

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**

Time: **April 2024, 9:30am**

Meeting Room: **9:30am**

Venue: **Tasman Council Chamber
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

Email: councildemocracy@tasman.govt.nz

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.

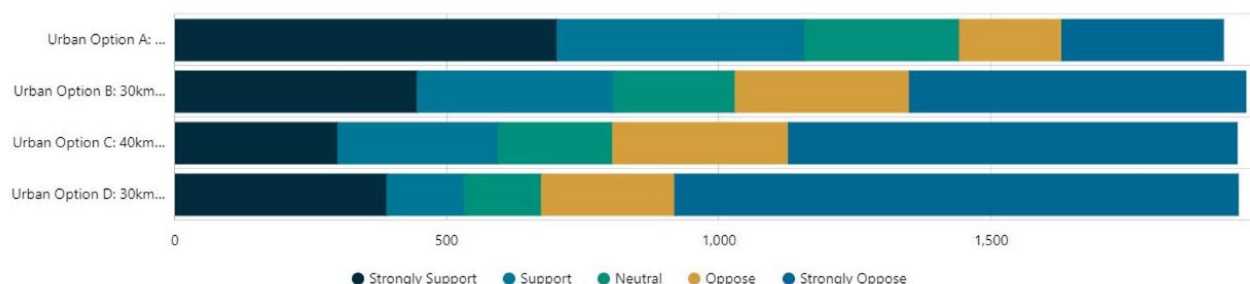
- 3.4 On 27 November 2023, the new government – a coalition formed by the National Party with ACT New Zealand and New Zealand First – was sworn in.
- 3.5 On 8 March 2024 the government released its draft Government Policy Statement (GPS) on Land Transport 2024 for consultation. Consultation on the draft 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

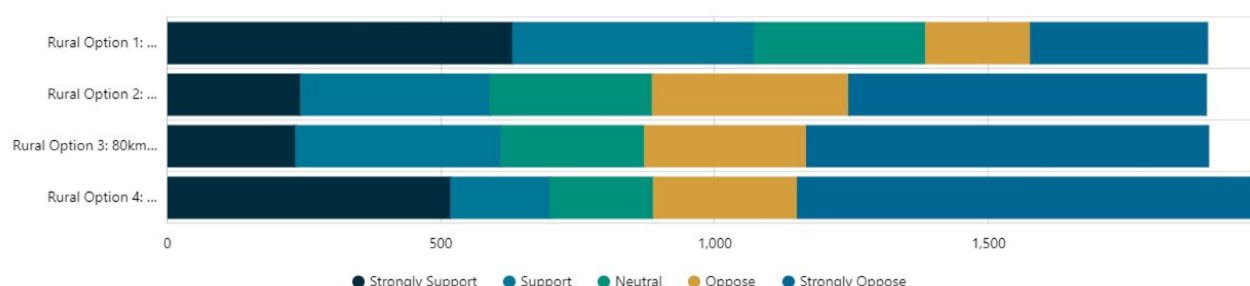
- 4.1 When preparing a Speed Management Plan, a Regional Transport Committee must consult in accordance with the principles specified in section 82 of the Local Government Act (LGA) and may use the special consultative procedures specified in section 83 of the LGA.
- 4.2 On 20 November 2024, the JNTRTC 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.

Response No:
90

Member ID:
Date Submitted: Feb 14, 2024, 05:20 PM

Q1 Name:

Short Text Rachel Boyack

Q2 Organisation (if applicable)

Short Text MP for Nelson

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 Walk
Bus
Car, van, ute
Cycle

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

Matrix Urban Option A: School zone only - Neutral
Urban Option B: 30km/h in school zones, town centres, tourist areas - Neutral
Urban Option C: 40km on local urban streets - Strongly Support
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 - Oppose
Rural Option 2: 60km/h Rural Residential and Winding/Narrow Unsealed Roads, 80km/h High Risk Rural Roads and Adjacent Areas - Oppose
Rural Option 3: 80km/h in Rural areas. 60km/h in Rural Residential Areas and on Winding Unsealed roads - Support
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 The road area through Hira and past Hira School needs further consideration. I would support this entire area being 60km, with a lower speed limit at school pick-up and drop-off times. Currently, this stretch of road switches between 60km and 80km, which causes confusion for motorists and creates an unsafe traffic environment for school students.

I recognise that some of the roading network in this area is part of the Waka Kotahi NZTA network. It would be helpful for Waka Kotahi NZTA and Nelson City Council to develop an integrated speed management plan for this area that was consistent for motorists and safer for school students.

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

Long Text For Rural Roads, I would support a mix of Option 3 and 4.

Response No:
720

Member ID:
Date Submitted: Dec 14, 2023, 02:47 PM

Q1 Name:

Short Text Peter Winfield

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 Stoke

Q9 Which means of transport do you usually use?

Multi Choice Car, van, ute
Other: Caravan

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

Matrix

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

Matrix

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

Long Text

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

Long Text

My submission is:
In recent years there has been a marked increase in traffic volumes through this obsolete roundabout. Using this roundabout is a real problem for trucks, caravans, trailers and the like. Traffic volumes have increased with extra use of The Ridgeway, and with developments including Montebello, Ngawhatu and the Nelson Hospice area. First, I suggest a compulsory stop sign at the Polstead Road entrance to the roundabout. Second, the raised concrete lip around the centre of the roundabout, which causes issues for small cars, could be altered to modern roundabout design with no lip edging for vehicle tyres to have to jolt over, or could be eliminated entirely. In addition, the exit onto The Ridgeway is a problem in that many vehicles fail to make a safe turn and stray well over the centre line so that opposing traffic has to take evasive action. We have been at Kingsford Drive since January 2013. Having contacted our local councillor Trudie Brand and been told that NCC has no plan to upgrade this roundabout, we are making this submission.

Response No: 198	Member ID: Date Submitted: Feb 28, 2024, 04:38 PM
Q1	Name:
Short Text	Fiona pitcaithly
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	No
Q6	Which best describes the type of area you live in?
Multi Choice	Rural
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 Walk Other: Horse
Q10	Tell us what you think about the options proposed for urban areas.
Matrix	Urban Option A: School zone only - Neutral Urban Option B: 30km/h in school zones, town centres, tourist areas - Strongly Support Urban Option C: 40km on local urban streets - Strongly Support Urban Option D: 30km on local urban streets - Neutral
Q11	Tell us what you think about the options proposed for rural areas.
Matrix	Rural Option 1: School zone only - Support Rural Option 2: 60km/h Rural Residential and Winding/Narrow Unsealed Roads, 80km/h High Risk Rural Roads and Adjacent Areas - 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	Jubilee Road Lower Moutere needs to be 30km It is .5kms long you can not pass another car safely at speed, you have to pull over to let cars thru The road has a lot of heavy machinery, trucks, stock trucks, earth moving trucks, apple orchard trucks. It is a dead in road Single lane The dust is horrendous with the big oak trees the dust hangs around longer

stones flick up in to my horse paddocks, I have nearly been hit by truck and cars turning our water off with cars racing down there and the dust.
 The dust is effecting our house
 The dust effects the rural animals paddocked next to road
 the dust effects our health.
 My 85 year old mother can not sit outside on the decking due to the dust and its effecting her breathing and allergies, and she is home all day.
 Cattle are moved on this road to keep them off the high way.
 I ride my horse on the road.
 We have people walk and run there dogs on this road
 Cant have the windows and doors open in the house due to dust
 we see people come down and park on jubilee road and stop and pee behind the oak trees...or park up and
 People park up their cars and go walking up to Tasman view road to do the great taste trail. cars are parked for hours at times

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

Long Text

To keep Jubilee Road speed limit at 100kms is ridiculous and very dangerous for all. It is a very small single lane short road to no where.

Response No:
24

Member ID:
Date Submitted: Feb 29, 2024, 08:37 PM

Q1 Name:

Short Text Steve Welch

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 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

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 - Neutral
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 - 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 - Support
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

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

Long Text

Response No: 104	Member ID: Date Submitted: Feb 29, 2024, 11:38 AM
Q1 Name:	
Short Text	mark Manson
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	Rural
Q7 Where do you live?	
Select Box	Tākaka
Q8 Which area of Nelson are you in?	
Select Box	
Q9 Which means of transport do you usually use?	
Multi Choice	Car, van, ute
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 Oppose 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 Oppose Rural Option 3: 80km/h in Rural areas. 60km/h in Rural Residential Areas and on Winding Unsealed roads - Strongly Oppose Rural Option 4: 50km/h Rural Residential, 60km/h Unsealed/Winding Narrow Roads, 80km/h Elsewhere - Strongly Oppose
Q12 Are there changes that you would like us to consider to specific roads or areas?	
Long Text	Need room beside roads for pedestrians, not deep ditches..
Q13 Do you have any more comments on the proposed options?	
Long Text	

Response No:
365

Member ID:

Date Submitted: Feb 27, 2024, 08:55 AM

Q1 Name:

Short Text franca morani

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 Rural Residential

Q7 Where do you live?

Select Box Tākaka

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 - Neutral
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

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

Long Text

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

Long Text I think crash rates are lower than they have been and there is no need for changes. Speed limits could be lower along the town hub of commercial street, but even there, NO ONE drives at 50 k anyway

Response No: 188	Member ID: Date Submitted: Feb 28, 2024, 05:47 PM
Q1	Name:
Short Text	Robin Treadwell
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	Rural
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	Cycle Car, van, ute 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 Support Urban Option C: 40km on local urban streets - Strongly 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 - Strongly 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	Riwaka Sandy Bay Road, Moss - beginning of Marahau 30Km limit(Sandy Bay Marahau Rd): reduce speed to 60km limit as road is often narrow and winding (25, 35 and 45km corners), and frequently used by tourist traffic ie motor homes, camper vans, trailers as well as walkers, cyclists, and some horse traffic with no shoulder/foot or cycle path!

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

Long Text

As a retired medical doctor with increasing concerns about health consequences of slow and inadequate action on the climate crisis, my view is that slower is better, with both decreased rates of morbidity and mortality and vehicle Greenhouse gas emissions. Reducing speed limits on these roads will have limited time costs to vehicular traffic, and perhaps serve to remind drivers to prioritise the needs of people using active transport. I moved here from Waiheke island where 'Share with Care' signs, with pictures of people, cyclists...are often used on the narrow, winding roads. I will show a picture when making my oral submission.

Response No: 287	Member ID: Date Submitted: Feb 27, 2024, 09:44 PM
Q1 Name:	
Short Text	Brian Bishop
Q2 Organisation (if applicable)	
Short Text	Enhanced Driving NZ
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
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 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 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 - Strongly Oppose Rural Option 4: 50km/h Rural Residential, 60km/h Unsealed/Winding Narrow Roads, 80km/h Elsewhere - Strongly Oppose
Q12 Are there changes that you would like us to consider to specific roads or areas?	
Long Text	Keep it as it is!
Q13 Do you have any more comments on the proposed options?	
Long Text	I'm against the lowering of any speed limits as I consider them short sighted and not in the best interest of the citizens of the area. I own and run Enhanced Driving NZ which is a small driver training company, so road safety is very important to me. I understand that speed is only one part of what makes up road safety and the single mindedness of so many that it is the root of all the problems is unfounded and lacks evidence to back this belief.

Nelson has an unfair reputation as a retirement city in some areas, and the blanket lowering of limits is not going to help bring and keep the industry here which we need to keep us moving forward to make our city and town grow and prosper. The slowing of traffic works against the natural flow in and around the roads. The limits use to be set by how built up an area was, not just by those that moan about others going about their business, and the lack of driving skills of some to force the masses down to what the few can handle is ridiculous.

As for road safety this is not the way, more the admittance that the roads are now in such poor condition and design that a 50km/h limit is unsafe. If people's driving skills have dropped to this then we need to be doing something more than just looking at the size of the bandage that is used in the ambulance. Because the vehicles are only getting safer every year. Something that a 30km/h is fine due to the speeds the traffic is going when they are on the roads is no better, but this is poor logic as in peak times the number of vehicles will hinder speeds, so why the call for change? A modern city runs 24 hours a day in one way or the other, the need to drop to such low speeds when few are on the roads is short sighted, and just hinders those that work out of the standard hours and often in darkness. Add to that that most modern vehicles are not made to travel so slow. Speed humps lead to more fuel and fumes to say nothing of noise and vehicles brake and then accelerate while diving over them.

There has been a tendency to just look at the number of accidents in certain areas as a whole. Which is flawed for if we are to look at past accidents, we need to look at them closer and what caused them, because the blaming of speed all the time is wrong. Evidence in full must be gone over to get a true understanding of what is needed before we just spend thousands on signs etc. Otherwise, what good is going to be done?

Slower limits? More fumes and noise? Less productivity? Ensuring that a move to Nelson/Richmond to retire is a good move.

I am happy to talk in person to back this submission or answer questions.

