

Date: Monday 10 March 2025
Time: 3.00pm
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
3.1 Parents for Active Transport - Atawhai	
Attachment 1 Parents for Active Transport PowerPoint presentation	2
Attachment 2 Parents for Active Transport letter	19
Attachment 3 Parents for Active Transport resolutions	21
Attachment 4 Parents for Active Transport signatures	23
3.2 Bicycle Nelson Bays	
Attachment 1 Bicycle Nelson Bays tabled document	43
3.3 Nelsust - Kate Malcolm	
Attachment 1 Nelsust - pictures	44
7.3 NZ Transport Agency Waka Kotahi Update	
Attachment 1 NZTA PowerPoint presentation.....	47

PUBLIC FORUM: Council provides the opportunity for public forum input at its ordinary meetings. The views and opinions expressed in public forum do not necessarily reflect the position of the Tasman District Council, Council officers or elected members

Parents for Active Transport, Atawhai

SPEED LIMIT INCREASE FROM 60KM TO 80KM BETWEEN ALLISDAIR ST
AND ATAWHAI CRESCENT

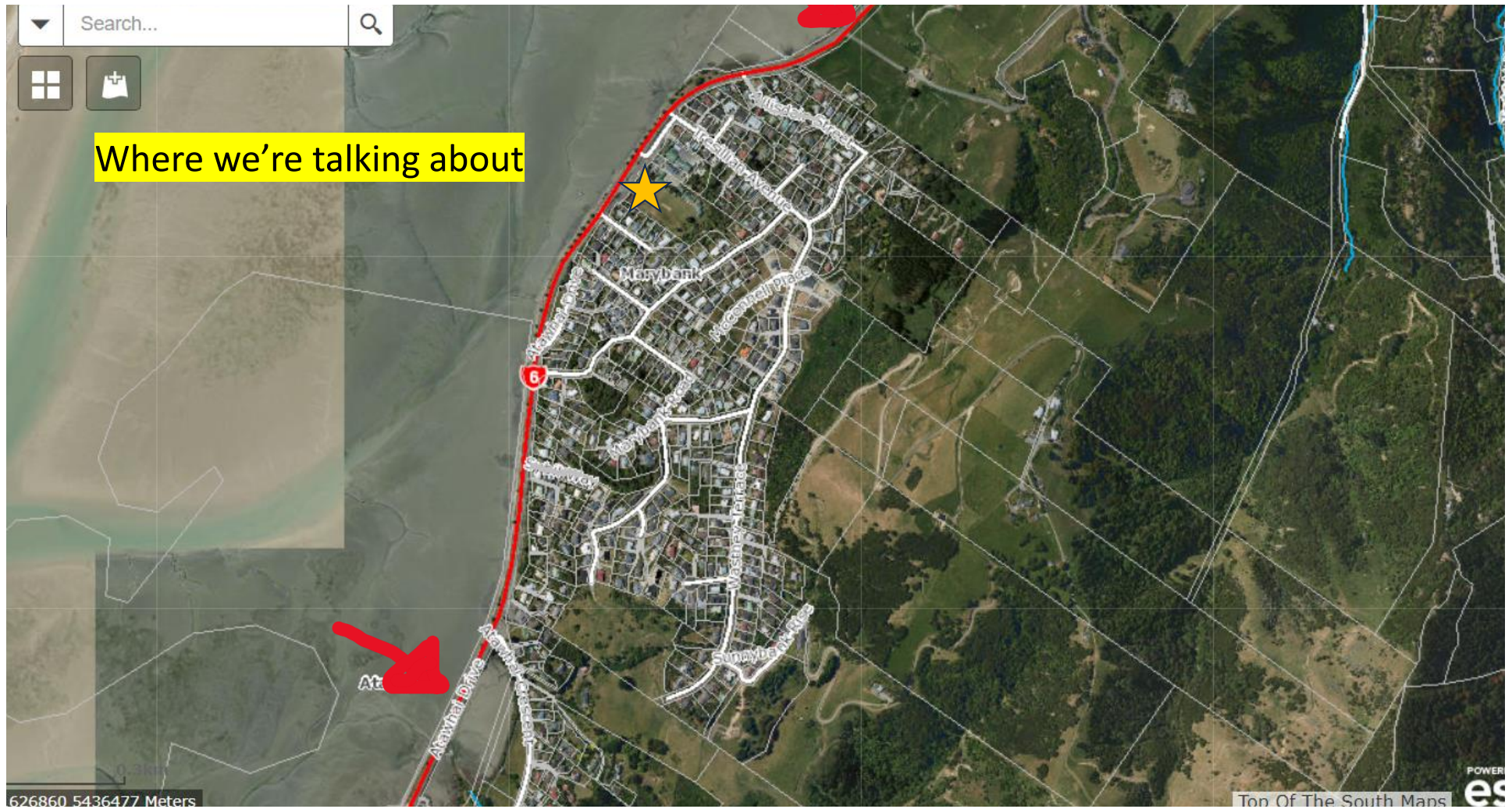






Speed limit reset accelerates national debate





Where we're talking about



Public Meeting 12 Feb Clifton Terrace School Hall



240 people



**Resolution 1: Ask
Chris Bishop to
officially halt the
automatic speed
increase and formally
consult the Atawhai
community**

- The undersigned appeal to Minister Chris Bishop that he find a mechanism to ensure the following:
 - a) That the automatic reversal on SH6 between Allisdair Street and Atawhai Crescent will not occur.
 - b) That the consultation will inform the pending decision over whether to change the Marybank speed limits.
 - d) That the promised consultation will be held in such a way so that the views of a broad section of stakeholders is accurately brought to the fore.
 - e) The speed limit is set to change automatically as of July 1, 2025. Therefore, we respectfully ask the Minister to act with urgency on this matter.

Resolution 2: NZTA Reconsider the Road Classification of SH6 at Marybank

- SH6 at Marybank is currently classified as an “Urban Connector” despite the section from Atawhai Crescent to Nelson City being classified as Peri-Urban. This is inconsistent and does not reflect the road’s actual function or surrounding environment between Allisdair St and Atawhai Crescent as defined by the rule.
- The undersigned request that the NZTA:
 - a) Reclassify the State Highway at Marybank as a “Peri-Urban Road” on the basis that this is more appropriate under the definitions provided by the Speed Limits rule 3.
 - b) Recognise the significant change in adjacent land use, including surrounding residential development, since 2019.
- Should NZTA agree to either of the above, the Speed Limits rule would no longer require a speed limit increase for State Highway at Marybank

Resolution 3: Appeal to the Local Roding Authority

The undersigned request that:

The Nelson Tasman Regional Transport Committee Chair sends a letter to both Minister Chris Bishop and the NZTA in support of resolutions 1 and 2 above, and in support of maintaining the speed limit at 60kph maximum.

Mail

P: New speed review 'farcical'

eland

2025 +1 more Catherine Hubbard

ng to undertake another round nsultation on speed limits on etch of highway north of Nel- s "farcical" and a waste of time money, says Nelson MP Rachel ck.

Government announced at the of January that two stretches of : Highway 6 in the region were ve their speed limits eased, initially without public ultation. One of them was a n section at Marybank, where s would go from 60kph to h.

It was one of 38 sections of the state highway network set to return to their previous speed limits by July 1 this year.

Transport Minister Chris Bishop later said there would be consulta- tion on the increases after receiv- ing correspondence on the issue, including from Atawhai residents concerned about the safety issues in the area that has a primary school.

