



Notice is given that an ordinary meeting of the Joint Nelson Tasman Regional Transport Committee will be held on:

Date: Friday 27 October 2023
Time: 9.00 am
Meeting Room: Tasman Council Chamber
Venue: 189 Queen Street, Richmond
Zoom conference link: <https://us02web.zoom.us/j/84158848241?pwd=dG00VVpSR2tadHNKUnFXRzYzenlyQT09>
Meeting ID: 841 5884 8241
Meeting Passcode: 786924

Joint Nelson Tasman Regional Transport Committee

Komiti Te Kawenga Rohe o Nelson Tasman

AGENDA

MEMBERSHIP

	Chairperson Deputy Mayor S Bryant (Tasman District Council)	Deputy Chairperson Mayor N Smith (Nelson City Council)
Members	Cr B Dowler (Tasman District Council)	Deputy Mayor R O'Neill-Stevens (Nelson City Council)
Waka Kotahi Alternate Members	Ms E Speight Cr C Butler (Tasman District Council) Cr J Ellis (Tasman District Council)	Cr M Courtney (Nelson City Council) Cr J Hodgson (Nelson City Council)

(Quorum 3 members)

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AGENDA

1 OPENING, WELCOME, KARAKIA TIMATANGA

2 APOLOGIES AND LEAVE OF ABSENCE

An apology has been received from Nelson City Council Mayor Nick Smith.

Recommendation

That an apology be accepted from Mayor Nick Smith.

3 DECLARATIONS OF INTEREST

4 PUBLIC FORUM

5 CONFIRMATION OF MINUTES

That the minutes of the Joint Nelson Tasman Regional Transport Committee meeting held on Friday, 11 August 2023 be confirmed as a true and correct record of the meeting.

That the confidential minutes of the Joint Nelson Tasman Regional Transport Committee meeting held on Friday, 11 August 2023, be confirmed as a true and correct record of the meeting.

That the minutes of the Extraordinary Joint Nelson Tasman Regional Transport Committee meeting held on Friday, 15 September 2023, be confirmed as a true and correct record of the meeting.

6 REPORTS

- 6.1 Public Transport Update 3
- 6.2 Joint Nelson Tasman Speed Management Plan Consultation..... 8

7 CONFIDENTIAL SESSION

Nil

8 KARAKIA WHAKAMUTUNGA (CLOSING)

6 REPORTS

6.1 PUBLIC TRANSPORT UPDATE

Report To:	Joint Nelson Tasman Regional Transport Committee
Meeting Date:	27 October 2023
Report Author:	Dwayne Fletcher, Strategic Policy Manager
Report Authorisers:	John Ridd, Group Manager - Service and Strategy
Report Number:	RNTRTC23-10-1

1. Purpose of Report

- 1.1 To update the Joint Nelson and Tasman Regional Transport Committee (RTC) on public transport matters.

2. Recommendation

That the Joint Nelson Tasman Regional Transport Committee

- 1. receives the Public Transport Update report RNTRTC23-10-1; and**
- 2. requests a review of the eBus conditions of carriage relating to pet animals on buses, specifically pet dogs; and**
- 3. requests a report on the feasibility of extending the Public Transport Fares and Prices Policy to include concessions for Total Mobility cardholders.**

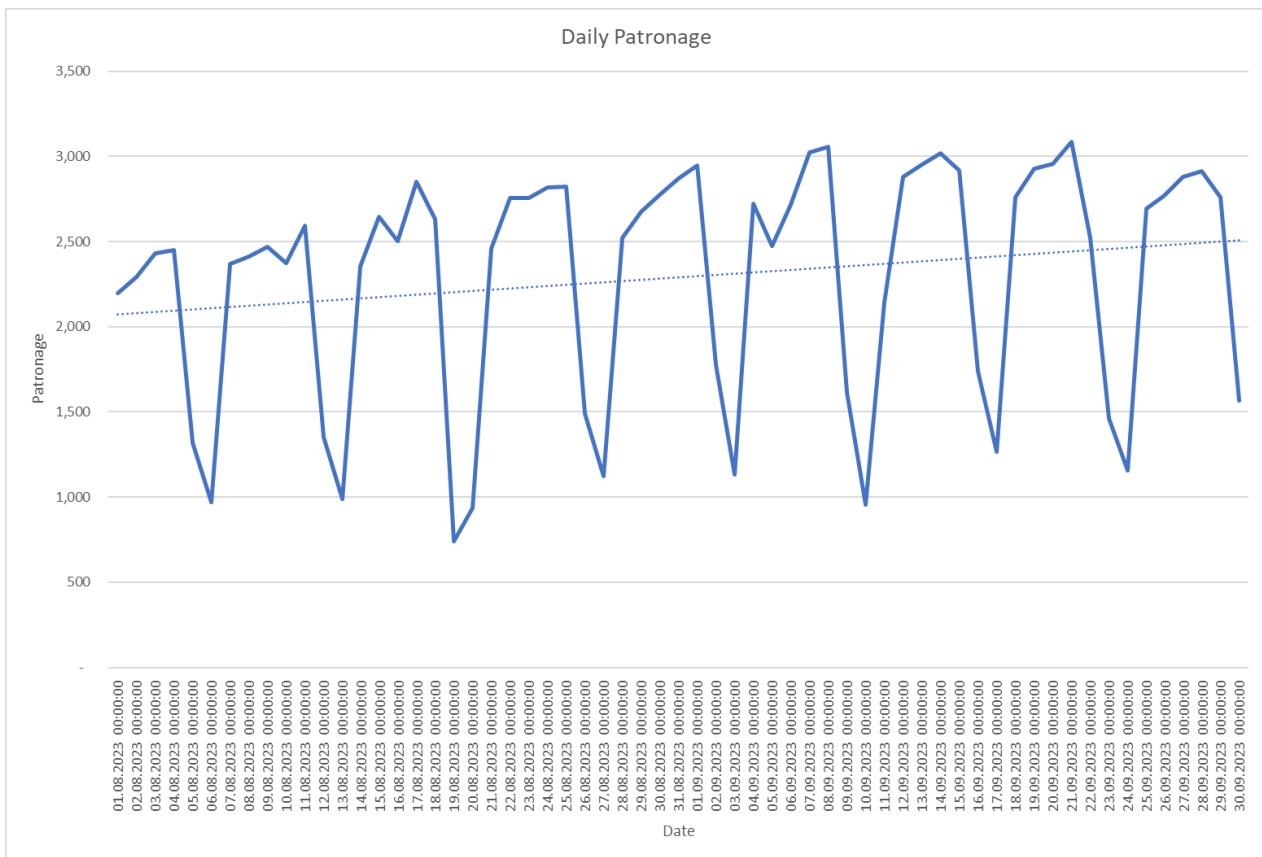
3. Discussion

Patronage

- 3.1 Since the launch of eBus on 1 August 2023, patronage has increased from 67,944 for the month of August to 71,803 during the month of September (Table 3.1). As a comparison, total patronage under the NBus service for September 2022 was 36,747.
- 3.2 A slight slowing of patronage was detected during the last week of September which was attributable to the first week of the school holiday period.
- 3.3 The school holiday period led to an increase in patronage on Route 5 (Motueka–Nelson services) with some services between 2–6 October operating at full capacity (approx. 75 passengers). Councils responded to this demand by providing overflow bus services as follows:
 - 3.1.1 overflow to Motueka at 17:27 on 5 October (not utilised); and
 - 3.1.2 overflow services to Nelson 9:53 and return to Motueka at 17:27 on 6 October (both utilised).

Table 3.1 Daily Patronage August to September 2023

3.4 The greatest increases (month on month) occurred on Route 4 (Airport-The Brook), Route 3



(Atawhai–Hospital) and Route 5 (Nelson–Motueka). Small month-on-month decreases were seen on the Late Late Bus and Stoke On Demand service (see Table 3.2)

Table 3.2 Change in Patronage by Route - August 2023 to September 2023

	Route 5 Motueka - Nelson	Route 2 Richmond - Nelson via Rocks Road	Route 6 Wakefield - Nelson	Route 1 Richmond - Nelson via Waimea Road	Route 4 The Brook - Airport	Route 3 Atawhai - Hospital	Route 7 (Route 1 overflow) Richmond - Nelson via Waimea Road	Late Late Bus	On Demand
September	3419	23001	2326	26284	8089	7709		251	135
August	2858	22579	2089	26222	6252	6079		273	142
difference	561	422	237	62	1837	1630	0	-22	-7
% change	19.63	1.87	11.35	0.24	29.38	26.81		-8.06	-4.93

Route Updates

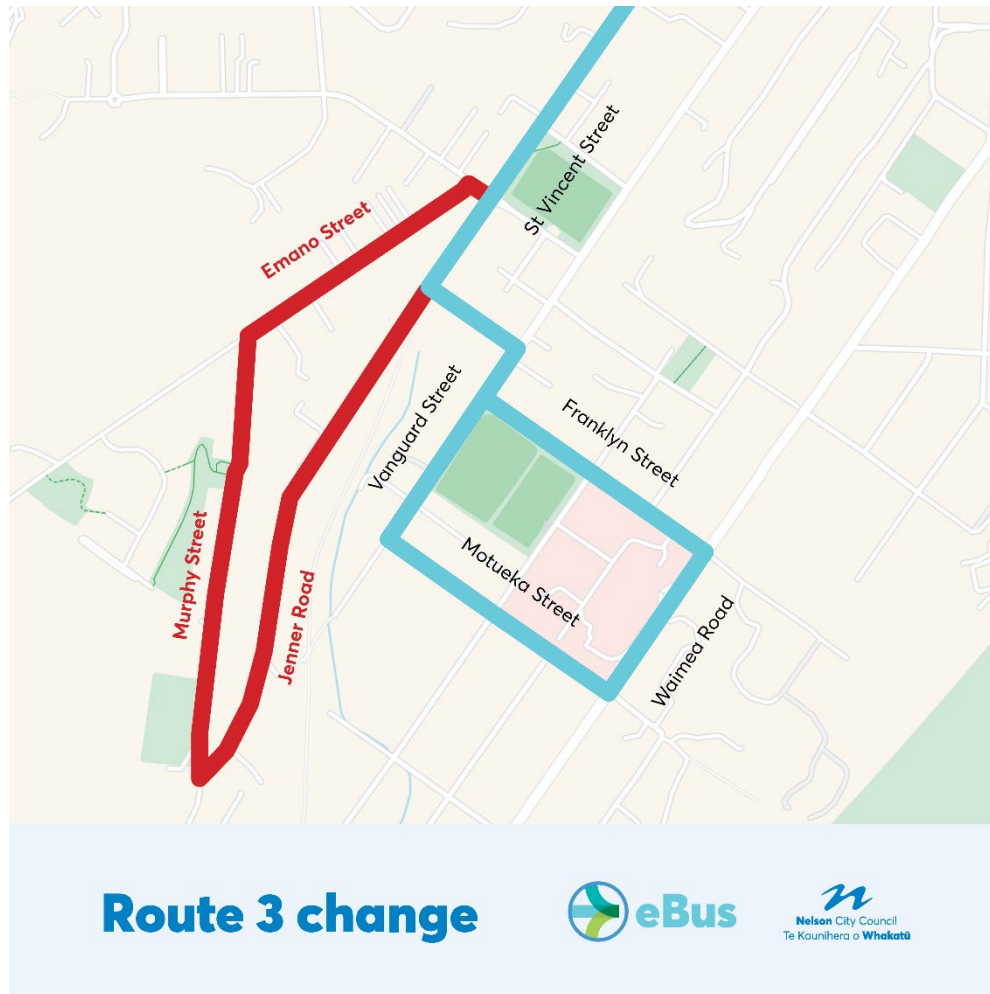
3.5 Route 1 services to Berryfield Drive have been operating via a temporary detour to omit Central Park Lane and Summersfield Drive due to planning issues at Central Park Lane. Buses have been utilising Coman Drive to turn before resuming the journey back towards Richmond. A permanent solution to enable turning at the Berryfield Drive/Summersfield Drive roundabout is expected to be completed by late November.

