

**Te Pātaka o Rākaihautū**  
**Banks Peninsula Community Board**  
**MINUTES ATTACHMENTS**

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**Date:** Monday 24 June 2019  
**Time:** 10am  
**Venue:** Little River Service Centre,  
4238 Christchurch-Akaroa Road, Little River

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<b>TABLE OF CONTENTS</b>	<b>PAGE</b>
<b>11. Banks Peninsula Speed Limit Review- Akaroa Harbour, Bays &amp; Little River Areas</b>	
A. Summary Table of Speed Limit Proposals .....	3
<b>12 Results of Expressions Of Interest for Little River Coronation Library and Future Use</b>	
A. Coronation Library - Photos of Flooding - 12 August 2012 .....	21
B. Coronation Library - Map .....	27
C. Coronation Library - 10 Year and 50 Year Flood Event Plan .....	28

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## Banks Peninsula Speed Limit Review 2018/19

### Summary of Speed Limit Proposals

19/693331

Road Name	Current Speed Limit	Consultation Proposed	Final CCC Proposed (Report)	Latest NZTA Feedback on Final CCC Proposed Speed Limits	CCC Note
<b>Inner Harbour Route (Lyttelton- Camp Bay Road)</b>					
<b>Governors Bay Road</b> (Cass Bay- above Rapaki)	60/100	50	50	Agree/Alignment	
<b>Governors Bay Road</b> (Above Rapaki- Governors Bay)	100	60	60	Agree/Alignment	
<b>Governors Bay- Teddington Road</b> (Ohinetahi- above Allandale Lane)	70	60	60	Agree/Alignment	
<b>Governors Bay- Teddington Road</b> (Above Allandale Ln- start of Teddington Straight)	100/70	60	60	Agree/Alignment	
<b>Bamfords Road</b>	100	60	60	Agree/Alignment	
<b>Governors Bay- Teddington Road</b> (Start of Teddington Straight- Manor Farm including Gebbies Pass Road intersection)	100	80	80	Acknowledge review	Mega Maps SAAS is 60km/h. CCC recalculated at 80km/h.
<b>Foleys Road</b>	100	80	80	Disagree. 80 is unsafe for an unsafe for an unsealed road and does not reflect Safe System Principles-	A short no exit side road which would in practical terms take the speed limit of the adjoining main road

				from a regulatory perspective this does not align with the intent of the Guide and does not reflect the national consistency the Rule is intending to deliver- the final decision is the Council's to make however.	rather than post a speed limit. It is not intended to be signposted.
<b>Charteris Bay Road- Marine Drive</b> (Above Manor Farm- start of existing 50 km/h)	100/70	60	60	Agree/Alignment	
<b>Andersons Road</b>	50	30	40	Agree/Alignment	Additional NZTA Guidance provided / Mega Maps V2
<b>Bayview Road</b> (Outside Diamond Harbour Urban Traffic Area)	100	30	40	Agree/Alignment	Additional NZTA Guidance provided / Mega Maps V2
<b>Doris Faigen Lane</b>	50	30	40	Agree/Alignment	Additional NZTA Guidance provided / Mega Maps V2. Not intended to be sign posted.
<b>Hunters Road</b> (Outside Diamond Harbour Urban Traffic Area)	100	30	40	Agree/Alignment	Additional NZTA Guidance provided / Mega Maps V2
<b>Purau Avenue</b> (Diamond Harbour- Purau)	70	50	50	The proposed length of 50km/h does not seem to line with the current speed limit sign location which puts into question the	Current signage positions are correct. It is currently a short section of 70 km/h that is considered to have no net benefits to posting a separate