Boyack said the community was "in the dark" as to how that con-

sultation would work, and the minister had provided neither time frames, nor any other information as to how it would take place.

She said the Atawhai community had lobbied and advocated for years for speed limit reductions on the stretch of highway and it would be devastating for these to be reversed. The reduction to 60kph was made in 2020.

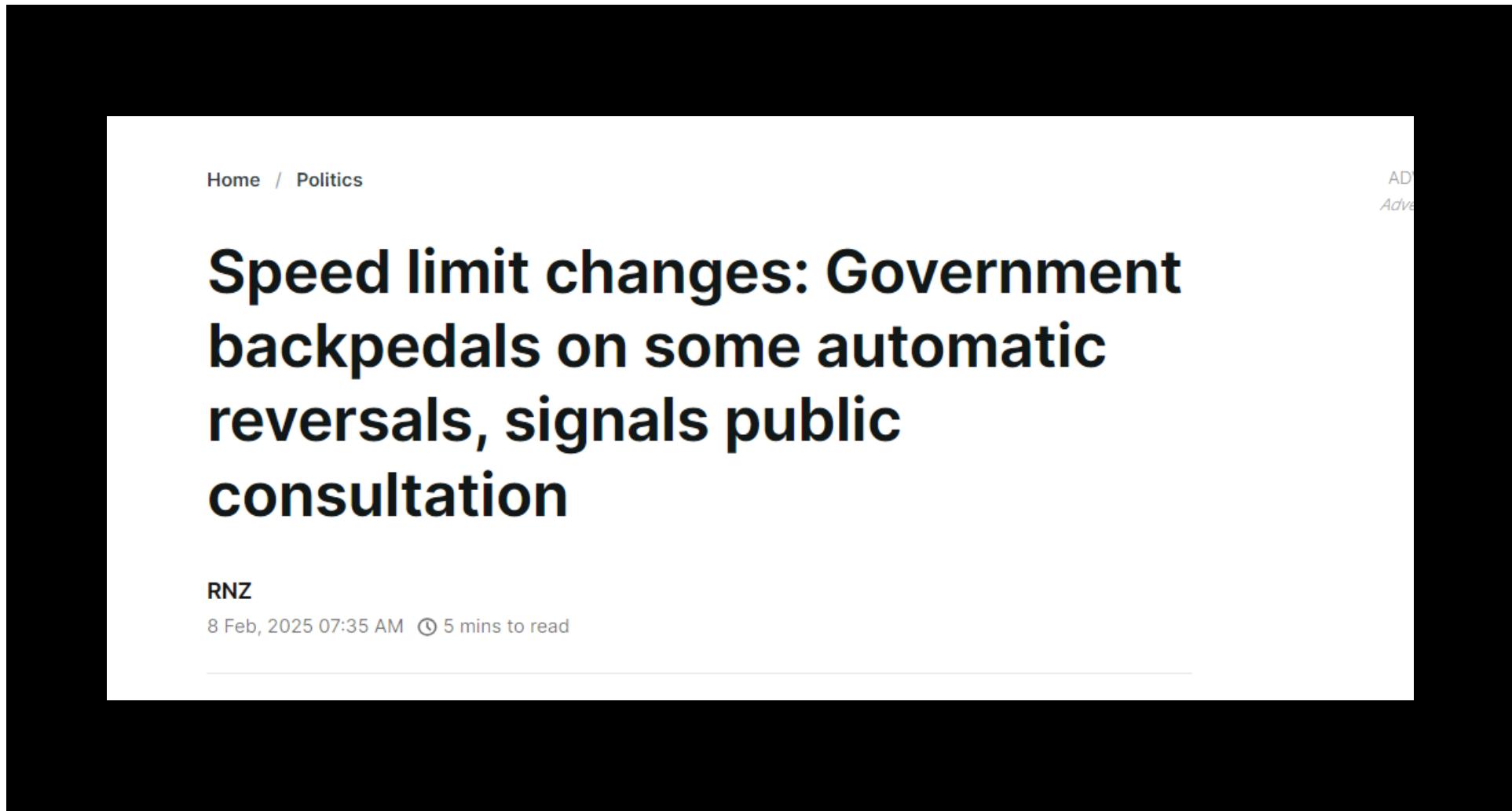
That NZ Transport Agency (NZTA) would have to consult again on a road that had already been consul-



A speed limit increase on a stretch of State Highway 6 flanking Marybank and Atawhai is seen as a "serious mistake", say Parents for Active Transport Atawhai.

ted on was "farcical", "shambolic" and a waste of time and taxpayers' funds, Boyack said.

The agency was receiving feed- back via email, but that didn't have legal standing, she said. In the



Home / Politics

AD
Adv

Speed limit changes: Government backpedals on some automatic reversals, signals public consultation

RNZ

8 Feb, 2025 07:35 AM ⌚ 5 mins to read

BUSINESS > PRESSRELEASE



‘Outrageous’ And ‘Pointless’ – Speed Limit Reversals For Nelson Tasman

January 30, 2025

Article – Max Frethey – Local Democracy Reporter

Two automatic speed limit reversals on State Highway 6 have upset and surprised locals, though consultation on raising the speed limit on the road to Blenheim has some support.

Speed limit reversals for State Highway 6, which cumulatively save a motorist travelling through Nelson Tasman about 34 seconds, have sparked anger and



[New Zealand](#) [World](#) [Politics](#) [Pacific](#) [Te Ao Māori](#) [Sport](#) [Business](#) [Country](#) [Local Democracy Report](#)

NEW ZEALAND / POLITICS

Group on collision course with government over 'appalling' move to higher speeds

9:47 am on 30 January 2025

Share this



Adam Burns, Reporter

[✉ adam.burns@rnz.co.nz](mailto:adam.burns@rnz.co.nz)



Samantha Gee, Nelson Marlborough / Te Taihū reporter

[✉ samantha.gee@rnz.co.nz](mailto:samantha.gee@rnz.co.nz)



[New Zealand](#) [World](#) [Politics](#) [Pacific](#) [Te Ao Māori](#) [Sport](#) [Business](#) [Country](#) [Local Democracy Reporting](#)

NEW ZEALAND / TRANSPORT

Government called on to 'have the guts' to reverse speed limit plan for Nelson

7:34 am on 13 February 2025

Share this



Samantha Gee, Nelson Marlborough / Te Taihū reporter
✉ samantha.gee@rnz.co.nz





There was an outpouring of support for the existing 60km/h speed limit after the Government announced a return to 80km/h. (Source: Local Democracy Reportir

A Nelson principal is "really happy" with a ministerial U-turn on speed limit consultation and was "cautiously hopeful" that the speed limit on the state highway near his school might stay at 60km/h.

Residents might soon be given the opportunity to submit on a potential speed limit increase in northern Nelson after they were told two weeks ago that the change would be automatic.





Emily Osborne and Femke Meinderts
Parents for Active Transport Atawhai
670 Atawhai Cres
Nelson 7010
New Zealand

Friday 21 February, 2025

Mr Stuart Bryant
Joint Nelson Tasman Regional Transport Committee Chair
Private Bay 4
Richmond 7050
New Zealand

Dear Mr Bryant,

We write to you on behalf of 'Parents for Active Transport Atawhai' (PATA). We are a group of parents from Atawhai, Nelson, who believe that active travel to school is good for children, good for the planet and good for parents.

We present to you a series of three resolutions from our public meeting that was held on 12 February, 2025 (see attached document). The public meeting was held in response to the announcement that the speed limit would be raised from 60km to 80km through the 1.8km stretch from Atawhai Cres to just past Allisdair St in Atawhai, Nelson.

