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# Draft West Coast

# Regional Speed Management Plan 2024-2026



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## 1. Introduction

**This plan outlines the West Coast approach to managing speed limits on the local roading network.**

**The new Government has recently made changes to the Land Transport Rule for Speed Management. Click on [this link](#) to see an explanation of the changes.**

The West Coast Regional Council, in partnership with the Buller, Grey, and Westland District Councils, has developed this plan to outline the approach to road safety and the proposed speed limit changes on local roads across the West Coast. The key objective is to create a safe road network for all road users.

To determine appropriate speed limits, a significant analysis process has been undertaken considering:

- National guidelines for safe and appropriate speeds as recommended by NZ Transport Agency,
- Input from the local community
- Insights from key stakeholders who hold valuable knowledge about the area.

In the initial phase of implementation over the next three years 2023/24 to 2025/26, we will focus on:

- Schools on local roads
- High-risk and high-benefit areas (i.e., places with a high concentration of people like town centres)
- Addressing local roads and areas identified by the community as important.

## 2. Purpose

The purpose of this document is to set out the ten-year vision for speed management in the region and the three-year implementation plan for 2023/24-2025/26. This Speed Management Plan (SMP) focuses on initial high-benefit areas and schools. Additional rural or remote roads will be assessed at a later date. The outcome is to provide a network-wide approach to speed management for Buller, Grey, and Westland District Councils, and the Department of Conservation.

This plan excludes the State Highway network. NZ Transport Agency Waka Kotahi has developed an interim Draft Speed Management Plan 2023 for the State Highway network. The State Highway draft plan was consulted on in late 2022 and is awaiting review and approval.

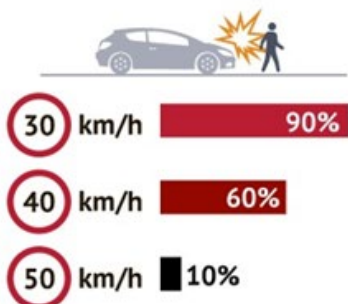
## 3. Why Does Speed Matter?

### **Speed is a Determining Factor in the Likelihood, and Severity of Injury**

The severity of injury and possibility of fatality increases depending on the road and section type combined with road users. International best practice is that 30km/h is the desirable Safe System speed on roads and streets where high numbers of active road users, especially children, are present. A pedestrian struck by a motor vehicle at this speed has a strong chance of surviving and avoiding a serious injury. The probability of a pedestrian being killed rises as impact speed increases. The probability approximately doubles between 30km/h and 40km/h and doubles again from 40km/h to 50km/h. These factors have informed the target Safe System speeds.

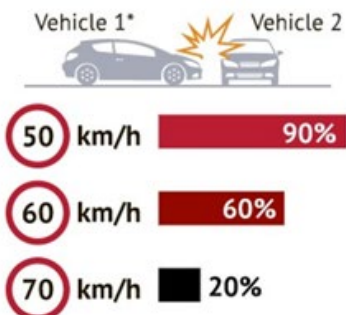
**As speed increases, so does the risk of a fatality**

**Chance of survival for a pedestrian\* being hit by a car**



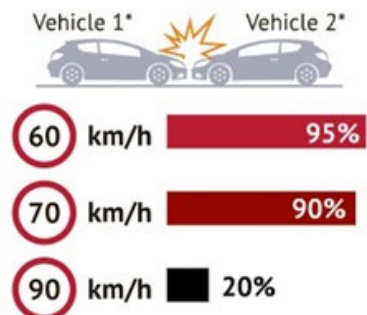
\*Based on young adult pedestrians

**Chance of surviving a side-on crash**



\*Based on Vehicle 1 speed

**Chance of surviving a head-on crash**



\*Both are light vehicles of similar size and mass, travelling at the same speed

(Based on Wrangborg, P 2005, 'A new approach to a safe and sustainable road structure and street design for urban areas', Road safety on four continents conference, 2005, Warsaw, Poland, Swedish National Road and Transport Research Institute (VTI), Linköping, Sweden.)

**Figure 3.1 Crash Survival Rates at Different Speeds**

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## 4. The Process



Mar 2023

- Regional Transport Committee confirmed the regional approach for developing a Regional Speed Management Plan

Apr - Oct 2023

- West Coast Regional Council and District Councils set out the regional level vision, priority and strategic approach.
- District Councils undertook speed management reviews and engaged with key stakeholders

Nov - Dec 2023

- Regional Council compiled the District Council's approach to creating the draft Regional Speed Management Plan

**Now**  
Mar - Apr 2024

- Public consultation on the proposed changes in the draft Plan with the community

June 2024

- Regional Council will publish the final Regional Speed Management Plan

## 5. Regional 10-Year Vision

### 5.1 Vision

Having “**a safe, resilient and connected multi-modal transport network which enables the West Coast to thrive**” is the vision set by the Regional Transport Committee, recognising the critical nature of the transport network to the economic and social wellbeing of West Coast communities.