				<p>accuracy of the signs against the existing speed limit bylaw for this area- there are extensive 50km/h speed limits in what is a rural environment. Disagree with the 50 proposal- the whole area has a calculated 60 km/h SAAS which is the recommended speed limit for this essentially rural environment and aligns with national consistency- if there are specific higher pedestrianized areas consider 40km/h for those areas together with appropriate warning signage.</p>	<p>60 km/h speed limit between the two settlements, in particular given the road alignment and use by pedestrians who don't have suitable shoulder in places.</p>
Camp Bay Road	100	50	40	Agree/Alignment	Additional NZTA Guidance provided / Mega Maps V2
<b>Gebbies Pass &amp; Gebbies Valley</b>					
Gebbies Pass Road (Governors Bay Road- start of the Hill)	100	80	60	Agree/Alignment	

<b>Gebbies Pass Road</b> (Hill Section)	100	60	60	Agree/Alignment	
<b>Gebbies Pass Road</b> (Above Park Hill Road- Millers Road)	100	80	80	Agree/Alignment	
<b>Millers Road</b>	100	80	80	Agree/Alignment	
<b>Withells Road</b>	100	60	60	Agree/Alignment	
<b>McQueens Valley Road</b> (Millers Road- Streeters Road)	100	80	80	Agree/Alignment	
<b>McQueens Valley Road</b> (Streeters Road- end)	100	60	60	Acknowledge Points	Mega Maps SAAS is 80km/h. Narrow road where there is insufficient space for two traffic lanes continuously.
<b>Streeters Road</b>	100	60	60	Agree/Alignment	
<b>Le Bons Bay (Upper Settlement)</b>					
<b>Le Bons Bay Road</b> (Upper Settlement existing 70 km/h area)	70	50	60	Agree/Alignment	Additional NZTA Guidance provided / Mega Maps V2
<b>Le Bons Valley Road</b>	100	50	60	Agree/Alignment	Additional NZTA Guidance provided / Mega Maps V2
<b>The Branch Road</b>	100	50	60	Agree/Alignment	Additional NZTA Guidance provided / Mega Maps V2. Not intended to be signposted.

Leonardo Lane	100	50	60	Agree/Alignment	Additional NZTA Guidance provided / Mega Maps V2. Not intended to be signposted.
Little River					
Church Road	100	50	60	Agree/Alignment	Additional NZTA Guidance provided / Mega Maps V2
Cemetery Road	100	50	60	Agree/Alignment	Additional NZTA Guidance provided / Mega Maps V2. Not intended to be signposted.
Western Valley Road (Speed limit change point- above Church Rd)	100	50	60	Agree/Alignment	Additional NZTA Guidance provided / Mega Maps V2
Little Akaloa					

<b>Chorlton Road</b> (Speed limit change point- above Luke Road)	100	50	50	Disagree with 50 proposal- SAAS calculated at 60 km/h- this is not an urban type environment where 50 km/h arterial/collector speed limits are expected- recommend 60 km/h across entire network to encourage national consistency and 40 km/h where obvious urban pedestrian activity 50 km/h proposed.	50 km/h proposed as it is a continuation of the existing Little Akaloa settlement area and links well with Lukes Road.
<b>Lukes Road</b>	100	50	50	Disagree with 50 proposal- SAAS calculated at 60 km/h- this is not an urban type environment where 50 km/h arterial/collector speed limits are expected- recommend 60 km/h across entire network to encourage national consistency and 40 km/h where obvious urban pedestrian activity 50 km/h proposed.	Lukes Road is considered to be an urban type environment. 50 km/h proposed as it is a continuation of the existing Little Akaloa settlement area. Urban area.



Little Akaloa Road (Speed Limit change point- above Factory Road)	100	50	50	Disagree with 50 proposal- SAAS calculated at 60 km/h- this is not an urban type environment where 50 km/h arterial/collector speed limits are expected- recommend 60 km/h across entire network to encourage national consistency and 40 km/h where obvious urban pedestrian activity 50 km/h proposed.	50 km/h proposed as it is a continuation of the existing Little Akaloa settlement area.
Takamatua					
Old French Road	100	50	No Change At This Stage	Disagree with 50 proposal- SAAS calculated at 60 km/h- this is not an urban type environment where arterial/collector 50 km/h speed limits are expected- Speed Management Guide recommends 60 km/h for unsealed roads- recommend 60 km/h across entire rural road network to encourage	Irregular situation with a top section of road not recommended to be used by vehicles due to current surface conditions. Current 50/100 speed limit change point required to enable the enforceability of the Takamatua 50 km/h settlement area below. No change at this stage until

