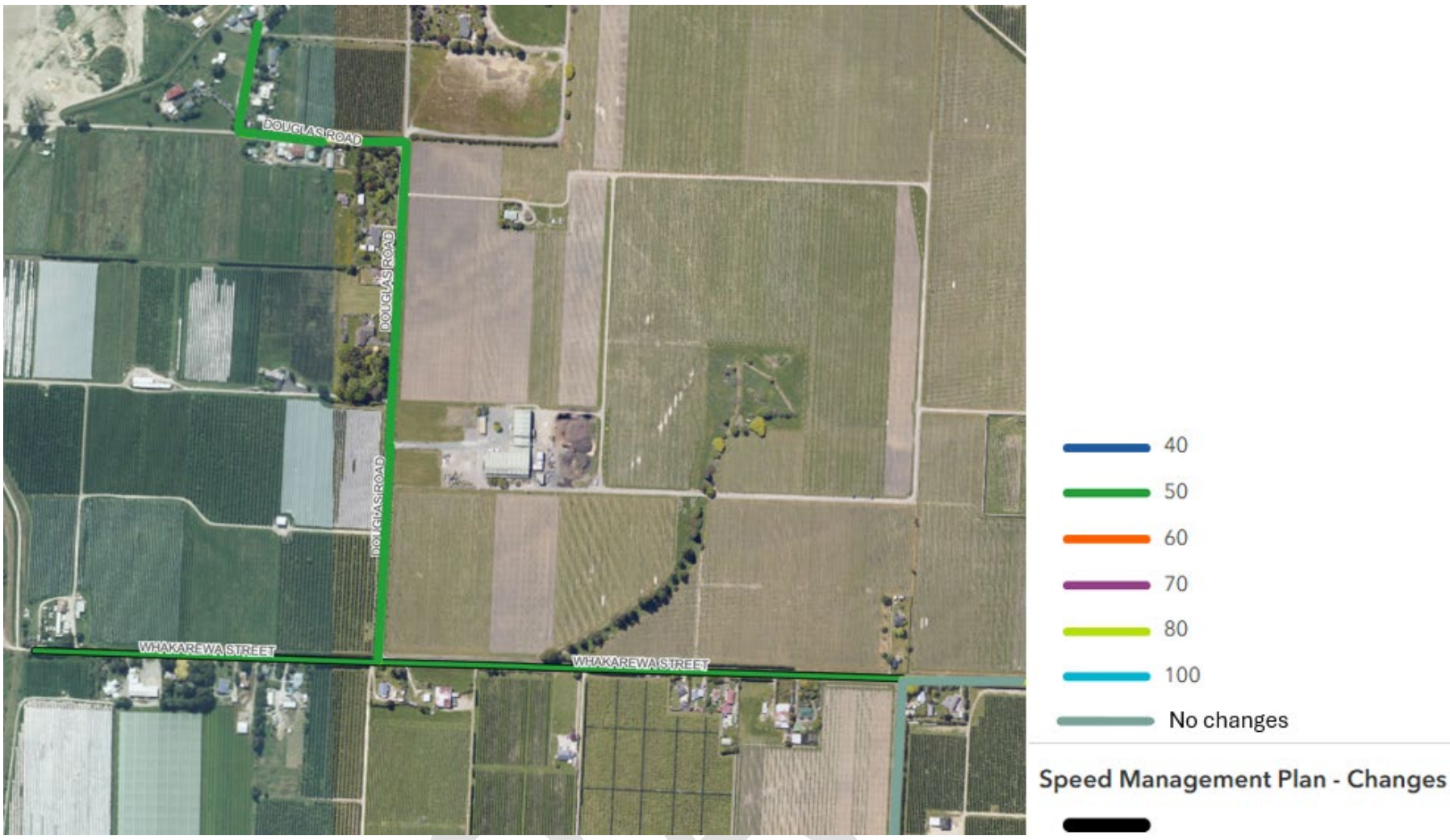


Map M 5: Marahau Township

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Rural Residential	Marahau Valley Road	100	60
Unsealed	Harvey Road (southern boundary of 182 Harvey Road to the end)	100	60

Map M 6: Whakarewa

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Rural Residential	Whakarewa Street (West of Chamberlain Street to river)	80	50
	Douglas Road	80	50



Map M 7: Motueka: Wildman Street

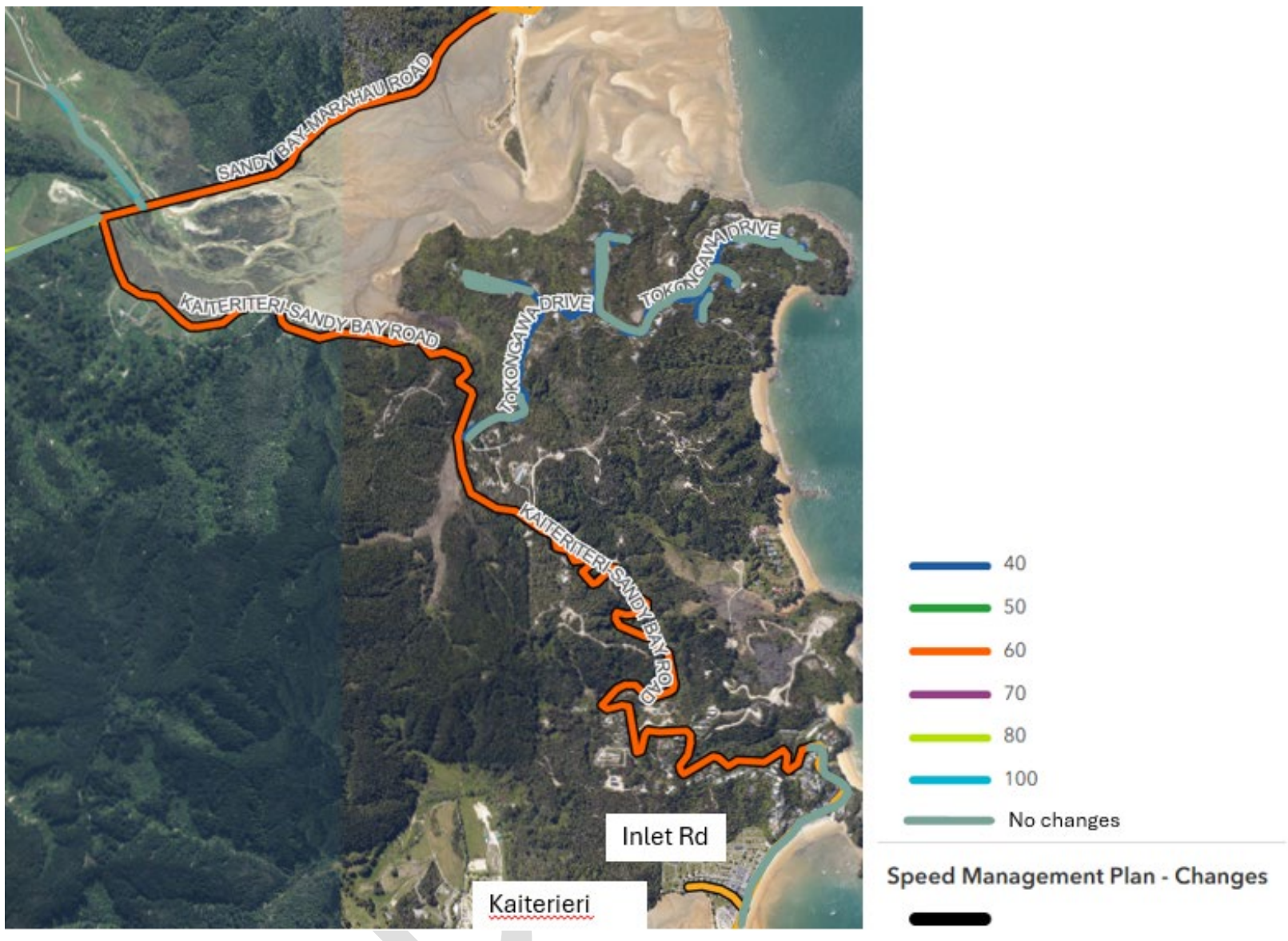
Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Rural Residential	Wildman Road (From Queen Victoria St to 100 Wildman Road)	70	60

Map M 8: Stephens Bay / Kaiteriteri

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Urban No Footpath	Anarewa Crescent	50	40
	Cook Cresent	50	40
	Stephens Bay Road	50	40
	Tapu Place [Note has footpath but all other streets don't so for consistency, it is included	50	40
Specific Roads	Riwaka-Kaiteriteri Road 900m prior to Stephens Bay Road (From 50m south of cycle underpass at 300 Riwaka-Kaiteriteri Road to start of existing 50km/h zone	80	60

Map M 9: Kaiteriteri to Marahau Sandy Bay

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Urban No Footpath	Inlet Road	50	30
Specific Road	Kaiteriteri Sandy Bay Road (From end of 30km/h limit (100m west of Rowling Heights) to Riwaka-Sandy Bay Road)	80	60
	Sandy Bay-Marahau Road (From Kaiteriteri-Sandy Bay Road to the start of the 30km/h zone (173 Sandy Bay-Marahau Road))	80	60



Map M 10 Mytton Heights, Motueka Valley

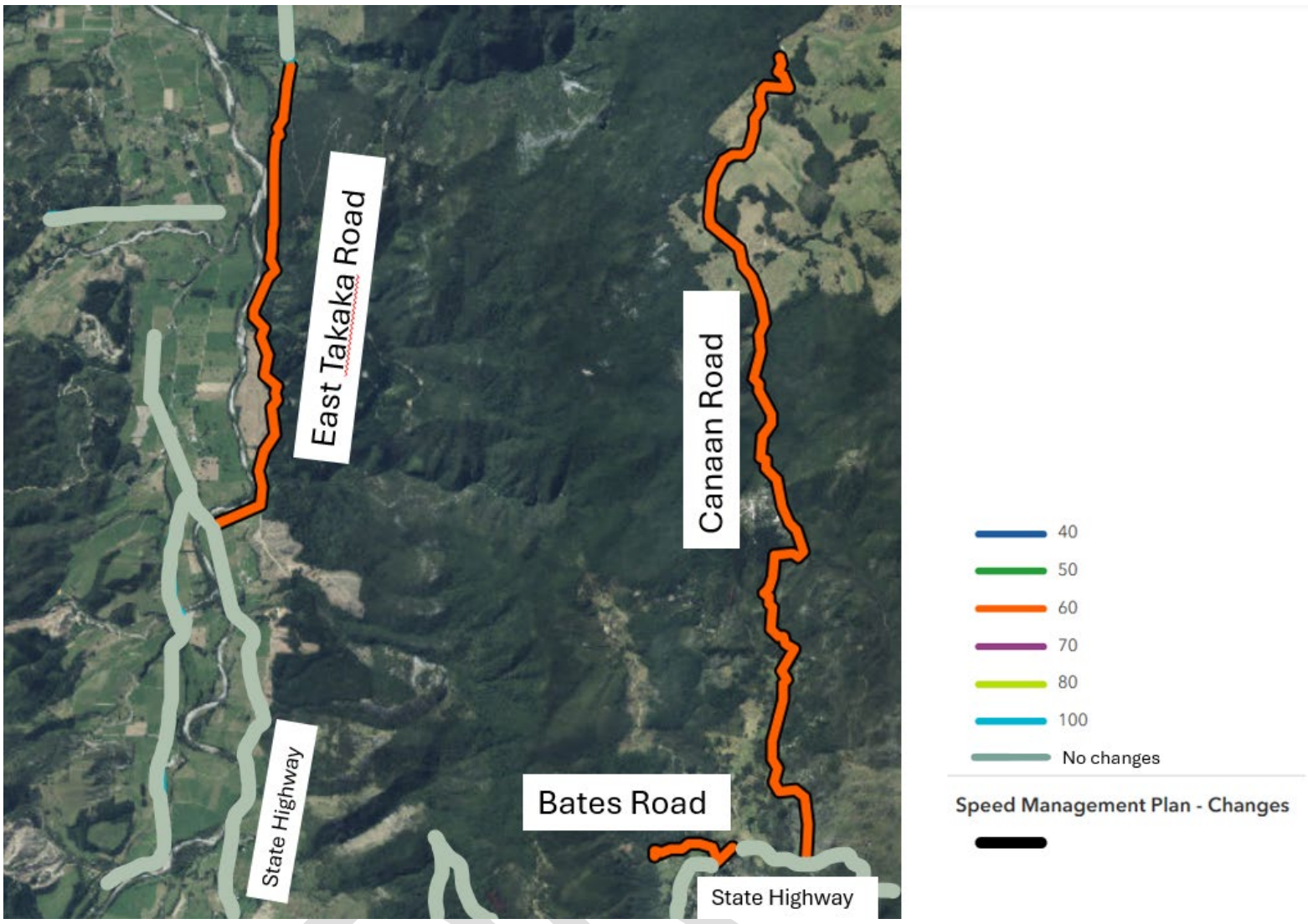
Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Rural Residential	Mytton Heights	100	50

Map M 11 Community Road, Lower Moutere

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Urban No Footpath	Community Road	100	40

Map M12 & GB 2: East Takaka / Canaan Area

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Unsealed Winding	Bates Road	100	60
	Canaan Road	100	60
	East Takaka Road (For 5211m north of SH60 to 690 East Takaka Road)	100	60



Map 13: Chamberlain Street Area

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Specific Road	Central Road (Entire Road)	100	80
	Chamberlain Street (Entire Road)	100	80
	Ching Road (Entire Road)	100	80
	Hursthouse Street (Entire Road)	100	80
	Mcbrydie Road (Entire Road)	100	80
	Starnes Road (Entire Road)	100	80

Motueka Narrow or Winding Tortuous Unsealed Roads Table

These are low volume unsealed rural roads, typically in very challenging topography. They provide access to small isolated communities and farms, and a small number of recreation areas The roads are predominately used by local residents, agricultural service vehicles, and visitors accessing recreation areas. Other speed management interventions such as road realignment are considered cost prohibitive in the challenging terrain, considering the low traffic volumes.