### 5.2 Objectives

The Regional Land Transport Plan (RLTP) sets out a number of objectives for the region, linking to the vision and the outcomes set out in the Ministry of Transport Outcomes Framework. The key objective for speed management in the RLTP focuses on road safety outcomes:

*A transport network that is **safe for all users** with a target to reduce deaths and serious injuries on West Coast roads.*

### 5.3 Strategic Alignment to Government Direction

#### Government Policy Statement (GPS) on Land Transport<sup>1</sup>

Speed management plans must align with the GPS on Land Transport (2021/22-2030/31). The GPS has four strategic priorities:

- Safety
- Better Travel Options
- Climate Change
- Improving Freight Connections

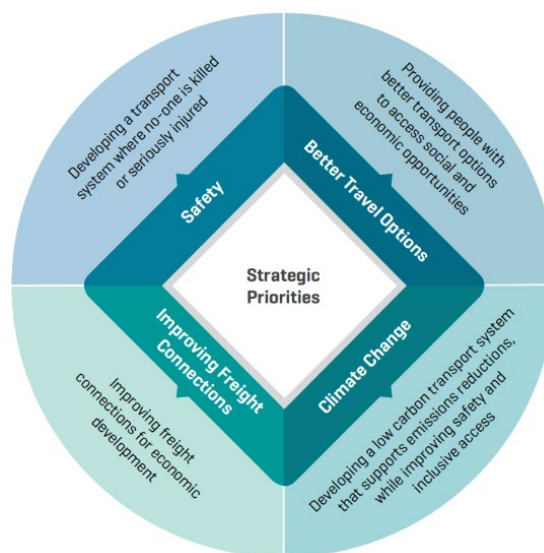


Figure 5.1 Strategic Priorities of the GPS Land Transport (2021/22-2030/31)

<sup>1</sup> The new GPS will be released in 2024 however it is expected to maintain the existing key priorities.

This Speed Management Plan aligns closely with the Safety, and Better Travel Options priorities as noted in Table 5.1.

**Table 5.1 Speed Management Alignment with the GPS Priorities**

GPS Priority	Speed Management Plan (SMP) Alignment
Safety	In accordance with the NZTA Speed Management Guide: Road to Zero edition, this (SMP) proposes speed limits to minimise the risk of fatal and serious injury to all road users by reducing impact speeds and crash forces. A cohesive approach to speed management is a key element in working towards a road network where no one is killed or seriously injured.
Better Travel Options	Following NZTA Speed Management Guide: Road to Zero edition, this SMP proposes speed limits in accordance with the One Network Framework Street categories. This will enable more equitable access to a variety of safe and healthy transport options, particularly in urban areas and around schools.

### Road to Zero

Road to Zero is New Zealand’s Road Safety Strategy 2020 - 2030. The Road to Zero Strategy sets a target of reducing deaths and serious injuries on our roads by 40% by 2030 compared to 2018 levels with an overarching vision of a New Zealand where no one is killed or seriously injured in road crashes. The strategy has five focus areas:

- Infrastructure improvements and speed management
- Vehicle safety
- Work-related road safety
- Road user choices
- System management



**Figure 5.2 Principles And Focus Areas of the Road to Zero Strategy**

This SMP directly falls within the first focus area of Infrastructure Improvements and Speed Management. The SMP also aligns with the System Management focus area with Councils working collaboratively within the Region to deliver safer speeds that align with international best practices.



A West Coast Community Transport survey conducted from October to December 2022 resulted in 1,099 people giving feedback that will help all three Councils to better understand and make decisions about their local roads. Most (95%) respondents live on the West Coast, spread across Buller - 454 (41%), Grey - 290 (26%), and Westland - 311 (28%).

Feedback from the survey shows that nearly 90% of respondents consider 'Road to Zero' to be important or very important to them. It has been identified as the most crucial strategic direction when compared to the other options in the survey, as illustrated in Figure 5.3.