3.6 All Nelson eBus routes are operating as normal except for Route 3 (Atawhai–Hospital). This route has seen deterioration of the pavement along Jenner Road, which is currently under investigation. Consequently the route encompassing Emano Street, Murphy Street, Jenner

Road and upper St Vincent Street has been closed until further notice, and a detour put in place (see Figure 4.1). In addition, a temporary stop has been installed on St Vincent Street, south of the Toi Toi Street roundabout.

- 3.7 At this stage it is unsure whether Jenner Road will be suitable as a bus route long-term, and officers are assessing other options. Notwithstanding this, remedial works have been undertaken to maintain the integrity of the road and long-term repairs will follow.

Figure 4.1 Extent of temporary partial closure, Route 3



Driver Terms and Conditions

- 3.8 Both councils have entered a joint Memorandum of Understanding with the operator, SBL Group Ltd, and Waka Kotahi, regarding driver terms and conditions.
- 3.9 The agreement was required to meet the conditions necessary to access funding from the Climate Emergency Response Fund, for both recruiting and retaining drivers. The funding has allowed the operator to uplift wages (of bus drivers) to an hourly base rate of \$29.66, effective from 1 August 2023.
- 3.10 The eBus operator reports no driver shortages at this time.

Reliability Review

- 3.11 Following commencement of the eBus services, officers have been monitoring feedback from customers and drivers. A common theme across all feedback relates to timetabling of services, particularly in relation to the reliability of the services arriving/departing on time along both routes 1 and 5. Officers are aware of specific timing pressures along these routes and are monitoring these trends via the live tracking system.
- 3.12 To address these pressures permanently, a reliability review is being undertaken by a consultant, using the first two months of the service data. It is expected that through this review, schedules will be changed to allow more time for travel between bus stops that are commonly (presently) behind schedule. Tweaking the schedules will help improve the reliability of services along these routes and officers aim to launch the revised timetable on 1 December 2023.

Branding and PT Facilities

- 3.13 Nelson City Council was successful in securing Transport Choices funding to carry out a number of PT improvements, including additional bus shelters, more real-time electronic timetables and improved wayfinding. Approximately 14 new bus shelters are earmarked, with designs and consultation underway.
- 3.14 Through the Transport Choices funding, a standardised branding/wayfinding specification will be developed, taking into consideration feedback from key user groups, SBL and Council officers. This specification will then ensure that the look and feel of eBus services are consistent across both Nelson and Tasman and help to improve the customer experience across the network.

Conditions of Carriage

- 3.15 Feedback has been received from the public that the current eBus conditions of carriage are too restrictive for those who wish to travel with their pet dog.
- 3.16 Officers are aware of the recent Auckland Transport decision to allow domestic pets on buses with conditions that include that travel must be off peak, pet dogs must wear a cage type muzzle and lead or be travelling in an approved pet carrier small enough to fit under the seat or on the passenger's lap. Boarding can be refused if the bus is too crowded or if the pet is likely to cause a safety risk or nuisance.
- 3.17 Currently dogs are allowed on the ebus if they are caged.
- 3.18 If the Committee feels that this is something they wish to adopt, officers suggest this matter is best dealt with through a review of the conditions of carriage, whereby feedback from the public can be reviewed, specific details can be discussed with the operator and a decision/updated conditions of carriage can be brought to a future RTC meeting for approval.

Total Mobility Concessions on Public Transport

- 3.19 It has been raised with officers that Council may wish to consider providing free public transport to total mobility cardholders and their caregiver/companion, or alternatively subsidised fares for total mobility cardholders and free travel for their carer/companion.
- 3.20 If the Committee feels that this is something they wish to explore further, officers suggest this matter be investigated further considering the costs and benefits of extending the Public Transport Fares and Prices policy to include concessions for Total Mobility cardholders and

their caregiver/companion. There has been insufficient time to consider this in any detail for this meeting.

- 3.21 The review will include any integration of the proposed concessions with the existing concession framework and the Bee Card system, and then be brought to a future RTC meeting for adoption.

4. Attachments

Nil

6.2 JOINT NELSON TASMAN SPEED MANAGEMENT PLAN CONSULTATION

Report To:	Joint Nelson Tasman Regional Transport Committee
Meeting Date:	27 October 2023
Report Author:	Bill Rice, Senior Infrastructure Planning Advisor - Transportation
Report Authorisers:	Dwayne Fletcher, Strategic Policy Manager
Report Number:	RNTRTC23-10-2

1. Purpose of Report

- 1.1 To obtain approval from the Joint Nelson Tasman Regional Transport Committee (RTC) to consult our communities on:
 - 1.1.1 four urban and four rural speed management options as contained in the Speed Management Plan Engagement document (Attachment 1) and the draft Speed Management Plan for consultation (Attachment 2); and
 - 1.1.2 one draft urban option and one rural option to be included in the draft Speed Management Plan as the initial proposal.
- 1.2 The report also seeks a decision from the RTC on whether it wishes to start consultation now or potentially wait until February, if granted an extension by Waka Kotahi.

2. Report Summary

- 2.1 The setting of speed limits rule (the rule) requires Regional Transport Committees (RTCs) to develop regional speed management plans in conjunction with Road Controlling Authorities (RCAs), and to lead consultation on those plans. Consultation is to start by 5 October 2023, but Nelson Tasman has an extension until 7 November.
- 2.2 The rule has some minimum requirements for speed reductions around schools, and removing 70 km/h and 90km/h limits. It also requires RCAs and RTCs to have regard to guidance prepared by Waka Kotahi.
- 2.3 The Waka Kotahi guidance identifies Safe and Appropriate Speed limits (SAAS) for roads throughout New Zealand. These limits recommend speed limit reductions to most roads. For example, the SAAS for most urban local streets (excluding urban connectors) is 30km/h, and 80km/h for most rural sealed roads. Winding sealed rural roads and unsealed roads have a SAAS of 60km/h.
- 2.4 Following workshop discussions with the RTC, four urban and four rural options have been developed for consultation. These options range from the minimum required under the rule through to full consistency with Waka Kotahi's SAAS. Having these options will allow feedback on a range of options both generally and in specific locations.
- 2.5 The draft speed management plan must include one of the options as the initial speed limit proposal for the purposes of consultation. Staff have not identified a preferred urban and rural option for inclusion in the draft plan for this purpose, requesting the RTC identify this. Staff will amend the consultation material and draft plan accordingly before consultation starts.

- 2.6 Waka Kotahi have recently announced that the national state highway speed management plan consultation has been delayed until mid-February 2024. There are some advantages in Nelson Tasman consulting on their speed management plan at the same time as Waka Kotahi consults on the national plan. There are also some disadvantages.
- 2.7 The options for timing are to commence by 7 November as per the approved extension, or to delay until mid-February. A further extension until mid-February has been requested from Waka Kotahi, but a response had not been received at the time of writing. Staff will provide an update on any response received prior to the meeting.

3. Recommendation

That the Joint Nelson Tasman Regional Transport Committee:

- 1. receives the Joint Nelson Tasman Speed Management Plan Consultation report; and**
- 2. approves public consultation on the following four urban options:**
 - **Option A: Do Minimum – Outside schools;**
 - **Option B: 30km/h in school zones, town centres, and tourist areas;**
 - **Option C: 40km/h on local urban streets;**
 - **Option D: 30km/h on local urban streets; and**
- 3. approves consultation on the following four rural options:**
 - **Option 1: Do Minimum – Outside Schools and change existing 70km/h areas;**
 - **Option 2: 60km/h in rural residential, 80km/h on high risk rural roads and adjacent roads;**
 - **Option 3: 60km/h in rural residential areas and winding and / or narrow unsealed roads, 80km/h elsewhere;**
 - **Option 4: 60km/h in rural residential areas, all unsealed roads, and winding and narrow sealed roads, 80km/h elsewhere; and**
- 4. approves the Speed Management Engagement document (Attachment 1 to the agenda report) for consultation; and**
- 5. approves the draft Speed Management Plan for consultation (incorporating the preferred options for consultation in resolutions 6 and 7); and**
- 6. approves inclusion of urban option xx in the draft Speed Management Plan; and**
- 7. approves inclusion of rural option xx in the draft Speed Management Plan; and**
- 8. notes that public consultation on the draft Speed Management Plan is required and agrees to the following elements of public consultation:**
 - a) online material through Shape Tasman and Shape Nelson, including a maps viewer showing current speed limits and speed limits under the different options;**
 - b) hard copy material in libraries and service centres;**
 - c) drop in sessions at libraries;**
 - d) attendance at Nelson Market and Community Association and Board Meetings;**
 - e) advertising in print and on radio;**

- f) material in Newsline and Our Nelson; and
- 9. approves consultation commencing before 13 November 2023, or 20 February 2024 if Waka Kotahi approval for an extension is given, for a period of at least five weeks; and
- 10. authorises staff to make changes to the Speed Management Engagement document and draft Speed Management Plan for consultation to reflect resolutions 2-9, and any minor changes, before consultation starts.

4. Background and Discussion

Setting of Speed Limits Rule

- 4.1 The Land Transport Rule: Setting of Speed Limits 2022 (the rule) requires speed limits to be set through Speed Management Plans rather than bylaws as in the past. A speed management plan is a 10 year vision with a three year implementation plan.
- 4.2 The rule has the following requirements of a Speed Management Plan:
 - 4.2.1 4speeds adjacent to schools are to be reduced to 30km/h in urban areas, and to 30km/h to 60km/h in rural areas;
- 4.3 Reasonable efforts” are to be used to have 40% of schools complying by 30 June 2024, and all schools complying by 30 December 2027;
 - 4.3.1 roads adjacent to rural schools with limits exceeding 30km/h are to be reviewed in the 2027 Speed Management Plan, and either reduced to 30km/h or evidence provided that they are safe at the higher speed;
 - 4.3.2 70km/h and 90km/h speed limits are to be reviewed and either confirmed as safe and appropriate or changed to something other than 70km/h or 90km/h;
 - 4.3.3 plans shall include a ten year vision and a three year implementation plan;
 - 4.3.4 plans shall “have regard to” Waka Kotahi’s Speed Management Guide;
 - 4.3.5 consultation shall start by 5th October 2023; and
 - 4.3.6 the final draft plans shall be submitted to Waka Kotahi by 29th March 2024 for certification.
- 4.4 Nelson Tasman has received an extension to commence consultation by 7th November 2023, and submit the final plan by 3rd May 2024.
- 4.5 Nelson City Council (NCC) and Tasman District Council (TDC) have delegated authority to the Joint Nelson Tasman Regional Transport Committee (RTC) to develop a joint Nelson Tasman Speed Management Plan, and to recommend a final plan for adoption to the Joint Committee of Nelson City and Tasman District Councils.
- 4.6 Road Controlling Authorities (RCAs) are to have regard to Waka Kotahi’s guidance on Safe and Appropriate Speeds (SAAS). This guidance is contained in their Speed Management Guide, and associated maps. The guide assesses SAAS based on survivable collision speeds for pedestrians and cyclists in urban areas, and for vehicle occupants in rural areas.
- 4.7 In summary SAAS limits are typically 30km/h in urban areas where pedestrians and cyclists are present, 60km/h on unsealed and winding rural roads, and 80km/h on the remainder of

rural roads. Most roads throughout New Zealand, including in Nelson–Tasman, currently have speed limits higher than the assessed SAAS.

- 4.8 RCAs are required to have regard to this guidance. They must therefore give it due consideration but are not obliged to comply with it. As noted above, the rule does have specific requirements regarding speed limits around schools. These must be complied with.

Consultation Options

- 4.9 The RTC has a wide number of speed limit options available to it, ranging from the “do minimum”, compliance with the requirements of the setting of speed limits rule adjacent to schools, through to full adherence to the SAAS in Waka Kotahi’s Speed Management Guidance.
- 4.10 It is expected that there will be a wide range of opinions on speed limit changes and that many of those opinions will be strongly held. If a single speed limit is consulted on, and a strong argument is made for a limit that is different to that option, there is a risk that a limit different to the one consulted on would not be able to be implemented without further consultation. It is therefore recommended that the RTC consults on four urban options and four rural options.
- 4.11 This approach:
- 4.11.1 enables the RTC and councils to understand the communities’ views on more than one option, getting a better sense of communities’ appetite for speed limit changes in different circumstances; and
 - 4.11.2 provides better information and more flexibility for making decisions on the final Speed Management Plan. The RTC and councils can tailor its final Speed Management Plan following consultation, choosing any of the options or a combination of them to account for different circumstances.
- 4.12 The proposed options are summarised in Table 1 and Table 2 below. Options A and 1 are the ‘do minimum” options while Options D and 4 are the SAAS options.