All Changes are Permanent Changes											Cost Benefit Disclosure Statements[2]							
		Speed Limits (km/h)			Mean Speed (km/h)			Avge Trip time per vehicle (mm:ss)			Avge Annual Total Trips for all Vehicles (hours)			Crashes				
Road (Include the start and end locations)	Road Classification	Existing	Proposed	Length (km)	Current	Change	New Speed	Current	New Time	Change	Current (Vehicles per day)	New	Change	Reported over past 5 years	Change per year	Cost to install	Start Year	Map Ref
Brooklyn Valley Road (from the end of the seal (50m south of 228 Brooklyn Valley Road) to end of road)	Unsealed Rural Road	80	60	5.17	37						Negligible			0	Negligible	Less than $2K	Jul 28	M 1
Herring Stream Road (Entire Length)	Unsealed Rural Road	100	60	1.60	17						Negligible			0	Negligible	Less than $1K	Jul 28	M 1
Riwaka Valley Left Branch Road (Entire Length)	Unsealed Rural Road	100	60	3.99	15						Negligible			0	Negligible	Less than $2K	Jul 28	M 2
Rocky River Road (Entire Length)	Unsealed Rural Road	100	60	2.49	28						Negligible			1 Minor	Negligible	Less than $1K	Jul 28	M 1

[2] The Cost Benefit Disclosure Statement has been populated using in-house calculations, NZTA research report 582, Megamaps data, Crash Analysis System data. It contains assumptions about a number of variables, and so the estimates are approximate only.

Motueka Rural Residential Table

These roads service local peri-urban communities, and are used predominantly by local residents. The current speed limits of 70 to 100km/h do not reflect the peri-urban nature of these roads. The proposed limits will provide speed environments that are better suited to the land use surrounding these roads.

All Changes are Permanent Changes											Cost Benefit Disclosure Statements[3]							
		Speed Limits (km/h)			Mean Speed (km/h)			Avge Trip time per vehicle (mm:ss)			Avge Annual Total Trips for all Vehicles (hours)			Crashes				
Road (Include the start and end locations)	Road Classification	Existing	Proposed	Length (km)	Current	Change	New Speed	Current	New Time	Change	Current (Vehicles per day)	New	Change	Reported over past 5 years	Change per year	Cost to install	Start Year	Map Ref
Anderson Road (Entire Length)	Peri-urban roads	80	60	0.90	45	Negligible								0	Negligible	Less than $2K	Jul 28	M 4
Dehra Doon Road (Entire Length)	Peri-urban roads	80	60	1.94	52	-2 to -3	49 to 50	02:14	02:20 to -02:23	+00:03 to +00:05	330 (582 vpd)	340 to 350	+10 to +20	1 Non injury	0.04 to 0.06 Non Injury	Less than $1K	Jul 28	M4
Douglas Road (Entire Length)	Peri-urban roads	80	50	0.91	31	Negligible								0	Negligible	Less than $1K	Jul 26	M 6
Lindup Road (Entire Road)	Peri-urban roads	80	60	0.30	23	Negligible								0	Negligible	Less than $1K	Jul 27	M 3
Little Sydney Road (Entire Length)	Peri-urban roads	100	60	2.21	38	Negligible								0	Negligible	Less than $1K	Jul 28	M 4
Marahau Valley Road (Entire Length)	Peri-urban roads	100	60	1.56	46	Negligible								0	Negligible	Less than $1K	Jul 26	M 5
Mytton Heights (Entire Length)	Peri-urban roads	100	50	0.60	42	Negligible								0	Negligible	Less than $1K	Jul 26	M 10
Old Mill Road (Anderson Road to Umukuri Road)	Peri-urban roads	80	60	0.66	48	-2 to -4	44 to 46	00:49	00:52 to 00:540	+00:02 to +00:05	57 (273vpd)	60 to 60	Negligible	0	Negligible	Less than $1K	Jul 28	M 4
River Road [Riwaka] (Entire Length)	Peri-urban roads	100	60	1.01	34	Negligible								0	Negligible	Less than $1K	Jul 28	M 4

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Motueka Rural Residential Table

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All Changes are Permanent Changes											Cost Benefit Disclosure Statements[3]							
		Speed Limits (km/h)			Mean Speed (km/h)			Avge Trip time per vehicle (mm:ss)			Avge Annual Total Trips for all Vehicles (hours)			Crashes				
Road (Include the start and end locations)	Road Classification	Existing	Proposed	Length (km)	Current	Change	New Speed	Current	New Time	Change	Current (Vehicles per day)	New	Change	Reported over past 5 years	Change per year	Cost to install	Start Year	Map Ref
School Road (From 49 School Road to Tasman View Road)	Peri-urban roads	80	60	0.54	46	Negligible								0	Negligible	Less than $1K	Jul 27	M 3
Seaview Avenue (Entire Length)	Peri-urban roads	80	60	0.35	36	Negligible								0	Negligible	Less than $1K	Jul 27	M 3
Settlers Road (Entire Length)	Peri-urban roads	100	60	0.25	39	Negligible								0	Negligible	Less than $1K	Jul 28	M 4
Tasman View Road (Harley Road to School Road)	Peri-urban roads	80	60	5.1	24	Negligible								3 Non injury	Negligible	Less than $2K	Jul 27	M 3
Umukuri Road (From State Highway 60 to end of existing 60kmh limit)	Peri-urban roads	80	60	1.96	69	-6 to -8	61 to 63	01:42	01:52 to 01:56	+00:10 to +00:13	1540 (3576)	1690 to 1750	+150 to +210	0	Negligible	Less than $1K	Jul 28	M 4
Whakarewa Street (West of Chamberlain Street to river)	Peri-urban roads	80	50	1.07	53	-8 to -10	43 to 45	01:09	01:21 to 01:25	+00:12 to +00:16	140 (474vpd)	160 to 170	+20 to +30	1 Non-injury	0.19-0.23 Non-injury	Less than $1K	Jul 26	M 6
Wildman Road (From Queen Victoria St to 100 Wildman Road)	Peri-urban roads	70	60	0.49	57	-2 to -3	54 to 55	00:31	00:32 to 00:33	+00:01 to +00:02	330 (2513)	340 to 350	+10 to +20	0	Negligible	Less than $1K	Jul 27	M 7

Motueka Urban Road No Footpath Table

These are low volume urban roads servicing local residential areas. They have no footpaths, and pedestrians and vehicles share the road space. Speed reductions are considered a more cost effective method of providing a safer environment until footpaths are able to be installed.

All Changes are Permanent Changes											Cost Benefit Disclosure Statements[4]							
		Speed Limits (km/h)			Mean Speed (km/h)			Avge Trip time per vehicle (mm:ss)			Avge Annual Total Trips for all Vehicles (hours)			Crashes				
Road (Include the start and end locations)	Road Classification	Existing	Proposed	Length (km)	Current	Change	New Speed	Current	New Time	Change	Current (Vehicles per day)	New	Change	Reported over past 5 years	Change per year	Cost to install	Start Year	Map Ref
Community Road (Entire Length)	Peri-urban roads	100	40	0.58	22	Negligible								0	Negligible	Less than $1K	Jul 26	M 11
Anarewa Crescent (Entire Length)	Urban Streets with no footpath	50	40	0.31	19	Negligible								0	Negligible	Less than $1K	Jul 26	M 8
Cook Cres (Entire Length)	Urban Streets with no footpath	50 100	40 40	0.25 0.07	19	Negligible								0	Negligible	Less than $1K	Jul 26	M 8
Green Tree Road (Entire Length)	Urban Streets with no footpath	50	40	0.54	21	Negligible								0	Negligible	Less than $1K	Jul 28	M 4
Inlet Road (Entire Length) [30km/h is consistent with area]	Urban Streets with no footpath	50	30	0.22	16	Negligible								0	Negligible	Less than $1K	Jul 26	M 8
Stephens Bay Road (Entire Length)	Urban Streets with no footpath	50	40	0.40	26	Negligible								0	Negligible	Less than $1K	Jul 26	M 8
Tapu Place (Entire Length) [Note has footpath but all other streets don't so for consistency, it is included)	Urban Streets with no footpath	50	40	0.12	14	Negligible								0	Negligible	Less than $1K	Jul 26	M 8
Wharf Road [Riwaka] (Entire Length)	Urban Streets with no footpath	50	40	0.62	26	Negligible								0	Negligible	Less than $1K	Jul 28	M 4

[4] The Cost Benefit Disclosure Statement has been populated using in-house calculations, NZTA research report 582, Megamaps data, Crash Analysis System data. It contains assumptions about a number of variables, and so the estimates are approximate only.

Motueka Specific Roads Table

These roads typically connect key tourist destinations in our area. The roads are predominately used by residents and visitors accessing Kaiteriteri and Abel Tasman National Park by car, campervan or bicycle. Other speed management interventions such as road realignment are considered cost prohibitive.

All Changes are Permanent Changes											Cost Benefit Disclosure Statements[5]							
		Speed Limits (km/h)			Mean Speed (km/h)			Avge Trip time per vehicle (mm:ss)			Avge Annual Total Trips for all Vehicles (hours)			Crashes				
Road (Include the start and end locations)	Road Classification	Existing	Proposed	Length (km)	Current	Change	New Speed	Current	New Time	Change	Current (Vehicles per day)	New	Change	Reported over past 5 years	Change per year	Cost to install	Start Year	Map Ref
Specific Roads																		
Alexander Bluff Road Bridge	Bridge (Rural Road)	100	80	0.17	36	Negligible								0	Negligible	Less than $1K	Jul 28	M 1
Goodall Road (Entire Length)	Unsealed Roads	100	60	0.48	17	Negligible								1 Minor 1 Non-injury	Negligible	Less than $1K	Jul 28	M 4
Kaiteriteri Sandy Bay Road (From end of 30km/h limit (100m west of Rowling Heights) to Riwaka-Sandy Bay Road)	Mountainous or hill corridor	80	60	5.19	39	Negligible								5 Minor 2 Non-injury	Negligible	Less than $4K	Jul 26	M 9
Riwaka-Kaiteriteri Road (From 50m south of cycle underpass at 300 Riwaka-Kaiteriteri Road to start of existing 50km/h zone[6]	Mountainous or hill corridor	80	60	0.69	46	-3 to -5	41 to 43	00:41	00:44 to 00:47	+00:03 to +00:05	180 (1035 vpd)	190 to 200	+10 to +20	1 Serious 4 Minor 1 Non-injury	0.05-0.08 Serious 0.29-0.47 Minor 0.07-0.12 1 Non-injury	Less than $2K	Jul 26	M 8
Sandy Bay-Marahau Road (From Kaiteriteri-Sandy Bay Road to the start of the 30km/h zone(173 Sandy Bay-Marahau Road))	Stopping Places	80	60	1.68	56	-2 to -4	52 to 52	01:49	01:53 to 01:58	+00:04 to +00:08	660 (1436vpd)	6900 to 7100	+30 to +50	3 Minor 1 Non-injury	0.25-0.47 Minor 0.08-0.16 1 Non-injury	Less than $2K	Jul 26	M 9
Central Road (Entire Road)	Rural Road	100	80	4.98	60	Negligible								2 Serious 2 Minor 1 Non-injury	Negligible	Less than $1K	Jul 27	M13

[5] The Cost Benefit Disclosure Statement has been populated using in-house calculations, NZTA research report 582, Megamaps data, Crash Analysis System data. It contains assumptions about a number of variables, and so the estimates are approximate only.

[6] Existing 50km/h sign is approximately 95m north of speed limit change recorded in the National Speed Limit Register

Motueka Specific Roads Table

These roads typically connect key tourist destinations in our area. The roads are predominately used by residents and visitors accessing Kaiteriteri and Abel Tasman National Park by car, campervan or bicycle. Other speed management interventions such as road realignment are considered cost prohibitive.

All Changes are Permanent Changes											Cost Benefit Disclosure Statements[5]							
		Speed Limits (km/h)			Mean Speed (km/h)			Avge Trip time per vehicle (mm:ss)			Avge Annual Total Trips for all Vehicles (hours)			Crashes				
Road (Include the start and end locations)	Road Classification	Existing	Proposed	Length (km)	Current	Change	New Speed	Current	New Time	Change	Current (Vehicles per day)	New	Change	Reported over past 5 years	Change per year	Cost to install	Start Year	Map Ref
Chamberlain Street (Entire Road)	Rural Road	100	80	4.23	59						Negligible			3 Minor 1 Non-injury	Negligible	Less than $1K	Jul 27	M13
Ching Road (Entire Road)	Rural Road	100	80	2.06	48						Negligible			0	Negligible	Less than $1K	Jul 27	M13
Harvey Road (southern boundary of 182 Harvey Road to the end)	Unsealed Road	100	60	0.70	20						Negligible			0	Negligible	Less than $1K	Jul 26	M5
Hursthouse Street (Entire Road)	Rural Road	100	80	2.56	60						Negligible			2 Non-injury	Negligible	Less than $1K	Jul 27	M13
Mcbrydie Road (Entire Road)	Rural Road	100	80	1.64	45						Negligible			1 Non-injury	Negligible	Less than $1K	Jul 27	M13
Starnes Road (Entire Road)	Rural Road	100	80	1.63	38						Negligible			0	Negligible	Less than $1K	Jul 27	M13

Rationale

- *Goodall Road:* This road forms part of the Great Taste Trail with a number of cyclists using this road on a daily basis
- *Kaiteriteri Sandy Bay Road*: This is a mountainous corridor frequently used by recreational vehicles. There have been a number of crashes resulting in injuries on this road.
- *Riwaka-Kaiteriteri Road*: This is a mountainous corridor frequently used by recreational vehicles. There have been a number of crashes resulting in injuries this road.
- *Sandy Bay-Marahau Road*: This is a narrow road used by people accessing recreational areas by vehicles, cyclists and horses. There have been a number of crashes resulting in injuries on this road.
- *Alexander Bluff Road Bridge*: It is proposed that the speed of this bridge matches the adjacent roads.
- *Chamberlain Street, Central Road, Ching Road, Hursthouse, McBrydie Road and Starnes Road*: Ward Councillors have recommended this is proposed for a reduction from residents' concerns about speeds and safety in this area.

Phase Two Moutere Waimea Map Book

This book should be read in conjunction with the ***Phase Two Consultation Material***.

