

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

Date: Tuesday 9 July 2024
Time: 12:30pm - Joint Speed Management Plan
Meeting Room: Deliberations
Venue: Tasman Council Chamber
189 Queen Street, Richmond
Zoom conference link: <https://us02web.zoom.us/j/88648189483?pwd=6Cl6ayJlbt2V6lAXN9aT0YzEb4CpQH.1>
Meeting ID: 886 4818 9483
Meeting Passcode: 104803

Joint Nelson Tasman Regional Transport Committee Deliberations

Komiti Te Kawenga Rohe o Nelson Tasman

LATE ITEMS AGENDA

LATE ITEMS

That the late item, 7.1, **Nelson Tasman Speed Management Plan Deliberations**, be considered at today's meeting. In accordance with section 46A(7) of the Local Government Official Information and Meetings Act 1987 and Standing Order 9.12, the reason the item was not on the agenda is because the report was not ready in time and the reason that the item cannot be delayed until a subsequent meeting is because, the decision is time-bound.

7 REPORTS

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7 REPORTS

7.1 NELSON TASMAN SPEED MANAGEMENT PLAN DELIBERATIONS

Report To:	Joint Nelson Tasman Regional Transport Committee
Meeting Date:	9 July 2024
Report Author:	Bill Rice, Senior Infrastructure Planning Advisor - Transportation
Report Authorisers:	Dwayne Fletcher, Strategic Policy Manager
Report Number:	RNTRTC24-07-2

1. Purpose of Report

- 1.1 This report has been prepared to assist the Joint Nelson Tasman Regional Transport Committee (RTC) to deliberate on the submissions received on the Draft Nelson Tasman Speed Management Plan (Draft Plan) and to consider changes due to the recent release of the Draft Speed Limits Setting Rule 2024. Staff recommend a range of changes to the Speed Management Plan, prior to it being submitted to the Joint Council Committee for final approval.

2. Report Summary

- 2.1 This report has been prepared to assist the Joint Regional Transport Committee to deliberate on the submissions received on the Draft Nelson Tasman Speed Management (Draft Plan).
- 2.2 The Draft Plan was approved on 20 November 2023 for formal consultation, in compliance with the 2022 Speed Limit Setting Rule (the current Speed Rule). The current Speed Rule requires the councils to develop a Speed Management Plan and to lower speeds around schools, but otherwise gives the councils considerable latitude as to what speed limit changes they make.
- 2.3 Consultation occurred between 29 November 2023 and 29 February 2024. Four options for urban roads and four options for rural roads were covered in our consultation material, and the draft Plan itself contained urban option C and rural option 3. This approach was intended to provide a good basis for understanding the community's views and preferences and to provide scope for the final Plan to reflect these.
- 2.4 A total of 2,247 individual submissions were received and accepted. 44 people spoke to their submissions on 29 and 30 April. The most support was for urban option A and rural option 1, with most submissions in favour of these.
- 2.5 On 13 June 2024, the Minister of Transport released the draft Land Transport Rule: Setting of Speed Limits Rule 2024 (the Draft Speed Rule) for public consultation. Among other things, the Draft Speed Rule proposes to revise the acceptable speed limits for different road classes, reverse certain speed limit changes introduced since 2020, and retains a requirement to lower speed limits around schools (albeit modified). This Draft Speed Rule is not in force yet, and we expect to submit our final Plan for certification under the current Speed Rule.

- 2.6 A draft submission on the Draft Speed Rule is also being considered at this meeting of the RTC.
- 2.7 Staff recommend that the councils pursue speed limit changes that largely reflect urban option A and rural option 1 with some other specific roads targeted. The speed limits in the Amended Plan (and Schedule of Speed Limit Changes) have been modified to be consistent with both the current Speed Rule and the Draft Speed Rule's proposed speed limits. Staff propose that all changes come into force after 2024, with staged implementation from that date. This minimises the risk of having to change any speed limit back once the Draft Speed Rule is finalised and comes into force later this year. There are three exceptions where staff propose speed limit changes that are not consistent with the Draft Speed Rule related to
- 2.7.1 urban roads without footpaths (30 km/h);
 - 2.7.2 some rural sealed roads that have limits greater than 80km/h, and which have on-road sections of the Great Taste Trail (60 km/h); and
 - 2.7.3 rural residential streets which are not on the urban fringe (50 – 60km/h).
- 2.8 The RTC's draft submission on the Draft Speed Rule recommends changes to the rule to enable these limits.
- 2.9 The Draft Speed Rule also proposes that cost-benefit analyses be undertaken and consulted on for each road for which a speed limit change is proposed. We have undertaken a cost benefit analysis on the eight consultation options in parallel with a lengthy consultation period. While this analysis was not undertaken on a road-by-road basis, it was undertaken using standard methodology as outlined in NZTA's *Monetised Benefits & Costs Manual*. In addition, we have subsequently undertaken a cost benefit analysis on proposed speed limit reductions for four of Tasman's higher risk rural roads. This analysis generally indicates that speed limit reductions to urban roads generate negative benefit cost ratios, and positive benefit cost ratios result from speed limit reductions on high speed rural roads.
- 2.10 Staff recommend that the Amended Plan (Attachment 1) is sent to the Joint Council Committee for approval, along with the Schedule of Speed Limit Changes (Attachment 2) detailing the speed limit changes for individual roads. We have received advice that if the plan and proposed speed limit changes are submitted to the Director of Land Transport, before the final Speed Rule comes into force, the councils are unlikely to need to re-consult on the Draft Plan. However, this may depend on the requirements within the final Speed Rule, once adopted. Discussions with the Ministry of Transport at the time this report is being finalised indicates that the Draft Speed Rule may be changed so that speed limits which are certified, but not registered, at the time the new rule comes into effect may need to be reconsidered.

3. Recommendation

That the Joint Nelson Tasman Regional Transport Committee

- 1. receives the Nelson Tasman Speed Management Plan Deliberations report RNTRTC24-07-2; and**
- 2. notes that a majority of submitters supported or strongly supported options A and 1 in the consultation material, indicating our communities want less ambitious speed limit changes; and**
- 3. notes the changing government direction for setting new speed limits which should also be considered alongside consultation feedback, and also supports undertaking fewer and less ambitious speed limit reductions; and**

4. notes the risks around changes to the Draft Speed Rule, once finalised, and in particular the risk that all or some elements of the proposed speed limit changes may require re-consultation; and
5. agrees not to pursue urban option C and rural option 3, as proposed in the draft Speed Management Plan, instead making speed limit changes around schools and other targeted changes as outlined in resolution 6; and
6. agrees to recommend speed limit changes for the following road classes:
 - (a) variable speed limits outside schools, as per table 1 of Attachment 2 to this report with the exception of Cambridge Street (Richmond), Ellis Street (Brightwater), and Edward Street (Wakefield - between SH6 and Pitfure Street), which would all have permanent 30 km/h; and
 - (b) tortuous unsealed roads (to 60 km/h), as per table 2 of Attachment 2 to this report; and
 - (c) rural residential/peri-urban roads (50 to 60 km/h) as per table 3 of Attachment 2 to this report; and
 - (d) urban roads with no footpaths (to 30 km/h) as per table 4 of Attachment 2 to this report; and
 - (e) specified high risk roads (to 80 km/h) as per table 5 of Attachment 2 to this report; and
 - (f) on road sections of the Great Taste Trail - 60 km/h and 80 km/h depending on road), as per table 6 of Attachment 2 to this report; and
 - (g) specific road list, as per table 7 of Attachment 2 to this report and for 17 other roads that have the incorrect speed limit contained within the national speed register, as per table 2 of Attachment 2 to this report; and
 - (h) Council operated carparks within Tasman (to 10 km/h); and
7. delegates authority to the Chair and Deputy Chair of the Joint Nelson Tasman Regional Transport Committee to approve changes to the Amended Plan and Schedule of Speed Limit Changes as per resolutions 5 and 6, and for any minor editorial amendments, prior to being submitted to the Joint Committee of Nelson City and Tasman District Councils.

Recommendation to the Joint Committee of Nelson City and Tasman District Councils

That the Joint Committee of Nelson City and Tasman District Councils

1. approves the amended Joint Speed Management Plan 2024 (Attachment 1 to the report); and
2. approves the Schedule of Speed Limit changes (Attachment 2 to the report); and
3. authorises the Chief Executive of each Council to approve, within their District:
 - (a) minor corrections to the Schedule of Speed Limit Changes extents; or

(b) changes to the implementation date in the Schedule of Speed Limit Changes as needed to account for NZTA funding decisions or contractor roll out considerations; or

(c) allows the removal of components of the Speed Management Plan if not able to be implemented following the introduction of the final Speed Rule.

4. Background and Discussion

- 4.1 The Land Transport Rule: Setting of Speed Limits 2022 (the current Speed Rule) requires Road Controlling Authorities to set speed limits for roads under their control through Speed Management Plans. The previous government required councils to complete this by mid-2024. The current rule required the councils to develop a Speed Management Plan and to lower speeds around schools, but otherwise gives the councils considerable latitude as to what speed limit changes they make.
- 4.2 The RTC is responsible for developing and consulting on a joint Nelson Tasman Speed Management Plan and recommending a final plan for consideration by the Joint Council Committee. The Draft Plan is a joint document, with Nelson City Council (NCC), Tasman District Council (TDC), to create a plan for implementation of speed management in Nelson Tasman based on a consistent approach. This plan excludes speeds on State Highways.
- 4.3 The draft Speed Management Plan (Draft Plan) was informed by the Speed Management Guidance which gave speeds for specific road categories. This approach brings greater certainty for road users on what speed limits are for the different road categories.
- 4.4 Three RTC workshops were held (4 April 2023, 11 May 2023 and 27 October 2023) to understand the key issues, opportunities and benefits on the management of speeds. In addition, there have been specific Nelson City Council (20 May 2024) and Tasman District Council workshops (6 May 2024 and 2 July 2024). There have also been workshops with Golden Bay and Motueka Community Boards.
- 4.5 The Draft Plan was approved on 20 November 2023 for formal consultation, which occurred between 29 November 2023 and 29 February 2024. Four options for urban roads and four options for rural roads were covered in our consultation material, and the draft Plan itself contained urban option C and rural option 3. This approach was intended to provide a good basis for understanding the community's views and preferences and to provide scope for the final plan to reflect these views.

Consultation process and feedback

- 4.6 During the consultation, online maps showing each of the four options for every road in the region were available. To encourage submissions from a wide demographic, Council officers attended 23 engagement sessions over the consultation period, including A&P Shows and markets. Consultation was also promoted via social media, print media and in-person sessions at the region's libraries.

Table 1

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

Table 2

WE ARE PROPOSING FOUR OPTIONS FOR THE RURAL AREA:				(km/h)
The speeds in Option 4 reflect SAAS and International best practice.				SAAS
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

4.7 The four options which were consulted on are outlined in Tables 1 and 2 above.

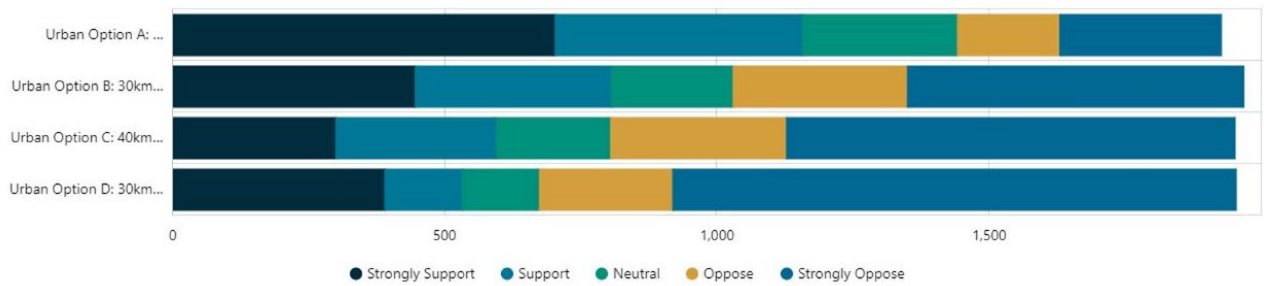
4.8 A total of 2,247 individual submissions were received and accepted. 44 people spoke to their submissions on 29 and 30 April.

4.9 From the submissions the following high-level overview has been prepared based on the key themes from submissions. The first nine questions in the consultation document were demographic type questions.

- 56% of submitters identified as urban, 27% identified as rural residential and 17% identified as rural; and
- 38% of respondents came from Nelson, 19% of respondents came from Richmond, 17% from Motueka. 24% came from other areas of Tasman.

4.10 The graph below shows the responses in relation to the Urban Options (Question 10).

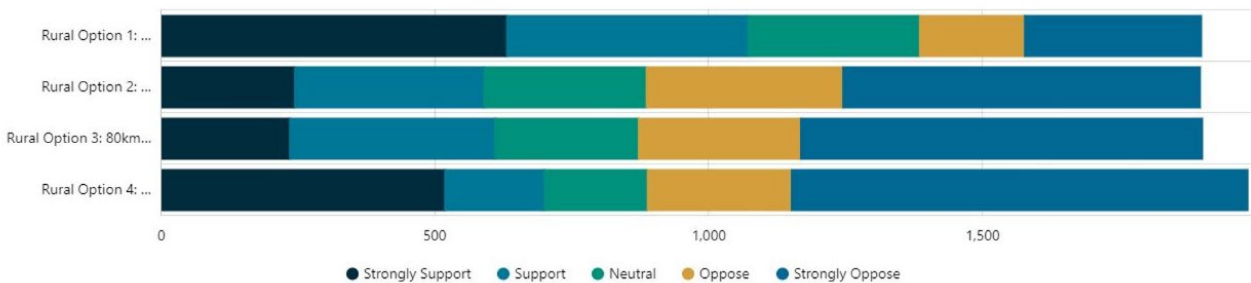
Question 10: Tell us what you think about the options for the urban areas (93.5% response rate)



4.11 Urban Option A, safer speeds outside schools only, has the highest public support.

4.12 The graph below shows the responses in relation to the Rural Options (Question 11).

Question 11: Tell us what you think about the options for the rural areas (94.5% response rate)



4.13 Rural Option One, safer speeds outside schools only, has the highest public support. It is difficult to ascertain from these results whether those who did not support Rural Option One did so because they favoured other options more, or they did not favour any option at all.

4.14 We also had written feedback on our open-ended questions:

- Are there changes that you would like us to consider to specific roads or areas? (Question 12)
- Do you have any more comments on the proposed options? (Question 13).

4.15 All comments relating to the two questions were tagged into categories.

4.16 *Reduce speed* was the most common tag with 752 comments. The tag, *current speed is an issue* was applied when speed at a specific location was identified in the commentary. There were 529 specific mentions. Retaining the status quo was noted 380 times.

4.17 The mostly commonly mentioned themes supporting or opposing speed limit reductions in submissions are shown below.

Table 3

	Support a reduction in speed		Oppose reductions	
	Tag used	#	Tag used	#
1	reduce speed	n=752	status quo	n=380
2	current speed an issue on specific road	n=529	raise state highway speeds	n=123

3	reduced speed makes walking and cycling safer	n=312	drivers need more education rather than speed reductions	n=118
4	creates a safer environment	n=298	more road maintenance	n=107
5	children walking/cycling nearby	n=205	concerns about cost of implementation and/or cost on businesses for slower speeds	n=101
6	reduce accidents	n=181	frustration at slow speeds	n=94
7	around schools	n=164	people should just drive to the conditions	n=60
8	narrow and/or winding roads	n=128	prefer status quo but want school speeds to be reduced only at school times	n=43
9	rural roads need to be lowered	n=120	rural roads should remain at status quo	n=37
10	residential streets need to be lowered	n=90	congestion will be caused as a result of slow speeds	n=33

4.18 We had a range of general concerns related to speed management. These comments were from people who were both supportive and not supportive of speed reductions.

- other road improvements requested n=123
- dangerous behaviour on roads was noted n=108
- consistency of speed signs was important n=82
- more enforcement n=74
- need intersection improvements n=63

4.19 82 people made comments for speed limits needing to be consistent across the District, 44% of people said that different speed limits could be confusing (n=36). 30% of people stated that speed limits should be kept simple(n=25). Some stated that urban limit should be 30km/h, and rural 80km/h, others recommended 50km/h and 100km/h. There was a clear theme that consistency should be a key criterion, this would minimise signage and reduce ambiguity.

4.20 There were many requests for additional enforcement on the roads. Within the comments tagged 'More Enforcement' n=74

- 56% wanted more police enforcement on speeds n=41
- 10% wanted harsher penalties on driver infringements n=7
- 33% wanted more speed cameras in general or in specified locations. n=24

Alignment with new government direction

4.21 The new government amended the current Speed Rule in December 2023 to make Speed Management Plans (SMPs) discretionary.

4.22 On 13 June 2024, the Ministry of Transport released the draft Land Transport Rule: Setting of Speed Limits 2024 for consultation which closes on 11 July 2024.

4.23 The Draft Speed Rule would:

- 4.23.1 alter the schedule of speed limit classifications for each road type (Attachment 2);
- 4.23.2 reverse speed limit reductions on local streets with widespread 30km/h speed limits surrounding a school, arterial roads;
- 4.23.3 reverse speed limit reductions on rural State Highways (unless there is demonstrated public support to keep lower speeds);
- 4.23.4 require variable speed limits outside school gates;
- 4.23.5 retain the definitions and process for determining school categories 1 and 2;
- 4.23.6 remove the requirement for a 10-year vision or taking a whole of network approach;
- 4.23.7 require a cost benefit analysis (CBA) for each road proposed for speed limit reductions. A CBA needs to consider safety, travel time and implementation costs; and
- 4.23.8 require CBAs as part of the public consultation material.

4.24 The draft Plan provided eight options for consultation. Eight options were included in order to provide flexibility for decision makers as it was anticipated that the new government might alter the current Rule during 2024. The eight options were based on road classes.

4.25 The range of possible speed limits for each road in the Amended Plan are shown in Attachment 3 ‘*Speed Limits for different classes of road*’. Existing speed limits can remain as they are.

4.26 The following tables, using a traffic light system, show how our proposed options in the Draft Plan meet criteria for the setting of limits in the Draft Speed Rule (Green meets Draft Speed Rule, Orange: Partially meets the Draft Speed Rule, Red: does not meet the Draft Speed Rule, Grey: is an existing speed limit which is not proposed to change, but is not consistent with the Draft Speed Rule).

Urban Options

Table 5

Option	A	B	C	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 Options

Table 6

Option	1	2	3	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	80
All other sealed rural roads	100	100	80	80

4.27 For our urban options, the only option available to Council that meets the Draft Speed Rule would be a modified Option A around schools.

4.28 Our four rural options mostly align with the speeds shown in the Draft Speed Rule. For more information regarding the specific ranges for road classifications refer to the table below and Attachment 3.

4.29 Our draft options do not meet the requirements of the Draft Speed Rule for the following reasons:

- **Outside Schools for all Urban and Rural options** - permanent speeds are not permitted (except in very limited situations), the draft Rule requires speed limits outside schools to be variable only.
- **Option 1 Unsealed rural roads (winding and narrow)** meets the Draft Speed Rule partially as rural roads that are mountainous or hill corridors can have a 60-80km/h speed band.
- **Option 1 & 2 Unsealed** - existing 100km/h was greyed out because it is higher than the limits shown in the Draft Speed rule. It is not proposed to change these existing limits.
- **Option 4 High risk rural roads** - 60km/h is not allowable under the Draft Speed Rule for rural roads.
- **Option 1-2 Sealed rural roads (winding or narrow)** - sealed rural roads have a range between 80-100 in the Draft Speed Rule. If the alignment is tortuous, this can be reduced to 60-80

Feedback in relation to the road classes as shown in the Amended Speed Management Plan

4.30 Following the written submissions, hearings, RTC and individual council feedback and the recently released Draft Speed Rule staff recommend speed limit changes associated with:

- schools
- tortuous unsealed roads
- rural residential roads/peri-urban roads

- urban roads with no footpaths
- higher risk rural roads
- specific roads
- on road sections of the Great Taste Trail
- Tasman District Council controlled car parks.

4.31 Table 7 shows how staff recommended speed limit changes for these roads relate to the current Speed Rule and Draft Speed Rule. It is worth noting that the Draft Speed Rule does not have a separate classification for rural roads with cycle trails on them, urban streets with no footpath, or rural residential streets which are not on the urban fringe. These are three areas where we will be seeking some speed limit changes that are not consistent with the draft rule. Staff propose the RTC seek changes to the Draft Speed rule to enable these. Staff also propose a limited number of other specific speed limit changes in relation to feedback on these roads in submissions (discussed below).

Table 7

Road Class	Current guidance (Safe and Appropriate speeds)	Draft Speed Rule	Amended Nelson Tasman Speed Management Plan (recommended by staff)
Rural	km/h	km/h	<i>These only apply to specific roads in the Plan</i>
<ul style="list-style-type: none"> • Adjacent to a school (Category one) • Adjacent to a school (Category two) 	<ul style="list-style-type: none"> • Permanent 30 (variable on main roads) • Permanent or variable 60km/h 	<ul style="list-style-type: none"> • Variable 30 between 8-9.30 and 2.30-4pm • Variable 60km/h or less 	<ul style="list-style-type: none"> • Variable between 8-9.30 and 2.30-4pm • Variable 60km/h or less
Unsealed roads	60	60-80	60 ¹
Mountainous or hill corridors that the alignment is tortuous	60	60-80	60 ¹
Peri-urban (including rural residential roads)	50 – 80	50 - 80	50-60 ¹
Rural Connectors (high risk rural roads)	60-100	80-100	80 ¹
Rural roads that have on road cycleways	Not specified	Not specified as a separate category for other rural roads	60 – 80 ¹
Urban	km/h	km/h	

¹ These limits only apply where a changed limit is proposed. Refer to Speed Management Plan for locations

Adjacent to a school	Variable 30km/h between 8-9.30 and 2.30-4pm	Variable 30km/h between 8-9.30 and 2.30-4pm	Variable 30km/h between 8-9.30 and 2.30-4pm
Urban streets that do not have a footpath	30 (Local Street class)	Not specified as a separate category from other residential streets	30 ¹
Car Parks	Not specified	Not specified	10 ¹

Proposed speed limit changes in detail

Schools

- 4.32 1,157 people strongly supported or supported Urban Option A which was to lower speed around schools. 485 people did not support Urban Option A but it is unclear whether this is because they supported the other options or did not support any speed changes.
- 4.33 There were 164 written submissions relating specifically to lowering speeds around schools:
- 4.13.1 60% of respondents who mentioned schools in their comments also wanted to see speed limits lowered in general;
 - 4.13.2 40% of respondents mentioned a specific school which they supported lower speeds for; and
 - 4.13.3 51% of respondents who mentioned schools in their comments stated that they wanted their children to be able to walk or cycle safely to school and lower speeds meant that the school journey felt safer.
- 4.34 Around 15% of submitters who made specific comments about schools wanted to keep the status quo, citing reasons such as impact on travel times, frustration at slower speeds, and the impact on congestion if speeds were slower. 10% of those who wanted the status quo did support speed reductions around schools but did not want to see other speed changes.
- 4.35 The Amended Plan now shows a variable speed limit (from 8.00 am to 9.30 am and 2.30 pm to 4.00 pm) outside schools for all urban and rural roads (30km/h) in line with the Draft Speed Rule except for:
- a) **Maitai School in Nelson:** Maitai School is excluded because it is scheduled to relocate to Salisbury School before the changes are required to be in force.
 - b) **Wakefield School** as the existing permanent 30km area in the town centre is adjacent to the school so it is proposed to extend this area by 240m from Arrow Street to Pitfure Road.
 - c) **Richmond School:** Cambridge Street, links Richmond School to the existing 30km/h area on Queen Street. Richmond’s largest playground, and Town Hall are both on Cambridge Street. It is proposed that Cambridge Street is changed to 30km/h permanently to be consistent with Queen Street. The length of the street is 222 m.
 - d) **Brightwater School:** Brightwater town centre is currently 40km/h. The Brightwater Community Association has requested that the town centre speed limit is changed to 30km/h rather than have a 30km/h variable limit within a 40km/h zone. It is proposed to change the 40km/h limit to 30km/h.

It is noted that the Draft Speed Rule's consultation material states that '*the proposed lengths [for variable limits] will not work for every road outside a school gate and the Rule allows for variation to meet specific circumstances*'.

Tortuous Unsealed Roads

- 4.36 There are 33 roads which meet the tortuous unsealed roads class for their entirety. 17 other unsealed roads have sections which are tortuous.
- 4.37 There were no specific questions pertaining specifically to tortuous unsealed roads within the consultation material. Option 2 does include unsealed rural roads (winding or narrow) along with rural residential and higher risk roads and their adjacent areas. Option 2 received 31% support.
- 4.38 There were 34 submissions specifically on unsealed roads with 77% of these respondents wanting speeds reduced, 9% did not want speeds reduced. 63% of respondents were speaking in generalised terms and 37% were site specific. Those who mentioned a reason for lowering speeds on unsealed roads mentioned:
- dust and effects on other road users; and
 - found high speeds dangerous.
- 4.39 A previous survey undertaken in 2019 asked the question: What speed is appropriate for our Rural – Narrow, Winding Roads? Most of the 1,965 responses thought a speed of 60km/h was appropriate for this type of road. 59% agreed with 60km/h (1,051 answers), 32% agreed with 80km/h roads (572 answers). 9% agreed with 100km/h roads (154 answers). This is shown on page 13 of Attachment 6.
- 4.40 Staff recommend this classification of road change) to a 60km/h speed limit, and this is included in the Amended Plan and related Schedule of Speed Limit Changes. This is consistent with the speed limit ranges of the current and Draft Speed Rules, which is 60-80km/h for unsealed roads and 60-80km/h for mountainous or hill corridors.

Rural residential areas

- 4.41 There were no specific questions pertaining to rural residential roads within the consultation questions.
- 4.42 Seventy respondents commented on rural residential areas, 69% of respondents who mentioned the rural residential area wanted speeds reduced. 11% of rural residential respondents mentioned that roads were narrow, had many driveways, and have pedestrians or cyclists using the roads.
- 4.43 Responses related to rural residential streets by ward:
- 15% in the Motueka Ward
 - 23% in the Golden Bay Ward
 - 21% in the Moutere Waimea Ward.
- 4.44 A previous survey undertaken in 2019 asked the question: *What speed is appropriate for our Rural Residential Subdivisions Roads?* Most of the 1,965 responses thought a speed of less than 50km/h was appropriate for this type of road. 22% agreed with 40km/h (397 answers), 47% agreed with 50km/h (855 answers). 20% agreed with 60km/h (369 answers). This is shown on page 11 of Attachment 6.

- 4.45 Both councils over the years have had a series of requests for lower speeds on rural residential streets. The majority of these roads are not through routes. Rather than a piecemeal approach of addressing individual streets, a consistent approach based on road class is recommended to be adopted so that when a road is identified as rural residential as a result of the land use, that road will be given the classification of peri-urban and the speed is set to 50-60km/h. These lower speeds were consulted on under Option 1, 2 and 4 of the Draft Plan. Specific details for each area are shown on Table 3 of Attachment 2.
- 4.46 It should be noted that the current definition of peri-urban roads in the Draft Speed Rule only refers to *'roads that primarily provide access for residential property **on the urban fringe**, where the predominant adjacent land use is residential , but usually at a lower density than in urban residential location'*. Tasman has many rural residential roads that are peri-urban in nature but are not on the urban fringe. There is no classification in the current and Draft Speed Rule that caters for these roads. Our submission on the Draft Speed Rule has requested the words "on the urban fringe" be removed.

Higher Risk Rural Roads

- 4.47 In terms of site specific feedback, our higher risk rural connectors received the highest number of mentions within submitter feedback.