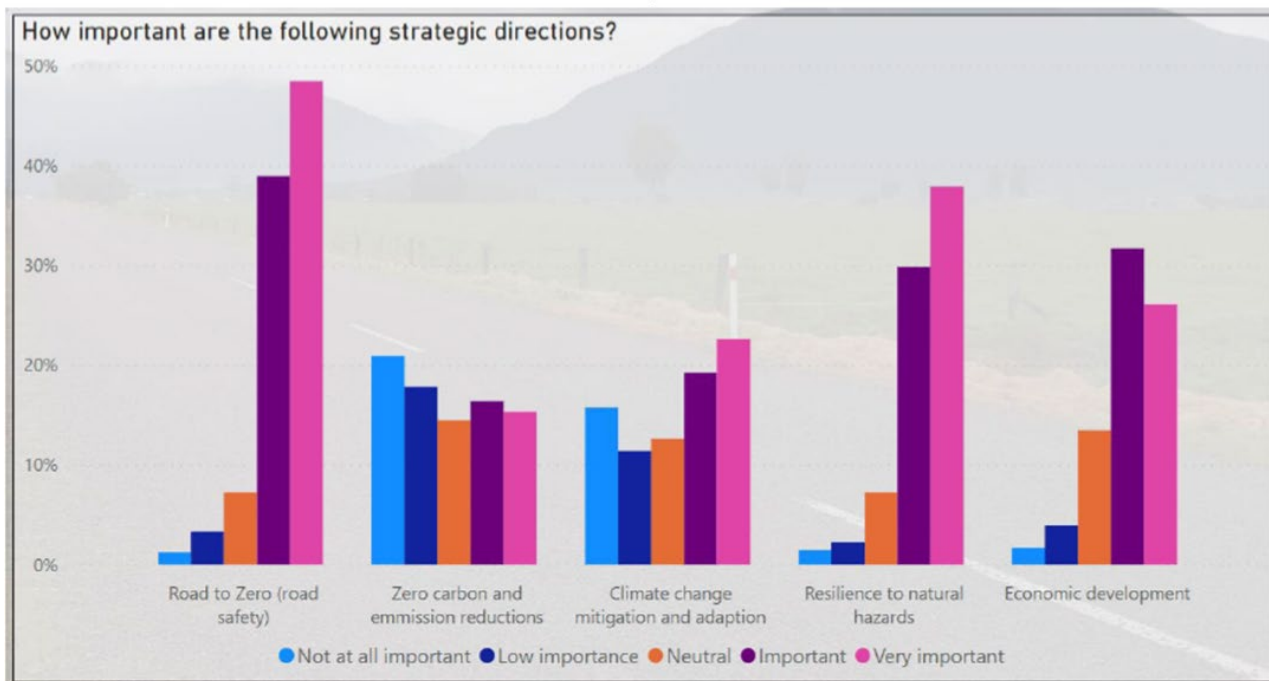


Figure 5.3 West Coast Community Transport Survey Strategic Priorities

### Land Transport Rule: Setting of Speed Limits 2022

The Rule was adopted in 2022 and requires Road Controlling Authorities to develop SMPs. The Rule provides a whole network approach to speed management to be considered alongside investment in road safety infrastructure. Buller, Grey, Westland District Councils, and the Department of Conservation have worked collaboratively on the SMP to achieve consistency throughout the West Coast.

The NZTA Speed Management Guide: Road to Zero Edition sets out the approach to speed management planning to align with the Road to Zero Strategy and the Setting of Speed Limits Rule. The Speed Management Guide was used to develop this SMP, to ensure that the Plan aligns with the Rule and the Road to Zero Strategy.

## 5.4 Alignment to NZTA Speed Management Guide Principles

Road Controlling Authorities are expected to follow the key principles in the NZTA Speed Management Guide when developing their SMPs:

- Survivable speeds, ensuring safety for all road users
- Consistent and safe speed limits to support health, wellbeing, and liveable places for all
- Speed limits are set with reference to the One Network Framework Street categories and the standard of the transport (safety) infrastructure
- Safe speeds are integrated, and recognised as one part of the framework, along with engineering, education, and enforcement solutions.



Figure 5.4 NZTA Guiding Principles for Speed Management

## 6. Whole-of-Network Approach

This SMP combines the Buller, Grey, and Westland Districts' Speed Plans into one consistent proposal for the West Coast. While developing the Plan, the NZTA draft Interim SMP for the State Highway network has also been considered.

For local roads that are not covered in this Plan, it is proposed that these will be reviewed in 2026/27.

## 7. Three-Year Implementation Plan

The proposed implementation plan supports the overall objectives of the RLTP, and in particular to make the transport network safe for all users as it aims to reduce deaths and serious injuries. With approximately 1,900 kilometers of local roads (excluding State Highways) across the West Coast, the implementation plan has focused on the initial high areas.

- Schools: All the schools in the Region have been reviewed to improve safety for children and students. There are no proposed speed limit changes for areas outside schools located on State Highways as this will be addressed under the NZTA workstream
- High-priority roads and areas: The areas with a high percentage of active road users have been included in the plan. This includes some areas requested by the community for review, and where suitable, have been included in the plan.

Based on the above considerations, the following speed limit proposals have been developed for the Buller (7.1), Grey (7.2), Westland (7.3), and Department of Conservation (7.4) areas.