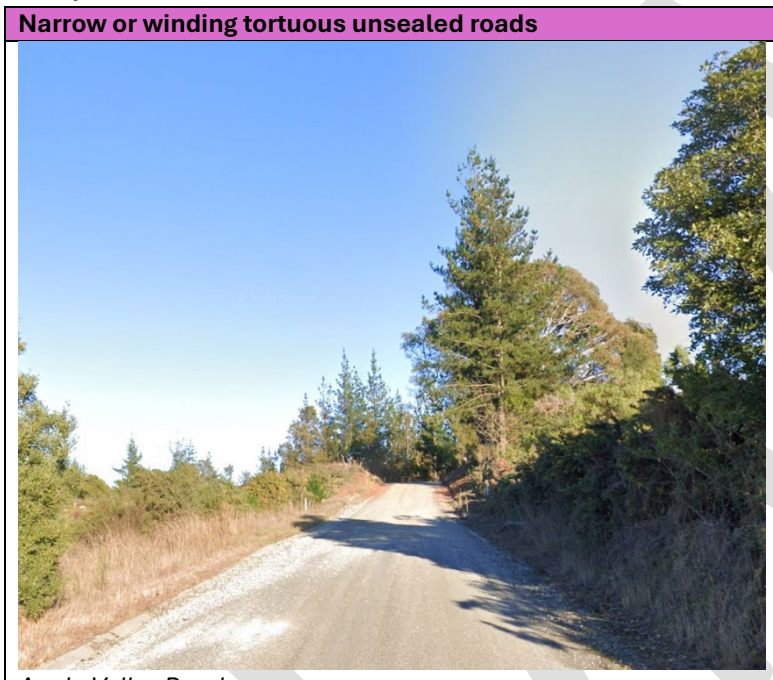
What are we consulting on?

We are consulting on proposals to lower speed limits for a number of local roads in the Moutere Waimea ward:

- Narrow or winding tortuous unsealed roads reduced to 60km/h. These are rural unsealed roads that are winding and/or narrow, generally the alignment of these roads is classed as tortuous.
- Rural residential roads and peri-urban streets reduced to 50 or 60km/h. These roads provide access to residential properties, but at a lower density than urban residential areas.
- Urban roads which do not have footpaths reduced to 40km/h. These are roads in residential areas that do not have footpaths.
- Specific roads. There are several roads where we have community groups and residents advocating for lower speeds. In Moutere Waimea, the specific roads are:
    - Baigent Reserve Access
    - Baton Valley Road
    - Church Valley Road
    - Eighty-eight Valley Road
    - Irvine Road
    - Garden Valley Road
    - Lee Valley Road
    - Lloyd Valley Road
    - Mapua Causeway
    - Mead Road
    - Motueka River West Bank (section)
    - Seaton Valley Road
    - Sharp Road
    - Wairoa Gorge Road
    - Woodstock Road

Examples

Narrow or winding tortuous unsealed roads



Apple Valley Road

Rural residential roads

Bronte East Road

Urban roads which do not have footpaths

Korepo Road

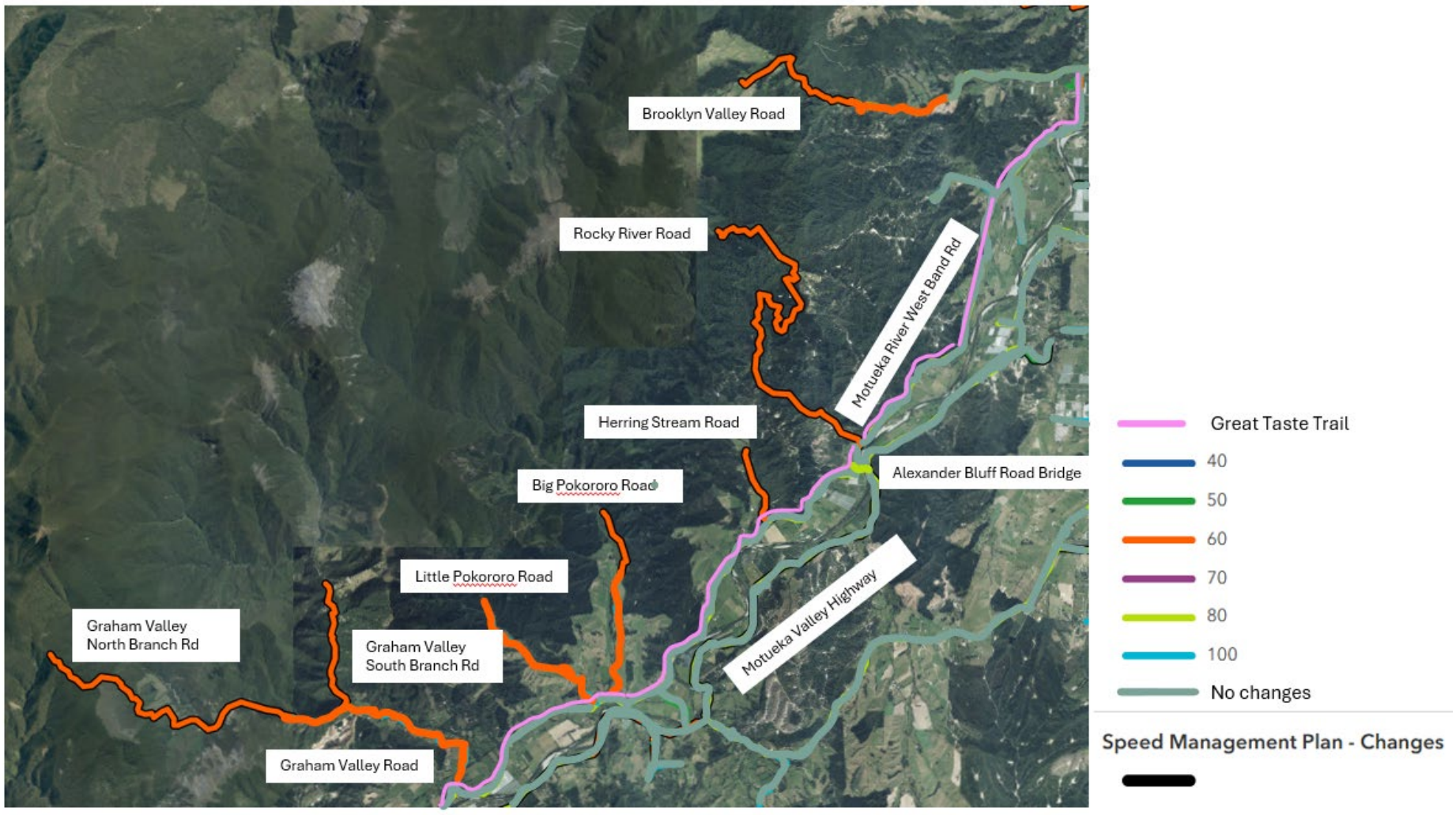
Specific roads

Lee Valley Road

Map MW 1: Motueka River West Bank Area*

Some of these roads are shown also in the Motueka Ward Book because they are adjacent.

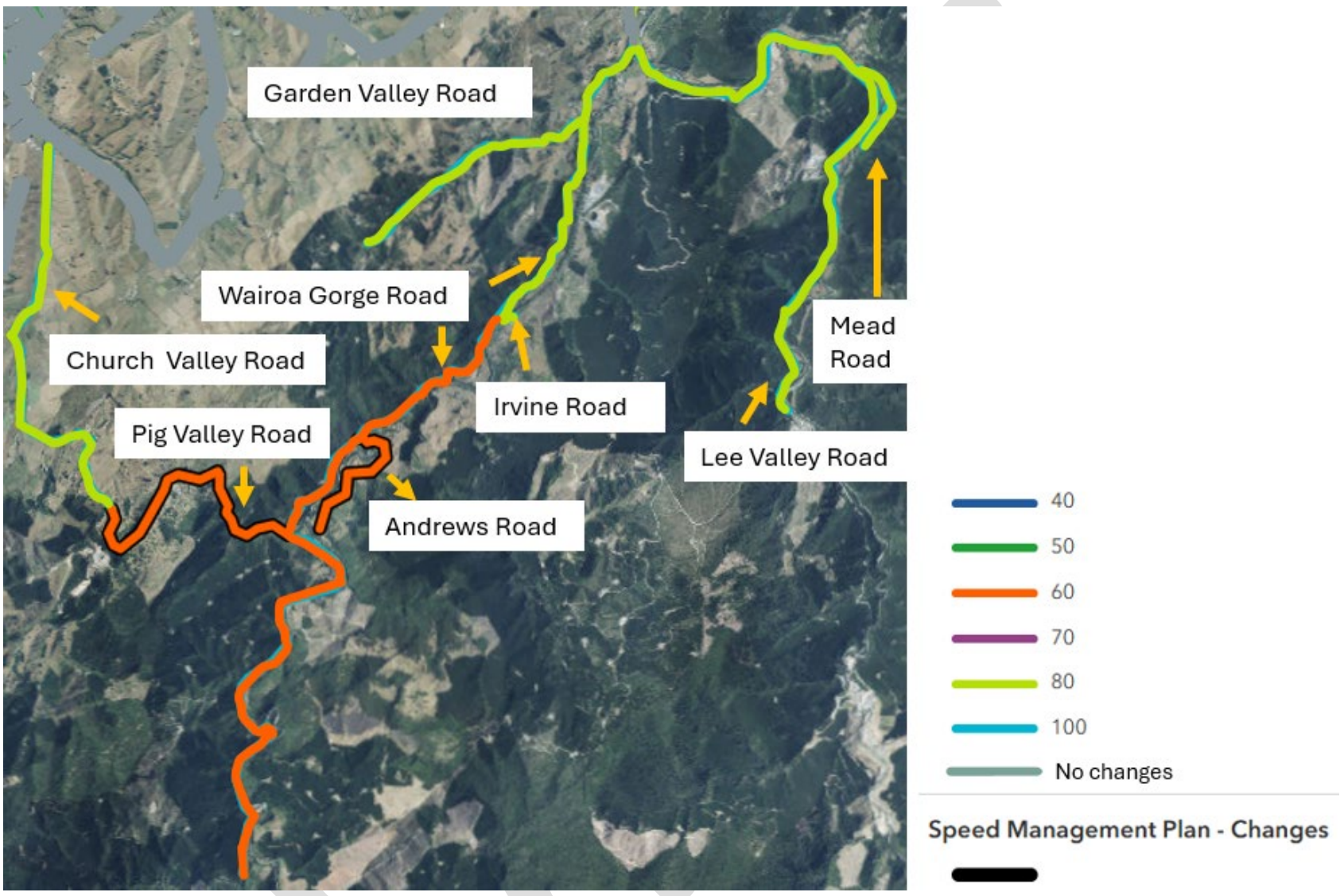
Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Unsealed Winding	Brooklyn Valley Road[1] (from the end of the seal (50m south of 228 Brooklyn Valley Road) to end of road	80	60
	Graham Valley Road	100	60
	Graham Valley North Branch Road	100	60
	Graham Valley South Branch Road	100	60
	Herring Stream Road[1]	100	60
	Little Pokororo Road[1]	100	60
	Big Pokororo Road	100	60
	Rocky River Road[1]	100	60
Specific Road	Alexander Bluff Road Bridge	100	60



[1] These roads are in the Motueka Ward, but are included here because of their closeness to the Ward boundary

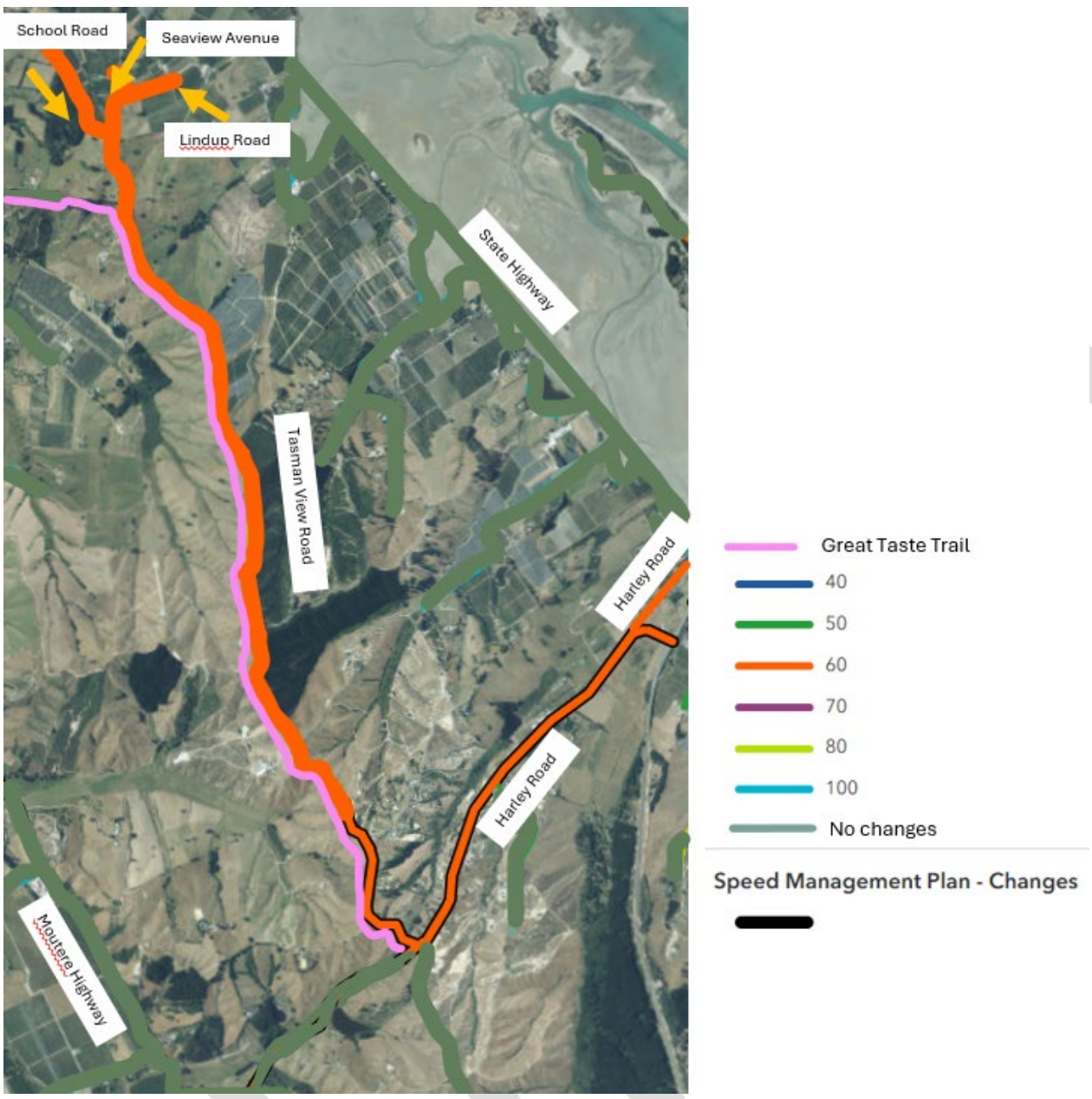
Map MW 2: Pig & Lee Valley Area

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Unsealed Winding	Andrews Road	100	60
	Pig Valley Road	100	60
Specific Road	Church Valley Road	100	80
	Garden Valley Road	100	80
	Irvine Road	100	80
	Lee Valley Road	100	80
	Mead Road	100	80
	Wairoa Gorge Road (Unsealed section: south of Irvine Road)	100	60
	Wairoa Gorge Road (Lee Valley Road to Irvine Road)	100	80



