

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

Date: Monday 29 April 2024 – to be reconvened 30 April 2024, 9:30am
Time: 9:30am
Meeting Room: Tasman Council Chamber
Venue: 189 Queen Street, Richmond

Zoom conference link: <https://us02web.zoom.us/j/86832308781?pwd=czF4UTluK1JGeUh0ZjlmYkVhWjFRQT09>

Meeting ID: 868 3230 8781
Meeting Passcode: 762668

Joint Nelson Tasman Regional Transport Committee – Joint Speed Management Plan Hearing

Komiti Te Kawenga Rohe o Nelson Tasman

AGENDA

MEMBERSHIP

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

(Quorum 3 members)

Contact Telephone: 03 543 8524

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Website: www.tasman.govt.nz

AGENDA

1 OPENING, WELCOME, KARAKIA

2 APOLOGIES AND LEAVE OF ABSENCE

Recommendation

That apologies be accepted.

3 PUBLIC FORUM

There is no public forum session at this meeting.

4 DECLARATIONS OF INTEREST

5 LATE ITEMS

6 CONFIRMATION OF [MINUTES](#)

That the minutes of the Joint Nelson Tasman Regional Transport Committee meeting held on Wednesday, 17 April 2024, be confirmed as a true and correct record of the meeting.

7 REPORTS

7.1 Draft 2024 Speed Management Plan Hearing Report 4

8 CONFIDENTIAL SESSION

Nil

9 CLOSING KARAKIA

7 REPORTS

7.1 DRAFT 2024 SPEED MANAGEMENT PLAN HEARING REPORT

Report To:	Joint Nelson Tasman Regional Transport Committee
Meeting Date:	29 April 2024
Report Author:	Jane Murray, Transportation Planning Advisor
Report Authorisers:	Dwayne Fletcher, Strategic Policy Manager
Report Number:	RNTRTC24-04-2

1. Purpose of Report

- 1.1 The purpose of this report is to provide the Joint Nelson Tasman Regional Transport Committee (JNTRTC) with a high-level overview and a copy of the 2,247 submissions received during the draft Speed Management Plan consultation in advance of the JNTRTC hearing where they will hear oral submissions from those that have indicated they wish to speak.

2. Recommendation

That the Joint Nelson Tasman Regional Transport Committee

1. receives the Draft 2024 Speed Management Plan Hearing Report RNTRTC24-04-2; and
2. receives the 2,247 submissions on the Draft Speed Management Plan (online link in paragraph 4.5 of the agenda report) and notes the list of speakers' submissions in Attachment 1 to the agenda report; and
3. receives the tabled updated hearing schedule; and
4. notes that staff will prepare and circulate advice on the issues raised at the hearing in a report to the 19 June 2024 deliberations meeting.

3. Background / Horopaki

Speed Management Plan

- 3.1 The Land Transport Rule: Setting of Speed Limits 2022 empowers Road Controlling Authorities to set speed limits for roads under their control through Speed Management Plans.
- 3.2 The draft Speed Management Plan is a joint document, with Nelson City Council (NCC), Tasman District Council (TDC) to create a plan for implementation of safer speeds in Nelson Tasman. This plan excludes speeds on State Highways.
- 3.3 Three JNTRTC workshops have been held (4 April 2023, 11 May 2023 and 27 October 2023) to understand the key issues, opportunities and benefits on the management of speeds.