Over 240 people attended the meeting, and had various reasons for wanting the current speed limit to remain. You can read these in the attached documents. The general feeling from the attendees at the meeting and many other community members we have spoken to, is that the speed limit increase is a serious mistake which needs to be urgently corrected.

All of us at PATA know this stretch very well. Some of us traverse it four times per day as we bike to school and back with children from Clifton Terrace School. The current speed of 60kph feels dangerous enough both to bikers and motorists because of the high levels of interaction between the adjacent land use and the street. On the eastern side of this 1.8km section of SH6 there are **eight sideroads, a church, a busy bus stop, a primary school with over 300 pupils, and 25 driveways which lead to 45 homes**. On the western side of the road is The Haven estuary, which means that people regularly cross the road to walk dogs on the shoreline, fish, swim and paddleboard. On windy days the area attracts dozens of kitesurfers, windsurfers and foil boarders, many of whom park on the side of the road wherever they can and can also create quite a distraction for drivers. There is also a **boat launching ramp**, which of course is very busy with cars and trailers especially in the weekends. At sunset and sunrise it is common to see cars pull over to take photos of the coloured sky and its reflection on the estuary. Beside the road is a 'shared pathway' that is well used by pedestrians and

cyclists, including our children. Traversing this stretch is their only way to get to and from school and for residents to travel between Dodson Valley and Marybank.

During the meeting and the week following the meeting, we collected a total of 226 signatures supporting our resolutions that Transport Minister Chris Bishop prevent the automatic speed increase and consult the community about any speed increases, and a resolution that requests that the NZTA seek legal advice on changing the road classification from 'Urban Connector' to 'Peri-Urban Road', which would prevent the automatic speed increase.

We also received the support of 201 signatories to **appeal to you to write a letter to both Minister Chris Bishop and to the NZTA in support of the above resolutions and in support of maintaining the speed limit of 60kph on the Atawhai section of SH6.**

We hope that you will support us in our efforts to help members of our community to get to where we need to go safely, efficiently and when possible, actively and sustainably. That includes parents and children.

Yours sincerely,



Femke Meinderts and Emily Osborne

on behalf of

Parents for Active Transport Atawhai (PATA) and the signatories of Resolution 3

Atawhai SH6 Speed Limit Increase Resolutions

Public Meeting: Wednesday 12 February, 2025
Clifton Terrace School, Nelson

Resolution 1: Ask Chris Bishop to officially halt the automatic speed increase and formally consult the Atawhai community

- The undersigned appeal to Minister Chris Bishop to confirm the following:
 - a) That the automatic reversal on SH6 between Allisdair Street and Atawhai Crescent will not occur.
 - b) That genuine consultation will occur and inform the pending decision over whether to change the Marybank speed limits and what the limit should be.
 - d) How consultation will occur and what it will entail.
 - e) That the Minister and/or NZTA will do all things necessary to achieve the above.

Resolution 2: NZTA Reconsider the Road Classification of SH6 at Marybank

- SH6 at Marybank is currently classified as an “Urban Connector” despite the section from Atawhai Crescent to Nelson City being classified as Peri-Urban. This is inconsistent and does not reflect the road’s actual function or surrounding environment between Allisdair St and Atawhai Crescent as defined by the rule.
- The undersigned request that the NZTA:
 - a) Reclassify the State Highway at Marybank as a “Peri-Urban Road” on the basis that this is more appropriate under the definitions provided by the Speed Limits rule 3.
 - b) Recognise the significant change in adjacent land use, including surrounding residential development, since 2019.
 - Should NZTA agree to either of the above, the Speed Limits rule would no longer require a speed limit increase for State Highway at Marybank

Resolution 3: Appeal to the Local Roding Authority

- The undersigned request that:

The Nelson Tasman Regional Transport Committee Chair sends a letter to both Minister Chris Bishop and the NZTA in support of resolutions 1 and 2 above, and in support of maintaining the speed limit at 60kph or lower.

Notes and Definitions

The Setting of Speed Limits 2024 rule has legal status under the Land Transport Act.

Roading Classification: from approximately 440 m north east of Allisdair Street to approximately 100m South West of Atawhai Crescent North.

- **Peri-Urban Roads** (as defined in the Speed Limits rule) serve areas in transition between urban and rural environments, SH6 at Marybank fits this definition, with residential properties, local access points to the Haven, and use by pedestrians and cyclists, particularly schoolchildren



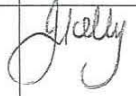




- **Urban Connectors** provide movement between different urban areas, with low levels of interaction between adjacent land use and the street, and formal crossing opportunities. This is not the case for SH6 at Marybank, which is no more urban than Atawhai, no formal crossing opportunities and has higher levels of interaction between the adjacent land use and the street than Atawhai with multiple residential access points, a church, a boat ramp, and a school.





Significant surrounding development since 1999 includes: New sub-divisions have been built above Marybank (above/along Tresillian Street) and up on Harris Hill. There has also been several sub-divisions added at the top of Dodson valley off Frenchay and Farleigh Street along with the new sub-division being built on Bay View that will connect to Dodson valley.

You can also email
speedmanagement @ nzta.govt.nz
to voice your concerns.

Name (First and Last)	Suburb and Street	Res 1	Res 2	Res 3	Signature	Comments/Why are you interested in this issue?
Lynda Pagon	16 Mana Heights Marybank Nelson				<i>Pagon</i>	We live closely & are scared for the children living here.
Linda Canton	32 Lovell St, Atarua Nelson.	✓	✓	✓	<i>LC</i>	Economic gains should not be at the expense of children's safety.
ANT CHAWY	494 ATARUA DR NELSON.	✓	✓	✓	<i>Chawy</i>	Benefits of inc speed are marginal vs huge social costs.
Geoff Mackay	5 McConnell Place Marybank	✓	✓	✓	<i>Cowalley</i>	Local resident & safety is safer for our children
Paula Connolly	3 Tarenaki St Atarua	✓	✓	✓	<i>PC</i>	The speed in this residential area is unsafe
Linda Holloway	796 Atarua Drive access off Sybil Way	✓	✓	✓	<i>Holloway</i>	Safety for residents, children & wider community

merchment


Name (First and Last)	Suburb and Street	Res 1	Res 2	Res 3	Signature	Comments/Why are you interested in this issue?
Linda Holloway	746 Atawhai (Sybil Way)	✓				Limit speed back to 60 km/h turning onto 5th St do
Craig Ball	784A Atawhai Drive	✓				Keep Speed at 60km/h Safety of all people in area
Judy Kelly	3 Sybil Way	✓				Keep speed down to 60. -Turning into Sybil Way is hazardous + also I have grandchildren → to school
Steve and Kathy Webb	19 Washney Terrace	✓				Keep speed down to 60 Turning on to 5th at Marybank Road is easier at 60!
Hayden Ormally	19 Jackson Valley	✓				Children ride in the "Blue Bus".
Leila McBry	Springlea Heights Atawhai	✓				Keep the community safe. Don't go backwards
Barbara Robson	Seaton St	✓				Safety. Emission reduction Health - active Transport