Table 1 Urban speed limit options

Urban Roads	Option A	Option B	Option C	Option D
Outside Schools (within 100m of boundary)	30	30	30	30
School Neighbourhoods (to be determined in conjunction with individual schools)	50	30	40	30
Selected Town Centres	50	30	40	30
Local Urban streets	50	50	40	30
Urban Connector streets without separated cycle facilities	50	50	40	40
Urban Connector streets with separated cycle facilities	50	50	50	50

Table 2 Rural speed limit options

Rural Roads	Option 1	Option 2	Option 3	Option 4
Outside Schools	30-60	30-60	30-60	30-60
Rural Residential Areas	100	50-60	50-60	50
Winding and Narrow Unsealed Rural Roads	100	60	80	60
Unsealed Rural Roads	100	100	80	60
High Risk roads and Adjacent roads	100	80	80	60-80
Winding and Narrow Sealed Rural Roads	100	100	80	60
All other sealed Rural Roads	100	100	80	80

- 4.13 Even though four options are proposed to be consulted on, the draft Speed Management Plan must still include one of the options as the initial speed limit proposal for the purposes of consultation. Staff have not identified a preferred urban and rural option for inclusion in the draft plan for this purpose, requesting the RTC identify this. Staff will amend the consultation material and draft plan accordingly before consultation starts.
- 4.14 A rural option, similar to Option 2, but which reduced limits from 100km/h to 80km/h on high risk roads only, rather than high risk roads and adjacent roads was also considered.
- 4.15 Crash rates on high risk roads are often due to a combination of traffic volumes on those roads and risk factors such as narrow lanes, out of context curves, and roadside hazards. Many roads adjacent to high risk roads have similar or more severe risk factors, but lower traffic volumes, so have a lower crash rate.
- 4.16 Reducing the limit on high risk roads, but not on adjacent ones may suggest to drivers that the adjacent roads are lower risk, and so can be negotiated at higher speed. It may also result in some drivers travelling at higher speeds on parallel routes rather than using the lower speed road. This combination may result in an overall increase in crash numbers due to reduced crashes on the road with a reduced limit, but increased crashes on the adjacent road network with an unchanged limit. This option was therefore not considered appropriate for consultation.
- 4.17 Other urban and rural options which sat between these options were also considered. Staff consider that more than four options with small differences between them would add unnecessary complexity to the consultation. It is also important to note that the options provided generally cover the range of available limits.

Consultation Timing

- 4.18 As noted above, the speed limit setting rule requires consultation on Speed Management Plans to commence by 5th October 2023, and the draft plan to be submitted to Waka Kotahi for certification by 29th March 2024. Nelson Tasman has received a time extension to allow us to commence consultation by 7th November 2023, and submit the final draft for certification by 3rd May 2024.
- 4.19 Waka Kotahi have recently announced a delay to the consultation on the national State Highway Speed Management Plan. They now propose to consult on their plan starting mid-February 2024. Many members of our community are likely to want to understand the inter-relationship between state highway and local road plans in order to help them make informed feedback on both plans. There is therefore some value in consultation on the Nelson Tasman plan occurring at the same time as the national state highway one.

- 4.20 There are also some disadvantages. Residents who request speed limit changes have been told that consultation on a proposed Speed Management Plan will occur late in 2023. Delaying consultation does not meet the requirements of the speed limit setting rule unless an extension is granted. There is a risk that Waka Kotahi may further delay their national consultation meaning that the Nelson Tasman consultation may still be out of step with Waka Kotahi's, or is delayed further. There is also a risk that this consultation may also overlap with consultation on both Councils' Long Term Plans, the Regional Land Transport Plan, and Regional Public Transport Plan, which are all planned to occur in early 2024. This could put significant demand on members of the community who wish to provide feedback, as well as Council managing multiple large consultation exercises at similar times.
- 4.21 Staff have requested an extension to delay consultation until mid-February 2024 to potentially provide the RTC with this option. If an extension is granted the RTC does not have to use it. Waka Kotahi have indicated that they will endeavour to provide a response in time for the meeting. Staff will provide an update on the response should it be available prior to the meeting.

Consultation Process

- 4.22 Irrespective of timing It is proposed that consultation will include the following:
- 4.22.1 online material through Shape Tasman, with a link from Shape Nelson. This is the primary tool, and it will include:
 - 4.22.1.1 content from the engagement and draft plan documents;
 - 4.22.1.2 links to the engagement document and draft plan;
 - 4.22.1.3 interactive maps;
 - 4.22.1.4 survey questions;
 - 4.22.1.5 webinars; and
 - 4.22.1.6 Facebook messaging.
 - 4.22.2 hard copy of engagement and draft plans plus A3 hard copies of maps provided at libraries and service centres;
 - 4.22.3 drop in sessions at libraries (Nelson, Stoke, Richmond, Motueka, and Takaka);
 - 4.22.4 attendance at Nelson Market and Community Association and Board meetings;
 - 4.22.5 advertising in print, and on radio; and
 - 4.22.6 regular material in Newsline (TDC) and Our Nelson (NCC).
- 4.23 The public consultation will be followed by public hearings, before the Committee deliberates.

5. Options

Consultation Scope Options

5.1 The options for consultation scope are outlined in *Table 3* below.

Table 3 Options for Consultation scope

Option 1: Consult on the four urban and rural options,	
Advantages	<ul style="list-style-type: none"> Allows a final plan to be developed which takes community feedback into account and does not require further consultation if that feedback makes a strong argument for something which varies from what was consulted on Allows for more nuanced feedback Reduces the perception that the RTC/councils have decided on their option, and consultation is just a “box ticking exercise”
Risks and Disadvantages	<ul style="list-style-type: none"> Consultation is quite complex, potentially resulting in some misunderstanding of the options and process, and an increased demand on the public
Option 2: Consult on a single option	
Advantages	<ul style="list-style-type: none"> The consultation is less complex, and so less demanding on the public.
Risks and Disadvantages	<ul style="list-style-type: none"> There is a risk that community feedback supporting an option different to that consulted on may need to be consulted on again in order to be implemented Increases the risk that RTC/councils are perceived to have made up their minds

5.2 Option 1 is the recommended option, as discussed in paragraphs 0 and 4.10.

Consultation Timing Options

5.3 If Nelson Tasman are granted an extension by the meeting date, then the RTC has three options regarding timing of consultation:

5.3.1 **Option 1** - approve consultation material now and start consulting. Consultation would run for eight weeks from 13th November 2023 until 7th January 2024 (including Christmas period).

5.3.2 **Option 2** - approve material now and start consultation later. Consultation would run for six weeks from mid-February 2024.

5.3.3 **Option 3** - let this report lie on the table and come back later to approve consultation material and the draft plan. Consultation could start in mid-February,

but the RTC would be more aware of the direction the new government wishes to take before releasing consultation material.

5.4 These options are discussed in *Table 4* below.

Table 4 Options for Consultation Timing

Option 1: Consultation starting 13 November	
Advantages	<ul style="list-style-type: none"> • Largely compliant with the extension granted to requirements of Setting of Speed Limits rule • Consistent with what many residents may be expecting • Enables consultation to be completed prior to LTP consultation
Risks and Disadvantages	<ul style="list-style-type: none"> • Does not allow submitters to consider the state highway and local road proposals side by side.
Option 2: Consultation starting Mid February	
Advantages	<ul style="list-style-type: none"> • Enables submitters to consider the state highway and local road proposals together
Risks and Disadvantages	<ul style="list-style-type: none"> • Time extension from Waka Kotahi may not be granted. • This timing is not consistent with what many residents may be expecting. • There is a risk that Waka Kotahi may further delay consultation on the national state highway Speed Management Plan. • This timing is close to consultation on LTPs, and RLTP and RPTP
Option 3: Let this Report Lie on the Table	
Advantages	<ul style="list-style-type: none"> • Allows time for clarification on the direction the new government may take on speed management
Risks and Disadvantages	<ul style="list-style-type: none"> • This timing is not consistent with what many residents may be expecting. • This timing may be close to consultation on LTPs, and RLTP and RPTP. • It may result in delays to speed limit reductions around schools, which are required under current legislation and appear to be widely supported.

	<ul style="list-style-type: none"> It may result in delays considering other speed limit changes which have been requested by members of the community.
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- 5.5 Staff recommend options 1 or 2 (in order of preference). The reasons for this are:
- 5.5.1 the minimum requirements in the regulation and process are to set limits around schools – everything else is a choice. Apart from the do minimum, the RTC and councils are free to determine what other changes, if any, they wish to make;
 - 5.5.2 the proposed process is intended to provide maximum flexibility to decision makers following consultation; and
 - 5.5.3 speed limit changes have been requested for several years in both communities and TDC and NCC councillors have indicated an appetite for some speed limit changes. The process is needed to give formal consideration, and ultimately effect to these.

Urban and Rural Options to Include in Draft Plan

- 5.6 As noted in paragraph 0, the draft Speed Management Plan must still include one of the options as the initial speed limit proposal for the purposes of consultation.
- 5.7 The urban options proposed for inclusion in the draft plan are:
- 5.7.1 Option A: Do Minimum – Outside schools
 - 5.7.2 Option B: 30km/h in school zones, town centres, and tourist areas
 - 5.7.3 Option C: 40km/h on local urban streets
 - 5.7.4 Option D: 30km/h on local urban streets. This option is consistent with Safe and Appropriate Speeds in Waka Kotahi’s Speed Management Guide.
- 5.8 The rural options for inclusion in the draft plan are:
- 5.8.1 Option 1: Do Minimum – Outside Schools and change existing 70km/h areas
 - 5.8.2 Option 2: 60km/h in rural residential, 80km/h on high risk rural roads and adjacent roads
 - 5.8.3 Option 3: 80km/ in rural areas, except 60km/h in rural residential areas and winding and/or narrow unsealed roads
 - 5.8.4 Option 4: 60km/h in rural residential areas, unsealed roads, and winding and narrow sealed roads, 80km/h elsewhere. This option is consistent with Safe and Appropriate Speeds in Waka Kotahi’s Speed Management Guide.
- 5.9 Staff have not identified a preferred urban and rural option for inclusion in the draft plan for this purpose, requesting the RTC identify this. Staff will amend the consultation material and draft plan accordingly before consultation starts.