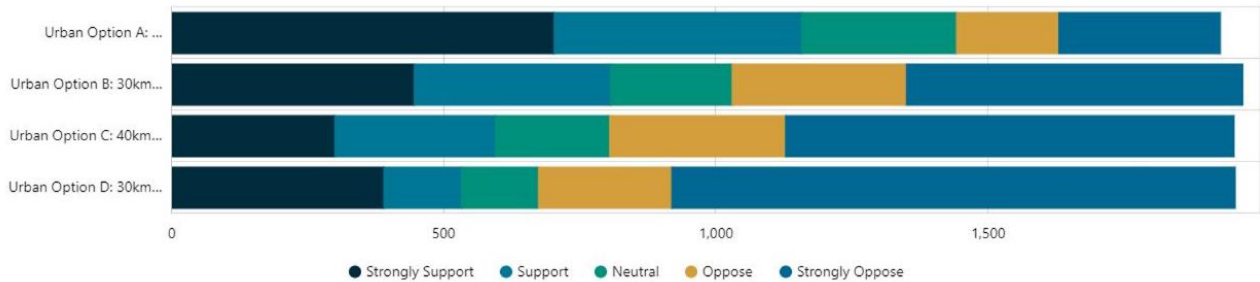
- 3.4 On 27 November 2023, the new government – a coalition formed by the National Party with ACT New Zealand and New Zealand First – was sworn in.
- 3.5 On 8 March 2024 the government released its draft Government Policy Statement (GPS) on Land Transport 2024 for consultation. Consultation on the draft GPS closed on 2 April 2024. The draft GPS outlines the government’s plan for investing in land transport over the next 10 years.
- 3.6 As part of the GPS, the government has indicated it will amend the Land Transport Rule relating to the setting of speed limits.
- 3.7 The Transport Minister, Hon Simeon Brown has indicated that the new Rule will ensure that when speed limits are set, economic impacts, including travel times, and the views of road users and local communities are taken into account, alongside safety.
- 3.8 Following consultation, the Ministry of Transport will use the feedback to provide advice to the Minister of Transport on the final GPS 2024. The final GPS will come into effect by July 2024.

4. Consultation

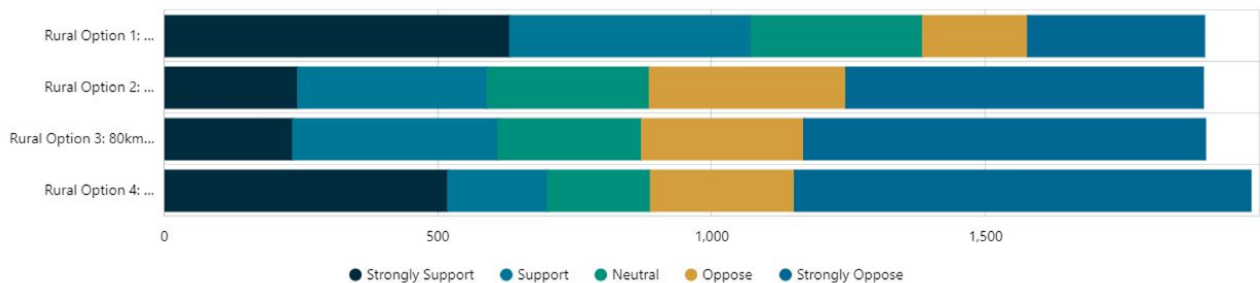
- 4.1 When preparing a Speed Management Plan, a Regional Transport Committee must consult in accordance with the principles specified in section 82 of the Local Government Act (LGA) and may use the special consultative procedures specified in section 83 of the LGA.
- 4.2 On 20 November 2024, the JNTRTC approved the draft Speed Management Plan documents for public consultation. Consultation occurred between 29 November 2023 and 29 February 2024.
- 4.3 Eight options were put forward in the consultation document:
 - i. urban option A: do minimum, 30 km/h immediately around schools;
 - ii. urban option B: 30 km/h in school zones, town centres and tourist areas;
 - iii. urban option C: do minimum plus 40/km/h on other local urban streets;
 - iv. urban option D: 30 km/h on local urban streets;
 - v. rural option 1: do minimum, 30 km/h or 60 km/h immediately around rural schools;
 - vi. rural option 2: do minimum plus 60km/h rural residential and winding/narrow unsealed roads, 80km/h high risk rural roads and adjacent areas;
 - vii. rural option 3: do minimum plus 80km/h in rural areas, 60km/h in rural residential areas and on winding, unsealed roads; and
 - viii. rural option 4: do minimum plus 50 km/h rural residential, 60 km/h unsealed/winding/narrow roads, 80 km/h elsewhere.
- 4.4 To encourage submissions from a wide demographic, Council officers attended 23 engagement sessions over the consultation period, including A&P Shows. Consultation was also promoted via social media, print media and in-person sessions at the region’s libraries.
- 4.5 Over the consultation period 2,247 individual submissions were received and 60 submitters have requested to speak at the hearing. [Link to submissions](#)
- 4.6 From the 2,247 individual submissions the following high-level overview has been prepared based on the key themes from submissions.

4.7 The graph below shows an overview of responses. A further breakdown of responses by area will be provided in the deliberations report.

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



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



4.8 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.

