

SPEED MANAGEMENT ENGAGEMENT

27 November 2023 – 29 February 2024



HAVE YOUR SAY ON SPEED LIMITS IN OUR REGION



Nelson
City Council

Te Kaunihera o
Whakatū



tasman
district council

Te Kaunihera o
te tai o Aorere

SPEED MANAGEMENT ENGAGEMENT

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

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

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

In this document you will find a variety of options for reducing speed limits in rural and urban areas. We want to know which you think is the best way forward for our region. This is an opportunity to influence safety with input into the establishment of appropriate speed limits on local roads across Nelson and Tasman.

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

WHY ARE WE TALKING ABOUT SPEED?

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

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

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

Establishing Safe and Appropriate Speeds (SAAS) will reduce the number of fatal and serious injuries and encourage people to choose their preferred transport option. For more information about SAAS, go to www.nzta.govt.nz/safety/partners/speed-and-infrastructure/safe-and-appropriate-speed-limits

2019 SPEED LIMIT FEEDBACK

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

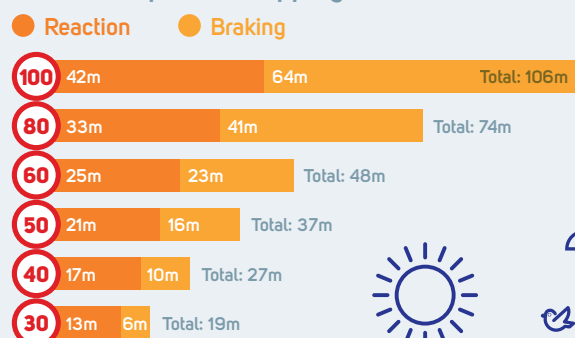
- 89% thought a speed limit of less than 50km/h was appropriate for our town centres.
- 81% thought a speed limit of less than 50km/h is appropriate for our busy residential / school roads.
- 91% thought a speed limit of less than 100km/h is appropriate for our narrow winding unsealed rural roads (81%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

EFFECTS OF SPEED

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

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

Effects of speed – stopping distance¹⁰



IMPACT OF CRASHES

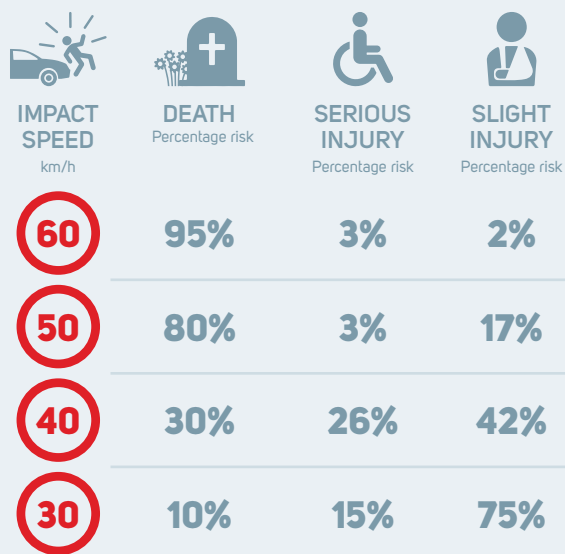
Setting safe speed limits to what a human body can survive is important. Setting safe speed limits where people walking and cycling mix with vehicles, like in town centres and around schools is essential to reducing death and serious injury. The social cost of crashes is estimated at \$12.5 million per fatality and \$660,100 per serious injury.⁸ In Nelson Tasman, 73% of fatal and serious crashes in urban areas involved cyclists, pedestrians or motorcyclists between 2013 – 2022. The social cost of deaths and serious injuries has been \$429 million on our local roads over the past ten years. On top of leaving a huge hole in the lives of families, friends, workplaces and communities, road crashes have a large impact on our society.⁹

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

Lowering the speed limit of vehicles:

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

Death and injury risk percentages for a car versus pedestrian crash¹¹



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.

It is assumed that the standard financial assistance rate of 51% from Waka Kotahi will apply. 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 costs as a result of safer speeds.