Considerations for Decision Making

1. Fit with Purpose of Local Government

The decisions in this report enable consultation and feedback on the setting of speed limits to enable the safe use of roads in Nelson and Tasman

<p>2. Consistency with Community Outcomes and Council Policy/Legal requirements</p> <p>Development of and consultation on Speed Management Plans are a requirement of the Setting of Speed Limits rule.</p>
<p>3. Strategy and Risks</p> <p>It is very likely that the consultation proposed in this report will achieve the goal of obtaining feedback from the public on speed management in Nelson and Tasman. The feedback received in this consultation will help form the final Speed Management Plan</p>
<p>4. Financial impact/Budgetary implications</p> <p>The financial cost of consultation is small, and able to be met within existing budgets. There may be more significant cost associated with the implementation of the final speed management plan.</p>
<p>5. Degree of significance and level of engagement</p> <p>This matter is of high significance because some of the changes being consulted on are potentially extensive and far reaching. Past experience, both locally and nationally, suggests that many people are passionate about speed limit changes. The setting of speed limits rule specifically excludes speed management plans from Special Consultative Procedures.</p> <p>Due to the extent of change being consulted on, and the expected high level of public interest, it is proposed that consultation will follow a process similar to a Special Consultative Procedure. This will include the following:</p> <ul style="list-style-type: none"> • A six week consultation period • A hearing of submissions (Regional Transport Committee) • Workshops to outline submissions (both RTC and Joint Council Committee) • Deliberation (RTC) • Final Decision (Joint Council Committee)
<p>6. Climate Impact</p> <p>Consultation is expected to have little climate impact.</p> <p>Reducing rural speed limits from 100km/h is expected to reduce fuel consumption, and therefore Greenhouse Gas emissions.</p> <p>Reducing urban limits from 50km/h may result in a small reduction in fuel consumption in situations where vehicles are frequently accelerating and decelerating to and from the speed limit. Conversely it may result in an increase in fuel consumption in situations where vehicles sit at the speed limit consistently over a longer length.</p> <p>Overall the climate impact of possible speed limit changes is expected is expected to be small.</p>
<p>7. Inclusion of Māori in the decision making process</p> <p>The speed management process was discussed at the engagement hui with each of the Iwi, and feedback sought. A specific hui was held with Te Āwhina Marae to discuss specific speed issues on the roads adjacent to the Marae</p>
<p>8. Delegations</p>

The 'Joint Committee' has the responsibility for "preparing a joint Speed Management Plan, including undertaking all required consultation processes relating to the preparation of this plan." (Terms of Reference Joint Nelson Tasman Regional Transport Committee - clause 3.2.3)

6. Conclusion and Next Steps

- 6.1 Consultation on a Speed Management Plan is consistent with the setting of the speed limits rule. The consultation proposed in this report goes beyond the requirements of the rule in consulting on multiple options, and in following a process similar to a special consultative procedure. That is considered appropriate given the contentious nature of speed limit changes.
- 6.2 Decisions made on the timing of consultation will affect the next steps. The following steps are currently proposed assuming consultation commences on 13 November 2023:
- 13 November 2023 Consultation commences
 - 7 January 2024 Consultation concludes
 - 13 and 14 February 2024 Submissions hearings
 - 27 February 2024 RTC Workshop on submissions
 - 12 March 2024 Joint Committee workshop on submissions
 - 26 March 2024 RTC Deliberations meeting to recommend final plan
 - 16 April 2024 Joint Committee meeting to approve final plan
- 6.3 Consultation with a mid-February start date will follow a similar programme.

7. Attachments

- | | |
|--|----|
| 1. Speed Management Plan Engagement Document | 19 |
| 2. Draft Speed Management Plan | 31 |

SPEED MANAGEMENT ENGAGEMENT

6 November to 12 December 2023



IT'S TIME TO PUT SPEED IN ITS PLACE



Nelson
City Council

Te Kaunihera o
Whakatū



tasman
district council

Te Kaunihera o
te tai o Aorere

SPEED MANAGEMENT ENGAGEMENT

The way speed limits are set has changed. Limits are now set through a Speed Management Plan rather than a bylaw.

A Speed Management Plan sets the direction for 10 years with an implementation plan reviewed every three years.

Nelson City Council and Tasman District Council are jointly consulting on a draft Speed Management Plan to come into force for 2024.

This is an opportunity to influence safety with input into the establishment of appropriate speed limits on local roads across Nelson and Tasman.

We encourage you to read the plans and have your say. Make your submission online at tasman.govt.nz/feedback or use the FreePost submission form at the end of this document.



WHY ARE WE TALKING ABOUT SPEED?

More people die on Aotearoa New Zealand roads per head of population than in similar countries.¹ The current speed limits may be too high in relation to the design and features of the road. This means that even when people are driving conscientiously and obeying the legal limit, they may not have enough time to respond when something unforeseen happens. Irrespective of the cause of a crash, speed is the difference between someone being unharmed or being seriously injured or killed.

Road safety risk can be reduced by investing in infrastructure improvements to make a road safer at current speeds, or by encouraging appropriate speeds through a combination of road design, enforcement and education.

Regardless of what causes an accident, it is a fact higher speeds lead to greater chance of injury or death.^{2,3} Speed is the number one factor in determining your chance of survival or likelihood of serious injury. A small change in speed makes a big difference, especially when cyclists or pedestrians are involved.

Establishing safe and appropriate speeds will reduce the number of fatal and serious injuries and encourage people to choose their preferred transport option.

2019 SPEED LIMIT FEEDBACK

In 2019, we had nearly 2000 people respond to our Nelson Tasman Speed Limit Survey. Result snapshots:

- 89% thought a speed limit less than 50km/h was appropriate for our town centres.
- 81% thought a speed limits of less than 50km/h is appropriate for our busy residential / school roads.
- 91% thought a speed limits of less than 100km/h is appropriate for our narrow winding unsealed rural roads (81% for narrow sealed rural roads).
- Most respondents thought 50km/h is appropriate for our rural residential subdivision roads.

The Nelson Tasman region has an ageing population,^{4,5} that is ageing faster than many other parts of New Zealand. As we get older our reactions slow and we are more vulnerable to injury.⁶

A typical car can come to a complete stop in a bit less than 20m on a dry road when travelling at 30km/h. A driver travelling at 50km/h hasn't quite got their foot on the brake in that distance, and so is still travelling at 50km/h. (See graph below).⁷

IMPACT OF CRASHES

Setting safe speed limits to what a human body can survive is important. Setting safe speed limits where people walking and cycling mix with vehicles, like in town centres and around schools is essential to reducing death and serious injury. The social cost of crashes is estimated at \$12.5 million per fatality and \$660,100 per serious injury.⁸ In Nelson Tasman, 73% of fatal and serious crashes in urban areas involved cyclists, pedestrians or motorcyclists between 2013 – 2022. The social cost of deaths and serious injuries has been \$429 million on our local roads over the past ten years.

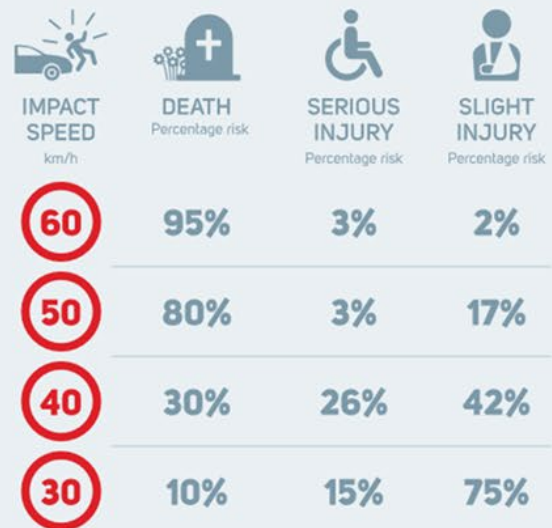
On top of leaving a huge hole in the lives of families, friends, workplaces and communities, road crashes have a large impact on our society.⁹

The internationally accepted speed to greatly reduce the chances of a pedestrian being killed or seriously injured is 30km/h.

Lowering the speed limit of vehicles:

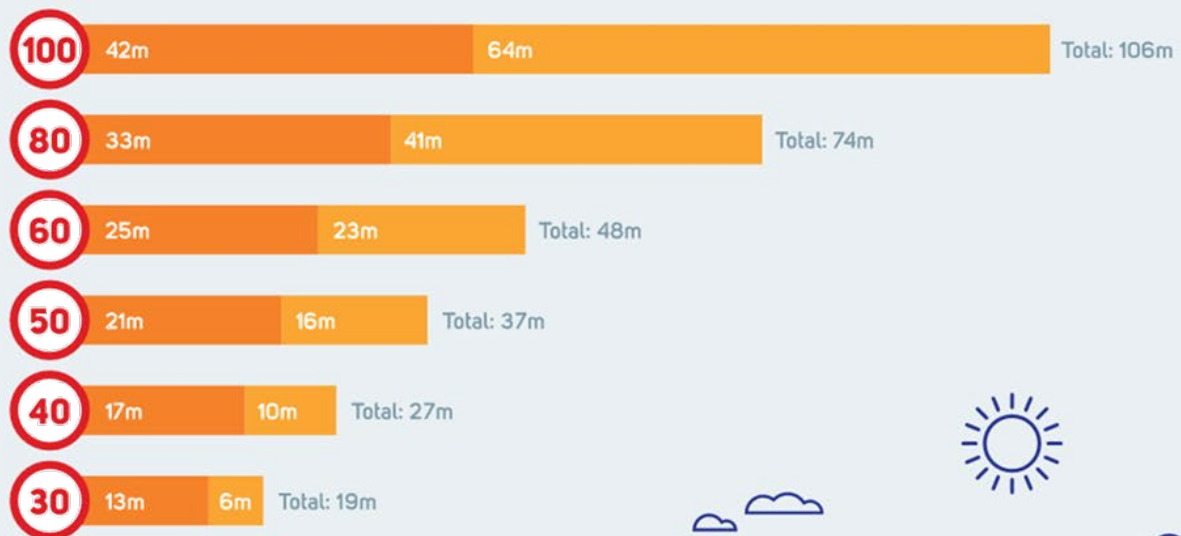
- Helps address community concerns about safety.
- Reduces the severity of injury.
- Creates a safer, more pleasant community, shopping and business environment.
- Makes it safer for all road users including pedestrians and cyclists.
- Encourages more active ways of travelling.

Death and injury risk percentages for a car versus pedestrian crash¹¹



Effects of speed – stopping distance¹⁰

● Reaction ● Braking



CONSULTATION OPTIONS

We know there is no ‘one size fits all’ option for urban, rural and rural residential areas. By providing a range of options, we will have flexibility to tailor the final outcome taking onboard the views of the community.

CONSULTATION OPTIONS FOR THE URBAN AREA

View maps of these areas at shape.tasman.govt.nz/xxxxxxxxxxxxx

WE ARE PROPOSING FOUR OPTIONS FOR THE URBAN AREA: (km/h)

URBAN ROADS	OPTION A	OPTION B	OPTION C	OPTION D
Outside schools (within 100m of boundary)	30	30	30	30
School neighbourhoods	50	30	40	30
Selected town centres and tourist areas	50	30	40	30
Local urban streets	50	50	40	30
Urban connector streets with separated cycle facilities	50	50	50	50

Notes:

- Option A is the minimum required by the Setting of Speed Limits Rule.
- The speed limit zone or area outside each school will be developed in conjunction with the school.
- School limits may be variable or permanent. Variable speed limits can be enacted, with it only being in force when there is activity around the school.
- Existing speed limits which are lower than those in this table will not be increased.
- Urban connector streets are the key transport corridors within towns, such as Salisbury Road and Waimea Road.
- Separated cycleways have physical barriers designed to keep motor traffic out of the cycleway. Examples are on Salisbury Road and St Vincent Street.
- State Highways are excluded as these are managed by Waka Kotahi who are developing their own Speed Management Plan in 2024.



URBAN OPTION A: DO MINIMUM

This is the 'no brainer' of the consultation options. Children are less visible, less able to see the road over parked vehicles and other obstacles and have a less developed ability to judge distance and speed, making them our most vulnerable road users.^{12,13} Many schools also act as community hubs, hosting before or after-school care, school sports and community classes, meaning high activity times may vary from location to location. We will be working with each of our school communities on the best approach for their area.

DESCRIPTION

- 30km/h speed limit outside schools.
- Where a school is on a busy urban connector road, the speed limit will be variable 50/30km/h.
- Where school boundaries are on quieter local roads, the speed limit will be permanent 30km/h.
- We have worked closely with specific schools about their individual requirements before consultation.
- We are required to use reasonable efforts to have at least 40% of speed limits for roads outside schools changed by 30 June 2024, and the remainder must be completed by 31 December 2027.
- All other speed limits will be unchanged.

PROS

- ✓ Reduction in number and severity of crashes within the 30km/h area(s).
- ✓ Parents may be more willing to enable their child to walk or cycle to school safely, this will help improve health and reduce congestion.
- ✓ Travel times would not increase to the same extent as the other options.

CONS

- ✗ No safety benefits beyond the school zones.
- ✗ Numbers of children who walk or cycle to school unlikely to significantly increase without infrastructure improvements.
- ✗ There may be more traffic on local streets around schools as a result of reduced speed on urban connector roads and people may try to find alternative routes (rat run).