Table 8

Rural Connector	#	Feedback
Moutere Highway	n=41	93% of submitters who mentioned the Moutere Highway wanted speeds reduced. 27% requested that the speed at Main Road Lower Moutere was reduced to lower than 70km/h
Neudorf Road	n=17	91% of submitters who mentioned Neudorf Road wanted speeds reduced. 23% wanted speeds reduced on Neudorf and Dovedale roads.
Motueka Valley Highway	n=22	91% of submitters who mentioned Motueka Valley Highway wanted speeds reduced around Ngatimoti. 33% wanted speeds reduced on the Motueka Valley Highway.
Cable Bay Road	n=27	96% of submitters who mentioned Cable Bay Road wanted speeds reduced.

- 4.48 Crash data from 2014 to 2023 on these roads indicate that the Moutere Highway is also a High Risk Road. Given traffic numbers, road geometry and hazards, staff also consider Motueka Valley Highway, Dovedale Road, Neudorf Road, and Edwards Road as higher risk and should be reduced from 100km/h to 80km/h.
- 4.49 A reduction for on these specific rural connectors from 100 km/h to 80 km/h is acceptable under the draft Speed Rule and recommended is by staff.

Table 9

	Fatal	Serious	Minor/Non injury	Travel Time increase
Moutere Highway (Redwood Valley to Edwards Road)	3	18	80	1 to 2 min
Motueka Valley Highway		7	109	2 to 3 min
Neudorf Road	1	2	20	<1 min
Dovedale Road (Neudorf to Motueka Valley Highway)	0	0	5	<1 min
Edwards Road	0	0	13	<1 min
Cable Bay Road	0	1	12	<1 min

- 4.50 One part of the Moutere Highway (Main Road Lower Moutere) is proposed to be changed to peri-urban to recognise the types of activities that occur there and reflect community support for slower speed. Staff recommend this also be reduced from 70km/h to 60km/h from 300m south of the Lower Moutere school southern boundary to Hursthouse Road, as listed in Attachment 2
- 4.51 Additional travel times for these roads have been included in the table above. The comparison is against operating speed data, not the current speed limit.

On Road Sections of the Great Taste Trail

- 4.52 The Great Taste Trail is a mix of off-road, on-road and shared pathways. Nelson Tasman Cycle Trails Trust put in a submission regarding the Great Taste Trail stating that they strongly supported the slowest speed limit proposed in the review where the trail is on-road, where riders cross a road, and wherever the trail is beside a road.
- 4.53 As part of a Tasman District Council workshop on speed management options post hearings, reduced speeds for on-road sections of the Great Taste Trail were considered where speeds were 80km/h and above.
- 4.54 Our submission on the Draft Speed Rule includes a recommendation for roads that have a formal cycleway such as a Great Ride to have an exception class that enables speeds to be reduced to 60km/h.
- 4.55 Staff recommend speed reductions on Goodall Road, sections of Lower Queen Street and Pugh Roads as these roads are unsealed and can be reduced to 60km/h under the Draft Speed Rule. Staff recommend that 100km/h roads in the Lakes Murchison and Moutere-Waimea ward, and the 80km/h roads in the Motueka ward are reduced to 60km/h. Motueka River Valley Road is recommended to reduce to 80km/h as listed in Attachment 2.

Urban Roads with No Footpaths

- 4.56 This was not a specific classification for urban roads with no footpaths in the draft Plan. 30km/h was asked to be included by Councillors subsequent to the Hearings for urban roads

with no footpaths. Nelson City Council adopted this approach to select areas of Nelson in 2020. Staff support this approach. The lower speed environment provides better opportunity for users to see each other and thus gives them more time to react and accommodate the other users when needed. The majority of these roads are not through routes and are predominantly residential in nature.

- 4.57 There was not a specific question regarding urban roads with no footpaths.
- 4.58 Of the people who mentioned walking and cycling, more footpaths and cycleways were requested by 24% of people. 75% of these requests were site specific and 25% were general comments.
- 4.59 A previous survey undertaken in 2019 asked the question: What speed is appropriate for our Residential Street with no footpath? 83% of the 1965 responses thought a speed of less than 50km/h was appropriate for this type of road. 40% agreed with 30km/h (726 answers). 43% agreed with 40km/h roads (785 answers). This is shown on page 8 of Attachment 6.
- 4.60 Staff recommend that Urban Roads with No Footpaths is retained within the Amended Plan.
- 4.61 These changes are proposed to occur after the completion of the school speed limit changes for Tasman and with the roll out of the schools for Nelson provided it is enabled by the final speed rule.

Specific Roads

- 4.62 There were 21 roads identified that require a speed reduction, and which do not fit into our other categories. The reasons for these speed reductions are to reflect roadside hazards, recreational use, and changes to the urban or peri-urban environment.
- 4.63 Requests for the speed limit on specific roads to change were made through submissions during consultation, requested in recent years through Service Requests, or identified by staff. Staff have assessed these against the Draft Speed Rule and discussed them with Ward Councillors and the relevant Community Boards.
- 4.64 The table below shows the requests for speed reductions from the consultation in relation to the specific roads listed in Table 7 Attachment 2.

Table 10

Road Name	Location	Number of Requests
Abel Tasman Drive	Pohara	5
Aniseed Valley Road	Hope	10
Chamberlain Street	Moutere	3
Collingwood Quay	Collingwood	3
Collingwood-Puponga	Pakawau	1
Fairfax Street	Murchison	1
Kaiteriteri-Sandy Bay Road (to Riwaka Sandy Bay Road)	Kaiteriteri	3
Main Road Lower Moutere	Motueka	13

McShane Road	Richmond	11
Paton Road	Hope	6
Riwaka-Kaiteriteri	Kaiteriteri	5
Robinson Road	Lower Moutere	2
Sandy Bay-Marahau Road	Kaiteriteri	2
Seaton Valley Road	Mapua	5
Tadmor Valley Road	Tapawera	2
Wharf Road	Motueka	1
Cable Bay Road	Nelson	21
Māori Pa Road	Nelson	2

- 4.65 In addition, there are 17 roads which staff have been identified as errors in the National Speed Limit Register. The speed limit on these roads is inconsistent with the surrounding roads. There are urban streets which have been incorrectly registered with 100km/h limits for example Ara o Paki Paki in Wakefield, as well as rural residential subdivisions where one section of the road is 50km/h and one section is 100km/h.
- 4.66 Changes to the speed limits for the roads shown in Table 7 of the Schedule are recommended.

Tasman District Council Carparks

- 4.67 The draft Plan proposed restricting speed limits to 10km/h within Tasman District Council operated car parks, and staff still recommend this. No lawful limits are in place at present. Speed limits within Nelson City Council operated car parks are already in place.

Cost Benefit Analysis

- 4.68 At the start of the year, staff engaged ViaStrada to undertake a cost benefit analysis (Attachment 7) on the eight options of the Draft Plan. This assessment was undertaken before the Draft Speed Rule was released. It used standard *NZTA Monetised Benefits & Costs Manual* (MBCM, v1.6, Apr 2023) parameters and related safety evidence of the likely benefits and dis-benefits related to lowered travel speeds on some roads. This manual stipulates the methodology which should be used for all roading projects and activities. However, the Draft Speed rule is proposing a bespoke, and significantly different methodology for speed limit cost benefit analyses.
- 4.69 For the Tasman-Nelson network, an estimate of the likely changes in speeds from the existing recorded mean speeds was undertaken. From this, the benefit (or dis-benefit) values were determined for each consultation option in terms of:
- expected reductions in crashes and casualties;
 - expected impacts on travel times;
 - expected changes in vehicle operating costs; and
 - expected changes in vehicle emissions.
- 4.70 There are some limitations associated with economic assessments of speed limit changes. It is difficult to accurately predict changes in travel time, vehicle operating costs, and emissions in complex and/or congested urban environments without using complex and

costly traffic models. The methodology used estimates average changes in speed, which does not consider accelerating and braking in congested environments. It is therefore likely to underestimate vehicle operating and emission costs, particularly for urban environments.

- 4.71 In an urban area, there are also likely to be other benefits from speed management that are more difficult to accurately quantify and monetise particularly in relation to urban amenity, and likely mode shift to active modes.
- 4.72 Notwithstanding these limitations, the cost benefit analysis indicates there are net costs for speed limit reduction in urban areas and net benefits for speed limit reductions on rural roads. This is largely due to significant expected crash reductions and reductions in vehicle operating costs and emissions for higher speed rural roads, all of which outweigh any increases in travel times.
- 4.73 The amended Plan in the rural space aligns more closely with Option 2 than Option 1 so it is expected that the cost benefit estimate and ratio would be approximately within the low estimate of the ranges given for Option 2. Urban Option A results are shown in the table below as this Option most aligns with the Amended Plan option presented.

Table 11

	Urban Option A - Schools	Rural Option 1 - Schools	Rural Option 2
Crash savings	\$185k to \$310k	\$240k to \$360k	\$7,180k to \$10,765k
Travel Time changes	-\$1,220k to -\$2,480k	-\$480k to -\$1,270k	-\$2,450k to -\$3,950k
Vehicle Operating Costs	-\$53k to -\$128k	\$31k to \$55k	\$320k to \$435k
Emission changes	-\$12k to -\$25k	-\$1k to -\$5k	\$6k to \$8k
Combined Benefits	-\$1,100k to -2,320k	-\$211k to -\$857k	\$5,050k to \$7,250k
Sign Install Cost	\$1,100k	\$500k	\$1,000k
Benefit Cost Ratio (MBCM)²	--1.0 to -2.1	-0.4 to -1.7	5.1 to 7.3
Benefit Cost Ratio (SLSR)³	0.08 to 0.09	0.24 to 0.20	2.1 to 2.2

Cost benefit analysis – High Risk Rural Connectors

- 4.74 A separate cost benefit analysis was carried out on the high risk rural connector roads. The results of this analysis showed that the reduction in speed on these roads is expected to result in significant benefits. These are shown in the table below.

Table 12

² Estimated using methodology in NZTA’s Monetised Benefits and Costs Manual

³ Estimated using proposed methodology in draft Setting of Speed Limits Rule

	Moutere Highway	Motueka Valley Highway	Neudorf Rd / Dovedale Rd
Crash savings	\$960k to \$1,440k	\$3,000k to \$4,500k	\$125k to \$190k
Travel Time changes	-\$185k to -\$320k	-\$650k to -\$750k	<\$5k
Vehicle Operating Costs	\$30k to \$50k	\$100k to \$115k	<5k
Emission changes	\$1k to \$2k	\$3k to \$4k	<5k
Combined Benefits	\$800k to \$1,200k	\$2,400k to \$3,900k	\$125k to \$190k
Sign Install Cost	\$8k	\$20k	\$8k
Benefit Cost Ratio (MBCM)²	100 to 150	125 to 200	17 to 25
Cost Benefit Ratio (SLSR)³	4 to 5	5 to 6	17 to 25

5. Options

5.1 The RTC must deliberate and decide what it recommends to the Joint Council Committee, after considering the submissions received and new government direction. There are three options available and the advantages and disadvantages of each are shown below.

Option 1: Recommend to the Joint Council Committee an amended Nelson Tasman Speed Management Plan and associated Schedule of Speed Limit Changes, based on the new direction of the draft Speed Rule and updated road classifications	
Advantages	<ul style="list-style-type: none"> • Crash savings/harm reduction especially those associated with our higher risk rural roads can be realised early. • Proposed amended plan involves fewer and more targeted speed limit changes, more in line with community feedback. • It is expected that this option will satisfy the requirements of the Director of Land Transport. • Implementation can occur in priority areas in 2025. • Potentially avoids the need to undertake further cost benefit analysis and consultation (depending on the final Speed Rule, once adopted).

	<ul style="list-style-type: none"> • Can accommodate some amendments if sought by the RTC. <p>This is the option recommended by staff.</p>
<p>Risks and Disadvantages</p>	<ul style="list-style-type: none"> • There may be changes to the Draft Speed Rule following consultation. This can be mitigated by not starting to implement the new Plan before the final Speed Rule is adopted, this would avoid any potential reversal under the final Speed Rule. • The revised draft may not satisfy submitters whose views have not been incorporated into the amended document. • The final Speed Rule may include new provisions that affect our ability to implement approved changes such as the need to reconsult and undertake road by road benefit costs calculations.
<p>Option 2: Proceed with original Speed Management Plan, comprising options C and 3.</p>	
<p>Advantages</p>	<ul style="list-style-type: none"> • 40km/h is not covered by 30km/h reversal rule in Draft Speed Rule. • Safer for all road users. • Will encourage more active ways of travelling, reducing congestion and improving health. • High level of crash savings in rural areas shown in our Benefit Cost Ratio. • Consistency of speed limits will be easier to understand. • Rural Option 3 meets the speed limit requirements in Draft Speed Rule.
<p>Risks and Disadvantages</p>	<ul style="list-style-type: none"> • Does not have public acceptance with 59% of respondents opposing Urban Option C, 55% of respondents opposing Rural Option 3. • Urban Option 3 does not meet the speed limits requirements in Draft Speed Rule. • May be considered as a blanket change and potential for public and central government backlash.

	<ul style="list-style-type: none"> • The final Speed Rule may include new provisions that affect our ability to implement approved changes such as the need to reconsult and undertake road by road benefit costs calculations. • This option is not recommended by staff.
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Option 3: Proceed with a ‘do minimum’ amended plan largely comprising changes only around schools, in line with the Draft Speed Rule.	
Advantages	<ul style="list-style-type: none"> • Has public acceptance with 60% of respondents supporting Urban Option A: School zone only and 56% Rural Option 1: School zone only. • Aligns with the Draft Speed Rule.
Risks and Disadvantages	<ul style="list-style-type: none"> • Crash savings associated with our higher risk rural roads will not be realised. • Does not acknowledge or respond to community requests for specific speed limit changes. • Many speed limit changes were put off between 2019-2023 awaiting the outcome of this Speed Management Plan, a delay to addressing community concerns will be viewed negatively by these communities who are pushing for changes. • This option is not recommended by staff.

Option 3: That no Speed Management Plan is adopted at this stage. Staff await the adoption of the new Speed Rule and then release a revised speed plan.	
Advantages	<ul style="list-style-type: none"> • Speed changes will meet the requirements of the new Speed Rule.
Risks and Disadvantages	<ul style="list-style-type: none"> • Crash savings associated with our higher risk rural roads will not be realised in the short term. • Any future speed changes will require an individualised cost benefit analysis (CBA) which will come at a cost to Council. The

	<p>cost of the CBA may be more than the cost of the speed change.</p> <ul style="list-style-type: none"> • There will be substantial costs to reproduce a revised plan in terms of staff time and consultation costs. • The public may get frustrated with further consultation. • There will be a delay implementing speed changes meaning areas that have been waiting for change will need to wait longer. • Council may be encouraged to take a piece meal approach to address the most urgent changes to speed limits under the 'alternative method' rather than a regionally consistent approach via a Speed Management Plan • This option is not recommended by staff.
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6. Strategy and Risks

6.1 The key risks with making a decision at this time are associated with the government Draft Speed Rule change and what the final Speed Rule may encompass. For example:

- (a) introducing permanent 30 km/h areas around school, which the government has indicated will be reversed;
- (b) introducing permanent 30 km/h areas elsewhere, which are not covered by the reversal clause in the Draft Speed Rule but may be included in the final Speed Rule;
- (c) other speed limit changes being covered by a reversal clause in the final Speed Rule;
- (d) being required to reconsult on any speed changes under the final Speed Rule before they come into effect; and
- (e) being required to calculate road by road benefit cost analysis on any speed changes under the final Speed Rule before they come into effect.

6.2 Staff have tried to partially mitigate risks A-C by ensuring that the plan and proposed speed limit changes are likely to meet the final Speed Rule. Any residual areas of non-compliance can be mitigated through delayed implementation. The following road types are not included in the road classifications in the Draft Speed Rule:

- urban roads without footpaths;
- peri-urban/rural residential: specifically rural residential streets that are not adjacent to an urban area;
- on-road sections of the Great Taste Trail.

- 6.3 Staff propose the RTC advocate for these roads to be included in the new classification systems through the public consultation phase on new Speed Rule.
- 6.4 There remains a risk that the new rule, when finalised, will require re-consultation and cost benefit assessments before any or some changes come into force. This is not currently in the Draft Speed Rule, but staff understand the Ministry of Transport is considering it. This point is also addressed in the proposed submission on the Draft Speed Rule. If this occurs, staff will be recommending that the councils consult only on the Amended Speed Plan (excluding variable 30km/h outside schools) and no other changes to minimise further disruption, costs and time.
- 6.5 The other main risk associated with the process relates to how some members of the community will perceive the Councils pursuing changes at this time. Staff propose that the councils stress in communication the much more limited scope of proposed changes, strong community support for changes around schools, consistency with the government Draft Speed Rule for most changes, safety benefits, and limited impact on travel times for key routes like the Moutere Highway.

7. Important considerations for decision-making

7.1 Fit with Purpose of Local Government

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

7.2 Consistency with Community Outcomes and Council Policy

Development of and consultation on Speed Management Plans were a requirement of the current Speed Rule, prior to December 2023. As noted in the Strategy and Risks section, these requirements are changing, and the changes proposed by staff try to meet the requirements of both the current Speed Rule and Draft Speed Rule (with some exceptions).

7.3 Financial impact

Tasman’s and Nelson’s Long Term Plans 2024-2034 provide budgets for the implementation of the speed management plan and assume NZTA funding is provided. The timing of the proposed speed limit changes takes this into account, with changes around schools being prioritised.

If NZTA funding is not provided, or is at lower level than assumed, the programme of changes will take longer to roll out. For this reason, staff recommend that the Chief Executive of each Council is authorised to approve, within their district, changes to the implementation date in the Schedule of Speed Limit Changes.

If Option 4 was chosen, or the Councils must reconsult on proposed changes under the final Speed Rule, the Councils would face additional costs:

- staff time to develop a new Plan
- costs associated with a road by road benefit cost calculation
- staff time to undertake public consultation sessions
- cost of printed materials for public consultation sessions
- cost to advertise on radio, print and social media

7.4 Degree of significance and level of engagement

The process to date is of high significance because some of the changes being consulted on are potentially extensive and far reaching. Many people are passionate about speed limit changes (for and against). The setting of speed limits rule specifically excludes speed management plans from Special Consultative Procedures. Due to the extent of change being consulted on, the RTC followed a process similar to a Special Consultative Procedure. The extent of engagement with communities during this process was considerable and is covered earlier in this report.

A key part of this process was that the Councils consulted on 4 options for urban areas and 4 options for rural areas. These options comprised packages of speed limit changes, with different speed limits for different classifications of roads. The Amended Plan and proposed Schedule of Speed limit Changes contain changes that are covered within the options presented, with one principal exception - the speed limits around schools. Many were proposed to be variable, but others were proposed to be permanent. Staff are proposing all (with three exceptions) be variable in line with the Draft Speed Rule.

Staff do not consider that the Council needs to reconsult on these given the variable speed limits around schools are proposed to be compulsory by the Draft Speed Rule, and because the variable speed limits propose fewer restrictions on the travelling public than were proposed.

7.5 Climate Impact

The adoption of the Speed Management Plan (and accompanying speed limit reductions) is expected to have little climate impact.

In the instances where rural speed limits are reduced from 100km/h, fuel consumption is expected to reduce and therefore reductions in greenhouse gas emissions are shown in the cost benefit analysis.

Reducing limits around schools from 50km/h to 30km/h may result in a small increase in fuel consumption in situations where vehicles are frequently decelerating and accelerating between different speed limits. Overall, the climate impact of possible speed limit changes is expected to be small.

7.6 Inclusion of Māori in the decision-making process

The speed management process was discussed at 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. Generally, the Marae sought speed reductions in the roads close to their site. However, this would be outside of the scope of the new Draft Speed Rule. Consequently, staff do not recommend these changes.

7.7 Delegations

The RTC 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). It must recommend a final plan for adoption to the Joint Council Committee.

8. Conclusion

- 8.1 The public response to the Draft Speed Management Plan was high with 2,247 submissions and 44 people who spoke to their submissions in the hearings.
- 8.2 The Ministry of Transport have released a new Draft Speed Rule which results in substantial changes in relation to the speed limits Road Controlling Authorities can set on specific road types and includes a requirement to include a road by road Cost Benefit Analysis.
- 8.3 Staff have considered the community feedback and Draft Speed Rule and propose an Amended Plan that includes variable speed limits outside schools, and speed limit reductions on a limited number of other roads or road classification. It targets our higher risk rural roads with a lower speed that should substantially reduce road crash and trauma, and protects our most vulnerable outside the school gates. It also targets those areas where we have received the highest number of requests for lower speed limits.
- 8.4 A cost benefit analysis has been undertaken by staff and it indicates for the Preferred Option a BCR of approximately 7 for the rural changes and -1.5 in the urban areas.
- 8.5 The Amended Plan presents a pragmatic way to improve road safety outcomes through safer speeds within the framework allowable under the recently released Draft Speed Rule. Staff recommend that the RTC recommend this plan and the schedule of speed limit changes to the Joint Council Committee for approval.
- 8.6 NZTA have indicated they will assess and certify a Speed Management Plan under the current rule if submitted while the current rule is in force. However, there is a risk that the Draft Speed Rule, once finalised, may require the Councils to reconsult on elements of the speed limit changes proposed before they come into effect.

9. Next Steps / Timeline

- 9.1 Following the deliberations staff will:
 - a) make the necessary wording changes to the Draft Plan, to give effect to the recommendations of the RTC; and
 - b) submit the proposed final Speed Management Plan to the Joint Council Committee for formal adoption.

10. Attachments

1.	Amended Nelson Tasman Speed Management Plan	29
2.	Schedule of Speed Limit Changes	45
3.	Speed Limits for different classes of road	55
4.	Overview of changes to Draft Speed Management Plan	58
5.	Overview of Speed Management Feedback	60
6.	Nelson Tasman Community Speed Limit Feedback 2019	73
7.	Cost Benefit Analysis	87
8.	Draft Nelson Tasman Speed Management Plan	103

FINAL Nelson Tasman Speed Management Plan 2024-2034

Page Two

PURPOSE

The purpose of this document is to 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.

Our communities have been asking for changes for some time, so we are proceeding with speed management changes as a result of 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.

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 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, 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. These plans can include a 10-year vision for speed, and a three year action plan to implement speed limits and associated

speed management activities, such as traffic calming. In June 2024, a draft Speed Limit Setting Rule was introduced which amended school treatments and introduced different speed bands for road classifications. This Plan is consistent with the intent of the draft rule.

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 (the Rule) to enable speed limits to be changed when circumstances change, such as the development of new subdivisions or construction of a new school.

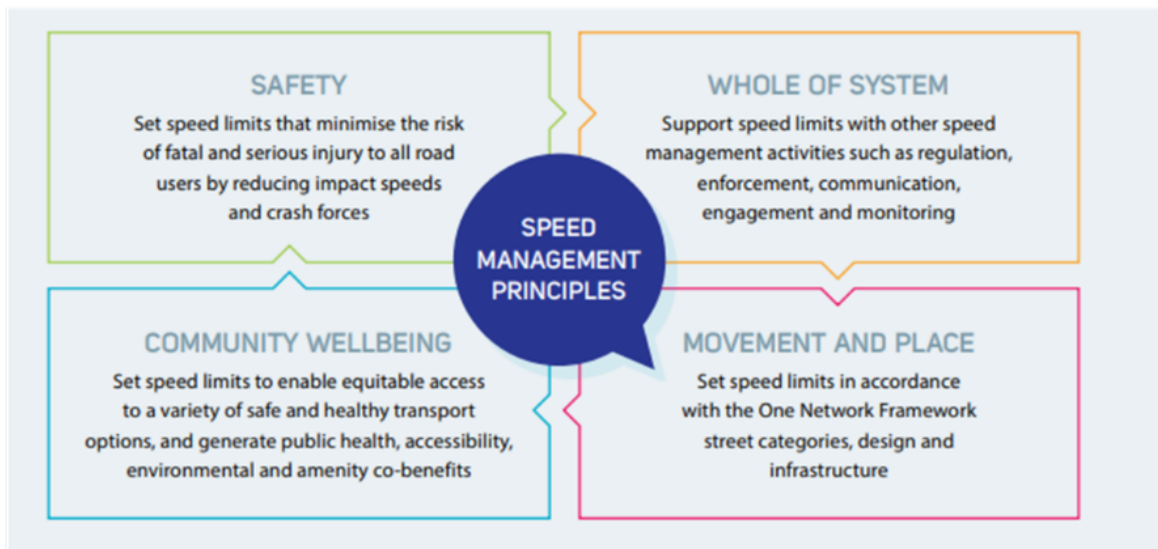
Page 3

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 the four principles below in the development of this plan. These principles are drawn from international best practice. The four principles are designed to be applied together and complement each other.



The Rule requires Road Controlling Authorities (RCAs) to have regard to the Speed Management Guide developed by Waka Kotahi.

Page 4:

ROLE OF SPEED

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.

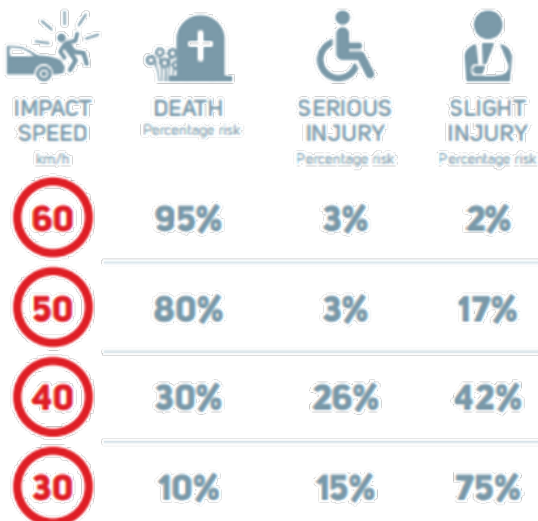
Higher vehicle speeds increase the probability of a crash in several ways:

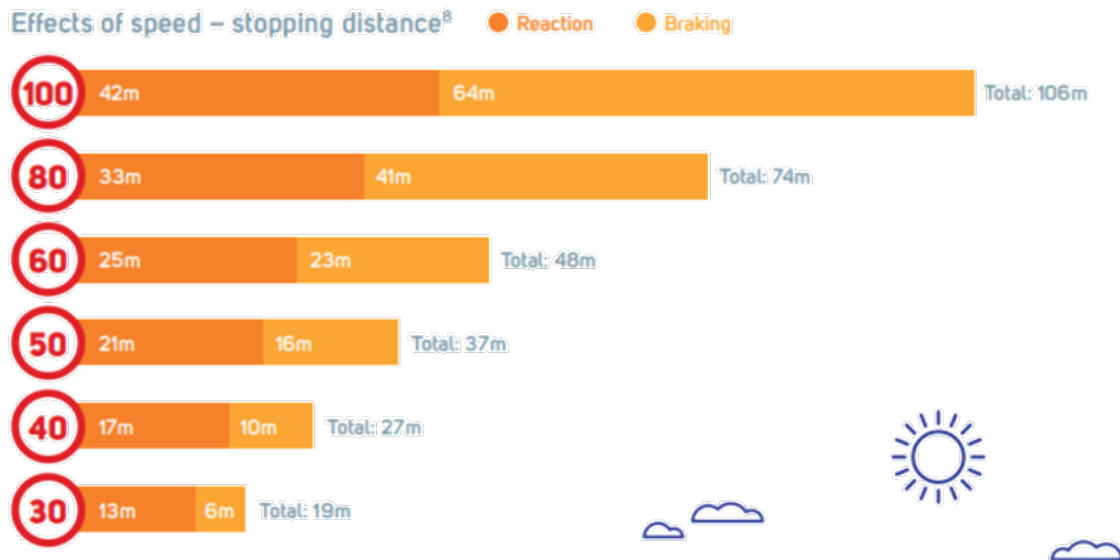
- By reducing the ability of a driver/vehicle to stop in time;
- By reducing manoeuvrability in evading a problem;
- By reducing the ability to negotiate curves;
- By reducing the driver’s field of vision; and
- By causing other drivers to misjudge gaps.