- In the urban areas, travel on State Highways and most of the busier urban arterial roads (our urban connectors) will remain unchanged under all options and thus productivity will be largely unaffected. Journeys on quieter residential streets typically at the start and end of most journeys, will take longer. To demonstrate this, in Nelson 55% of the total distance travelled is on urban connectors and as mentioned above most will stay at 50km/h under all options.
- In Tasman, 45% of journeys occur on our Rural Connectors and large sections of these have been identified as our most dangerous roads with safer slower speeds proposed. This will have a productivity cost impact, but will be in part offset by fuel saving. Surveys by Waka Kotahi in 2017¹² indicated in rural areas a 20% reduction in speed limit resulted in a travel time increase of 9% to 13% (5.4 to 7.8 minutes per hour of travel), and a fuel consumption reduction of 14% to 15%.



CONSULTATION OPTIONS

We know there is no ‘one size fits all’ option for urban, rural and rural residential areas. By providing a range of options, we will have flexibility to tailor the final outcome taking onboard the views of the community. International research and Waka Kotahi’s Speed Management Guide has identified a suite of Safe and Appropriate Speeds (SAAS).

CONSULTATION OPTIONS FOR THE URBAN AREA

View a map of these areas at shape.tasman.govt.nz/speed-review

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

Notes:

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



URBAN OPTION A: DO MINIMUM

This is the 'no brainer' of the consultation options. Children are less visible, less able to see the road over parked vehicles and other obstacles and have a less developed ability to judge distance and speed, making them our most vulnerable road users.^{13,14} Many schools also act as community hubs, hosting before or after-school care, school sports and community classes, meaning high activity times may vary from location to location. We will be working with each of our school communities on the best approach for their area.

DESCRIPTION

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

PROS

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

CONS

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

COSTS

- \$ Signs at urban schools, including electronic variable signs (Nelson \$700,000, Tasman \$400,000).
- \$ Traffic calming as required in future years (Nelson \$4.7 million, Tasman \$1.5 million).

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

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

DESCRIPTION

- 30km/h speed limit outside schools, the school's broader neighbourhood and selected town or suburban centres, including tourist areas.
- Urban connector roads in these areas will continue to be 50km/h (with 30km/h variable where required). Examples of urban connector roads: Salisbury Road and Waimea Road.
- The community have opportunity to feedback on the size of the selected zones.
- Some early childhood centres have been included where they fall within adjacent school and town centre and tourist zones.

PROS

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

CONS

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

COSTS

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



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

DESCRIPTION

- 40km/h speed limit on local urban streets.
- Urban connectors in these areas will stay at 50km/h if there is an existing or planned separated cycleway, otherwise they will drop to 40km/h.
- Where a school is on an urban connector, the speed limit will be variable 30km/h.
- Where a school is on a local street, the speed limit will be permanent 30km/h.

PROS

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

CONS

- ✗ Will not reduce the severity of crashes as much as Urban Option D (30km/h) does.
- ✗ Increased journey times for vehicles on local streets.
- ✗ Would create a range of 30/40/50km/h limits which may be confusing for road users.

COSTS

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



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

DESCRIPTION

- 30km/h speed limit on all local urban streets.
 - Urban connectors with separated cycle facilities will continue to be 50km/h, otherwise they will drop to 40km/h.
- Where a school is on an urban connector, the speed limit will be variable 30km/h.

PROS

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

CONS

- ✗ Lack of compliance with speed limit could reduce safety benefits.
- ✗ Increased journey times for vehicles on local streets.
- ✗ Would create a range of 30/40/50km/h limits which may be confusing for road users.

COSTS

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



CONSULTATION OPTIONS FOR THE RURAL AREA

LOWER SPEEDS IN RURAL ENVIRONMENTS

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

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

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

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

LOWER SPEEDS IN RURAL RESIDENTIAL AREAS

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

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

WE ARE PROPOSING FOUR OPTIONS FOR THE RURAL AREA:

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

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

Notes:

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

View a map of these areas at shape.tasman.govt.nz/speed-review

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



RURAL OPTION 1: DO MINIMUM

DESCRIPTION

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

PROS

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

CONS

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

COSTS

- \$ Signs at rural schools, including electronic variable signs (Tasman \$500,000).
- \$ Traffic calming as required in future years (Tasman \$1 million).