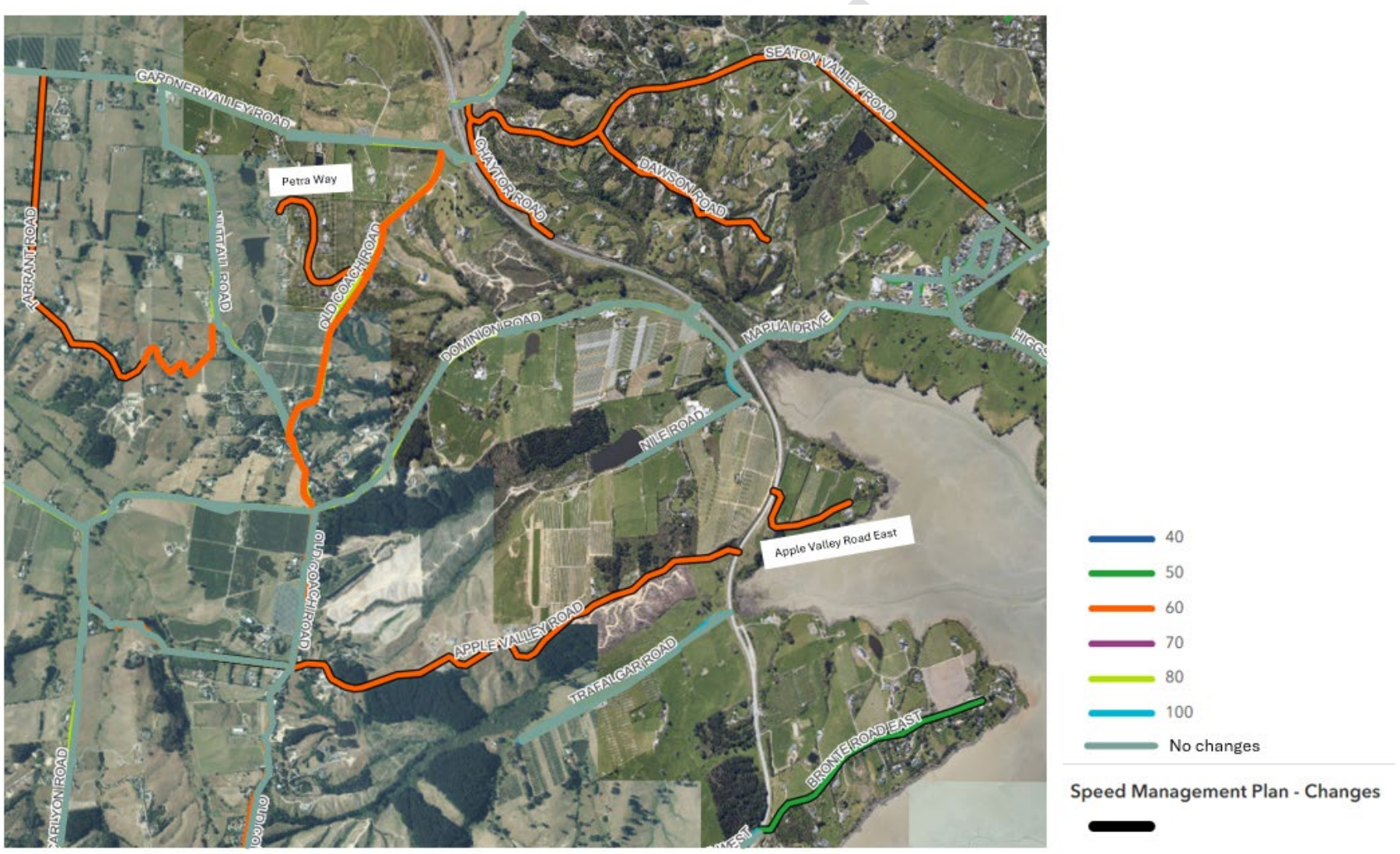
Map MW 3: Tasman View Road Area

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Rural Residential	Harley Road (State Highway to Tasman View Road)	80	60
	Lindup Road	80	60
	School Road (Existing 60km/h to Tasman View Road)	80	60
	Seaview Avenue	80	60
	Tasman View Road (Harley Road to School Road) (Great Taste Trail)	80	60



Map MW 4: Mahana to Seaton Valley

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Unsealed Winding	Apple Valley Road	100	60
Rural Residential	Apple Valley Road East	100	60
	Bronte Road East	100	50
	Chaytor Road	80	60
	Dawson Road	80	60
	Old Coach Road (Dominion Road to Gardner Valley Road)	80	60
	Petra Way	100	60
	Seaton Valley Road (From the end of existing 60km/h zone[2] to Stagecoach Road)	80	60
	Tarrant Road	80	60



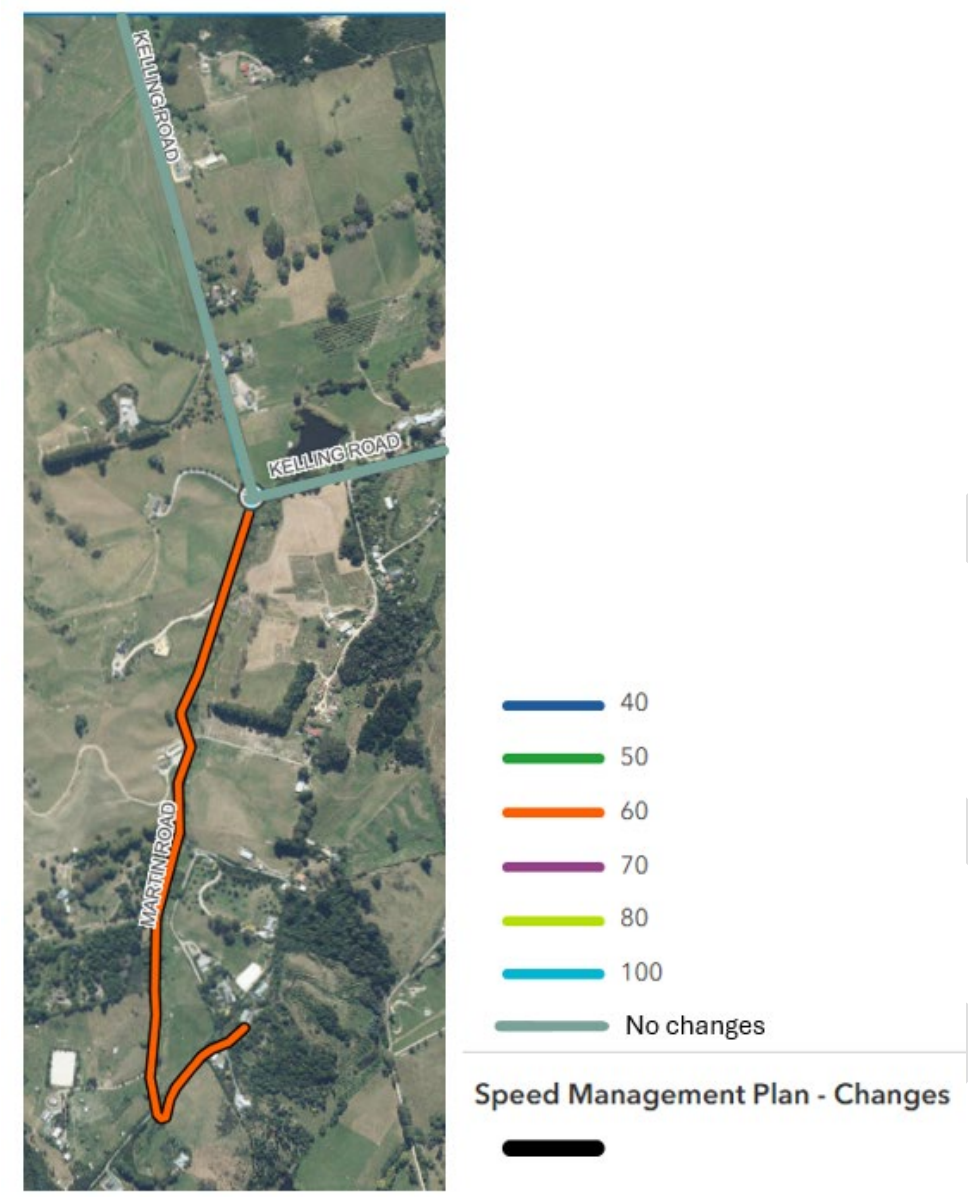
[2] This speed limit is signed at 50km/h, but the National Speed Limit Register records it at 60km/h

Map MW 5: Dovedale Road /Pigeon Valley Road

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Unsealed Winding	Dovedale Road (From end of seal (373 Dovedale Road) to the intersection of Pigeon Valley and Eder Road (Forestry Road)	100	60
	Pigeon Valley Road (Intersection of Dovedale Road and Erder Rd (Forestry Road) to start of seal	100	60
Specified Road	Sharp Road	100	60

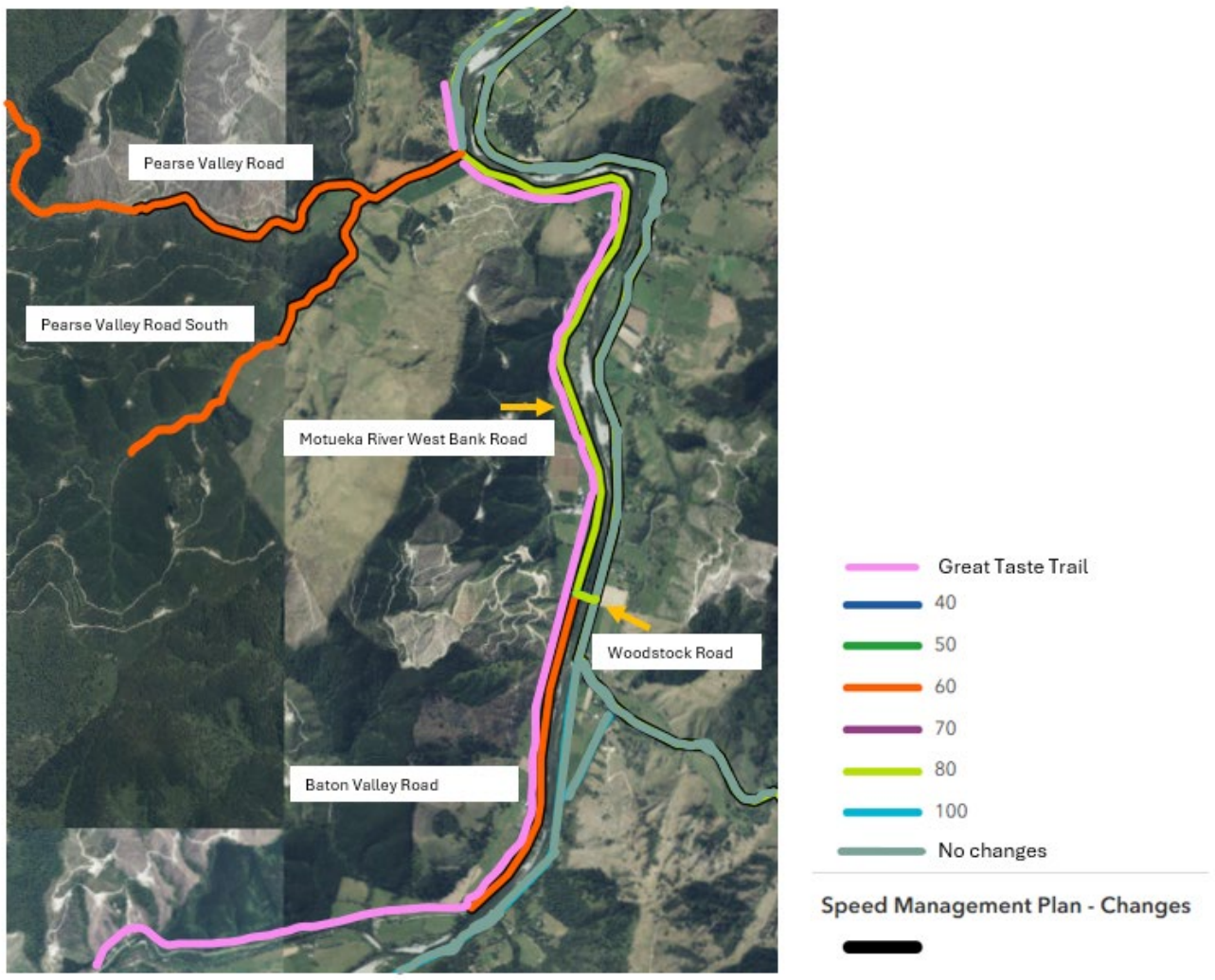
Map MW 6: Martin Road

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Unsealed Winding	Martin Road	100	60