Response No:
770

Member ID:
Date Submitted: Dec 12, 2023, 10:28 AM

Q1 Name:

Short Text Bevan Woodward

Q2 Organisation (if applicable)

Short Text Bicycle Nelson Bays

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

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 - 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 - 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

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

Long Text We know that safer speeds can attract vocal opposition but we urge you to show strong leadership and endorse the expert advice for "Safe and Appropriate Speeds" per Urban Option D and Rural Option 4.

Response No:
39

Member ID: 1529

Date Submitted: Feb 29, 2024, 05:52 PM

Q1 Name:

Short Text Bevan Woodward

Q2 Organisation (if applicable)

Short Text Bicycle Nelson Bays

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 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 - Support
Urban Option C: 40km on local urban streets - Neutral
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 - Support
Rural Option 3: 80km/h in Rural areas. 60km/h in Rural Residential Areas and on Winding Unsealed roads - Support
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

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

Long Text
Our focus is on advocating for safer cycling and active transport options within the CBD to allow people to have the choice to bike as it.
1. Enables mode shift and improves transport efficiency and affordability
2. Addresses key issues of transport emissions and air pollution, population health and livable streets
3. Is a highly cost-effective treatment to transform our streets.

We have not supported 40km as it lacks the proven safety benefits of 30km and is confusing for drivers.

Response No:
570Member ID:
Date Submitted: Jan 04, 2024, 08:58 PM**Q1 Name:**

Short Text Lisa Black

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 Rural

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
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 - Oppose
Urban Option C: 40km on local urban streets - Neutral
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 - Strongly 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 Teal Valley Road is currently 60 km/h. This is far too fast. It's a very peaceful, narrow, dead end valley with kids and animals frequently on the road, and no footpaths. People back out of driveways and bridges, and it can be difficult for anyone going over 30 or 40 km/h to avoid them. Residents have been asking for the speed limit to be lowered for 20+ years.

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

Long Text

Roads need to work for everybody using them. That includes kids and other people who are as vulnerable as kids.

Response No:
481

Member ID:

Date Submitted: Jan 08, 2024, 09:11 PM

Q1 Name:

Short Text Jill Ford

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 Cycle

Q10 Tell us what you think about the options proposed for urban areas.Matrix
Urban Option B: 30km/h in school zones, town centres, tourist areas - Support
Urban Option C: 40km on local urban streets - Support
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 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 have lived and worked in Bristol UK, where they did 2 key things, Made residents parking only in all residential areas, 2. introduced 20kph speed zones in all residential, shopping around schools etc. This meant that sytreets werent as congested with parked cars, making it safer for pedestrians, children the elderly and people on bikes, children were more able to walk / bike to school etc. This restricted parking also applies in my brothers borough of Ealing, London, and residents can buy day' passes for guests.

Reduction in speeds was very controversial, but soon everyone got used to it,was very consistent throughout the city and whilst there were lots of compliants everyone got used to it. The most important things was the decrease in fatality, injuries, cost in related health care and also an increase in biking, walking. <https://www.fleetnews.co.uk/news/car-industry-news/2018/02/19/bristol-s-20mph-speed-limit-saves-15m-per-year-on-casualties>. Other research in European cities shows the same savings.

Speed reduction is one of the five pillars of road safety, promoted by the World Health Organization (WHO, 2017). A 2005 systematic review concluded that speed has a major impact on the number of road traffic collisions and the severity of injuries, and that the relationship between speed and road safety is causal (Elvik, 2005). Research also indicates that at 20 mph the chance of being fatally injured is 1.5% compared to an 8% chance at 30 mph (Rosén et al., 2011).

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

Long Text

I have recently moved to Nelson and noticed the high numbers of cars parked in residential streets during the day and those same streets are virtually empty of street parking at night. These streets invariably have 50kph limits and cars go at that speed or faster. Which strongly suggests that its NOT residents parking or driving in these streets. All this free parking not only contributes to congestion, it also makes it less safe to cross streets (less visability) means more cars on these residential streets etc.

I live in Collingwood / Brougham street and cycle, those streets are used as Rat runs, with people driving at high speed on what are essentially residential areas, with schools. There needs to be lower speed limits, and things like speed bumps, to lower the speed.

Having been knocked off my bike by a motorist doing 50kph and then spending months recovering with multiple breaks, I am certain that I was lucky to survive and had i been a child I would probably have died.

Response No:
343

Member ID:
Date Submitted: Jan 22, 2024, 01:08 PM

Q1 Name:

Short Text Ruth Allison

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 Port Hills/Tahunanui

Q9 Which means of transport do you usually use?

Multi Choice
Cycle
Walk
Car, van, ute

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

Matrix
Urban Option B: 30km/h in school zones, town centres, tourist areas - Strongly Support
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 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

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

Long Text

Response No:
749

Member ID:

Date Submitted: Feb 23, 2024, 06:10 AM

Q1 Name:

Short Text Richard Hewetson

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 Rural

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

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

Matrix Urban Option A: School zone only - Support
Urban Option B: 30km/h in school zones, town centres, tourist areas - Strongly Oppose
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 - Support
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 - Strongly Oppose
Rural Option 4: 50km/h Rural Residential, 60km/h Unsealed/Winding Narrow Roads, 80km/h Elsewhere - Strongly Oppose

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

Long Text This is my second submission, re-stating my support for school speed cautions, but strongly opposing any other changes. The reason for this 2nd submission is that we live in Main Road Lower moutere and last evening tested driving from Edwards Road to our house at 60km/h which was ridiculous. (Currently it is mix 100 and 70km/h) It will be costly for those of us using this road several times daily for business - very costly. And very frustrating. My suggestion is make main road Lower Moutere 60km/h, have a variable 40/60 km/h past LMO school and leave the limit beyond LMO school as 100km/h, or if you have to change it make it minimum 80km/h. We strongly oppose changing the speed limit between LMO school and Edwards road.

Response No:
380

Member ID:
Date Submitted: Feb 26, 2024, 11:21 PM

Q1 Name:

Short Text Maree

Q2 Organisation (if applicable)

Short Text

Q3

Email z

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 Richmond

Q8 Which area of Nelson are you in?

Select Box

Q9 Which means of transport do you usually use?

Multi Choice Walk
Car, van, ute

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

Matrix Urban Option A: School zone only - Support
Urban Option B: 30km/h in school zones, town centres, tourist areas - 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 - Support
Rural Option 2: 60km/h Rural Residential and Winding/Narrow Unsealed Roads, 80km/h High Risk Rural Roads and Adjacent Areas - Support
Rural Option 3: 80km/h in Rural areas. 60km/h in Rural Residential Areas and on Winding Unsealed roads - Support
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 Take the cycle lanes out recently input in Queen Street

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

Long Text Take the cycle lanes out

Response No:
248

Member ID:

Date Submitted: Feb 28, 2024, 09:37 AM

Q1 Name:

Short Text Brendan SANTORINI

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 Rural Residential

Q7 Where do you live?

Select Box Nelson

Q8 Which area of Nelson are you in?

Select Box Atawhai

Q9 Which means of transport do you usually use?

Multi Choice Motorcycle
Car, van, ute

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

Matrix Urban Option A: School zone only - Support
Urban Option B: 30km/h in school zones, town centres, tourist areas - Support
Urban Option C: 40km on local urban streets - 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 2: 60km/h Rural Residential and Winding/Narrow Unsealed Roads, 80km/h High Risk Rural Roads and Adjacent Areas - Support
Rural Option 3: 80km/h in Rural areas. 60km/h in Rural Residential Areas and on Winding Unsealed roads - Support

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

Long Text

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

Long Text We live in Strathaven Place Atawhai
It's a cul-de-sac and needs to be 30kph please to protect all residents including elderly people school children pets birds Tui Bellbird Silvereyes Thrush Blackbirds etc who fly low over our Bush clad street from tree to tree.
50kph at present is way too fast and is unsafe and if a pet gets run over it stresses Unnecessarily a family already battling to survive after 5.5years of jacindas nonsense that simply wasn't True.

Response No:
222

Member ID:
Date Submitted: Feb 28, 2024, 01:44 PM

Q1 Name:

Short Text Lucinda Blackley-Jimson

Q2 Organisation (if applicable)

Short Text Tasman Bays Heritage Trust | Nelson Provincial Museum

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 Richmond

Q8 Which area of Nelson are you in?

Select Box

Q9 Which means of transport do you usually use?

Multi Choice Car, van, ute

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

Matrix Urban Option C: 40km/h on local urban streets - Support
Urban Option D: 30km/h 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 3: 80km/h in Rural areas. 60km/h in Rural Residential Areas and on Winding Unsealed roads - Support
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

1) There is a cluster of houses around the intersection of Moutere Highway and Maisey Road. There are a number of children living in this area. Trucks cross from the Redwood Cidery, forestry trucks are heavy users and there are several blind corners coming up the hill. As a resident with a pre-schooler in my care, I have a near miss pulling out of my driveway at 517 Moutere Highway at least once a week. I strongly request that this area is treated as rural residential and the speed reduced significantly from the current 100kms per hour for safety reasons.

2) Request a speed reduction outside Appleby Primary School. Currently signage is confusing and the vast majority of drivers do not reduce speed. Most are over 100km outside the school gates. Please implement methods to slow drivers outside this school. This is vital for child safety.

3) Implement a round-about at the intersection of Moutere Highway and Appleby Highway. This is a high traffic area with a lot of traffic merging from Moutere on Appleby, including a significant number of tourists confused about the signage. Is this a merging lane, where you merge like a zip, or somewhere you wait for a gap? Implementing a roundabout would eliminate confusion and slow traffic coming onto Appleby Highway outside the school.

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

Long Text

Appleby Highway has been significantly safer to drive in since the speed limit was lowered to 80km. Please implement this limit (or lower) on Moutere Highway itself as a priority.

Response No:
275

Member ID: 645

Date Submitted: Jan 28, 2024, 04:59 PM

Q1 Name:

Short Text Tilman D Walk

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 Cycle
Car, van, ute

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

Matrix Urban Option A: School zone only - Oppose
Urban Option B: 30km/h in school zones, town centres, tourist areas - Neutral
Urban Option C: 40km on local urban streets - Support
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 - Oppose
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 - Neutral
Rural Option 4: 50km/h Rural Residential, 60km/h Unsealed/Winding Narrow Roads, 80km/h Elsewhere - Neutral

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

Long Text The requirement for cycleways being a prerequisite for no speed limited must specify that cycleways need to meet NCTA requirements not dangerous layouts like on most of Waimea Road that are not even half the NZTA requirements in many places

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

Long Text

Response No:
387

Member ID:
Date Submitted: Feb 26, 2024, 10:14 PM

Q1 Name:

Short Text Craig Wassell

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 Rural

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
Truck

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 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 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 - Strongly Oppose
Rural Option 4: 50km/h Rural Residential, 60km/h Unsealed/Winding Narrow Roads, 80km/h Elsewhere - Strongly Oppose

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

Long Text

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

Long Text 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.Keeping in mind nearly all the newer vehicles on

the road have a speedo that reads 5-7km/h slower than the actual you are now in reality doing 77km/h where you used to do a 100km/h on many of the regions roads, even more unnecessary are the likes of the 30km/h through Motueka. During the day the traffic dictates this is a sensible speed but for shift workers or anyone else what is the need for this say at 03.00am? The Police need to focus less on the revenue gathering of a few k's over the limit and concentrate on the inattentive driver .

Response No:
456

Member ID:
Date Submitted: Feb 26, 2024, 11:01 AM

Q1 Name:

Short Text Kyle mcartney

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 Rural

Q7 Where do you live?

Select Box Richmond

Q8 Which area of Nelson are you in?

Select Box

Q9 Which means of transport do you usually use?

Multi Choice
Motorcycle
Car, van, ute
Cycle
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 - 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 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 - Strongly Oppose
Rural Option 4: 50km/h Rural Residential, 60km/h Unsealed/Winding Narrow Roads, 80km/h Elsewhere - Strongly Oppose

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

Long Text

Response No:
719

Member ID:
Date Submitted: Feb 23, 2024, 10:40 AM

Q1 Name:

Short Text annie Garland

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 Stoke

Q9 Which means of transport do you usually use?

Multi Choice Walk
Cycle
Car, van, ute

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

Matrix Urban Option A: School zone only - Oppose
Urban Option B: 30km/h in school zones, town centres, tourist areas - Support
Urban Option C: 40km on local urban streets - Strongly Support
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 - Support
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 - Support
Rural Option 4: 50km/h Rural Residential, 60km/h Unsealed/Winding Narrow Roads, 80km/h Elsewhere - Neutral

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

Long Text OPTION C for ALDINGA AVE. added comments below too, relating to this street.
This road is in need of a big major overhaul. SLOW DOWN in our street!!
*It gets used as a 'racing track' early evening into the dark of night.
* The noise from vehicles is horrendous so by *.....LOWERING THE SPEED TO 40k it will have a ripple effect of reducing the noise. 30K would be 'BLISS'.
*Thank you for this opportunity but dare say its really already sown-up.

