

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.

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

WHAT IS A SPEED MANAGEMENT PLAN?

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



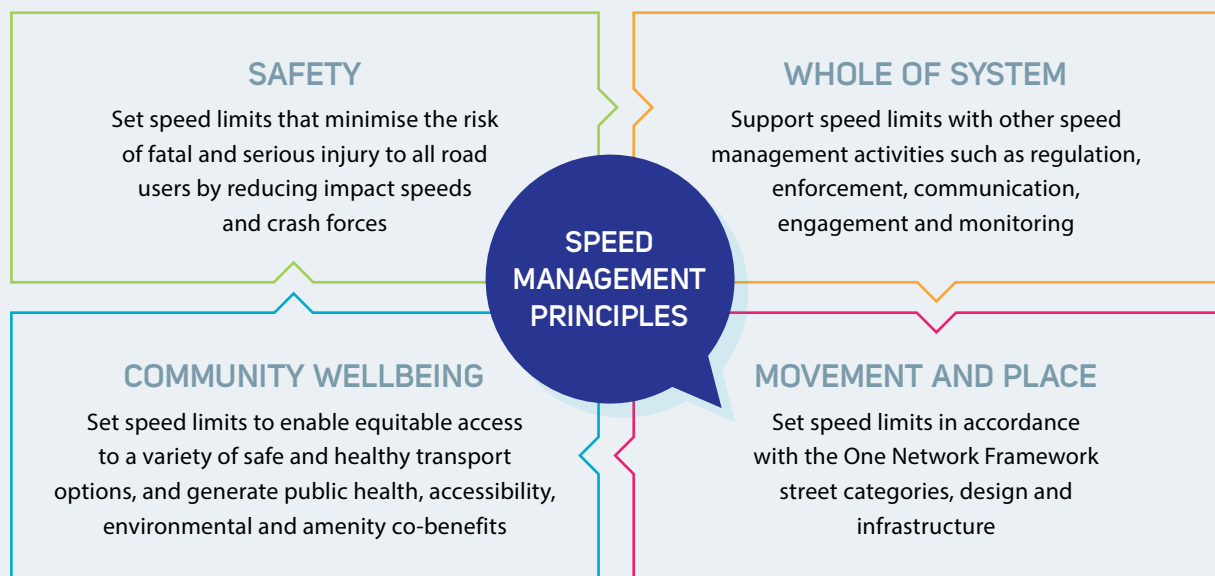
VISION FOR NELSON TASMAN (10-year period)

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.



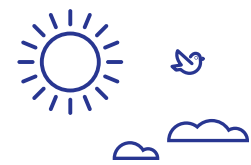
OUR PRINCIPLES

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.

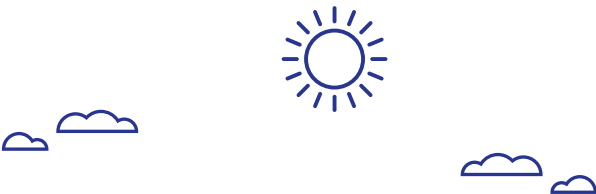
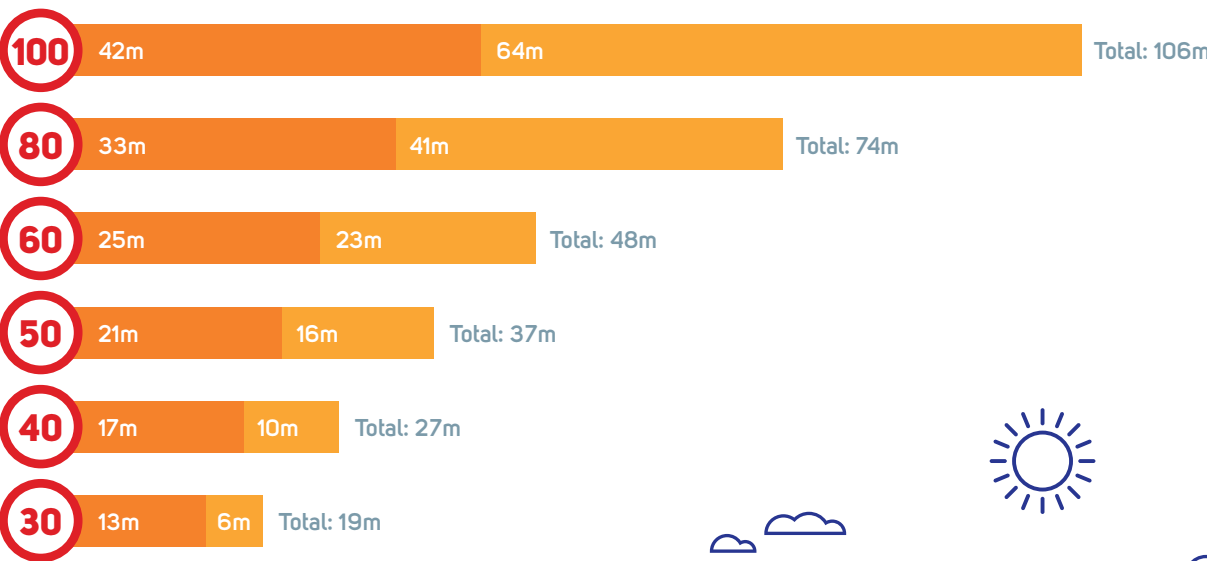
If a child steps out 20m in front of a car travelling at 30km/h, that car is likely to stop before it hits the child. If that car is travelling at 50km/h the driver has probably not got their foot on the brake (or started any other evasive manoeuvre) in 20m, and so hits the child at 50km/h.⁷