Map MW 7: Woodstock

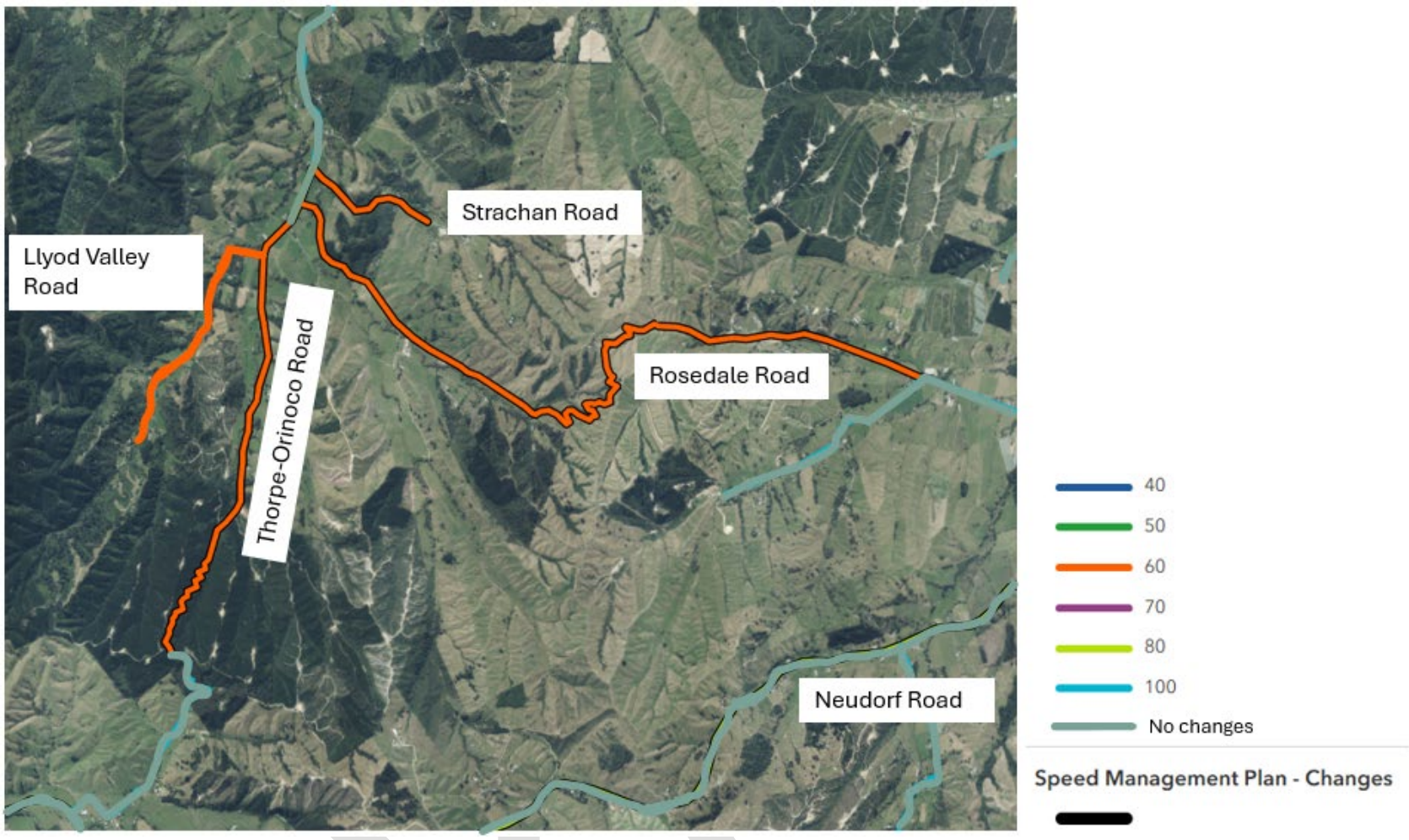
Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Unsealed Winding	Pearse Valley Road	100	60
	Pearse Valley South	100	60
Specific Road	Baton Valley Road	100	60
	Motueka River West Bank Road (From end of existing 80km/h[3] zone 180m south to Pearse Valley Road to Woodstock Road)	100	80
	Woodstock Road (Bridge)	100	80



[3] Speed limit change is recorded in the National Speed Limit Register, but not signed

Map MW 8: Thorpe-Orinoco

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Unsealed Winding	Rosedale Road (From end of seal (Rose Road) to Thorpe Ornioco Road)	100	60
	Strachan Road	100	60
	Thorpe-Orinoco Road (from end of seal (2700m north of Dovedale Road) to start of seal (350 south of Rosedale Road Road)	100	60
Specified	Lloyd Valley Road	100	60

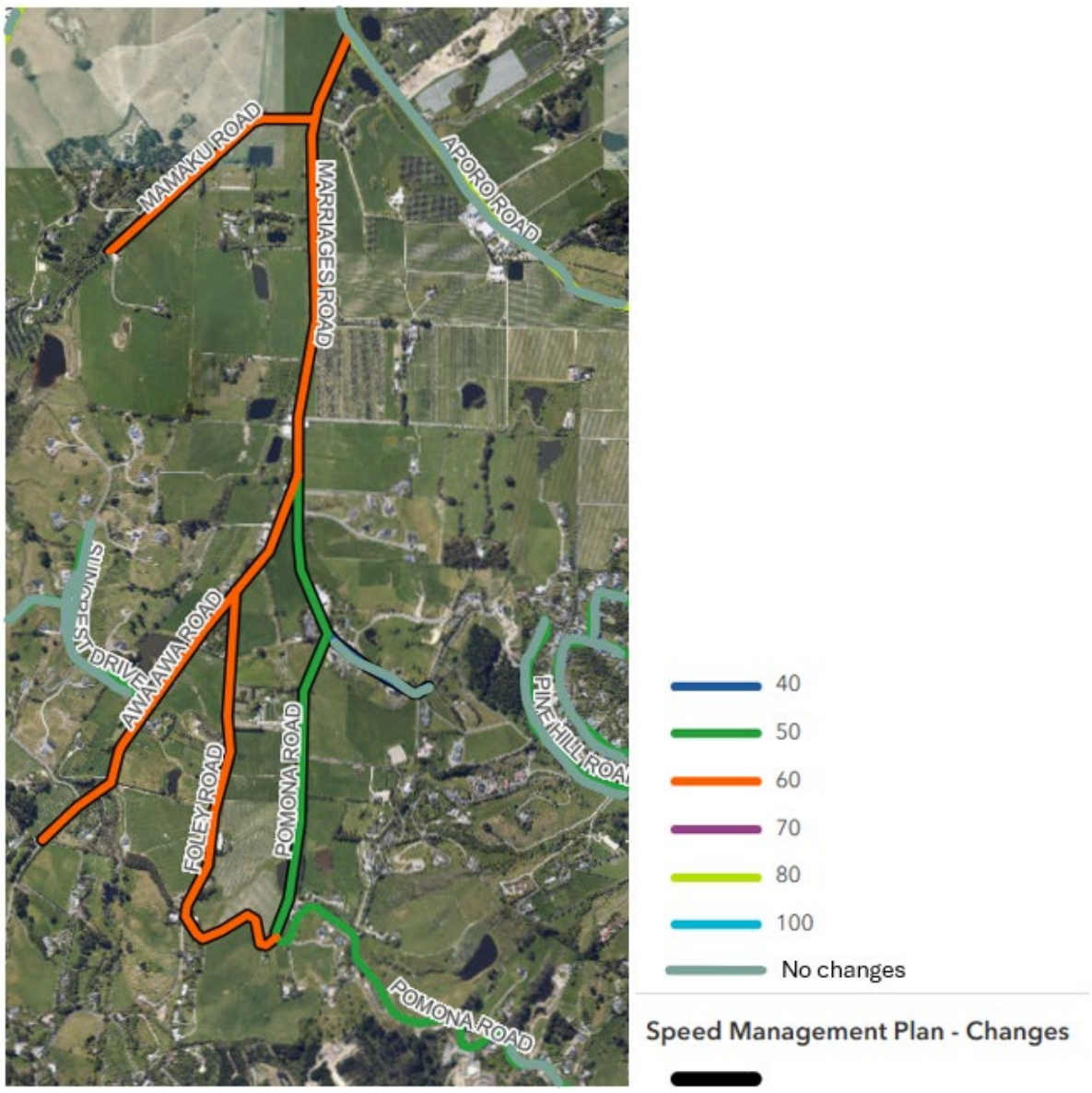


Map MW 9: Spring Grove

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Rural Residential	Arnold Land	100	80
	Simmonds Road	100	80

Map MW 10: Ruby Bay One

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Rural Residential	Awa Awa Road	80	60
	Foley Road	80	60
	Mamaku Road	80	60
	Marriages Road	80	60
	Pomona Road (From end of existing 50km/h zone (347m east of Foley Road) to Awa Awa Road)	80	60



Map MW 11: Wakefield

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Specific Roads	Baigent Reserve Access	100	30
	Eighty Eight Valley Road (From end of existing 50km/h zone (south boundary of 107 Eighty Eight Valley Road) to end of existing 70km/h zone (220m south of Totara View Drive))	70	50

Map MW 12: Kina Beach Area

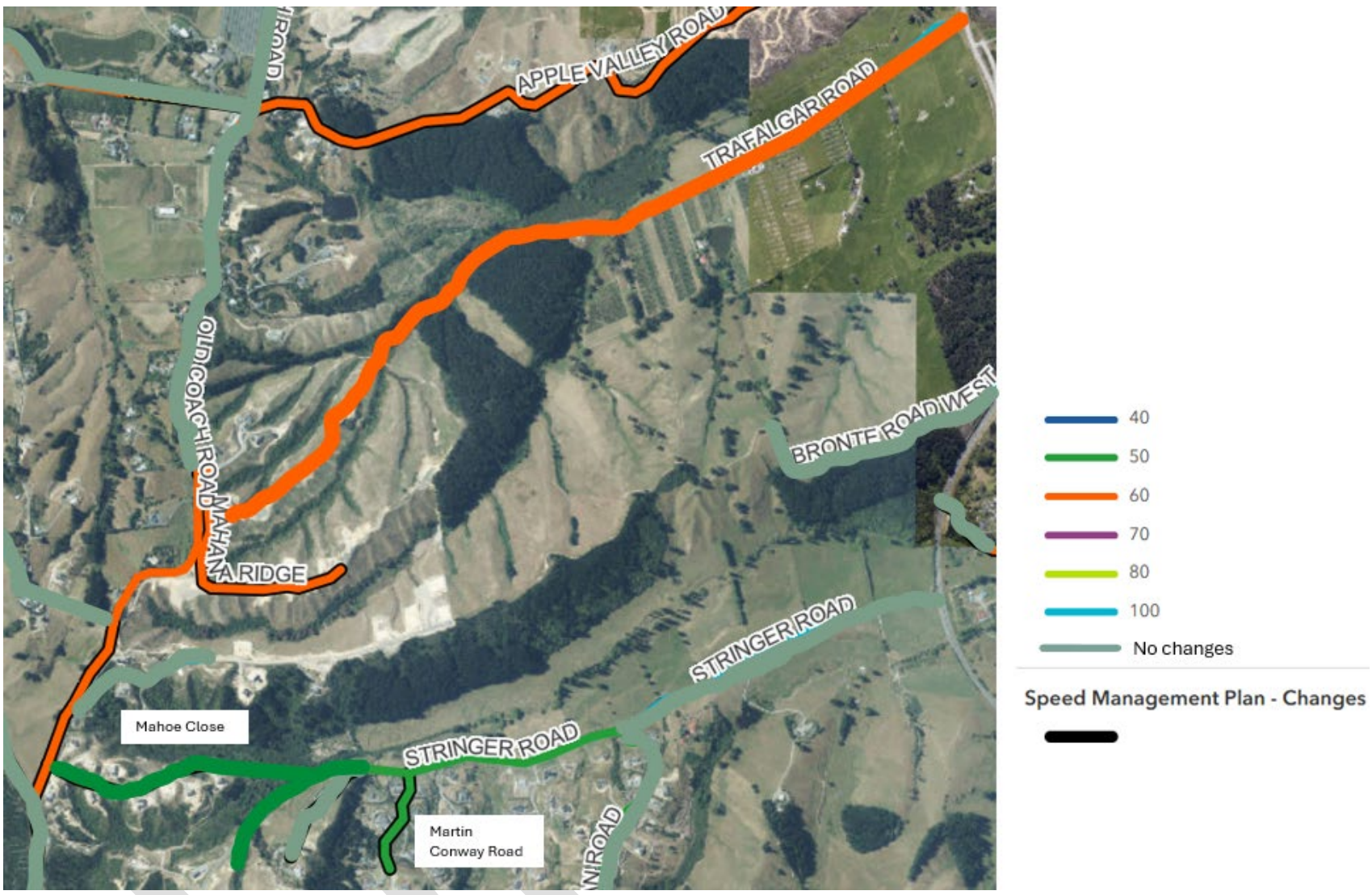
Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Rural Residential	Brooks View Heights	80	60
	Cliff Road (Kina Beach Road to the southern boundary of 11 Cliff Road)	60	50
	Deck Road	100	60
	Kina Beach Road (eastern boundary of 175 Kina Beach Road to Cliff Road)	60	50
	Permin Road	80	60

Map MW 13: Westdale Rabbit Island

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Rural Residential	Ken Beck Drive (Great Taste Trail) (1,100m from Redwood Road to Domain Entrance)	70	60
	Pukeko Lane	80	60
	Redwood Road (Great Taste Trail) (840m from end of Ken Beck Road	80	60
	Research Orchard Road	80	60
	Westdale Road	80	60

Map MW 14: Old Coach Road Area

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Unsealed Winding	Apple Valley Road	100	60
Rural Residential	Mahana Ridge	100	60
	Mahoe Close	100	50
	Martin Conway Road	100	50
	Stringer Road (From end of existing 50km/h zone (55m west of western boundary of 167 Stringer Road) to the end of the road)	100	50
	Old Coach Road (Moutere Highway to start of existing 60km/h zone (122m north of Mahana Ridge Road))	80	60
	Trafalgar Road	100	60



Map MW 15: Upper Moutere

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Rural Residential	Sunrise Valley Road (Sunrise Road to existing 50km/h area)	80	50

Map MW 16: Wakefield No Footpaths

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Urban No Footpath	Fellbridge Rise	50	40

Map MW 17: Ruby Bay No Footpaths

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Urban No Footpath	Korepo Road	50	40

Map MW 18: Mapua Causeway

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Specified Roads	Mapua Causeway	100	50

Moutere Waimea Narrow or Winding Tortuous Unsealed Roads Table

These are low volume unsealed rural roads, typically in very challenging topography. They provide access to small isolated communities and farms, and a small number of recreation areas The roads are predominately used by local residents, agricultural service vehicles, and visitors accessing recreation areas. Other speed management interventions such as road realignment are considered cost prohibitive in the challenging terrain, considering the low traffic volumes.

All Changes are Permanent Changes											Cost Benefit Disclosure Statements[4]							
		Speed Limits (km/h)			Mean Speed (km/h)			Avge Trip time per vehicle (mm:ss)			Avge Annual Total Trips for all Vehicles (hours)			Crashes				
Road (Include the start and end locations)	Road Classification	Existing	Proposed	Length (km)	Current	Change	New Speed	Current	New Time	Change	Current (Vehicles per day)	New	Change	Reported over past 5 years	Change per year	Cost to install	Start Year	Map Ref
Andrews Road (Entire Length)	Unsealed Rural Road	100	60	1.75	17	Negligible								0	Negligible	Less than $1K	Jul 27	MW 2
Apple Valley Road (Entire Length)	Unsealed Rural Road	80	60	2.39	47	Negligible								0	Negligible	Less than $2K	Jul 26	MW 4
Little Pokororo Road (Entire Length)	Unsealed Rural Road	100	60	2.67	17	Negligible								0	Negligible	Less than $1K	Jul 28	MW 1
Big Pokororo Road (Entire Length)	Unsealed Rural Road	100	60	3.60	17	Negligible								0	Negligible	Less than $1K	Jul 28	MW 1
Dovedale Road (From End of Seal (373 Dovedale Road) to the intersection of Pigeon Valley and Eder Road (Forestry Road)	Unsealed Rural Road	100	60	3.79	56	-3 to -5	51 to 53	03:46	03:58 to 04:08	+00:13 to +00:22	65 (67 vpd)	65 to 70	Negligible	1 Non-injury	0.07-0.12 Non-injury	Less than $1K	Jul 26	MW 5
Graham Valley North Branch Road (Entire Length)	Unsealed Rural Road	100	60	2.68	17	Negligible								0	Negligible	Less than $1K	Jul 28	MW 1
Graham Valley South Branch Road (Entire Length)	Unsealed Rural Road	100	60	6.89	39	Negligible								1 Minor	Negligible	Less than $1K	Jul 28	MW 1

[4] The Cost Benefit Disclosure Statement has been populated using in-house calculations, NZTA research report 582, Megamaps data, Crash Analysis System data. It contains assumptions about a number of variables, and so the estimates are approximate only.