The table below shows the total stopping distance of an average car on a dry road. 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. 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





Page 5 [No changes]

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). 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. See page 14 for references.

IMPLEMENTATION COSTS

Nelson: \$500k – \$1 million for signs, \$9 million for supporting infrastructure

Tasman: \$1.5 million for signs, \$3.5 million 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.

ECONOMIC IMPACTS

In April 2024, we commissioned a cost benefit analysis to estimate the economic impacts for our four urban and four rural consultation options. This looked at the expected reductions in

crashes and casualties, expected impacts on travel times, expected changes in vehicle operating costs (VOC) and expected changes in vehicle emissions.

None of the four urban options consulted on delivered nett positive benefits (in terms of changes to Deaths and Serious Injuries (DSIs), travel times, VOC, and emissions). However, it should be noted that in urban areas, other less quantifiable benefits are likely to be apparent from reduced speeds, particularly in relation to likely mode shift to active modes.

Three of the four rural speed management plan options delivered nett positive benefits, with Options 3 and 4 providing the greatest benefits. Rural Option 3 and 4 involved reducing speed limits on all rural road types including rural residential areas, unsealed roads, high risk roads

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SPEED LIMITS UNDER THE DRAFT 2024 SPEED RULE

The 2024 draft rule specifies speed limit ranges for the following road classifications:

URBAN STREETS (e.g. Putaitai Street, Moffatt Street) Residential and neighbourhood streets, and streets that provide access to and support business, shops, on-street activity and services. **50km/h**

URBAN CONNECTORS (e.g. Hart Road) provide for the movement of people and goods between different parts of urban areas, with low levels of interaction between the adjacent land use and the street **50-80km/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. **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. **80-100km/h**

RURAL CONNECTORS (e.g. Moutere Highway) provide the links between rural roads and interregional connectors (state highways). **80-100km/h**

UNSEALED ROADS: Roads that are unsealed **60 – 80 km/h**

MOUNTAINOUS OR HILL CORRIDORS: Roads where the alignment is tortuous **60 – 80 km/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 at 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

From Table: remove the activity streets, main streets and local streets rows and replace with Urban Streets: Nelson 209.6 Tasman 185.6

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CENTRAL GOVERNMENT

RCAs have a key role in supporting the implementation of the Government's National Road Safety Strategy. The current strategy aims to reduce deaths and serious injuries on the country's roads by 40 percent by 2030. The present government has signalled that it intends to develop a new Road Safety Strategy. This had not been released at time of writing

By fulfilling our responsibilities and actively supporting the national Road Safety Strategy, RCAs 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), 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. Safety is one of these priorities

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 harm is reduced

Increasing maintenance and Resilience Speed reductions will lead to reduced crashes on the local transport network, making journeys more reliable.

LOCAL GOVERNMENT

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. 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

Page 9 No Changes

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. We assume that the standard funding assistance rate from Waka Kotahi of 51% will apply for this work. 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 MAORI

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.

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PROPOSAL WITHIN THIS PLAN

Within the consultation document, we 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 draft Setting of Speed Limits Rule has specific instructions about speed limits outside schools. 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 draft rule, speeds limits are required to reduce outside schools to:

- Outside Category 1 schools (mostly in urban areas): 30km/h variable limits 300m outside the school gate between 8.00-9.30 and 2.30-4.00pm; and
Exceptions will be
 - Cambridge Street, Richmond (permanent 30km/h)
 - Ellis Street, Brightwater (permanent 30km/h)
 - Edward Street, Wakefield between SH6 and Pitfure Street (permanent 30km/h)
- Outside Category 2 schools (mostly in rural areas): 40-60km/h variable limits 600m outside the school gate between 8.00-9.30 and 2.30-4.00pm

The draft rule requires road controlling authorities to use reasonable efforts to meet the new variable speed limits outside school gates by 31 December 2027.

Page 11: Removed completely

Page 12:

SPEED LIMITS FOR COUNCIL OPERATED CAR PARKS

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

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OUR PROPOSALS

Schools:

There will be variable limits for rural and urban schools. These limits will be outside of the school gates and will be between 8.00-9.30am and 2.30-4.00pm. The specific changes for each school are shown in Table 1 (Schedule of Speed Limit Changes)

Tortuous Unsealed Roads:

There are a number of unsealed roads in the district which have tortuous alignment, these roads are often winding and narrow. Whilst many of these roads are in remote areas of Tasman, some of them are on popular tourist routes such as Totaranui Road. The specific changes for each road are shown in Table 2 (Schedule of Speed Limit Changes)

Rural Residential/ Peri-urban Roads:

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. These roads are typically short roads or cul-de-sacs that have no thorough traffic. The nature of these roads has become more urbanised in recent years. 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. The specific changes for each road are shown in Table 3 (Schedule of Speed Limit Changes)

Urban Roads with No Footpaths

Nelson and Tasman have a number of roads in residential areas which have no footpaths. This means that vehicles are not separated from people walking and cycling putting people at risk. Communities have requested lower speeds on these types of roads. Nelson has been rolling out a number of speed reductions for this type of road and Tasman would like to align with this for

regional consistency. The specific changes and indicative timing for each road are shown in Table 4 (Schedule of Speed Limit Changes)

Higher Risk Rural Roads

Rural Connectors in Tasman¹ are often narrow and winding compared to the State Highways. There have been a number of deaths and serious injuries on these roads. In areas which are high risk and there has been community demand for lower speeds, we will reduce the speeds. The specific changes and indicative timing for each road are shown in Table 5 (Schedule of Speed Limit Changes)

On Road Sections of the Great Taste Trail

Tasman has one of the country's most accessible Great Rides (the Great Taste Trail). Whilst the majority of this famous cycle ride is off-road, small portions are on-road. Where there are on-road sections which are over 80km/h, we seek to reduce speeds. The specific changes and indicative timing for each road are shown in Table 6 (Schedule of Speed Limit Changes)

Specific Roads

There are a small number of roads that require a speed reduction which do not fit into our other categories. The reason for these speed reductions are to reflect roadside hazards, recreational use, changes to the urban or peri-urban environment. In addition, there are 17 roads which staff have identified as errors in the National Speed Limit Register. The speed limit on these roads is inconsistent with the surrounding roads.

The specific changes and indicative timing for each road are shown in Table 7 (Schedule of Speed Limit Changes)

¹ plus Cable Bay in Nelson

CONSULTATION TIMELINE



PUBLIC ENGAGEMENT AND CONSULTATION

Changing a speed limit is a legal process that includes a formal consultation step. This plan has been refined using feedback gathered from the engagement. During this consultation stage, the public and stakeholders provided their local knowledge to inform this plan along with a change in government direction. 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 may 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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Table 1 - Schools

Term One 2025

School Name	Town	Ward	Roads	Posted	Proposed Speed	Description	Year
Appleby School	Tasman	Moutere-Waimea	Moutere Highway	80 km/h with 40km/h	30km/h Variable	SH60 to 300m SW of south western gate	27/01/2025
Hope School	Hope	Moutere-Waimea	Aniseed Valley	80 km/h with 40km	80 km/h with 30 km/h variable	150m NW of north-western gate to 150m SE of south eastern gate	27/01/2025
Hope School	Hope	Richmond	Paton Road	80 km/h with 40km	60 km/h with 30 km/h variable	60km Ranzau to 200m south of Aniseed Valley Road, 150m SW for South Western gate to 150m for North Eastern gate	27/01/2025
Lower Moutere School	Lower Mou	Motueka	School Road	60km/h	60km with 30km variable	60km extended to 525m from Main Road Lower Moutere intersection,	27/01/2025
Lower Moutere School	Lower Mou	Motueka	Main Road Lower Moutere	70km/h	60 km/h with 30 km/h variable	variable 30/km 150m N of northern gate to 150m S of Southern gate, 60km area from 150m S southern gate to Hursthouse Road	27/01/2025
Motueka Rudolf Steiner School	Motueka	Motueka	Robinson Road	60km/h	60km/h with variable 30km/h	variable 30/km 150m NE of gate to 150m SW of gate	27/01/2025
Ngatimoti School	Motueka	Moutere-Waimea	Greenhill Road	100 km/h	30km variable	From Motueka Valley Highway to 150m S of Southern gate	27/01/2025
Ngatimoti School		Moutere-Waimea	Motueka Valley Highway	100 km/h	60km/h zone with a variable 30km	60km area: Peninsula bridge to 1469 Motueka Valley Highway, variable area 30km/h 150m NW of north western gate to 150m SE of South Eastern gate	27/01/2025
Collingwood Area School	Collingwoo	Golden Bay	Orion Street	100 km/h	30 km/h permanent	For its entirety	27/01/2025
Collingwood Area School	Collingwoo	Golden Bay	Washington Street	50 km/h	30 km/h permanent	For its entirety	27/01/2025
Collingwood Area School	Collingwoo	Golden Bay	Lewis Street	50 km/h	30 km/h permanent	For its entirety	27/01/2025
Mahana School	Mahana	Moutere-Waimea	Mahana School Road	60km/h	60 km/h with 30 km/h variable	150m W of western gate to 150m E of eastern gate	27/01/2025
Motupipi School	Takaka	Golden Bay	Abel Tasman Drive	60 km/h with 40km	60 km/h with 30 km/h variable	150m SW of south-western gate to 150m NE of north eastern gate	27/01/2025

Term Three 2025

School Name	Town	Ward	Roads	Posted	Proposed Speed	Description	Year
Brooklyn School (Motueka)	Motueka	Motueka	Umukuri Road	60 km/h	60km with 30km variable	150m W of western gate to 150m E of eastern gate	14-Jul-25
Brooklyn School (Motueka)		Motueka	Old Mill Road	60 km/h	60km with 30km variable	150m N of northern gate	14-Jul-25
Central Takaka School	Takaka	Golden Bay	Central Takaka Road	60 km/h	50 km/h from SH intersection to 1	50 km/h from SH intersection to 100m from eastern school boundary	14-Jul-25
Dovedale School	Tasman	Motueka	Dovedale Road	60 km/h	60km with 30km variable	150m NW of north-western gate to 150m SE of south eastern gate	14-Jul-25
Ranzau School	Hope	Richmond		50 km/h with 40km	60km with 30km variable	150m NW of north-western gate to 150m SE of south eastern gate	14-Jul-25
Tasman Bay Christian School		Moutere-Waimea	Williams Road	80km	60km: 600m from intersection of	60km 600m from intersection of Aporo Road, 30km/h variable 300m from south western gate	14-Jul-25
Tasman Bay Christian School	Tasman	Moutere-Waimea	Aporo Road	80km	60km is extended to 100m past sc	60km is extended to 100m past school boundary on Aporo Road	14-Jul-25
			Aporo Road	80km	reduced to 60 until Jesters House	60km from 130m south of Kina Beach road to 100m south of 316 Aporo Road	14-Jul-25
Tasman School	Tasman	Moutere-Waimea	Aporo Road	60km	50km with 30km variable	Aporo Road 50km from SH to 130m south of Kina Beach road, variable 30km/h 150m NW of north-western gate to 150m SE of south eastern gate	14-Jul-25
Tasman School	Tasman	Moutere-Waimea	Dicker Street	50km/h	30 km/h (no footpath)	Permanent 30km/h	14-Jul-25
Nelson							
Auckland Point School	Nelson		HAVEN ROAD (ARTERIAL, SC	50 km/h	50 km/h with 30km/h variable	starting 20m from southern kerbline of QEII Drive extending for 300m	14-Jul-25
Auckland Point School	Nelson		HAVEN ROAD (ARTERIAL, NC	50 km/h	50 km/h with 30km/h variable	starting 20m from sothern kerbline of QEII Drive extending for 300m	14-Jul-25
Auckland Point School	Nelson		MAORI ROAD	50 km/h	50 km/h with 30km/h variable	starting at Haven Road extending up Maori Road 15m	14-Jul-25
Birchwood School	Nelson		HEREFORD STREET	50 km/h	50 km/h with 30km/h variable	starting at Durham Street extending south for 50m	14-Jul-25
Birchwood School	Nelson		DURHAM STREET	50 km/h	50 km/h with 30km/h variable	starting 25m from eastern kerbline of Songer Street extending up Durham Street to Rutland Street	14-Jul-25
Birchwood School	Nelson		SEAVIEW ROAD	50 km/h	50 km/h with 30km/h variable	starting 20m from eastern kerbline of Songer Street extending up Seaview Road 300m	14-Jul-25
Birchwood School	Nelson		ALLPORT PLACE	50 km/h	50 km/h with 30km/h variable	starting at Seaview Road extending up Allport Place north for 20m	14-Jul-25
Birchwood School	Nelson		RUTLAND STREET	50 km/h	50 km/h with 30km/h variable	starting at Durham Street extending south for 35m	14-Jul-25
Clifton Terrace School	Nelson		TRESILLIAN AVENUE	50 km/h	50 km/h with 30km/h variable	starting at Atawhai Drive (Tresillian Loop) extending south for 300m	14-Jul-25
Clifton Terrace School	Nelson		SEATON STREET	50 km/h	50 km/h with 30km/h variable	starting at Tresillian Avenue extending west for 230m	14-Jul-25
Clifton Terrace School	Nelson		ATAWHAI DRIVE (TRESILLIAN LC	50 km/h	50 km/h with 30km/h variable	Entire Road	14-Jul-25
Clifton Terrace School	Nelson		CLIFTON PLACE	50 km/h	50 km/h with 30km/h variable	Entire Road	14-Jul-25
Clifton Terrace School	Nelson		PENZANCE STREET	50 km/h	50 km/h with 30km/h variable	Entire Road	14-Jul-25
Clifton Terrace School	Nelson		BODMIN STREET	50 km/h	50 km/h with 30km/h variable	Entire Road	14-Jul-25
Enner Glynn School	Nelson		THE RIDGEWAY (NORTH)	50 km/h with 40km	50 km/h with 30km/h variable	starting 20m from southern kerbline of Chings Road extending for 300m	14-Jul-25
Enner Glynn School	Nelson		BAIGENT ROAD	50 km/h with 40km	50 km/h with 30km/h variable	starting at The Ridgeway extending 40m east	14-Jul-25
Hampden Street School, Nelson Coll Nelson	Nelson		HAMPDEN STREET	50 km/h with 40km	50 km/h with 30km/h variable	starting at Waimea Road extending east for 200m	14-Jul-25
Hampden Street School, Nelson Coll Nelson	Nelson		HAMPDEN STREET	50 km/h	50 km/h with 30km/h variable	starting 200m from Waimea Road extending east to outside number 282 Hampden Street	14-Jul-25
Hampden Street School, Nelson Coll Nelson	Nelson		WAIMEA ROAD	50 km/h with 40km	50 km/h with 30km/h variable	starting at Rutherford Street extending south for 1000m	14-Jul-25
Hampden Street School, Nelson Coll Nelson	Nelson		FRANKLYN STREET	50 km/h with 40km	50 km/h with 30km/h variable	starting at the eastern end extending 60m west of Waimea Road	14-Jul-25
Hampden Street School, Nelson Coll Nelson	Nelson		RUTHERFORD STREET	50 km/h with 40km	50 km/h with 30km/h variable	starting 20m from the soutehmr kerbline of Examiner Street extending 260m south	14-Jul-25
Hampden Street School, Nelson Coll Nelson	Nelson		RUTHERFORD STREET	50 km/h	50 km/h with 30km/h variable	starting at Van Diemen Street extending north 25m	14-Jul-25
Hampden Street School, Nelson Coll Nelson	Nelson		VAN DIEMEN STREET	50 km/h with 40km	50 km/h with 30km/h variable	starting at Waimea Road extending east for 230m	14-Jul-25
Hampden Street School, Nelson Coll Nelson	Nelson		VAN DIEMEN STREET	50 km/h	50 km/h with 30km/h variable	starting 10m west of Rutehrford Street western kerbline extending east for 125m	14-Jul-25
Hampden Street School, Nelson Coll Nelson	Nelson		NGATIWA STREET	50 km/h	50 km/h with 30km/h variable	Entire Road	14-Jul-25
Hampden Street School, Nelson Coll Nelson	Nelson		NGATITAMA STREET	50 km/h with 40km	50 km/h with 30km/h variable	Entire Road	14-Jul-25

Hampden Street School, Nelson Coll	Nelson	BRONTE STREET WEST	50 km/h with 40km 50 km/h with 30km/h variable	Entire Road	14-Jul-25
Hampden Street School, Nelson Coll	Nelson	WELLINGTON STREET	50 km/h with 40km 50 km/h with 30km/h variable	starting at Waimea Road extending 20m west	14-Jul-25
Nayland College, Broadgreen Interme	Nelson	FERGUSSON STREET	50 km/h with 40km 50 km/h with 30km/h variable	starting at Nayland Road extending 50m east	14-Jul-25
Nayland College, Broadgreen Interme	Nelson	NAYLAND ROAD	50 km/h with 40km 50 km/h with 30km/h variable	starting 30m north of Exerter Street extending south for 595m	14-Jul-25
Nayland College, Broadgreen Interme	Nelson	LANGBEIN STREET	50 km/h with 40km 50 km/h with 30km/h variable	starting at Nayland Road extending 35m east	14-Jul-25
Nayland College, Broadgreen Interme	Nelson	EXETER STREET	50 km/h with 40km 50 km/h with 30km/h variable	starting at Nayland Road extending 50m east	14-Jul-25
Nayland College, Broadgreen Interme	Nelson	NORWICH STREET	50 km/h with 40km 50 km/h with 30km/h variable	starting at Nayland Road extending 45m east	14-Jul-25
Nelson Central School	Nelson	NILE STREET (EAST)	50 km/h with 40km 50 km/h with 30km/h variable	starting 40m west of Tasman Street extending west for 300m	14-Jul-25
Nelson Central School	Nelson	ALTON STREET (NORTH)	50 km/h with 40km 50 km/h with 30km/h variable	starting 125m south of Hardy Street extending south for 175m	14-Jul-25
Nelson Central School	Nelson	KING STREET	50 km/h with 40km 50 km/h with 30km/h variable	starting at Nile Street East extending south for 10m	14-Jul-25
Nelson Christian Academy	Nelson	MARSDEN VALLEY ROAD	50 km/h 50 km/h with 30km/h variable	starting 10m west of Tussock Place extending west for 300m	14-Jul-25
Nelson College for Girls	Nelson	TRAFALGAR STREET (SOUTH)	50 km/h with 40km 50 km/h with 30km/h variable	starting at Examiner Street extending south for 250m	14-Jul-25
Nelson College for Girls	Nelson	TRAFALGAR SQUARE WEST	50 km/h with 40km 50 km/h with 30km/h variable	starting at Examiner Street extending north for 90m	14-Jul-25
Nelson College for Girls	Nelson	TRAFALGAR SQUARE EAST	50 km/h with 40km 50 km/h with 30km/h variable	starting at Trafalgar Square West extending north for 40m	14-Jul-25
Nelson College for Girls	Nelson	EXAMINER STREET	50 km/h with 40km 50 km/h with 30km/h variable	starting at Trafalgar Square West extending west for 80m	14-Jul-25
Nelson College for Girls	Nelson	EXAMINER STREET	50 km/h 50 km/h with 30km/h variable	starting 80m west of Trafalgar Square West extending west for 130m	14-Jul-25
Nelson College for Girls	Nelson	BRONTE STREET (CENTRAL)	50 km/h with 40km 50 km/h with 30km/h variable	starting at the western end of the road extending east for 90m	14-Jul-25
Nelson Intermediate	Nelson	TUKUKA STREET	50 km/h with 40km 50 km/h with 30km/h variable	starting at the western end of the road extending east for 185m	14-Jul-25
Nelson Intermediate	Nelson	TIPAHU STREET	50 km/h with 40km 50 km/h with 30km/h variable	starting 80m south of Moteuka Street extending south for 300m	14-Jul-25
St Joseph's School	Nelson	SCOTLAND STREET	50 km/h with 40km 50 km/h with 30km/h variable	starting at Bronte Street (Central) extending south for 25m	14-Jul-25
St Joseph's School	Nelson	MANUKA STREET	50 km/h with 40km 50 km/h with 30km/h variable	starting at Collingwood Street extending east for 340m	14-Jul-25
St Joseph's School	Nelson	ERIN STREET	50 km/h with 40km 50 km/h with 30km/h variable	Entire Road	14-Jul-25
St Joseph's School	Nelson	BRONTE STREET (CENTRAL)	50 km/h with 40km 50 km/h with 30km/h variable	starting at the eastern end extending west for 265m	14-Jul-25
St Joseph's School	Nelson	ALTON STREET (SOUTH)	50 km/h with 40km 50 km/h with 30km/h variable	Entire Road	14-Jul-25
St Joseph's School	Nelson	COLLINGWOOD STREET	50 km/h with 40km 50 km/h with 30km/h variable	starting 145m south of Nile Street East extending south for 310m	14-Jul-25
Stoke School	Nelson	MAIN ROAD STOKE	50 km/h with 40km 50 km/h with 30km/h variable	starting 35m north of Tainui Street extending north for 370m	14-Jul-25
Stoke School	Nelson	RANUI ROAD	50 km/h with 40km 50 km/h with 30km/h variable	starting at Main Road Stoke extending east for 320m	14-Jul-25
Stoke School	Nelson	LEMARI AVENUE	50 km/h with 40km 50 km/h with 30km/h variable	starting at Main Road Stoke extending west for 40m	14-Jul-25
Stoke School	Nelson	WILLOW AVENUE	50 km/h with 40km 50 km/h with 30km/h variable	starting at Ranui Road extending north for 10m	14-Jul-25
Tahunanui School	Nelson			Starting at SH6 extending west for 45m	14/07/2025 (Tentative subject to co ordination with NZTA for SH6 variable zone)
		RUI STREET	50 km/h with 40km 50 km/h with 30km/h variable		
Tahunanui School	Nelson			Starting at Muritai Street extending west for 65m	14/07/2025 (Tentative subject to co ordination with NZTA for SH6 variable zone)
		CENTENNIAL ROAD	50 km/h with 40km 50 km/h with 30km/h variable		
Tahunanui School	Nelson			Starting at SH6 extending south for 45m	14/07/2025 (Tentative subject to co ordination with NZTA for SH6 variable zone)
		TOSSWILL ROAD	50 km/h with 40km 50 km/h with 30km/h variable		
Tahunanui School	Nelson			Entire Road	14/07/2025 (Tentative subject to co ordination with NZTA for SH6 variable zone)
		RAWHITI STREET	50 km/h with 40km 50 km/h with 30km/h variable		

Tahunanui School	Nelson				starting 95m south of Rui Street extending south for 300m	14/07/2025 (Tentative subject to co ordination with NZTA for SH6 variable zone)
			MURITAI STREET	50 km/h with 40km 50 km/h with 30km/h variable		
Victory Primary School	Nelson		VANGUARD STREET	50 km/h with 40km 50 km/h with 30km/h variable	starting 50m south of Alfred Street extending south for 330m	14-Jul-25
Victory Primary School	Nelson		ST VINCENT STREET	50 km/h with 40km 50 km/h with 30km/h variable	starting 35m north of Totara Street extending south for 70m	14-Jul-25
Victory Primary School	Nelson		FRANKLYN STREET	50 km/h with 40km 50 km/h with 30km/h variable	starting at Vanguard Street extending east for 25m	14-Jul-25
Victory Primary School	Nelson		TOTARA STREET	50 km/h with 40km 50 km/h with 30km/h variable	Entire Road	14-Jul-25

Term One 2026

School Name	Town	Ward	Roads	Posted	Proposed Speed	Description	Year
Tasman							
Mapua School	Mapua	Moutere-Waimea	Aranui Road,	50 km/h	50 km/h with 30km/h variable	150m S of southern gate	26-Jan-26
Mapua School		Moutere-Waimea	Stafford Drive	50 km/h	50 km/h with 30 km/h variable	150m N of northern gate	26-Jan-26
Mapua School		Moutere-Waimea	Mapua Drive	50 km/h	50 km/h with 30km/h variable	150m W of western gate	26-Jan-26
Motueka High School	Motueka	Motueka	Grey Street,	50km/h	50 km/h with 30km/h variable	Whakarewa Street to edge of playing field	26-Jan-26
Motueka High School		Motueka	Whakarewa Street	50 km/h with 40km	50 km/h with 30km/h variable	150m W of western gate to 150m E of eastern gate	26-Jan-26
One School Global Campus		Richmond	Estuary Place	50km/h	50 km/h with 30km/h variable	150m SW of school gate	26-Jan-26
Parklands School (Motueka)	Motueka	Motueka	Pah Street	50km/h	50 km/h with 30km/h variable	150m W of western gate to 150m E of eastern gate	26-Jan-26
Parklands School (Motueka)		Motueka	Talbot St	50km/h	50 km/h with 30km/h variable	150m N of northern gate to 150m S of Southern gate	26-Jan-26
St Peter Chanel School (Motueka)		Motueka	Old Wharf Road	50km/h	50 km/h with 30km/h variable	150m W of western gate to 150m E of eastern gate	26-Jan-26
Riwaka School	Riwaka	Motueka	School Road (Riwaka)	50km/h	50 km/h with 30 km/h variable	150m W of western gate to 150m E of eastern gate	26-Jan-26
Tapawera Area School	Tapawera	Lakes-Murchison	Main Road Tapawera	50km/h	50 km/h with 30km/h variable	150m N of northern gate to 150m S of Southern gate	26-Jan-26
Upper Moutere School	Upper Moutere	Moutere-Waimea	Moutere Highway	50 km/h	50 km/h with 30km/h variable	150m N of northern gate to 150m S of Supplejack Road	26-Jan-26
Upper Moutere School	Upper Moutere	Moutere-Waimea	Supplejack Valley Road	50km/h	50 with 30km/h variable	50km 500m from intersection of Moutere Highway, with 30km variable 150m SW of Playing fields entrance	26-Jan-26
Wakefield School	Wakefield	Moutere-Waimea	Edward Street (Wakefield)	50 km/h	30km/h permanent	SH to Pitfure Street	26-Jan-26
Wakefield School	Wakefield	Moutere-Waimea	Treeton Place	50km/h	50 with 30km/h variable	150m from SW gate on Treeton Place	26-Jan-26

