I hereby give notice that an ordinary meeting of the Joint Nelson Tasman Regional Transport Committee will be held on:

Date:	**Monday 29 April 2024**
Time:	**9:30am - Joint Speed Management Plan - Hearings**
Meeting Room:	**Tasman Council Chamber**
Venue:	**189 Queen Street, Richmond**

Joint Nelson Tasman Regional Transport Committee

Komiti Te Kawenga Rohe o Nelson Tasman

MINUTES ATTACHMENTS

ITEM **PAGE**

RNTRTC24-04-2 Draft 2024 Speed Management Plan Hearing Report

Little Sydney Valley Speed Management Submission

Grant Dennis

25 Settlers Rd, small gravel road off Little Sydney Rd

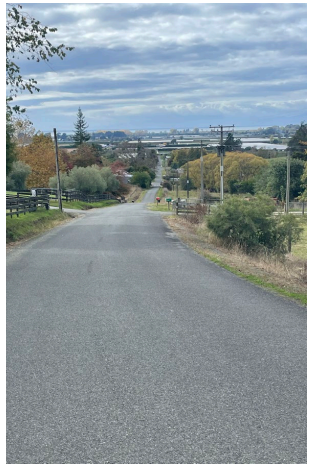
May 2024

Little Sydney Road within the Valley – context

2 official Side roads – uncontrolled speed within them and no give way / stop signs to manage access onto 100Kph road?

- 54 Residences
- 64 Gates
  and driveways, some hort. Farms
  90% residential
- 2.2 kilometers long from Umukur
  Rd – 90% you can see today.
- Gate or drive way every 34m on
  average...
- At 100kph you move 28m per
  second, at 60 kph you move 18m
  per second. At 60 kph have a
  chance to see
  a tractor/car/bike/child/
  livestock coming from the road
  access point. At 100kph accident..

Road conditions, width and users – all at 100Kph?



- Mainly straight but narrow with a need to slow and pull over for traffic to pass especially trucks
- No foot paths or formed tracks for bikers or pedestrians - Brooklyn school is close and many children bike and walk on this road, especially when wet.
- Blind corners on the road on hills, side roads that are not visible, no centreline, edge markings nor delineation
- 2 official side road – unsealed and corners, 100Kph on Settlers Rd which is a side road??

Road issue and safety due to extensive trucking on a narrow road with an industrial complex in the valley

First 25kph blind right angle turn is unsafe with trucks and large vehicles crossing middle lanes going both ways

Mill road is often blocked and requires careful driving at low speeds to pass safely. Bikes etc cannot be seen with line of trucks waiting to enter the mill road. Safety issues...

What we are asking for from you today ....

1. Define the Little Sydney Road as a Rural Residential roadway.
2. Establish a 60Kph speed limit, matching Umukuri Rd which it feeds onto toward the Brooklyn School speed zone. It cannot be at 80kph as there is no centerline, edge line marking, edge delineation nor adequate width for safe passing throughout
3. Put in signs at the un-named mill road and Settlers Road as Give Way, or preferably a Stop signs at the Mill road due to trucking movements and poor visibility due to trucks blocking the road.
4. Establish signs for trucks / vehicles not to cross the center line at the blind corners or impose truck limits on length for the road if the road engineering cannot correct the corner issues?

Thank you for your time and consideration and I trust the needs and wishes of the Little Sydney Valley community will be heard and acted as you have the opportunity this time to make a lasting change.

Speed Management Hearing
29 April 2024

Roundabout: Suffolk Road/Ridgeway/Polstead Road

1. **Not fit for purpose. Busy arterial road with ever increasing traffic volumes.**

2. **Narrow with kerbing too tight for current vehcle usage.**

3. **Creates uncertainty for the elderly and those unfamiliar with roundabout.**

4. **Exiting onto The Ridgeway requires very tight line, usually having to avoid vehicle parked close to Roundabout.**

5. **Exiting towards Suffolk Road without positive indicating creates uncertainty for those entering from Suffolk Road.**

6. **No pedestrian support for access to Octopus Playground or Ngawhatu Park, or for school children crossing Suffolk Road or The Ridgeway or Polstead Road.**

7. **Other common ideas from people spoken to include: Stop Sign at entry from Polstead Road to Roundabout; removing 40mm high, 3m wide, concrete lip from roundabout; cutting back severely vegetation at Polstead / The Ridgeway corner; make Roundabout more user-friendly to cyclists and other small traffic.**

8. **Everyone spoken to including contractors, Nelson Hospice staff, and residents from surrounding areas in all directions expressed full support for something to be done about the roundabout.**

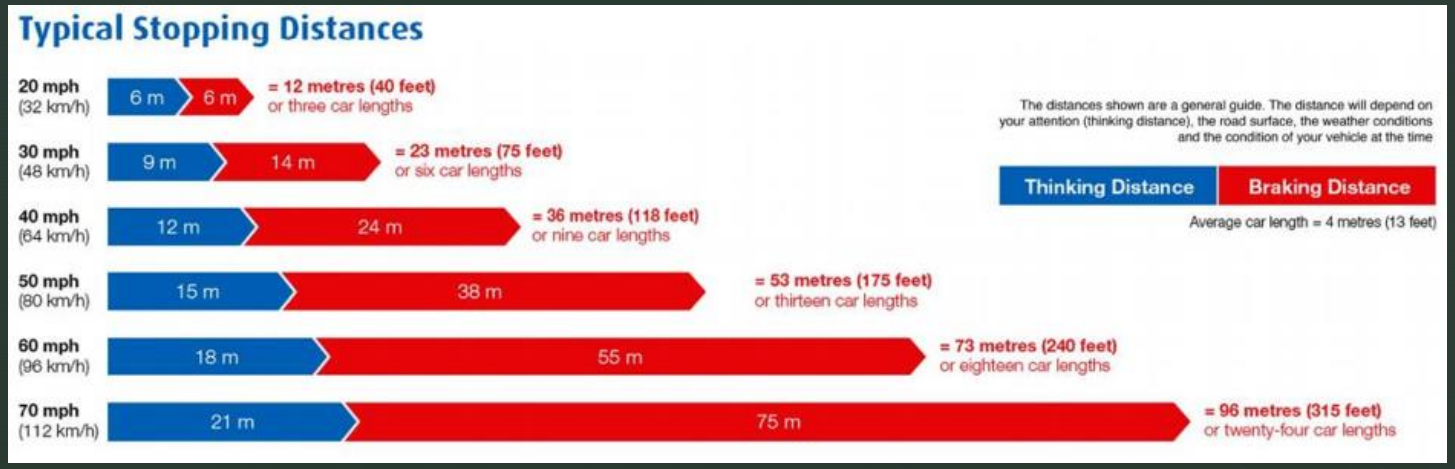
SLOW STREETS = SAFE STREETS

Safe streets" refer to roadways and urban environments designed and maintained to prioritize the safety and well-being of all users, including pedestrians, cyclists, and motorists.