COSTS

- \$ Signs at all schools, including electronic variable signs.
- \$ Traffic calming in future years.
- \$ \$

URBAN OPTION B: 30KM/H IN SCHOOL ZONES, TOWN CENTRES, TOURIST AREAS

Town centres are busy, with people sharing the road using different transport options – all in close proximity to cars. Vehicles travelling at lower speeds have a shorter stopping distance – a few metres can make all the difference. 30km/h is the internationally accepted speed to greatly reduce the chances of serious injury or worse.

DESCRIPTION

- 30km/h speed limit outside schools and selected town or suburban centres, including tourist areas.
- Urban connector roads in these areas will continue to be 50km/h (with 30km/h variable where required). Examples of urban connector roads: Salisbury Road and Waimea Road.
- The community have opportunity to feedback on the size of the selected zones.
- Early childhood centres will be included where appropriate.

PROS

- ✓ Reduction in number and severity of crashes, particularly pedestrian and cycle crashes, within the 30km/h area(s).
- ✓ Depending on the specific 30km/h area(s), there may be some more children who are more confident to walk or cycle to school safely.
- ✓ Creates a safer, more pleasant community, shopping, business and school environment.
- ✓ Encourages more active ways of travelling, reducing congestion and improving health.
- ✓ The majority of our towns either have schools and/or town centres clustered together.

CONS

- ✗ Potential confusion if speed limits seem inconsistent.
- ✗ Safety benefits only occur within areas that have reduced speed limits.
- ✗ There may be more traffic on local streets around schools as a result of reduced speed on urban connector roads and people may try to find alternative routes (rat run).

COSTS

- \$ School signs cost including electronic variable signs.
- \$ Signs at intersections into each zone.
- \$ Traffic calming in future years.
- \$ \$\$\$

URBAN OPTION C: 40KM/H ON LOCAL URBAN STREETS

DESCRIPTION

- 40km/h speed limit on local urban streets.
- Urban connectors in these areas will stay at 50km/h.
- Where a school is on an urban connector, the speed limit will be variable 30km/h.
- Where a school is on a local street, the speed limit will be permanent 30km/h.

PROS

- ✓ Reduction in number and severity of crashes, particularly pedestrian and cycle crashes, within the 40km/h area(s).
- ✓ Safer for road users including pedestrians and cyclists.
- ✓ Will encourage more active ways of travelling, reducing congestion and improving health.

CONS

- ✗ Will not reduce severity of crashes as much as 30km/h does.
- ✗ Increased journey times for vehicles on local streets, particularly during off peak times.
- ✗ Vehicles re-routing onto urban connector roads may increase congestion on these roads.

COSTS

- \$ Signage costs including electronic variable signs.
- \$ Additional costs for traffic calming infrastructure as required which would occur over a number of years.
- \$ \$\$\$



URBAN OPTION D: 30KM/H ON LOCAL URBAN STREETS

DESCRIPTION

- 30km/h speed limit on all local urban streets.
- Urban connectors with separated cycle facilities will continue to be 50km/h.
- Variable 30km/h limits outside schools on urban connectors.

PROS

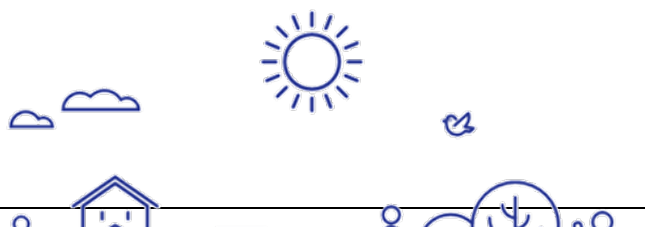
- ✓ Reduction in number and severity of crashes, particularly pedestrian and cycle crashes, within the 30km/h area(s).
- ✓ Consistency of limits easier to understand.
- ✓ Local streets become safer, more pleasant overall urban environment as fewer cars use them as through routes.
- ✓ Encourages more active ways of travelling, consistent with Nelson's E Tū Whakatū Active Travel Strategy and Tasman's Walking and Cycling Strategy.

CONS

- ✗ Lack of compliance with speed limit could reduce safety benefits.
- ✗ Increased journey times for vehicles on local streets, particularly during off peak times.
- ✗ Vehicles re-routing onto urban connector roads may increase congestion on these roads.
- ✗ Would create a range of 30/40/50km/h limits which may be confusing for road users.

COSTS

- \$ Signage costs including electronic variable signs.
- \$ Additional costs for traffic calming infrastructure as required which would occur over a number of years.
- \$ \$\$\$\$



CONSULTATION OPTIONS FOR THE RURAL AREA

LOWER SPEEDS IN RURAL ENVIRONMENTS

The Nelson Tasman region is large – Tasman has 1473km of rural roads (701km unsealed) and Nelson has 49km of rural roads (19km unsealed). Many parts of our rural network are narrow or winding, and many roads have large ditches adjacent or poor sightlines.

If we keep speed limits on these rural roads at 100km/h, best practice shows that we should undertake major and costly engineering improvements to make the road safer for these higher speeds. Given the size of the rural network, it is an unaffordable exercise. There are some sections of our network which have long straights and whilst it would be possible to have higher speeds here, crash data shows us this is where many crashes are occurring.

Although travel times and costs may increase, there would be a reduction in the total social costs on rural highways when all the benefits of fewer fatal and serious crashes from reduced speeds are considered.

Some of our rural roads are busy arterial routes. Speed reductions will have a small impact on most people; however, the impact may be more significant for businesses who make many trips over a day. We need to ensure main routes are safe, but also maintain reasonable speeds and travel times for road users.

LOWER SPEEDS IN RURAL RESIDENTIAL AREAS

The region has had a strong period of growth since speed limits were last modified. Many areas have seen more residential living in the rural environment. There have been a high number of requests to have the speed limits reduced here as many walkers, cyclists here share the road with vehicles.

There has been a 93% reduction in fatal and serious crashes on SH6 (Nelson to Blenheim) since speed limit reductions were introduced.

WE ARE PROPOSING FOUR OPTIONS FOR THE RURAL AREA:

(km/h)

RURAL ROADS	OPTION 1	OPTION 2	OPTION 3	OPTION 4
Outside schools	30-60	30-60	30-60	30-60
Rural residential areas	100	50-60	50-60	50
Unsealed rural roads (winding or narrow)	100	60	80	60
Unsealed rural roads	100	100	80	60
High risk roads and adjacent roads	100	80	80	60-80
Sealed rural roads (winding or narrow)	100	100	80	60
All other sealed rural roads	100	100	80	80

Notes:

- Option 1 is the minimum required by the Setting of Speed Limits Rule.
- The speed limit zone or area outside each school will be developed in conjunction with the school.
- School limits may be variable or permanent. Variable speed limits can be enacted, with it only being in force when there is activity around the school.

View maps of these areas at shape.tasman.govt.nz/xxxxxxxxxxxx

- Existing speed limits which are lower than those in this table will not be increased.
- State Highways are excluded as these are managed by Waka Kotahi who are developing their own Speed Management Plan in 2024.



RURAL OPTION 1: DO MINIMUM

DESCRIPTION

- 30 – 60km/h speed limit outside schools.
- Altering 70 km/h limits to 60km/h.
- No other rural speed limits will be changed.

PROS

- ✓ Reduction in number and severity of crashes within school areas.
- ✓ Little effect on travel times.

CONS

- ✗ Little effect on crash rate on remainder of rural network.
- ✗ Minimal reductions in vehicle operating costs.
- ✗ Does not address safety concerns for rural residents.

COSTS

- \$ Minor signage costs.
- \$ \$

We have worked closely with specific schools about their individual requirements before consultation. Speed limits are reduced depending on whether a school is classified Category One (30km/h limit: variable or permanent) or Category Two (60km/h limit) as part of the Setting of Speed Limits Rule. Refer to school maps at tasman.govt.nz/feedback for details.

RURAL OPTION 2: 60KM/H RURAL RESIDENTIAL, 80KM/H HIGH RISK RURAL ROADS AND ADJACENT AREAS

DESCRIPTION

- 30 – 60km/h speed limit outside schools.
- Altering 70km/h limits to 60km/h.
- 50 – 60km/h rural residential areas.
- 60km/h winding and/or narrow unsealed roads.
- 80km/h on high risk roads and adjacent areas such as Korere-Tophouse Road and the Moutere Highway.
- Existing limits lower than these will not increase.
- Speeds are unchanged elsewhere.

PROS

- ✓ Reduction in number and severity of crashes on high risk rural roads.
- ✓ Slightly more fuel efficient as higher speeds use more fuel.
- ✓ Address community concerns for safer speeds on high risk rural roads and rural residential areas.
- ✓ High risk roads such as Korere-Tophouse Road and the Moutere Highway have had a higher number of crashes than other roads. These roads have higher traffic volumes. Reduced speeds may lead to alternative local roads being used which are not at same standard as the likes of Tophouse Road and Moutere Highway. In order to reduce potential accidents on local roads, the adjacent area should have consistent speed limits.

CONS

- ✗ Compliance with reduced speeds may be poor.
- ✗ Slightly increased journey times.
- ✗ Only partially addresses crash risk on winding, narrow sealed roads.

COSTS

- \$ Minor signage costs for 80/100km/h change.
- \$ \$\$

RURAL OPTION 3: 80KM/H IN RURAL AREAS, 60KM/H IN RURAL RESIDENTIAL AREAS

DESCRIPTION

- 30 – 60km/h speed limit outside schools.
- Altering 70km/h limits to 60km/h.
- 50 – 60km/h for rural residential areas.
- 80km/h elsewhere (not State Highways).
- Existing limits lower than these will not increase.

PROS

- ✓ Likely reduction in number and severity of crashes on all local rural roads.
- ✓ Slightly more fuel efficient as higher speeds use more fuel.
- ✓ Address community concerns for safer speeds on high risk rural roads and rural residential areas.
- ✓ Speed limit change at rural residential (80/60) easily understood.
- ✓ Consistency of speed limits will be easier to understand.

CONS

- ✗ Poor compliance with reduced speeds possible.
- ✗ Slightly increased journey time.
- ✗ Only partially addresses crash risk on sealed roads which might be narrow, winding, or other unsealed roads.

COSTS

- \$ Moderate signage costs for 100/80km/h and 80/60km/h change.
- \$ \$

RURAL OPTION 4: 60KM/H RURAL RESIDENTIAL AND UNSEALED, WINDING, NARROW ROADS, 80KM/H ELSEWHERE

DESCRIPTION

- 30 – 60km/h speed limit outside schools.
- Altering 70km/h limits to 60km/h.
- 50 – 60km/h for rural residential areas.
- 60km/h for all unsealed roads.
- 60km/h for winding or narrow sealed rural roads.
- 80km/h for all other local rural roads within Nelson and Tasman.
- Existing limits lower than these will not increase.

PROS

- ✓ Likely reduction in number and severity of crashes on rural roads.
- ✓ More fuel efficient / fewer emissions.
- ✓ Speed limit change at rural residential and unsealed roads (80/60km/h), easily understood.
- ✓ Address community concerns for safer speeds in rural areas.

CONS

- ✗ Poor compliance with reduced speeds possible due to many zone changes.
- ✗ Slightly increased journey time.

COSTS

- \$ Higher signage costs for multiple speed limit changes 100/80km/h and 80/60km/h.
- \$ \$\$\$



HAVE YOUR SAY ON SPEED LIMITS IN OUR REGION

We want your input on the proposed speed limit changes. Please take a look at the maps at shape.tasman.govt.nz/xxxxxxxxxxxxxx and let us know what you think before XXpm on 12 December 2023.



THERE ARE MANY WAYS FOR YOU TO ENGAGE WITH US:

Complete a submission form or upload a video submission online at shape.tasman.govt.nz.

Complete the submission form on the following pages and drop it in to any Tasman District or Nelson City Council service centre or library, or send it back to us via Freepost.

Send us an email to xxxxxxxx@tasman.govt.nz

SUBMISSIONS ARE PUBLIC DOCUMENTS

All submissions, including submitters' names, will be made available to Councillors and the public on our website, at Council offices and libraries. A summary of submissions may also be made publicly available and posted on the Council's website.

Personal information will be used for administration, including notifying submitters of hearings and decisions.

All information will be held by the Tasman District Council with submitters having the right to access and correct personal information.

Submissions will only be accepted if a name and contact details are supplied.