					national consistency and 40 km/h if tortuous unsealed or where obvious pedestrian activity.	speed limit of the adjoining SH75 is determined.
<b>Duvauchelle</b>						
<b>Onawae Flat Road</b>	50	30	30	Agree/Alignment		
<b>Okains Bay</b>						
<b>Okains Bay Road</b> (Existing lower speed limit change point to Big Hill Road intersection)	100	50	60	Agree/Alignment		Additional NZTA Guidance provided / Mega Maps V2
<b>Chorlton Road</b> (Okains Bay Road- Okains River Road)	100	50	60	Agree/Alignment		Additional NZTA Guidance / Mega Maps V2
<b>Okains Bay Road</b> (Big Hill Road intersection to Camping Ground)	100	30	40	Disagree with 30 proposal- speed management guide recommends 30 km/h speed limits of areas of high volumes of pedestrians and cyclists such as CBD area- mean operating speed for Okains Bay Road is 35-39 km/h- recommend 60 km/h		Additional NZTA Guidance provided / Mega Maps V2. High numbers of active road users at times including pedestrians. Feedback from local community that 30 km/h may be too slow.

					across entire road network to encourage national consistency, 40 km/h where obvious urban pedestrian activity, 20 km/h for road through park/reserve type environment, or 'shared zone' for campground type area.	
Knapps Road	100	30	40	Agree/Alignment*	Additional NZTA Guidance provided / Mega Maps V2. A short no exit side road which would in practical terms take the speed limit of the adjoining main road rather than post a speed limit. It is not intended to be signposted.	
				Disagree with 30 proposal- speed management guide recommends 30 km/h speed limits for areas of high volumes of pedestrians and cyclists such as CBD areas- Speed Management Guide recommends 60 km/h for unsealed roads- recommend 60 km/h across entire rural road network to encourage national consistency. Note that some RCA's are proposing 40 km/h for		

				tortuous unsealed roads, and this provides a 20 km/h differential detailed in the Guide and Rule (ie a 40/60/80/100 rural regime), *and 40 km/h for Knapps Road would align with this approach.	
School House Road	100	50	40	Agree/Alignment	Additional NZTA Guidance provided / Mega Maps V2. It is not intended to be sign posted.
Okains River Road	100	50	40	Disagree with proposal- - SAAS calculated at 60 km/h- this is not an urban type environment where 50 km/h arterial /collector speed limits are expected- Speed Management Guide recommends 60 km/h for unsealed roads- recommend 60 km/h across the entire rural network to encourage national consistency and 40 km/h where obvious urban pedestrian activity.	Additional NZTA Guidance provided / Mega Maps V2. Active road users at times including pedestrians.

Back Road	100	50	50	Disagree with 50 proposal- SAAS calculated at 60km/h- this is not an urban type environment where 50 km/h arterial/collector speed limits are expected- Speed Management Guide recommends 60 km/h for unsealed roads- recommend 60km/h across entire rural network to encourage national consistency.	A short no exit side road which would in practical terms take the speed limit of the adjoining main road rather than post a speed limit. It is not intended to be signposted. An administrative anomaly within an existing 50 km/h area.
Okains Bay Camping Ground	10	10	10	Recommend designating the camp ground as a 'shared zone' without requirement for a formal speed limit (which will never be enforced)- shared zone is a lot more explaining that a speed limit target.	Recommendation is to formalise existing sign posted 10 km/h speed limit within camping ground. Site does not warrant signage changes.
Akaroa					

