

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

Date: Monday 20 November 2023
Time: 9.30am
Meeting Room: Tasman Council Chamber
Venue: 189 Queen Street, Richmond
Zoom conference link: <https://us02web.zoom.us/j/82284687319?pwd=ZkhRdEptQXdKQ2c4STF0U2d4TkR0UT09>
Meeting ID: 822 8468 7319
Meeting Passcode: 958872

Joint Nelson Tasman Regional Transport Committee

Komiti Te Kawenga Rohe o Nelson Tasman

AGENDA

MEMBERSHIP

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

(Quorum 3 members)

Contact Telephone: 03 543 8524
Email: democracy@tasman.govt.nz
Website: www.tasman.govt.nz

AGENDA

1 OPENING, WELCOME, KARAKIA TIMATANGA

2 APOLOGIES AND LEAVE OF ABSENCE

Recommendation

That apologies be accepted.

3 DECLARATIONS OF INTEREST

4 REPORTS

4.1 Speed Management Plan - Supplementary Report 4

5 CONFIDENTIAL SESSION

Nil

6 KARAKIA WHAKAMUTUNGA (CLOSING)

5 REPORTS

5.1 SPEED MANAGEMENT PLAN - SUPPLEMENTARY REPORT

Report To:	Joint Nelson Tasman Regional Transport Committee
Meeting Date:	20 November 2023
Report Author:	Alec Louverdis, Group Manager, Infrastructure, Nelson City Council
Report Authorisers:	Dwayne Fletcher, Strategic Policy Manager
Report Number:	RNTRTC23-11-1

1. Purpose of Report

- 1.1 To consider resolutions from the 14 November 2023 Joint Committee of Tasman District and Nelson City Councils (Joint Committee) relating to Speed Management Plan matters.
- 1.2 To agree a revised Joint Nelson Tasman Speed Management Plan consultation document.

2. Report Summary

- 2.1 A report was presented to the 27 October 2023 Joint Nelson Tasman Regional Transport Committee (Joint RTC) meeting on the matter of a Joint Nelson Tasman Speed Management Plan for the region. That report can be accessed from the Agenda via Nelson City Council's website or click this link: <http://www.nelson.govt.nz/council/council-structure/council-meetings/#TOC-1>.
- 2.2 Nelson City Council Mayor Nick Smith presented a report to the 14 November 2023 Joint Committee of Nelson City and Tasman District Councils (Joint Committee) meeting. That report can be accessed from the Agenda via Nelson City Council's website or click this link: <http://meetings.nelson.govt.nz/>.
- 2.3 The Joint Committee resolved that the Joint RTC consider additions to the consultation document and this report covers revised consultation material for approval by the Joint RTC.

3. Recommendation

That the Joint Nelson Tasman Regional Transport Committee

1. **receives the Speed Management Plan - Supplementary Report RNTRTC23-11-1; and**
2. **approves the revised Joint Nelson Tasman Speed Management consultation document (Attachment 1 to the agenda report) and Draft Joint Nelson Tasman Speed Management Plan (Attachment 2 to the agenda report), taking into account suggested recommendations from the Joint Committee of Nelson and Tasman District Councils; and**
3. **agrees that the Chair and Deputy Chair of the Joint Nelson Tasman Regional Transport Committee be delegated authority to make minor changes to the Joint Nelson Tasman Speed Management Consultation document and Draft Joint Nelson Tasman Speed Management Plan; and**

- 4. agrees that consultation on the Joint Nelson Tasman Speed Management Plan will commence on Monday 27 November 2023 and close on 29 February 2024.**

4. Background and Discussion

- 4.1 The Joint Regional Nelson Tasman Regional Transport Committee (Joint RTC) resolved on the 27 October 2023 as follows:

NTRTC23-10-6

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 areas and winding and / or narrow unsealed roads, 80km/h on high risk rural roads and adjacent roads;*
 - Option 3: 60km/h in rural residential areas, 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 C in the draft Speed Management Plan; and*
- 7. approves inclusion of rural option 3 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, 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.*

4.2 The Joint Committee resolved on 14 November 2023 as follows:

2. *Requests the Co-Chairs of the Joint Committee of Nelson and Tasman Councils write to the Joint Nelson Tasman Regional Transport Committee to extend the closure of submissions to the 29th February 2024 and to add to the consultation document commentary on the uncertainty of potential policy changes by the new Government and include information on the direct costs of implementation to Councils and the potential impacts on road user costs and productivity; and*
3. *Requests that the Mayors of Nelson and Tasman urgently write to the Minister of Transport as soon as possible after appointment seeking clarity on government policy with respect to road speed limits so the Nelson Tasman Speed Management Plan can occur with a greater degree of certainty*

4.3 In advance of Mayors Nick's report, consultation on this matter did not commence on 13 November as intended by the original Joint RTC meeting to allow for potential further discussions and decisions from the Joint RTC.