Term Two 2026

School Name	Town	Ward	Roads	Posted	Proposed Speed	Description	Year
Brightwater School	Brightwater	Moutere-Waimea	Ellis Street	40 km/h	30km/h permanent	40km/h area zone changes to 30km/h zone	20-Apr-26
Garin College	Richmond	Richmond	Champion Road	50 km/h	50 km/h with 30km/h variable	150m NW of north-western gate to 150m SE of south eastern gate	20-Apr-26
Garin College	Richmond	Richmond	Kareti Drive	50 km/h	50 km/h with 30km/h variable	150m from Champion Road	20-Apr-26
Henley School (Nelson)	Richmond	Richmond	William Street	50 km/h	50 km/h with 30km/h variable	30km/h 150m NW of north-western gate to Roeske Street	20-Apr-26
Henley School (Nelson)		Richmond	Gilbert Street	50 km/h	51 km/h with 30km/h variable	150m SW of south-western gate to 150m NE of north eastern gate	20-Apr-26
Henley School (Nelson)		Richmond	Warren Kelly	50 km/h	52 km/h with 30km/h variable	150m from Gilbert Street	20-Apr-26
Murchison Area School	Murchison	Lakes-Murchison	Fairfax Street	50 kmh	53 km/h with 30km/h variable	150m N of SH6 and 150m S of SH6	20/04/2026 (Tentative subject to co ordination with NZTA for SH6 variable zone)
Richmond School	Richmond	Richmond	Church Street	50km/h	50 km/h with 30km/h variable	Entire Road	20-Apr-26
Richmond School		Richmond	Dorset Street	50km/h	50 km/h with 30km/h variable	30km/h variable 150m from Cambridge Street	20-Apr-26
Richmond School		Richmond	Waverley Street	50km/h	50 km/h with 30km/h variable	30km/h variable Gladstone to Trinity Lane	20-Apr-26
Richmond School		Richmond	Oxford Street	50km/h	50 km/h with 30km/h variable	150m NW of north-western gate to 150m SE of south eastern gate	20-Apr-26
Richmond School		Richmond	Cambridge St	50km/h	30km permanent	Entire Road	20-Apr-26
Salisbury School (Nelson)	Richmond	Richmond	Salisbury Road	50 km/h	50 km/h with 30km/h variable	Same as current location (35 Salisbury to 126 Salisbury)	20-Apr-26
St Paul's School (Richmond)	Richmond	Richmond	Salisbury Road	50 km/h	50 km/h with 30km/h variable	Same as current location (35 Salisbury to 126 Salisbury)	20-Apr-26
TKKM o Tuia te Matangi	Richmond	Richmond	D'Arcy Street	50km/h	50 km/h with 30km/h variable	150m NW of north-western gate to 150m SE of south eastern gate	20-Apr-26
Waimea College	Richmond	Richmond	Salisbury Road	50 km/h	50 km/h with 30km/h variable	Same as current location (35 Salisbury to 126 Salisbury)	20-Apr-26
Waimea College	Richmond	Richmond	Heritage Crescent	50km/h	50 km/h with 30km/h variable	Entire Road	20-Apr-26
Waimea Intermediate	Richmond	Richmond	Salisbury Road	50 km/h	50 km/h with 30km/h variable	Same as current location (35 Salisbury to 126 Salisbury)	20-Apr-26
Golden Bay High School	Takaka	Golden Bay	Rototai Road	50 km/h	50 km/h with 30km/h variable	150m SW of south-western gate to 150m NE of north eastern gate	20-Apr-26
Golden Bay High School	Takaka	Golden Bay	Meihana Street,	50 km/h	50 km/h with 30km/h variable	150m SE of Rototai Road	20-Apr-26
Takaka Primary School	Takaka	Golden Bay	Wadsworth Street	50km/h	50 km/h with 30km/h variable	Entire Road	20-Apr-26

Table 2 - Narrow or Winding, Tortuous Unsealed Roads

roadName *	Area	Ward	Posted speed	Proposed	Location	Year
AWAROA ROAD	Totaranui	Golden Bay		100	60 For its entirety	27/01/2025

BATES ROAD	Takaka Hill Golden Bay	100	60 For its entirety	24/01/2028
BIRD ROAD (CLIFTON)	Clifton Golden Bay	100	60 For its entirety	24/01/2028
CANAAN ROAD	Takaka Hill Golden Bay	100	60 For its entirety	26/01/2026
COBB DAM ROAD	Cobb Valle Golden Bay	100	From 5025m past Waitui Road to end of Cobb Dam Road	25/01/2027
COWIN ROAD	Mangaraka Golden Bay	100	60 For its entirety	24/01/2028
DRY ROAD	Mangaraka Golden Bay	100	Pakawau Bush Road to Te Hapu Road	24/01/2028
EAST TAKAKA ROAD	Takaka Golden Bay	100	5211m north of SH60 to 690 East Takak Road	25/01/2027
KAIHOKA LAKES ROAD	Whanganu Golden Bay	100	60 For its entirety	24/01/2028
LIMESTONE ROAD	Whanganu Golden Bay	100	60 For its entirety	24/01/2028
MCCALLUM ROAD	Takaka Golden Bay	100	60 For its entirety	26/01/2026
NGUROA ROAD	Whanganu Golden Bay	100	60 For its entirety	24/01/2028
QUARTZ RANGE ROAD	Aorere Golden Bay	100	60 For its entirety	25/01/2027
RAMEKA CREEK ROAD	Motupipi Golden Bay	100	60 For its entirety	27/01/2025
TE HAPU ROAD	Mangaraka Golden Bay	100	60 For its entirety	24/01/2028
TOTARANUI ROAD	Totaranui Golden Bay	100	60 For its entirety	27/01/2025
GLENROY ROAD	Maruia Lakes Murchison	100	1776m south of Maruia Saddle Road	24/01/2028
CLARKE ROAD	Tapawera Lakes Murchison	100	60 For its entirety	24/01/2028
FAIRHALL ROAD	Tapawera Lakes Murchison	100	60 For its entirety	24/01/2028
HIGGINS ROAD [HOWARD JUNCTION]	Howard Lakes Murchison	100	60 For its entirety	24/01/2028
HOWARD VALLEY ROAD	Howard Lakes Murchison	100	60 For its entirety	24/01/2028
LAMB VALLEY ROAD	Glenhope Lakes Murchison	100	60 For its entirety	24/01/2028
MARUIA SADDLE ROAD	Maruia Lakes Murchison	100	60 For its entirety	24/01/2028
SHERRY RIVER ROAD	Tapawera Lakes Murchison	100	60 Final 2554m of Sherry River Road	24/01/2028
SUNDAY CREEK ROAD	Thorpe Lakes Murchison	100	From Motueka Valley Highway to 6222m north of Forest Creek Road	24/01/2028
TADMOR-GLENHOPE ROAD	Glenhope Lakes Murchison	100	SH6 north to 3588m south of Kereru Road	24/01/2028
TAPAWERA-BATON ROAD	Tapawera Lakes Murchison	100	Wangapeka West Bank Road to Clarke Road (at the river corner)	26/01/2026
TOPHOUSE ROAD	St Arnaud Lakes Murchison	100	60 1734m on Tophouse back to SH63	26/01/2026
TUI ROAD	Glenhope Lakes Murchison	100	60 For its entirety	24/01/2028
WANGAPEKA WEST BANK ROAD	Tapawera Lakes Murchison	100	60 For its entirety	24/01/2028
BROOKLYN VALLEY ROAD	Brooklyn Motueka	80	Last 3040m of the road (from 433 Brooklyn Valley Road)	24/01/2028
HERRING STREAM ROAD	Motueka V: Motueka	100	60 For its entirety	25/01/2027
RIWAKA VALLEY LEFT BRANCH ROAD	Riwaka Motueka	100	60 For its entirety	25/01/2027
ROCKY RIVER ROAD	Motueka V: Motueka	100	60 For its entirety	25/01/2027
ANDREWS ROAD	Wakefield Moutere Waimea	100	60 For its entirety	24/01/2028
APPLE VALLEY ROAD	Mahana Moutere Waimea	80	60 For its entirety	25/01/2027
BIG POKORORO ROAD	Motueka V: Moutere Waimea	100	60 For its entirety	24/01/2028
DOVEDALE ROAD	Dovedale Moutere Waimea	100	From 373 Dovedale Road to the intersection of Pigeon Valley and Eder Road (Forestry Road)	24/01/2028
GRAHAM VALLEY NORTH BRANCH ROAD	Motueka V: Moutere Waimea	100	60 For its entirety	24/01/2028
GRAHAM VALLEY SOUTH BRANCH ROAD	Motueka V: Moutere Waimea	100	From 1070m south of Graham Valley North Branch Road for the remainder of the road.	24/01/2028
MARTIN ROAD	Upper Mou Moutere Waimea	100	60 For its entirety	25/01/2027
PEARSE VALLEY ROAD	Motueka V: Moutere Waimea	100	60 For its entirety	24/01/2028
PEARSE VALLEY ROAD SOUTH	Motueka V: Moutere Waimea	100	60 For its entirety	24/01/2028
PIG VALLEY ROAD	Wakefield Moutere Waimea	100	60 For its entirety	24/01/2028
PIGEON VALLEY ROAD	Dovedale Moutere Waimea	100	Intersection of Dovedale Road and Erder Rd (Forestry Road) to 1000m before Sharp Road	24/01/2028
ROSEDALE ROAD	Ngatimoti Moutere Waimea	100	60 Rose Road to Thorpe Orinoco	24/01/2028
STRACHAN ROAD	Ngatimoti Moutere Waimea	100	60 For its entirety	24/01/2028
THORPE-ORINOCO ROAD	Ngatimoti Moutere Waimea	100	Section from 2700m north of Dovedale Road to Strachan Road	25/01/2027
ANISEED VALLEY ROAD	Hope Richmond	70	From 710m north of Serpentine River Road to the northern end of the road	26/01/2026
SERPENTINE RIVER ROAD	Hope Richmond	100	60 For its entirety	26/01/2026
Nelson				

ANISEED VALLEY ROAD	Hope	Nelson	70	From TDC/NCC boundary to northern end of the road	26/01/2026
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Table 3 - Rural Residential - Peri Urban Roads

Rural Resl Peri Urban	Town	Ward	Posted	Proposed Change	Location	Year
ALPINE MEADOWS DRIVE	ST ARNAUI	Lakes-Murchison		100	50 For its entirety	26/01/2026
Apple Valley Road East	TASMAN	Moutere-Waimea		100	60 For its entirety	24/01/2028
ARNOLD LANE	SPRING GF	Moutere-Waimea		100	60 For its entirety	25/01/2027
Baigent Reserve Access	Wakefield	Moutere-Waimea		100	60 For its entirety	25/01/2027
BRONTE ROAD EAST	BRONTE	Moutere-Waimea		100	50 For its entirety	27/01/2025
BROOKS VIEW HEIGHTS	TASMAN	Moutere-Waimea		80	60 For its entirety	26/01/2026
CHARLETT POINT ROAD	RANGIHAE	Golden Bay		100	50 For its entirety	26/01/2026
Chaytor Road	Mapua	Moutere-Waimea		80	60 For its entirety	27/01/2025
CLIFF ROAD	KINA PENI	Moutere-Waimea		60	50 For its entirety	26/01/2026
CLOVER ROAD EAST	BRIGHTWA	Moutere-Waimea		100	80 Between SH and Paton	27/01/2025
COMMUNITY ROAD	LOWER MC	Motueka		100	30 For its entirety	27/01/2025
Coote Street	CENTRAL T	Golden Bay		100	50 For its entirety	25/01/2027
DAWSON ROAD	TASMAN	Moutere-Waimea		80	60 For its entirety	27/01/2025
Deck Road	Tasman	Moutere-Waimea		80	60 For its entirety	26/01/2026
DEE ROAD	KINA PENI	Moutere-Waimea		60	50 For its entirety	26/01/2026
DODSON ROAD	CENTRAL T	Golden Bay		100	60 For its entirety	25/01/2027
Eyles Road	Richmond	Richmond		100	60 For its entirety	26/01/2026
FOLEY ROAD	RUBY BAY	Moutere-Waimea		100	60 For its entirety	27/01/2025
Glenview Road	Motupipi	Golden Bay		60	From Abel Tasman Drive to Packard Road	27/01/2025
HARLEY ROAD	KINA-UPPE	Moutere-Waimea		80	60 For its entirety	27/01/2025
HARVEY ROAD	MARAHAU	Motueka		100	60 For its entirety	26/01/2026
HAYCOCK ROAD	HOPE	Richmond		80	60 Clover Road to Aniseed Valley	26/01/2026
HILL STREET SOUTH	HOPE	Richmond		100	60 south of White Road	25/01/2027
KEN BECK DRIVE	RABBIT ISL	Moutere-Waimea		70	60 For its entirety	27/01/2025
KENDAL STREET	MILNTHOR	Golden Bay		100	50 For its entirety	25/01/2027
KINA BEACH ROAD	KINA PENI	Moutere-Waimea		60	50 For its entirety	26/01/2026
LITTLE SYDNEY ROAD	RIWAKA	Motueka		100	60 For its entirety	27/01/2025
MAHANA RIDGE	Mahana	Moutere-Waimea		100	60 For its entirety	26/01/2026
MAHOE CLOSE	REDWOOD	Moutere-Waimea		100	60 For its entirety	26/01/2026
MAMAKU ROAD	TASMAN	Moutere-Waimea		80	60 For its entirety	27/01/2025
MARAHAU VALLEY ROAD	MARAHAU	Motueka		100	60 For its entirety	26/01/2026
MCGOWAN STREET [PUPONGA]	PUPONGA	Golden Bay		100	50 For its entirety	24/01/2028
MILNTHORPE QUAY	MILNTHOR	Golden Bay		100	50 For its entirety	25/01/2027
Mytton Heights	Motueka	Motueka		100	50 For its entirety	26/01/2026
NEES ROAD	ROTOTAI	Golden Bay		100	60 For its entirety	24/01/2028
NELSON STREET	MILNTHOR	Golden Bay		100	50 For its entirety	25/01/2027
OLD COACH ROAD	Mahana	Moutere-Waimea		80	60 300m Moutere Highway to Carlyon	26/01/2026
PAGE ROAD	TAKAKA	Golden Bay		100	60 For its entirety	24/01/2028
PERMIN ROAD	TASMAN	Moutere-Waimea		80	60 For its entirety	26/01/2026
PETRA WAY	Mahana	Moutere-Waimea		100	60 For its entirety	26/01/2026
PUKEKO LANE	REDWOOD	Moutere-Waimea		80	60 For its entirety	27/01/2025
Quayle Street	Motueka	Motueka		60	50 For its entirety	24/01/2028
Research Orchard Road	Redwood v	Moutere-Waimea		80	60 For its entirety	27/01/2025
ROUGHTON LANE	BRIGHTWA	Moutere-Waimea		80	50 For its entirety	25/01/2027
School Road	LOWER MC	Motueka		60	525m from Main Road Lower Moutere intersection	24/01/2028
SETTLERS ROAD	RIWAKA	Motueka		100	60 For its entirety	27/01/2025
Silvan Place	Richmond	Richmond		100	50 For its entirety	26/01/2026
TASMAN VIEW ROAD	LOWER MC	Motueka		80	60 1km from Harley End	26/01/2026
TOTARA AVENUE	COLLINGA	Golden Bay		100	50 For its entirety	25/01/2027
WHARUA TIRO PLACE	Mahana	Moutere-Waimea	#N/A		50 For its entirety	26/01/2026
WHITE ROAD	HOPE	Richmond		80	60 Paton to Hill Street S	26/01/2026
WILLIAMS ROAD	TASMAN	Moutere-Waimea		80	60 300m from Aporo	26/01/2026
Windle Road	Motupipi	Golden Bay		100	50 For its entirety	25/01/2027
ANDERSON ROAD	RIWAKA	Motueka		80	60 For its entirety	27/01/2025
AWA AWA ROAD	RUBY BAY	Moutere-Waimea		80	60 For its entirety	27/01/2025
DEHRA DOON ROAD	RIWAKA W	Motueka		80	60 For its entirety	27/01/2025
MARRIAGES ROAD	TASMAN	Moutere-Waimea		80	60 For its entirety	27/01/2025
Old Mill Road	Riwaka	Motueka		80	60 For its entirety	27/01/2025
POMONA ROAD	RUBY BAY	Moutere-Waimea		50	50 Foley to Awa Awa Road	27/01/2025
RIVER ROAD [RIWAKA]	RIWAKA	Motueka		100	60 For its entirety	27/01/2025
WESTDALE ROAD	MAPUA	Moutere-Waimea		80	60 For its entirety	27/01/2025

WHAKAREWA STREET	MOTUEKA Motueka	80	50 For its entirety	26/01/2026
EXCELLENT STREET	COLLINGW Golden Bay	100	60 For its entirety	27/01/2025
FENWICK ROAD	RANGIHAE Golden Bay	100	50 For its entirety	26/01/2026
FRASER ROAD	RANGIHAE Golden Bay	100	50 For its entirety	26/01/2026
GOODALL ROAD	RIWAKA Motueka	100	60 For its entirety	26/01/2026
KEOGHAN ROAD	RANGIHAE Golden Bay	100	50 For its entirety	26/01/2026
ONAHAU ROAD	RANGIHAE Golden Bay	100	50 For its entirety	26/01/2026
RANGIHAEATA ROAD	RANGIHAE Golden Bay	100	50 For its entirety	26/01/2026
TARRANT ROAD	BRONTE-U Moutere-Waimea	80	60 For its entirety	26/01/2026
COMMUNITY ROAD	LOWER MC Motueka	100	50 For its entirety	27/01/2025
PRETTY BRIDGE VALLEY ROAD	BELGROVE Moutere-Waimea	100	50 500m from SH	26/01/2026

Table 4 - Urban Streets with no footpath (Scheduled only if final speed limit setting rule allows)

Road with no footpath	Town	Ward	Posted	Proposed Change	Location	Year
Tasman						
BATTERY ROAD	PATONS R	Golden Bay	50	30	Entire Road	25/01/2027
BAY VIEW TERRACE	PATONS R	Golden Bay	50	30	Entire Road	25/01/2027
BEACH ROAD	COLLINGW	Golden Bay	50	30	Entire Road	27/01/2025
BIRD LANE	WAKEFIELI	Moutere-Waimea	50	30	Entire Road	24/01/2028
BISHOP ROAD	PARAPARA	Golden Bay	50	30	Entire Road	25/01/2027
BOUNDARY ROAD	TAKAKA	Golden Bay	50	30	Entire Road	27/01/2025
DICKER ROAD	TASMAN	Moutere-Waimea	50	30	Entire Road	27/01/2025
FALCONER ROAD	POHARA	Golden Bay	50	30	Entire Road	25/01/2027
FARADAY RISE	RICHMONI	Richmond	50	30	Entire Road	24/01/2028
FELLBRIDGE RISE	WAKEFIELI	Moutere-Waimea	50	30	Entire Road	24/01/2028
FITZSIMMONS WAY	WAKEFIELI	Moutere-Waimea	50	30	Entire Road	24/01/2028
GEORGE QUAY	MOTUEKA	Motueka	50	30	Entire Road	24/01/2028
GEORGE STREET [MURCHISON]	MURCHISC	Lakes-Murchison	50	30	Entire Road	24/01/2028
GREEN TREE ROAD	RIWAKA	Motueka	50	30	Entire Road	25/01/2027
HART ROAD	RICHMONI	Richmond	50	30	North of Hill Street	24/01/2028
HARWOOD PLACE	UPPER TAK	Golden Bay	100	30	Entire Road	24/01/2028
HEADINGLY LANE	RICHMONI	Richmond	50	30	Entire Road	27/01/2025
HILL STREET SOUTH	HOPE	Richmond	50	30	Entire Road	24/01/2028
HILL STREET SOUTH	RICHMONI	Richmond	50	30	South West of Hart Road	24/01/2028
JUNCTION STREET	TAKAKA	Golden Bay	50	30	North East of White Road	27/01/2025
KILKENNY PLACE	WAKEFIELI	Moutere-Waimea	50	30	Entire Road	24/01/2028
KOREPO ROAD	MAPUA/RU	Moutere-Waimea	50	30	Entire Road	24/01/2028
MATARIKI PLACE	WAKEFIELI	Moutere-Waimea	50	30	Entire Road	24/01/2028
NYHANE DRIVE WEST	LIGAR BAY	Golden Bay	50	30	Entire Road	24/01/2028
PARAPARA BEACH ROAD	PARAPARA	Golden Bay	50	30	Entire Road	25/01/2027
PATONS ROCK ROAD	PATONS R	Golden Bay	50	30	Entire Road	25/01/2027
PENINSULA ROAD [GB]	TATA BEAC	Golden Bay	50	30	Entire Road	27/01/2025
REILLY STREET	TAKAKA	Golden Bay	50	30	Entire Road	27/01/2025
SWIFTSURE STREET	COLLINGW	Golden Bay	50	30	Entire Road	24/01/2028
TATA BEACH ESPLANADE	TATA BEAC	Golden Bay	100	30	Entire Road	26/01/2026
TENNYSON STREET	CLIFTON-P	Golden Bay	50	30	Entire Road	24/01/2028
TOTARA VIEW ROAD	WAKEFIELI	Moutere-Waimea	50	30	Entire Road	24/01/2028
WARD PLACE [PORT PUPONGA]	PORT PUP	Golden Bay	60	30	Entire Road	24/01/2028
WARD STREET [ST ARNAUD]	ST ARNAU	Lakes-Murchison	100	30	Entire Road	27/01/2025
WHARF ROAD [RIWAKA]	RIWAKA	Motueka	50	30	Entire Road	25/01/2027
INLET ROAD	KAITERITEF	Motueka	50	30	Entire Road	26/01/2026
74m from Baldwin Road to Dicker						
GODDARD ROAD	TASMAN	Moutere-Waimea	50	30	Road	27/01/2025
LOOKOUT ROAD	PARAPARA	Golden Bay	50	30	Entire Road	25/01/2027
HALDANE ROAD	TAKAKA	Golden Bay	50	30	Entire Road	24/01/2028
STOCK ROAD [MURCHISON]	MURCHISC	Lakes-Murchison	50	30	Entire Road	24/01/2028
POPLAR LANE	COLLINGW	Golden Bay	50	30	Entire Road	24/01/2028
PETERSEN ROAD	TATA BEAC	Golden Bay	50	30	Entire Road	26/01/2026
RIVERVIEW ROAD	MURCHISC	Lakes-Murchison	50	30	Entire Road	26/01/2026
STEPHENS BAY ROAD	KAITERITEF	Motueka	50	30	Entire Road	26/01/2026
PRIOR ROAD	PARAPARA	Golden Bay	50	30	Entire Road	25/01/2027
LEWIS STREET	COLLINGW	Golden Bay	50	30	Entire Road	27/01/2025
MARCHWOOD PARK ROAD	MOTUEKA	Motueka	100	30	Entire Road	24/01/2028
ANAREWA CRESCENT	KAITERITEF	Motueka	50		Entire Road	26/01/2026
ORION STREET	COLLINGW	Golden Bay	100	30	Entire Road	27/01/2025
ROBERTSON ROAD	BRIGHTWA	Moutere-Waimea	50	30	Entire Road	24/01/2028
PARAPARA ESPLANADE	PARAPARA	Golden Bay	50	30	Entire Road	25/01/2027
CHEYNE WALK	RICHMONI	Richmond	50	30	Entire Road	24/01/2028
COOK CRES	KAITERITEF	Motueka	50	30	Entire Road	26/01/2026
MOTUEKA QUAY	MOTUEKA	Motueka	50	30	Entire Road	24/01/2028

Nelson					
MATIPO TERRACE (LOOP RD)	Nelson	Nelson	50	30 Entire Road	14-07-2025
MATIPO TERRACE	Nelson	Nelson	50	30 Entire Road	14-07-2025
ARIESDALE TERRACE	Nelson	Nelson	50	30 Entire Road	14-07-2025
starting at Jenner Road extending					
MURPHY STREET	Nelson	Nelson	50	30 south to Thomson Terrace	14-07-2025
THOMPSON TERRACE	Nelson	Nelson	50	30 Entire Road	14-07-2025
STAFFORD WALK	Nelson	Nelson	40	30 Entire Road	14-07-2025
HINAU STREET	Nelson	Nelson	50	30 Entire Road	14-07-2025
MIRO STREET	Nelson	Nelson	50	30 Entire Road	14-07-2025
WAIMEA ROAD (LOOP ROAD SPLIT)	Nelson	Nelson	50	30 Entire Road	14-07-2025
WAIMEA ROAD (LOOP ROAD)	Nelson	Nelson	50	30 Entire Road	14-07-2025
from Mount Street to outside					
KONINI STREET	Nelson	Nelson	40	30 number 36 Konini Street	14-07-2025
From Mount Street Loop Road to					
MOUNT STREET	Nelson	Nelson	40	30 the southern road	14-07-2025
MOUNT STREET (LOOP ROAD)	Nelson	Nelson	40	30 Entire Road	14-07-2025
RENWICK PLACE	Nelson	Nelson	40	30 Entire Road	14-07-2025
from boundary between numbers					
636 and 638 Cable Bay Road to					
CABLE BAY ROAD	Cable Bay	Nelson	50	30 the northern end of the road	14-07-2025
KAKENGA ROAD	Nelson	Nelson	50	30 Entire Road	14-07-2025
LUCAS TERRACE	Nelson	Nelson	50	30 Entire Road	14-07-2025

Table 5 - Higher Risk Rural Roads

Road with no footpath	Town	Ward	Posted	Proposed	Location	Year
Motueka Valley Highway	Motueka	V. Motueka	100	60	1573 Motueka Valley Highway (2269m fro Waiwhero Road) to Dovedale Road (Around Ngatimoti School)	27/01/2025
Motueka Valley Highway	Motueka	V. Motueka	100	80	Alexander Bluff Road to Waiwhero	27/01/2025
Motueka Valley Highway	Motueka	V. Motueka	100	80	Waiwhero to Woodstock (excludng Ngatimoti school 60km)	27/01/2025
Moutere Highway	Moutere	Moutere-Waimea	100	80	SH6 to Upper Moutere Village	27/01/2025
Moutere Highway	Moutere	Moutere-Waimea	100	80	Upper Moutere Village to 300m south of the Lower Moutere school boundary	27/01/2025
Dovedale	Moutere	Moutere-Waimea	100	80	Moutere Valley to Neudorf	27/01/2025
Neudorf Road	Moutere	Moutere-Waimea	100	80	Kelling Road to Dovedale	27/01/2025
Edwards Road	Moutere	Moutere-Waimea	100	80	For its entirety	27/01/2025

Table 6 - On Road Sections of the Great Taste Trail

Road name	Township / Ward	Posted	Proposed	Location	Year	Seal
Lower Queen Street	Richmond / Richmond	80	60	Landsdowne to 864 Lower Queen	26/01/2026	Unsealed
Pugh Road	Brightwater / Moutere-Waimea	80	60	Edens Road to the river	26/01/2027	Unsealed
Goodall Road	Riwaka / Motueka	100	60	For its entirety	26/01/2028	Unsealed
Tapawera-Baton Road	Tapawera / Lakes-Murchison	100	60	From Phillips Road to Clarke Road	Scheduled only if final speed limit setting rule allows (tentative 26/01/2026)	Sealed
Baton Valley Road	Woodstock / Lakes-Murchison	100	60	For its entirety	Scheduled only if final speed limit setting rule allows (tentative 26/01/2026)	Sealed
Ellis River Road	Woodstock / Lakes-Murchison	100	60	For its entirety	Scheduled only if final speed limit setting rule allows (tentative 26/01/2026)	Sealed
Tapawera-Baton Road	Tapawera / Lakes-Murchison	100	60	Tadmor Valley Road to Phillips Road	Scheduled only if final speed limit setting rule allows (tentative 26/01/2026)	Sealed
Quail Valley Road (first section off SH6)	Wakefield / Moutere-Waimea	100	60	462m from the State Highway	Scheduled only if final speed limit setting rule allows (tentative 26/01/2026)	Sealed
Hoult Valley Road (first section off SH6)	Wakefield / Moutere-Waimea	100	60	400m from the State Highway	Scheduled only if final speed limit setting rule allows (tentative 26/01/2026)	Sealed
TASMAN VIEW ROAD	LOWER MC Motueka	80	60	1km from Harley End	Scheduled only if final speed limit setting rule allows (tentative 26/01/2026)	Sealed
Factory Road	Riwaka / Motueka	80	60	For its entirety	Scheduled only if final speed limit setting rule allows (tentative 26/01/2026)	Sealed
Swamp Road	Riwaka / Motueka	80	60	Factory and Umukui	Scheduled only if final speed limit setting rule allows (tentative 26/01/2026)	Sealed
Motueka River West Bank Road	Motueka V. Motueka	100	80	Pearse Valley Road to Woodstock	26/01/2028	Sealed