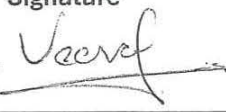




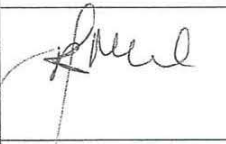

Name (First and Last)	Suburb and Street	Res 1	Res 2	Res 3	Signature	Comments/Why are you interested in this issue?
Rachel Bruce	Werneth St Atawhai	✓	✓	✓		Safety
Kristine Greaney	896 Atawhai Drive Atawhai	✓	✓	✓		Local School
John Greaney	896 Atawhai Drive	✓		✓		Local John Greaney
Bonnie Slade	30 Elliott St	✓	✓	✓		Leads at school Local uses road frequently
Ruth Allison	9 Victoria Rd Nelson	✓	✓	✓		Slower is safer.
Jason Callister	30 Elliott St	✓	✓	✓		Slower Road Speed

Name (First and Last)	Suburb and Street	Res 1	Res 2	Res 3	Signature	Comments/Why are you interested in this issue?
Richard Presland	21 Avonbank P1 Marybank	✓	✓	✓	R.P. Presland	Safety for bikers walkers kids
Wendy Logan	822 Atouhai Drive	✓	✓	✓	Wendy Logan	Safety for all
Patricia Black	Trusillian Ave				P. Black	Safety
Margaret Brauer	Marybank Seaton St	✓	✓	✓	M. Brauer	Safety, community binding, health, well- being, calm
Kaylene Ross	Saddlebrook Rd Atouhai	✓	✓	✓	K. Ross	Safety for pedestrians, cyclists & drivers
Maria Holden	Clifton Place Marybank	✓	✓	✓	M. Holden	Safe, Happy, Community ♥
Kelly Menchenon	Mana Heights Marybank	✓	✓	✓	K. Menchenon	Safety!!

Name (First and Last)	Suburb and Street	Res 1	Res 2	Res 3	Signature	Comments/Why are you interested in this issue?
Pamela Fry Peter Craddock	Flat 2/834 Atawhai Drive	✓	✓	✓	<i>[Signature]</i>	Stay at 60 km " " "
Jessica + Basil Young	38 Tresillian St Marybank	✓	✓	✓	g s Young B R Young	Stay at 60 km Stay at 60 km
Mark + Viv Rourke	4 Ledger Road	✓	✓	✓	<i>[Signature]</i> Mark Rourke	Stay at 60 km
Karena + Lee Wood	420 Waihapuka Road.	✓	✓	✓	<i>[Signature]</i>	Needs to stay @ 60 - safety of our children
Shoshona Galbreath	Marybank Rd	✓	✓	✓	<i>[Signature]</i>	Keeping our kids and community safe
David and Jane Couch	5 Allisdair Street	✓	✓	✓	<i>[Signature]</i>	
Yuri Fato	55 Tui Glen Atawhai	✓	✓	✓	<i>[Signature]</i>	60 km works perfect!!!




Name (First and Last)	Suburb and Street	Res 1	Res 2	Res 3	Signature	Comments/Why are you interested in this issue?
Peter Olorenshaw	Maitai Ralphine Way	✓	✓	✓		Conver of Nelsonst.
Jennifer Meadows	Atawhai	✓	✓	✓		<u>safety</u>
Jan Kuddles	Atawhai	✓	✓	✓		safety
Colin Duncan	Mangrove, Avonbank	✓	✓	✓		safety.
Helen Flood	Atawhai Seaton St	✓	✓	✓		safety of the clubber especially
Sharon Johnston	Seaton St Mangrove	✓	✓	✓		children's safety.
Alexandra Ray	23 Devonish Ave	✓	✓	✓		community safety
David Ayre	252 Nile St	✓	✓	✓		concern for children

Name (First and Last)	Suburb and Street	Res 1	Res 2	Res 3	Signature	Comments/Why are you interested in this issue?
Dan Filby	Atawhai - Penzance	✓	✓	✓	D. Filby	"bike/walk maybe to dodson with family
Megan + Matt	Bay View Rd	✓	✓	✓	Megan	Speed & safety of drivers, pedestrians & cyclists
Liam Sullivan	Atawhai Drive	✓	✓		Liam	speed kept to 60 caregiver to children
Clare Colvin	Manbank Seaton St.	✓	✓	✓	Clare	Keep to 60 but make it go through to Nelson!
Deanna Clement	70 Atawhai Crescent Dodson Valley	✓	✓	✓	Deanna	Should be 60 km from Hira/Glendun to Nelson we are part of city
Clare Filby	Penzance St Atawhai	✓	✓	✓	Clare Filby	Ridiculous - Safety First of course!
Sheila Gordon	Penzance St Atawhai	✓	✓	✓	SGordon	Please keep it 60 for us + my grandchildren






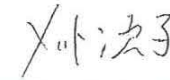

Name (First and Last)	Suburb and Street	Res 1	Res 2	Res 3	Signature	Comments/Why are you interested in this issue?
Veeral Sawriya	Clifton Place, Marybank	✓	✓	✓		
ERROL HATTERSLEY	CLIFTON PLACE	✓	✓	✓		
CHRIS POTTER	CLIFTON PLACE MARYBANK	✓	✓	✓		
Cheryl Potter	Clifton Place Marybank	✓	✓	✓		
Gael Gordon	Tresillion Ave	✓	✓	✓		
Rachel McKinnel	Malvern Ave	✓	✓	✓		
Bri Chester	Cassens Rd, Stepneyville	✓	✓	✓		

Name (First and Last)	Suburb and Street	Res 1	Res 2	Res 3	Signature	Comments/Why are you interested in this issue?
Jayn Field	Boomin Street	✓	✓	✓		
David MacCabe	Marybank Rd	✓	✓	✓		
Katy Savage	Glenduan	✓	✓	✓		
Steve Savage	Glenduan	✓	✓	✓		
Carina Svensson	Atawhai Frenchay Drive	✓	✓	✓		
Sven Adam	Atawhai Drive	✓	✓	✓		
Jess, Nikki, Andrew, Rachel, David NEWTON	Wakapuaka Road	✓	✓	✓		



Name (First and Last)	Suburb and Street	Res 1	Res 2	Res 3	Signature	Comments/Why are you interested in this issue?
Swenda Hull	Atawhai Crescent Atawhai	✓	✓	✓	<i>SHull</i>	Increasing the speed limits here is absolute stupidity
Rachel Janson	Twa Rd, Atawhai	✓	✓	✓	<i>RJanson</i>	
Anthony W	238 Atawhai Cres.	✓	✓	✓	<i>AW</i>	my kids will no school on those narrow roads
Debi Martin	Todds Valley	✓	✓	✓	<i>DMartin</i>	
MAX PLOVIEZ	FRENCHAY DRIVE	✓	✓	✓	<i>Max Ploviez</i>	Biking everyday. Speed increase = more danger.
Christina Sinkin	Dodson Valley Lavelly St.	✓	✓	✓	<i>CSinkin</i>	Safety
Toby Eilen	Atawhai Werneth street	✓	✓	✓	<i>TEilen</i>	





Name (First and Last)	Suburb and Street	Res 1	Res 2	Res 3	Signature	Comments/Why are you interested in this issue?
Jana MacLaren	Atawhai Rd	✓	✓	✓		I find the 80 section between school and hiker too fast, and difficult due to speed increase close to the hiker path
Cath Beattie	Spitalway	✓	✓	✓		* See my letter to Mayor *
Sally Field	Bodanis St	✓	✓	-		Needs to stay at 60 child safety pass road
Picki Wilkie	Ave Nelson	-	-	-		keep at 60 safety and kawaniki
Ash Lindquist	Marybank Rd	✓	-	✓		It's hard enough to get onto SH6 from Marybank. Keep it 60!
Geoffrey Morins	Werneth st. Atawhai	✓	✓	✓		My children's safety