Moutere Waimea Narrow or Winding Tortuous Unsealed Roads Table

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All Changes are Permanent Changes											Cost Benefit Disclosure Statements[4]							
		Speed Limits (km/h)			Mean Speed (km/h)			Avge Trip time per vehicle (mm:ss)			Avge Annual Total Trips for all Vehicles (hours)			Crashes				
Road (Include the start and end locations)	Road Classification	Existing	Proposed	Length (km)	Current	Change	New Speed	Current	New Time	Change	Current (Vehicles per day)	New	Change	Reported over past 5 years	Change per year	Cost to install	Start Year	Map Ref
Graham Valley Road (entire road)	Unsealed Road	100	60	3.37	15	Negligible								1 Non-injury	Negligible	Less than $2K	Jul 28	MW 1
Martin Road (Entire Length)	Unsealed Rural Road	100	60	1.08	24	Negligible								0	Negligible	Less than $1K	Jul 28	MW 6
Pearse Valley Road (Entire Length)	Unsealed Rural Road	100	60	6.67	24	Negligible								0	Negligible	Less than $1K	Jul 28	MW 7
Pearse Valley Road South (Entire Length)	Unsealed Rural Road	100	60	2.83	17	Negligible								0	Negligible	Less than $1K	Jul 28	MW 7
Pig Valley Road (Entire Length)	Unsealed Rural Road	100	60	3.32	27	Negligible								2 Non Injury	Negligible	Less than $1K	Jul 27	MW 2
Pigeon Valley Road (End of seal (40m south of Sharp Road) to Intersection of Dovedale Road and Erder Rd (Forestry Road)	Unsealed Rural Road	100	60	4.53	43	Negligible								1 Minor 1 Non Injury	0.19 to 0.25 Minor 0.20 to 0.26 Non Injury	Less than $1K	Jul 26	MW 5
Rosedale Road (Rose Road to Thorpe Ornioco)	Unsealed Rural Road	100	60	8.05	46	Negligible								1 Non Injury	Negligible	Less than $2K	Jul 28	M8
Strachan Road (Entire Length)	Unsealed Rural Road	100	60	1.55	15	Negligible								0	Negligible	Less than $1K	Jul 28	M8
Thorpe-Orinoco Road (Section from end of seal (2700m north of	Unsealed Rural Road	100	60	4.40	43	Negligible								1 Non Injury	Negligible	Less than $2K	Jul 28	M8

Moutere Waimea Narrow or Winding Tortuous Unsealed Roads Table

These are low volume unsealed rural roads, typically in very challenging topography. They provide access to small isolated communities and farms, and a small number of recreation areas The roads are predominately used by local residents, agricultural service vehicles, and visitors accessing recreation areas. Other speed management interventions such as road realignment are considered cost prohibitive in the challenging terrain, considering the low traffic volumes.

All Changes are Permanent Changes								Cost Benefit Disclosure Statements[4]									
		Speed Limits (km/h)			Mean Speed (km/h)			Avge Trip time per vehicle (mm:ss)			Avge Annual Total Trips for all Vehicles (hours)			Crashes				
Road (Include the start and end locations)	Road Classification	Existing	Proposed	Length (km)	Current	Change	New Speed	Current	New Time	Change	Current (Vehicles per day)	New	Change	Reported over past 5 years	Change per year	Cost to install	Start Year	Map Ref
Dovedale Road to start of seal (350m south of Rosedale Road)																		

Moutere Waimea Rural Residential Table

These roads service local peri-urban communities, and are used predominantly by local residents. The current speed limits of 70 to 100km/h do not reflect the peri-urban nature of these roads. The proposed limits will provide speed environments that are better suited to the land use surrounding these roads

All Changes are Permanent Changes											Cost Benefit Disclosure Statements[5]							
		Speed Limits (km/h)			Mean Speed (km/h)			Avge Trip time per vehicle (mm:ss)			Avge Annual Total Trips for all Vehicles (hours)			Crashes				
Road (Include the start and end locations)	Road Classification	Existing	Proposed	Length (km)	Current	Change	New Speed	Current	New Time	Change	Current (Vehicles per day)	New	Change	Reported over past 5 years	Change per year	Cost to install	Start Year	Map Ref
Apple Valley Road East (Entire Length)	Peri-urban roads	100	60	0.57	26	Negligible								0	Negligible	Less than $1K	Jul 26	MW 4/MW 14
Arnold Lane (Entire Length)	Peri-urban roads	100	80	0.23	34	Negligible								0	Negligible	Less than $1K	Jul 28	MW 9
Awa Awa Road (Entire Length)	Peri-urban roads	80	60	1.38	51	-3 to -5	46 to 48	01:37	01:43 to 01:48	+00:06 to +00:11	110 (272vpd)	115 to 120	Negligible	0	Negligible	Less than $2K	Jul 26	MW 10
Bronte Road East (Entire Length)	Peri-urban roads	100	50	1.32	39	Negligible								0	Negligible	Less than $1K	Jul 26	MW 4
Brooks View Heights (Entire Length)	Peri-urban roads	80	60	0.95	29	Negligible								0	Negligible	Less than $1K	Jul 27	MW 12
Chaytor Road (Entire Length)	Peri-urban roads	80	60	0.71	36	Negligible								0	Negligible	Less than $1K	Jul 26	MW 4
Cliff Road (Kina Beach Road to the southern boundary of 11 Cliff Road)	Peri-urban roads	60	50	0.29	43	Negligible								0	Negligible	Less than $1K	Jul 27	MW 12
Dawson Road (Entire Length)	Peri-urban roads	80	60	1.00	36	Negligible								0	Negligible	Less than $1K	Jul 26	MW 4
Deck Road (Entire Length)	Peri-urban roads	100	60	0.53	27	Negligible								0	Negligible	Less than $1K	Jul 27	MW 12
Foley Road (Entire Length)	Peri-urban roads	80	60	0.40	17	Negligible								0	Negligible	Less than $1K	Jul 26	MW 10

[5] The Cost Benefit Disclosure Statement has been populated using in-house calculations, NZTA research report 582, Megamaps data, Crash Analysis System data. It contains assumptions about a number of variables, and so the estimates are approximate only.

Moutere Waimea Rural Residential Table

These roads service local peri-urban communities, and are used predominantly by local residents. The current speed limits of 70 to 100km/h do not reflect the peri-urban nature of these roads. The proposed limits will provide speed environments that are better suited to the land use surrounding these roads

All Changes are Permanent Changes											Cost Benefit Disclosure Statements[5]							
		Speed Limits (km/h)			Mean Speed (km/h)			Avge Trip time per vehicle (mm:ss)			Avge Annual Total Trips for all Vehicles (hours)			Crashes				
Road (Include the start and end locations)	Road Classification	Existing	Proposed	Length (km)	Current	Change	New Speed	Current	New Time	Change	Current (Vehicles per day)	New	Change	Reported over past 5 years	Change per year	Cost to install	Start Year	Map Ref
Harley Road (State Highway to Tasman View Road)	Peri-urban roads	80	60	3.14	68	-5 to -7	61 to 63	03:28	03:45 to 03:52	+00:17 to +00:24	600 (232vpd)	640 to 660	+20 to +30	3 Minor 1 Non-injury	0.35-0.48 Minor 0.24-0.33 Non-injury	Less than $4	Jul 27	M3/ MW3
Ken Beck Drive (1,100m from Redwood Road to Domain Entrance)	Peri-urban roads	70	60	1.1	62	Negligible								0	Negligible	Less than $2K	Jul 26	MW 13
Kina Beach Road (eastern boundary of 175 Kina Beach Road to Cliff Road)	Peri-urban roads	60	50	0.26	50	-1 to -3	47 to 49	00:19	0019 to 00:20	+00:00 to +00:01	50 (637vpd)	50 to 55	0 to +5	0	Negligible	Less than $1K	Jul 27	MW 12
Mahana Ridge (Entire Length)	Peri-urban roads	100	60	0.79	35	Negligible								0	Negligible	Less than $1K	Jul 26	MW 14
Mahoe Close (Entire Length)	Peri-urban roads	100	50	0.76	32	Negligible								0	Negligible	Less than $1K	Jul 26	MW 14
Mamaku Road (Entire Length)	Peri-urban roads	80	60	0.78	17	Negligible								0	Negligible	Less than $1K	Jul 26	MW 10
Marriages Road (Entire Length)	Peri-urban roads	80	60	1.37	56	+3 to +5	51 to 53	01:28	01:33 to 01:37	+00:05 to +00:08	210 (567 vpd)	220 to 230	+10 to +20	0	Negligible	Less than $2K	Jul 26	MW 10
Martin Conway Road	Peri-urban roads	100	50	0.30	27	Negligible								0	Negligible	Less than $1K	Jul 26	MW 14
[1] Old Coach Road (Moutere Highway to start of existing 60km/h	Peri-urban roads	80	60	1.28	56	+3 to +5	51 to 53	01:22	01:27 to 01:30	+00:02 to +00:03	117 (338vpd)	125 to 130	Negligible	0	Negligible	Less than $2K	Jul 26	MW 14

Moutere Waimea Rural Residential Table

These roads service local peri-urban communities, and are used predominantly by local residents. The current speed limits of 70 to 100km/h do not reflect the peri-urban nature of these roads. The proposed limits will provide speed environments that are better suited to the land use surrounding these roads

All Changes are Permanent Changes								Cost Benefit Disclosure Statements[5]										
		Speed Limits (km/h)			Mean Speed (km/h)			Avge Trip time per vehicle (mm:ss)			Avge Annual Total Trips for all Vehicles (hours)			Crashes				
Road (Include the start and end locations)	Road Classification	Existing	Proposed	Length (km)	Current	Change	New Speed	Current	New Time	Change	Current (Vehicles per day)	New	Change	Reported over past 5 years	Change per year	Cost to install	Start Year	Map Ref
zone (122m north of Mahana Ridge))																		
[2] Old Coach Road (Dominion Road to Gardner Valley Road)	Peri-urban roads	80	60	1.86	53	+0 to +2	51 to 53	02:06	02:06 to 02:11	+00:00 to +00:05	150 (280vpd)	150 to 160	Negligible	0	Negligible	Less than $2K	Jul 26	MW 4
Permin Road (Entire Length)	Peri-urban roads	80	60	0.54	27	Negligible								0	Negligible	Less than $2K	Jul 27	MW 12
Petra Way (Entire Length)	Peri-urban roads	100	60	0.80	29	Negligible								0	Negligible	Less than $2K	Jul 26	MW 4
Pomona Road (From end of existing 50km/h zone (347m east of Foley Road) to Awa Awa Road)	Peri-urban roads	80	50	1.74	54	+3 to +5	49-51	01:56	02:03-02:08	+00:07 to +00:12	293 (142 vpd)	310 to 320	15 to 30	0	Negligible	Less than $2K	Jul 26	MW 10
Pukeko Lane (Entire Length)	Peri-urban roads	80	60	0.22	32	Negligible								0	Negligible	Less than $1K	Jul 26	MW 13
Research Orchard Road (Entire Length)	Peri-urban roads	80	60	0.43	30	Negligible								0	Negligible	Less than $1K	Jul 26	MW 13
Simmonds Road (Entire Length)	Peri-urban roads	100	80	0.21	15	Negligible								0	Negligible	Less than $1K	Jul 28	M 9
Stringer Road (55m of western boundary of 167 Stringer Road to the end of the road)	Peri-urban roads	100	50	0.71	46	0 to +2	44-46	00:56	00:56-00:58	+00:00 to +00:02	10 (50 vpd)	0 to 10	Negligible	0	Negligible	Less than $1K	Jul 26	M 14

Moutere Waimea Rural Residential Table

These roads service local peri-urban communities, and are used predominantly by local residents. The current speed limits of 70 to 100km/h do not reflect the peri-urban nature of these roads. The proposed limits will provide speed environments that are better suited to the land use surrounding these roads

All Changes are Permanent Changes											Cost Benefit Disclosure Statements[5]							
		Speed Limits (km/h)			Mean Speed (km/h)			Avge Trip time per vehicle (mm:ss)			Avge Annual Total Trips for all Vehicles (hours)			Crashes				
Road (Include the start and end locations)	Road Classification	Existing	Proposed	Length (km)	Current	Change	New Speed	Current	New Time	Change	Current (Vehicles per day)	New	Change	Reported over past 5 years	Change per year	Cost to install	Start Year	Map Ref
Sunrise Valley Road (Sunrise Road to existing 50km/h area)	Peri-urban roads	80	50	0.87	50	-6 to -8	36 to 38	00:52	01:01 to 01:04	+00:09 to +00:12	70 (350vpd)	70 to 80	0 to +10	0	Negligible	Less than $1K	Jul 26	MW 15
Tarrant Road (Entire Length)	Peri-urban roads	80	60	2.36	43	Negligible								1 Non injury	Negligible	Less than $1K	Jul 26	MW 4
Trafalgar Road (Entire Road)	Per-urban roads	100	60	1.17	24	Negligible								0	Negligible	Less than $1K	Jul 26	MW 14
Westdale Road (Entire Length)	Peri-urban roads	80	60	2.32	62	-4 to -6	56 to 58	02:15	02:24-02:29	+00:09 to +00:14	300 (523vpd)	320 to 330	+20 to +30	0	Negligible	Less than $2K	Hoddy Rd	MW 13
Redwood Road Appleby (840m from end of Ken Beck Road)	Peri-urban roads	80	60	0.84	62	-2 to -4	58 to 60	00:49	00:50 to 00:53	00:01 to 00:03	210 (1021 vpd)	215 to 220	0 to +5	1 Non injury	Negligible	Less than $2K	Jul 26	MW 13

Moutere Waimea Urban Road No Footpath Table

The role and function of roads listed below are to service residential areas. The roads are predominately used by local residents. Speed reductions are considered a more cost effective method of reducing speeds over the use of other speed management interventions such as chicanes or installing footpaths.