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

Long Text

SCHOOL zone: 20K PINK ..when schools are out otherwise 30/50K . Been in Stoke area 13yrs, have seen many near 'oops's even to date. children are so unpredictable. my children went to these schools. what a jungle of cars, adults, children when schools out.

NB: URBAN: ALDINGA AVE. ***30/40K PLEASE. 50K... is TOO FAST. many do greater than that 60 - 65K +. up to 80-90K in the dark!! or more.

* i have collected info on vehicles travelling this road for 9 years yet no action proactively has been taken to make it a safer road / residential living.

* the noise from vehicles is horrendous BUT slowing the road down will also reduce noise which is worse than the speed.

* Reserve: many a ball and child run onto the road. Oh heck!! also, dogs at times to greet people. Cats run or walk across the road. some killed. to people it is 'their children' so emotionally traumatised. We all need some TLC.

PLEASE PLEASE PLEASE reconsider ALDINGA AVE.

the world has gone crazy and is only going to get worse and people need a 'lift-up' for mental health. 'CALMING' the traffic as you put it will also calm people. As they SLOW DOWN in our street, so will their inner self.

THANK YOU for taking the time to read and

RECONSIDER OPTION Cfor this street.

Response No: 484	Member ID: Date Submitted: Feb 26, 2024, 08:38 AM
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Q1	Name:
Short Text	annie garland
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	Stoke
Q9	Which means of transport do you usually use?
Multi Choice	Cycle Car, van, ute
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 - Neutral 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 - Support 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 - Support 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	*** ALDINGA AVE.... PLEASE REDUCE the speed. People ZOOM along here. police stated they cant ticketed anyone unless they are doing 60K. this is shocking 50K is TOO FAST. ***PLEASE REDUCE THE SPEED*** **NOISE** is a MAJOR factor on this road... by reducing the speed this can be lessened. The chip metal makes it worse. tyres, engine, supreme performance exhaust systems. ASPHALT is the answer. the NOISE from accelerating out of TYREE DRIVE is horrendous especially when you are woken by the noise around 0545hrs, 0600 - 0730. NB: I have revenue gathering about vehicles and their activity on this road for 8 years but nothing has been

accomplished which is very sad considering the council, the mayor, the police, the councillors are meant to have been their for the people. MEL COURTNEY had MY FILE and was meant to return to me but gave it to MARGARET. evidence if required.

THIS IS YOUR TIME TO SHINE AND HELP EVERYONE. THANK YOU.

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

Long Text

NB: I have submitted once , however would like to add more for consideration.

*RURAL: OPTION B: for 60K on gravel winding roads. HIGH RISK 80K!! should stay the same.

*SCHOOL: OPTION C: I've had children at these schools.

At peak times.. 20K is fast enough with unpredictability's

*URBAN: OPTION C: *ALL RESIDENTIAL roads should be 30-40K. why? people have an agenda. They DO NOT

*consider the folk that live in these houses as they drive pass. consider yourself...Do YOU?

NO consideration / thoughtfulness of others.

*I have rung *555 on numerous occasions AT NIGHT. 90 - 100k UP ALDINGA AVE. They use it as racing track!

**** BLOCK off TYREE DRIVE**** as a trial for 6mths. all other roads have an exit. no issues.

THIS IS THE ONLY TIME / OPPORTUNITY..... to get this right for all people.

The world has so much unrest, confusion and instability for people and is only going to get worse, not better. [The corona pandemic.]

By reducing ALL BUILT-UP RESIDENTIAL roads to 30-40K this can aid in better MENTAL HEALTH and better health overall. heart health is very important. many people have heart issues now. external stressors, if reduced or alleviated can reduce this.

THANK YOU THANK YOU for your time and consideration

Response No:
870

Member ID:

Date Submitted: Dec 10, 2023, 11:01 AM

Q1 Name:

Short Text Peter Bullock

Q2 Organisation (if applicable)

Short Text Gingerbread House

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

Q7 Where do you live?

Select Box Māpua

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
Bus

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

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

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 - Oppose
Rural Option 3: 80km/h in Rural areas. 60km/h in Rural Residential Areas and on Winding Unsealed roads - Support
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 Central town areas need to be 30km/h, outside these areas of a town between 40 and 50km/h
For instance, in Motueka, High St between Tudor St and Greenwood St is best at 30km/h
Its not good to blanket all streets at 30, just central, and 40km/h best in all other urban areas, except the main arterial routes that are best retained at 50km/h, for instance Wensley, Hart, Salisbury, Hill Sts/Rds etc, as these

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

Long Text

Rural Roads:

The blanket change to 80km/h on all rural roads, except outside of town/school areas, is a positive move to make. All unsealed roads at 80km is too fast, why not make it 70km/h?
 Unsure why in the proposals, that there is never a mention of 90 or 70km/h speeds, why is this?
 Outside all rural schools it needs to be 30 - 40km/hr, dependent on the school as some school places are very hazardous at 40km/h, for example Upper Moutere school has neighbouring shops, where at 3pm it is bustle of activity, vehicles/people everywhere. I know as I drive the local school bus.

Town Roads:

Central town areas, and immediate vicinity of schools need to be 30km/h, outside these areas of a town between 40 and 50km/h
 For instance, in Motueka, High St between Tudor St and Greenwood St is best at 30km/h
 Its not good to blanket all streets at 30, just central, and 40km/h best in all other urban areas, except the main arterial routes that are best retained at 50km/h, for instance Wensley, Hart, Salisbury, Hill Sts/Rds etc, as with traffic on these the speed would naturally lower anyway.

Other Comments:

Don't quibble over cost of extra signs, as in the bigger picture it is a small expense in comparison to road building/maintenance, or the Waimea dam for example. Just get the speed limits appropriate to the road.

Make sure that the TDC works in conjunction with the local police to ensure that not just the main arterial rural roads are policed for speed, rather also the connecting rural roads where anti-social and dangerous racing occurs, particularly by the motorcycle fraternity. This is a community issue, not just a policing issue, so TDC please work with law enforcers and local resident wishes on this matter. Neudorf Rd is a racing track for motorcyclists almost every weekend day, and during week days at times. This is the case for other roads that are highly desirable for motorcyclists. Some cars too, but very very few race.

Response No:
112

Member ID:

Date Submitted: Feb 13, 2024, 12:50 PM

Q1 Name:

Short Text David marsh

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 Atawhai

Q9 Which means of transport do you usually use?

Multi Choice Motorcycle
Walk
Bus
Car, van, ute

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

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

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

Long Text

Long overdue current speed limits encourages drivers to do more than 50kmph

Response No: 114	Member ID: Date Submitted: Feb 13, 2024, 10:55 AM
Q1 Name:	
Short Text	Bruce Struthers
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	Rural Residential
Q7 Where do you live?	
Select Box	Māpua
Q8 Which area of Nelson are you in?	
Select Box	
Q9 Which means of transport do you usually use?	
Multi Choice	Car, van, ute Walk
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 Oppose 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 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 - Strongly Support Rural Option 4: 50km/h Rural Residential, 60km/h Unsealed/Winding Narrow Roads, 80km/h Elsewhere - Strongly Oppose
Q12 Are there changes that you would like us to consider to specific roads or areas?	
Long Text	I am responding to a proposal to reduce the speed limit from 60 kph to 50 kph along Stafford Drive between 40 Stafford Drive and the intesection with Pine Hill Road. The specific corridor is listed as STAFFORD_89255. Roads should not be designed by committee. Nelson Tasman Community Speed Limit Feedback studies may gauge public acceptance, but should not be used to drive traffic engineering decisions. Road design is an art to be practiced by trained engineers using comprehensive quantitative data, not the result of a popularity contest put to a vote to the public. The public's role is to supplement a body of hard data with anecdotal evidence and on-site observations.

Speed limits should be set using a formal engineering approach with well defined objectives, and comprehensive traffic volume and safety data to support that a change will meet the objective.

In its 2003 publication: "Speed Limits New Zealand", the New Zealand Transport Agency defined a clear objective that should be used by Tasman District:

"The objective of speed limits policy is to balance the interests of mobility and safety by ensuring speed limits are safe, appropriate and credible for the level of roadside development and the category of road for which they are set. They must also be nationally consistent".

This statement of objective is followed by a discussion of the justification for various speed limits appropriate to different types of roads.

Stafford Drive is two lanes, 3.6 kilometers in length, with wide sealed shoulders on both sides, and a sidewalk and continuous residences on the east side for the majority of its length from Pine Hill Road on the north to Māpua Drive on the south. Stafford Drive is predominantly flat, with an handful of sinuous curves distributed over the entire length. The shoulder on the west side is approximately two thirds the width of each lane of traffic. Homes are spaced much further apart on the west side.

In 2010, there were five properties on the western (Seaton Valley) side of Stafford Drive. Three have dwellings on them. There are thirty properties on the eastern (coastal) side of Stafford Drive and all except two of these have dwellings on them.

There has been little, if any, new development along Stafford Drive, or reconfiguration of traffic infrastructure since it served as The Coastal Highway. Considerable investment has been made in fibre optic and water infrastructure on route, but structural traffic management changes have been superficial. Planning for speed management in Māpua is premature while the Māpua Masterplan is still in development.

The Māpua Bypass opened on 22 October 2010 enabling the Council Drive to change Māpua Drive and Stafford Drive from arterial to collector roads. A proposal was made in RESC11-08-03 to reduce the speed limit from 70 km/h to 50 km/h, citing the measured crash rate. This report noted:

"... there were four crashes recorded over the last five (sic) years with three of these crashes involving minor injury. However speed was not reported as the main contributing factor in any of the crashes, with alcohol being the main factor in two of them".

RESC12-04-03 recommended the existing speed limits of 60 km/h and 80 km/h for Stafford Drive, but noted with disappointment that neither New Zealand Police or New Zealand Transport Agency provided comment. The submissions of twenty eight residents for Aporo Road, Stafford Drive and Māpua Drive were considered. A change without critical agency input should not be repeated.

Pomona Road is 3.8 km long and has twenty bends, or inflection points, along its length. Most curves are gentle, but the section between Stafford Drive and Korepo Road, and 118 to 173 Pomona Road, can best be classified as "serpentine". A hairpin curve exists at the intersection with Foley Road. Pomona Road has no sidewalks, little or no shoulder, and meter-deep drainage ditches along many sections. There are consistent steep changes in altitude along the route. The road can be categorized as a winding and narrow road. The speed limit varies between 60 km/h and 80 km/h in the rural residential and rural zones, respectively. There are two segments of one lane road within the 80 km/h zone.

The "cons" listed in the description of Rural Option 4 under consideration are poor motorist compliance and increased journey time.

The asymmetry of proposed speed limits applied to Stafford Drive and Pomona Road will encourage drivers of straight segments to exceed an unrealistic and inappropriate limit of 50 km/h. This inappropriately low limit is in place over most of Māpua Drive. Speeding tickets and traffic signal data can be used to verify the extent of non-compliance on Māpua Drive. Law abiding drivers will address increased journey times imposed on Stafford Drive by changing route and driving at much higher speed on the unsafe Pomona Drive. The proposed change will produce the exact opposite of the desired result, and reduce traffic safety.

Tasman District Council should ensure that all relevant crash, speed, traffic volume, traffic seasonality and residential development data since 2010 have been collected and carefully analyzed before reducing a speed limit that has existed for over ten years. To achieve the transparency required of all District staff, this data and analysis should be provided to district residents for review before any consultation is begun.

I have downloaded the subset of NZTA Crash Analysis System accident data that has been made available, and focused on Stafford Drive. Unfortunately, this data only has resolution to year, not month and date, and has a few obvious inaccuracies, such as a 100 kph speed limit in 2019, and inconsistent population of advisory speeds. I found 64 records of accidents with a primary crash location of Stafford Drive, since 2000. The secondary crash location appears to favour nine secondary locations, with Pine Hill Road having 25 crashes, McKee Domain having 15 and Aranui Road having 8. All other secondary locations have crashes in the single digits.

The number of accidents per calendar year has dropped to one or two since the 2012 speed limit reduction. There have been no fatal crashes since 2000, one serious injury in 2013, and four minor injury crashes since 2012. There

have been no pedestrian-involved crashes since 2000. A bicycle-involved crash occurred in 2013 near Warren Place, where the speed limit already was reduced to 50 kph. The intersection with Pine Hill Road continues to have the most crashes. Lacking traffic volume data, it is difficult to conclude whether reduced speed limits or reduced traffic volume produced increased safety along Stafford Drive. This raises a question as to whether a further reduction in speed limit is necessary.