Beach Road (Bruce Terrace to end of road)	50	30	30	Agree/Alignment	High pedestrian volumes in particular tourists
Grehan Valley Road (Speed limit change point- end of road)	100	50	50	Disagree with 50 proposal- SAAS calculated at 40 km/h for the sealed length and 60 km/h for the rural unsealed length- this is not an urban type environment where 50 km/h arterial/collector speed limits are expected- Speed Management Guide recommends 40 km/h for residential access roads and 60 km/k for unsealed roads to encourage national consistency- Note Mega Maps already indicates the existing speed limit is 50 km/h for Grahah Valley Road- recommend checking bylaw details.	No exit unsealed road. Extending the 50 km/h to the road end. Pedestrians. No net benefits to posting a 60 km/h speed limit when the level of service on the road reduces. Checked Bylaw- this section is currently 100 km/h.
Lighthouse Road (Speed limit change point- above last house)	100	50	50	Disagree with 50 proposal- residential access road so whole residential area should be 40 km/h, with	50 km/h recommended as this is an extension of the existing Akaroa urban area.

				rural length beyond consistently 60 km/h.	
<b>Old Coach Road</b> (Speed limit change point- Long Bay Road)	100	50	60	Agree/Alignment	Additional NZTA Guidance provided / Mega Maps V2.
<b>Morgans Road</b> (Speed limit change point- Long Bay Road)	100	50	60	Agree/Alignment	Additional NZTA Guidance provided / Mega Maps V2.
<b>Rue Balguerie</b> Speed limit change point- above Purple Peak Road)	100	50	50	Disagree with 50 proposal- SAAS calculated at 60 km/h- this is not an urban type environment where 50 km/h arterial/collector speed limits are expected- recommend 60 km/h across the entire rural road network to encourage national consistency and 40 km/h where obvious urban pedestrian activity.	Pedestrians. Extension of existing Akaroa urban 50 km/h area. Reduced level of service.
<b>Purple Peak Road</b>	100	50	50	Disagree with 50 proposal- SAAS calculated at 60 km/h – this is not an urban type environment where 50 km/h arterial/collector speed limits are expected- recommend 60 km/h across the entire rural road	Pedestrians. Extension of existing Akaroa urban 50 km/h area.

				network to encourage national consistency and 40 km/h where obvious urban pedestrian activity.	
Rue Jolie (North) (Recreation Ground)	50	20	20	Agree/Alignment	
Rue Viard (Recreation Ground)	50	20	20	Agree/Alignment	This section of Rue Viard is an extension of Rue Jolie.
Childrens Bay Road	100	20	20	Agree/Alignment	
<b>Onuku</b>					
Onuku Road (Speed limit change point- Onuku settlement)	100	60	60	Agree/Alignment	
Onuku Road (Settlement)	100	40	40	Agree/Alignment	
Hamilton Road	100	40	40	Agree/Alignment	
Haylocks Road	100	40	40	Agree/Alignment	
<b>French Farm &amp; Wainui Route</b>					
Wainui Main Road (Rural)	100	60	60	Agree/Alignment	
Moore's Road	100	60	60	Agree/Alignment	



<b>Wainui Main Road</b> (French Farm Settlement incl. Aquatic Club)	100/70	50	60	Disagree with 50 proposal- SAAS calculated at 60 km/h- this is not an urban type environment where 50 km/h arterial speed limits are expected- recommend 60 km/h across entire rural road network to encourage national consistency and 40 km/h where obvious urban pedestrian activity.	Additional NZTA Guidance provided / Mega Maps V2.
<b>French Farm Valley Road</b>	70	50	60	Agree/Alignment	Additional NZTA Guidance provided / Mega Maps V2.
<b>Winery Road</b>	70	50	60	Agree/Alignment	Additional NZTA Guidance provided / Mega Maps V2. Not intended to be signposted.
<b>Bantry Lodge Road</b>	100	50	60	Agree/Alignment	Additional NZTA Guidance provided / Mega Maps V2. Not intended to be signposted.
<b>Tikao Bay Road</b> (Wainui Main Road- Speed limit change point)	100	20	20	Agree/Alignment	
<b>Cemetery Road</b> (Wainui Main Road- Speed limit change point)	100	50	60	Agree/Alignment	Additional NZTA Guidance provided / Mega Maps V2.