All Changes are Permanent Changes											Cost Benefit Disclosure Statements[6]							
		Speed Limits (km/h)			Mean Speed (km/h)			Avge Trip time per vehicle (mm:ss)			Avge Annual Total Trips for all Vehicles (hours)			Crashes				
Road (Include the start and end locations)	Road Classification	Existing	Proposed	Length (km)	Current	Change	New Speed	Current	New Time	Change	Current (Vehicles per day)	New	Change	Reported over past 5 years	Change per year	Cost to install	Start Year	Map Ref
Fellbridge Rise (Entire Length)	Urban Streets with no footpath	50	40	0.19	17	Negligible								0	Negligible	Less than $1K	Jul 28	MW 16
Korepo Road (Entire Length)	Urban Streets with no footpath	50	40	0.45	16	Negligible								0	Negligible	Less than $1K	Jul 26	MW 17

[6] The Cost Benefit Disclosure Statement has been populated using in-house calculations, NZTA research report 582, Megamaps data, Crash Analysis System data ~~and cross-referenced with the NZTA Cost Impact Analysis Tool~~. It contains assumptions about a number of variables, and so the estimates are approximate only.

Moutere Waimea Specific Road Table

The role and function of roads listed below are to rural communities with the exception of a) Baigent Reserve Access, Mapua Causeway and Lee Valley Road which also provides access to recreational areas b) Eighty-eight Valley Road, Seaton Valley Road which are links into the peri-urban/urban areas. The roads are predominately used by local residents. Other speed management interventions such as road realignment are considered cost prohibitive.

All Changes are Permanent Changes											Cost Benefit Disclosure Statements[7]								
		Speed Limits (km/h)			Mean Speed (km/h)			Avge Trip time per vehicle (mm:ss)			Avge Annual Total Trips for all Vehicles (hours)			Crashes				
Road (Include the start and end locations)	Road Classification	Existing	Proposed	Length (km)	Current	Change	New Speed	Current	New Time	Change	Current (Vehicles per day)	New	Change	Reported over past 5 years	Change per year	Cost to install	Start Year	Map Ref
Baigent Reserve Access (Entire Length)	Unconventional, low speed	100	30	0.25	37	Negligible								0	Negligible	Less than $1K	Jul 26	MW 11
Baton Valley Road (Entire length)	Unsealed Roads	100	60	15.99	24	Negligible								1 Serious	Negligible	Less than $4K	Jul 28	MW 7
Church Valley Road	Rural Road	100	80	5.51	56	Negligible								2 Minor	Negligible	Less than $2K	Jul 27	MW2
Eighty Eight Valley Road (From end of existing 50km/h zone (south boundary of 107 Eighty Eight Valley Road) to 220m south of Totara View Drive)	Local Streets	70	50	0.96	61	-2 to -4	57-59	00:44	00:45-00:47	+00:01 to +00:03	175 (946vpd)	180 to 185	+5 to+10	0	Negligible	Less than $2K	Jul 26	MW 11
Garden Valley Road	Rural Road	100	80	2.90	43	Negligible								0	Negligible	Less than $1K	Jul 27	MW 2
Irvine Road (Entire Length)	Rural Road	100	80	0.31	18	Negligible								0	Negligible	Less than $1K	Jul 27	MW 2
Lee Valley Road (Entire length)	Rural Roads	100	80	7.81	56	Negligible								1 Minor 1 Non injury	Negligible	Less than $2K	Jul 27	MW 2
Lloyd Valley Road	Unsealed Section	100	60	2.34	15	Negligible								0	Negligible	Less than $1K	Jul 28	MW 8
Mapua Causeway (Entire Length)	Unconventional, low-volume or low speed road types	100	50	0.28	32	Negligible								1 Minor	0.02 to 0.07 1 Minor	Less than $2K	Jul 26	MW 18

[7] The Cost Benefit Disclosure Statement has been populated using in-house calculations, NZTA research report 582, Megamaps data, Crash Analysis System. It contains assumptions about a number of variables, and so the estimates are approximate only.

Moutere Waimea Specific Road Table

The role and function of roads listed below are to rural communities with the exception of a) Baigent Reserve Access, Mapua Causeway and Lee Valley Road which also provides access to recreational areas b) Eighty-eight Valley Road, Seaton Valley Road which are links into the peri-urban/urban areas. The roads are predominately used by local residents. Other speed management interventions such as road realignment are considered cost prohibitive.

All Changes are Permanent Changes					Cost Benefit Disclosure Statements[7]													
		Speed Limits (km/h)			Mean Speed (km/h)			Avge Trip time per vehicle (mm:ss)			Avge Annual Total Trips for all Vehicles (hours)			Crashes				
Road (Include the start and end locations)	Road Classification	Existing	Proposed	Length (km)	Current	Change	New Speed	Current	New Time	Change	Current (Vehicles per day)	New	Change	Reported over past 5 years	Change per year	Cost to install	Start Year	Map Ref
Mead Road (Entire length)	Unsealed Section	100	80	1.20	39	Negligible								0	Negligible	Less than $2K	Jul 27	MW 2
Motueka River West Bank Road (From end of existing 80km/h[8] zone 180m south to Pearse Valley Road to Woodstock Road)	Rural Road	100	80	3.83	51	Negligible								1 Minor 2 Non-injury	Negligible	Less than $2K	Jul 28	MW 7
Seaton Valley Road (From end of existing 60km/h zone to Les Wakefield Road to Stagecoach Road)	Peri-urban Road	80	60	2.85	54	-4 to -6	53-55	02:54	03:07-03:14	+00:13 to +00:20	510 (692vpd)	550 to 570	+40 to +60	4 Non-injury	0.53 to 0.73 Non-injury	Less than $2K	Jul 26	MW 4
Sharp Road (Entire Length)	Unsealed Section	100	60	0.99	32	Negligible								0	Negligible	Less than $1K	Jul 26	MW 5
Wairoa Gorge Road (Irvine Road to Lee Valley Road)	Rural Road	100	80	3.62	57	Negligible								0	Negligible	Less than $1K	Jul 27	MW 2
Wairoa Gorge Road (Unsealed section: south of Irvine Road)	Unsealed Section	100	60	5.45	43	Negligible								0	Negligible	Less than $1K	Jul 27	MW 2
Woodstock Road (Entire Road)	Rural Road	100	80	0.13	26	Negligible								0	0	Less than $2K	Jul 28	MW 7

[8] Speed limit change is recorded in the National Speed Limit Register, but not signed

Rationale

- *Eighty Eight Valley Road:* Ward: Councillors have recommended this is proposed for a reduction from residents' concerns about speeds and safety in this area.
- *Seaton Valley Road*: Considered to be rural residential.
- *Lee Valley Road*: This is a narrow road used by people accessing recreational areas by vehicles, (100km/h to 80km/h):
- *Wairoa Gorge Road*: Number of recreational vehicles means lower speeds should be considered.
- *Garden Valley Road*, Irvine Road, Lloyd Valley Road: These are short roads adjacent to Lee Valley Road and Wairoa Gorge Road (above)
- *Motueka River West Bank Road*: This road forms part of the Great Taste Trail with a number of cyclists using this road on a daily basis.
- *Woodstock Road*: It is proposed that the speed of this bridge matches the adjacent roads.
- *Baton Valley Road*: This road forms part of the Great Taste Trail with a number of cyclists using this road on a daily basis.

tasman district council | Te Kaunihera o te tai o Aorere

Phase Two Richmond Map Book

This book should be read in conjunction with the Phase Two Consultation Material.

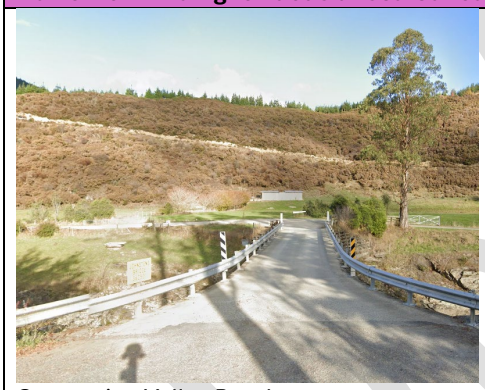
What are we consulting on?

We are consulting on proposals to lower speed limits for a number of local roads in Richmond:

- Narrow or winding tortuous unsealed roads reduced to 60km/h. These are rural unsealed roads that are winding and/or narrow, generally the alignment of these roads is classed as tortuous.
- Rural residential roads and peri-urban streets reduced to 50 or 60km/h. These roads provide access to residential properties, but at a lower density than urban residential areas.
- Urban roads which do not have footpaths reduced to 40km/h. These are roads in residential areas that do not have footpaths.
- Specific roads. There are several roads where we have community groups and residents advocating for lower speeds. In Golden Bay, the specific roads are:
    - Lower Queen Street (unsealed Great Taste Trail section
    - Aniseed Valley Road (section)
    - Clover Road East (section)
    - Clover Road West

Examples

Narrow or winding tortuous unsealed roads



Serpentine Valley Road

Rural residential roads

Haycock Road

Urban roads which do not have footpaths

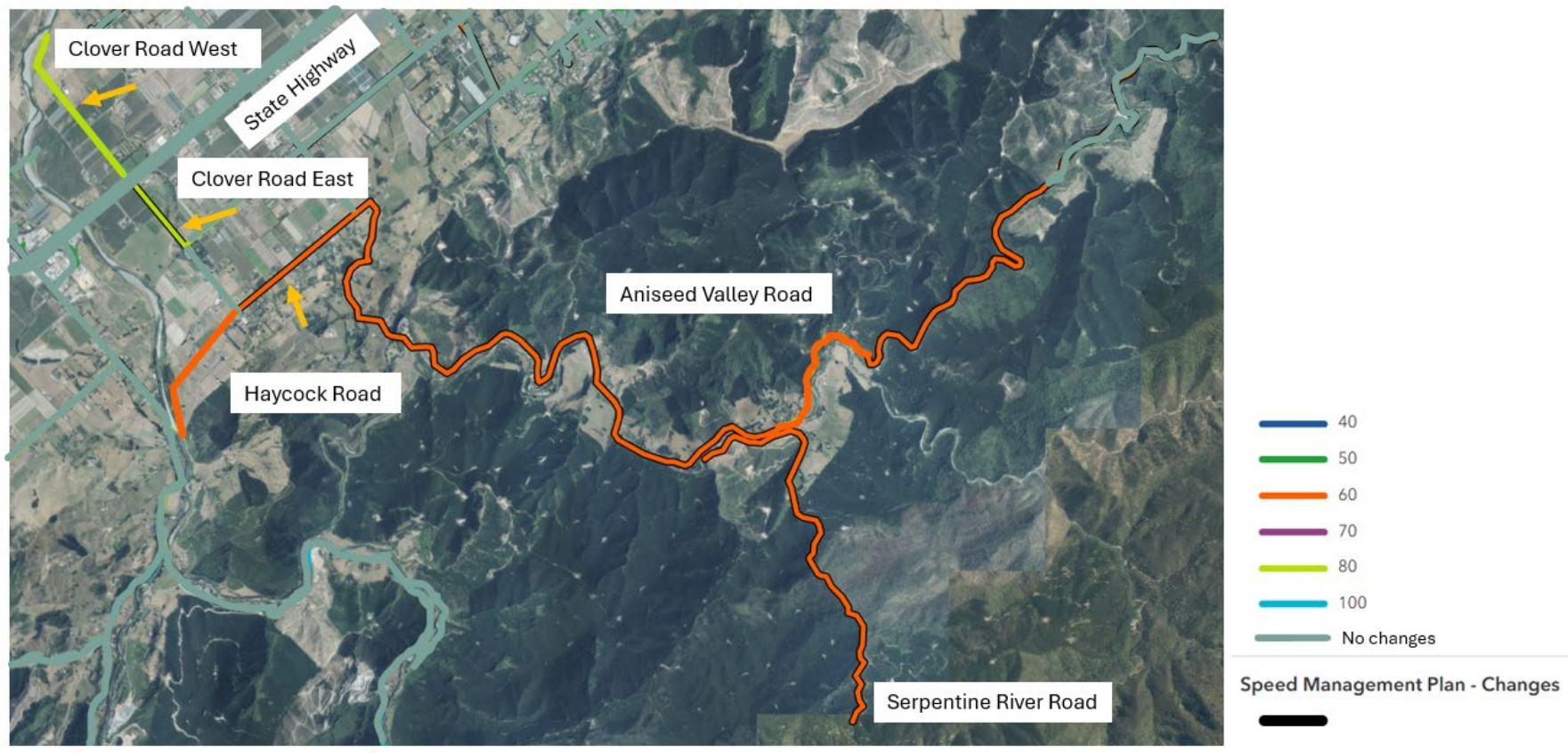
Faraday Rise

Specific roads

Lower Queen Street unsealed section

Map R1 Hope: Aniseed

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Unsealed Winding	Serpentine River Road	100	60
Rural Residential	Haycock Road	80	60
Specific Roads	Aniseed Valley Road (30m west of Haycock Road to Nelson Boundary)	80 and 70	60
	Clover Road East (Between SH and start of existing 80km/h zone)	100	80
	Clover Road West	100	80