- A **safe walkable Nelson** was identified as one of its **six key moves to create a successful, people-focused regional heart** in the City Centre Programme 2020

What happens to cities when streets aren't safe.

Slower speeds = stop quicker, less accidents



Speed, Death Injury Families traumatized.

New Zealand performs badly when compared to other OECD countries for road harm.

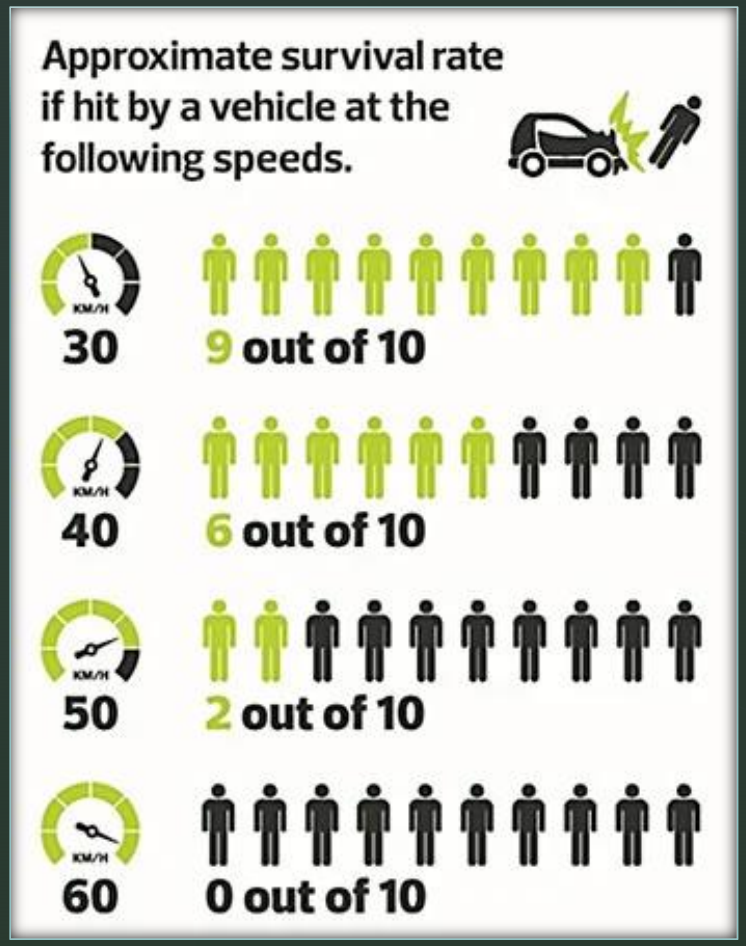
In NZ, 2022 - there were 33 fatal crashes, 245 serious injury crashes, and 590 minor injury crashes where pedestrians were involved.

In these crashes, 34 people walking died, 240 people walking were seriously injured, and 595 people walking suffered minor injuries.

- 7 out of 10 people who ended up seriously injured, (and hospitalized) from motor accidents were not in a ‘metal box’ when a crash occurred.

"These are people who are walking, cycling, scooting, or motorcycling”.

* hospitalisation rates show harm to cyclists being undercounted by six times, and to walkers by almost nine times,



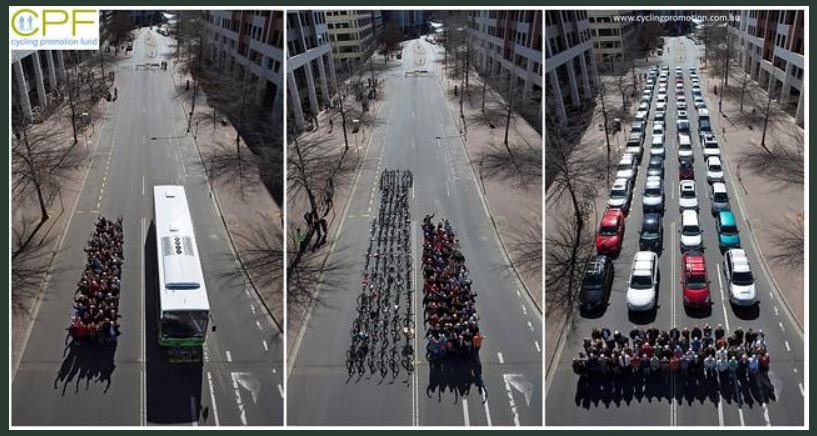
Benefits of safer, slower streets

- Reduce the number of people killed or seriously injured
- There is evidence from across the world that vehicle speeds are the main reason why people do not walk or cycle or do not allow their children to walk or cycle to school.
- Lower speeds mean that more people feel able to walk and cycle, with more children able to safely walk to school, and more older people able to travel independently and safely.
- More people walking / cycling = less congestion
- Improve health and wellbeing by enabling active travel and reducing traffic pollution
- Safeguard and improve our environment locally and globally.

Slower streets become vibrant, easier and more enjoyable to get around.

Benefit of slower, safer streets – less congestion

- Slower streets are safer and this encourages more people to walk, cycle.
- Less cars = less congestion
- Which means businesses that need to use vehicles can get around more efficiently.
- Buses more reliable, which encourages more people to use them = less congestion



69 volunteers, the capacity of a standard Canberra bus,
60 cars, as this is the number occupied on average by 69 people.
60 bikes

Bristol case study – 20MPH / 32KPH

In 2015 Bristol introduced 20MPH (32kph) throughout the city on all residential streets and 30mph on connecting roads.

It was part of a wider transport package aimed to improve road safety, increase active travel and create more pleasant communities.

Other measures include bus improvements, cycle infrastructure improvements, local safety schemes and PT improvements.

A reduction in the number of fatal, serious and slight injuries from road traffic collisions.

Walking and cycling across Bristol increased, both among children travelling to school and adults commuting.

https://www.fleetnews.co.uk/news/car-industry-news/2018/02/19/bristol-s-20mph-speed-limit-saves-15m-per-year-on-casualties

Making it safer to cycle = less congestion

- In an average week Bike Hub homes 30-40 bikes.
- That's potentially 30 – 40 less cars on the roads = less congestion
- Bikes are an economic way to get around.
- Important in a time of economic hard ship bike for many residents
- Enable kids to get to school independently, reduces the cars on the school run = less congestion

Nelson News Wednesday 17 April 2024 11

Nelson charity rehomes 2000 bikes

SUPPLIED CONTENT

Bike Hub Nelson has re-homed its 2000th bike. The milestone comes less than two years after the launch of the charity that fixes up donated bikes and makes them available to the community on a koha-basis.