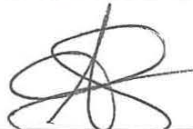
Name (First and Last)	Suburb and Street	Res 1	Res 2	Res 3	Signature	Comments/Why are you interested in this issue?
Bill Gordon	Penzance Street	✓	✓	✓	WAGordon	We should have been consulted keep it go!
Rebecca Busch	Tresillian Ave	✓	✓	✓	RBusch	As a parent, local safety first.
Kathleen Brander	Wastrey Tce	✓	✓	✓	KB	Safety.
Tim Robson	Seaton St	✓	✓	✓	TR	Safety Environment
Scott Burnett	Iwa Rd, Atawhai	✓	✓	✓	SB	Safety of our kids first!!
Chris Matthews	Seaton St	✓	✓	✓	CM	Safety + environment



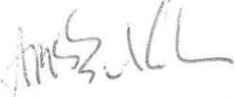


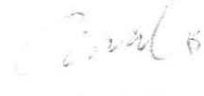

Name (First and Last)	Suburb and Street	Res 1	Res 2	Res 3	Signature	Comments/Why are you interested in this issue?
Melanie Hunter	Bodmin St, Marybank	✓	✓	✓		Community safety
Warwick Henry	Wastney Tce	-	✓	✓		General Road Safety
Anna Ferrier	Kouera Rd, Atawhai	✓	✓	✓		Residential access, road noise, commuter & child safety, road user safety.
MATTHEW ANDERSON	THE BUCK	-	-	-		Elected Member localism
Karen & Adrian Bailey	Atawhai cres Atawhai.	✓	✓	✓		The narrow path, is too exposed for Clifton Terrace school
Keiko Melton	Seaton St	✓	✓	✓		Childrens safety
Anne & Bob Murray	Wastney Tce, Marybank	-	✓			Narrow Pathways & childrens safety
David Rangiri	Brightwater	✓	✓	✓	D. Rangiri	General Road safety










Name (First and Last)	Suburb and Street	Res 1	Res 2	Res 3	Signature	Comments/Why are you interested in this issue?
Patricia Black	Trusillian Ave Marybank	✓	✓	-		Safety on the road extremely important
ALEXANDER ANDERSON	CLAVELLY ST ATAWHA	-	-	-		TOO SCARY.

Name (First and Last)	Suburb and Street	Res 1	Res 2	Res 3	Signature	Comments/Why are you interested in this issue?
Karen Sullivan	782 B Atahua Drive	✓	✓	✓		keep our kids safe
Ian Davidson	Dodson Valley 31 Clovelly	✓	✓	✓		I cycle to work daily and safety is a concern
Sharon Rathod	4 Clifton Pl.	✓	✓	✓		I drive to work everyday and getting out of the street feels a bit dangerous. I live on Clifton place.
Rachael Joyce	20 Strathaven Place	✓	✓	✓		my kids need to be safe walking, biking across road crossings

Name (First and Last)	Suburb and Street	Res 1	Res 2	Res 3	Signature	Comments/Why are you interested in this issue?
Sirena Ikink	Naumai Street, Atawhai	✓	✓	✓		the Child walks/rides to school.
Aaron Fawns.	Naumai Street, Atawhai	✓	✓	✓		Child walks/rides to School
Catherine Bull	Marybank Road Nelson	✓	✓	✓		Children walk to school/corridor park
Stephen Bull	Marybank Road Nelson	✓	✓	✓		Children mainly, but safety of all other users, cyclist, walkers & drivers. (Not walk 27 sec)
Naomi Takeoda	Paremska Street Atawhai	✓	✓	✓		Child rides to school / also, many people we walk,
Alannah Stockwell	Athol St Blenduan	✓	✓	✓		Risks vs benefits. <u>No</u> evidence of benefit.

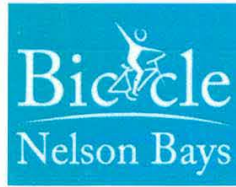
Name (First and Last)	Suburb and Street	Res 1	Res 2	Res 3	Signature	Comments/Why are you interested in this issue?
Anne Lowler	Atawhai Drive	✓	✓	✓		Safety!
Katie Anderson	Clovelly St Atawhai	✓	✓	✓		I want my children to continue to be able to ride bikes safely to school
Alison McBride-Cohan	Wastrey Terrace Marybank					Exit Marybank into highway speed increased. Stop Sign. Large Blue Bus - pickup
DAVID IAN AYCOE	McConnell Place Marybank	✓	✓	✓		Safety for kids biking.
JULIA MORTIMER	Atawhai Drive	✓	✓	✓		Safety for our kids
CHRIS WILLIAMS	Atawhai Drive	✓	✓	✓		Child safety.
Wendy Ayres	Atawhai Drive	✓	✓	✓		Safety for both road, cycling and foot path users.

Name (First and Last)	Suburb and Street	Res 1	Res 2	Res 3	Signature	Comments/Why are you interested in this issue?
Kay Ercolano	710 Atawhai Cres Atawhai 7010	✓	✓	✓		This is my neighbourho my Whanau live here. It should be safe!!
DAVID MILLER	6B Marybank Rd ATAWHAI	✓	✓	✓		Risk of speed in on School children in portion on
KERRY Miller	6B Marybank Rd ATAWHAI Nelson	✓	-	-		This AREA is has to Remain Lower Speed Limit 60 By School and Marybank works 60 MAXIMUM is still FAST.
Alice Evans	738 Atawhai Cr. 7010	✓	✓	-		Neighbourhood safety & responsibility.
Stephanie Morrison	9 Glenbrae St Atawhai	✓	✓	-		Neighbourhood kids bike to/from school
Charles Anderson	35 Tantalus St	✓	✓	✓		
Rebecca Yanko	Rainbow Drive Atawhai	✓	✓	✓		my children & I use the cycleway to school daily \$ 80 is too dangerous

7

Name (First and Last)	Suburb and Street	Res 1	Res 2	Res 3	Signature	Comments/Why are you interested in this issue?
David Kelly	Marybank Marybank	✓	✓	✓	<i>[Signature]</i>	Bikers children accessing school
Ella Orr	Clovelly st	✓	✓	✓	<i>[Signature]</i>	School children's safety
E.O on behalf of Lauren Sherack	Tuiler	✓	✓	✓	<i>[Signature]</i>	"
Kathina Raven	2 Marybank Rd Marybank	✓	✓	✓	<i>[Signature]</i>	We lost a cat at 80km/hr we don't want to lose another. (b)
Ellen Cieraad	Seaton St Marybank	✓	✓	✓	<i>[Signature]</i>	bikers' (incl. school children's) safety
Biddy Myers	a Clifton Place Marybank	✓	✓	✓	<i>[Signature]</i>	Walking is not pleasant along the St16 when trucks race
Ram Hensa	Wardle Rd.	✓	✓	✓	<i>[Signature]</i>	Interested in all sustainable transport issues.

Name (First and Last)	Suburb and Street (Address)	Res 1	Res 2	Res 3	Signature	Comments/Why are you interested in this issue?
DAMIAN FERNANDO	ATAWAHA	✓	✓	✓		Everyone's safety on road.
Ben Koldp	Seaton St Marybank	✓	✓	✓		Safety & proper consultation
Evey McAniff	48 Todd Bush Rd RDI, Nelson 7071	✓	✓	✓	E. McAniff	Safety
S. Rathod	MaryBank	✓	✓	✓		With more than 92 road patches in a stretch of 8 kms (Leinzett terrace to Clifton terrace sch) it is not safe speed to drive.
Silas Bailey	Atawha crescent	✓	✓	✓		It was never safe enough for me to bike to school.
Maween Dancer	Strabroven Place atawha	✓	✓	✓		Safety for all



Monday, 10 March 2025

**Presentation to Nelson Tasman Regional Transport Committee
Re: the Government’s reversal of safer speed limits:**

1) The safer speed limits on SH6 have been a remarkable success.