Table 7 - Specific Roads						
Road name	Township / Ward	Posted	Proposed	Location	Rationale2	Year
Tasman						
Able Tasman Drive	Pohara Golden Bay		60	Pohara Valley Road 1090 Abel 50 Tasman Drive	Lowered from 60km/h to reflect risk from roadside hazards and number of different road users	27/01/2025
Able Tasman Drive	Ligar Golden Bay		60	1090 Abel Tasman Drive to 1566 50 Abel Tasman Drive	Lowered from 60km/h to reflect recreational use	27/01/2025
Aniseed Valley Road	Hope Richmond		80	Haycock Road to Serpentine River 60 Road	Lowered from 80km/h to reflect recreational use	26/01/2026
Chamberlain Street	Moutere Moutere-Waimea		100	80 McBrydie to Hursthouse	Lowered from 100km/h to reflect risk from roadside hazards	26/01/2026
Collingwood Quay	Collingwood Golden Bay		70	50 Entire Road	Lowered from 70km/h to reflect recreational use	27/01/2025
Collingwood-Puponga	Pakawau Golden Bay		60	South of Pakawau Bush Road to 75m south of 1062 Collingwood - 50 Puponga Main Road	Lowered from 60km/h to reflect peri-urban environment	26/01/2026
Eighty Eight Valley Road	Wakefield Moutere-Waimea		70	Genia Drive to 100m south of 50 Totara View Drive	Lowered from 70km/h to reflect peri-urban environment	26/01/2026
Fairfax Street	Murchison Lakes-Murchison		70	196 Fairfax Street to Cromwell 50 Street	Lowered from 70km/h to reflect urban environment	27/01/2025
Kaiteriteri-Sandy Bay Road (to Riwaka)	Kaiteriteri Motueka		80	73 Kaiteriteri-Sandy Bay Road to 60 Sandy Bay-Maratau Road	Lowered from 80km/h to reflect recreational use	27/01/2025
Main Road Lower Moutere	Motueka Motueka		70	300m south of the school 60 boundary to Hursthouse	Lowered from 70km/h to reflect peri-urban nature of environment, proximity to school and recreational use	27/01/2025
McShane Road	Richmond Richmond		80	50 Entire Road	Lowered from 80km/h to reflect urban environment	27/01/2025
Paton Road	Hope Richmond		80	Ranzau to 200m south of Aniseed 60 Valley Road	Lowered from 80km/h to reflect peri-urban nature of environment, proximity to school and recreational use	27/01/2025
Queen Victoria Street	Motueka Motueka		70	Wildman Road to 208 Queen 60 Victoria Street	Lowered from 80km/h to reflect peri-urban environment	27/01/2025
Riwaka-Kaiteriteri	Kaiteriteri Motueka		80	900m prior to Stephens Bay Road 60 (start of MTB park)	Lowered from 80km/h to reflect recreational use	27/01/2025
Robinson Road	Lower Moutere-Waimea		100	80 Motueka Steiner School to SH60	Lowered from 70km/h to reflect peri-urban environment and proximity to school	26/01/2026
Sandy Bay-Maratau Road	Kaiteriteri Motueka		80	From Kaiteriteri-Sandy Bay intersection to the 30km section of Sandy Bay-Maratau Road (173 60 Sandy Bay-Maratau Road)	Lowered from 80km/h to reflect recreational use	27/01/2025
Seaton Valley Road	Mapua Moutere-Waimea		80	60 Entire Road	Lowered from 70km/h to reflect peri-urban environment	26/01/2026
Tadmor Valley Road	Tapawera Lakes-Murchison		100	80 1775m from Main Road Tapawera	Lowered from 100km/h to reflect peri-urban environment	26/01/2026
Wharf Road	Motueka Motueka		70	50 Entire Road	Lowered from 70km/h to reflect urban environment	27/01/2025
Nelson						
Cable Bay Road	Nelson Nelson		100	starting SH6 extending north 1670m past the Maori Pa Road 80 intersection	Lowered from 60km/h to reflect risk from roadside hazards and improve consistency between State Highway 6 speed and this local road	14/7/2025
Maori Pa Road	Nelson Nelson		100	80 Entire Road	Lowered from 100km/h to reflect risk from roadside hazards and improve consistency between State Highway 6 speed and this local road	14/7/2026

Table 7 B - Incorrect speed limit contained within the National Speed Register						
Road name	Township / Ward	Posted	Recommended	Location	Rationale	Year
Tasman						
Porika Road	Lake Rotor Lakes-Murchison		100	50 29 Porika Road to 73 Porika Road	Inconsistent with surrounding roads	27/01/2025
Range View Road	St Arnaud Lakes-Murchison		100	30 Entire road	Inconsistent with surrounding roads	27/01/2025
Tapawera Service Lane	TAPAWERA Lakes-Murchison		100	50 Entire road	Inconsistent with surrounding roads	27/01/2025
FERRY INN LANE	TAPAWERA Lakes-Murchison		100	50 Entire road	Inconsistent with surrounding roads	27/01/2025
Pippin Lane	Ruby Bay Moutere-Waimea		80	40 Entire road	NSIR not updated	27/01/2025
Redvale Road	Redwood Moutere-Waimea		100	50 Entire road	Inconsistent with surrounding roads	27/01/2025
River Terrace	Brightwater Moutere-Waimea		80	60 extended 150m West of Mount 60 Heslington Road	60 section in NSR incorrect	27/01/2025
Ara o Paki Paki	Wakefield Moutere-Waimea		100	50 Entire road	Inconsistent with surrounding roads	27/01/2025
WARD STREET [ST ARNAUD]	ST ARNAUD Lakes-Murchison		100	50 Entire road	Inconsistent with surrounding roads	27/01/2025
TATA BEACH ESPLANADE	TATA BEAC Golden Bay		100	50 Entire road	Inconsistent with surrounding roads	27/01/2025
MARCHWOOD PARK ROAD	MOTUEKA Motueka		100	50 Entire road	Inconsistent with surrounding roads	27/01/2025
HARWOOD PLACE	UPPER TAK Golden Bay		100	50 Entire road	Inconsistent with surrounding roads	27/01/2025
Martin Conway Road	Redwood Moutere-Waimea		100	50 Entire road	Inconsistent with surrounding roads	27/01/2025
Stringer Road	Redwood Moutere-Waimea		100	167 Stringer Road to 254 Stringer 50 Road	Inconsistent with surrounding roads	27/01/2025
Mapua Causeway	Mapua Moutere-Waimea		100	10 For its entirety	Inconsistent with surrounding roads	27/01/2025
Louden Place	Wakefield Moutere-Waimea		100	50 For its entirety	Inconsistent with surrounding roads	27/01/2025

Nelson			
HAMPDEN STREET	Nelson	50	30 starting outside numebr 282 Hamp Correct NSLR to align with current signed limit
			27/01/2025

Table 7 C - Carparks

All Tasman District Council owned carparks will be 10km/h

Schedule 4
Speed limits for different classes of road

Ref: clause 4.5

Section 13 Speed limits for different classes of road

13.1 Definitions for speed limit classifications

In this Schedule 4, **high risk crash types** means crash types that are most likely to result in death and serious injury.

13.2 Speed limits for different classes of road

For the purposes of clause 4.5—

- (a) each class of road is set out in column 2 of Tables 1 to 3; and
- (b) the permitted speed limit, or permitted range of speed limits, for each class of road are set out in column 4 of Tables 1 to 3.

Table 1
Urban street classifications

Number	Class of road	Description	Speed Limit
1	Urban streets	Residential and neighbourhood streets, and streets that provide access to and support businesses, shops, on-street activity and services.	50 km/h
2	Civic spaces	Streets mainly intended for localised on-street activity with little or no through movement	10 – 20 km/h
3	Urban connectors	Streets that provide for the movement of people and goods between different parts of urban areas, with low levels of interaction between the adjacent land use and the street	50 – 80 km/h
4	Urban transit corridors	Urban motorways and corridors that provide for movement of people and goods within an urban environment	80 – 100 km/h

Table 2
Rural street classifications

Number	Class of road	Description	Speed Limit
5	Peri-urban roads	Roads that 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	50 – 80 km/h
6	Stopping places	Rural destinations that increase activity on the roadside and directly uses the road for access	50 – 80 km/h
7	Rural roads	Roads that primarily provide access to rural land for people who live there and support the land-use activity being undertaken	80 – 100 km/h
8	Rural connectors	Roads that provide a link between rural roads and interregional connectors	80 – 100 km/h
9	Interregional connectors	Roads that provide for movement of people and goods between regions and strategic centres in a rural context.	100 km/h
10	Expressway	State highways that are median divided, with two or more traffic lanes in each direction, grade separated intersections, access controlled, with a straight or curved alignment.	100-110km/h

Table 3
Exceptions to Tables 1 and 2

Number	Class of road	Description	Speed Limit
11	Beaches	Beaches to which the public have access	10 – 60 km/h
12	Unconventional, low-volume or low speed road types	Parking areas, beach access points, riverbeds, cultural and recreational reserve or similar	10 – 30 km/h

13	Unsealed roads	Roads that are unsealed	60 – 80 km/h
14	Urban streets with significant levels of pedestrian and/or cycling activity	Main streets, residential and neighbourhood streets with significant levels of pedestrian and/or cycling activity	40 km/h
15	Urban intersection speed zone	Can be variable or permanent speed limit to address high risk crash types at an intersection	30 – 40 km/h
16	Rural intersection speed zone	Can be variable or permanent speed limit to address high risk crash types at an intersection	60 – 70 km/h
17	Mountainous or hill corridors	Roads where the alignment is tortuous	60 – 80 km/h

Overview of the main amendments to the Draft Speed Management Plan

What is Speed Management and Principles

Remove references to the safe system approach to speed management

Productivity Impacts and Journey Times

Updated to reflect the data from the cost benefit analysis on the four urban and four rural options

One Network Framework

Updated to reflect the speed limits for different classes of road changes shown in the Draft Speed Rule: Schedule four (Appendix Three)

Strategies and Plans: Central Government

Remove references to the current National Road Safety Strategy

Speed Management alignment with the GPS priorities

Updated to reflect the 2024 GPS priorities

Our Proposals:

Speed Limits Outside Schools

Speed changes to reflect the draft Speed Rule where speed limits are restricted to a variable speed limit of 30km/h during school travel periods (as per the Speed Setting Rule) for Category One schools with the exception of Ellis Street, Brightwater, Cambridge Street, Richmond and Edward Street, Wakefield between SH6 and Pitfure Street

The majority of schools in the Nelson and Tasman will be classified as Category One schools with the exception of

- 1) Tasman Christian Academy
- 2) Appleby School
- 3) Matai School

These roads are identified in Table 1 in the Schedule of Speed Limit Changes

Tortuous Unsealed Roads

Speeds on roads that are unsealed and classified as tortuous will be reduced to 60km/h. These roads are identified in Table 2 in the Schedule of Speed Limit Changes

Rural Residential Roads or Peri-urban roads

Speeds on roads that are rural residential in nature or peri-urban will be reduced to 50km/h. These roads are identified in Table 3 in the Schedule of Speed Limit Changes

Urban Roads with No Footpaths

Speeds on urban roads with no footpaths will be reduced to 30km/h. These roads are identified in Table 4 in the Schedule of Speed Limit Changes

Higher Risk Rural Roads

Speeds on Rural Connectors that are considered high-risk will be reduced to 80km/h. These roads are identified in Table 5 in the Schedule of Speed Limit Changes

On Road Sections of the Great Rides

Speeds on roads where the Great Rides is on-road will be reduced. These roads and corresponding speeds are identified in Table 6 in the Schedule of Speed Limit Changes

Specific Road changes

Speeds on roads where street classification is out of date with the current land or road use will be reduced. These roads and corresponding speeds are identified in Table 7 in the amended Plan

Appendix One: Safe Journeys Risk Assessment Tool

This tool has been removed

Overview of the Speed Management Feedback

Background

An analysis was undertaken of all the speed management feedback we received from the end of November 2023 until early March 2024. Respondents were asked to reply via the Shape Tasman page. All comments relating to the following questions were tagged into categories:

1. *Are there changes that you would like us to consider to specific roads or areas?*
(Question 12)
2. *Do you have any more comments on the proposed options?* (Question 13)

In general, those wanting lower speeds (or other measures such as traffic calming that will support lower speeds) gave specific examples of the impact of speeds on their local communities. Those wanting status quo in relation to speed tended to be more generic with their feedback.

Site Specific

Current speed is an issue: This tag was applied when speed at a specific location was identified in the commentary. There were 529 specific incidents.

Area	Number of submissions	Main Roads mentioned
Atawhai	79	<ul style="list-style-type: none"> • Cable Bay Road – both the road to Cable Bay, and the section of the road closer to the beach • Strathaven Place
Kaiteriteri & Marahau	37	<ul style="list-style-type: none"> • Kaiteriteri-Sandy Bay Road • Riwaka-Kaiteriteri Road • Marahau Valley Road • Harvey Road • Stephens Bay
Golden Bay	88	<ul style="list-style-type: none"> • McCallum Road • Totaranui Road • Abel Tasman Road (near the Port) • Abel Tasman Road – Motupipi School • Excellent St, Collingwood • Orion St, Collingwood • Glenview Road • Rangihaeata Road
Mapau	58	<ul style="list-style-type: none"> • Aporo Road, Tasman Village • Higgs Road • Mapua Drive
Motueka	130	<ul style="list-style-type: none"> • Motueka Valley Highway in particular near Ngatimoti school) • Motueka River West Bank Road • Thorp • Whakarewa Street • Umukuri Road

		<ul style="list-style-type: none"> • Chamberlain Road
Moutere Mahana	129	<ul style="list-style-type: none"> • Moutere Highway • Main Road Lower Moutere • Neudorf Road • Dovedale Road • Bronte Road East • Old Coach Road
Nelson	97	<ul style="list-style-type: none"> • Tasman Street • Waimea Road • Brook Street
Richmond	105	<ul style="list-style-type: none"> • McShane Road • Hill Street • Wensley Road • Berryfield Drive
Stoke	42	<ul style="list-style-type: none"> • Marsden Valley Road • Ridgeway • Stoke School
Tahunanui	35	<ul style="list-style-type: none"> • Bisley Avenue • Moana Ave • Princes Drive • Quebec Road
Tapawera & St Arnaud	38	<ul style="list-style-type: none"> • Tapawera School
Wakefield to Hope	70	<ul style="list-style-type: none"> • Waimea West Road • Aniseed Valley Road • Paton Road • Clover Road East

Arguments for reducing speed

‘Reduce speed’ was the most common theme for submitters’ comments with the tag being used 752 times.

The following reasons were cited for lowering speeds (including the number of times that the tag was used in the commentary):

Top ten tags used for lowering speeds			
Tag used	Key rationale from those submitters who used this specific tag	#	A representative quote for this tag. Submitter number in brackets
reduced speed makes walking and cycling safer	<p>From submitters who used this tag:</p> <ul style="list-style-type: none"> • 22% said there were many people walking and cycling on a specific road • 20% wanted lower speeds because children were walking and cycling • 15% wanted active transport prioritized • 14% thought a specific road was too dangerous to walk or cycle on • 8% said that speeds should be lower next to the Great Taste Trail 	n=312	<i>It is critical that we reduce speed limits for multiple reasons including safety and the environment. For example, I feel like I and my daughter might be killed on the road every time I/we cycle around town and to work and school. Reducing speed limits in all urban areas will help greatly to reduce this risk leading to multiple benefits to our society.[13377]</i>
creates a safer environment	<ul style="list-style-type: none"> • 50% were site specific • 22% were related to child safety • 21% made generalized comments relating to safety • 10% wanted to lower speeds for all modes of transport • 8% wanted it to be safer in the urban areas • 6% wanted it to be safer in the rural areas (including State Highway) • 5% wanted it to be safer for cyclists 	n=298	<i>For nearly forty years I have been photographing the death and mayhem on the roads in region as part of my job as photographer/ visual journalist at the Nelson and Stuff. For most of those forty years I would photograph on average three fatal crashes a year plus many more non-fatal. For me it was like water torture, drip, drip, drip. I even started giving the roads more appropriate names. The Moutere High was the Ghost Highway because of the ghosts from so many dead people whose crashes I had photographed on that road. State Highway 60 was the Death Highway, away of separating the State Highway from the Moutere Highway... When the speed limits on State Highways 6 and 60 were cut my fatal crash statistic dropped too. 2020 was the last fatal crash I photographed on State Highway 6. I support lowering the speed limit on sections of roads with complex intersections like the Mapua / Dominion Rd intersection with State Highway 60. [16686]</i>

<p>children walking/cycling nearby</p>	<p>We have had a substantial number of submissions on people wishing for lower speeds because of children. The key reasons for these speed reductions were:</p> <ul style="list-style-type: none"> • 22% children were walking or biking to school • 17% children were walking • 15% children lived in the area • 12% children to be able to travel to school safely • 9% children to be able to travel safely • 6% children playing in the area • 5% children were biking 	<p>n=205</p>	<p><i>School zone reduction is great, but you're still not going to get kids out of cars and onto bikes/scooters if the reduced speed zone is ONLY around their school, but doesn't cover the rest of their commute.[17944]</i></p> <p><i>For school zones the aim needs to be 30km/h outside every school. You are leaders in the road safety field within Aotearoa and if all schools could be slowed to 30km/h at the very least when children are coming and going. No one wants to kill a child on our roads and a maximum speed limit of 30km/h is the safest option outside schools. [17672]</i></p>
<p>reduce accidents</p>	<p>29% of respondents (n=53) cited specific crashes that they had witnessed on Nelson/Tasman roads. Submitters' general comments related to a reduction in accidents and the effects on the health system with reduced injuries, hospital costs and reduced trauma for those involved. Another theme was that lower speeds and a reduction in accidents need to be traded against cost and time impacts, and that respondents thought a decrease in deaths and serious injuries was more important.</p>	<p>n=181</p>	<p><i>We received feedback from the Nelson Hospital Emergency Department (NHED) about how the trauma from road traffic crashes impacts the people involved and adds additional pressure to the department. Looking after acutely unwell patients is a skilled and stressful job for nursing, medical and other supporting staff and regular trauma training is required. When a trauma notification is sent from St John Ambulance or Helicopter Emergency Medical System, a call is made to obtain the appropriate clinicians and specialists in the resuscitation room. This reduces capacity for the care of non-acute patients. [Te Whatu-Ora – Nelson Marlborough] [18889]</i></p> <p><i>I'm a volunteer firefighter for the Hira area and so have to attend motor vehicle accidents from time to time. The reduction in speed limit from 100 to 80kph on SH6 north of Nelson has demonstrated a marked decrease in the number of MVA incidents that we attend and in light of that I am fully supportive of any measures that further improve road safety. In practice, any increase in journey time is small and in many cases negligible; a small price to pay for the lives that will be saved. [17773]</i></p>

<p>around schools</p>	<ul style="list-style-type: none"> • 60% respondents who mentioned schools in their comments wanted to see overall speed limits lowered in general. • 40% of respondents mentioned a specific school which they supported lower speeds for. • 23% of the respondents wanted only to see speed limits reduced for schools but nowhere else. • 51% mentioned that they wanted their children to be able to walk or cycle safely to school and lower speeds meant that the school journey felt safer. • 5% of respondents want more signage or traffic calming around their school. 	<p>n=164</p>	<p><i>We need to take extra care around our schools, at drop-off and pick-up time and whenever these facilities are being used by the community. Many schools act as community hubs or amenities. Young children are less visible and can be inattentive so are especially vulnerable. [Tahunanui Business Community Association 18875]</i></p> <p><i>School zones I agree with having a lower speed limit, particularly primary schools where younger kids may not even consider looking for cars before running into the road, but everywhere else does not need to be changed [16734]</i></p>
<p>narrow and/or winding roads</p>	<p>Many respondents requested lower speeds due to the narrowness or windiness of the roads. Comments came from residents in the Port Hills along with rural residents. Common themes related to roads that were narrow and had the following characteristics:</p> <ul style="list-style-type: none"> • Had a lot of traffic • Had no footpath • Had many pedestrians and cyclists on the road (footpath may or may not have been present) • Had many parked cars • Had many hazards – blind corners, driveways 	<p>n=128</p>	<p><i>The Appleby Straight feels so much safer at 80kmh but travelling to Moutere then becomes unpleasant when the speed increases to 100kph on the narrow winding road, especially with trucks and large SUVs following you. [15436]</i></p> <p><i>In my view, Neudorf Road is a narrow rural road that has a high volume of road users as it is a link between the Motueka Valley Highway and the Moutere Highway. The road users vary from pedestrians to heavy road transport vehicles, and everything in between. My wife and I travel this road twice a day, to and from our employment in Nelson, and have had many close calls over the years. Many of these close calls are caused by other road users trying to navigate this narrow winding road at the 100 Km/h speed limit, they cross the centre line on many of the corners...I believe that a speed limit of 80 Km/h or lower and double yellow lines the entire length of Neudorf Road is required. I'm sure that records would show that over the last 5years there has been a number of crashes on both of these roads and I'm positive there are even more that aren't reported. Whilst I really enjoy living in Dovedale I do live in fear that I will</i></p>

			<i>be killed by one of the many other road users who regularly cross the centre line when coming around the corners. [14456]</i>
rural roads need to be lowered	<p>29% of respondents made generalised comments about lowering speeds. Common themes were:</p> <ul style="list-style-type: none"> • Consistency • Maximum of 80km/h <p>71% of respondents were making comment on specific sites.</p>	n=120	<p>Think 80km perfect speed for roads in open roads! / Our roads are just not good enough to go much higher! [13968]</p> <p>In some of the proposals a secondary rural road has a higher speed limit than the designated highway. Take for example Central Rd vs Moutere Highway. It would make sense to make sure that one can travel faster over the 'highway' than over an (almost) parallel road. [18833]</p> <p>The open road limit should be 80kph. Overseas experience shows this significantly reduces accidents, injuries, hospital costs and trauma to friends and relatives of crash victims. [15712]</p>
residential streets need to be lowered	<ul style="list-style-type: none"> • 95% of respondents support lower speeds in the residential area • 19% of these respondents specifically requested 30km/h speeds or low as possible speeds • 19% of these respondents specifically requested 40km/h speeds • 3% noted that sign posted and alterations to traffic calming may be needed • 2% noted that slower speeds then negated the need for cycleways. 	n=90	<p><i>In general terms there seems to me to be no reason why "everybody" has to travel at 50 kmh in the City. In most streets drivers would hardly reach 30--40 kmh before getting to the next corner or intersection. [17010]</i></p> <p><i>I support lower speeds in residential urban zones (that are not main roads) as I believe the issues are not only about vehicle / cycle crashes but also that many streets have children, pets and cyclists who need protection from speeding vehicles. [16936]</i></p> <p><i>Prefer to see 30 km/h as the default urban speed limit with exceptions provided for streets where there are clearly defined and physically separate cycleways and footpaths. Any street where pedestrians and/or walkers are sharing space or there is an undefined space with motor vehicles the speed limit should be 30 km/h. [18498]</i></p>
animals nearby	We have had feedback from people requesting reduced speeds due to the presence of pets. Comments are generally received from those living in rural communities especially those using the roads to either ride their horses or walk their dogs. We received the following	n=81	<p><i>There is also an environmental perspective with too many blue penguins being killed along this stretch of road. [17135]</i></p> <p><i>Royal Forest and Bird: We are specifically interested in putting a halt to speeding vehicles on our beaches. They ruin the public's passive</i></p>

	<p>number of submissions mentioning specific animals.</p> <ul style="list-style-type: none"> • Horses (24%) • Dogs (28%) • Pets and Animals (24%) • Livestock (15%) 		<p><i>enjoyment of these places and they harass, endanger and sometimes kill or maim wildlife [15343]</i></p> <p><i>Moutere Highway and SH60 (especially along the Moutere Inlet) should be no more than 80 km/hour. A significant amount of rare and endangered bird species live in the Moutere Inlet and our lower speed limits will be an important step for their recovery...Birds such as weka are getting killed trying to cross Mapua Drive from Aranui Park to the wetlands on the other side at the Drury farm. Lowering the speed limit there will be an important safety step to improving wildlife conditions. Wildlife Corridors, Mapua [18504]</i></p>
rural residential roads need to be lowered	69% of respondents who mentioned the rural residential area wanted speeds reduced. 11% of rural residential respondents mentioned that roads were narrow, had many driveways, pedestrian or cyclists using the roads.	n=70	<i>Many rural residential roads don't have footpaths, are generally narrow and housing numbers have increased over the years. I'd argue that these roads with little or no street lighting should also be 30kph. [17228]</i>
Additional Tags in relation to lowering speeds	Further information		<i>Number of time used</i>
Reduce State Highway speed	Request for State Highway Speeds to be decreased		64
Town Centre - lower speeds	Reduce speed near town centre		56
Lower speed - other reason	Other reason has been included such as presence of tourists, farm vehicles		56
Improve amenity by lower speeds	Lower speeds can make streets more pleasant, less noise, pollution, lower emissions		49
Blind spots	Speeds should be lower due to dangerous blindspots on the road		46
Driveways Rural - lower speed	Driveways on rural roads are difficult to turn in and out due to traffic speed		35
Unsealed Roads	Speed reduction on unsealed roads		34
Older people - lower speeds	Speeds need to be reduced because there are older people walking/biking on the streets nearby		24
Driver safety - reduce speed	Reducing speeds makes it safer for drivers		20
High Risk Road	Speeds need to be reduced on roads that are currently high-risk		11

Opposed to Speed Changes

The tag ‘*Status Quo*’ was used when submitters did not want speed limits altered. This tag was used 380 times. Those in opposition to speed changes cited the following reasons (includes number of times that the tag was used)

Top ten tags used for those opposed to speed changes			
Tag used	Key rationale from those submitters who used this specific tag	#	A representative quote for this tag. Submitter number in brackets
raise state highway speeds	52% of these were mentioned raising State Highways speeds in general. Other submissions mentioned specific sections of the State Highway that they wanted reduced i.e. Appleby Highway SH60 9%, Nelson to Blenheim 12%, or Wakefield to Richmond 14%.	n=123	Outside of scope of consultation
drivers need more education rather than speed reductions	<p>Improved education came through as a theme, this was from people who both supported and were non supportive of the changes. 64% of people had generalized statements related to more driver training. 12% wanted more improved driver training such as</p> <ul style="list-style-type: none"> • introduce compulsory defensive driving courses for all learner drivers • people at the age of 60 should have to do a theory test and defensive driving again • every driver must re-sit a driving test each 5 years. Both theory and practice. <p>8% of people made mention of education around pedestrians and cyclists.</p>	N=118	<p><i>Education is everything, education to be responsible users of vehicles and roads, to be aware of other human beings ('s needs) and to do no harm , signs and speed limitations reduce attention to certain areas and people will think they are just fine in others. A responsible human being is not created by signs but by all of us around who further critical thinking and responsibility. [16793]</i></p> <p><i>Please stop lowering the speed limits. Teach people to drive better. [17058]</i></p> <p><i>Nelson/Tasman drivers are TERRIBLE and well below the standard required by the road code. I suspect extremely poor driving and poor road design are also contributors to many of the accidents in the region. [18727]</i></p>