### 7.1 Buller District

#### School Speed Limit Proposal

Table 7.1 Buller District School List

School Name	Category	Existing Speed Limit	Proposed Speed Limit	Map Reference	Implementation Timeframe	Comment
Buller High School	1	Permanent 50 km/h	Permanent 30 km/h	B6	2023/24	
Karamea Area School	1	Permanent 50 km/h	Permanent 30 km/h	B2	2023/24	
Reefton Area School	1	Permanent 50 km/h	Permanent 30 km/h	B9	2023/24	
Sacred Heart School	1	Permanent 50 km/h	Permanent 30 km/h	B9	2023/24	
St Canice's School	1	Permanent 50 km/h	Permanent 30 km/h	B6	2023/24	SH Interim SMP proposes 30 km/h variable speed limit on SH67.
Westport North School	1	Permanent 50 km/h	Permanent 30 km/h	B6	2023/24	
Westport South School	1	Permanent 50 km/h	Permanent 30 km/h	B6	2023/24	
OneSchool Global Westport	1	Permanent 50 km/h	Permanent 30 km/h	B6	2023/24	

## High Priority Roads and High Priority Areas

Table 7.2 Buller District Proposal

Area/Road	Map Reference	Implementation Timeframe	Comment
Kohaihai Road	B1	2024/25	N/A
Little Wanganui	B3	2024/25	N/A
Seddonville	B4	2024/25	N/A
Powerhouse Road	B5	2024/25	N/A
Westport	B6	2024/25	School zones will be implemented in 2023/24.
Cape Foulwind	B7	2024/25	N/A
Charleston	B8	2024/25	N/A

## 7.2 Grey District

### School Speed Limit Proposal

Table 7.3 Grey District School List

School Name	Category	Existing Speed Limit	Proposed Speed Limit	Map Reference	Implementation Timeframe	Comment
Awahono School	1	Permanent 50 km/h	Permanent 30 km/h	G1	2024/25	N/A
Blaketown School	1	Permanent 50 km/h	Permanent 30 km/h	G4	2023/24	N/A
Cobden School	1	Permanent 50 km/h	Permanent 30 km/h	G4	2023/24	N/A
Greymouth High School	1	Permanent 50 km/h	Variable 30km/h	G4	2023/24	SH Interim SMP proposes a 30 km/h variable speed limit on SH6.
Greymouth Main School	1	Permanent 50 km/h	Permanent 30 km/h	G4	2023/24	N/A
John Paul II High School	1	Permanent 50 km/h	Permanent 30 km/h	G4	2023/24	N/A
Karoro School (Tasman St and Rata St)	1	Permanent 50 km/h	Permanent 30 km/h	G6	2024/25	N/A
Lake Brunner School	1	Permanent 50 km/h	Permanent 30 km/h	G8	2023/24	N/A

School Name	Category	Existing Speed Limit	Proposed Speed Limit	Map Reference	Implementation Timeframe	Comment
Paparoa Range School	1	Permanent 50 km/h	Permanent 30 km/h	G5	2024/25	N/A
Paparoa Range School-Blackball site	1	Permanent 50 km/h	Permanent 30 km/h	G2	2024/25	N/A
Paroa School (Paroa School Road)	1	80 km/h with variable 40 km/h	Permanent 30 km/h	G7	2024/25	N/A
Runanga School	1	Permanent 50 km/h	Permanent 30 km/h	G3	2024/25	N/A
St Patrick's School	1	Permanent 50 km/h	Permanent 30 km/h	G4	2023/24	N/A

### High Priority Roads and High Priority Areas

Table 7.4 Grey District Proposal

Area/Road	Map Reference	Implementation Timeframe	Comment
Blackball	G2	2024/25	N/A
Sumner Road	G7	2024/25	N/A
Moana	G9	2023/24	N/A

## 7.3 Westland District

### School Speed Limit Proposal

Table 7.5 Westland District School List

School Name	Category	Existing Speed Limit	Proposed Speed Limit	Map Reference	Implementation Timeframe	Comment
Fox Glacier School	1	Permanent 60 km/h	Variable 30 km/h	W8	2023/24	N/A
Haast School	1	Permanent 50 km/h	Variable 30 km/h	W9	2023/24	N/A
Hokitika Primary School	1	Permanent 50 km/h	Permanent 30 km/h	W3	2023/24	N/A
Kokatahi-Kowhitirangi School	1	Permanent 80 km/h	Variable 30 km/h	W4	2023/24	N/A
Kumara School	1	Permanent 50 km/h	Permanent 30 km/h	W1	2023/24	N/A
Ross School (Gibson Street and Monteith Street)	1	Permanent 50 km/h	Permanent 30 km/h	W5	2023/24	SH Interim SMP proposes variable 30 km/h on SH6
South Westland Area School	1	Permanent 50 km/h	Variable 30 km/h	W6	2023/24	N/A
Westland High School	1	Permanent 50 km/h	Permanent 30 km/h	W3	2023/24	N/A