A review of crash data on Pomona Road over the same period shows one crash in 2012, 2017 and 2020, and two in 2018. One occurred close to Foley Road where the speed limit is 80 kph; the four remaining occurred where the speed limit is 50 kph and residential density is higher. Two crashes were categorized as minor severity; the remainder were non-injury crashes. The crashes are clustered around an extremely winding and narrow uphill segment between Stafford Drive and Korepo Road. This suggests that residential density, which drives traffic volume, and road quality are the conditions that determine safety.

The proposed change to speed on Stafford Drive is not consistent with the decision to preserve limits on Pomona Road. Any changes proposed by Tasman District are not consistent with the current policy by New Zealand Transport to stop blanket speed limit reductions. The planning, consultation and design of speed limits apparently has occurred with little hard data supporting choices. This exercise has cost the District money that it says it does not have, to solve problems that do not exist. In the self-congratulatory cover article in the January 25, 2024 issue of Newsline, the author states:

"Councils are still able to reduce harm on our roads through speed management plans and infrastructure improvements".

This disingenuous statement assumes that there is harm to reduce, but provides no hard data. The District has not proved that high speeds, rather than poor roading, are the cause of any such harm. It is much easier to proffer multiple options to reduce speed for public consultation, slanted towards the lowest, declare the people to have spoken, and publish news releases extolling the accomplishments of District staff.

The District's efforts should be focused on designing and building roading to resolve known safety issues, such as those clearly evident at the intersection of Māpua Drive and SH60.

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

Long Text

All existing roadside drainage ditches should be laid with appropriately sized pipe.
All pipelines should be covered with earth and packed gravel to provide an alternative walking path.
The District should provide more safer pathways to get non-automotive traffic out of harms way, no simply post lower speed limits for vehicle traffic.

If any speed limits are changed, limits should be imposed on cycling traffic and e-scooter traffic on all shared pathways.

Response No:
127

Member ID:

Date Submitted: Feb 12, 2024, 03:02 PM

Q1 Name:

Short Text Bob Butts

Q2 Organisation (if applicable)

Short Text Port Tarakohe Limited

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

Q7 Where do you live?

Select Box Tākaka

Q8 Which area of Nelson are you in?

Select Box

Q9 Which means of transport do you usually use?

Multi Choice Car, van, ute

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 - Support
Urban Option C: 40km on local urban streets - Neutral
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 - 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 - Neutral

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

Long Text The speed limit along Abel Tasman Drive between the corner of Pohara Valley Road and the bottom of the hill into Ligar Bay should be reduced from 60km/h to 40km/h.

The road is very narrow in places and winding and affected by adjacent cliffs and overhangs with some instability issues in parts. This causes safety issues with potential for conflict between users (e.g. cars and trucks vs pedestrians and cyclists) and there is limited space for physical improvement. The roading access points to the Port and recreation area, as well as the connections within the Port area itself are constricted with vehicles crossing in areas of limited visibility.

The road is also at risk from coastal impacts during storm conditions and the road will be subject to sea level rise in time. This also impacts on linear infrastructure with cables and pipes being within the road corridor. There is

emergency alternative access roading (Matenga East to Matenga West) to settled areas to the east and to Abel Taman National Park should the road through this coastal area described be closed (e.g. due to rock falls etc).

Use of the coastal road is predicted to increase long term, especially as commercial use of the Port increases (e.g. servicing the marine farms and rock exports etc). This will impact on the wider roading network especially with increased heavy vehicle movements. There is also potential for conflict with vehicles moving between the Port itself and the supporting land to the south on Port Tarakohe Limited land.

Part of the coastal public road is currently on private land rather than being legal road reserve and ownership needs to be resolved.

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

Long Text

Yes. I found the range of options offered were too narrow and I felt like I was being pushed to a predetermined outcome. Therefore this is not a good consultation.

I wish to be heard in support of my submission as the coastal road to the Port is critical infrastructure.

Response No:
335

Member ID:
Date Submitted: Feb 27, 2024, 02:35 PM

Q1 Name:

Short Text Bruno Lemke

Q2 Organisation (if applicable)

Short Text Nelson Tasman Community Transport Trust

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 Māpua

Q8 Which area of Nelson are you in?

Select Box

Q9 Which means of transport do you usually use?

Multi Choice Car, van, ute
Bus
Walk
Cycle

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

Matrix Urban Option B: 30km/h in school zones, town centres, tourist areas - Strongly Support
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 2: 60km/h Rural Residential and Winding/Narrow Unsealed Roads, 80km/h High Risk Rural Roads and Adjacent Areas - Strongly Support

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

Long Text

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

Long Text Please cut down the speed on the inland Moutere Highway

Response No:
559

Member ID:

Date Submitted: Feb 25, 2024, 07:47 AM

Q1 Name:

Short Text Markus Landvogt

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 Rural Residential

Q7 Where do you live?

Select Box Māpua

Q8 Which area of Nelson are you in?

Select Box

Q9 Which means of transport do you usually use?

Multi Choice Car, van, ute

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 - Support
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 - Strongly Support
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 - Strongly Oppose
Rural Option 4: 50km/h Rural Residential, 60km/h Unsealed/Winding Narrow Roads, 80km/h Elsewhere - Strongly Oppose

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

Long Text
In rural residential areas the maximum speed limit on roads should be 30 km/h, especially at Bronte Road East. This option was not really available in your survey. This makes the whole survey crap. Sorry to say.

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

Long Text

Response No:
58

Member ID:

Date Submitted: Feb 29, 2024, 03:20 PM

Q1 Name:

Short Text Sue Jepson

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 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

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

Matrix 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 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 I am hoping that the Motueka Valley Highway will be considered as a Sealed Road - Winding/Narrow and therefore reduced to 60kph.
This road is unsafe for walking or cycling along which means that my options re mode of travel are reduced to my car, even though the distance from my home, Pineview Way, into town is a reasonable distance for cycling to the shops or for appointments,

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

Long Text I have asked before for more signage re sharing our roads safely - perhaps that can be reconsidered along with reduced speeds on rural roads.

Response No: 690	Member ID: Date Submitted: Feb 23, 2024, 02:40 PM
Q1 Name:	
Short Text	Matthew Gould
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	Rural Residential
Q7 Where do you live?	
Select Box	Māpua
Q8 Which area of Nelson are you in?	
Select Box	
Q9 Which means of transport do you usually use?	
Multi Choice	Car, van, ute 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 - Support 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 - Oppose Rural Option 2: 60km/h Rural Residential and Winding/Narrow Unsealed Roads, 80km/h High Risk Rural Roads and Adjacent Areas - Support Rural Option 3: 80km/h in Rural areas. 60km/h in Rural Residential Areas and on Winding Unsealed roads - Support 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	Request: Supplejack Salley Road from Upper Moutere School to Moutere Stream Bridge be reduced from 100KMH to 40KMH. Supplejack Valley Road from the Moutere Stream/River bridge to the edge of the Upper Moutere school zone currently has a limit of 100KMH. This limit is assigned on a stretch of sealed road no more than 800m long. Thereafter Supplejack Valley Road is unsealed. 800 meters of tarmac is bookended by a tight, unsealed turn on gravel at one end, and a School and church hall at the other. While the speed limit drops to 50KMH just prior to the school gates, the speed limit remains at 100 KMH directly in front of the main entrance to the school playing fields (the entrance commonly used by children attending the school from Supplejack Valley).

Vehicles going both toward the school, and away from the school often attempt to hit the 100 KMH speed limit in that short distance. This includes logging trucks coming from the forestry block at the end of Supplejack Valley Road. Children attending the school walk or bike this dangerous stretch every day. This section of road has no footpath and a modest ditch on either side. I would encourage consideration of an extension of the school zone to the Moutere River bridge; or failing that the lowest possible speed limit across the sealed section of the road (40KMH). The remainder of Supplejack Valley Road (unsealed) should be at 60KMH. Thank you.

Q13

Do you have any more comments on the proposed options?

Long Text

This is a fantastic initiative. The TDC should be applauded for the practical and clear options provided, the form of communication via this website, and the care taken to provide for all constituents. Nice one!

Response No: 1081	Member ID: Date Submitted: Nov 29, 2023, 06:12 AM
Q1 Name:	
Short Text	Martyn Barlow
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	Rural Residential
Q7 Where do you live?	
Select Box	Māpua
Q8 Which area of Nelson are you in?	
Select Box	
Q9 Which means of transport do you usually use?	
Multi Choice	Car, van, ute Motorcycle
Q10 Tell us what you think about the options proposed for urban areas.	
Matrix	Urban Option A: School zone only - Oppose Urban Option B: 30km/h in school zones, town centres, tourist areas - Strongly Oppose 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 - Oppose Rural Option 2: 60km/h Rural Residential and Winding/Narrow Unsealed Roads, 80km/h High Risk Rural Roads and Adjacent Areas - Oppose Rural Option 3: 80km/h in Rural areas. 60km/h in Rural Residential Areas and on Winding Unsealed roads - Strongly Oppose Rural Option 4: 50km/h Rural Residential, 60km/h Unsealed/Winding Narrow Roads, 80km/h Elsewhere - Strongly Oppose
Q12 Are there changes that you would like us to consider to specific roads or areas?	
Long Text	Improve roads - remove cyclists from roads - introduce compulsory defensive driving courses for all learner drivers before getting full licence
Q13 Do you have any more comments on the proposed options?	
Long Text	

Response No:
387

Member ID: 1299

Date Submitted: Jan 18, 2024, 08:26 PM

Q1 Name:

Short Text Camilla Edstrom

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 Rural Residential

Q7 Where do you live?

Select Box Nelson

Q8 Which area of Nelson are you in?

Select Box Atawhai

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 B: 30km/h in school zones, town centres, tourist areas - Support
Urban Option C: 40km on local urban streets - 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 - Oppose
Rural Option 2: 60km/h Rural Residential and Winding/Narrow Unsealed Roads, 80km/h High Risk Rural Roads and Adjacent Areas - Oppose
Rural Option 3: 80km/h in Rural areas. 60km/h in Rural Residential Areas and on Winding Unsealed roads - Strongly Oppose
Rural Option 4: 50km/h Rural Residential, 60km/h Unsealed/Winding Narrow Roads, 80km/h Elsewhere - Neutral

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

Long Text Cable Bay Rd suggestion km 100h is ridiculous to be blunt. From the high way to Maori Pā Rd 80 km/ hour is ok . From Maori Pā Rd 50km/hour as some places narrow and with wider cars and campers on occasions makes it very tight. Many as time I have to more or less caress the hill side or get car scraped by fences. Around emergency Nr 580 or so 30 km/ hour all the way to the beach. We walk along the road and it does not feel safe. Also residents need to feel safe driving the cars out from there house. There are a few lanes down towards the Estuary that are hidden (712-718) the gravel Rd to Pepin Island is becoming increasingly dangerous with cars driving to fast ,parking along the sides ,making it hard at times to pass. I have lived here since end of 1981 and have both been scared and also witnessed some atrocious driving habits. I saw some young driving into the side and smashing the car hurting themselves. Oh ...the driver said ,it says we can

drive 100km . As you know there are thoughtless , mindless drivers out there . I am happy taking 3-4 minutes longer time to get into Nelson .
Also I would love to feel safer walking on the road the year around . Summertime is horrid
Thank you for listening .
Camilla Edstrom

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

Long Text

Faster is not necessarily a good thing.
It seems the Glenduan has better speed limits than we do our here.

Response No: 46	Member ID: 1395 Date Submitted: Feb 17, 2024, 07:34 AM
Q1 Name:	
Short Text	Bene Ritschny
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	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	Bus Cycle Car, van, ute Truck
Q10 Tell us what you think about the options proposed for urban areas.	
Matrix	Urban Option A: School zone only - Support Urban Option B: 30km/h in school zones, town centres, tourist areas - Strongly Support Urban Option C: 40km on local urban streets - Neutral 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 - Support Rural Option 2: 60km/h Rural Residential and Winding/Narrow Unsealed Roads, 80km/h High Risk Rural Roads and Adjacent Areas - Support Rural Option 3: 80km/h in Rural areas. 60km/h in Rural Residential Areas and on Winding Unsealed roads - Support 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	Dehra Doon Road, Riwaka
Q13 Do you have any more comments on the proposed options?	
Long Text	Dehra Doon Road is currently 80kmph. It winds through a residential area with families and businesses entering the road on blind corners with many rises and dips.

I believe (as do many other residents on the street) it should be lowered to at 60kmph in the interest of public safety.

Response No:
966

Member ID: 963

Date Submitted: Feb 21, 2024, 10:07 AM

Q1 Name:

Short Text Andrea Blackburn

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 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 Other: Unknown

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

Matrix

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

Matrix

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

Long Text

We fully support the submissions made by the Motueka Valley Association and Ngatimoti School in relation to this Review and their proposed speed reductions in our area. We feel that urgent priority should be given to reduce the speed limit on the stretch of Motueka Valley Highway through Ngatimoti Village and alongside school to 60km/h, reduced to 40km/h when children are present.