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

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

DESCRIPTION

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

PROS

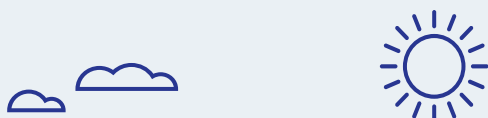
- ✓ Reduction in number and severity of crashes on high risk rural roads.
- ✓ Slightly more fuel efficient as higher speeds use more fuel.
- ✓ Address community concerns for safer speeds on high risk rural roads and rural residential areas.
- ✓ High risk roads such as Kerr Hill Road and the Moutere Highway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

CONS

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

COSTS

- \$ Signs including fixed and electronic variable signs at rural schools. (Nelson \$100,000, Tasman \$900,000).
- \$ Traffic calming as required in future years (Tasman \$1 million).



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

DESCRIPTION

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

PROS

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

CONS

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

COSTS

- \$ Signs including fixed and electronic variable signs at rural schools (Nelson \$100,000, Tasman \$1 million).
- \$ Traffic calming as required in future years (Tasman \$1 million).

RURAL OPTION 4: 50KM/H RURAL RESIDENTIAL, 60KM/H UNSEALED/ WINDING NARROW ROADS, 80KM/H ELSEWHERE

DESCRIPTION

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

PROS

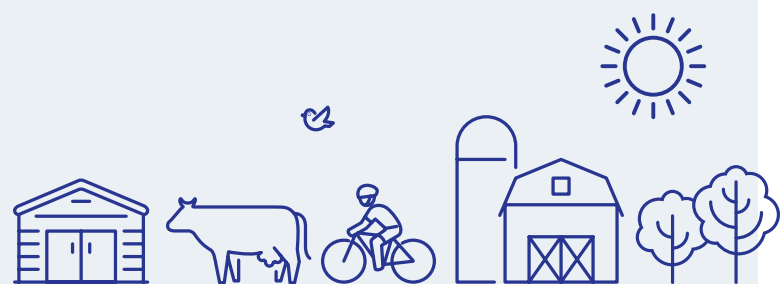
- ✓ Likely reduction in number and severity of crashes on rural roads.
- ✓ More fuel efficient / fewer emissions.
- ✓ Speed limit change at rural residential and unsealed roads, easily understood.
- ✓ Address community concerns for safer speeds in rural areas.

CONS

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

COSTS

- \$ Signs including fixed and electronic variable signs at rural schools (Nelson \$100,000, Tasman \$1.1 million).
- \$ Traffic calming as required in future years (Tasman \$1 million).



HAVE YOUR SAY ON SPEED LIMITS IN OUR REGION

We want your input on the proposed speed limit changes.
Please take a look at the map at shape.tasman.govt.nz/speed-review
and let us know what you think before 11.00 pm on 29 February 2024.

THERE ARE MANY WAYS
FOR YOU TO ENGAGE WITH US:

Complete the submission form at
shape.tasman.govt.nz/speed-review

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

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

SUBMISSIONS ARE PUBLIC DOCUMENTS

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

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

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

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

REFERENCES

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Submissions
close at 11.00 pm
on 29 February
2024

SUBMISSION FORM

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

YOUR DETAILS

Name _____ Organisation (if applicable) _____

Email _____ Phone _____

Do you wish to be heard? ☐ Yes ☐ No

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

Which type of area do you live in?

☐ Urban ☐ Rural residential ☐ Rural

Which town do you live in or nearby?

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

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

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

Urban options

	Strongly support	Support	Neutral	Oppose	Strongly oppose
Urban Option A: School zone only _____	☐	☐	☐	☐	☐
Urban Option B: 30km/h in school zones, town centres, tourist areas _____	☐	☐	☐	☐	☐
Urban Option C: 40km/h in towns and urban areas _____	☐	☐	☐	☐	☐
Urban Option D: 30km/h in towns and urban areas _____	☐	☐	☐	☐	☐

Rural options

	Strongly support	Support	Neutral	Oppose	Strongly oppose
Rural Option 1: School zone only _____	☐	☐	☐	☐	☐
Rural Option 2: 60km/h rural residential and winding/ narrow unsealed roads, 80km/h high risk rural roads _____	☐	☐	☐	☐	☐
Rural Option 3: 80km/h in rural areas, 60km/h in rural residential areas _____	☐	☐	☐	☐	☐
Rural Option 4: 50km/h rural residential, 60km/h unsealed/ winding narrow roads, 80km/h elsewhere _____	☐	☐	☐	☐	☐

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

1. Fold here

Any further comments on our options?

2. Fold here

Freepost Authority 172255



Tasman District Council
Private Bag 4
Richmond 7050

Attention: Speed Management Consultation



Tape here