### High Priority Roads and High Priority Areas

Table 7.6 Westland District Proposal

Town/Area	Map Reference	Implementation Timeframe	Comment
Kumara	W1	2023/24	N/A
Arahura Pa	W2	2024/25	N/A
Hokitika	W3	2023/24	N/A
Ross	W5	2023/24	N/A
Franz Josef	W7	2025/26	N/A

## 7.4 Department of Conservation

Table 7.7 Doc Road Proposal

Road Name	District Area	Existing Speed Limit	Proposed Speed Limit	Implementation Timeframe	Comment
Marble Hill Road	Buller	Permanent 100 km/h	Permanent 20 km/h	2023/24	Existing 20 km/h speed limit sign(s) on the road
Prohibition Road	Buller	Permanent 100 km/h	Permanent 20 km/h	2023/24	Existing 20 km/h speed limit sign(s) on the road
Southside Road View Road	Buller	Permanent 100 km/h	Permanent 50 km/h	2023/24	Existing 50 km/h speed limit sign(s) on the road

## 8. Monitoring Programme

It is important to keep track and ensure the outcomes of the Plan are being met. Changes outlined will be monitored on an annual basis by Buller, Grey, and Westland District Councils, and an evaluation report will be developed 12 months after a new speed limit has been introduced.

Three key outcomes will be monitored: changes in the speed limit, user safety, and perception of safety. For each of the outcomes, the key performance indicators (KPI) proposed are shown in Table 8.1.

Table 8.1 Speed Management KPIs

Outcomes	Measure Name	Measure
<b>Changes in speed limit</b>	Safe and appropriate speed	% Road network that is at or below the safe and appropriate speed
	Category 1 schools	% Category 1 schools with 30-40 km/h speed limit
	Category 2 schools	% Category 2 schools with 60 km/h speed limit or lower
<b>Changes in user safety</b>	Crashes by severity	Number of crashes by severity from Crash Analysis System (CAS)
	Death and serious injuries	Number of death and serious injuries from CAS
	Travel speed gap	Difference between the new speed limit and actual speed
<b>Changes in perception of safety</b>	Perception of safety	Perception of safety and ease of walking and cycling, determined by post implementation surveys

### Category One and Two Schools

Under the Setting of Speed Limits Rule, schools have been grouped into two categories which determine the appropriate speed limit for the surrounding roads.

- **Category 1:** where schools would have 30km/h (fixed or variable) speed limits, or 40km/h limits if they existed prior to the Speed Rule taking effect
- **Category 2:** where school area could provide for a maximum of 60km/h speed limits but include an explanation about how the Safe System principles would be met.

The categorisation effectively recognises that there are different operating conditions and risk profiles between urban and rural areas, for example where pupils are generally driven to school and distances may make active transport modes less practical.

The data sources for these KPIs will be traffic tube counts (or other alternative data sources) at specified locations and these will be supported by control sites monitoring, where possible, post-implementation surveys, and crash data from the Crash Analysis System (CAS) database. This information will be collected, analysed, and reported annually to determine the impacts of the Plan over time. Baseline information will also be collected prior to implementation of the Plan to be able to monitor the KPIs.

Table 8.2 Baseline KPIs

District	% Road Network SAAS <sup>2</sup> Aligned	% Category 1 Schools With 30-40 km/H Speed Limit	% Category 2 Schools With 60 Km/H Speed Limit Or Lower	DSI <sup>3</sup> - Crashes (2018-2022)	DSI – Total Injury Count (2018-2022)
Buller District	3%	0% (Out of 10)	N/A	16	17
Grey District	2.8%	8% (1 out of 12)	0% (Out of 1)	18	21
Westland District	24%	17% (2 out of 12)	N/A	12	15

In addition to these indicators, there is a range of co-benefits that individual road controlling authorities may choose to report on. These include mode shifts and emissions changes that may occur.

<sup>2</sup> SAAS - safe and appropriate speed

<sup>3</sup> DSI – deaths and serious injuries



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## 9. Variations

Road-Controlling Authorities may wish to prepare a variation to this SMP, with the approval of the Director of Land Transport.

## 10. Government's Proposed Changes to Speed Rule

The Land Transport Rule: Setting of Speed Limits 2022 has been recently amended. Changes have been signalled to the Rule that will involve the removal of mandatory requirements for local Road Controlling Authorities to implement SMPs and to remove deadlines for submission by 29 March 2024.

The intent of the changes is expected to be that the preparation of SMPs will become a discretionary requirement with no set deadline for delivery. Any previous deadlines for the preparation of SMPs will be revoked, including deadlines for Regional Transport Committees and Road Controlling Authorities to meet deadlines associated with setting speed limits outside of schools.