The 2000th bike went home with Phalla, a refugee from Cambodia who has been resettled with his family in Richmond. The charity's 2001st bike went to his wife Siem. Phalla and Siem arrived in New Zealand two months ago. They do not have a car and the bikes will be their main form of transport.

Bike Hub Nelson coordinator Matt Lawrey says Phalla and Siem were clearly "rapt" to get their bikes along with helmets and locks. He says the charity's success is a tribute to the whole Nelson-Tasman community.

"What we're doing is only possible because of people's generosity. It's all thanks to those individuals who donate bikes, our volunteers and our supporters, including local businesses, like NBS, and Nelson City Council and Tasman District Council. Without all of that awesome support, we simply could not do what we're doing," he says.

Bike Hub Nelson is based at Saxton Field. In addition to being open to the public, the charity works with a diverse range of social services and schools to get bikes to people who need them. Bikes are provided to refugees and other high need customers for free.

Red Cross spokesperson Ngaia Richardson says one of the first tasks that their "amazing" volunteers do to assist newly arrived refugees is to enable them to be mobile. She says Red Cross is "so grateful" to Bike Hub Nelson for helping to make this happen.

"Bike Hub Nelson is an amazing source of bikes for former refugees who otherwise would not be able to afford them. It enables them to attend English Language classes, to go shopping, visit the markets, socialise in the community and be present at settlement appointments – all whilst getting fit and exploring Nelson, and at no cost," she says.

Matt says the list of benefits that come with Bike Hub Nelson's work is a long one.

"We're keeping bikes out of landfill, helping people to save money, increasing people's opportunities to participate in society, helping to reduce congestion, helping to reduce emissions, fighting obesity and giving people something fun to do," he says.

"I think we're also making people feel really good about their community. It's not uncommon to get a hug from our bike recipients and we've even had a few tears from people who are really grateful. The feel-good factor is huge."

Matt says Bike Hub Nelson's impact is also being felt in the number of people using the region's cycling infrastructure.

"We reckon we're getting well over 100 new cyclists of all ages on the roads and cycleways every month," he says. With around 50 volunteers, Bike Hub Nelson is also giving people an opportunity to pass on and learn new skills

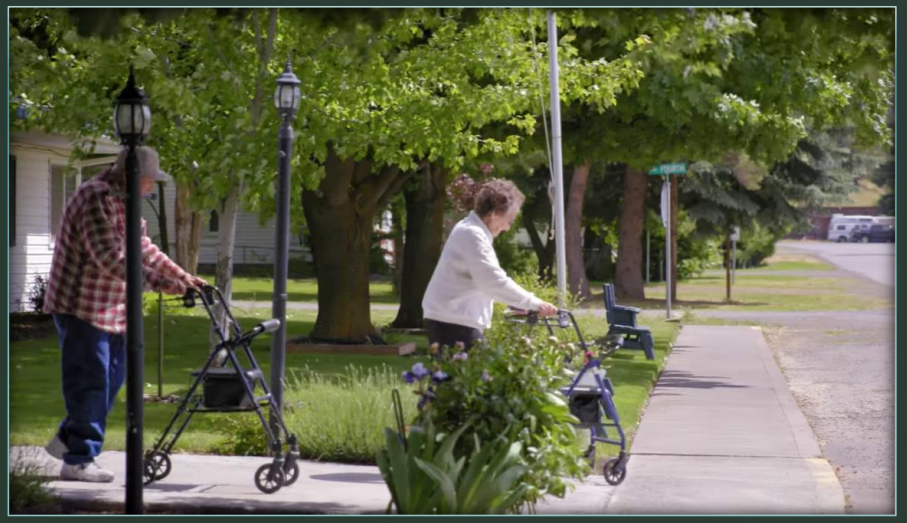
"We've actually got a waiting list for volunteers at the moment. It's brilliant the way all sorts of people want to be a part of The Hub. In fact, we regularly have three generations working on bikes alongside each other, which is particularly cool."

Bike Hub Nelson's Saxton Field base is open to the public on Mondays from 5.30pm to 7pm and Wednesdays from 2.30pm to 4.30pm.

Bike Hub Nelson coordinator Matt Lawrey with the 2000th recipient of a bike from the charity, Cambodian refugee Phalla, the 2001st recipient, Siem, and Red Cross volunteer Melanie Ophoff. ***Photo: Tania Norfolk.***

Healthier, more pleasant and easier for everyone to get around.