REFERENCES

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SUBMISSION FORM

Please attach extra pages if you need more space to write.

YOUR DETAILS

Name _____ Organisation (if applicable) _____

Email _____ Phone _____

Do you wish to be heard? Yes No

Please also indicate if you wish to speak in Te Reo Māori or New Zealand Sign Language.

Which type of area do you live in?

Urban Rural residential Rural

Which town do you live in or nearby?

Which means of transport do you usually use? (Pick as many options as you would like)

Car/van/ute Truck Motorcycle Cycle Walk Bus Other _____

Please tell us how much you support or oppose each option (tick one per line).

Urban options

	Strongly support	Support	Neutral	Oppose	Strongly oppose
Urban Option A: School zone only _____	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Urban Option B: Area around schools and town centres _____	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Urban Option C: 40km/h in towns _____	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Urban Option D: 30km/h in towns _____	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Rural options

	Strongly support	Support	Neutral	Oppose	Strongly oppose
Rural Option 1: School zone only _____	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rural Option 2: School zone, 60km/h rural residential, 80km/h high risk rural roads and adjacent areas _____	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rural Option 3: School zone, 60km/h rural residential and roads that are winding unsealed, 80km/h in rural area _____	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rural Option 4: School zone, 60km/h rural residential, all unsealed roads, and sealed roads that are winding or narrow, 80km/h in rural area _____	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Are there changes that you would like us to consider to specific roads or areas, i.e. are the size of the town centre-school zones correct? Please state the road or area.

1. Fold

Any further comments on our options?

2. Fold

Freepost Authority 172255



Tasman District Council
Private Bag 4
Richmond 7050

Attention: Speed Management Consultation



DRAFT NELSON TASMAN SPEED MANAGEMENT PLAN

2024–2034



PURPOSE



The purpose of this document is to take the information provided in the NZ Speed Management Guide and create a plan for implementation of safer speeds in Nelson Tasman. This plan excludes safer speeds on State Highways.

Road safety risk can be reduced by improving infrastructure to make a road safer at current speeds, or by managing travelling speeds down through a combination of road function, design, enforcement and education on safe behaviour. We are taking an approach that recognises people make mistakes,

people are vulnerable, we need to share responsibility and we need to strengthen all parts of the system.

The Speed Management Plan sets out what work needs to be done in the next three years to improve safety on our roads by managing speeds.

WHAT IS SPEED MANAGEMENT?

Speed management is about achieving safe vehicle speeds that reflect the road's function, design, safety and use. People and goods need to move efficiently around our transport network; however, we also need to see a reduction in deaths and serious injuries on the network. Other benefits gained from the implementation of appropriate vehicle speeds include enabling more active ways in how we get to where we need to go such as letting children walk, or bike to school.

The creation of a speed management plan is one part of a wider safe system approach to road safety with the four broad areas of the system being: safe speeds, safe vehicles, safe road use and safe roads / roadsides.

travel. This Plan is part of our commitment to reducing deaths and serious injury on our roads.

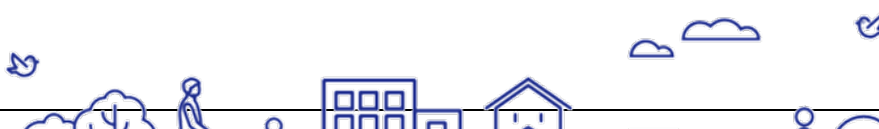
Our Speed Management Plan relates to legal roads we have control over, which doesn't include roads through council reserves or State Highways.

Following the adoption of the Land Transport Rule: Setting of Speed Limits 2022,¹ speed limits on local authority roads are now set by speed management plans, and recorded on a national speed limit register, rather than being set by a bylaw as in the past. As a result, Road Controlling Authorities (RCAs) such as Tasman District Council and Nelson City Council are required to prepare speed management plans. These plans establish a 10-year vision for speed, and a three-year action plan to implement safe and appropriate speed limits and associated speed management activities, such as traffic calming.

WHAT IS A SPEED MANAGEMENT PLAN?

Our Speed Management Plan includes short-term and long-term road safety goals, speed limits, and future improvements to roads to support changes in speed limits if and when required. This is to ensure vehicle speeds are appropriate for the areas where we live and

This Speed Management Plan (2024 – 2034) sets out a 10-year vision with a three-year implementation plan (starting in 2024), and will be reviewed every three years. All speed limit records are now held in the National Speed Limit Register and any change to an existing speed limit must conform to the changes included in the speed management plan to enable it to become operative. There are also provisions in the Setting of Speed Limits Rule to enable speed limits to be changed when circumstances change, such as the development of new subdivisions or construction of a new school.



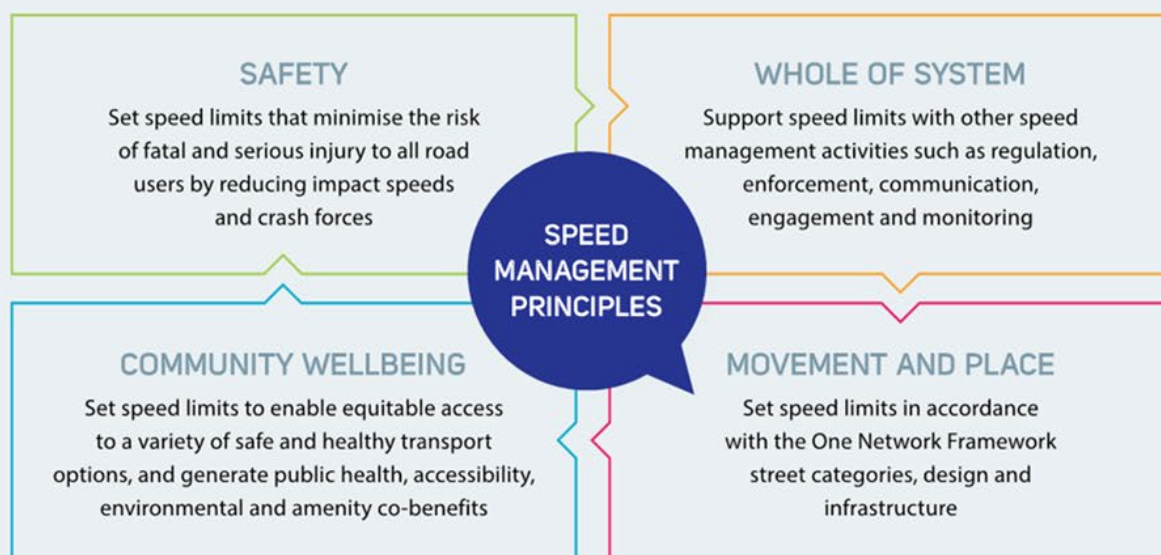
VISION FOR NELSON TASMAN (10-year period)

Imagine Nelson Tasman as a region with improved road safety, where both rural and urban roads are safe for all road users with substantially reduced deaths and serious injury, kids are safe to walk and bike to school and older people don't feel vulnerable walking to the local shop or to visit friends and family.



OUR PRINCIPLES

We have used Waka Kotahi's guiding principles for this Plan.² These principles are drawn from international best practice, and Aotearoa New Zealand policies and strategies. The four principles are designed to be applied together and complement each other.



The Speed Setting rule requires RCAs to have regard to the Speed Management Guide developed by Waka Kotahi. The Safe System approach to road safety acknowledges that road users make mistakes but considers that those mistakes should not be fatal. Safe speeds are a critical part of a safe system, which also includes safe road users, safe vehicles, and safe roads.





BENEFITS OF SAFE SPEEDS

The role and impact of speed in crashes is often underestimated. The speed that a vehicle is travelling at does not always cause the crash, however it has a direct effect on the severity of the crash.⁵

Higher vehicle speeds increase the probability of a crash in several ways:

- By reducing the ability of a driver/vehicle to stop in time;
- By reducing manoeuvrability in evading a problem;
- By reducing the ability to negotiate curves;
- By reducing the driver’s field of vision; and
- By causing other drivers to misjudge gaps.

The table below shows the total stopping distance of an average car. This stopping distance is made up of two parts. Reaction distance is the distance the car travels in the time it takes the driver to notice the hazard, realise they need to brake, and then move their foot to the brake pedal. Braking distance is the distance it takes the car to stop once the brakes have been hit.

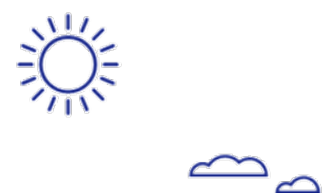
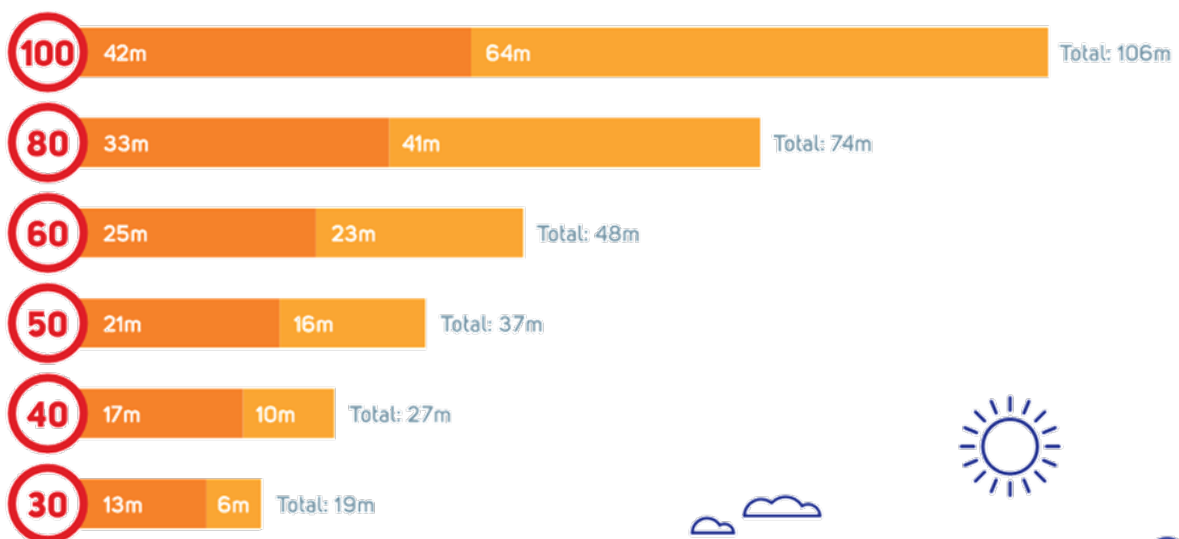
If a child steps out 20m in front of a car travelling at 30km/h, that car is likely to stop before it hits the child. If that car is travelling at 50km/h the driver has probably not got their foot on the brake (or started any other evasive manoeuvre) in 20m, and so hits the child at 50km/h.⁷

Pedestrians, cyclists or motorcyclists are particularly exposed to vehicle impacts, especially at speeds above the limits of human tolerance. Older people and children are more vulnerable to being injured in a crash than road users in other age groups.

Death and injury risk percentages for a car versus pedestrian crash⁶

IMPACT SPEED km/h	DEATH Percentage risk	SERIOUS INJURY Percentage risk	SLIGHT INJURY Percentage risk
60	95%	3%	2%
50	80%	3%	17%
40	30%	26%	42%
30	10%	15%	75%

Effects of speed – stopping distance⁸





CRASH DATA

The following crash statistics have been recorded in the Nelson Tasman area over the past ten years (Waka Kotahi Crash Analysis System database, 2013 – 2022).⁹ Note, the data excludes State Highways and there tends to be significant under reporting of minor and non-injury crashes, particularly those involving pedestrians and cyclists. The first table shows total numbers of crashes and injuries for all crashes in Nelson Tasman.

Of the total 171 fatal and serious crashes in urban areas, 121 (73%) involved people outside of motor vehicles (46 cyclists, 36 pedestrians, and 39 motorcyclists). People outside of motor vehicles are particularly vulnerable to death or serious injury in crashes with motor vehicles at speeds greater than 30km/h. Those involved in crashes resulting in death or serious injury may experience an impact on mental wellbeing.