In addition, it is anticipated that in future the Minister of Transport will have the authority to set deadlines for the steps involved in developing, varying, or replacing SMPs, rather than NZ Transport Agency.

### 10.1 Requirements for Variable Speed Limits Outside Schools

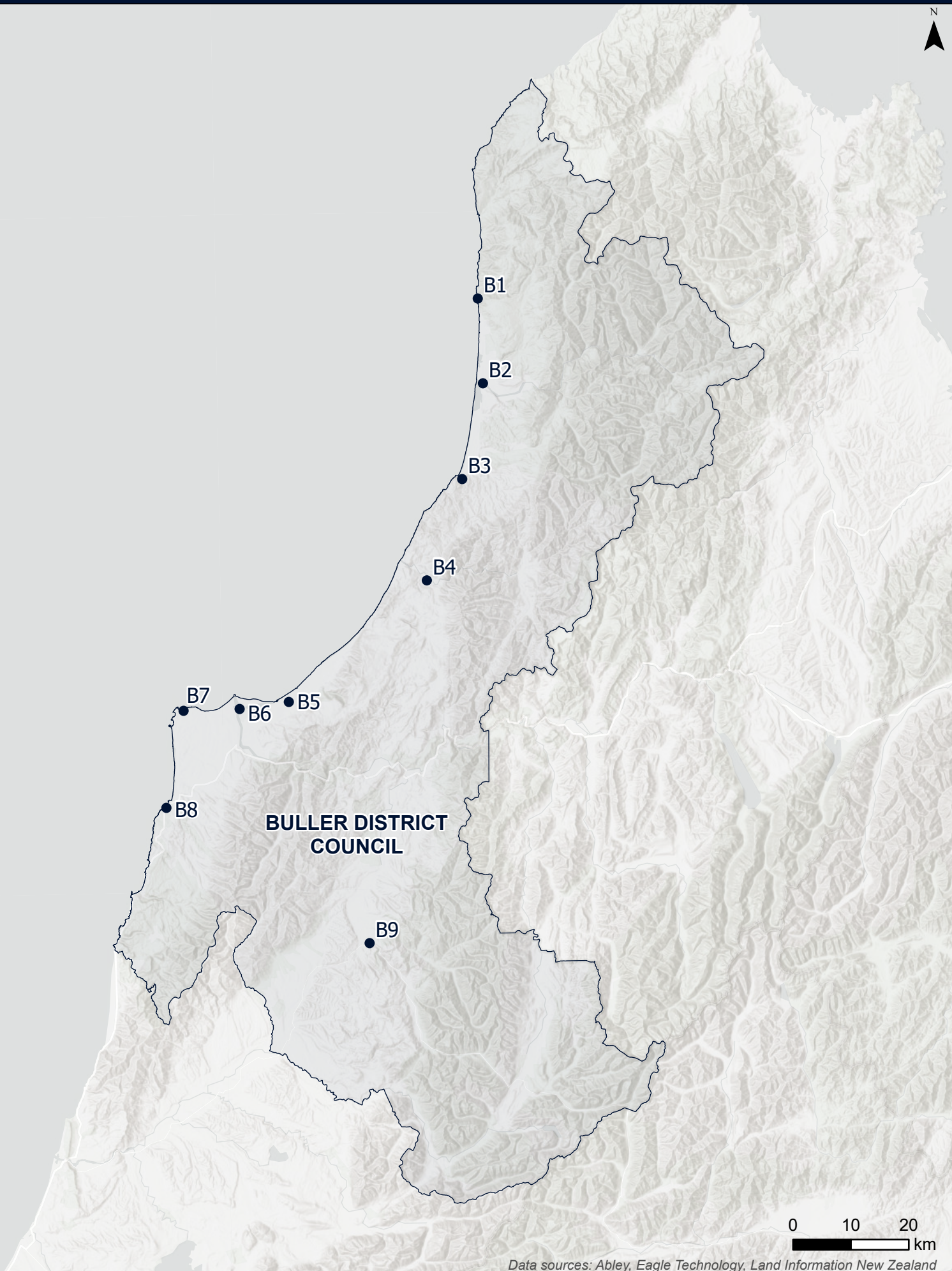
The Land Transport Rule will introduce requirements for variable speed limits on roads near schools during pick-up and drop-off times. Implementation of variable speed limits on roads near schools will mean that electronic signage will be required and there could be a cost implication to Road-Controlling Authorities. It is unclear at this time if this will be a mandatory or a preferred option.

## 11. Conclusion

The West Coast Regional SMP 2024 – 2026 makes a significant step towards a safer and well-being-connected community. It was developed collaboratively by the West Coast Regional Council, Buller, Grey, and Westland District Councils, and the Department of Conservation. With a vision of a safe, resilient, and connected multi-modal transport network, the Plan aligns strategically with the Government Policy Statement (GPS) on Land Transport and the Road to Zero strategy.