Great for everyone, kids, the elderly, business and the environment



Nicer to shop, more vibrant good for business and easier to get around

Exeter High st
Devon UK

Trafalgar Sq Nelson

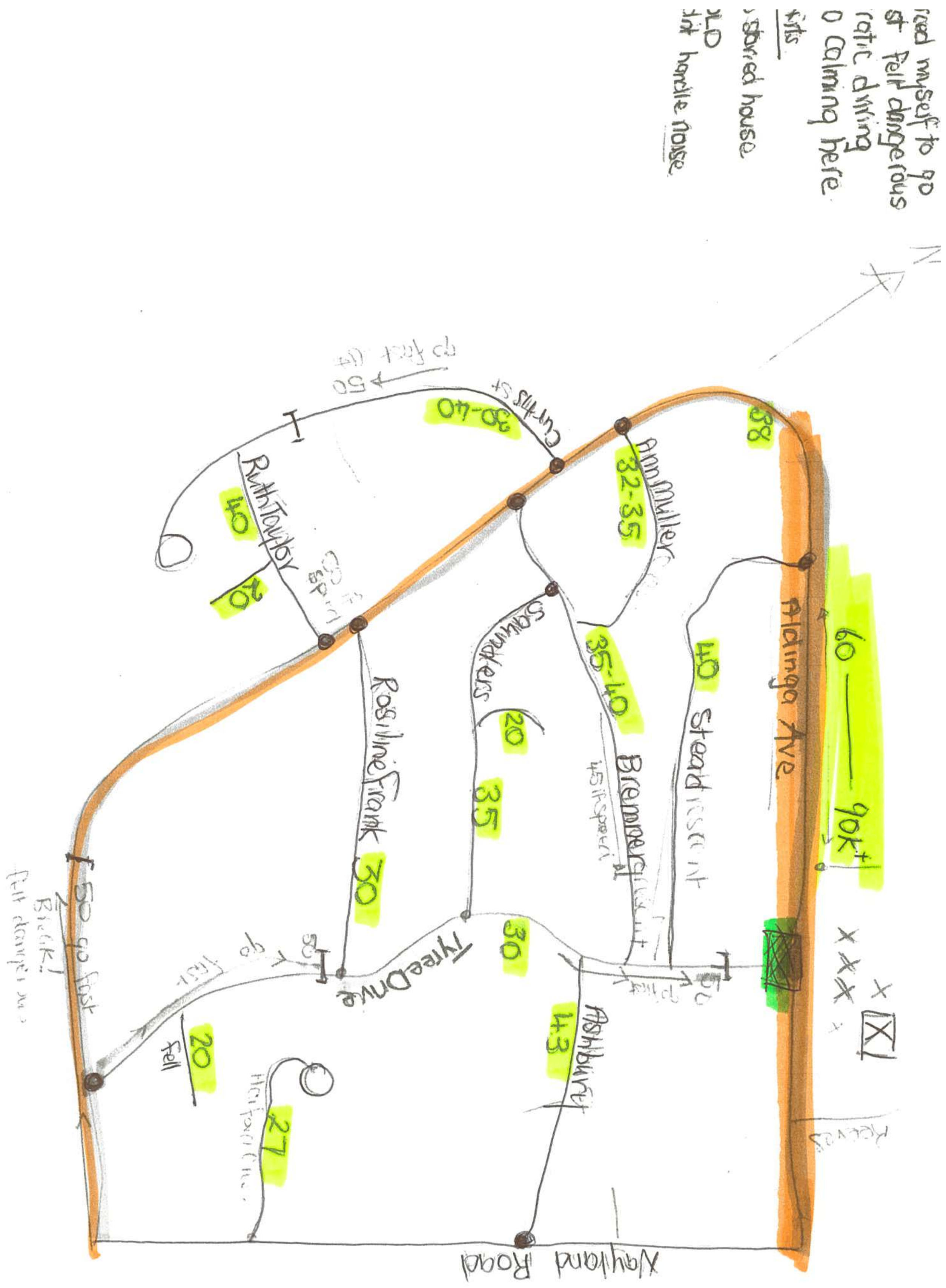
Slower streets are safer streets

- SLOWER STREETS – SAFER, EASIER TO GET AROUND,
- MORE PLEASANT
- ENCOURAGE WALKING, CYCLING = LESS CONGESTION,
- GOOD FOR HEALTH AND BUSINESS.

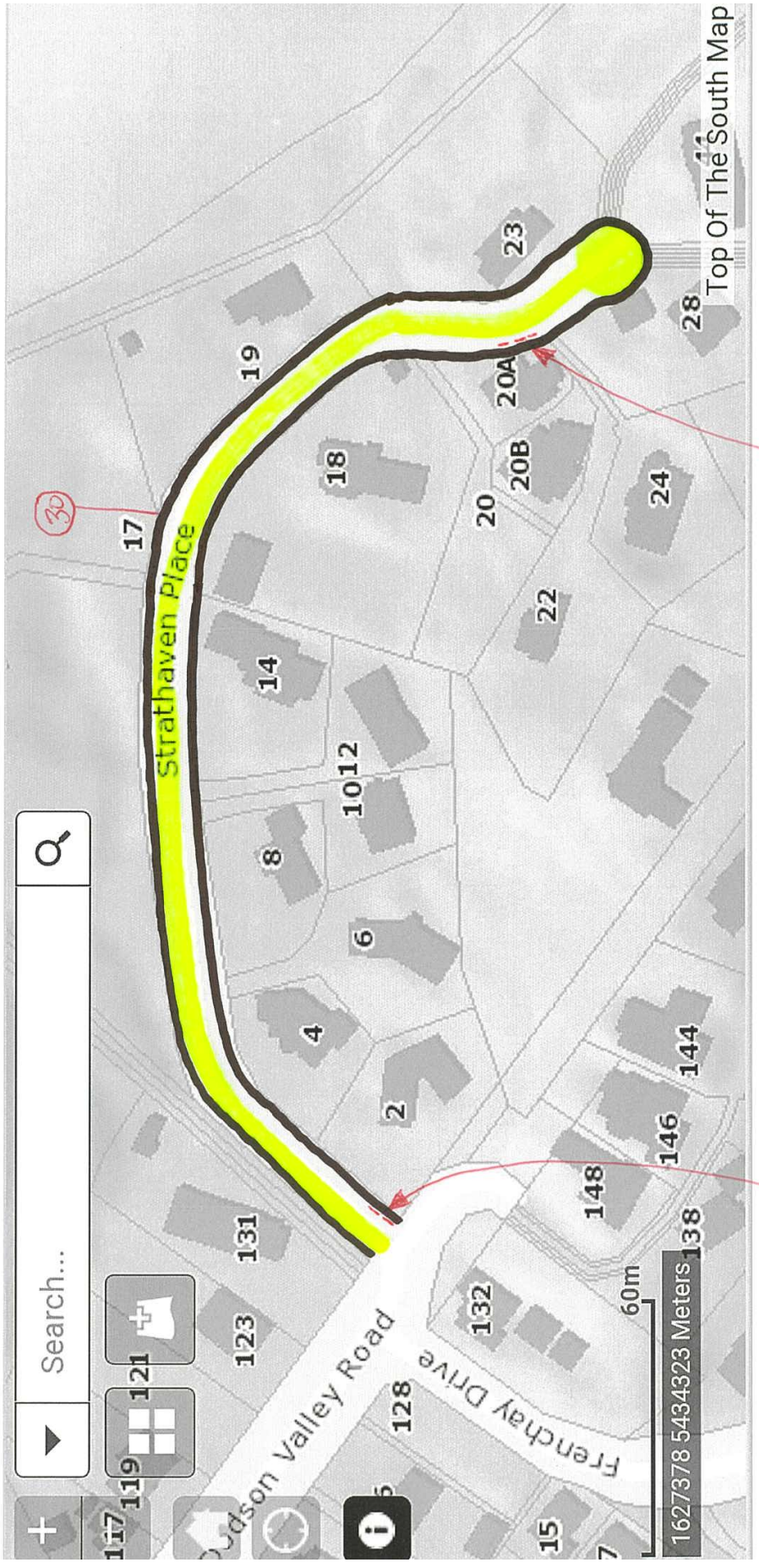
Additional evidence for councillors re safer streets.

https://usa.streetsblog.org/2019/05/29/protect-yourself-separated-bike-lanes-means-safer-streets-study-says?