Table 7 -Speed, Journey Times, Traffic Volumes and DSIs Outcomes Table

#	Corridor Name	Length (km)	Before Change Mean Speed	After Change Mean Speed	Journey time change	Traffic Volume & Percent Heavy Vehicle	Before Change Fatal & Serious/ year	After Change Fatal & Serious /year	DSI Change /year
1	SH6 Blenheim to Nelson	101	80.5	76.1	+4m 04s (+2.4s/km)	3,764 19%	8.2	1.3	-9.0

NZTA's SPEED MONITORING ECONOMIC ASSESSMENT 2024 (pg 19)

2) Bicycle Nelson Bays would like to raise the following points in relation to SH6:

- SH6 to Hira is the only route available to cyclists.** Until an off-road route to the Glenduan then safer speed limits should be retained.
- SH6 between Havelock and Nelson is used by cycle tourists riding Tour Aotearoa.** SH6 on this section often has little or no shoulders, hence the safer speed limits should remain.
- We fully endorse the position of PATA** and consider that NZTA has incorrectly the applied the Setting of Setting of Speed Limits 2024 rule’s road classification:

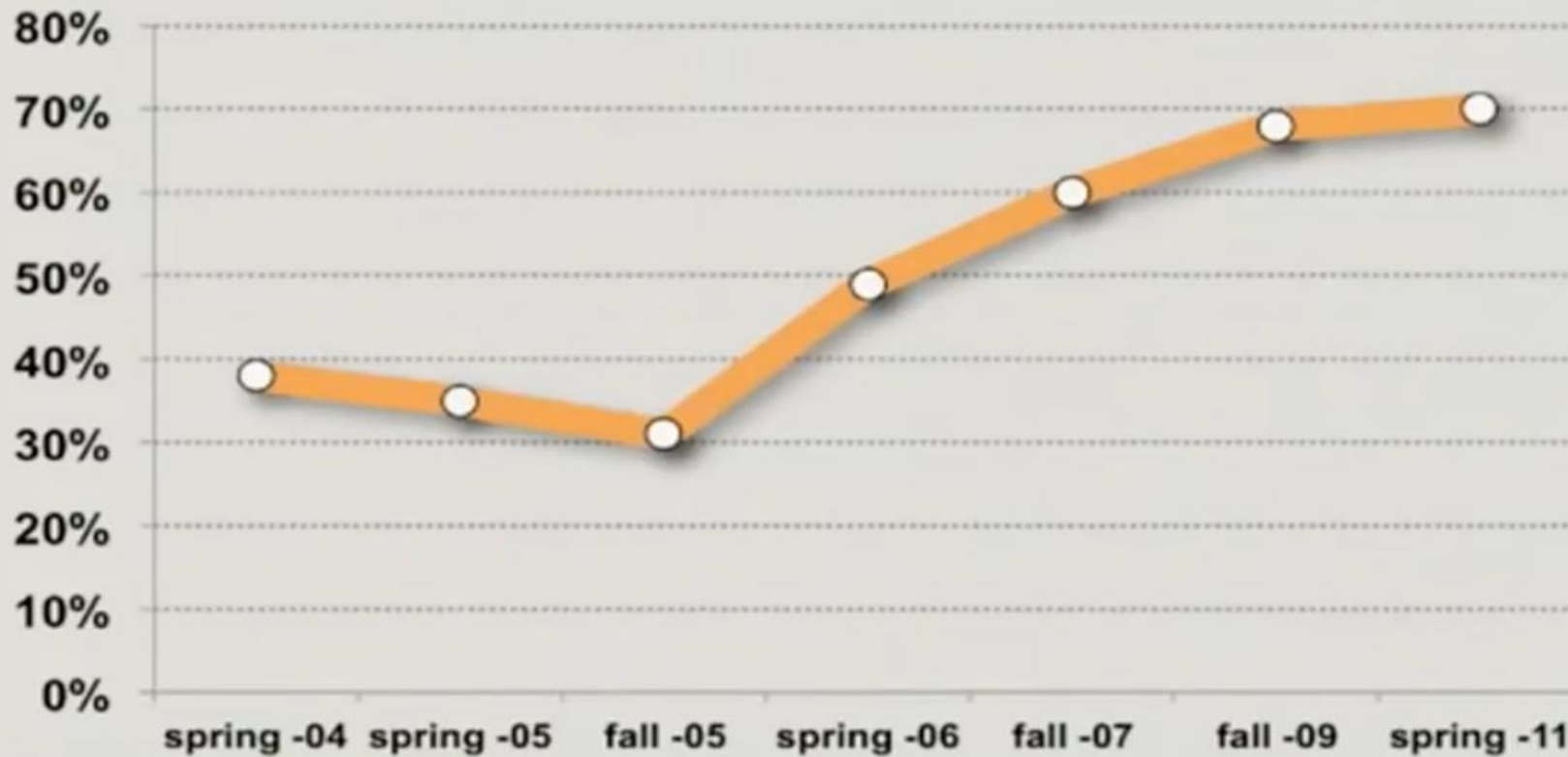
It should be “ Peri-urban road ” – which do not reverse their safer speed limits, as is in case of Hira, Rai Valley & Havelock.	Incorrectly assigned by NZTA as “ Urban connector ” – the Speed rule requires automatic reversal.
<i>“Roads that primarily provide access from residential property on the urban fringe or in a rural residential area, where the predominant adjacent land use is residential, but usually at a lower density than in urban residential locations”</i>	<i>“Streets that provide for the movement of people and goods between different parts of urban areas, with low levels of interaction between the adjacent land use and the street.”</i>

3) Nelson/Tasman has the potential to boost its economy as NZ’s Heart of Biking. In the context of SH6 and speed management, we need to ensure cycling is safe.





From resistance to support



Seventy percent of the population didn't want this.



Regional Transport Committee

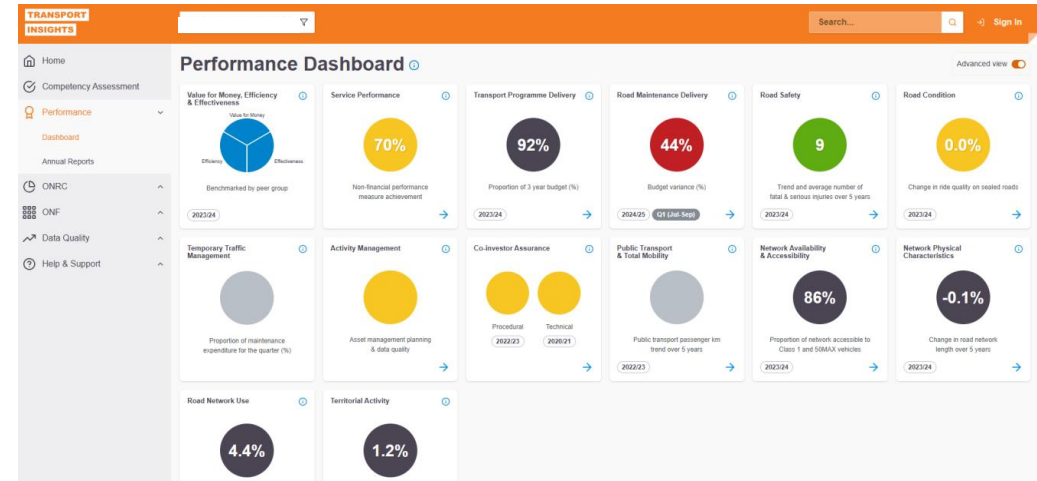
Presentation to combined
Nelson/Tasman Regional Transport
Committee

Monday 10 March 2025



Road Efficiency Group

- The new Transport Insights performance provides a comprehensive view of how road controlling authorities are performing across key areas.
- Quarter 2 data shows that reporting is improving the level of confidence in the costs of TTM.
- Quarter 3 reporting will also include pothole repair times.
- REG will continue to support RCAs to implement TTM improvements by sharing NZTA guidance and best practice.