The three-year implementation plan in this Regional SMP prioritises schools, areas with high numbers of vulnerable road users, and areas with agreed community support. The monitoring programme, featuring key performance indicators, provides a robust framework for ongoing evaluation, measuring changes in speed limits, user safety, and the perception of safety. Overall, the Plan sets a precedent for effective, collaborative speed management, underlining the Region's dedication to fostering a safe and interconnected environment for its residents.

# Index Map



Data sources: Abley, Eagle Technology, Land Information New Zealand

B1 - Kohaiahi Road

B5 - Powerhouse Road

B9 - Reefton

B2 - Karamea

B6 - Westport

B3 - Little Wanganui

B7 - Cape Foulwind

B4 - Seddonville

B8 - Charleston



Kohaiahi Rd

0 200 400  
m

Data sources: Abley, Eagle Technology

Proposed Speed (km/h)

60



Proposed Speed (km/h)

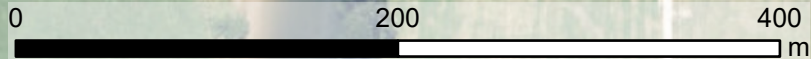
— 30

Data sources: Abley, Eagle Technology



Karamea Hwy

Little Wanganui Wharf Rd



Data sources: Abley, Eagle Technology

Proposed Speed (km/h)

— 40



Proposed Speed (km/h)

- 30
- 60
- State Highway

Data sources: Abley, Eagle Technology



Proposed Speed (km/h)

60

State Highway



Proposed Speed (km/h)

- 30
- 40
- 60
- State Highway

0 200 400 m  
Data sources: Abley, Eagle Technology





Proposed Speed (km/h)

60

State Highway

Data sources: Abley, Eagle Technology



Proposed Speed (km/h)