Jill.ford1@gmail.com


Aldinga Ave
Nayland Road
Ruth Taylor
Curtis St
Ann Muller
Saunders
Tyree Drive
Ashbury
60
90K+
38
32-35
30-40
40
20
35-40
35
30
4.3
27
50 go fast

Port Tarakohe
2021 – 2022



indan
intonini

FIRE HYDRANT - Needs Yellow Lines from N°22 to as vehicles park over what prevents our

2 x Car park spaces need Yellow Lines

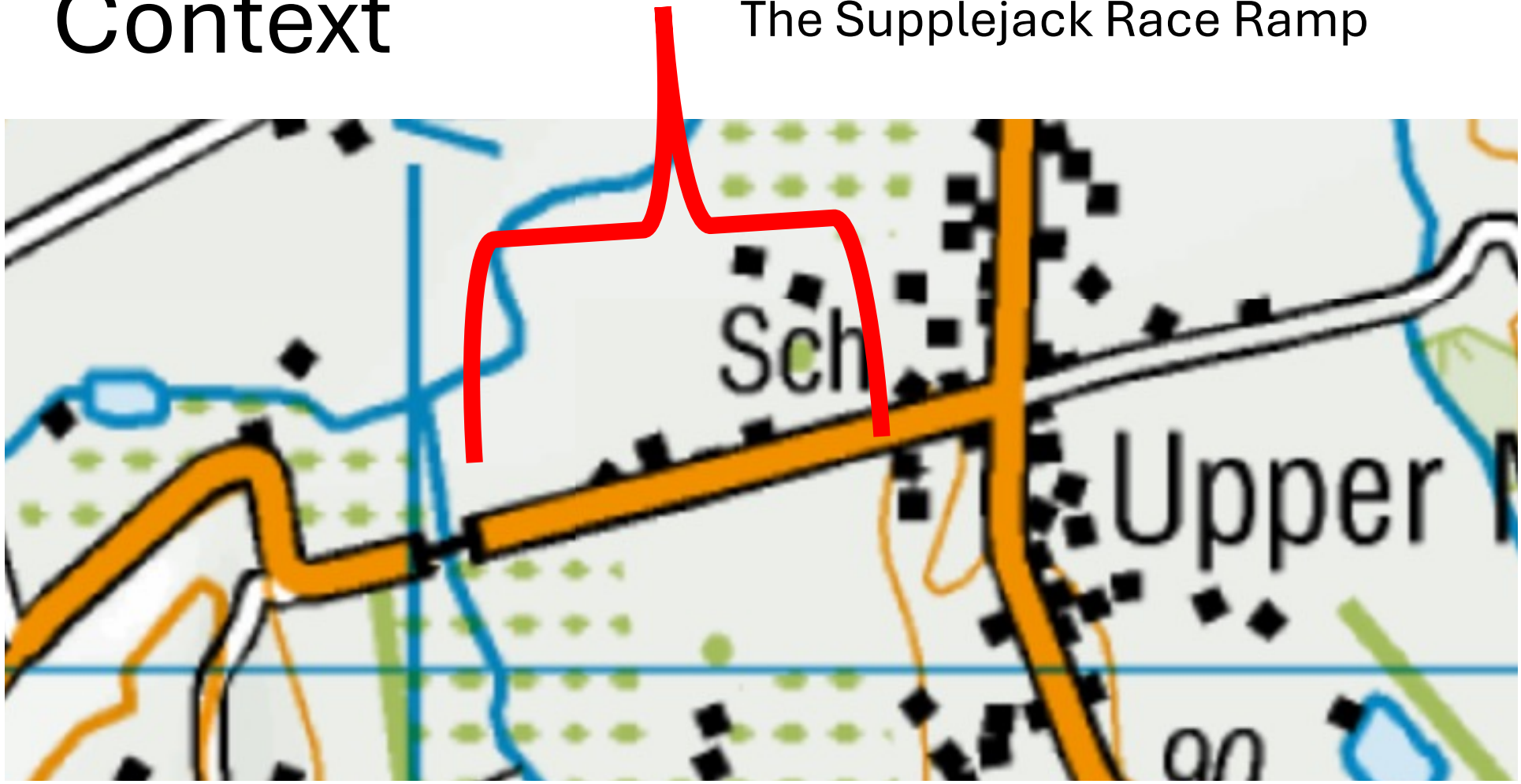
Thank you for the opportunity to speak.

6 slides. All Pictures

Matthew E Gould:
30 Supplejack Valley Road

Context

The Supplejack Race Ramp




Entrance to School
Fields. 100 KMH Zone


50
Supplejack Valley Rd
Distance from 50 sign to Main
School Entrance 100 meters


Supplejack Valley Rd
Down Hill View


430 meters of 100K MH Zone before
One Lane Bridge and hairpin bend on
to gravel.. Floor it!

- Lowest rational limit please – extension of school zone
- Speed bump at hill's crest may be worthwhile considering
- Minimal if any negative economic impact (does not impede logging or farm related activity.)

- Thank you!


The Supplejack Valley Road Race Ramp
Where logging trucks meet school kids at 100 KMH
Thank you for the opportunity to speak.
5 slides. All Pictures
Matthew E Gould: 30 Supplejack Valley Road

TDC - Draft Speed Management Plan

The main aspects that need to be considered when making road rules, in this case related to speed, are the following:
Are roads suitable for the vehicles using them, and what overall speed rate is applicable to given roads.

Approximately 50 years ago the speed limit in towns was 50, on the open road 100.
Vehicles are now safer at speed, volumes of traffic has gone way up, and some roads have been upgraded.

Most town roads and state highways have improved, the back roads have stayed much the same, likely gravel to sealing of roads the biggest change. The vehicles using these back roads(and thru/link roads) drive faster, there is far more traffic, and some vehicles for example trucks are a lot bigger.

I am in favour of reducing speed limits on all roads, with the exception of main roads going thru townships, for example Lower Queen St, Salisbury Rd, Wensley Rd.
The reduction on present 100km TD roads to 80km overall is positive.

I live on Neudorf Rd, it is a very dangerous road, with many drivers that drive fast and aggressively. It does not feel safe to drive on.
Logging trucks, stock trucks etc have little chance to actually drive safely or even legally within their side of the rosd due to the narrow nature of this road, with lots of curves too, and ths is very common in the TD. And to upgrade/widen these roads is out of question, now and in 50 years.