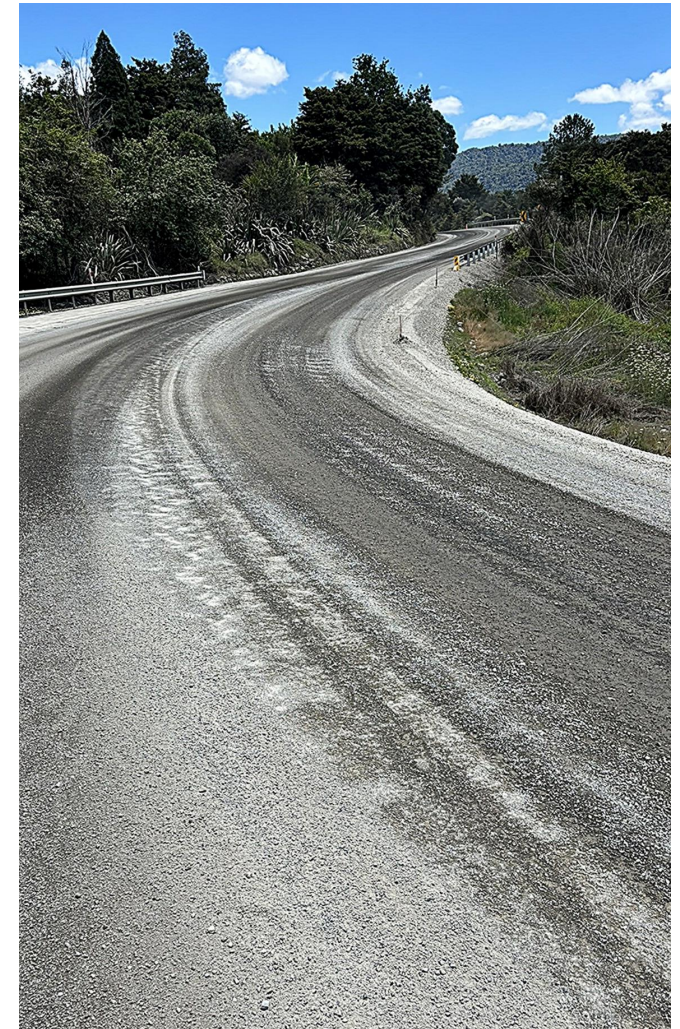
NZTA CE appointed

- Brett Gliddon has been appointed as the Chief Executive for NZ Transport Agency Waka Kotahi.
- Brett is a widely respected leader with a deep knowledge of the transport system and a track record of large-scale infrastructure delivery.
- A qualified civil engineer, he has been with NZTA for several years, most recently serving as Group General Manager (GGM) for Transport Services.
- He also holds governance roles nationally and internationally, including as Deputy Chair of Austroads.
- Vanessa Browne, National Manager Portfolio and Standards, will continue as the Acting GGM Transport Services until a permanent appointment is made.



Summer maintenance

- Our current expectation is that we will deliver approximately 2000 lane kilometres of road renewals over summer.
- This includes the ambitious SH1 Tīrau to Waiouru programme and packages of road rebuilding in Northland and Taranaki.
- Following the summer holiday season, crews have been focused on finishing the renewal programme. The majority of work across the country will be wrapped up by the end of March, with selected works continuing into April and May as required.
- We have worked hard to communicate disruptive works in a proactive manner and engaging key stakeholders to raise awareness of our programmes of work.



Integrated Delivery Model (IDM)

- A key focus area for 2025 is the procurement of the Integrated Delivery Contracts, the replacement for the Network Outcomes Contract model.
- Registrations of Interest closed last year with the Request for Tender to be released in the near future.
- Contracts will be awarded towards the end of 2025, with suppliers transitioning to the new contracts by the end of March 2026.
- The IDM will drive greater efficiency of delivery, while improving quality and customer outcomes.



Setting of Speed Limits 2024

Land Transport Rule

The Amendment Rule now in force. Updated guidance is available online and RCAs are encouraged to get NZTA (Regulatory) support with reversals' process.

Key deadlines

1 May 2025 – list of specified roads submitted (now including 'transit corridors' & 'state highway rural connectors') / NSLR updated. NB Completed reversals template needs be submitted to NZTA (Regulatory) before NSLR is updated.

1 July 2025 – reversals implemented

1 July 2026 – Variable Speed Limits outside school gates implemented (with some exceptions).

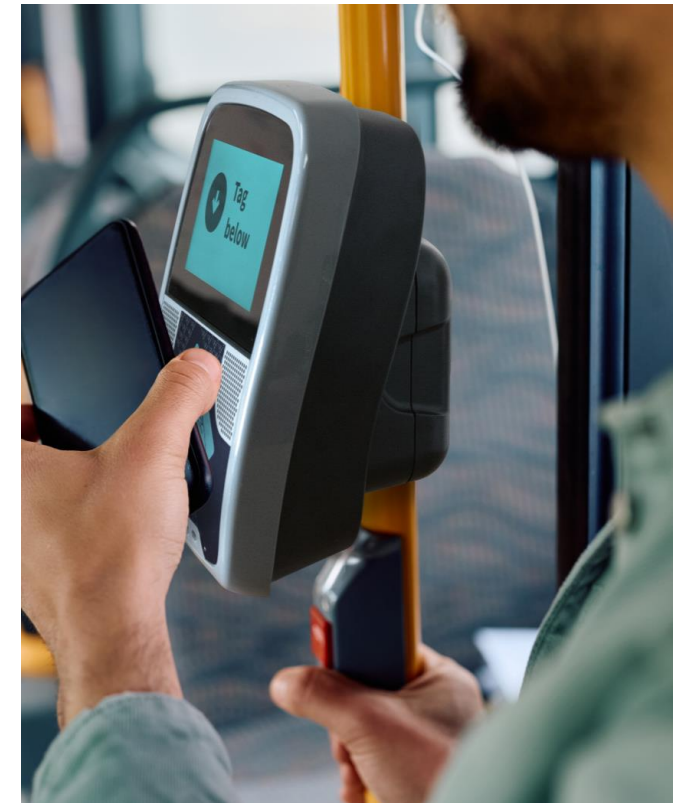
NLTP funding: cost-scope adjustment to Low Cost Low Risk programme.