40

60

State Highway

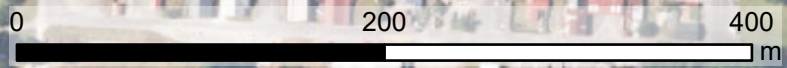
Data sources: Abley, Eagle Technology



**REEFTON AREA SCHOOL**



**SACRED HEART SCHOOL**

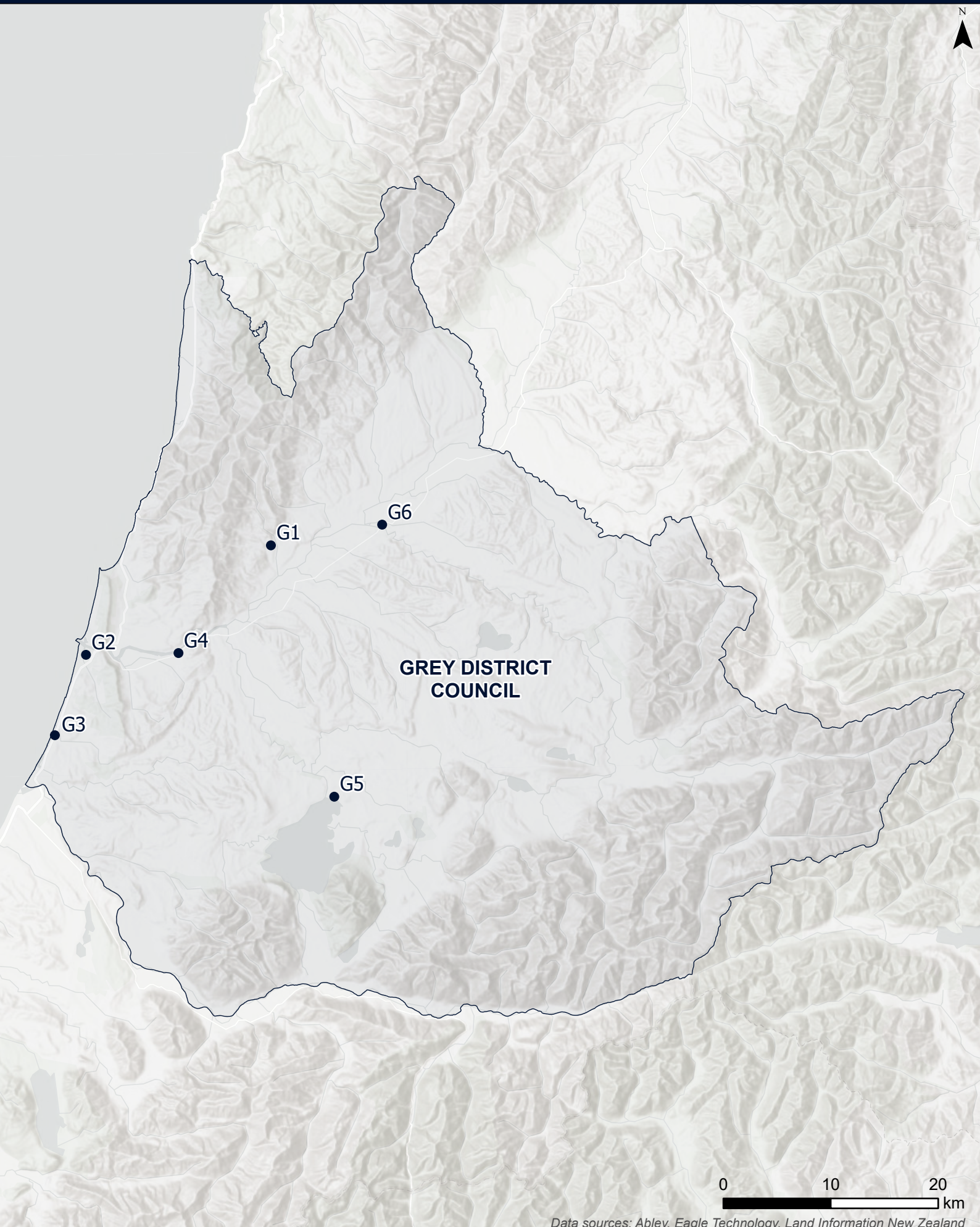


Data sources: Abley, Eagle Technology

Proposed Speed (km/h)

- 30
- State Highway

# Index Map



Data sources: Abley, Eagle Technology, Land Information New Zealand

- |                |                               |
|----------------|-------------------------------|
| G1 - Awahono   | G5 - Paparoa Range School     |
| G2 - Blackball | G6 - Karoro School            |
| G3 - Runanga   | G7 - Paroa School & Gladstone |
| G4 - Greymouth | G8 - Moana                    |



Proposed Speed (km/h)

30

State Highway

School

0 50 100 m

Data sources: Abley, Eagle Technology



Proposed Speed (km/h)

— 30



School

0 50 100 m

Data sources: Abley, Eagle Technology



Proposed Speed (km/h)

— 30



School



## Proposed Speed (km/h)

- 30 (Variable)
- State Highway
- 30
- School



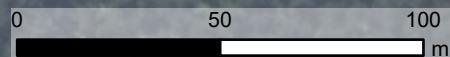


Proposed Speed (km/h)

— 30

— State Highway

🏫 School



Data sources: Abley, Eagle Technology



Proposed Speed (km/h)

30

State Highway

School

0 50 100 m

Data sources: Abley, Eagle Technology



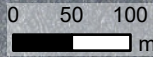
Proposed Speed (km/h)

30

State Highway

School


Data sources: Abley, Eagle Technology



Data sources: Abley, Eagle Technology

## Proposed Speed (km/h)

- 30
- 40

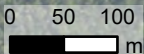
 School

# Index Map



Data sources: Abley, Eagle Technology, Land Information New Zealand

- |                 |                                 |                   |
|-----------------|---------------------------------|-------------------|
| W1 - Kumara     | W4 - Kokatahi-Kowhitirangi      | W7 - Franz Josef  |
| W2 - Arahura Pa | W5 - Ross                       | W8 - Fox Glacier  |
| W3 - Hokitika   | W6 - South Westland Area School | W9 - Haast School |



Data sources: Abley, Eagle Technology

## Proposed Speed (km/h)

- 30
- 50
- State Highway

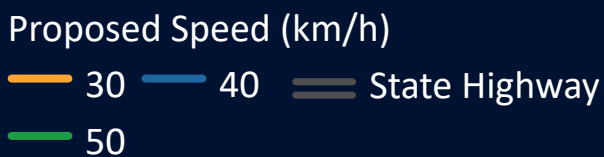


Proposed Speed (km/h)

— 30

== State Highway

Data sources: Abley, Eagle Technology



05000  
m

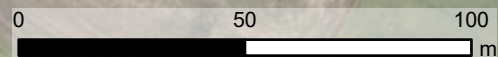
Data sources: Abley, Eagle Technology





Proposed Speed (km/h)

— — 30 (Variable)



Data sources: Abley, Eagle Technology



## Proposed Speed (km/h)

30

50

State Highway

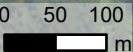


0 50 100  
m  
Data sources: Abley, Eagle Technology

Proposed Speed (km/h)

--- 30 (Variable)

— 50



Data sources: Abley, Eagle Technology

Proposed Speed (km/h)

— 30

== State Highway



Proposed Speed (km/h)

— 30 (Variable)

Data sources: Abley, Eagle Technology



Proposed Speed (km/h)

--- 30 (Variable)

Data sources: Abley, Eagle Technology