Injury severities – all crashes

CRASH TYPE		Number of injuries per crash type			
Crash resulting in:	NUMBER OF CRASHES	DEATH	SERIOUS	MINOR	NOT INJURED
Death	21	21	8	2	11
Serious injury	252	-	267	69	179
Minor injury	1,091	-	-	1,264	1,037
Non injury	2,665	-	-	-	5,003

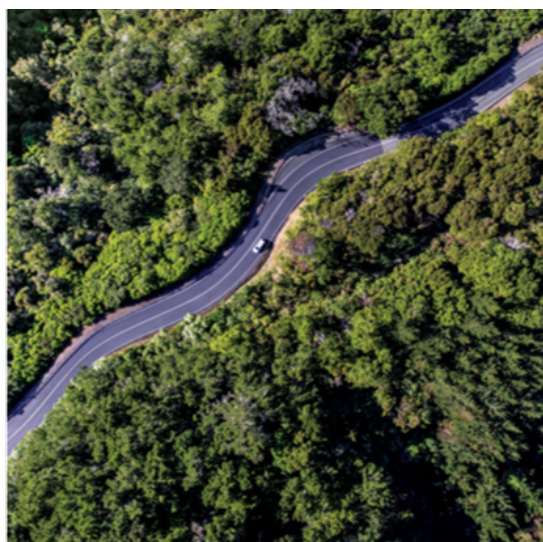
Injury severities – urban crashes

CRASH TYPE		Number of injuries per crash type			
Crash resulting in:	NUMBER OF CRASHES	DEATH	SERIOUS	MINOR	NOT INJURED
Death	9	9	3	1	6
Serious injury	162	-	171	23	136
Minor injury	773	-	-	874	867
Non injury	2,087	-	-	-	4,155

LOCAL EXAMPLES OF SPEED LIMIT REDUCTIONS REDUCING HARM

In 2018, the speed limit on SH60 Appleby Highway was reduced from 100km/h to 80km/h in response to safety concerns and relatively high numbers of people being killed or seriously injured. This has resulted in a 62% reduction in fatal and serious crashes.

In 2020, the speed limit on SH6 between Nelson and Blenheim was reduced. This has resulted in a 93% reduction in fatal and serious crashes.



Crashes on SH60: Appleby Highway (speed limit changed in December 2018)

CRASH SEVERITY	100KM/H (4.5 YEARS PRIOR TO CHANGE)	80KM/H (4.5 YEARS SINCE CHANGE)*
Fatal	3	0
Serious injury	5	3
Minor injury	20	24
Non injury	24	25
Total	53	52

*Up to June 2023

Crashes on SH6: Nelson to Blenheim (speed limit changed in December 2020)

CRASH SEVERITY	100KM/H (MAY 2018 – DEC 2020, 20 MONTHS)	90KM/H, 80KM/H AND 60KM/H (JAN 2021 – AUG 2022, 20 MONTHS)**
Fatal	4	1
Serious injury	12	0
Minor injury	25	29
Non injury	65	48
Total	106	78

**Significant road works have occurred on this road since the August 2022 weather event and as such more recent data has not been included

SOCIAL COST OF CRASHES

On top of leaving a huge hole in the lives of families, friends, workplaces and communities, road crashes have a huge impact on our society.

The value of statistical life was estimated at \$12.5 million per fatality and \$660,100 per serious injury at July 2021 prices.¹⁰ There are significant social costs resulting from fatalities and serious injuries. Death and serious injuries in Nelson Tasman have had a social cost of \$429 million over the past 10 years.

VEHICLE OPERATING COSTS AND TRAVEL TIME COST

Surveys by Waka Kotahi in 2017¹¹ indicated that a 20% reduction in in speed limits in urban areas would be likely to result in an increase in travel time of 9% to 15% (2.7 to 4.5 minutes per 30 minutes of travel), and a reduction in fuel consumption of up to 5%.

In rural areas the results of a 20% reduction in speed limit were a travel time increase of 9% to 13% (5.4 to 7.8 minutes per hour of travel), and a fuel consumption reduction of 14% to 15%.

ONE NETWORK FRAMEWORK SAFE AND APPROPRIATE SPEED LIMITS (SAAS)

The One Network Framework (ONF)³ recognises that streets and roads not only keep people and goods moving, but they're also places for people to live, work and enjoy. The ONF is designed to contribute to improving road safety and build more vibrant and liveable communities. ONF categories are outlined below, along with the recommended Safe and Appropriate Speed (SAAS) ranges.

ACTIVITY STREETS (URBAN) (e.g. Putaitai Street) provide access to shops and services by all modes. Competing demands of people and vehicles need to be managed within the available road space.

SAAS: 30 – 40km/h

LOCAL STREETS (URBAN) (e.g. Moffatt Street) provide quiet and safe residential access for people of all ages and abilities, and foster community spirit and local pride.

SAAS: 30km/h

MAIN STREETS (URBAN) (e.g. Hardy Street) have an important place function and a relatively important movement function. They support businesses, on-street

activity and public life, and connect with the wider transport network. **SAAS: 30 – 40km/h**

URBAN CONNECTORS (e.g. Hart Road) provide the safe, reliable and efficient movement of people and goods between regions and strategic centres, and mitigate the impact on adjacent communities. **SAAS: 40 – 60km/h**

PERI-URBAN ROADS (RURAL) (e.g. White Road) primarily provide access from residential property on the urban fringe, where the predominant adjacent land use is residential, but usually at a lower density than in urban residential locations. **SAAS: 50 – 80km/h**

RURAL ROADS (e.g. Stringer Road) primarily provide access to rural land for people who live there, and support the land-use activities being undertaken. **SAAS: 60 – 80km/h**

RURAL CONNECTORS (e.g. Moutere Highway) provide the links between rural roads and interregional connectors (state highways). **SAAS: 60 – 100km/h**

COUNCILS' ROLE AS A ROAD CONTROLLING AUTHORITY (RCA)

Tasman District Council and Nelson City Council are the RCAs responsible for managing and maintaining local roads within Nelson City and Tasman District. As the local road RCAs, we are responsible for planning, designing, constructing, maintaining and operating the local road network including the setting of speed limits.

This table shows a summary of the road lengths within Nelson Tasman.

There are some minor Road Controlling Authorities including the Department of Conservation, Port Nelson, Nelson Airport, and forestry operators. This Plan does not cover speeds on those roads however this will be reviewed for the 2027 Plan.

The proportion of active travel (walking and cycling) to work and education in Nelson Tasman is higher than the New Zealand average. As a result there are more people walking and cycling in our urban areas than in many other places.

Many streets, particularly older streets in hilly areas or close to our town centres, do not have pedestrian footpaths on either side of the road. The risk of harm to people walking or cycling is high when vehicles are travelling speeds of 50km/h or higher.

ROAD TYPE	NELSON	TASMAN
Urban	(km)	(km)
Urban connectors	38.8	22.9
Activity streets	21.7	6.5
Main streets	1.4	2
Local streets	163.4	177.1
Civic spaces	0.1	1.1
Rural	(km)	(km)
Stopping places	0.1	8.6
Rural connectors	8.7	408
Peri-urban roads	7.2	50
Rural roads	32.7	1,006.4
Total network	280.3	1,725.6

STRATEGIES AND PLANS

CENTRAL GOVERNMENT

RCA's have a key role in supporting the implementation of the Government's national Road Safety Strategy which aims to reduce deaths and serious injuries on the country's roads by 40 percent by 2030. By fulfilling our responsibilities and actively supporting the national Road Safety Strategy, RCA's contribute significantly to reducing deaths and serious injuries on New Zealand roads.

In addition to managing road infrastructure, the role of a RCA also includes promoting a culture of safety and responsibility among road users, thereby creating safer and more sustainable transport networks.

Speed Management Plans must also align with the draft Government Policy Statement (GPS) on land transport (2024– 2034),⁴ which sets the Government's strategic priorities for land transport investment over a 10-year period. The GPS also sets out how money from the National Land Transport Fund will be spent on activities such as public transport, state highway improvements, local roads and road safety. Transport spending needs to meet the strategic priorities as outlined in the GPS.

One of the strategic priorities relates directly to safety:

- Transport is made substantially safer for all.

Speed Management Plan alignment with the GPS priorities

GPS PRIORITY	ALIGNMENT
Safety	In line with the Road Safety Strategy and the 2024 GPS, the Plan is working towards a local transport network where no one is killed or seriously injured. The Plan seeks to improve safety on our roads through safe and appropriate speed limits and associated infrastructure in high-priority areas.
Reducing Emissions	Managing speeds can encourage more active travel, which can in turn can help reduce vehicle kilometres travelled and carbon emissions.
Increasing Resilience	Speed reductions will lead to reduced crashes on the local transport network, making journeys more reliable. Higher uptake of walking and cycling and a corresponding reduction in reliance on motor vehicles will result in greater resilience to adverse events, including increasing fuel prices

LOCAL GOVERNMENT

This Plan aligns with Activity Management Plans, Tasman District Council's Walking and Cycling Strategy, and Nelson City Council's E Tu Whakatū Active Transport Strategy.

ACTIVITIES THAT PROMOTE ROAD SAFETY

In addition to speed management RCA's aim to deliver a safe, sustainable transport network through the following activities:

Road infrastructure management: We are responsible for ensuring that the local roads within our jurisdiction are designed and maintained to high safety standards. This includes managing road maintenance, repair, and

upgrades, as well as implementing safety measures like signage, road markings, and traffic calming measures. In many cases our rural roads have narrow lanes with only a painted centre line separating vehicles travelling in opposite directions, and multiple hazards, such as power poles, fences and steep banks in the roadside. In this environment a small mistake at 100km/h can have fatal consequences. It is very costly to install roadside and central barriers, and the terrain that many of our roads pass through make it very expensive to widen roads and make curves less severe. This is why lower speed limits are a key way to reduce harm without needing to raise rates significantly to pay for expensive road upgrades. In urban areas, design and infrastructure have an important role in both reducing operating speeds and providing safe and easy access for people using active modes such as walking or cycling.

In recent years, both Nelson City Council and Tasman District Council have begun installing low-cost safety features such as raised crossing platforms in many school and central city areas so that pedestrians and cyclists can safely share the road with vehicles.

Road marking (paint) and signs are the cheapest items in the tool kit. Rural roads can be changed by adding edgelines to the road. In urban areas paint can be used to reduce the width of the driving lane by adding flush medians, shoulders, parking lanes and cycle lanes.

Other items in the tool kit for urban areas include raised treatments, physically narrowing the road, or creating chicanes. These can further reduce vehicle speeds, however they can be costly.

Road user education: We support road safety education campaigns and initiatives aimed at raising awareness among road users about safe driving practices, pedestrian safety, and responsible road behavior. We work with schools, community groups, iwi, and other councils and organisations to promote road safety education with a focus on road users who are at higher risk of harm, e.g. motorcyclists.

Strengthening enforcement through road policing: Enforcement is a key element of an overall system response to reducing deaths and serious injuries. When implemented well, enforcement and the threat of sanctions (such as fines and potential loss of licence) deter road users from adverse behaviour. Effective deterrence requires public awareness of illegal behaviours, a belief that detection is probable

and a belief that the consequences of detection will be negative. Nelson City Council and Tasman District Council will continue working closely with the police to achieve appropriate enforcement of speed limits and other road rules.

Collaboration and partnerships: We collaborate with various stakeholders, including Waka Kotahi NZTA, Police, emergency services, and community groups to share knowledge, resources, and expertise in order to improve road safety outcomes. We actively participate in regional and national road safety forums and contribute to the development of road safety policies and strategies.

FUNDING

The implementation costs of road safety initiatives on public roads, including speed management, is shared between Council and Waka Kotahi NZ Transport Agency (Waka Kotahi), as the agency responsible for distributing funds from the Fuel Excise Duty and Road User Charges. The guidelines for receiving government funding include supporting speed management and a reduction in death and serious injuries.

Regional Land Transport Plans feed into the National Land Transport Programme and the projects that Waka Kotahi approve in the Programme on local roads receive funding assistance. The National Land Transport Programme has a three yearly cycle, with 2024 – 2027 being the next cycle.