4.4 In October this year, Nelson City and Tasman District Councils wrote to and received approval from Waka Kotahi's Director of Land Transport (DLT) with respect to an extension to the deadlines for their joint Speed Management plan as follows:

- a. The final date for the publication of any consultation draft speed management plan from the 7 November 2023 to mid-February 2024;
- b. The final date for submitting the final draft speed management plan for certification from the 3 May 2024 to mid-June 2024.

5. Discussion

- 5.1 The Joint Committee indicated a strong preference to proceed with the Speed Management Plan consultation as a region but resolved to include additional information in that documentation. That has been considered by officers and included in the revised consultation document and Draft Joint Nelson Tasman Speed Management Plan appended as Attachments 1 and 2 respectively. The revised copies show changes in yellow for ease of reading.
- 5.2 In advance of the Joint RTC decision on this matter, consultation is proposed to commence on Monday 27 November 2023, to allow time to prepare material for consultation.
- 5.3 The later closing date will require approval from the DLT for an extension and this was formally requested on the 14 November asking for a new certification date of 31 July 2024.

6. Options

- 6.1 There are two options for the Committee to consider – approve or not approve the revised consultation document. Officers recommend that the revised consultation document be approved.

Option 1:<Enter brief heading >	
Advantages	<ul style="list-style-type: none"> • Reflects view of the Joint Committee • Will allow consultation to progress
Risks and Disadvantages	<ul style="list-style-type: none"> • None
Option 2: <Enter brief heading >	
Advantages	<ul style="list-style-type: none"> • Will allow consultation to proceed as per original Joint RTC intent – albeit later than 13 November
Risks and Disadvantages	<ul style="list-style-type: none"> • Will not give effect to Joint Committee decisions that was supported by the majority

7. Considerations for Decision Making
7.1 Fit with Purpose of Local Government As per October 2023 report.
7.2 Consistency with Community Outcomes and Council Policy/Legal requirements As per October 2023 report.
7.3 Risks All RTCs are required to give effect to the requirements of Waka Kotahi with respect to the consultation and adoption of a Speed Management Plan. An exception is required from the DLT and that has been applied for.
7.4 Financial impact As per October 2023 report.
7.5 Degree of significance and level of engagement As per October 2023 report.
7.6 Climate Impact As per October 2023 report.
7.7 Inclusion of Māori in the decision making process As per October 2023 report.
7.8 Delegations As per October 2023 report.

8. Conclusion and Next Steps

8.1 Officers will proceed with consultation following any decisions by this Committee.

2. Attachments

1. ↓	Revised Speed Management Consultation Document	9
2. ↓	Draft Speed Management Plan	21

SPEED MANAGEMENT ENGAGEMENT

21 November 2023 to 28 February 2024

Let's put
safety in the
driving seat



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. In this document you will find a variety of options for reducing speed limits in rural and urban areas. We want to know which you think is the best way forward for our region.

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

We acknowledge that speed setting policy may change with the new government however many of our communities have been asking for changes for some time, so we are proceeding with consultation

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?

[Sentence order in para has changed] Irrespective of the cause of a crash, speed is the difference between someone being unharmed or being seriously injured or killed. More people die on Aotearoa New Zealand roads per head of population than in similar countries. 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

Road safety risk can be reduced by investing in infrastructure improvements to make a road safer at current speeds, and /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.