The councils in NZ, in conjunction with the central government, are actively promoting and welcoming increases in population, and with that there will be more vehicles on roads, on roads, many of which cannot safely accommodate them. It is putting the cart before the horse, firstly we need better roads, yet that is financially prohibitive. This equates to the Governmental organisations of this country welcoming a time bomb that will be near impossible to solve.
A solution to a problem needs different conscious thoughts from those that created the problem.

As well as speed reduction it would be in the interests of residents to have the police work alongside the council and central govt to bring a change in the driving culture.

The council gives the ok that big trucks can drive on roads that are basically unsuitable for them, so it is councils responsibilty, in the interests of residents, to work alongside industry in order to educate truck drivers. And if nothing is


NELSUST
Working for Sustainable Transport Solutions Nelson Region
Nelson Transport Strategy Group Inc. www.nelsust.co.nz

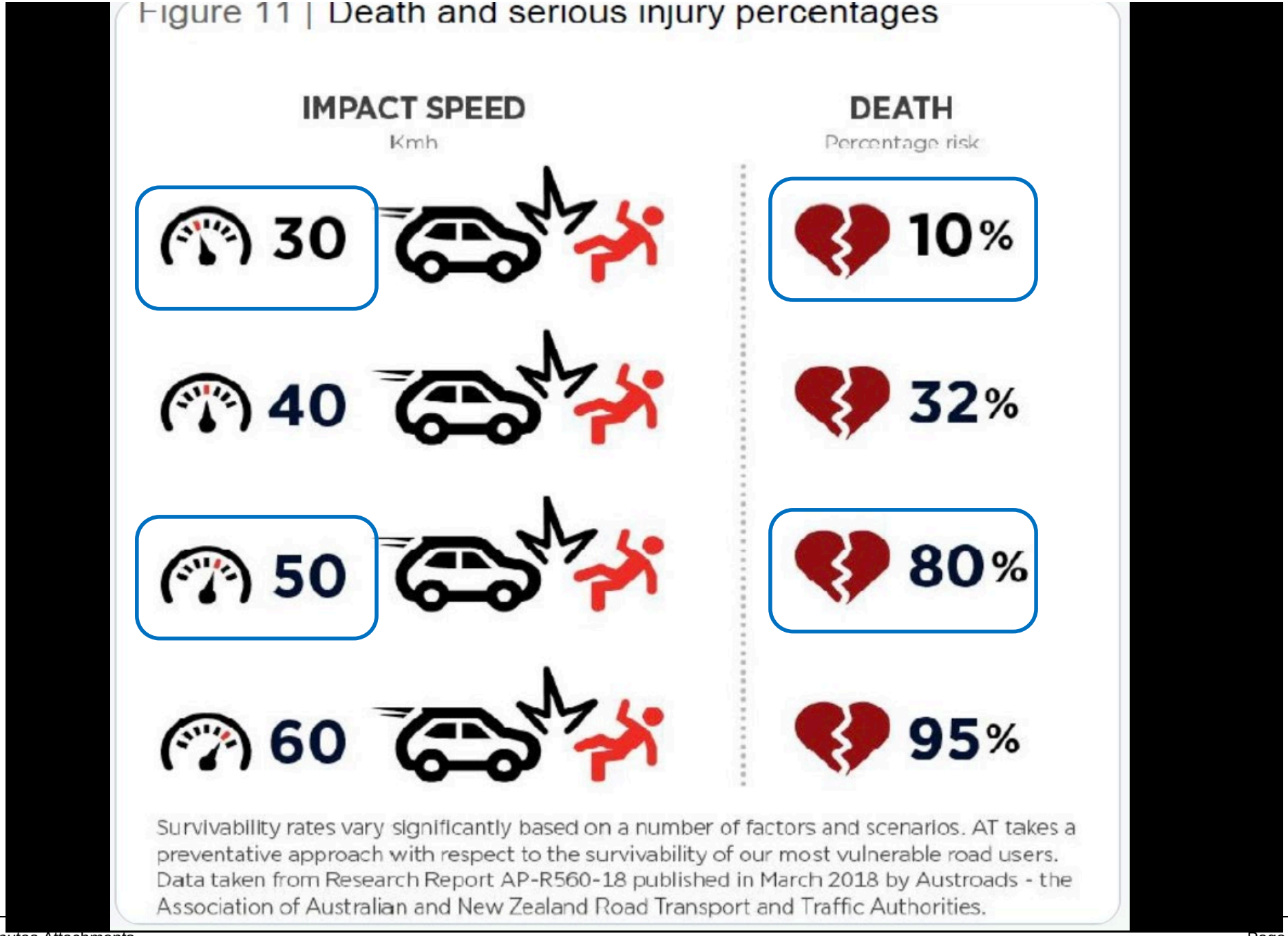
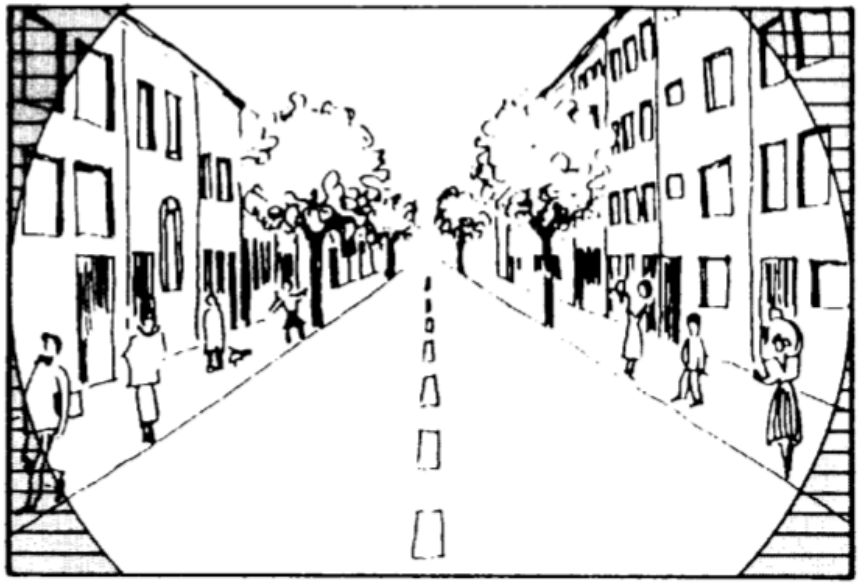
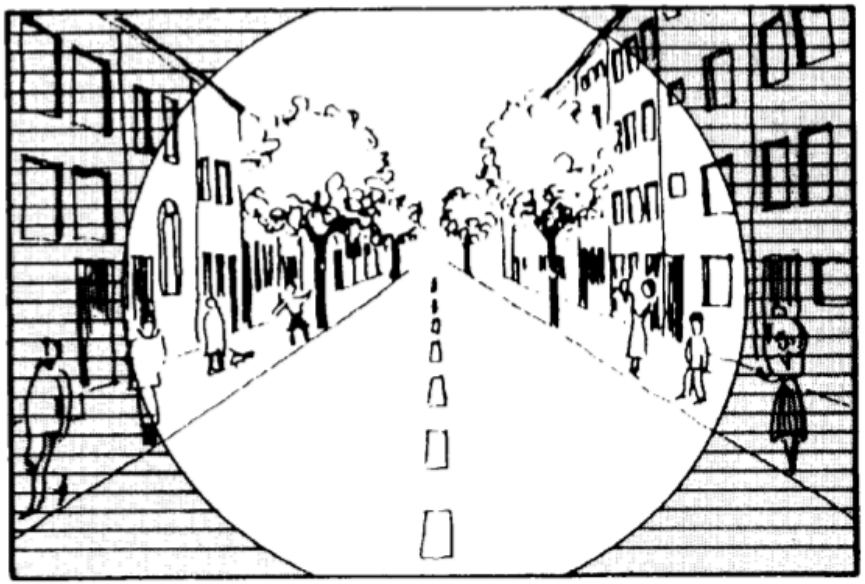