<b>Donovans Road</b>	<b>100</b>	<b>50</b>	<b>40</b>	<b>Agree/Alignment</b>	<b>Additional NZTA Guidance provided / Mega Maps V2.</b>
<b>Edwards Road</b>	<b>100</b>	<b>50</b>	<b>40</b>	<b>Agree/Alignment</b>	<b>Additional NZTA Guidance provided / Mega Maps V2.</b>
<b>Wainui Valley Road</b>	<b>100</b>	<b>50</b>	<b>40</b>	<b>Agree/Alignment</b>	<b>Additional NZTA Guidance provided / Mega Maps V2. YMCA.</b>

**Final Response from Glenn Bunting- Manager Network Safety NZTA**

**From:** Glenn Bunting [mailto:Glenn.Bunting@nzta.govt.nz]

**Sent:** Friday, 7 June 2019 4:08 p.m.

**To:** Hensley, Andrew <Andrew.Hensley@ccc.govt.nz>

**Cc:** Sharland, Sam <Samantha.Sharland@ccc.govt.nz>; Gallot, Wayne <Wayne.Gallot@ccc.govt.nz>; David Scarlet <David.Scarlet@nzta.govt.nz>; Niclas Johansson <Niclas.Johansson@nzta.govt.nz>

**Subject:** RE: Banks Peninsula Speed Limit Review 2018/19- Final Amendments

Hi Andrew – thanks for your email, and apologies it's taken me a while to get to it.

I have commented in red into your document attached. I note the significant reduction in the number of 50s proposed in rural environments now – I appreciate that you have taken the Agency's feedback into account.

We absolutely acknowledge that the MegaMaps analysis needs to be sense tested and checked, and that it isn't a paint by numbers exercise. Having said that there are some fundamental principles in play, such as Safe System speed limits for unsealed roads and achieving national consistency by applying a (40)/60/80/100 regime for rural roads, that underpin the analysis.

I need to reiterate that the Agency's response, and my subsequent comments in the attached, are based on my assessment of the proposals against the requirements of the Rule and the intent of the Guide – the final decisions on setting safe and appropriate speed limits rest with the Council, and under the Rule the Council must have regard to the information provided by the Agency (the Guide and MegaMaps), and take into account submissions made on the proposals. While it would be great for us all to agree on everything, there is no need for you to achieve further agreement or approval from the Agency on Council's proposals.

Happy to discuss.

Have a great weekend.

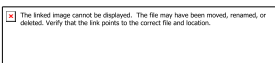
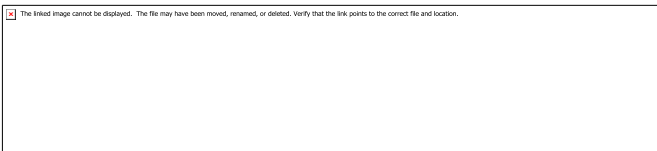
Cheers, Glenn

**Glenn Bunting** / Manager Network Safety  
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Little River Coronation Library approx. 2500 square metres to be surveyed and reserve classification changed to Local Purpose (Community Buildings) Reserve