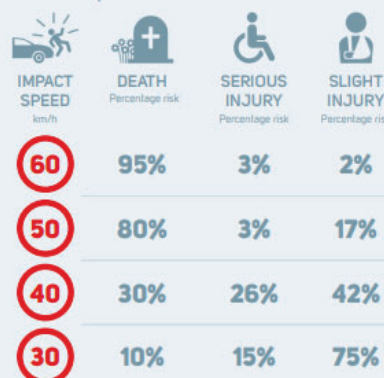
On top of leaving a huge hole in the lives of families, friends, workplaces and communities, road crashes have a large impact on our society.⁹

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

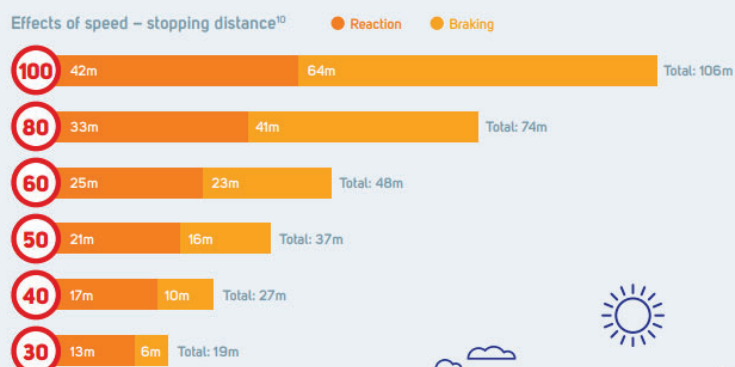
Lowering the speed limit of vehicles:

- 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



IMPLEMENTATION COSTS

Nelson \$500k-\$1M for signs \$9 million support infrastructure
 Tasman \$650k - \$1.5M for signs \$5 - \$10M for supporting infrastructure

Supporting infrastructure includes traffic calming measures. These can range from simple, comparatively low cost, measures, such as speed humps through to more expensive raised platforms, road narrowing, and landscaping.

Productivity Costs.

For safer speeds outside the school frontage, the minimum change required by the Setting of Speed Limits Rule, there will be very little productivity costs as this only involves speed reduction in close vicinity of the school.

For the other options being consulted on, there will be productivity costs as a result of safer speeds.

- In the urban areas, travel on State Highways and most of the busier urban arterial roads (our urban connectors) will remain unchanged under all options and thus productivity will be largely unaffected. Journeys on quieter residential streets typically at the start and end of most journeys, will take longer. To demonstrate this, in Nelson 55% of the total distance travelled is on urban connectors and as mentioned above most will stay at 50km/h under all options.
- In Tasman, 45% of journeys occur on our Rural Connectors and large sections of these have been identified as our most dangerous roads with safer slower speeds proposed. This will have a productivity cost impact, but will be in part offset by fuel saving. Surveys by Waka Kotahi in 2017 indicated in rural areas a 20% reduction in speed limit resulted in 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%.

Reference: www.nzta.govt.nz/resources/research/reports/582/

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. International research and Waka Kotahi’s Speed Management Guide has identified a suite of Safe and Appropriate Speeds (SAAS)

CONSULTATION OPTIONS FOR THE URBAN AREA

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

The speeds in Option D reflect SAAS and international best practice.

URBAN ROADS	OPTION A	OPTION B	OPTION C	SAAS
				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. (Nelson \$700,000 & Tasman \$400,000)
- Traffic calming as required in future years. (Nelson \$4.7M & Tasman \$1.5M)

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.

Some early childhood centres have been included where they fall within adjacent school and town centre and tourist zones.

PROS

- Reduction in number and severity of crashes, particularly pedestrian and cycle crashes, within the 30km/h area(s).
- Encourage more children 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

- Signs at all schools, including electronic variable signs. (Nelson \$700,000 & Tasman \$400,000)
- Traffic calming as required in future years. (Nelson \$8.9M & Tasman \$3.1M).

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 if there is an existing or planned separated cycleway, otherwise they will drop to 40km/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 all 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 Urban Option D 30km/h does.
- Increased journey times for vehicles on local streets
- Would create a range of 30/40/50km/h limits which may be confusing for road users.

COSTS

- Signs at all schools, including electronic variable signs. (Nelson \$1M & Tasman \$500,000)
- Traffic calming as required in future years. (Nelson \$8.9M & Tasman \$7M).

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, otherwise they will drop to 40km/h.

Where a school is on an urban connector, the speed limit will be variable 30km/h.

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.
- Would create a range of 30/40/50km/h limits which may be confusing for road users.