There has been campaigning for this change for a number of years now for the safety of our children and residents. The addition of the Cycle Trail only increases the priority for this speed change and is fully supported by the Great Taste Cycle Trail Manager. To help ensure the reduced speed limit is followed it would greatly benefit from the digital 'your speed' signs at each end.

The same priority should apply to the proposals to reduce the speed on Greenhill Rd to 30km/h alongside school boundaries and a maximum of 60km/h for the remainder (as this is largely rural residential and unsealed road).

You would hope that drivers could apply common sense, drive to road conditions and not just use speed limits as targets. However, our own experience driving regularly through the Motueka Valley is that this is increasingly not the case. And combined with the increase in trucks and tourists in campers, caravans or towing boats leading to more impatience of drivers and more risky behaviour (eg tailgating, overtaking when insufficient view of the road ahead) something

needs to be done before there are more serious consequences.
We believe in making such changes to speed where they are genuinely needed, rather than applying blanket changes. Seeking feedback from local residents and users of the roads makes good sense as not all roads are created equal.
Thank you for the opportunity to provide such feedback & we look forward to engaging further with you throughout this process.

Q13

Do you have any more comments on the proposed options?

Long Text

Response No:
353

Member ID:

Date Submitted: Feb 27, 2024, 11:26 AM

Q1 Name:

Short Text Belinda Crisp

Q2 Organisation (if applicable)

Short Text Nelson Tasman Cycle Trails Trust

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 Richmond

Q8 Which area of Nelson are you in?

Select Box

Q9 Which means of transport do you usually use?

Multi Choice Cycle
Car, van, ute
Bus

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 Support
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 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 - Strongly Support
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

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

Long Text The Great Taste Trail is a mix of off-road, on-road and shared pathways. Where the trail is on-road, where riders cross a road, where ever the trail is beside a road, Nelson Tasman Cycle Trails Trust (the "Trust") strongly supports

the slowest speed limit proposed in the Review.

The Trust is particularly concerned about the speed limit on the Motueka Valley Highway, where the trail is currently being constructed beside the section that is 100km/hour past both the Ngatimoti School and River Haven Café. Both locations require riders to cross the 100km/hr Motueka Valley Highway from the trail.

The Motueka Valley Highway is in places narrow without good shoulders or good sightlines. The Trust is concerned about the current 100km speed limit that applies to the Motueka Valley Highway, and in particular the section between River Haven Café and the Peninsula Bridge which encompasses the Ngatimoti School and rural community.

The New Zealand Cycle Trail Guidelines (2019) state that “at low combinations of traffic volume and speed, no special provisions for cycling ... are required. At higher levels a cycle lane or wide shoulder is required.” Given the higher speed limits, the Trust has complied with this guideline by ensuring the trail is on a separated bike trail. However, when it comes to crossings and intersections, the current speed limit poses a risk for users of the cycle trail. For the purposes of this submission, I am treating the access from the trail to the Ngatimoti School and River Haven as a “crossing”.

When considering a crossing, the following factors are taken into account under the Guidelines:

- Traffic volumes
- Proportion of heavy vehicles
- Speed Environment
- Inter-visibility
- Crossing distances (width of road)
- Surrounding environment (e.g. urban/rural); and
- Crossing provision at other nearby location along the trail and intersection controls along the road.

As the Motueka Valley Highway volume of traffic movements is under 2,000 per day, the Guidelines state that with a speed limit of 100km, a “Stop” or “Give Way” crossing be used. It notes that the situation where “cyclists have to give way, gives the lowest level of service to riders”.

Taking into account the other factors when considering crossings, such as the high proportion of heavy vehicles, the crossing distance and the lack of other options to cross the highway, there is added potential risk to cyclists and locals walking the trail to get to the school or café. The one factor that can be changed to reduce the risk, is the speed.

Accordingly, the Trust strongly supports the generic speed reduction proposed between River Haven Café and Peninsula Bridge on the Motueka Valley Highway to reduce the risk to the locals, school children and cycle tourists who will be using the cycle trail and crossing the Motueka Valley Highway.

Below is a summary of roads within the Speed Review that effect the Great Taste Trail, along with the option supported by the Trust:

Headingley Lane Local Streets Urban Option A 30km Key access route to GTT for riders from Berrylands subdivision
 McShane Road Richmond Urban Connectors Urban Option C 40km Key access route to Factory Corner
 Landsdowne Road Peri-Urban Roads Rural Option 4 50km This is an on-road section of the GTT and very high use (over 100,000 passes annually)
 Stafford Drive Urban Connectors Urban Option A 50km GTT route crosses this road
 Pippin Lane Peri-urban Roads Rural Option 1 60km This is an on-road section of the GTT
 Aporo Road Rural Connectors Rural Option 1 60km GTT route is beside this road
 Aproro Road Local Streets Urban Option A 50km GTT route is beside this road
 Harley Road Peri-Urban Roads Rural Option 1 60km GTT route crosses road in this section
 Tasman View Road Peri-Urban Roads Rural Option 1 60km GTT route is beside this road
 Tasman View Road Rural Road Rural Option 2 60km GTT route is beside AND on this road
 School Road (Lower Moutere) Peri-Urban Roads Rural Option 4 50km This is an on-road section of the GTT
 Main Road Lower Moutere Peri-Urban Roads Rural Option 1 50km School, GTT is beside this road.
 Motueka Quay Local Streets Urban Option C 40km This could be changed to an on-road section of the GTT, allowing more room for walkers on the seaward side
 Staples Street Peri-urban Roads Rural Option 1,2,3 60km This is an on-road section of the GTT
 School Road (Riwaka) Local Streets Urban Option A 30km School. This is an on-road section of the GTT
 Goodall Road Rural Road Rural Option 2 60km This is an on-road section of the GTT
 Motueka Valley Highway Rural Connectors Rural Option 1,2,3 60km School, GTT route with riders crossing the road to café / school
 Motueka River West Bank Rural Roads Rural Option 2 80m This is an on-road section of the GTT
 Baton Valley Road Rural Road Rural Option 4 60km This is an on-road section of the GTT on winding unsealed road
 Ellis River Road Rural Road Rural Option 2 60km This is an on-road section of the GTT on winding unsealed road
 Tapawera-Baton Road Rural Road Rural Option 3 80km This is an on-road section of the GTT
 Tadmor Valley Road Rural Connectors Rural Option 3 80km GTT route crosses road in this section
 Main Road Tapawera Urban Connector Urban Option B 30km GTT route crosses road in this section
 Quail Valley Road Rural Road Rural Option 2 60km This is an on-road section of the GTT
 Hoult Valley Road West Rural Road Rural Option 2 60km This is an on-road section of the GTT
 Pigeon Valley Road Local Streets Urban Option D 30km GTT route crosses after bridge. Bikes / walkers connect to GTT from new reserve carpark on Pigeon Valley Road
 Edward Street (Wakefield) Local Streets Urban Option A 30km On road section of GTT, route turns right off this road
 Edward Street (Wakefield) Local Streets Urban Option C 40km GTT route crosses at exit of Higgins Road extension

Response No: 106	Member ID: Date Submitted: Feb 29, 2024, 11:33 AM
Q1 Name:	
Short Text	Bruce Farley
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	Stoke
Q9 Which means of transport do you usually use?	
Multi Choice	Cycle Car, van, ute
Q10 Tell us what you think about the options proposed for urban areas.	
Matrix	Urban Option A: School zone only - Support Urban Option B: 30km/h in school zones, town centres, tourist areas - 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 - Support Rural Option 2: 60km/h Rural Residential and Winding/Narrow Unsealed Roads, 80km/h High Risk Rural Roads and Adjacent Areas - Oppose Rural Option 3: 80km/h in Rural areas, 60km/h in Rural Residential Areas and on Winding Unsealed roads - Strongly Oppose Rural Option 4: 50km/h Rural Residential, 60km/h Unsealed/Winding Narrow Roads, 80km/h Elsewhere - Strongly Oppose
Q12 Are there changes that you would like us to consider to specific roads or areas?	
Long Text	
Q13 Do you have any more comments on the proposed options?	
Long Text	I have business , property , and recreational interests throughout NZ that see me log up to 50000km of driving annually. I have undertaken 12 Cook Straight ferry crossings in the past year - one a month - and spend considerable time on NZ roads . I love both driving and experiencing provincial NZ and choose to drive the length and breadth of

the country rather than fly which is obviously quicker. I associate with a large cross section of New Zealanders . Based on the above here are my observations and views.

1 / There has been almost universal distain to NZTA's introduction of reduced speed limits throughout NZ . NZTA go through a " consultation process " in regard to speed limit reduction which is clearly nothing more than a biased smokescreen - simply a box ticking exercise . In most cases 80 to 90% of submissions are against the speed reductions or the level of speed reduction . The Napier / Taupo road is a good example. 87% of submissions were against a lowering of the speed limit. These included road safety advocates such as Greg Murphy , the Automobile Association , and the local Councils who threatened to take legal action against NZTA. And yet NZTA went ahead . Why even have the consultation process ?!! It questions democratic process full stop . Reducing speed limits across the Tasman region will (and is) be met with equal distain. It is a very unpopular proposal . The general public does not like being micro managed in this manner.

2 / The undertaking of this process is the result of Julie Anne Genter's misguided and unrealistic Road to Zero campaign that came about as part of the Labour governments coalition arrangement with the Green Party after the 2017 election. It has been widely criticised and the last government would have been wise to listen to such criticism . It is policy like this that encroaches into the lives of nearly every adult New Zealander that saw the Labour Party's popularity decline to where it was decimated at election time . The new government has made it abundantly clear that it wants this policy to cease and has clearly stated to NZTA that it is to put a hold on such blanket increases. So why is Council continuing to pursue this path when the directive is clear and such policy has been universally unpopular ?

3 / The speed reductions nationwide appear to be an indictment on both NZTA and the NZ Police - an admission of their failure to fulfill their crown duties of providing a safe motoring environment for New Zealanders . NZTA -- NZTA is one of the most out of control government departments in NZ. Yes there are good people and some good outcomes. But in general inefficient , incompetent , misguided, and overseen by incompetent ministers . Our roading system is in a terrible state nationwide. There are parts of state highway 1 that are third world.. There is resealing nationwide on a large scale where the metal is lifting from the tar even before the tempory speed restrictions are lifted and this has been happening for 3 or 4 years. We have roads that are unsafe for cars. For motor bikes there are areas that are diabolical - literal death traps of pot holes , very substandard repairs , surface changes in the middle of corners etc . Heavy truck useage shows up the poor construction and maintenance of our roads with tarmac bulges everywhere we travel. The conclusion is that NZTA's incompetence in maintaining and improving our roads leads them to take the path of reducing speed limits . The money that is wasted and cost overuns by NZTA is eye watering. (\$65 million and 4 years for 3km of cycle way in Lower Hutt !) NZ Police - I greatly admire and support the NZ Police. However their road policing division is lazy and have an obsession with speed at a cost to other causes of accidents. I am continually on the road. Daily I see poor - often very poor to crazy - driving habits. Mostly it is not speed. And all I see mostly is police offices sitting in their favourite spots - usually on a straight piece of road where there is little record of accidents - collecting their 3 " contacts " per hour. Most trips I take I see bad driving habits and near misses so why are the police not travelling more in plain vehicles seeing the same things ? We need to police our current limits and poor driving incidents far harder and more dilligently than current policy and leadership dictates.

4 / NZTA has fumbled it's policy of reduced speed limites from day one. Too wide spread and too conservative. In some cases many of us agree that some reduction would be beneficial. But the movements have been unrealistic. The 80kph in most cases should be 90kph etc etc I recently drove Tauranga to Rotorua. Towards the lake long areas of 60kph. Ridiculous and unnecessary - way too low. NZTA have shot themselves in the foot re their public image and realtionships. If 80 or 90% say no ---LISTEN . The TDC needs to do the same .

5 / \$21,000,000 !!!!!!!!!!!!!!!!!!!!!!! We can't get a pothole fixed or more passing lanes but we can waste 21 million on nonsense like this . Policy that 80 to 90% of the population do not abide in ! This is misguided. Arrogance . Why the majority of NZer's voted for change at the election - to stop this type of dictorial nonsense.

In conclusion : the government , ministers , and local government , are there to serve the public. Look. I've spent my life serving on committees , boards . as a trustee of numerous organistions - I appreciate it is a hard road. Damned if you do and damned if you don't.

However since covid and especially the last election the NZ public has spoken clearly. We want good governance without the overbearing interference in our worlds. We want you to provide efficient services as best you can given the finances available . What we don't want is to be blatantly micro managed in an overbearing way and particularly in this instance where this legislation is not favourable to the majority of constituents . Indeed in this case highly unpopular and controversial.

Regards
B W Farley

Response No:
76

Member ID:
Date Submitted: Feb 15, 2024, 10:43 AM

Q1 Name:

Short Text Peter Olorenshaw

Q2 Organisation (if applicable)

Short Text Nelsust Inc.