TRIM://19/505433

CP 502813 / 56-06

*Little River Ceremonial Library*

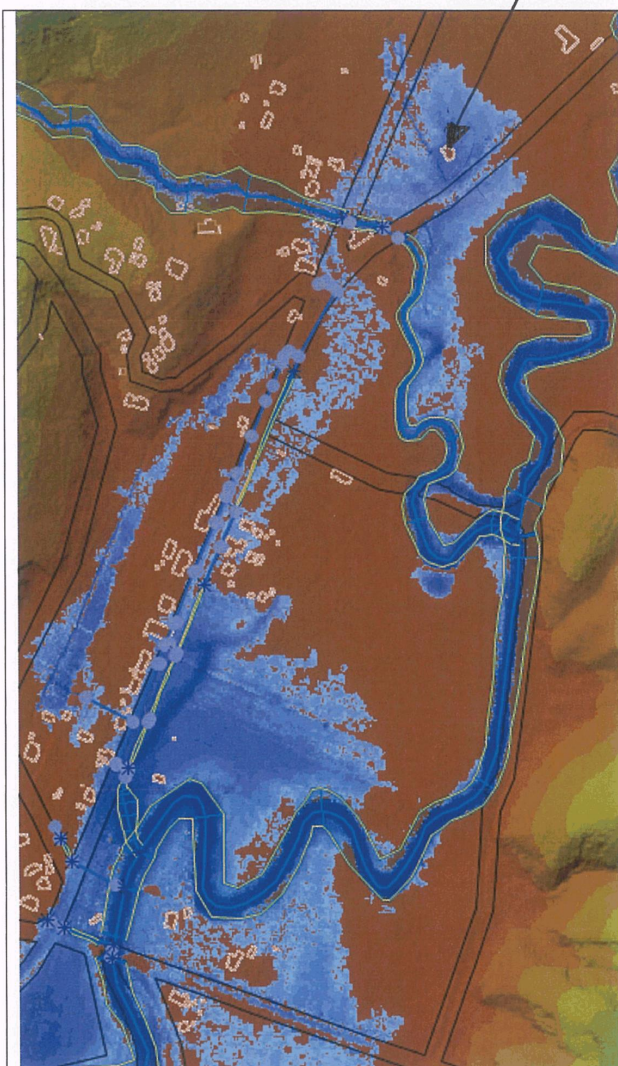


Figure 16 - Maximum inundation depth for 10% AEP 18 hrs storm

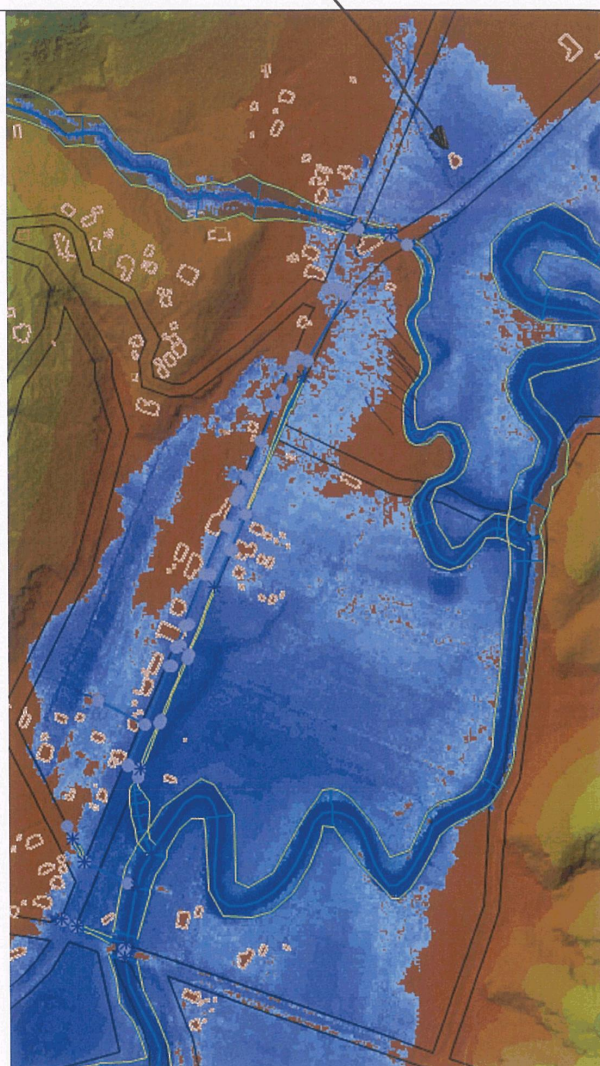


Figure 17 - Maximum inundation depth for 2% AEP 18 hrs storm

*10 yr rain event*

*50 yr rain event.*

#### 5.4. Local Drainage Infrastructure

Table 8 lists selected locations around Little River main centre where modelled flood levels were obtained to form a general understanding of local drainage. The locations are also shown in Figure 18.

*Note: the darker the blue the deeper the water.*