<p>more road maintenance</p>	<p>Some respondents though that more emphasis needs to be placed on road maintenance</p> <ul style="list-style-type: none"> • 42% respondents request the roads be fixed • 25% respondents requested that the roads were improved • 22% respondents thought that the current roads were in poor condition or had had under investment • 2% thought that lower speeds led to less maintenance being required 	<p>N=107</p>	<p><i>Leave the speeds alone, fix the roads surface, widen the roads. Have passing lanes, Build over passes - keep up with the world stop slowing it down! [14386]</i></p> <p><i>I think Neudorf Road , Thorn Road and Dovedale Road should all be reduced 80 km per hour. Neudorf Road is not in good enough condition to be 100 km per hour. [17668]</i></p> <p><i>A complete waste of ratepayers money and the continuing lowering of speed continues to lower the standard of driving while increasing the stress and frustration for many road users. Many rural roads in the region would be a lot safer with basic maintenance of grass on fence lines,tree removal. [18406]</i></p>
<p>concerns about cost of implementation and/or cost on businesses for slower speeds</p>	<p>A number of respondents mentioned effects on the economy or productivity of lower speeds or concerns in relation to the costs of installing signage as part of the implementation. The key themes here were</p> <ul style="list-style-type: none"> • Cost of signage and the impact on rate payers. (12%) • Effects on travel time contributing to higher transport costs and higher costs of living (16%) • Safety should have stronger weighting than time or economy (8%) • Spend the money on different projects. (24%) • Waste of money (19%) 	<p>N=101</p>	<p><i>Slower speeds on unsealed roads are of economic benefit since they result in less unnecessary spending on fuel, tyres, road maintenance (especially potholes), and accident repairs and health costs and time off work. These will probably more than offset any additional costs that are suggested for longer journey times. [17680]</i></p> <p><i>Lower speeds could disrupt the natural rhythm of the road, leading to increased congestion and decreased overall transportation efficiency which I've seen in the Tasman region recently. [15741]</i></p> <p><i>Changes need to be supported by robust cost benefit analyses and valid safety data (not just anecdotal justification). I would prefer to see status quo preserved wherever analyses are not overly compelling. [17862]</i></p>
<p>frustration</p>	<p>49% respondents stated that if speeds were lowered, drivers would get frustrated, and then they would take risks. 19% of</p>	<p>N=94</p>	<p><i>The lowering of speed in rural areas will not decrease accidents, drivers get frustrated and take risks and that is when accidents happen. [16891]</i></p>

	respondents stated that slow drivers were an existing problem and 2% mentioned that the current roads were frustrating		<i>Slow drivers are the problem already and cause most accidents, changing the speed limit is not going to help, it will just create more angry drivers and probably cause more accidents even if they are less fatal. [18748]</i>
people should just drive to the conditions	44% of people made generalized comments about driving to the conditions of the road and/or weather. Other subthemes included <ul style="list-style-type: none"> • Need to know driver's limits • Be responsible • Be considerate to others. • Use common sense 	N=60	<i>Fix the problem, which is drivers with lack of knowledge of the rules, if they are competent knowing the Rules the rest will help them drive safely to conditions, (apart from the few that will break rules no matter what they are.) [14473]</i> <i>Driving to the conditions is paramount. It is extremely difficult to legislate for stupidity or ineptitude. [18311]</i>
prefer status quo but want school speeds to be reduced only a school times	We have had 43 responses with people wishing to keep the status quo of speeds apart from school times only. These respondents were generally in favour of variable speeds being applied for a limited time morning and afternoon during school terms.	N=43	<i>Reducing speed around Schools is a great idea when the Schools are open but needs to be only when the Schools are open, what's the point of having speed restrictions when unnecessary it will only cause frustration to Drivers. [17979]</i> <i>The only speed decrease I fully support is schools because they aren't exactly the smartest and will just run out, I would be happy for that to even be taken down to 15kmh [17988]</i>
rural roads should remain at status quo	<ul style="list-style-type: none"> • 23% of respondents thought it would be too frustrating to drive slowly in rural areas. • 16% of respondents simply stated that rural areas should not change • 11% stated that only schools should be lowered but not other rural roads. • 11% stated that only rural residential areas should be lowered • 11% stated that lowering speeds would affect travel times in rural areas. • 5% stated that only unsealed roads should be altered 	N=37	<i>I have no problem with a maximum speed of 80km on unsealed road. I however greatly oppose dropping the limit from 100km to of 80km on sealed roads - this just adds to the journey times. The population density in the NZ South Island is so low there is not really a problem in my opinion [18849]</i> <i>Reduction in speeds in many rural areas are unnecessary- better driver education/training and improved road maintenance should be prioritised rather than speed restrictions. Many changes in speed from one area/road to the next are incredibly frustrating as a driver. [15007]</i>

congestion will be caused as a result of slow speeds	27% of these respondents commented that the existing streets were already congested enough. 36% thought that slower roads lead to congestion and more accidents; 33% thought that congestion led to less efficiencies.	N=33	<i>The last thing this region needs is for traffic to be slowed further than it already is. There's been a legacy of under investment for over 30 years and we are seeing that now in our region. Slowing traffic speeds is a piss poor attempt at fixing traffic safety issues that will only be fixed by proper roading infrastructure and proficient driving habits.'</i> [18893]	
drivers will be more inattentive with slow speeds	<ul style="list-style-type: none"> • Drivers needed to concentrate on the road and not signs (35%) • Slow speeds make drivers sleepy or lazy. (47%) 	N=17	<i>Lower speed limits results in inattention, lazy and bad driving.</i> [18209]	
Additional Tags used for those opposed to speed changes		Further information		Number of time used
Other Causes of Accidents		<i>Speed is not always cause of accidents</i>		29
Lower limits reduce attention		<i>Higher speeds require more concentration which is better</i>		17
Status Quo Cavaets		<i>Wants most speed limits to stay the same but with some minor changes</i>		16

General comments

We had a range of general concerns related to speed management. These comments were from people who were both supportive and not supportive of speed reductions:

Top ten tags used for lowering speeds			
Tag used	Key rationale from those submitters who used this specific tag	#	A representative quote for this tag. Submitter number in brackets
other road improvements requested	The comments about other road improvements ranged from site specific feedback (56%) or in general comments (44%). Respondents mentioned the following: <ul style="list-style-type: none"> • better roading, improved roading/infrastructure, widen roads 12% 	N=123	<ul style="list-style-type: none"> • <i>Fix poor roading design. e.g. roads, intersections, etc. that have a history of fatalities and injuries, they abound throughout NZ in large number.</i> • <i>Of far more importance than lowering road speeds on rural roads is fixing the unacceptable problem we all face every time we attempt to get to Richmond or Nelson. Firstly in Lower Queen Street, then the</i>

	<ul style="list-style-type: none"> • installation of roundabouts, passing lanes, centre line barriers 17% • alterations to signs, light phasing or road seal 6% 		<i>Deviation. Please spend money instead on more lanes to traffic can flow properly [15005]</i>
dangerous behaviour on roads was noted	49% of respondents who cited dangerous behaviour as an issue in terms of people speeding, using roads like racetracks, or people driving poorly. 30% of respondents mentioned people who speeding on specific roads.	N=108	<i>I have cameras on the front of my house and at least once a night I am woken up by vehicles moving at an astronomical rate of speed down Milton street in the wee hours of the morning and late at night. There are no excuses for this stupidity and speed restrictions or speedy limiting fixtures would greatly help to make the surrounding areas and safer, calmer and overall nicer place to walk the dog, walk with the kids or enjoy a bike ride. [14469]</i>
consistency of speed signs was important	44% of people said that different speed limits could be confusing. 30% of people stated that speed limits should be kept simple. Some stated that urban limit could be 30km, and rural 80km, other recommended 50km and 100km. There was a clear theme that consistency should be a key criterion, this should minimise signage and reduce ambiguity.	N=82	<i>I strongly support reducing speeds. Just need to keep simple. Too many speed changes will be confusing. [17045] I oppose having a number of different speed limits, keep it simple and obvious. Allow people to drive to the conditions instead of constantly checking their speedometer - looking down instead of at the road, is a hazard in itself. [16956]</i>
more enforcement	<ul style="list-style-type: none"> • 56% wanted more police enforcement on speeds • 10% wanted harsher penalties on driver infringements • 33% wanted more speed cameras in general or in specified locations. 	N=74	<i>So if a signs says do 40kmh or less, and you exceed it, then you get fined aggressively. At least twice present fines. That means more speed cameras and lower tolerance, especially for temporary traffic control sites. If you don't pay you can't register or WOF your vehicle so you can't use it. Vehicles not registered or with WOF are impounded. Not just fined, if they already have fines against them. [14487]</i>
need intersection improvements	Many people mentioned specific intersections that they believed to be dangerous and warranted improvements either through lower speed limits or engineering improvements. A couple of people mentioned the number of intersections adjacent to State Highways in particular SH60 was a concern. The following intersections received numerous mentions	N=63	

	<ol style="list-style-type: none"> 1. State Highway 6 /Ellis St 2. State Highway 6/ Lord Rutherford 3. State Highway 60/McShane Road 4. State Highway 60/Mapua Drive 5. Ridgeway/Marsden Valley Road 6. Aporo Road/Baldwin Road 7. Riwaka-Sandy Bay Road / Sandy Bay- Marahau Road and Kaiteriteri-Sandy Bay Road. 		
Additional Tags in relation to lowering speeds		Further information	Number of times used
Compliance / Enforcement other		People won't comply with lower speeds, or it will be too difficult to enforce	62
Urban Option		Relates to one of the Urban options	61
Travel times		Does not want speed reduced because of effect on travel times	58
Other		Any comment which does not belong in any other section:	56
Footpaths / Cycle Lanes more		Want more footpaths or cycleways, or improvements to existing infrastructure	54
Walking & Cycling other		Other comments relating to walking cycling - often about behaviour.	53
Parking		Comments related to parking	48
Signage - more		More signage as current amount is not enough	43
Rural Option		Relates to rural options	38
Signage - amend		Change the current position of signage, use flashing lights at this spot	33
Footpaths / Cycle Lanes - less		Do not want more footpaths or cycleways	28
Signage - less		Less signage as current amount is confusing	19

NELSON TASMAN COMMUNITY SPEED LIMIT FEEDBACK

RESULTS SUMMARY

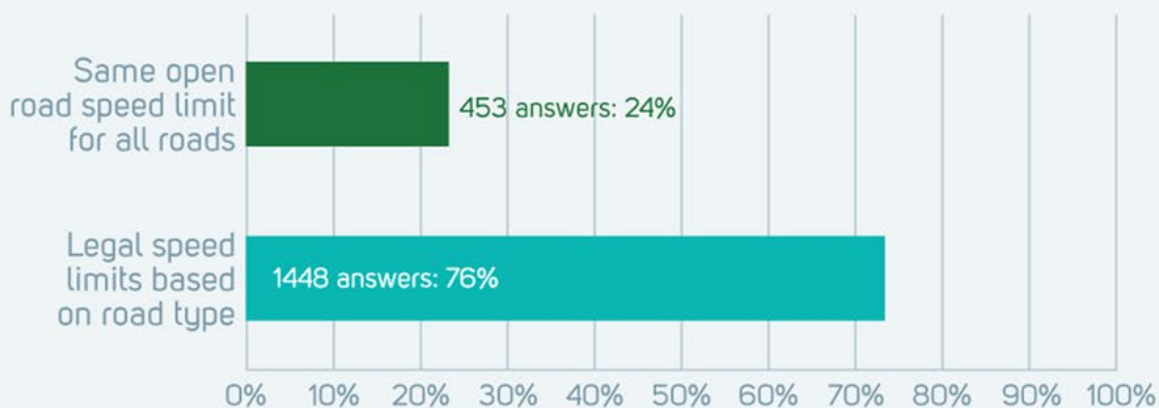


The Nelson City and Tasman District Councils are reviewing the current speed limits in place across our region and asked for your feedback. We had 1,965 responses, here are the key results.

1

76% of you think we should have a legal speed limit that is safe and appropriate for the road type.

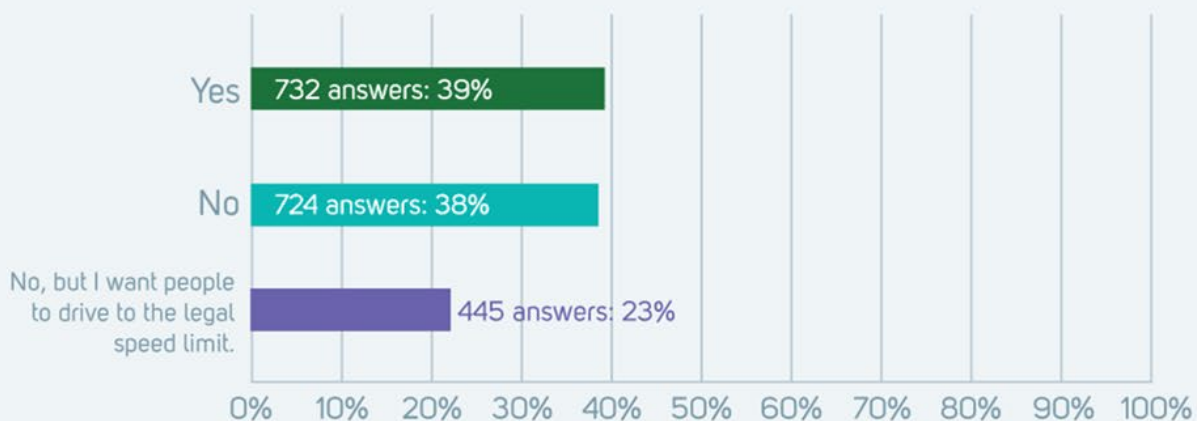
ANSWER CHOICES



2

You were more evenly split when asked if you would like a speed reduction on the road you live on.

ANSWER CHOICES

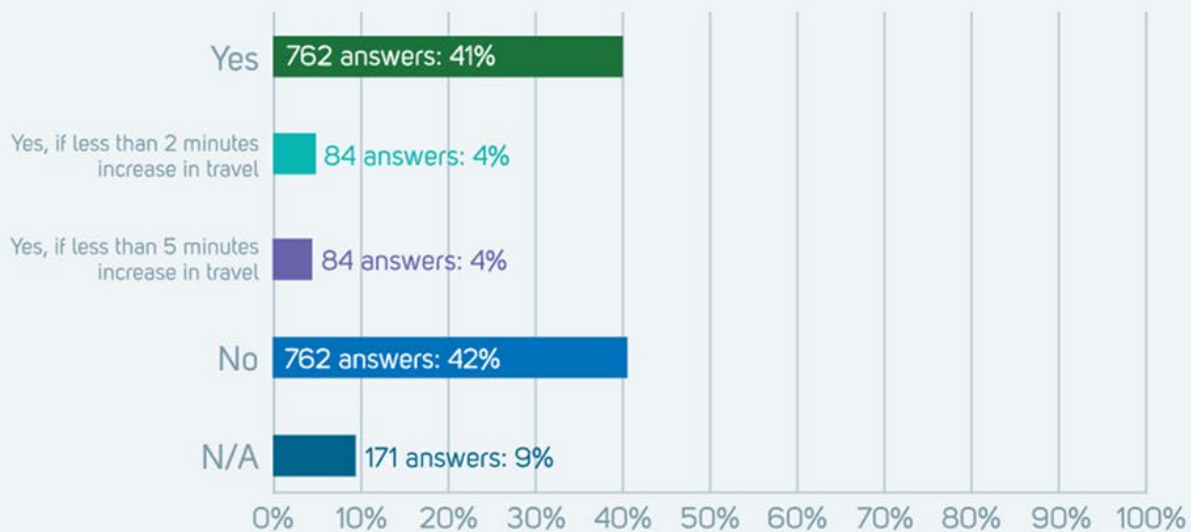


3

Slightly more of you supported a speed reduction on a road that you commute on.

49% total yes, and 42% No

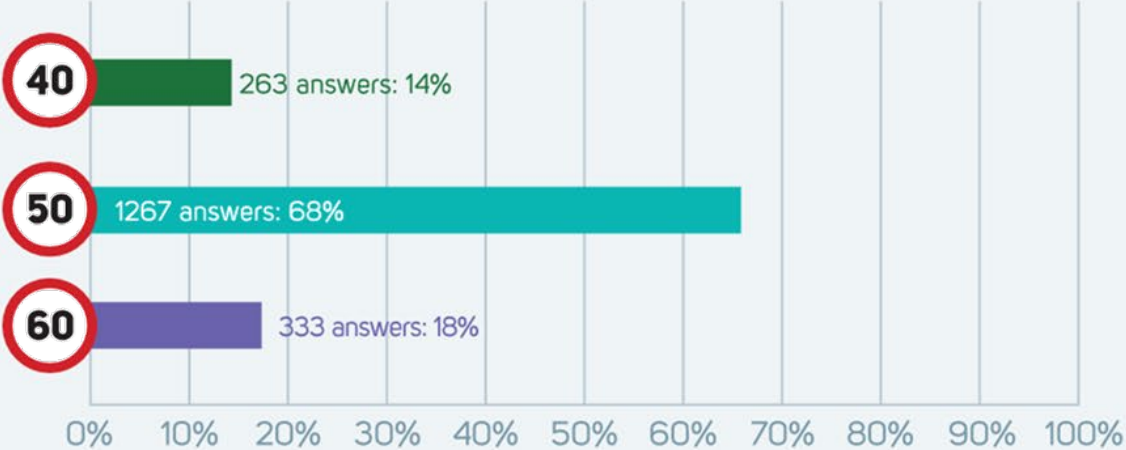
ANSWER CHOICES



4

Most of you think 50km/h is appropriate for our main Urban Arterial routes.

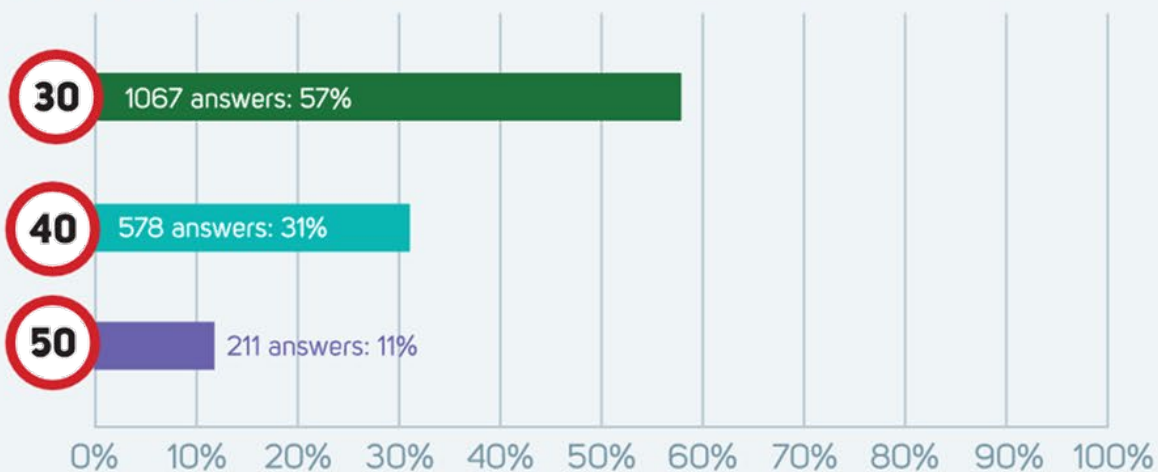
ANSWER CHOICES



5

89% of you think a speed limit less than 50km/h is appropriate for our Town Centre or CBD Roads with most of you thinking 30km/h is appropriate.

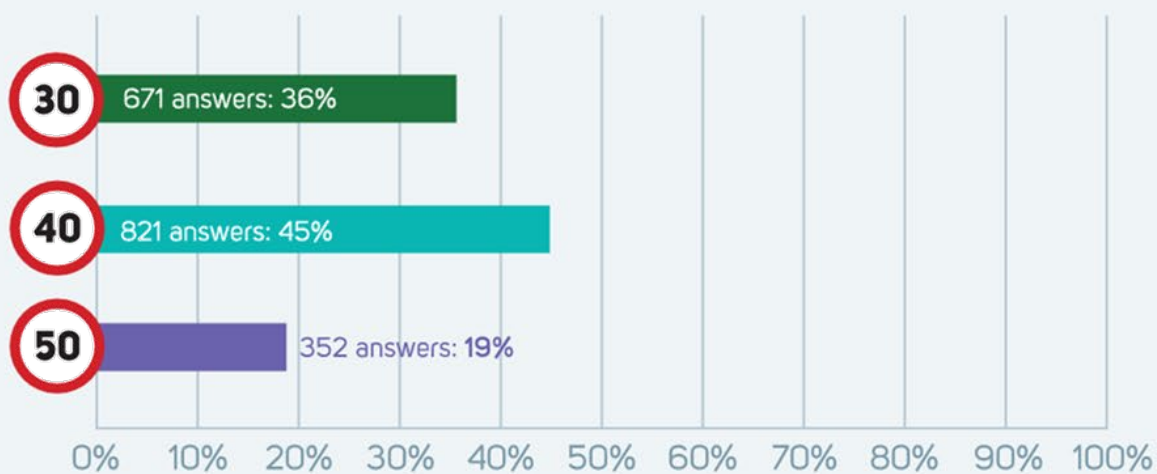
ANSWER CHOICES



6

81% of you think a speed limit less than 50km/h is appropriate for our Busy Residential / School Roads, with more preferring a 40km/h than 30km/h speed limit.

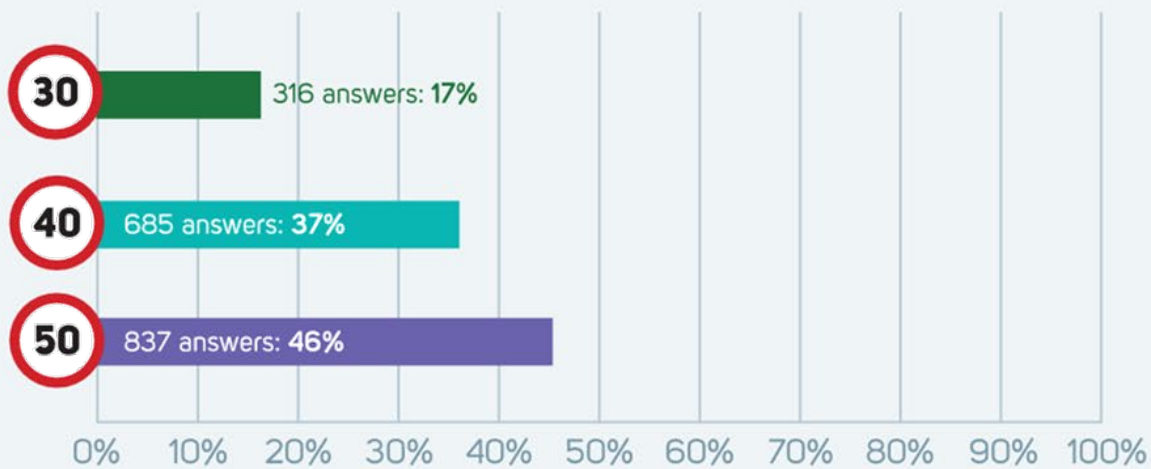
ANSWER CHOICES



7

Just over half of you (54.5%) think the speed limit should be less than 50km/h on our Typical Quiet Residential Streets.

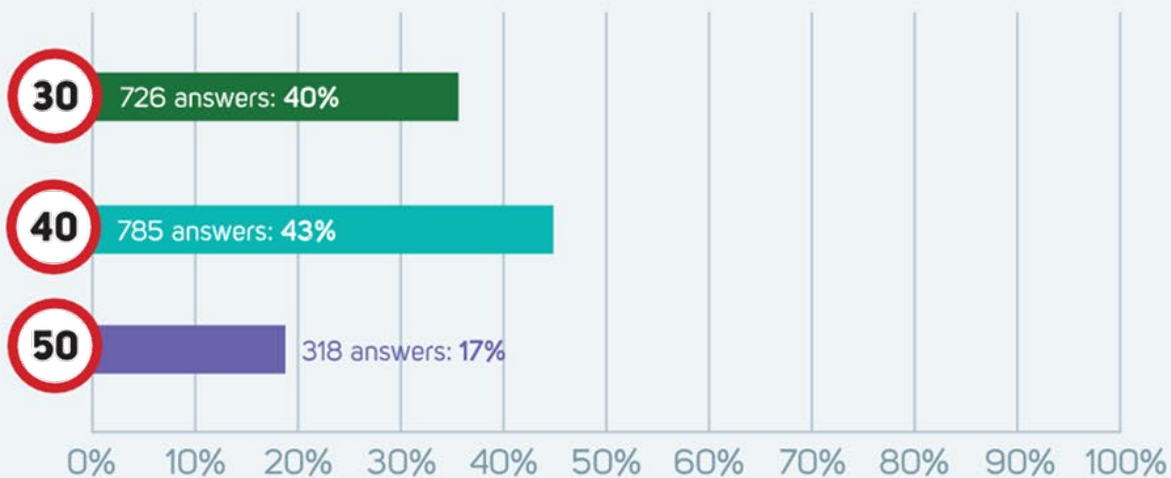
ANSWER CHOICES



8

83% of you think a speed limit less than 50km/h is appropriate for our Residential Street, no Footpath.

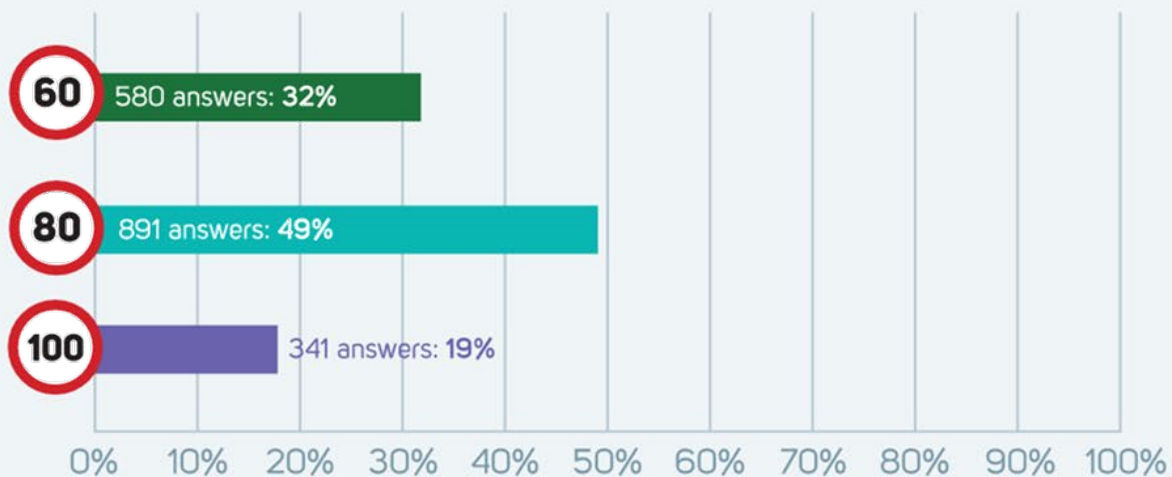
ANSWER CHOICES



9

81% of you think a speed limit less than 100km/h is appropriate for our Narrow Sealed Rural Roads.

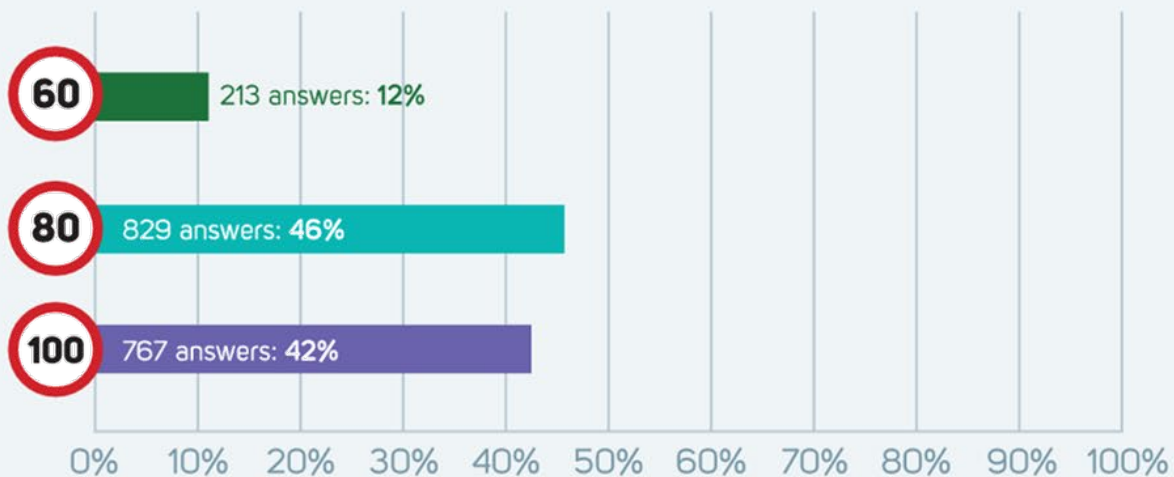
ANSWER CHOICES



10

58% of you think a speed limit less than 100km/h is appropriate for our Main Rural Primary Collector Roads.