COSTS

- Signs at all schools, including electronic variable signs. (Nelson \$700,000 & Tasman \$400,000)
- Traffic calming as required in future years. (Nelson \$4.7M & Tasman \$3.7M).

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)

The speeds in Option 4 reflect SAAS and international best practice.

RURAL ROADS	OPTION 1	OPTION 2	OPTION 3	SAAS
				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

- 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.
- 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

- Signs at all schools, including electronic variable signs Tasman \$500,000
- Traffic calming as required in future years Tasman \$1M

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 shape.tasman.govt.nz/speed-review for details.

RURAL OPTION 2: 60KM/H RURAL RESIDENTIAL AND WINDING/NARROW UNSEALED ROADS, 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 Kerr Hill 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 Kerr Hill 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

Signs at all schools, including electronic variable signs. (Nelson \$100,000 & Tasman \$900,000)

Traffic calming as required in future years Tasman \$1M).⁸

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

- Signs at all schools, including electronic variable signs. (Nelson \$100,000 & Tasman \$1M)
- Traffic calming as required in future years. Tasman 1M).

RURAL OPTION 4: 50KM/H RURAL RESIDENTIAL AND 60 KM/H 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 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

Signs at all schools including electronic variable signs (Nelson \$100,000 & Tasman \$1.1M)
Traffic calming as required in future years. Tasman \$1M

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/xxxxxxxxxxxx and let us know what you think before XXpm **on 29 February 2024.**

THERE ARE MANY WAYS FOR YOU TO ENGAGE WITH US:

Complete a submission form 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

1. Bureau of Infrastructure and Transport Research Jang Economics (BITRE), 2022, International road safety comparisons 2020 BITRE, Canberra ACT. www.bitre.gov.au/sites/default/files/documents/2019_international_comparisons_2020.pdf
2. www.nzta.govt.nz/safety/partners/speed-and-infrastructure/safe-and-appropriate-speed-limits/the-role-of-speed-in-a-safe-system-wip/
3. International Transport Forum. 2018. Speed and Crash Risk (research report). Paris: OECD. Ministry
4. www.nelson.govt.nz/assets/Our-council/crashes_downloads/population-demographics/2017/Ageing-Population-Nelsons-Older-Population-and
5. Lee HH, Cho JS, Lim YS, Hyun SY, Woo JH, JH, Yang HJ. Relationship between age and injury severity in traffic accidents involving elderly pedestrians. Clin Exp Emerg Med. Sep;6(3):235-241.
6. Ausroads Guide to Road Design, Part 3, Geometric Design: Stopping Sight www.austroads.com.au/publications/road-design/agrd03
7. Ausroads Guide to Road Design, Part 3, Geometric Design: Stopping Sight www.austroads.com.au/publications/road-design/agrd03
8. Social Cost of crashes: Te Manatū Waka of Transport. 2021. Social cost of road and injuries: June 2020. Wellington.
9. International Transport Forum. 2018. Speed
10. Ausroads Guide to Road Design, Part 3, Geometric Design: Ausroads Guide to Road Design, Part 3, Geometric Design: Stopping Sight Distances. www.austroads.com.au/publications/road-design/agrd03
11. Auckland Transport data – www.greatauckland.org.nz/2019/03/29/its-time-to-submit-on-speed-limits/
12. www.nzta.govt.nz/safety/partners/speed-and-infrastructure/safe-and-appropriate-speed-limits/safe-speeds-around-schools/
13. D Vinther. 2012. Children who walk to school concentrate better. ScienceNordic (30 November).

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 and urban areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Urban Option D: 30km/h in towns and urban areas	<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 **for Option B** correct? Please state the road or area.

Horizontal lines for writing responses to the first question.

1. Fold here

Any further comments on our options?

Horizontal lines for writing further comments.

2. Fold here

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.

We acknowledge that speed setting policy may change with the new government however many of our communities have been asking for changes for some time, so we are proceeding with public consultation.

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.

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.