PARTNERSHIP WITH MĀORI

We have held 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.

Marae are social centres where activities occur almost every day. When tangihanga, or hui are held, the

capacity of Marae grounds to hold all parked vehicles can be insufficient. The demand then overflows to any available on-road parking. Especially at tangihanga, people walk to and from their vehicles. It is important to engage with marae and kōhanga reo (within the vicinity of the marae) to ensure that this Speed Management Plan supports the desire of the community, improves road safety outcomes and reduces the impact of unsafe speed limits on all communities.



PROPOSAL WITHIN THIS PLAN

Within the consultation document, we have put forward a range of different options for people to consider. There are four options for the urban area (A, B, C, D) and four options for the rural area (1, 2, 3, 4) shown in the consultation document. The selected options shown in this draft Plan are shown as examples only as placeholder text as the consultation requirements of the Local Government Act require an example plan to be presented. The option shown does not reflect a final decision or preference in the Plan.

SPEED LIMITS OUTSIDE SCHOOLS

The Setting of Speed Limits Rule has specific instructions about speed limits outside schools.¹² The current speed limit on roads in the vicinity of urban schools within the towns of both districts are generally 50km/hr or 40km/hr for urban schools and for rural schools 70km/hr to 100km/hr depending on the location of the school. Under the rule, RCAs must “use reasonable efforts” to ensure speed limits for roads outside at least 40% of the schools directly accessed from roads under their control comply with the new speed limits by 30 June 2024 and all roads outside schools comply with the new speed limits by 31 December 2027.

In the rule, the new speed limits for schools are:

- Outside Category 1 schools (mostly in urban areas): 30km/h; and
- Outside Category 2 schools (mostly in rural areas): maximum of 60km/h.

These could be variable speed limits where appropriate, with the lower speed applying during school travel times (usually immediately before and after school).

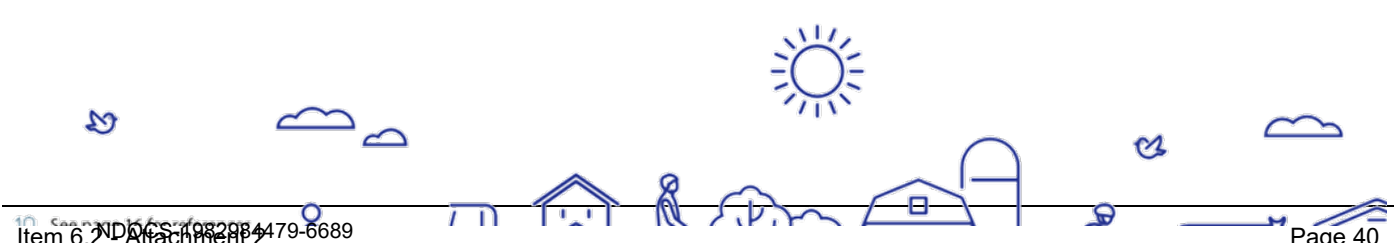
Schools with an existing 40km/h speed limit on 20 April 2021 and continuing until the commencement of this Rule can retain the speed limit, but RCAs will need to review the speed limits in the 2027 speed management plan and set the new speed limit to 30km/h or designate the school as a Category 2 school.

Category 2 schools are those where the road controlling authority deems a safe and appropriate speed limit of 60km/h or less is suitable for the roads outside the school. For a school to be Category 2, it is expected to have the appropriate level of entranceway design and supporting safety infrastructure that removes or manages potential pedestrian crash conflicts to align within safe system injury tolerances.

Variable limits would have lower speed limits operating at school start and finish times.

Where a school is on a State Highway, we are partnering with Waka Kotahi in regard to proposed feedback. Waka Kotahi have indicated changes to the following schools in the first instance and they will be engaging with the community in 2024.

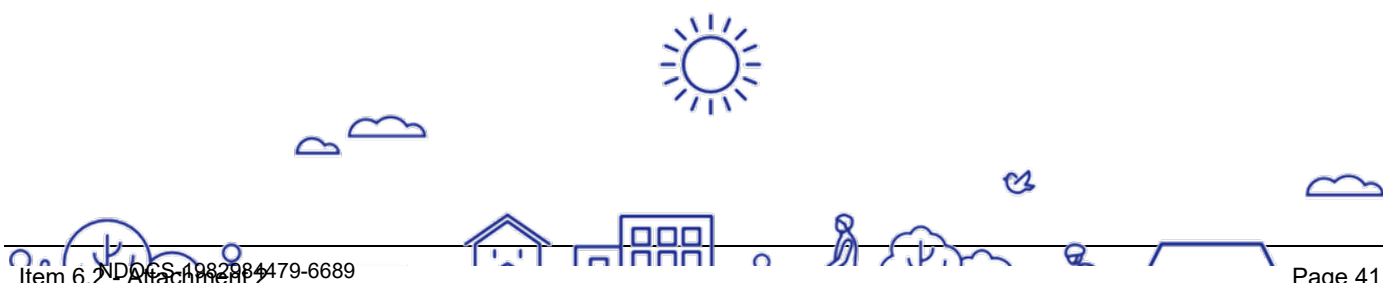
SCHOOL	STATE HIGHWAY	EXISTING SPEED LIMIT	PROPOSED NEW SPEED LIMIT
Hira School	6	80km/h	80/30km/h
Richmond School	6	50km/h	50/30km/h
Golden Bay High School	60	50km/h	50/30km/h
Tākaka Primary School	60	50km/h	50/30km/h
Lake Rotoiti School	63	50km/h	50/30km/h



EXISTING 70KM/H AND 90KM/H ROADS

The Rule requires that if a road controlling authority has a speed limit of 70km/h or 90km/h on a road, it must review the speed limit and either confirm that the speed limit is appropriate or change it. The following changes are proposed.

ROAD	RATIONALE
Collingwood Quay Posted speed: 70km/h Change to: 60km/h	This section of road is on the outskirts of urban area of Collingwood where there are people using a range of transport modes. Speed limit is reduced
Collingwood-Bainham Main Road (section adjacent to Collingwood Quay) Posted speed: 70km/h Change to: 60km/h	This section of road is on the outskirts of urban area of Collingwood where there are people using a range of transport modes. Speed limit is reduced
Eighty Eight Valley Road, Wakefield Posted speed: 70km/h Change to: 60km/h	This section of road is on the outskirts of urban area of Murchison where there are people using a range of transport modes. Speed limit is reduced
Fairfax Street, Murchison Posted speed: 70km/h Change to: 60km/h	This section of road is on the outskirts of urban area of Murchison where there are people using a range of transport modes. Speed limit is reduced
Ken Beck Drive, Rabbit Island Posted speed: 70km/h Change to: 60km/h	This section of road has many recreational users. Speed limit is reduced.
Main Road Lower Moutere Posted speed: 70km/h Change to: 60km/h	This section of road is through the settlement of Lower Moutere where there are two schools nearby and local activity. Speed limit is reduced
Queen Victoria Street, Motueka Posted speed: 70km/h Change to: 60km/h	This section of road is on the outskirts of urban area of Motueka where there are people using a range of transport modes. Speed limit is reduced
Wharf Road, Motueka Posted speed: 70km/h Change to: 60km/h	This section of road is on the outskirts of urban area of Motueka where there are people using a range of transport modes. Speed limit is reduced
Aniseed Valley Road, Hope Posted speed: 70km/h Change to: 60km/h	The final section of this road is classified as tortuous. Speed limit is reduced



SPEED LIMITS FOR COUNCIL OPERATED CAR PARKS

Speed limits within any Nelson City Council and Tasman District Council operated car parks will be 10km/h.

SUMMARY OF OPTIONS IN THE CONSULTATION DOCUMENT

URBAN ROADS	OPTION A	OPTION B	OPTION C	OPTION D
Outside schools (within 100m of boundary)	30	30	30	30
School neighbourhoods	50	30	40	30
Selected town centres	50	30	40	30
Local urban streets	50	50	40	30
Urban connector streets with separated cycle facilities	50	50	50	50

RURAL ROADS	OPTION 1	OPTION 2	OPTION 3	OPTION 4
Outside schools	30-60	30-60	30-60	30-60
Rural residential areas	100	50-60	50-60	50-60
Winding and narrow unsealed rural roads	100	60	80	60
Unsealed rural roads	100	100	80	60
High risk roads and adjacent roads	100	80	80	60-80
Winding and narrow sealed rural roads	100	100	80	60
All other sealed rural roads	100	100	80	80

Note:

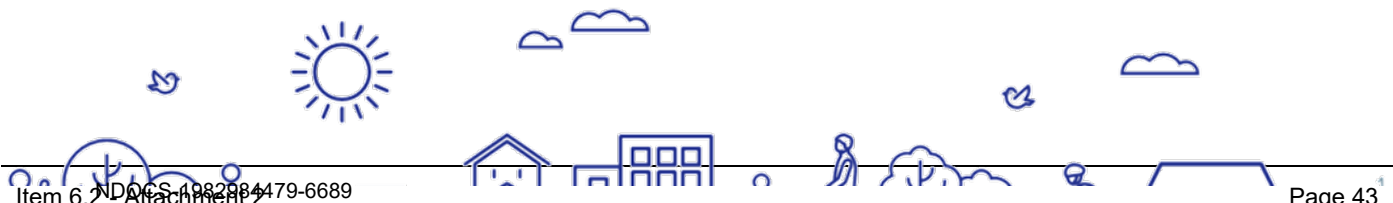
- Option A for the urban area and Option 1 for rural area is the minimum required by the Setting of Speed Limits Rule.
- The area that speed limits apply to will be developed in conjunction with the school.
- School limits may be variable or permanent. Variable speed limit can be activated when there is activity around the school. Variable signs can be static or active (electronic signs that change).
- Existing speed limits which are lower than those in these tables will not be increased.
- Urban Connector streets are the key transport corridors within towns, such as Salisbury Road or Waimea Road.
- Separated cycleways have physical barriers designed to keep motor traffic out of the cycleway. Examples are on Salisbury Road and St Vincent Street.
- State Highways are excluded.
- In 2027, speed limits will be reviewed again.

URBAN PROPOSAL

Insert chosen option here

RURAL PROPOSAL

Insert chosen option here



MAPS OF PROPOSED CHANGES





CONSULTATION TIMELINE



PUBLIC ENGAGEMENT AND CONSULTATION

Changing a speed limit is a legal process that includes a formal consultation step. This draft plan will be refined using feedback gathered from the engagement. During this consultation stage, the public and stakeholders will provide their local knowledge and any additional information that should be taken into account and might have an impact on the final Plan. Once all consultation feedback has been considered a decision will be made on whether or not to accept the proposed speed limit changes. Everyone who provided a submission will be updated on the outcome of the decision.

FUTURE REVIEWS

Speed Management Plans need to be reviewed every three years. The plan will also be reviewed when significant changes in development or funding occur necessitating a change to the plan.

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APPENDIX ONE: SAFE JOURNEYS RISK ASSESSMENT TOOL

Waka Kotahi have developed a Speed Management Guide and the Safer Journeys Risk Assessment Tool (known as MegaMaps) for use by council staff that provides a range of technical information on each road within New Zealand. These metrics are used as a starting point to help assess the safe and appropriate speed (SAAS) for each road/section of road within New Zealand.

The SAAS for a section of road is derived from the combination of:

- Safe system speed thresholds for crash survivability;
- One Network Framework street categories;
- Infrastructure risk rating (road stereotype, horizontal alignment, volume, carriageway width, access density and land use); and
- Presence or planned implementation of safety infrastructure.

The SAAS is based on a speed limit being appropriate for the road function, design, safety and use, and takes both safety and efficiency into account.

The use of these recommended speeds as a speed limit is not compulsory, however they do assist with ensuring that speed limits are consistent across the country.

As a result of changing the speed limit, the following effects can be calculated:

- Estimated death and serious injury savings per annum.
- Travel time change per vehicle traversing the section of road.
- Vehicle operating cost (VOC) change per vehicle traversing the section of road.
- The change in CO2 emissions per annum.

The tool estimates the effect of speed limit changes only. Safety savings from engineering improvements are expected to be greater than those achieved from lowering the speed limit alone.