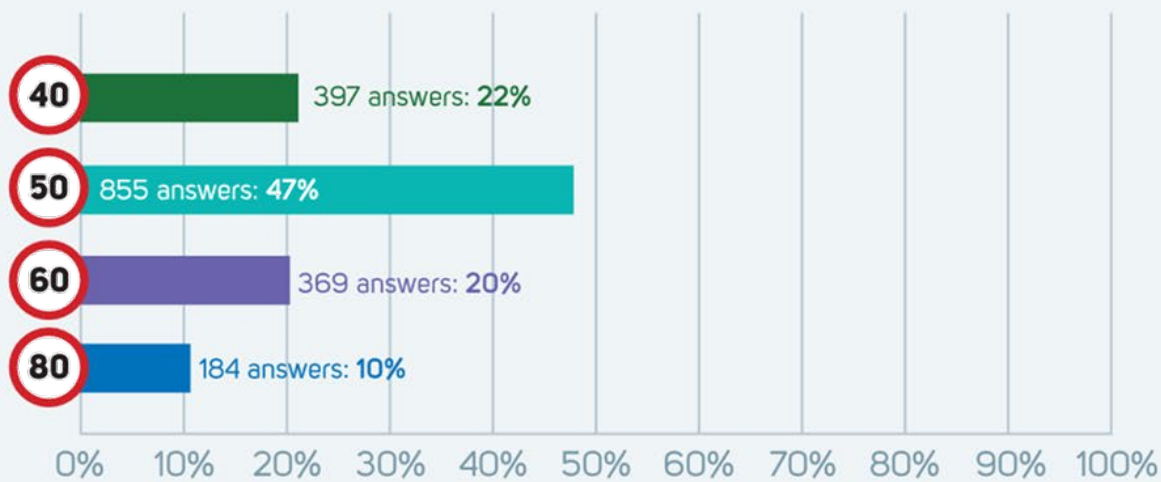
ANSWER CHOICES



11

Most of you think 50km/h is appropriate for our Rural Residential Subdivision Roads.

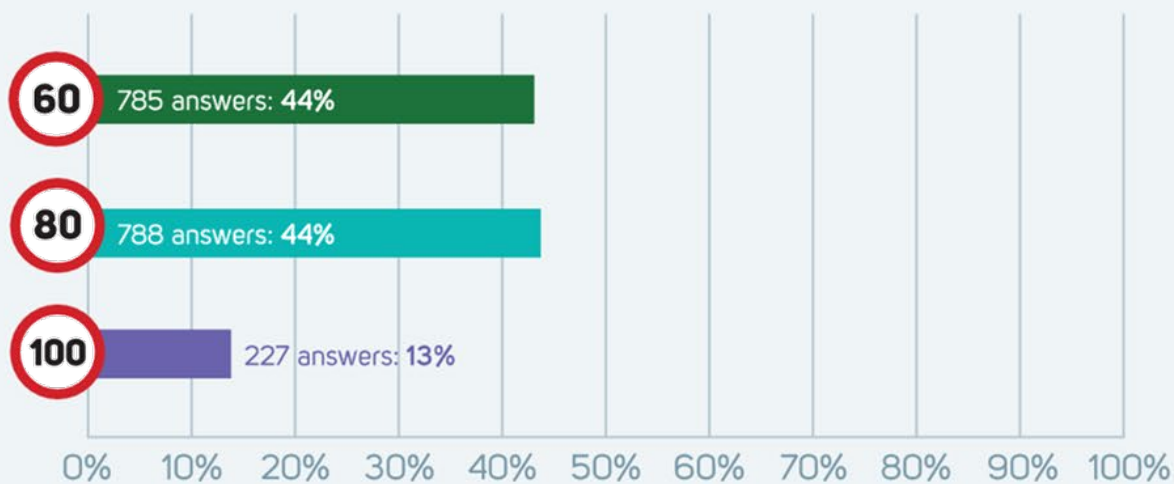
ANSWER CHOICES



12

87% of you think a speed limit less than 100km/h is appropriate for our Unsealed Rural – Straight Roads.

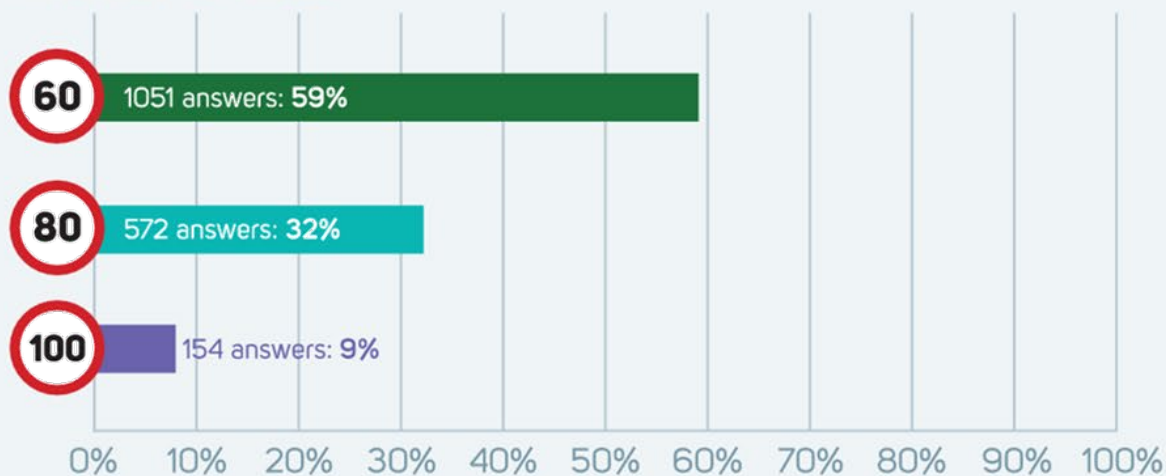
ANSWER CHOICES



13

91% of you think a speed limit less than 100km/h is appropriate for our Unsealed Rural – Narrow, Winding Roads with most of you thinking 60km/h is appropriate.

ANSWER CHOICES



FEEDBACK FROM COMMENTS SECTION

Common themes

- Driver behaviour, skills and lack of knowledge about the road code cause many of the issues we have on the road. Suggestion that more driver education is needed and all drivers should be retested regularly once they have their full licence.
- Distraction and inattention a real problem throughout the region. This included cell phone use.
- Concerns that lowering speeds will cause more congestion.
- Residents want more consistency in speed limits throughout the region – concerns that too many changes will be confusing for drivers.
- Condition of our roads needs improvement.
- Specific concerns for State Highways will be fed back to the New Zealand Transport Agency.

Nelson themes

- Support for slower speeds in the central city and residential streets.
- Nelson to Atawhai and The Glen, lower speed limit to a consistent 80kmph. This will be passed to the New Zealand Transport Agency.
- Many residents at Teal Valley Road and Cable Bay Road strongly support lower speeds on their road.
- Rat running is still an issue, residents want traffic calming or reduced speeds on rat run routes.
- Support for more cycle lanes or better protection for cyclists, including safety concerns on Rocks Road from cyclists.
- Some opposition towards Waimea Road dropping to 50kph.
- Speeding issue on Princes Drive and Kawai Street – better enforcement needed.

Tasman themes

- Request for slower and more consistent speeds around school areas. This includes all our rural schools.
- Specific speed limit reduction requests on many of our rural roads and beaches – these will be included in our bylaw review.
- Lack of enforcement of current speed limits on specific streets such as Grey Street in Motueka – requests for more speed cameras. This information will be passed onto Police.
- Strong support for speed reductions in the Moutere/ Waimea area and other narrow sealed and unsealed rural roads.
- Specific intersection and road safety concerns such as lack of advanced warning signage in rural areas – this will be passed to our road engineers.
- Strong support for speed reductions on SH6 between Hope and Wakefield and SH60 from Paynes Ford into Takaka. This will be passed onto the New Zealand Transport Agency.

Level 1, 284 Kilmore Street
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 E: info@viastrada.nz



MEMORANDUM

To: Tasman District Council
Attn: Bill Rice
Date: 24 April 2024
Re: Nelson/Tasman speed management economic assessment

Quality Assurance Statement	
<i>This document has been prepared for the benefit of Tasman District Council and Nelson City Council. No liability is accepted by ViaStrada Ltd, or any of its employees or sub-consultants with respect to its use by any other person.</i>	Prepared by: Nick Reid, Transportation Engineer Pim van den Top, Transportation Planner David McCormick, Senior Transportation Engineer
	Reviewed by: Glen Koorey, Principal Transportation Engineer and Transportation Planner
	Project Number: 1180-07
	Project Name: Nelson/Tasman speed management economic assessment
	Version: 02

1 Introduction

Tasman District Council (TDC) commissioned ViaStrada to investigate and provide an economic assessment on the Nelson/Tasman Speed Management Plan (SMP) including a comparison of the costs and benefits between different options. The economic assessment will be presented alongside consultation feedback to Council as part of the decision-making process. The SMP has been through pre-engagement with schools/stakeholders in August-September 2023, followed by community consultation from November 2023 to end of February 2024.

The SMP consists of four urban and four rural speed management options, created to provide guidance for implementation of safer speeds throughout the Nelson-Tasman jurisdictions. Figure 1-1 gives a summary of these options, which vary based on the type of road and surrounding property use.

				SAAS
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

				SAAS
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

Figure 1-1: Summary of options in the consultation document

2 Methodology

Based on similar assessments, an economic assessment was undertaken using standard NZTA *Monetised Benefits & Costs Manual* (MBCM, v1.6, Apr 2023) parameters and related safety evidence of the likely benefits and dis-benefits related to lowered travel speeds on some roads. For each road section in the Tasman-Nelson network, an estimate of the likely changes in speeds from the existing recorded mean speeds was undertaken. From this, the benefit (or dis-benefit) values were determined for each SMP option in terms of:

- Expected reductions in **crashes and casualties**
- Expected impacts on **travel times**
- Expected changes in **vehicle operating costs**
- Expected changes in **vehicle emissions**

Sensitivity testing for each benefit was undertaken, by changing the assumed speed changes (discussed further in section 2.1), providing a range of values for all benefits measured. Additional information about other benefits of speed management that are harder to estimate quantitatively were identified to support the case for speed management.

The following sections outline the process undertaken for investigating the quantitative impacts on the four benefits / dis-benefits listed above. The analysis was undertaken using spreadsheets, based on road network section data originally from NZTA’s MegaMaps system but updated and improved upon by TDC’s GIS team for their public consultation exercise. Note that, while some of the dataset includes state highways, these are not included in the resulting calculations.

2.1 Speed Assessment

Any change in posted speed limits, even without any corresponding change in engineering or enforcement, is likely to lead to a change in the observed travel speeds (unless existing speeds are already low). Determination of these speed changes is critical to then assessing the various economic impacts.

2.1.1 Initial operating speeds

The initial mean operating speed for every road segment in the network was linked to TDC’s road network GIS data, using the MegaMaps corridor ID. This information, provided in the MegaMaps dataset through TomTom, records existing observed speeds for each segment in the network, averaged across the entire day to account for changes due to traffic volumes and congestion. Note that observed mean speeds may be greater than or less than the existing posted speed limit.

2.1.2 Estimated operating speeds

The estimated final operating speed was found using three variables: the existing operating speed (section 2.1.1), the existing posted speed limit and the proposed SMP speed limit. An adjustment was made from the new posted speed limit to account for the fact motorists on average do not necessarily change to driving the new speed limit. Previous research by Elvik, Christensen and Amundsen (2004) shows that for each 10 km/h of speed limit decrease, an associated ~2.5 km/h decrease is observed in mean operating speeds. Similar findings have been observed in various studies in New Zealand; however, it is possible that greater speed changes could be observed. Based on this, low, mid and high estimates of speed change were provided, as shown in Table 2-1.

Table 2-1: Effect of posted speed limit change on operational speeds

	Change to mean operating speed per 10km/h posted speed limit reduction
Low estimate	-2.0 km/h
Mid estimate	-3.0 km/h
High estimate	-5.0 km/h

For calculating the expected final operating speed for each street segment, the following variables were used:

- v_i = initial existing operating speed
- v_f = final (estimated) operating speed
- $v_{Posted,ex}$ = existing posted speed limit
- $v_{Posted,new}$ = proposed SMP posted speed limit
- C = decrease factor per 10 km/h posted speed limit decrease; either 2.0 km/h, 3.0 km/h or 5.0 km/h

The initial approach taken for calculating v_f was:

$$IF: v_i < v_{Posted, new} THEN v_f = v_i$$

$$OTHERWISE: v_f = MAX \left(v_{Posted, new}, v_i - \left(\frac{v_{Posted, new} - v_{Posted, ex}}{10} \right) \times C \right)$$

(note, the further adjustment described in section 2.1.3)

This approach helps to account for two effects:

- If existing operating speeds are already below the proposed speed limit, then there is no change
- If proposed changes to operating speeds fall below the proposed speed limit, then the reduced speeds are capped to no less than the new limit

The operational speeds were used to calculate the estimated deaths and serious injuries (DSIs, section 0), the travel time over each corridor segment (section 2.3), the vehicle operating costs (section 2.4) and the expected emissions impacts (section 2.5).

2.1.3 Incorporation of variable speed limits

School variable speed limits operate for a specified portion of the school day (typically about 60-90 minutes), vary by school, and do not operate on school holidays / weekends. Vehicle volume counts throughout a 24-hour period of a day for every segment of the network has not been collected; therefore, the number of motorists and other road users that experience the variable school speed limits is unknown. However, it is expected that a higher-than-normal number of road users are present during these peak school times. For this exercise, a nominal factor of **25%** of the daily vehicle volumes has been assumed to experience the variable speed limits, as shown in Table 2-2¹. This means that it is assumed 25% of the vehicles will have operating speeds related to the variable speed limit and, at all other times, 75% will have operating speeds related to the non-variable new posted speed limit.

Table 2-2: Variable speed limit assumption

	School variable speed limit	New posted speed limit [^]
Proportion of motorists who experience each speed	25%	75%
Applying the proportion in the speed estimation calculation	25% × [variable speed limit reduction from existing posted speed limit]	75% × [posted speed limit reduction from existing posted speed limit]

[^]Note: the new posted speed limit can be changed or unchanged from the existing posted speed limit

For calculating the final operating speed for each street segment, the following variables were used:

- v_i = existing (free flow) operating speed
- v_f = final (estimated) operating speed
- $v_{Posted,ex}$ = existing posted speed limit
- $v_{Posted,new}$ = proposed SMP posted speed
- $v_{Posted,VSL}$ = proposed SMP school variable speed limit
- $p_{Posted,new}$ = proposed posted speed limit proportion of motorists (75%)
- $p_{Posted,VSL}$ = proposed school variable speed limit proportion of motorists (25%)
- C = decrease factor per 10 km/h posted speed limit decrease; either 2.0 km/h, 3.0 km/h or 5.0 km/h

The final approach for calculating v_f was:

Step 1.) IF: $v_{Posted,VSL} = \text{null}$, go to Step 2 (calculation as before), OTHERWISE: go to Step 3

Step 2a.) IF: $v_i < v_{Posted,new}$ THEN $v_f = v_i$

Step 2b.) OTHERWISE: $v_f = \text{MAX} \left(v_{Posted,new}, v_i - \left(\frac{v_{Posted,new} - v_{Posted,ex}}{10} \right) \times C \right)$

Step 3a.) IF: $v_i < [(v_{Posted,new} \times p_{Posted,new}) + (v_{Posted,VSL} \times p_{VSL})]$ THEN $v_f = v_i$

Step 3b.) OTHERWISE: $v_f = \text{MAX} \left([(v_{Posted,new} \times p_{Posted,new}) + (v_{Posted,VSL} \times p_{VSL})], v_i - \left(p_{Posted,new} \times \frac{v_{Posted,new} - v_{Posted,ex}}{10} \times C \right) - \left(p_{VSL} \times \frac{v_{Posted,VSL} - v_{Posted,ex}}{10} \times C \right) \right)$

The net effect of this adjustment is to weight any speed reduction by a lesser amount to reflect the limited proportion of road users likely to be affected by the variable speed limit. Again, estimated operating speeds are capped if they would otherwise fall below the proposed weighted speed limit.

¹ Sensitivity testing of adjusting this value between 15-35% found that it only affected overall benefits by no more than ±5-10%

2.2 Expected reductions in crashes and casualties

The road transport system is responsible for a substantial amount of harm from injuries and deaths on our streets and roads. Reducing operating speeds of motor vehicles reduces the physical kinetic energies of a crash, thus reducing the harm when a crash does occur. Greater reductions in posted speed limits (and the geographic extent of those speed limits) are likely to result in an expected reduction in deaths and serious injuries.

The estimated change in deaths and serious injuries (DSIs) following the implementation of each of the four urban and four rural speed management proposals was estimated using three different potential measures.

2.2.1 Death and serious injury data

All crashes and injuries in the region were downloaded from New Zealand Transport Agency (Waka Kotahi)'s Crash Analysis System (CAS) for the five-year period of 1st July 2018 to 30th June 2023. This included all crashes within the Nelson City Council and Tasman District Council jurisdictions, but excluded crashes that occurred on State Highways. Crashes of all severities were included, with some crashes resulting in multiple injuries of varying severity levels (e.g. for a serious injury crash, there may be one serious injury and multiple minor injuries).

Each crash (and its resulting injuries) was geospatially joined to the nearest local road (non-state highway) network segments. The 2,331 segments in the urban network and 922 segments in the rural network were merged into a single network before assigning the nearest road segment to each crash within a maximum distance of 25m. This resulted in 33 crashes being excluded: these primarily occurred on lower-order roads not included in the SMP. Total reported crashes and total resulting injuries per annum were calculated for each road segment. Total injury numbers were then used to calculate the changes in deaths and serious injuries, as outlined in the following sections.

The number of crashes that have occurred is typically under-reported, particularly for lesser severity ones. MBCM Table A26: “Factors for converting from reported injury crashes to total injury crash numbers” was used to convert the reported injury crashes to total expected injury crashes. Table A26 gives the fatal and serious factors, which are independent of whether it is a pedestrian or other road user crash type. For minor crashes, Table A26 provides a value for both *pedestrian* injury crashes and *other road user* injury crashes. The factors for minor crashes were interpolated between these two values (with a slightly higher expectation of pedestrian crashes in urban and less remote areas), and is presented in Table 2-3.

Table 2-3: Table A26: Factors for converting from reported injury crashes to total injury crashes

Land use	Speed-limit area	Fatal	Serious	Minor
All other land uses	20 - 70 km/h	1.0	1.5	3.25
All other land uses	80 - 100 km/h speed limit	1.0	1.9	5.5
Remote rural	100 km/h speed limit	1.0	2.3	9.0

The net effect is that a road segment where (say) 0.5 serious injuries were recorded would be adjusted to having $0.5 \times 1.9 = 0.95$ actual serious injuries.

Allowing for under-reporting, for the past five years the Nelson/Tasman region has had about **2** road deaths and **40** serious injuries annually, as well as ~500 minor injuries a year.

2.2.2 Estimated DSIs (theoretical)

Two different theoretical approaches to DSI reduction were tested in this analysis. NZTA’s MegaMaps uses a modified form of Nilsson’s (2004) power model to determine the estimated DSIs after implementation of reduced on every segment of the network, based on the observed mean speeds before and after a speed limit change:

$$Estimated\ DSIs\ After = Estimated\ DSIs\ Before \times \left(\frac{Speed\ After}{Speed\ Before} \right)^{exponent}$$

More recent research by Elvik (2013, 2019) and used by the World Bank’s Global Road Safety Facility suggests that the relationship between crash risk and speed is exponential rather than a power law.

$$\text{Estimated DSIs After} = \text{Estimated DSIs Before} \times e^{(\text{Speed After} - \text{Speed Before}) \times \text{exponent}}$$

Table 2-4 gives the various alternatives of the exponent for Nilsson’s power model and Elvik’s exponential model. The number of DSIs on each segment was summed to find the number of annual DSIs. In addition, for comparison the World Bank model was also applied to changes to minor injuries using a lower change exponent.

Table 2-4: Exponents for Nilsson’s power model

	Injury severity	Land Use Type	Exponent
World Bank (Elvik model)	Fatal	-	0.08
	Serious	-	0.06
	Minor	-	0.04
NZTA MegaMaps (Nilsson model)	-	Urban	3.50
	-	Rural	2.00

Both of these methods were used to estimate the likely change in DSIs (or all deaths and injuries) following changes to posted speed limits. The annual number of estimated DSIs on the whole network was calculated by summing the estimated DSIs (after implementation) for every segment of the network. The number of casualties saved per year was calculated by subtracting the estimated DSIs from the average (last 5 years’ worth) of annual number of DSIs.

The casualties saved per year was multiplied by the value of each casualty cost. An update factor of 1.06 for crash cost savings from Table A12.3 of the MBCM was applied to the values of a statistical life (VoSL), valid for July 2021. The update factor of 1.06 proportionally updates the VoSL values to July 2022 (the closest to the most recent update of the MBCM (June 2023).

Table 2-5: Value of a casualty from MCBM (2023)

Value of casualty cost	2021	2022 (adjusted from 2021 by 1.06)
Fatality	\$12,500,000	\$13,250,000
Serious Injury	\$600,100	\$636,100
Minor Injury	\$68,000	\$72,080

The higher result of the World Bank and NZTA MegaMaps methods was taken for analysis.

2.2.3 Estimated DSIs (empirical)

The calculated reductions in DSIs using the theoretical methods seemed lower than expected, based on empirical evidence elsewhere in New Zealand. Therefore, a separate analysis was carried out applying some assumed DSI reductions for *all* road segments where speed limits were being reduced.

Table 2-6 summarises various case studies (based on various robust statistical analyses of previous speed limit reductions) that provide an overview of typical casualty reductions experienced.

Table 2-6: Previously observed safety outcomes from speed reductions in New Zealand

Location	When	Change	Approx length affected (km)	Casualty reduction
Urban Locations				
Mt Maunganui	2011	50k to 30k	~7	-21%
Auckland Urban	2020	50k to 30/40k	~300	-22%
Wellington	2010-16	50k to 30k in 10 suburban centres	~10-15	-38%

Location	When	Change	Approx length affected (km)	Casualty reduction
Chch CBD	2016	50k to 30k in central city	~10	-46%
Chch suburbs (Papanui, Addington, Sumner)	2018-19	50k to 30/40k	~15	-59%
Rural Locations				
Auckland Rural	2020	100k to 80/60k	~500	-26%
NZ All Rural (1973-85)	1973	100k to 80k	~20,000+	-30%
Hastings Rural	2014	100k to 80k	~75	-32%
SH2 Maramarua	2011	100k to 90k	~25	-36%
SH2 Karangahake Gorge	2005	100k to 80k	~8	-40%
SH60 Tasman	2018	100k to 80k	~9	-47%
SH58 Paremata-Pauatahunui	2005-06	100k to 80k	~4	-48%

Based on these findings, the following conservative DSI reduction estimates were applied (Table 2-7):

Table 2-7: Effect of speed limit change on DSI reductions

	Urban Areas	Rural Areas
Low estimate	-15%	-20%
Mid estimate	-20%	-25%
High estimate	-25%	-30%

While the differences were relatively negligible for a few options, in many cases the empirical DSI reduction estimates resulted in greater casualty reductions than the theoretical estimates (in some cases, at least double). Where it was higher than either of the World Bank or NZTA MegaMaps assessments, the empirical estimate was used.

2.2.4 Resulting changes in estimated DSIs

The estimated changes in deaths and serious injuries for the urban and rural options are shown in Table 2-8 and Table 2-9, with the highest reductions shown in bold.

Table 2-8: Reductions in deaths and serious injuries (urban)

	World Bank			NZTA			Empirical		
	Low	Mid	High	Low	Mid	High	Low	Mid	High
Option A	-0.67%	-0.75%	-0.91%	-0.45%	-0.51%	-0.63%	-0.66%	-0.88%	-1.10%
Option B	-3.09%	-4.14%	-5.57%	-2.54%	-3.52%	-4.95%	-3.46%	-4.61%	-5.76%
Option C	-2.62%	-3.28%	-3.95%	-1.96%	-2.48%	-3.01%	-8.60%	-11.47%	-14.34%
Option D	-6.18%	-8.30%	-11.25%	-5.15%	-7.12%	-10.09%	-8.82%	-11.76%	-14.71%

Table 2-9: Reductions in deaths and serious injuries (rural)

	World Bank			NZTA			Empirical		
	Low	Mid	High	Low	Mid	High	Low	Mid	High
Option 1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	-0.36%	-0.45%	-0.54%
Option 2	-6.64%	-7.50%	-7.92%	-4.96%	-5.69%	-6.12%	-10.74%	-13.42%	-16.11%
Option 3	-7.00%	-7.81%	-8.15%	-5.15%	-5.81%	-6.15%	-13.44%	-16.80%	-20.16%
Option 4	-10.68%	-12.92%	-12.92%	-8.46%	-10.55%	-10.55%	-14.52%	-18.15%	-21.78%

It should be noted that under Option 1 (rural), none of the (relatively few) treated road segments where operating speeds reduced had any existing DSIs to be affected by speed reductions; hence the 0% changes

(including minor injuries as well did identify some small reductions). However, the empirical method applied some savings to other segments where posted speeds were reduced, even if actual operating speeds did not change.

2.3 Expected impacts on travel times

The difference between the initial (existing) and final (new) mean speeds under each SMP option influences the changes in vehicle travel times across the network. As might be expected, any decrease in average travel speeds will lead to (generally small) increases in travel time.

Using the travel time costs by road category from MBCM Table 16 “*Composite values of travel time, plus maximum increments for congestion, for different road categories and different time periods (\$/h/vehicle July 2021)*”, the cost of increased travel times due to lower speeds were estimated. Value of Time values (\$/h/veh) were updated by a constant factor of 1.03 as per Table A12.3 of the MBCM (to update the values from July 2021 to July 2022). Based on existing vehicle volumes and the geospatial length of each segment (in metres), the time taken to complete each segment under the proposed speeds was calculated.

The change in travel time across a section was calculated by subtracting the initial travel time of a segment from the final travel time of a segment (in seconds). Each segment’s travel time costs were summed with a low, mid and high value, based on the three changes in mean speeds discussed in section 2.1.2. The resulting values (converted to hrs) were multiplied by the initial travel time costs (\$/h/veh), the vehicle volumes (veh/day), and then 365 days/year to get the annual travel time costs (\$/year) for each particular segment affected.

2.4 Expected changes in vehicle operating costs

Vehicle operating costs (VOCs) are affected by the relative running speed of each vehicle, with the optimal running costs typically somewhere between speeds of 50-60 km/h. Therefore, changes in average travel speeds after new SMP posted speeds could lead to either increases or decreases in these costs.

Table A86 (Urban) and Table A88 (Rural) of the MBCM provides average VOC costs (cents/km) for different running speeds. For simplicity we have assumed the 0% (flat) gradient scenario, which is conservative but we have no specific data about individual road segment gradients. Vehicle operating cost values from the MCBM table (published in July 2015) were updated to July 2022 by an update factor constant of 1.43, as given in the MCBM update factors Table A12.3. These were converted from cents/km to annual dollars by multiplying the geospatial length of each segment, the traffic volume per day, and then 365 days/year.

Applying the low, mid and high estimated operating speeds discussed in section 2.1.2, the expected change in VOCs (low, mid and high) compared with the initial speeds was calculated.

2.5 Expected changes in vehicle emissions

Greenhouse gases (GHG) from the road transport system directly contribute to global climate change. In the MBCM, GHG emissions are expressed as “carbon dioxide equivalent” (CO₂-e). MBCM’s *Table 8: Calculating traffic-related emission loads* was considered, but the % of light vehicles and % of heavy vehicles on every street segment or road segment on the network was unknown. Therefore, whole of fleet average emission factors for CO₂-e [g/km] were calculated using the [Vehicle Emissions Prediction Model](#) (VEPM) and applied to each road segment.

The VEPM was used to calculate a CO₂-e at a network level at various speeds. Each segment of street or road in the network will have a different operating speed and therefore, a different CO₂-e rate. Other than the initial average speeds (km/h), all other variables were kept as the defaults, as shown in Figure 2-1. No update factor was required to be added, as the VEPM outputs a model of values for 2024.