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

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

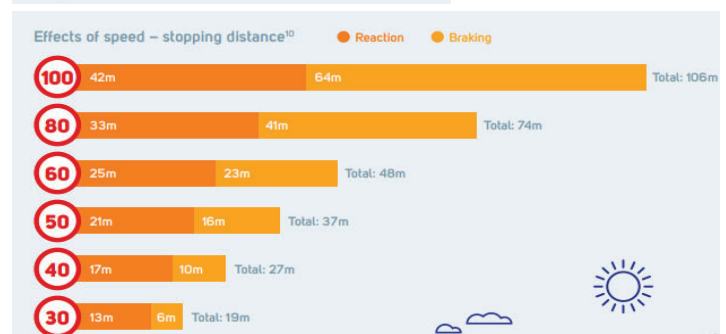
Higher vehicle speeds increase the probability of a crash in several ways:

- 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



IMPLEMENTATION COSTS

Nelson	\$500k-\$1M for signs \$9 million support infrastructure
Tasman	\$650k - \$1.5M for signs \$5 - \$10M for supporting infrastructure

Supporting infrastructure includes traffic calming measures. These can range from simple, comparatively low cost, measures, such as speed humps through to more expensive raised platforms, road narrowing, and landscaping.

Productivity Costs.

For safer speeds outside the school frontage, the minimum change required by the Setting of Speed Limits Rule, there will be very little productivity costs as this only involves speed reduction in close vicinity of the school.

For the other options being consulted on, there will be productivity costs as a result of safer speeds.

- In the urban areas, travel on State Highways and most of the busier urban arterial roads (our urban connectors) will remain unchanged under all options and thus productivity will be largely unaffected. Journeys on quieter residential streets typically at the start and end of most journeys, will take longer. Most of the total distance travelled in urban areas is on urban connectors or above. As mentioned above most of these roads will stay at 50km/h under all options, so the travel time on these roads will be unaffected by the proposed changes.
- In Tasman, many rural journeys occur on our Rural Connectors and large sections of these have been identified as our most dangerous roads with safer slower speeds proposed. This will have a productivity cost impact, but will be in part offset by fuel saving. Surveys by Waka Kotahi in 2017 indicated that in rural areas a 20% reduction in speed limit resulted in 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%.



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 Crash resulting in:		Number of injuries per crash type			
		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 Crash resulting in:		Number of injuries per crash type			
		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. We acknowledge that speed setting policy may change with the new government however many of our communities have been asking for changes to speed limits for a number of years. We want to take this opportunity to hear from our communities about speed.

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

safety standards. This includes managing road maintenance, repair, and

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

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.

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

¹⁰ See page 16 for references.



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	SAAS			
	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

RURAL ROADS	SAAS			
	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

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.



OUR PROPOSALS

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.

URBAN PROPOSAL

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 if there is an existing or planned separated cycleway, otherwise they will drop to 40km/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.

RURAL PROPOSAL

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.



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.

ONLINE MAP

For more information about specific places refer to our online map: shape.tasman.govt.nz/speed-review

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.

REFERENCES

1. www.nzta.govt.nz/resources/rules/setting-of-speed-limits-2022/
2. www.nzta.govt.nz/assets/resources/speed-management-guide-road-to-zero-edition/speed-management-guide-road-to-zero-edition.pdf
3. www.nzta.govt.nz/planning-and-investment/planning/one-network-framework/
4. www.transport.govt.nz/area-of-interest/strategy-and-direction/government-policy-statement-on-land-transport-2024/
5. International Transport Forum. 2018. Speed and Crash Risk (research report). Paris: OECD. www.itf-oecd.org/sites/default/files/docs/speed-crash-risk.pdf?msclkid=fd7cfa4eb7f411ec860d74f038032b43

6. Auckland Transport data.
www.greaterauckland.org.nz/2019/03/29/its-time-to-submit-on-speed-limits/

7. www.brake.org.nz/info-resources2/1312-speed-speed-limits-and-stopping-distances

8. Ausroads Guide to Road Design, Part 3, Geometric Design: Ausroads Guide to Road Design, Part 3, Geometric Design: Stopping Sight Distances.

austroads.com.au/publications/road-design/agrd03

9. www.nzta.govt.nz/safety/partners/crash-analysis-system

10. Te Manatū Waka Ministry of Transport. 2021. Social cost of road crashes and injuries: June 2020. Wellington.

11. www.nzta.govt.nz/resources/research/reports/582/

12. www.nzta.govt.nz/safety/partners/speed-and-infrastructure/safe-and-appropriate-speed-limits/safe-speeds-around-schools/



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