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 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
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 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 - Strongly 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

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

Long Text 1. We think the document is misleading by showing in the key table in Option D Urban, that there will either just 30kph zones or 50kph zones where there are separated cycle paths, when in fact in the text you say there will actually be 40kph zones on urban connectors where there no separated cycle facilities.

2. Not only is it misleading it is the wrong thing to do to have people in motor vehicles travelling at 40kph alongside people on bikes. It should be 30kph where there are no separated cycle paths. This also gives the incentive to quickly provide separated cycle paths if people want to travel faster than 30kph.
3. Having 3 urban speeds is confusing and expensive: It is much simpler having just two speeds 30kph and no cycle paths, 50 kph where there are separated cycle paths. Signage costs will be minimal with just two speeds as everyone will know that if there are no cycle paths the speed limit is 30kph. Implementation will be significantly cheaper.
4. What should also happen is that the junction between 30kph and 50kph zones should be marked by a raised table crossing with bikes in the 50kph zone cycle path having priority over cars coming out of 30kph side streets.
5. We should not be prioritising journey times for people in motor vehicles over collateral damage of people killed and injured because of those higher speeds. If people have to leave 2 minutes earlier on a journey they choose to drive, so be it.
6. Again potentially misleadingly the Safe And Appropriate Speed limits recommended by Waka Kotahi are shown in both the urban and rural tables but in the rural tables this option is just labelled SAAS without defining what that is and that this is option that WK recommends. This is a terrible oversight or bias. You should have made it crystal clear that the rural option that most closely aligns with Waka Kotahi's Safe And Appropriate Speed recommendation is the slowest speeds, as it is in the urban areas.

Response No:
477

Contribution ID: 15646

Member ID:

Date Submitted: Jan 09, 2024, 08:43 AM

Q1 Name:

Short Text Rick Dickinson

Q2 Organisation (if applicable)

Short Text NA

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 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
Walk
Motorcycle
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 Oppose
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 Oppose
Rural Option 3: 80km/h in Rural areas. 60km/h in Rural Residential Areas and on Winding Unsealed roads - Strongly Oppose
Rural Option 4: 50km/h Rural Residential, 60km/h Unsealed/Winding Narrow Roads, 80km/h Elsewhere - Strongly Oppose

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

Long Text



GOLDEN BAY HIGH SCHOOL

Ake ake kia kaha

27 February 2024

To: Tasman District Council
Re: Transport Planning
From: Golden Bay High School Board

Tēnā koe Jane

Subsequent to the email from Brian Nesbit on Thursday 14 December, please add this incident to our submission.

On Monday 12th February, at 3:05pm, an incident occurred directly outside of Golden Bay High School. While the child involved fortunately received only minor injuries, the incident illustrates the risks faced. The incident was eye witnessed by the Principal and many students.

Immediately after the end of the school day, a car with a father and his 9 year old daughter, that had recently been picked up from a local primary school, parked on Rototai Road. He parked on the far side of the road near the main entrance. The father was picking up his 11 year old son from Golden Bay High School. When the father crossed the road to find his son, the girl decided to follow. She ran out onto the road and was hit by the front of a car, driven by a member of the public, travelling past the school. The child passed over the bonnet and came to rest in the gutter. Fortunately, the car was driving slowly (estimated 20 km/h) and the child was caught on the corner of the car. The result was scrapes, scratches and bruises. The driver and child were shaken and support provided by nearby adults and the child taken to the local medical centre for check up.

This incident clearly had very real potential to be far more serious. Between school activities and other events such as swimming pool usage and sports, children and teenagers are required to cross the road very regularly in this area (within as well as outside of school hours). A busy bus bay also operates in close proximity.

For these reasons, we reaffirm that the Golden Bay High School Board strongly requests the implementation of a permanent 30 km/hr speed limit along Rototai Road from Meihana Street to Wadsworth Street.

Naku iti noa, nā,

Board Presiding Member
Susi Struck
On behalf of Golden Bay High School Board

Response No: 67	Member ID: Date Submitted: Feb 15, 2024, 05:15 PM
Q1 Name:	
Short Text	Harry Pearson
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	Port Hills/Tahunanui
Q9 Which means of transport do you usually use?	
Multi Choice	Cycle Car, van, ute 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 - Neutral 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 - 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	Tahunanui is a beachside community that caters for many visitors who want a safe, relaxing and enjoyable holiday. Our visitors also often have young children with them. It is a wonderful area to cycle and walk in, and the Great Taste Trail goes through our suburb. The roads on the Tahunanui Hills are windy and narrow. State Highway 6 (SH6) divides our community in half, and with the current speed limit combined with the amount of traffic and large trucks, is very dangerous to cross or use safely as a cyclist or pedestrian. We also have a variety of different speed limits in our suburb which can be confusing and the multiple signs can be distracting. For these and many other reasons, I would like the speed limit for the whole of Tahunanui, on both sides of SH6, and the state highway, to have a speed limit of 40km / hour. This would also make it a lot safer for cyclists to use our roads and help encourage more people to commute or travel by bicycle, which would help alleviate traffic congestion. During peak

hour traffic, the reduced speed limit would have minimal, if any affect, on travel times as many of the roads are so congested that a lot traffic is forced to travel at a much slower speeds anyway. By reducing the speed limit, lives will be saved and any accidents will be much less serious.

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

Long Text

Response No: 661	Member ID: Date Submitted: Dec 18, 2023, 02:27 PM
Q1 Name:	
Short Text	Anne Grassham
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	Rural
Q7 Where do you live?	
Select Box	Wakefield
Q8 Which area of Nelson are you in?	
Select Box	
Q9 Which means of transport do you usually use?	
Multi Choice	Car, van, ute
Q10 Tell us what you think about the options proposed for urban areas.	
Matrix	Urban Option A: School zone only - Support Urban Option B: 30km/h in school zones, town centres, tourist areas - Support Urban Option C: 40km on local urban streets - 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 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 Oppose
Q12 Are there changes that you would like us to consider to specific roads or areas?	
Long Text	
Q13 Do you have any more comments on the proposed options?	
Long Text	I am concerned that urban dwellers move to rural and rural residential areas because they are attracted to their idea of a more ideal environment, only to then try and change aspects of that environment (including speed limits) to fit with what they were used to in town. "Oh, but we can't have speeding cars and no foot paths" for instance. "What happens to my kids having to walk with speeding traffic". Well in my view they should have thought things through before they moved to live in a rural or rural residential environment. What gives them the right to limit other

legitimate rural activities, which can impact on the lifestyle and income of rural dwellers. If rural residents want urban limits, they should move back to town, and leave the rural environment to the people who accept the risks and benefits of those environments. I am happy for urban dwellers to decide the urban limits, but object to them thinking they have a right to decide mine also.

Response No: 284	Contribution ID: 18631 Member ID: Date Submitted: Jan 28, 2024, 08:13 AM
Q1	Name:
Short Text	Chris Turner
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	Richmond
Q8	Which area of Nelson are you in?
Select Box	
Q9	Which means of transport do you usually use?
Multi Choice	Cycle Walk Car, van, ute
Q10	Tell us what you think about the options proposed for urban areas.
Matrix	Urban Option B: 30km/h in school zones, town centres, tourist areas - Strongly Support 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 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	50km/h on Ken Beck Drive to be extended to the coffee carts on Redwood Road. Currently the 70km/h limit on Ken Beck Drive applies where there is a physical barrier between cyclists and cars. Where there is no physical barrier between cyclists and cars the speed limit is 80km/hr AND cyclists have to cross the road to access the bridge!!
Q13	Do you have any more comments on the proposed options?
Long Text	The council is doing an awesome job of providing safe passage for walkers, cyclists and mobility "quad" bikes It is great to see oldies on their "quad" bikes out using the new bike lanes and the new road crossing facilities Keep up the good work

Response No:
1

Contribution ID: 19299
Member ID: 963
Date Submitted: Mar 08, 2024, 01:52 PM

Q1 Name:

Short Text Kyle Lightfoot

Q2 Organisation (if applicable)

Short Text NZ Automobile Association

Q3 Email address

Email jane.murray@tasman.govt.nz

Q4 Contact phone number:

Telephone 035463906

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 Other: Unknown

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

Matrix

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

Matrix

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

Long Text Refer to written submission

Our members support the reduction of speed limits in the vicinity of schools, marae and kohunga reo and urupa. These reduced speed limits should be controlled via variable electronic signs and only be activated during hours of attendance.

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

Long Text We are supportive of speed limit reductions in specific cases where evidence shows a reduction is clearly warranted and we are happy to comment on particular situations. However, the AA opposes blanket speed limit reductions. Furthermore, the current Government has indicated that they are also opposed to blanket speed limit reductions. Accordingly, the AA submit that the proposed blanket speed limit reductions currently proposed in the draft NTSMP 2024-2034 be put on hold for further review after the Government releases the new GPS on Land Transport.

Response No: 587	Contribution ID: 13732 Member ID: 1244 Date Submitted: Jan 04, 2024, 01:51 PM
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Q1	Name:
Short Text	Gayle Petch
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	Rural Residential
Q7	Where do you live?
Select Box	Māpua
Q8	Which area of Nelson are you in?
Select Box	
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	
Q11	Tell us what you think about the options proposed for rural areas.
Matrix	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	<p>I live on Marriages Rd, and would not be entirely sure which road speed option would apply. It is currently 80km but is extremely narrow in parts and 2 trucks are not able to pass on the same stretch of road where we have our house. We have a very busy cycle way along Marriages rd and often people use the road to cycle on . There has been a lot of housing development in the area creating even more traffic.</p> <p>After 10 years of living here it has gone from a quiet with hardly any traffic to a busy road with a school bus and horses adding to the mix. Also when Stafford Drive was closed due to slips for several months, this was the main road to Mapua. The road has still not been properly repaired.</p> <p>We are not able to easily step outside our gate to collect the mail, due to its proximity to the road and the speed cars do, never mind take care of the roadside garden any more.</p> <p>We have lost cats on the road and are constantly worried about our grandchildren running on to the road .</p> <p>The road surface has been built very close to the north western boundary line, instead of in the center of the road reserve like most other roads. This means there is no space from our property boundary to the side of the road. It makes it very dangerous now when entering or exiting our property.</p> <p>I would like , at the very least to see our stretch of road from where the cycleway crosses over the road, to the beginning of Pomona to be 50 km zone</p>

That for us means no room for a footpath even on the aerial photographs. This road should NEVER have been set at 80 kms/h.

Q13

Do you have any more comments on the proposed options?

Long Text

We would be very happy to come and speak this to issue , as this will only worsen as time goes on and more traffic comes down Marriages Rd, especially when slips affect Srafford Drive.

Response No:
1092

Contribution ID: 12708

Member ID:

Date Submitted: Nov 28, 2023, 07:10 PM

Q1 Name:

Short Text John-Paul Pochin

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
Cycle
Walk
Car, van, ute
Bus

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

Matrix
Urban Option A: School zone only - Oppose
Urban Option B: 30km/h in school zones, town centres, tourist areas - Support
Urban Option C: 40km on local urban streets - Neutral
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 - Neutral
Rural Option 2: 60km/h Rural Residential and Winding/Narrow Unsealed Roads, 80km/h High Risk Rural Roads and Adjacent Areas - Support
Rural Option 3: 80km/h in Rural areas. 60km/h in Rural Residential Areas and on Winding Unsealed roads - Support
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

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

Long Text
The impact of faster speeds on energy efficiency should also be considered. Lowering the speed limits will also reduce greenhouse gasses and energy use.

Response No:
1

Contribution ID: 19143
Member ID: 963
Date Submitted: Mar 04, 2024, 01:52 PM

Q1 Name:

Short Text Tom Horn

Q2 Organisation (if applicable)

Short Text

Q3 Email address

Email ingridandtomw@gmail.com

Q4 Contact phone number:

Telephone 0275278200

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

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
Cycle
Walk
Car, van, ute

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 - Support
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 - 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
Marahau Valley Road (cycist, pedestrians, hores) many blind driveways and muliple blind corners) still an open road! 100! It needs to be reduced to 39km like the rest of the town. With the exception of Harvey Road (multiple businesses, pedestrians, children, vary narrow and short) needs also be in line at 30km like the rest.

Response No:
697

Contribution ID: 18063

Member ID:

Date Submitted: Feb 23, 2024, 01:44 PM

Q1 Name:

Short Text David Martin

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 Rural Residential

Q7 Where do you live?

Select Box Māpua

Q8 Which area of Nelson are you in?

Select Box

Q9 Which means of transport do you usually use?

Multi Choice Walk
Cycle
Car, van, ute

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

Matrix

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

Matrix 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 The proposed speed limit of 60k/hr for Bronte Road East is MUCH too fast.
This is a narrow residential rural cul-de-sac with numerous unsighted driveways giving directly onto it
There is no shoulder and the road is used extensively for dog walking
Pet dogs have been killed by speeding traffic and it is only a matter of time before there is a more serious accident perhaps involving children.
A limit of 60k/hr will encourage drivers to travel at that speed which is much too fast for the prevailing conditions.
The neighbouring Hodday Road is very similar and has a limit of 40k/hr.
I strongly support a reduction to that figure, but failing that a limit of 50k/hr would reluctantly be acceptable.