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



4 See page 14 for references.





CRASH DATA

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

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

Injury severities – all crashes

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

Injury severities – urban crashes

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



LOCAL EXAMPLES OF SPEED LIMIT REDUCTIONS REDUCING HARM

In 2018, the speed limit on SH60 Appleby Highway was reduced from 100km/h to 80km/h in response to safety concerns and relatively high numbers of people being killed or seriously injured. This has resulted in a 62% reduction in fatal and serious crashes. In 2020, the speed limit on SH6 between Nelson and Blenheim was reduced. This has resulted in a 93% reduction in fatal and serious crashes.

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

CRASH SEVERITY	100km/h (4.5 years prior to change)	80km/h (4.5 years since change)*
Fatal	3	0
Serious injury	5	3
Minor injury	20	24
Non injury	24	25
Total	53	52

*Up to June 2023

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

CRASH SEVERITY	100km/h (May 2018 – Dec 2020, 20 months)	90km/h, 80km/h and 60km/h (Jan 2021 – Aug 2022, 20 months)**
Fatal	4	1
Serious injury	12	0
Minor injury	25	29
Non injury	65	48
Total	106	78

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

SOCIAL COST OF CRASHES

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

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

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.

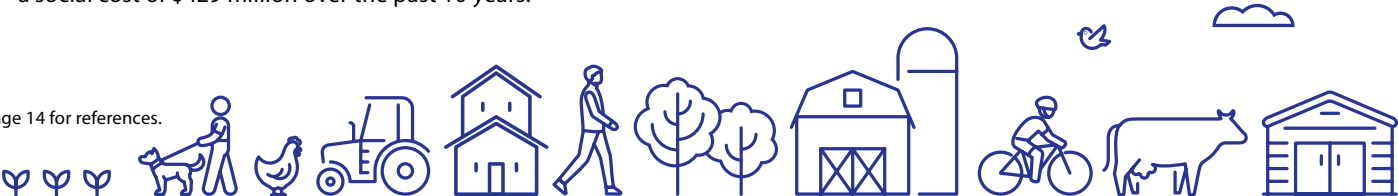
PRODUCTIVITY IMPACTS AND JOURNEY TIMES

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.

8 See page 14 for references.



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

10 See page 14 for references.



EXISTING 70KM/H AND 90KM/H ROADS

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

ROAD	RATIONALE
Collingwood Quay Posted speed: 70km/h Change to: 60km/h	This section of road is on the outskirts of urban area of Collingwood where there are people using a range of transport modes. Speed limit is reduced.
Collingwood-Bainham Main Road (section adjacent to Collingwood Quay) Posted speed: 70km/h Change to: 60km/h	This section of road is on the outskirts of urban area of Collingwood where there are people using a range of transport modes. Speed limit is reduced.
Eighty Eight Valley Road, Wakefield Posted speed: 70km/h Change to: 60km/h	This section of road is on the outskirts of urban area of 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.

REFERENCES

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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.