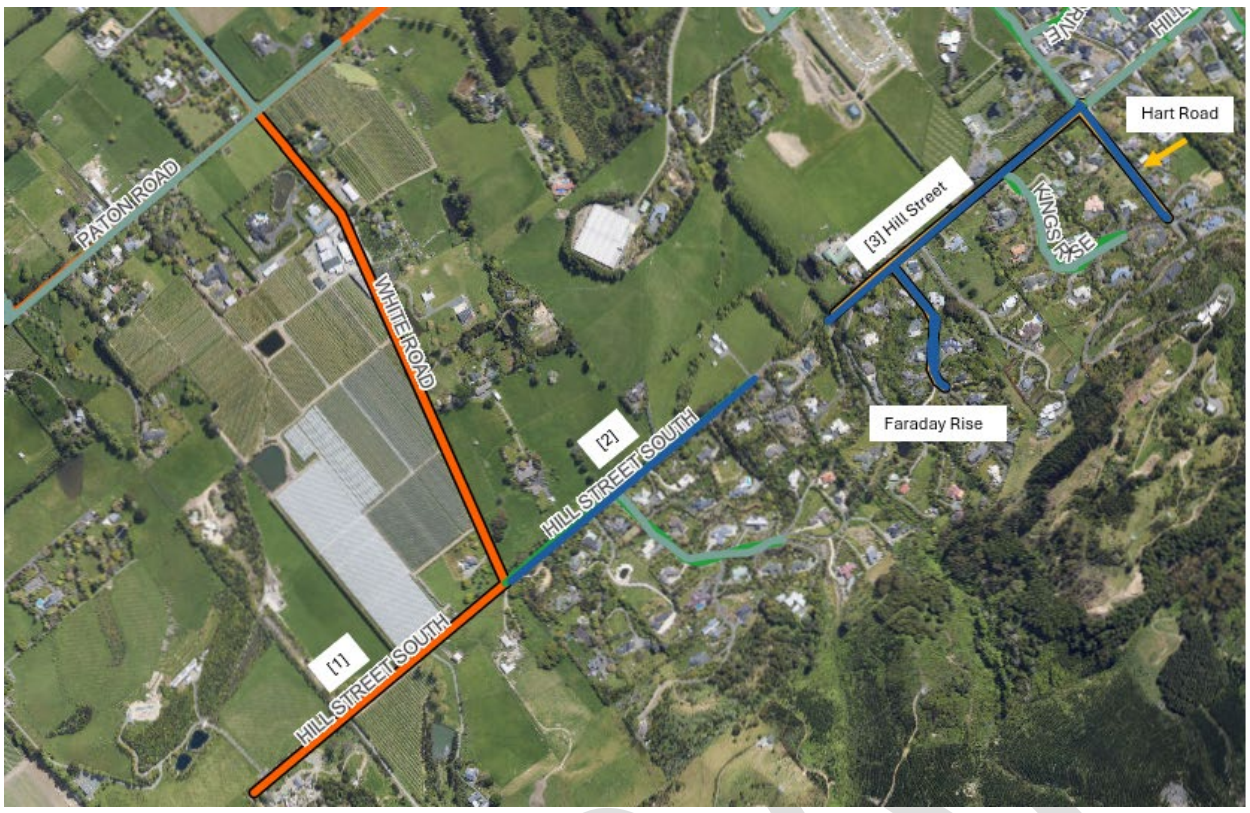


Map R2 Richmond Silvan

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Rural Residential	Eyles Road	100	50
	Silvan Place	100	50

Map R 3 Richmond South

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Rural Residential	[1] Hill Street South (south of White Road)	100	60
	White Road (Paton to Hill Street S)	80	60
Urban No Footpath	Faraday Rise (Entire Road)	50	40
	Hart Road (From Hill St south east to end of road)	50	40
	[2] Hill Street South (North East of White Road)	50	40
	[3] Hill Street (South of Hart Road)	50	40

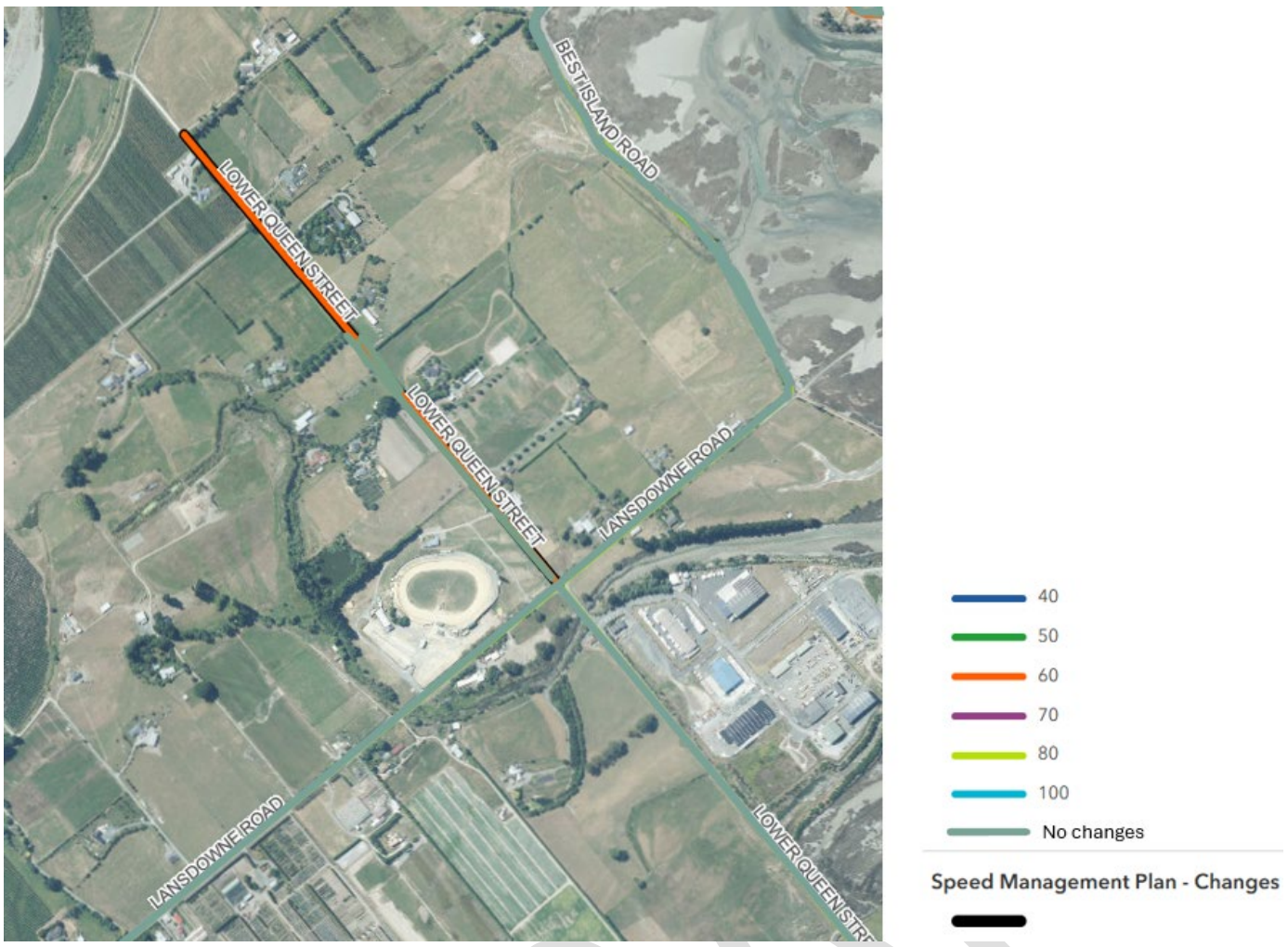


Map R 4 Richmond: Headingly

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Urban No Footpath	Headingly Lane	50	40

Map R 5 Richmond: Unsealed Lower Queen [Great Taste Trail]

Category	Road name (entire length unless specified)	Current speed (km/h)	New (km/h)
Specific	Lower Queen Street (end of seal (809 Lower Queen Street to end))	100	60



Richmond Narrow or Winding Tortuous Unsealed Roads Table

These are low volume unsealed rural roads, typically in very challenging topography. They provide access to small isolated communities and farms, and a small number of recreation areas The roads are predominately used by local residents, agricultural service vehicles, and visitors accessing recreation areas. Other speed management interventions such as road realignment are considered cost prohibitive in the challenging terrain, considering the low traffic volumes.

All Changes are Permanent Changes											Cost Benefit Disclosure Statements[1]							
		Speed Limits (km/h)			Mean Speed (km/h)			Avge Trip time per vehicle (mm:ss)			Avge Annual Total Trips for all Vehicles (hours)			Crashes				
Road (Include the start and end locations)	Road Classification	Existing	Proposed	Length (km)	Current	Change	New Speed	Current	New Time	Change	Current (Vehicles per day)	New	Change	Reported over past 5 years	Change per year	Cost to install	Start Year	Map Ref
Serpentine River Road (Entire Length)	Unsealed Rural Road	100	60	0.14	37	Negligible								0	Negligible	Less than $1K	Jul 26	R 1

[1] The Cost Benefit Disclosure Statement has been populated using in-house calculations, NZTA research report 582, Megamaps data, Crash Analysis System data. It contains assumptions about a number of variables, and so the estimates are approximate only.

Richmond Rural Residential Table

These roads service local peri-urban communities, and are used predominantly by local residents. The current speed limits of 70 to 100km/h do not reflect the peri-urban nature of these roads. The proposed limits will provide speed environments that are better suited to the land use surrounding these roads

All Changes are Permanent Changes											Cost Benefit Disclosure Statements[2]							
		Speed Limits (km/h)			Mean Speed (km/h)			Avge Trip time per vehicle (mm:ss)			Avge Annual Total Trips for all Vehicles (hours)			Crashes				
Road (Include the start and end locations)	Road Classification	Existing	Proposed	Length (km)	Current	Change	New Speed	Current	New Time	Change	Current (Vehicles per day)	New	Change	Reported over past 5 years	Change per year	Cost to install	Start Year	Map Ref
Eyles Road (Entire Length)	Peri-urban roads	100	50	0.76	19	Negligible								0	Negligible	Less than $1K	Jul 28	R 2
Haycock Road (Entire Road)	Peri-urban roads	80	60	3.00	60	-4 to- 6	54-56	03:00	03:138 -03:20	+00:13 to +00:20	300 (395 vpd)	320-330	+20 to +30	0	Negligible	Less than $2K	Jul 26	R 1
[1] Hill Street South (south of White Road)	Peri-urban roads	100	60	0.53	32	Negligible								0	Negligible	Less than $1K	Jul 27	R 3
Silvan Place (Entire Length)	Peri-urban roads	100	50	0.23	19	Negligible								0	Negligible	Less than $1K	Jul 28	R 2
White Road (Paton to Hill Street S)	Peri-urban roads	80	60	0.88	47	Negligible								1 Non injury	Negligible	Less than $2K	Jul 27	R 3

[2] The Cost Benefit Disclosure Statement has been populated using in-house calculations, NZTA research report 582, Megamaps data, Crash Analysis System data. It contains assumptions about a number of variables, and so the estimates are approximate only.

Richmond Urban Road No Footpath Table

These are low volume urban roads servicing local residential areas. They have no footpaths, and pedestrians and vehicles share the road space. Speed reductions are considered a more cost effective method of providing a safer environment until footpaths are able to be installed.

All Changes are Permanent Changes											Cost Benefit Disclosure Statements[3]								
		Speed Limits (km/h)			Mean Speed (km/h)			Avge Trip time per vehicle (mm:ss)			Avge Annual Total Trips for all Vehicles (hours)			Crashes				
Road (Include the start and end locations)	Road Classification	Existing	Proposed	Length (km)	Current	Change	New Speed	Current	New Time	Change	Current (Vehicles per day)	New	Change	Reported over past 5 years	Change per year	Cost to install	Start Year	Map Ref
Faraday Rise (Entire Road)	Urban Streets with no footpath	50	40	0.24	4	Negligible								0	Negligible	Less than $1K	Jul 27	R 3
Hart Road (From Hill St south east to end of road)	Urban Streets with no footpath	50	40	0.24	22	Negligible								0	Negligible	Less than $1K	Jul 27	R 3
Headingly Lane (Entire Length)	Urban Streets with no footpath	50	40	0.82	34	-1 to -3	31 to 33	01:17	01:20 to 01:25	+00:03 to +00:08	120 (363vpd)	120 to 130	0 to +10	0	Negligible	Less than $1K	Jul 26	R 4
[2] Hill Street South (North East of White Road)[4]	Urban Streets with no footpath	50	40	0.55	34	-1 to -3	31 to 33	00:58	01:00 to 01:04	+00:02 to +00:06	81 (301vpd)	85 to 90	Negligible	0	Negligible	Less than $1K	Jul 27	R 3
[3] Hill Street (South of Hart Road)	Urban Streets with no footpath	50	40	0.50	45	-2 to -4	41 to 43	00:40	00:42 to 00:44	+00:02 to +00:04	54 (282vpd)	55 to 60	0 to +5	1 Minor	05-.010 Minor	Less than $1K	Jul 27	R 3

[3] The Cost Benefit Disclosure Statement has been populated using in-house calculations, NZTA research report 582, Megamaps data, Crash Analysis System data. It contains assumptions about a number of variables, and so the estimates are approximate only.

[4] (Note there is a 50m section of 100km/h from the intersection of White Road)

Richmond Specific Road Table

The roads are predominately used by local residents and visitors. Other speed management interventions such as road realignment are considered cost prohibitive. .

All Changes are Permanent Changes								Cost Benefit Disclosure Statements[5]										
		Speed Limits (km/h)			Mean Speed (km/h)			Avge Trip time per vehicle (mm:ss)			Avge Annual Total Trips for all Vehicles (hours)			Crashes				
Road (Include the start and end locations)	**Road Classification**	**Existing**	**Proposed**	**Length (km)**	**Current**	**Change**	**New Speed**	**Current**	**New Time**	**Change**	**Current (Vehicles per day)**	**New**	**Change**	**Reported over past 5 years**	**Change per year**	**Cost to install**	**Start Year**	**Map Ref**
Aniseed Valley Road (30m west of Haycock Road to 1782m north of Serpentine Road)	Mountainous or Hill Corridors	80	60	11.35	50	-6 to -8	42-447	13:37	15:29 to 16:13	+01:51 to 2:36	950 (275)	10800 to 1130	+130 to +180	4 Minor 6 Non Injury	0.56 to 0.71 Minor .86 to 1.12 Non Injury	Less than $3K	Jul 26	R 1
Aniseed Valley Road (1782m north of Serpentine Road to Nelson Boundary)	Mountainous or Hill Corridors	80	60	3.56	18	Negligible								1 Non injury	Negligible	Less than $1K	Jul 26	R 1
Clover Road East (Between SH and Start of 80km/h zone)	Rural Road	100	80	0.62	68	Negligible								1 Minor 1 Non-injury	Negligible	Less than $2K	Jul 26	R 1
Clover Road West (Entire Road)	Rural road	100	80	1.50	52	Negligible								0	Negligible	Less than $1K	Jul 26	R 1
Lower Queen Street end of seal (809 Lower Queen Street to end)	Unsealed Roads	80	60	0.68	71	-6 to -8	63 to 65	00:34	00:38 to 00:39	+00:03 to +00:04	70 (467vpd)	75 to 80	+5 to +10	0	Negligible	Less than $1K	Jul 26	R 5

Rationale

- *Aniseed Valley Road*: This is a narrow road used by people accessing recreational areas by vehicles and cyclists
- *Clover Road East & Clover Road West*: The current 100km/h is inconsistent with the 80km/h area around it
- *Lower Queen Street (unsealed section)*: This is the unsealed section of the Great Taste Trail.

[5] The Cost Benefit Disclosure Statement has been populated using in-house calculations, NZTA research report 582, Megamaps data, Crash Analysis System data. It contains assumptions about a number of variables, and so the estimates are approximate only.