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

Long Text With the exception mentioned I generally support option 4, although there may be other rural residential roads where a 60k/hr limit would be too fast.

Response No:
152

Contribution ID: 16781

Member ID:

Date Submitted: Feb 28, 2024, 10:03 PM

Q1 Name:

Short Text Chloe Howorth

Q2 Organisation (if applicable)

Short Text Hira School

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 Nelson

Q8 Which area of Nelson are you in?

Select Box Atawhai

Q9 Which means of transport do you usually use?

Multi Choice Car, van, ute

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

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

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

Matrix
Rural Option 1: School zone only - Oppose
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 - Support
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

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

Long Text
The variable speed zone on SH6 outside Hira School is dangerous. The morning and afternoon timed periods for the reduced speed are too short - there are often pedestrians including young children crossing the road or getting in an out of cars on the side of the road at all times during the school day. In addition, older children using school busses that stop at Hira Store cross the road near Hira School earlier in the morning and later in the afternoon. The school speed zone should be permanent, not variable, and should be the same speed as for urban schools. Why

should children at rural schools have worse road safety that urban schools?

Response No:
78

Contribution ID: 18887

Member ID: 963

Date Submitted: Feb 29, 2024, 01:45 PM

Q1 Name:

Short Text Nicola Gausel

Q2 Organisation (if applicable)

Short Text Te Whatu Ora NelsonMarlborough

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 Richmond

Q8 Which area of Nelson are you in?

Select Box

Q9 Which means of transport do you usually use?

Multi Choice Other: Unknown

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

Matrix 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 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 Refer to written submission:
NPHS-NM recommends a reduced speed limit of 30km/h in Toi Toi between St Vincent and Vanguard streets. Currently 50km/h is proposed under options A to D. This is a particularly busy stretch of road after school between 3.00pm and 3.30pm when Victory Primary and Nelson Intermediate School students are commuting home. According to the Crash Analysis System¹⁶, there have been 19 incident reports along this stretch of road. A raised crossing on Toi Toi Street from Victory on the Spot Convenience Store to Victory Square could also be an option for slowing traffic and increasing safety...
schools such as Ngatimoti have recently reported their concerns to TDC regarding current speed limits of 100km/h and raised awareness that there is a community that lives, works and plays there
. NPHS-NM supports the proposed reduction of speed limits from 70km/h to 60km/h under the "existing 70KM/H and 90KM/H roads" section on page 11 of the NTSMF
NPHS-NM considers reducing speeds around schools in rural areas as a priority. Reducing speeds can create safer conditions and therefore support children to commute to school using active modes.

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

Long Text

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.

. NPHS-NM supports the proposed reduction of speed outlined under Option D for urban roads in the NTSMP. This option includes reducing speeds to 30km/h outside schools, in school neighbourhoods, in selected town centres and tourist areas and local urban streets. International best practice identifies 30km/h as the desirable safe speed limit on roads and where there are high numbers of active road users, especially children. Traffic calming tools have proven to be a potentially effective tool to address safety issues and to improve the urban environment as a whole. Reduced speed limits support accessibility for our more vulnerable population, including children, older adults and/or disabled people/tangata whaikaha. Older adults and disabled people can find it more difficult to negotiate crossing streets due to reduced mobility (balance, walking speed) and loss of hearing/vision.

Response No:
656

Contribution ID: 13633

Member ID:

Date Submitted: Dec 18, 2023, 04:50 PM

Q1 Name:

Short Text David Bartle

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 Rural Residential

Q7 Where do you live?

Select Box Brightwater

Q8 Which area of Nelson are you in?

Select Box

Q9 Which means of transport do you usually use?

Multi Choice Cycle
Car, van, ute

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

Matrix Urban Option A: School zone only - Oppose
Urban Option B: 30km/h in school zones, town centres, tourist areas - 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 - Oppose
Rural Option 2: 60km/h Rural Residential and Winding/Narrow Unsealed Roads, 80km/h High Risk Rural Roads and Adjacent Areas - 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

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

Long Text I live in Aldourie Road. Local roads are narrow. with no visibility of side foot traffic. There are large numbers of agricultural workers in adjacent orchards and tree nurseries. There are no footpaths. I find local dog walking and cycling frightening. There have been serious accidents including a fatality.

Response No:
659

Contribution ID: 15023

Member ID: 1236

Date Submitted: Dec 18, 2023, 02:50 PM

Q1 Name:

Short Text Tania Glibson

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 Richmond

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 - Neutral
Urban Option B: 30km/h in school zones, town centres, tourist areas - Strongly Oppose
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 - Support
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 - Strongly Oppose
Rural Option 4: 50km/h Rural Residential, 60km/h Unsealed/Winding Narrow Roads, 80km/h Elsewhere - Strongly Oppose

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

Long Text Having lived on Sutton St directly behind the school playing fields, (a major route for vehicle and foot traffic,) and raised 4 children all of whom walked and biked independently around Richmond from a a young age, ALL of the current improvements to this area Gilbert/Williams Streets were utterly unnecessary, and are now a major inconvenience to people who live in the area. Our beautiful wide SAFE roads now have kerbs thrusting into places making them awkward to negotiate. The raised crossings completely unnecessary!!!! Why so many? School is not even attended for 3 months of the year, but we have to live with the "improvements of making everything safer every time we leave our properties. Its just as irritating whether I am on my bike or in a car, and for my partner who has a back injury, it is absolute torture negotiating!

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

Long Text

How many accidents and injuries were recorded in the neighbourhood, and over what time period? Did data record traffic behaving at inappropriate speeds in the area? This area was NOT unsafe prior to all the changes being made, instead it is now confusing and chaotic!

Response No:
1124

Contribution ID: 12005

Member ID:

Date Submitted: Nov 27, 2023, 02:22 PM

Q1 Name:

Short Text Eugene A Klein

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 Rural Residential

Q7 Where do you live?

Select Box Takaka

Q8 Which area of Nelson are you in?

Select Box

Q9 Which means of transport do you usually use?

Multi Choice
Cycle
Truck
Car, van, ute

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 - Support
Urban Option C: 40km on local urban streets - Oppose
Urban Option D: 30km on local urban streets - Oppose

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

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

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

Long Text
I prefer no changes to any speeds whatsoever to any roads within Golden Bay, for that matter all of NZ! You cannot legislate safety nor stupidity.
New Zealand is a highly regulated society, next, you will have us getting out of our vehicles and walking.
Leave things alone and do other things ... See Below:

1. Fix poor roading design. e.g. roads, intersections, etc. that have a history of fatalities and injuries, they abound throughout NZ in large number.
2. Stop trying to slow people down and instead fix the roading, bring them to a high standard which includes median barriers and shoulders as opposed to what we presently have.
3. NZ's roading is poor compared to other western nations, e.g. one way bridges - is NZ second world?
4. More passing lanes with signage so advising ahead
5. Throw your money and efforts at modernising NZ roads, this will require smarter thinking.

Response No:
2

Contribution ID: 19055

Member ID: 963

Date Submitted: Mar 01, 2024, 10:53 AM

Q1 Name:

Short Text Patrick Shortley

Q2 Organisation (if applicable)

Short Text

Q3 Email address

Email pat.shortley@icloud.com

Q4 Contact phone number:

Telephone 027 361 9065

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 Other: Unknown

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

Matrix

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

Matrix

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

Long Text

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

Long Text

The suggested reductions in road speed, in and around Ngatimoti, are unlikely to significantly enhance road safety, unless combined with other traffic calming measures. The nature of local roads is such that it would be difficult to safely transit the village at an average speed of more than 65 Kph. (Reducing the speed limit to 60 Kph would therefore have little effect on overall journey times). The principle problem area is the short (approx 700m) straight passing the school which, in addition to already recorded hazards, encourages bad (and at times reckless) behaviour:

- > - People who are familiar with the road are inclined to speed up in anticipation of the straight;
- > - A general shortage of passing places on the highway encourages risky overtaking manoeuvres;
- > - Non-compliance with the current speed limit is already an issue. Gaining compliance with a lower speed limit will prove difficult unless there is effective enforcement. (An observation: in the 30 years I've live here, I've never once encountered a speed camera or traffic cop in the vicinity). Lowering the speed limit on a short stretch (little more than 500m when 250m speed adjustment zone at either end is deducted) is unlikely to draw enforcement out from Motueka 20Kms away. Engine braking and other road noise should also be considered when deciding where to

begin and end lower speed limits. The suggested locations are much too close to dwellings and businesses. As with previous submissions I would be happy to speak to any of the matters raised, should the opportunity arise.

Response No:
739

Contribution ID: 15343
Member ID:
Date Submitted: Dec 13, 2023, 10:23 AM

Q1 Name:

Short Text Cynthia McConville

Q2 Organisation (if applicable)

Short Text Royal Forest and Bird Protection Society - Golden Bay Branch

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

Q7 Where do you live?

Select Box Tākaka

Q8 Which area of Nelson are you in?

Select Box

Q9 Which means of transport do you usually use?

Multi Choice Car, van, ute

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

Matrix

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

Matrix

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

Long Text Yes. Forest and Bird would like Tasman District Council to enact a speed limit of 15 kmh on our beaches which are legal roads (Land Transport Act).

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

Long Text We are specifically interested in putting a halt to speeding vehicles on our beaches. They ruin the public's passive enjoyment of these places and they harass, endanger and sometimes kill or maim wildlife,

Response No:
71

Contribution ID: 18901

Member ID: 963

Date Submitted: Feb 29, 2024, 02:08 PM

Q1 Name:

Short Text Chris Rutledge

Q2 Organisation (if applicable)

Short Text Marahau Sandy Bay Residents and Ratepayers Assoc

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
Motorcycle
Walk
Cycle

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

Matrix

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 Oppose
Rural Option 3: 80km/h in Rural areas. 60km/h in Rural Residential Areas and on Winding Unsealed roads - Strongly 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 Refer to the written submission
Marahau Village – Sandy Bay-Marahau Rd: The Association strongly supports maintaining the 30km/h speed limit...The sensible speed limit for Franklin St, Newhaven Cres and Kiln Way is 15km/h and the Association strongly recommends this is applied to both roads.
The current speed limit of 100km/h on Harvey Rd is anomalous and it needs to be changed to 30km/h as it is effectively an extension to the Sandy Bay-Marahau Rd.
The Association's submission is that the SAAS recommended 60km/h for Sealed Rural Roads (winding or narrow) is the appropriate speed limit for the Marahau Valley Rd.
The Association recommends the speed limit of 60km/h recommended by SAAS for Unsealed Rural Roads is applied

to Moss Rd.

The Association strongly supports the SAAS recommendation of 60km/h for Sealed Rural Roads (winding and narrow) is applied to the Marahau Hill road.

Intersection of the Riwaka-Sandy Bay Rd and Kaiteriteri-Sandy Bay Rd - install a Give way

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

Long Text

From 504 Riwaka-Sandy Bay Rd to intersection with Moss Rd

3 | Page

When vehicles descending the Marahau Hill road reach the bottom of the hill there is a tendency for drivers to increase their speed due to the momentum gained during their descent. The increase in the number of heavy trucks with trailers travelling to Moss Rd and to the Otuwhero poses a risk for the residents along this stretch of the road and to oncoming vehicles. The heavy trucks and trailers are intimidating when they are travelling at high speed on this section of the road which is winding, undulating and narrow. We recommend that this stretch of road is also reduced to 60km/h in line with the SAAS recommendation for Sealed Rural Roads (winding and narrow).

Response No:
371

Contribution ID: 16553

Member ID:

Date Submitted: Jan 19, 2024, 05:25 PM

Q1 Name:

Short Text craig duffy

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 Rural Residential

Q7 Where do you live?

Select Box Nelson

Q8 Which area of Nelson are you in?

Select Box Atawhai

Q9 Which means of transport do you usually use?