Nelson/Tasman Speed Management Economic Assessment



Input Year: 2024

Gradient: 0%

Heavy vehicles: load: 50%

Consider cold start?: Yes

Consider degradation?: Yes

Average trip length (km): 9.1 (8 to 25)

Ambient temperature °C: 13.1 (-10 to 30)

Input Average Speeds (km/h):

- Cars: 50 (10 to 110)
- LCVs: 50 (10 to 110)
- HCVs: 50 (6 to 86)
- Buses: 50 (6 to 86)

Figure 2-1: VEPM values that were kept constant

The VEPM CO₂-e value is made up of the combined effects of carbon dioxide, nitrous oxide and methane, as shown in the following equation:

$$CO_2e = CO_2 + (298 \times NO_2) + (25 \times CH_4)$$

Change in CO₂-e has then been calculated by subtracting the existing link road CO₂-e value by the proposed CO₂-e value. The change in CO₂-e is then multiplied by the MBCM shadow price of carbon (MBCM Table 11) to provide a monetised estimated value for the damaged caused by the change in. In terms of rates of CO₂-e and speed, typically the optimal speeds for lowest emissions are between 70-80 km/h. Each link road was calculated with a low, mid, high value for each proposed SMP, based on the low, mid and high estimated operating speeds discussed in section 2.1.2.

Previously, the change in CO₂ emissions was calculated as a function of VOC. This is based on the now superseded Waka Kotahi *Economic Evaluation Manual*, which states that CO₂ emissions (in tonnes) can be estimated for as 0.09% of VOC (in \$) on the assumption that light vehicles typically comprise 95% of all traffic. This old method was also completed to sense-check the MBCM CO₂-e value from the VEPM procedure.

3 Results and discussion

The results of the expected changes in road user benefits and costs are summarised in section 3.1 and additional benefits are discussed in section 3.1.6.

3.1 Main monetised results

3.1.1 Expected reductions in crashes and casualties

Table 3-1 and Table 3-2 summarise the calculated savings in crash casualties from the various SMP options.

Table 3-1: Summary of annual benefits/dis-benefits (Urban) – crash savings

	OPTION A	OPTION B	OPTION C	OPTION D
LOW estimate	\$186,043	\$971,560	\$2,418,565	\$3,108,950
MID estimate	\$248,058	\$1,295,414	\$3,224,753	\$4,277,056
HIGH estimate	\$310,072	\$1,619,267	\$4,030,942	\$6,007,186



Table 3-2: Summary of annual benefits/dis-benefits (Rural) – crash savings

	OPTION 1	OPTION 2	OPTION 3	OPTION 4
LOW estimate	\$240,075	\$7,176,986	\$8,983,868	\$9,704,094
MID estimate	\$300,094	\$8,971,233	\$11,229,835	\$12,130,118
HIGH estimate	\$360,113	\$10,765,479	\$13,475,803	\$14,556,141

Unsurprisingly, all of the project options delivered safety benefits, with the more comprehensive options producing greater casualty savings.

3.1.2 Expected impacts on travel times

Table 3-3 and Table 3-4 summarise the calculated changes in travel time costs from the various SMP options.

Table 3-3: Summary of annual benefits/dis-benefits (Urban) – travel time changes

	OPTION A	OPTION B	OPTION C	OPTION D
LOW estimate	-\$1,221,392	-\$3,864,815	-\$2,904,607	-\$9,031,497
MID estimate	-\$1,676,616	-\$5,489,840	-\$4,112,662	-\$13,058,559
HIGH estimate	-\$2,479,135	-\$8,328,332	-\$6,103,899	-\$19,992,617

Table 3-4: Summary of annual benefits/dis-benefits (Rural) – travel time changes

	OPTION 1	OPTION 2	OPTION 3	OPTION 4
LOW estimate	-\$481,026	-\$2,453,673	-\$2,551,242	-\$3,778,150
MID estimate	-\$741,978	-\$3,193,750	-\$3,280,594	-\$5,091,758
HIGH estimate	-\$1,267,210	-\$3,953,328	-\$4,020,259	-\$5,091,758

As might be expected, reductions in likely travel speeds result in increases in travel times across the network, with resulting calculated dis-benefits. It should be noted though that, while collectively the total increases in travel times add up to a reasonably large figure for many options (and there are some individual segments with proportionately larger delays), the *relative* increases in travel times overall are negligible. For the rural options, the relative changes across the whole network were all less than 0.6% while, for three of the urban options, the relative changes were less than 1.0%.

To further illustrate the expected changes in travel times, some specific journey examples have been selected. The first example is a hypothetical trip (along non-state highway roads only) between the Tasman District Council offices in Richmond and the Nelson City Council offices in Nelson. In the option with the greatest increase in travel time for this trip (Option D Urban), the increase in travel time is just over 19 seconds, or **2.0%**. All options are shown in Table 3-5.

Table 3-5: Expected changes in travel time for journey between Nelson and Tasman council offices

	Option A	Option B	Option C	Option D
Current travel time (seconds)	957.6	957.6	957.6	957.6
Additional travel time (seconds)	3.6	18.6	9.1	19.1
New travel time (seconds)	961.2	976.2	966.7	976.7
Percentage change	0.4%	1.9%	0.9%	2.0%

To highlight rural changes, the second example is a hypothetical trip from Brightwater to Motueka via Upper and Lower Moutere (along non-state highway roads). The greatest travel time increase is just over 100 seconds, or **6.1%** (Option 4 Rural). All options are shown in Table 3-6.

Table 3-6: Expected changes in travel time for journey between Brightwater and Motueka

	Option 1	Option 2	Option 3	Option 4
Current travel time (seconds)	1662.0	1662.0	1662.0	1662.0
Additional travel time (seconds)	23.3	79.4	87.4	101.2
New travel time (seconds)	1685.3	1741.4	1749.3	1763.2
Percentage change	1.4%	4.8%	5.3%	6.1%

3.1.3 Expected changes in vehicle operating costs

Table 3-7 and Table 3-8 summarise the calculated changes in VOC costs from the various SMP options.

Table 3-7: Summary of annual benefits/dis-benefits (Urban) – VOC changes

	OPTION A	OPTION B	OPTION C	OPTION D
LOW estimate	-\$53,534	-\$244,430	-\$159,083	-\$602,502
MID estimate	-\$82,399	-\$360,867	-\$228,854	-\$890,308
HIGH estimate	-\$127,560	-\$564,037	-\$345,371	-\$1,395,554

Table 3-8: Summary of annual benefits/dis-benefits (Rural) – VOC changes

	OPTION 1	OPTION 2	OPTION 3	OPTION 4
LOW estimate	\$30,702	\$320,679	\$338,873	\$372,793
MID estimate	\$41,413	\$396,163	\$415,153	\$457,901
HIGH estimate	\$54,741	\$435,636	\$455,862	\$457,901

It is notable that all of the urban SMP options saw an increase in VOCs (i.e. a dis-benefit), while all of the rural options saw a decrease in VOCs (i.e. a benefit).

3.1.4 Expected changes in vehicle emissions

Table 3-9 and Table 3-10 summarise the calculated changes in emission costs from the various SMP options.

Table 3-9: Summary of annual benefits/dis-benefits (Urban) – emission changes

	OPTION A	OPTION B	OPTION C	OPTION D
LOW estimate	-\$11,549	-\$38,820	-\$29,340	-\$91,242
MID estimate	-\$17,030	-\$55,626	-\$41,781	-\$132,043
HIGH estimate	-\$24,837	-\$84,512	-\$61,678	-\$203,000

Table 3-10: Summary of annual benefits/dis-benefits (Rural) – emission changes

	OPTION 1	OPTION 2	OPTION 3	OPTION 4
LOW estimate	-\$1,036	\$7,520	\$8,091	\$2,429
MID estimate	-\$2,038	\$7,841	\$8,516	-\$263
HIGH estimate	-\$4,626	\$5,542	\$6,409	-\$263

As with the VOC calculations all of the urban SMP options saw an increase in emissions (i.e. a dis-benefit), while most of the rural options saw a decrease, albeit relatively negligible.

3.1.5 Overall Benefit/Cost

The consultation documents identified a range of indicative installation costs for both new speed signs and also potential future traffic calming. This analysis is based on expected speed changes from new posted speeds alone, so the economic assessment will consider the benefit/cost ratios against the costs for sign installation alone.

After combining the respective benefits/dis-benefits reported in the previous sections, Table 3-11 summarises the relative range of benefits and costs for each urban option under the three different speed scenarios.

Table 3-11: Summary of total benefits & costs (Urban)

Total Combined Benefits	Option A	Option B	Option C	Option D
LOW Range scenario	-\$1,100,432	-\$3,176,504	-\$674,464	-\$6,616,291
MID Range scenario	-\$1,527,987	-\$4,610,919	-\$1,158,544	-\$9,803,853
HIGH Range scenario	-\$2,321,460	-\$7,357,613	-\$2,480,006	-\$15,583,985
Sign Installation Costs				
Nelson	\$700,000	\$700,000	\$1,000,000	\$700,000
Tasman	\$400,000	\$400,000	\$500,000	\$400,000
TOTAL COSTS	\$1,100,000	\$1,100,000	\$1,500,000	\$1,100,000
Benefit/Cost Ratio (signs only)				
LOW Range scenario	-1.00	-2.89	-0.45	-6.01
MID Range scenario	-1.39	-4.19	-0.77	-8.91
HIGH Range scenario	-2.11	-6.69	-1.65	-14.17

Unfortunately, none of the four options achieve a positive nett benefit when all of the four economic variables are combined. However, it should be noted that in the urban area there are likely to be other benefits from speed management that are more difficult to accurately quantify; these are discussed further in section 3.1.6.

Table 3-12 summarises the relative range of benefits and costs for each rural option under the three different speed scenarios.

Table 3-12: Summary of total benefits & costs (Rural)

Total Combined Benefits	Option 1	Option 2	Option 3	Option 4
LOW Range scenario	-\$211,286	\$5,051,512	\$6,779,590	\$6,301,167
MID Range scenario	-\$402,509	\$6,181,486	\$8,372,910	\$7,495,998
HIGH Range scenario	-\$856,982	\$7,253,330	\$9,917,814	\$9,922,022
Sign Installation Costs				
Nelson	\$0	\$100,000	\$100,000	\$100,000
Tasman	\$500,000	\$900,000	\$1,000,000	\$1,100,000
TOTAL COSTS	\$500,000	\$1,000,000	\$1,100,000	\$1,200,000
Benefit/Cost Ratio (signs only)				
LOW Range scenario	-0.42	5.05	6.16	5.25
MID Range scenario	-0.81	6.18	7.61	6.25
HIGH Range scenario	-1.71	7.25	9.02	8.27

Unlike the urban options, three of the four rural speed management options produce strong positive benefits, largely due to good expected crash reductions and reductions in VOCs and emissions, all of which outweigh any increases in travel times.

3.1.6 Limitations of the analysis

The change in mean vehicle operating speeds on each street segment (from a measured initial operating speed to a final operating speed) was the key dependent variable of this study. We have provided three possible scenarios for changes in mean speeds; however, these will not capture all of the potential vagaries of each scenario, including:

- The differences in speeds during peak and off-peak times, due to the relative levels of congestion
- The delays involved in traversing each intersection (through geometry or intersection control), which are in addition to the calculated link length travel times, and are generally not expected to change greatly following speed limit changes

- Speed changes between one road segment and the adjacent one, and the subsequent effects on acceleration, deceleration, and speed-change cycle operating costs.
- The effects of gradients on speeds and VOCs/emissions

Motor vehicle volumes before and after the implementation of any of the SMP options have been assumed to be constant. As noted in section 3.2.1, there is every likelihood that actual volumes may change over time, with resulting subsequent changes to transport metrics.

3.2 Health and other impacts

There is a wide array of impacts from transport, that include both benefits and dis-benefits to human health. Health impacts are substantial when looking beyond the individual, i.e. at the public health effect on a whole community, town and region. Glazener *et al.* (2021) provided an illustration (Figure 3-1) of the breadth of positive and negative health impacts from the transport system.

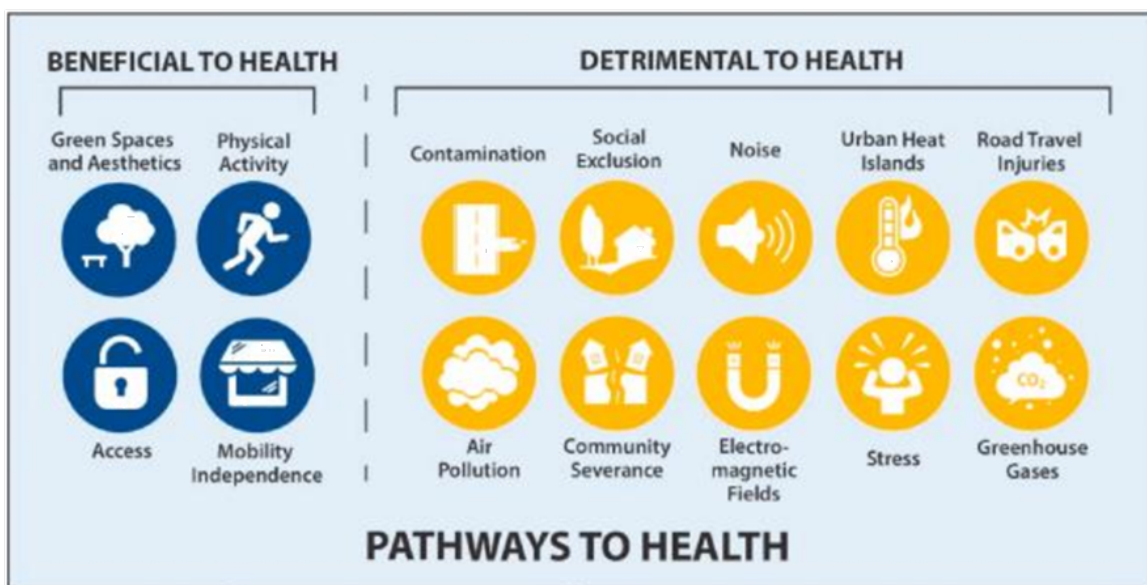


Figure 3-1: Pathways to health from the transport system (Glazener *et al.*, 2021)

Some of these impacts in relation to a speed management plan are discussed further below.

3.2.1 Active mode shift due to lower speed limits

Reducing urban speed limits to 30 km/h is a key criterion in improving the environment for cycling and walking, making it safer for existing people to bike or walk more, while making these modes attractive to new users. There is a potential change in motor vehicle volumes from mode shift, from an increased attraction towards modes such as walking and cycling. Cleland *et al.* (2021) found that the perceptions of safety amongst cyclists had improved after a speed limit had been reduced. Additionally, the severity of crashes was perceived to decrease due to the lower speed limit too. Participants of the Cleland *et al.* (2021) study commented that the slower traffic speeds would make it more likely that they would feel comfortable walking and cycling in the area, as well as letting their kids out to play on the streets. Research on safety interventions and their contribution to mode-shift (Thomas *et al.* 2022) found that:

‘Speed restrictions (reduced to around 30 km/h), when combined with traffic calming and features that provide self-explaining speed environments (ie where the perceived appropriate speed aligns with the speed zone limit), are effective at reducing crashes and show evidence of increased mode shift.’

The MBCM states that the impact of mode on physical and mental health relates to those who change modes, such as those who switch from private vehicle use to walking or cycling and therefore switch from being inactive to being active. Table 3-13 gives the health benefits for a new person walking or cycling a kilometre.

Table 3-13: Impact of mode on physical and mental health, values from Table 6 and 7 of the MBCM (2023)

Benefit	Health benefits for new user	Maximum annual benefit per new user
Conventional cycling benefit	\$4.90 (\$ / cyclist km)	\$6,200
Electric-assisted cycling benefit	\$2.50 (\$ / cyclist km)	\$4,600
Pedestrian benefit	\$9.90 (\$ / pedestrian km)	\$3,100

The number of potential new people cycling can be calculated for a street segment of road using the MBCM Simplified Procedure SP11-7. The variables in the SP11-7 procedure are:

- number of workplaces (jobs) nearby
- the quality of service for cycling (likely medium-high when speed limits are 30 km/h with some traffic calming)
- directness of a route

Future research could filter for the number of kilometres of neighbourhood greenway created (summing the lengths) of sections that have gained both a 30 km/h posted speed limit, and traffic calming features to reiterate to motorists to travel at the new posted speed. A network-wide SP11-7 process could be applied to all of these routes to estimate a number of ‘new users’. Alongside an estimated average trip length and health benefits for each new user (Table 3-13), an estimate of the benefits to the health of our communities could be calculated.

It is likely that any such new trips taken by bike or foot will have a substantial impact on the benefits of an economic analysis of a speed management plan.

3.2.2 Air pollution

Air pollution from vehicle emissions include harmful air pollutants which cause adverse health effects and local impacts and greenhouse gases which cause global warming. While some of these were evaluated sections 2.5 and 3.1.4, other potential pollutants were not covered. Kuschel et al. (2022) found that the total anthropogenic health social cost from motor vehicles in New Zealand was substantial, and the summarised figures for Nelson-Tasman are given in Table 3-14.

Table 3-14: Total anthropogenic health costs by source, from Kuschel et al. (2022)

	Nelson (\$million, 2019)	Tasman (\$million, 2019)	Combined (\$million, 2019)
PM _{2.5} social cost	13	9	22
NO ₂ social cost	154	72	226
Total social cost	167	81	248

Air pollutants may include PM₁₀ and PM_{2.5} particles, nitrogen dioxide (NO₂), carbon monoxide (CO), sulphur dioxide (SO₂), and volatile organic compounds. Greenhouse gases include carbon dioxide (CO₂), black carbon (BC) and methane (CH₄). Waka Kotahi has the Vehicle Emissions Prediction Model (VEPM) for predicting the extent of emissions from motor vehicles on a network.

The emissions damage costs (\$/tonne – 2021) from air pollution are given in Table 3-15, from the Monetised Benefits and Costs Manual and Kuschel et al., (2022). These 2021 values need to be updated using Table 12.3 update factors for benefits (to July 2022 the update factor is 1.06). Health and air pollution in New Zealand 2016 (HAPINZ 3.0): Volume 1 – Finding and implications, a report undertaken by Ministry for the Environment, Ministry of Health, Ministry of Transport, and Waka Kotahi NZ Transport Agency.

Table 3-15: Emissions damage costs (\$/tonne – 2021), from MBCM 2023 and Kuschel et al., 2022. These 2021 values require updating using update factors to update from 2021 to 2022 figures.

Pollutant	Urban costs in NZ\$/tonne	Rural costs in NZ\$/tonne	National costs in NZ\$/tonne
PM _{2.5}	\$853,824.00	\$49,075.00	\$530,676.00
NO _x	\$865,797.00	\$24,040.00	\$325,312.00
CO	\$4.87	\$0.19	\$2.99
Volatile organic compounds	\$1,545.00	\$61.00	\$949.00
SO ₂	\$39,334.00	\$1,546.00	\$24,160.00

A more holistic analysis could consider the cost (environmental & economic) of PM_{2.5} emissions, carbon oxide emissions (CO) and nitrous oxide (NO_x) emissions (all of which were not included in the CO₂-e calculation (only CO₂, CH₄ and NO₂)).

While the emission evaluation discussed earlier suggested a dis-benefit in urban areas from reduced speeds, there is other evidence suggesting that lower speeds result in smoother travel speeds (i.e. fewer accelerations and decelerations), which can actually result in fewer emissions (Transport for London 2018). The potential shift of road users from driving to active modes (discussed in section 3.2.1) can also lead to lower overall emissions and vehicle operating costs.

3.2.3 Noise

Noise is a critical impact of the transport system, and Briggs et al. (2016), suggested that exposure to road traffic noise from road transport was responsible for around 60 deaths per year (from 2012, for the whole of New Zealand). Motor vehicle speed is a direct contributor to traffic noise, with lower speeds resulting in lower noise levels.

4 Conclusions / Recommendations

The economic analysis of the proposed Nelson/Tasman SMP found that:

- **None** of the four urban SMP options delivered nett positive benefits (in terms of changes to DSIs, travel times, VOC, and emissions). However, it should be noted that in urban areas, other less quantifiable benefits are likely to be apparent from reduced speeds, particularly in relation to likely mode shift to active modes.
- **Three** of the four rural SMP options delivered nett positive benefits, with Options C and D providing the greatest benefits.

It is recommended that Tasman District and Nelson City pause implementation of a suitable urban speed management option, or undertake implementation of school zones only, but continue to investigate further likely benefits of urban speed management that have not been fully accounted for here.

It is recommended that Tasman District and Nelson City continue with implementation of a suitable rural speed management option.

5 References

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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.

Our communities have been asking for changes for some time, so we are proceeding with consultation. We acknowledge the likely incoming government has signaled changes to the speed limit setting requirements. We will need to take any change of government policy into account before finalising the plan.

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.

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 travel.

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.

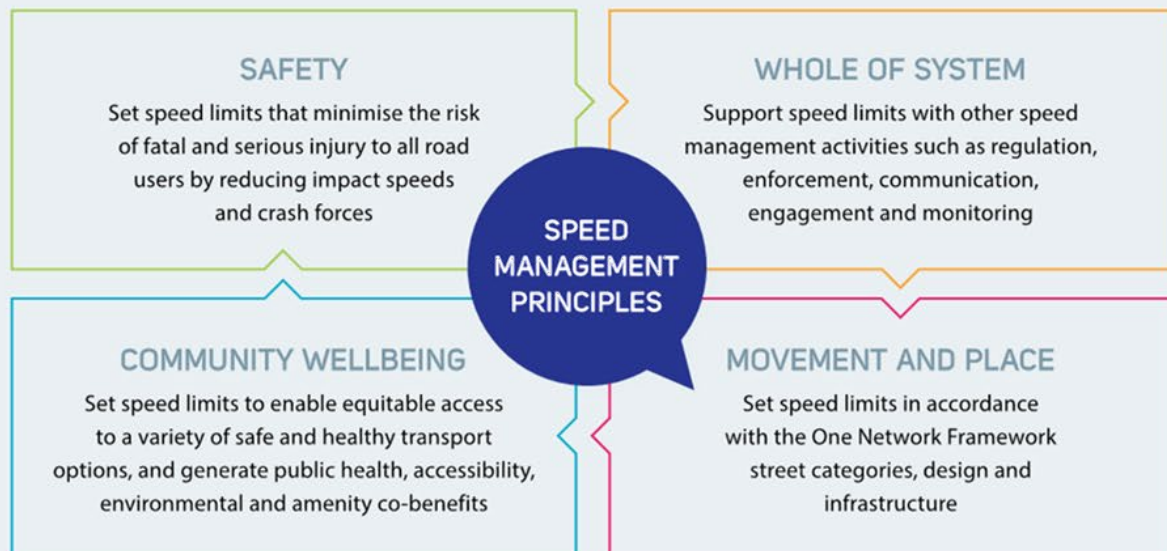
VISION FOR NELSON TASMAN (10-year period)

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.

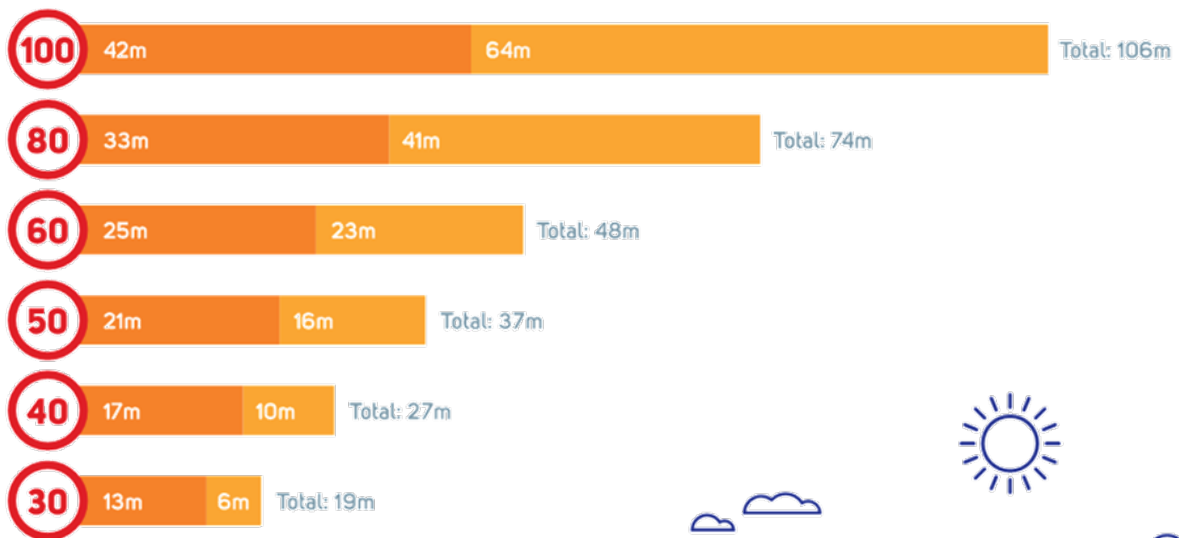
If a child steps out 20m in front of a car travelling at 30km/h, that car is likely to stop before it hits the child. If that car is travelling at 50km/h the driver has probably not got their foot on the brake (or started any other evasive manoeuvre) in 20m, and so hits the child at 50km/h.⁷

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.

IMPLEMENTATION COSTS

Nelson: \$500k – \$1 million for signs, \$9 million for supporting infrastructure

Tasman: \$650k – \$1.5 million for signs, \$5 – \$10 million 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 IMPACTS AND JOURNEY TIMES

Reduced speed limits are likely to result in increased travel times depending on distance travelled on affected roads, and this will affect productivity in our regional economy (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 impacts 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 not change under all options. Most of the total distance travelled in urban areas is on urban connectors or above. As most of these roads will stay at 50km/h under all options, the travel time on these roads will be unaffected by the proposed changes. Journeys on quieter residential streets typically at the start and end of most journeys, will take longer. Surveys by Waka Kotahi in 2017¹¹ indicated that a 20% reduction 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 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%.

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 the likely incoming government has signaled changes to the speed limit setting requirements. We will need to take any change of government policy into account before finalising the plan.

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. We assume that the standard funding assistance rate from Waka Kotahi of 51% will apply for this work. 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.

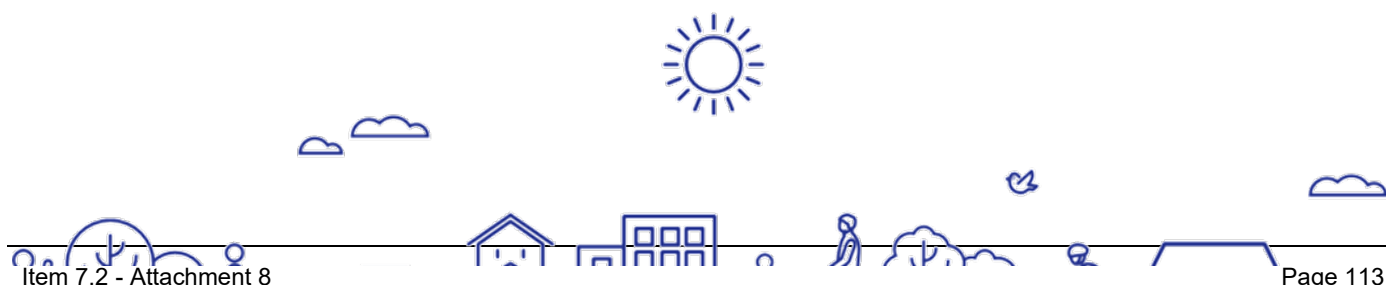
Where a school is on a State Highway, we are partnering with Waka Kotahi in regard to proposed feedback. Waka Kotahi have indicated changes to the following schools in the first instance and they will be engaging with the community in 2024.

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

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 Wakefield 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

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

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.

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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.