4.9 ‘Reduce speed’ was the most common theme for submitters’ comments with the tag being used 752 times. ‘Current speed is an issue’ was used 529 times, when submitters identified a specific road or location where the current speed was considered not suitable. Most submitters who requested speed limit reductions cited reasons for the reduction.

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

- (a) reduced speed makes walking and cycling safer n=312
- (b) creates a safer environment n=298
- (c) children walking/cycling nearby n=205
- (d) reduce accidents n=181
- (e) around schools n=164
- (f) narrow and/or winding roads n=128
- (g) rural roads need to be lowered n=120
- (h) residential streets need to be lowered n=90
- (i) animals nearby n=81

- (j) rural residential roads need to be lowered n=70
- 4.11 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)
- (a) raise state highway speeds n=123
 - (b) drivers need more education rather than speed reductions n=118
 - (c) more road maintenance n=107
 - (d) concerns about cost of implementation and/or cost on businesses for slower speeds n=101
 - (e) frustration at slow speeds n=94
 - (f) people should just drive to the conditions n=60
 - (g) prefer status quo but want school speeds to be reduced only a school times n=43
 - (h) rural roads should remain at status quo n=37
 - (i) congestion will be caused as a result of slow speeds n=33
 - (j) drivers will be more inattentive with slow speeds n=17
- 4.12 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:
- (a) other road improvements requested n=123
 - (b) dangerous behaviour on roads was noted n=108
 - (c) consistency of speed signs was important n=82
 - (d) more enforcement n=74
 - (e) need intersection improvements n=63
- 4.13 There were 164 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% 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.
- 4.14 Around 15% of submitters who made specific comments 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.
- 4.15 We received a range of comments from people wishing to see a reduction in accidents on our roads. 29% of respondents who wanted speeds reduced in order to reduce accidents cited specific crashes that they had witnessed on Nelson/Tasman roads. This included first responders, medical professionals, journalists and those who have been involved in serious and fatal crashes.
- 4.16 There was a range of other comments relating to whether people would be able to comply with speed reductions or how it would be enforced. Key themes here included whether

police had the resources to enforce the changes and whether too many changes would lead to people being confused and non-compliant.

- 4.17 The speakers' submissions are included in **Attachment 1**.
- 4.18 The draft hearing schedule is attached as **Attachment 2**. An updated schedule will be provided at the hearing.

5. Conclusion / Kupu Whakatepe

- 5.1 There has been a good level of community interest and feedback on the draft Speed Management Plan and this is shown by the receipt of 2,247 written submissions. The hearings provide a further opportunity for the JNTRTC to hear and understand the feedback from some submitters.

6. Attachments

1. ↓	Submissions of submitters' speaking	10
2. ↓	Draft Hearing Schedule	107

Response No.
909

Member ID:
Date Submitted: Dec 07, 2023, 11:38 AM

Q1 Name:

Short Text Cam moore

Q2 Organisation (if applicable)

Short Text

Q3

Email

Q4

Telephone

Q5 Do you wish to speak at a hearing in support of your submission?

Multi Choice Yes

Q6 Which best describes the type of area you live in?

Multi Choice Urban

Q7 Where do you live?

Select Box Nelson

Q8 Which area of Nelson are you in?

Select Box Nelson

Q9 Which means of transport do you usually use?

Multi Choice Car, van, ute
Walk
Cycle

Q10 Tell us what you think about the options proposed for urban areas.

Matrix Urban Option A: School zone only - Strongly Oppose
Urban Option B: 30km/h in school zones, town centres, tourist areas - Strongly Oppose
Urban Option C: 40km on local urban streets - Strongly Support
Urban Option D: 30km on local urban streets - Support

Q11 Tell us what you think about the options proposed for rural areas.

Matrix Rural Option 1: School zone only - Neutral
Rural Option 2: 60km/h Rural Residential and Winding/Narrow Unsealed Roads, 80km/h High Risk Rural Roads and Adjacent Areas - Neutral
Rural Option 3: 80km/h in Rural areas. 60km/h in Rural Residential Areas and on Winding Unsealed roads - Neutral
Rural Option 4: 50km/h Rural Residential, 60km/h Unsealed/Winding Narrow Roads, 80km/h Elsewhere - Support

Q12 Are there changes that you would like us to consider to specific roads or areas?