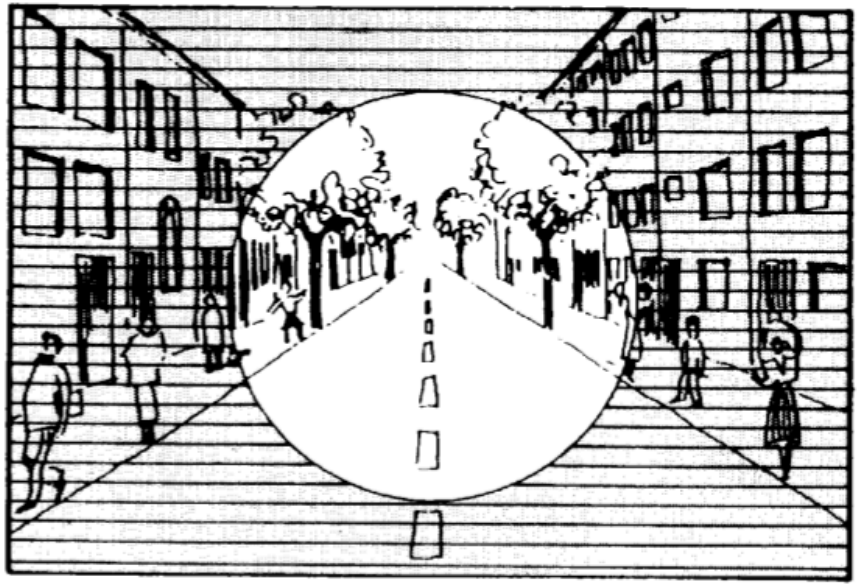
Figure 11 | Death and serious injury percentages
IMPACT SPEED
Kmh
DEATH
Percentage risk
30
10%
40
32%
50
80%
60
95%
Survivability rates vary significantly based on a number of factors and scenarios. AT takes a preventative approach with respect to the survivability of our most vulnerable road users. Data taken from Research Report AP-R560-18 published in March 2018 by Austroads - the Association of Australian and New Zealand Road Transport and Traffic Authorities.



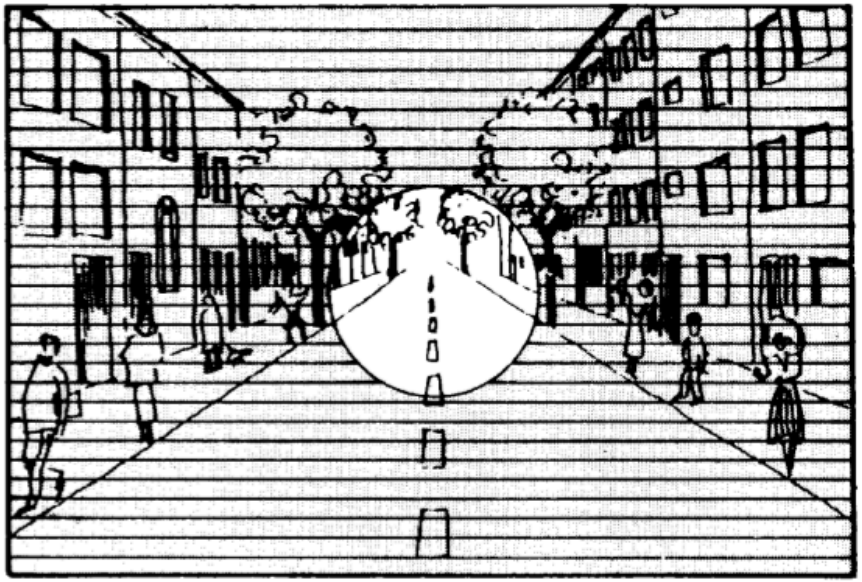
24 km/h



32 km/h



40 km/h



48 km/h

> *AT has found that roads where speed limits were lowered on 30 June 2020 have experienced a **47 per cent reduction in deaths** in the 18 months following the changes, a reduction in all injury crashes of more than 25 per cent and greater than a 15 per cent reduction in serious injuries on these roads.*
>
> *Total deaths and serious injuries (DSI) have reduced by more than 20 per cent.*
>
> *Rural roads where speeds were changed on 30 June 2020 have seen a **71 per cent reduction in deaths** and more than a 25 per cent reduction in serious injuries.*
>
> ** Annual figures for the period 30 June 2020 to 31 December 2021, when compared to the prior five-year comparison period.*

- AA presentation to Regional Transprot Committee on Ruby Bay Bypass saving lives but without reference to costs
- Benefit to Cost ratio of simply reducing speed- very low cost to large benefit
- Extra travel times measured in minutes Nelson to Blenheim


Nelson
Nelson East
Nelson South
Tahunanui
Bishopdale
Wakatu
Enner Glynn
Stoke


NELSUST
Working for Sustainable Transport Solutions Nelson Region
Nelson Transport Strategy Group Inc. www.nelsust.co.nz

Tabled doc. (17555)

Aim: To make Tahunanui a safer and more enjoyable place to live and visit.

- By reducing speed limit to 30 km/h.