Multi Choice Walk
Car, van, ute
Cycle

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

Matrix

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

Matrix

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

Long Text
Speed Changes
I live at Cable Bay one kilometre back from the beach
I have lived here for the past 15 years and I have watched the road get busier each year
The 2 kilometres before the Cable Bay Beach are where most of the residents live. You have proposed 50kms for this stretch of road
If you were to walk along this section you would find that it is narrow with little or no footpaths for us residents to walk on. Very large camper vans, trucks, SUVs towing boats and farm vehicles use the road so anyone walking or cycling has very little room to move. So the road has become dangerous!
I would suggest that 30kms along this stretch of road would be more appropriate. With some pronounced signage.
As for the the rest of the Cable Bay road you have designated it to 100km.
This speed limit defies logic. It is a windy narrow country road. There are often stock wandering upon it. There are Tourists driving large camper vans and they sometimes move onto the wrong side of the road. My neighbour had a head on collision with one of these vehicles and wrote off their car. More bikes are coming out to Cable Bay and they are really at risk at that speed limit
I think that 70km would be a much more sensible speed option

Response No:
359

Contribution ID: 18413

Member ID: 638

Date Submitted: Feb 27, 2024, 10:08 AM

Q1 Name:

Short Text Elizabeth Dooley

Q2 Organisation (if applicable)

Short Text Access Matters Aotearoa, Nelsust (Nelson Sustainable Transport, Inc), Living Streets Aotearoa

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
Cycle
Walk
Bus

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 Support
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 Support
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
Laws and policies seem to reflect a time long past when cars were smaller, slower and less numerous. To restore the basic human right to let a child go out and play, or cross a street at a convenient point, or ride a bike among other road users who are fully aware and concentrating on what they are doing. If road users are 'in charge of heavy machinery' - and a car is a heavy machine - they need to be sober and concentrating on the job in hand - getting to their destination safe and well and allowing other road users the same human right.

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

Long Text

if a street is lined with houses, some of those houses contain children, disabled people whose vision or hearing or ability to move is impaired or just people who are going through their day and should be able to do so without fear from other users of the infrastructure we have all been taxed and rated to provide. Therefore, if a street is lined with houses, the speed of vehicles in that street needs to be set at 30kph.

Response No:
1

Contribution ID: 19132

Member ID: 963

Date Submitted: Mar 04, 2024, 12:50 PM

Q1 Name:

Short Text Bill & Erica Lynch

Q2 Organisation (if applicable)

Short Text

Q3 Email address

Email will.lynch@gmail.com

Q4 Contact phone number:

Telephone 027 221 5115

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 Māpua

Q8 Which area of Nelson are you in?

Select Box

Q9 Which means of transport do you usually use?

Multi Choice Other: Unknown

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

Matrix

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

Matrix

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

Long Text Our residency and work on Redwood Valley Lane and Redwood valley Road for 44 years provides extensive surveillance and qualified opinions.

Both these routes now service lifestyle areas following the development of the Martin and Waering lifestyle previously rural zoned land.

Redwood Valley Road was upgraded for the Martin subdivision and has good visibility with a clear vision intersection with the Moutere highway. It does not provide safe separated pedestrian access with most of the road requiring pedestrians and cyclists to share the road with vehicles. Shared use of the road area by pedestrian occurrences are significant, as recreational activities by lifestyle property residents, horse riders, cyclists, school children occurs regularly. The few full time livestock farmers whose properties border the road also face unreasonable inconvenience and danger in the cocktail of often ignorant speeding motorists, as their livestock are shifted between blocks segregated by the road. Dogs are often put at risk. The intensive orcharding that has operated on RV Road for over 100 years has staff safety and welfare endangered by excessive speed and traffic density. Seasonal staff during the harvest period are particularly vulnerable. Farmers and orchardists legitimately shift livestock, fruit and implements between blocks connected by the road. Speeding vehicles clashing with recreational activists and intensive farming operations present a dangerous combination. Adjusting to a low, safe speed is a simple and easy measure that reduces potential harm. This is not a low density country road any more.

Redwood Valley Road inherits four 90 degree bends that require speed reduction to 30kph. Apart from forced reduced speeds at these 90 deg bends the 80 kph speed is dangerously too fast for the obvious harmful safety contingencies and pedestrians, lifestyle recreational liesure seekers, farmers, orchardists, livestock and dogs requiring consideration and protection. A speed limit of 60 kph max is required to mitigate these obvious dangers mixed into a lifestyle area.. Farming on Redwood Valley Road is a legitimate zoned land use. Farmers and their staff should not have their safety jeopardised by high speed. The Road is used consistent with lifestyle areas and the recreational activities of Lifestyle residents on the road must also be afforded safety.

The submitters evidence is weighted by 24/7 surveillance and activity on this road over decades. The difference in road traffic behaviour and safety risks before and after the Martin farm lifestyle development is profound. Commuters wanting to continue with unsafe high speeds experience 1 – 2 minutes daily during their breif transit to work while having little or no knowledge of the many dangers inherent from normal farming operations. Many farm property entrances do not have any lead in or forewarning, so that the farm vehicle or attached implement extends well accross the road before the driver obtains line of sight for vehicular traffic approaching.

Redwood Valley Lane and it's intersection with the Moutere Highway is one of the most dangerous stretches of "road" in Tasman.

Redwood valley LANE is a service Lane that provided access for services to, and produce from one of the region's pioneer and largest apple orchards (latter known as The Harley Estate)
It's sub-standard width lane without pedestrian facilities is sufficient for servicing today's modern intensive Redwood Orchards, but it is not in any way appropriate of sufficient for the commuter freeway use that is happening. Its no-thoroughfare configuration was removed by TDC when the Martin sud-divisions were developed and it then became the main fast access freeway to the Moutere highway. Extreme danger resulted. The upgraded safe good visibility Redwood Valley Road's 4 x 90 degree bends were avoided in a high speed sprint along Redwood valley lane to the Moutere highway. Nevertheless, vehicles turning right from RV Lane accross onto the Moutere Highway provided a mere 30 M of visibility for vehicles travelling at 100 kph (or more) down the Moutere Highway hill. This immense and obvious danger wasn't a concern obviously as long as the 4 x 90 degree bends on Redwood valley road could be avoided and higher speeds engaged to get out of Redwood valley as quickly as possible..
Council recognised the dangers and imposed a responsible speed restriction to protect the law abiding users and the highly intensive orcharding operations that were devastated since the no thoroughfare asscess was removed.

Sadly, a notable number of motorists continue the apallingly dangerous strategy of speed at all costs, and continue defying the sfatey turning restrictions onto the moutere highway. Council planners had decided to construct 4 x speed bumps on Redwood valley lane, but commenced with two. The remaining two are urgently required to try and slow speeds. Vehicles regularly travel above 70kph between speed bumps. These speeds have been verified and collaborated by witnesses with police complaints lodged (without known results)

Redwood valley Lane's dangers are significant. We consider it is the most significantly dangerous Km'of roading in the region. A one way ford has 30m clear visibility. A footbridge for pedestrians has inhospitable steps forcing parents in strollers to walk through the one way ford.Children play in the ford area. Horses, dogs use this ford as access because the foorbridge is unsuitable. A number of motorists accelerate through the blind entry and exit ford in rally-cross style doing wheelies and spinning tyres. Two crests with farm exits have barely 30m visibility. Farm vehicles from the 13 exits on RV lane have two thirds of the road surface blocked by their tractor/machinery before the driver is able to view line of sight for traffic, pedestrians, cyclists. A cowardly socially irresponsible element continues to threaten a wide range of recreational users (having to share the road surface) our dedicated orchard staff and the Moutere highway public who have 30m of warning when travelling at 100 kph when one oth these irresponsible drivers illegally turns out of RV lane accross the Highway. They are cowardly in that the liklihood of police intervention is beleived negligible

There isn't any worthy case to retain RV lane as a arterial Highway . It's use as such clearly substantiates the dangers persist and are unnecessarily too high. There is a good safe access to the moutere highway foe all redwood valley on Redwood valley road, with a higher legal speed limit and an excellent intersection with good visibility.

Our family living, and our staff working on both sides of Redwood valley lane, the day to day operations are constantly laced with fear and anxiety. As well as ourselves and our staff, pedestrians risk their lives.

We consider the interests of safety require this section to revert to a non-thoroughfare access.

We wish to present the review committee substantiating photographs (files too large to attach) and engage in more detailed dialogue and information sharing.

Prevention or remorse?

Bill Erica, Dan and justyn Lynch
Redwood Valley Lane & Redwood Valley Road

Q13

Do you have any more comments on the proposed options?

Long Text

Hearing Schedule for Submission Round: Draft Speed Management Plan

Monday, 29 April 2024 Council Chambers, TDC, 189 Queen St, Richmond (12 Speakers)

Start Time	Duration	Speaker (Submission ID)
9.30 am	(5 mins)	Cam Moore (14469)
9.30 am	(5 mins)	Nelson McEwan (17465)
9.30 am	(5 mins)	Grant Dennis (13919) Little Sydney Valley Community Group – presentation
9.30 am	(5 mins)	Rachel Boyack (17517) MP for Nelson
9.30 am	(5 mins)	Peter Winfield (15456)
9.30 am	(5 mins)	Fiona Pitcaithly (18718)
9.30 am	(5 mins)	Steve Welch (18972) – tentative
9.30 am	(5 mins)	Mark Manson (18854)
9.30 am	(5 mins)	Franca Morani (18465) VIA ZOOM
10.30 am	(5 mins)	Robin Treadwell (18736)
10.30 am	(5 mins)	Brian Bishop (18584) Enhanced Driving NZ
10.30 am	(5 mins)	Bevan Woodward (18950) or (15215) Bicycle Nelson Bays - tentative
10.30 am	(5 mins)	Lisa Black (15749) - tentative
10.30 am	(5 mins)	Jill Ford (15844) – presentation
10.30 am	(5 mins)	Ruth Allison (16680)
10.30 am	(5 mins)	Richard Hewetson (18006)
10.30 am	(5 mins)	Maree McNabb (18417)
11:10 AM - morning tea adjournment		
11.30 am	(5 mins)	Brendan Santorini (18632)
11.30 am	(5 mins)	Lucinda Blackley-Jimson (18670) presentation
11.30 am	(5 mins)	Tilman Walk (16863)
11.30 am	(5 mins)	Craig Wassell (18406) – tentative
11.30 am	(5 mins)	Kyle McCartney (18324) - tentative
11.30 am	(5 mins)	Annie Garland (18295) and (18037)
11.30 am	(5 mins)	Peter Bullock (14917) Gingerbread House
11.30 am	(5 mins)	David Marsh (17450) VIA ZOOM
11.30 am	(5 mins)	Bruce Struthers (17436)
12.15 pm Lunch		
1.00 pm	(5 mins)	Bob Butts Port (17410) Tarakohe Limited

1.00 pm	(5 mins)	Bruno Lemke (18507) Nelson Tasman Community Transport Trust
1.00 pm	(5 mins)_	Markus Landvogt (18215)
1.00 pm	(5 mins)_	Sue Jepson (18927)
1.00 pm	(5 mins)_	Matthew Gould (18070) VIA ZOOM
1.00 pm	(5 mins)_	Martyn Barlow (12811)
1.00 pm	(5 mins)_	Camilla Edstrom (16199)
1.00 pm	(5 mins)_	Bene and Sally Ritschny (17594) VIA ZOOM
1.00 pm	(5 mins)_	Andrea Blackburn (17780) VIA ZOOM
1.00 pm	(5 mins)_	Belinda Crisp (18482) Nelson Tasman Cycle Trails Trust
1.00 pm	(5 mins)_	Bruce Farley (18852)
1.00 pm	(5 mins)_	Peter Olorenshaw (17537) Nelsust Inc
2.00 pm	(5 mins)_	Rick Dickinson (15848) – tentative

Hearing Schedule for Submission Round: Draft Speed Management Plan

Tuesday, 30 April 2024

Council Chambers, TDC, 189 Queen St, Richmond (12 Speakers)

Start Time	Duration	Speaker (Submission ID)
9.30 am	(5 mins)	Brian Nesbit (Golden Bay High School)
9.30 am	(5 mins)	Harry Pearson (17555)
9.30 am	(5 mins)	Anne Grassham (15623)
9.30 am	(5 mins)	Chris Turner (16851)
9.30 am	(5 mins)	Kyle Lightfoot (19299) NZ Automobile Association
9.30 am	(5 mins)	Gayle Petch (15732)
9.30 am	(5 mins)	John-Paul Pochin (12708)
9.30 am	(5 mins)	Tom Horn (19143)
9.30 am	(5 mins)	David Martin (18063)
9.30 am	(5 mins)	Chloe Howorth and Nic Moynihan (18781) Hira School
9.30 am	(5 mins)	Nicola Gausel and Claire Hitchcock (18889) Te Whatu Ora Nelson Marlborough
9.30 am	(5 mins)	David Bartle (15633)
10.30 am	(5 mins)	Tania Gibson (15625)
10.30 am	(5 mins)	Eugene Klein (12003) - tentative
10.40 am morning tea adjournment		
11.15 am	(5 mins)	Pat Shortley (19035)
11.30 am	(5 mins)	Cynthia McConville (15343) Royal Forest and Bird Protection Society - Golden Bay Branch – VIA ZOOM

11.30 am	(5 mins)	Alex Davidson (18901) Marahau Sandy Bay Ratepayers and Residents Association
11.30 am	(5 mins)	Craig Duffy (16553)
11.30 am	(5 mins)	Elizabeth Dooley (18475)
11.30 am	(5 mins)	Bill & Erica Lynch (19132)