Long Text I live on Milton street and have lived in the wood area for 10years and the speed limit needs to be dropped or speed limiting options such as speed bumps the act as a crossing in high foot traffic areas such as Milton would be a great option. 40kmh on residential roads would cut down on noise pollution and deter people from speeding in these densely populated areas.

Q13 Do you have any more comments on the proposed options:

Long Text

I have cameras on the front of my house and atleast 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.

Response No:
108

Member ID:
Date Submitted: Feb 13, 2024, 03:52 PM

Q1 Name:

Short Text Nelson McEwan

Q2 Organisation (if applicable)

Short Text

Q3

Email

Q4

Telephone

Q5 Do you wish to speak at a hearing in support of your submission?

Multi Choice Yes

Q6 Which best describes the type of area you live in?

Multi Choice Urban

Q7 Where do you live?

Select Box Nelson

Q8 Which area of Nelson are you in?

Select Box

Q9 Which means of transport do you usually use?

Multi Choice
Cycle
Bus
Walk

Q10 Tell us what you think about the options proposed for urban areas.

Matrix
Urban Option A: School zone only - Strongly Oppose
Urban Option B: 30km/h in school zones, town centres, tourist areas - Strongly Oppose
Urban Option C: 40km on local urban streets - Oppose
Urban Option D: 30km on local urban streets - Strongly Support

Q11 Tell us what you think about the options proposed for rural areas.

Matrix
Rural Option 1: School zone only - Strongly Oppose
Rural Option 2: 60km/h Rural Residential and Winding/Narrow Unsealed Roads, 80km/h High Risk Rural Roads and Adjacent Areas - Strongly Oppose
Rural Option 3: 80km/h in Rural areas. 60km/h in Rural Residential Areas and on Winding Unsealed roads - Oppose
Rural Option 4: 50km/h Rural Residential, 60km/h Unsealed/Winding Narrow Roads, 80km/h Elsewhere - Strongly Support

Q12 Are there changes that you would like us to consider to specific roads or areas?

Long Text
In January 2021 I requested a 30km/h limit on Bisley Avenue. Option D will provide that, finally the senseless and avoidable prevailing risk will be able to be decreased ten-fold, provided that the limit is encouraged with speed bumps and enforced with speed cameras

Response No:
946

Member ID:
Date Submitted: Dec 04, 2023, 10:08 AM

Q1 Name:

Short Text Grant Dennis

Q2 Organisation (if applicable)

Short Text Little Sydney Valley Community

Q3

Email

Q4

Telephone

Q5 Do you wish to speak at a hearing in support of your submission?

Multi Choice Yes

Q6 Which best describes the type of area you live in?

Multi Choice Rural Residential

Q7 Where do you live?

Select Box Motueka

Q8 Which area of Nelson are you in?

Select Box

Q9 Which means of transport do you usually use?

Multi Choice Car, van, ute
Cycle

Q10 Tell us what you think about the options proposed for urban areas.

Matrix Urban Option A: School zone only - Strongly Support
Urban Option B: 30km/h in school zones, town centres, tourist areas - Strongly Support
Urban Option C: 40km on local urban streets - Strongly Oppose
Urban Option D: 30km on local urban streets - Strongly Oppose

Q11 Tell us what you think about the options proposed for rural areas.

Matrix Rural Option 1: School zone only - Strongly Support
Rural Option 2: 60km/h Rural Residential and Winding/Narrow Unsealed Roads, 80km/h High Risk Rural Roads and Adjacent Areas - Strongly Support
Rural Option 3: 80km/h in Rural areas. 60km/h in Rural Residential Areas and on Winding Unsealed roads - Oppose
Rural Option 4: 50km/h Rural Residential, 60km/h Unsealed/Winding Narrow Roads, 80km/h Elsewhere - Oppose

Q12 Are there changes that you would like us to consider to specific roads or areas?

Long Text Just ensuring that the review team takes into consideration where Rural Residential zones are emerging as opposed to exist today and plan for this as part of the review. For example our valley, Little Sydney Valley comprises of a mix of orchardists at one end and about 30 residential lifestyle blocks up the valley. One may not consider it rural residential due to the topography but it is transitioning to rural residential with many more children in the valley biking and walking to the school bus stop now.

Q13 Do you have any more comments on the proposed options?

Long Text

No -a great initiative that the Government has introduced to allow a NZ Wide uniform and hopefully efficient approach to road speed management across all NZ local authorities.