Background (as per submission):

- 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 multitude of different speed limit signs can be distracting

JAN

Advantages of a lower speed limit:

1. Less accidents and any accidents will be less severe. e.g. The risk of dying from an accident if the speed limit is reduced from 50km/h to 40km/h drops from around 90% to around 10%. NB.Statistics do not show the reality of the suffering that road crash deaths and injuries cause.
2. More people will be encouraged to cycle to school, to work, to the shops, to visit friends and family, etc., because they will feel safer. Therefore, reduces the number of cars on the road.
3. SH6 divides Tahunanui in 2, with residents, holiday accommodation, shops and services on both sides of the highway. A lower speed limit will make it easier and a lot safer for everyone crossing SH6.
4. It will help to encourage holidaymakers to cycle around while on holiday rather than use their car.
5. Some parts of Tahunanui Hills already have a 30 or 40 km/h speed limit – a lower standard speed limit for the whole suburb would be more practical and easier to abide by. This would also mean that less signage is required if the whole suburb is one speed limit, which will help ensure that other signage is more prominent.
6. Other town centres such as Motueka and Hanmer Springs already have a 30 km/h speed limit, so such a speed limit is not unprecedented.
7. Traveling times along SH6 will not be significantly different, as there are generally queues at the Tahunanui lights and Annesbrook roundabout, especially during peak traffic periods.
8. Many of the roads in Tahunanui are narrow and / or windy, and so a lower speed limit helps improve the safety of all road users.
9. As many e-bikes can travel at 30 km/hr, having a 30 km/hr speed limit will reduce the number of cars passing cyclists and thus make cycling safer, which will help to encourage more people to cycle.

13

Council Attach. - (15623)

Tara Fifield

From: anne@woolcraft.co.nz
Sent: Monday, 29 April 2024 9:22 pm
To: Tara Fifield
Subject: Re:Draft Speed Management Plan

Hi Tara

Further to our conversation today re submissions for tomorrow, Tuesday.

I ask that the chairperson read out this short statement as I am now unable to be present at the hearing.

Road safety is important, but reducing the speed of vehicles is only one factor contributing to safer roads. Other factors include better road engineering and maintenance, separating faster and slower road users (eg, trucks, cars, cyclists and pedestrians) improving driver and other road users' behaviour, and having better vehicle design and maintenance.

Reducing vehicle speeds will lead to lower productivity, whether it be moving freight and people around the District, or simply time spent getting everyone to and from work, schools, shopping, etc. This applies regardless of whether people are urban or rural, though it impacts rural people more, because of the greater distances they have to travel. While it was not Tasman District Council's responsibility, the reduced speeds on Highway 6 between Richmond and Wakefield are a case in point and significantly affect everyone living south of Richmond.

In formulating your plan, I urge you not to take the simple and cheap solution to road safety. Please ensure that any desire for reduced speed is balanced against the resulting loss of productivity for our Region, and be prepared to seriously consider other means of improving road safety in your plan, so that as a Regional we can grow rather stagnate. After all, a vibrant region will be better able to afford the cost of better quality roading, whereas slowing traffic down will help our economy slow down too.

Thank you,

Anne Grassham

On 26/04/24 13:20, Tara Fifield wrote:

> Thank you for your email. I'm on leave until Monday 29 April. If the matter is urgent, please contact Melanie Ellis (melanie.ellis@tasman.govt.nz).
>
> Regards
> Tara

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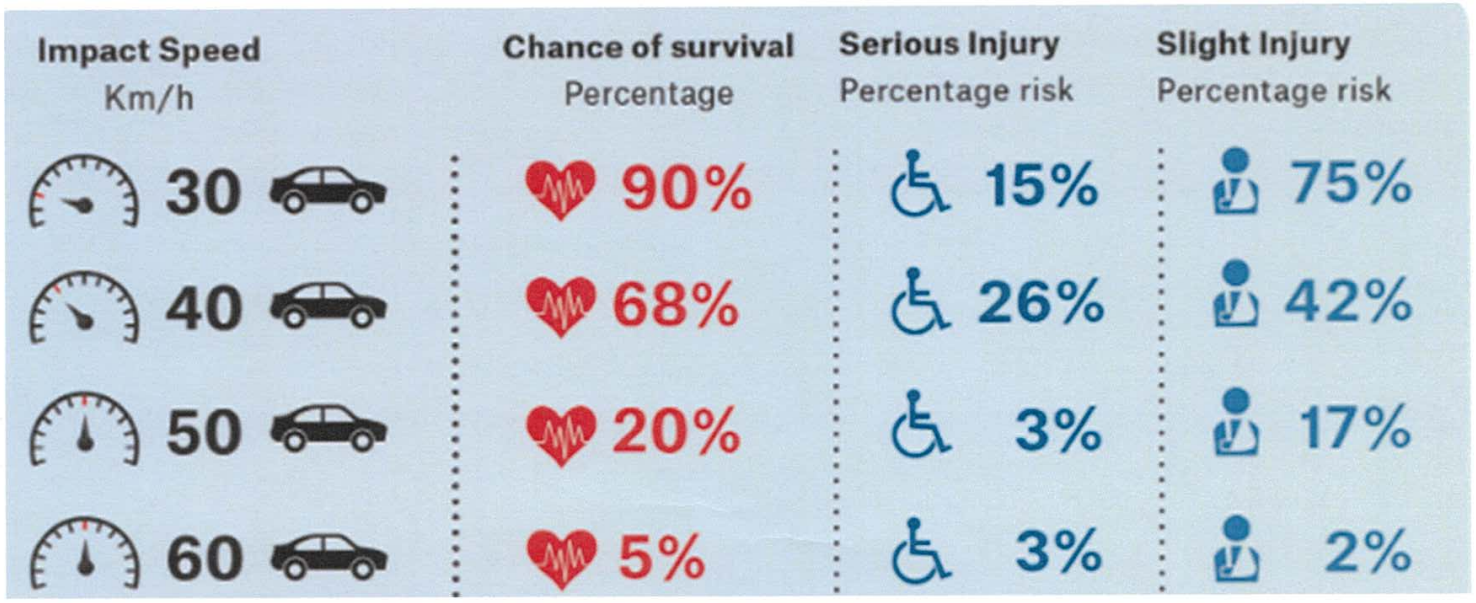
Anne Fleecewood Woolcraft Ltd Quality fleeces and fibre Selling Fleecewood, Wizpick and Ashford brands
woolcraft.co.nz

David Marsh
Submission: 17450



Time versus Distance

1km travel at 50 kph = 1min 12 seconds

1km travel at 40 kph = 1min 30 seconds - or plus 18 seconds or 200 Metres (40 car lengths) from 50kph

1km travel at 30 kph = 2min plus 48 seconds - or 400 Metres (80 car lengths) from 50kph