Questions

Email speedmanagementprogramme@nzta.govt.nz (SMEs) or for funding queries contact your regional Maintenance & Operations Investment Advisor or email TS_MO_InvestmentAdvisors@nzta.govt.nz

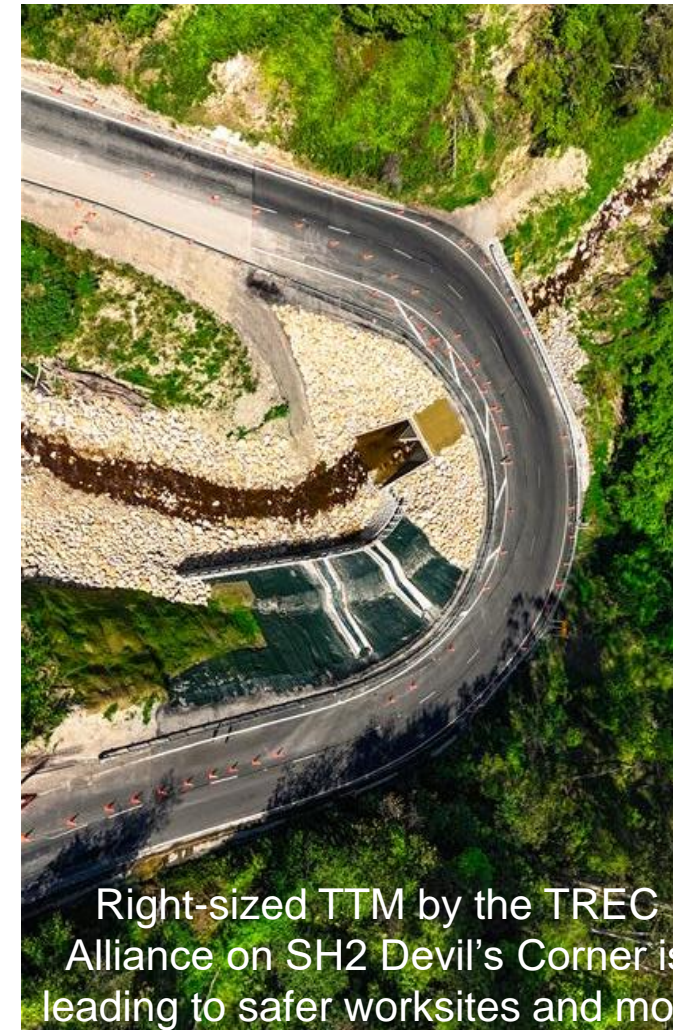
National Ticketing Solution (NTS)

- The Motu Move pilot in Christchurch is live and going well. The pilot is testing the key contactless payments component (CPC) of the Motu Move system.
- It's had higher than expected usage with minimal customer enquiries and is proving to be popular.
- Here's a snapshot of activity:
 - 5,178 trips have been taken using CPC by 3,816 unique users
 - 35.7% of all adult trips since launch have been paid for using CPC
 - 26% of CPC users are repeat customers.
- The NTS programme is gearing up to move into the next phase of implementation in Timaru and Temuka and then on to regional rollout.



NZTA transition to risk-based TTM – highlights from 2024

- As the RCA for the state highway network, NZTA made strong progress to transition from CoPTTM to the NZGTTM during 2024 – some key highlights include:
 - led pilots to test the new approach in 4 regions
 - made key changes to procurement processes and our contracts with contractors
 - started phasing out CoPTTM qualifications to pave the way for a new national training and competency framework
 - introduces new TTM performance reporting measures with the Road Efficiency Group (REG).
- There is more to do in 2025. NZTA is committed to sharing knowledge, case studies, resources and regular updates with RCAs and local councils.



Right-sized TTM by the TREC Alliance on SH2 Devil's Corner is leading to safer worksites and mo

Support for RCAs - find out more

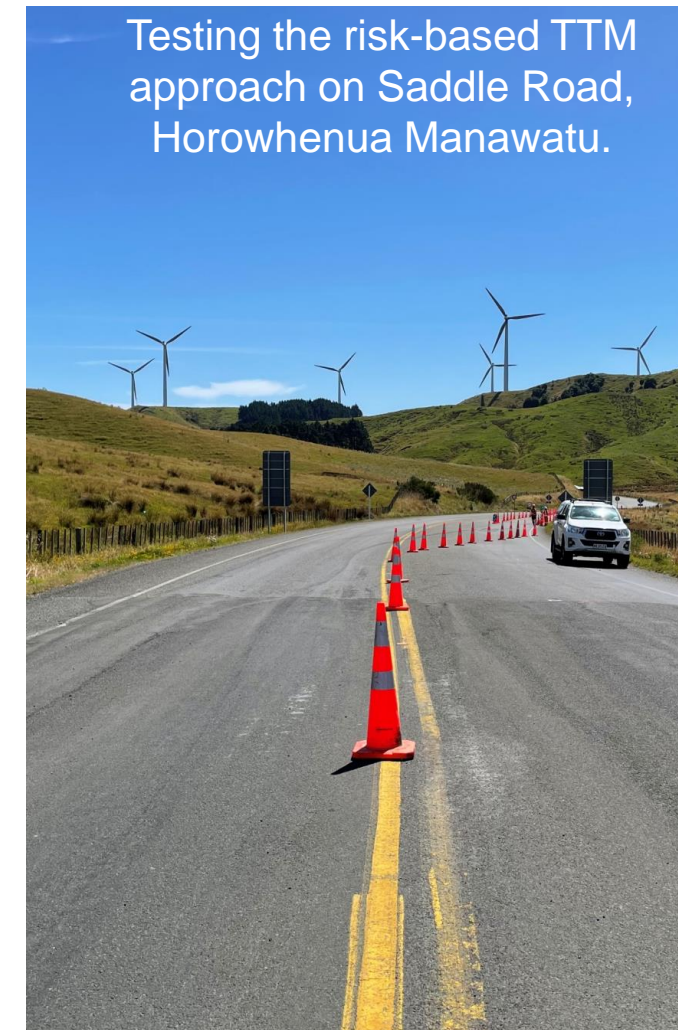
NZTA is working in partnership with the TTM Industry Steering Group (TTM-ISG) and the Road Efficiency Group (REG) to share consistent information about the new TTM approach directly with RCAs and local councils.

WANT TO LEARN MORE ABOUT THE NEW TTM APPROACH AND YOUR ROLE AS AN RCA?

- **5 March 2025:** Join an online discussion for RCAs hosted by Tracey Berkahn, Group Manager of Road Corridor Access at Auckland Transport.
- Email info@ttm-isg.org to sign up.

MORE RESOURCES FOR RCAs:

- TTM webinar for RCAs on the [RCA Forum website](#)
- TTM Library on the [NZTA website](#)
- [TTM Industry Steering Group website](#)
- [TTM resource library online on the CCNZ website](#)



Nelson/Tasman Regional Update

March 2025



Regional M&O overview

Nelson-Tasman

- **SH 60 Takaka Hill Underslip Emergency Works**
 - Completed & re-opened pre-Christmas 2024 (pic).
- **SH6 Dellow's Bluff OverSlip Emergency Works**
 - Re-instatement of overslip commencing 10 Feb
- **SH6 Whangamoia Saddle, between Rai Valley and Hira, and Pelorus Bridge**
 - Summer maintenance work starts 23 Feb and includes replacement of panel on the Pelorus bridge deck.
- **Pothole Prevention**
 - 24hr response - enhanced fixes
 - 24/25 Programme - renewals sites confirmed and ratified – work is **88%** completed and on target to be fully completed before end of March 2025.
- **SH Operations**
 - Revised levels of service for cyclic activities to reflect our renewed focus on pavements



Hope Bypass

This Road of National Significance project will create an efficient and reliable bypass through Richmond, while supporting economic growth and reducing community severance through Richmond.

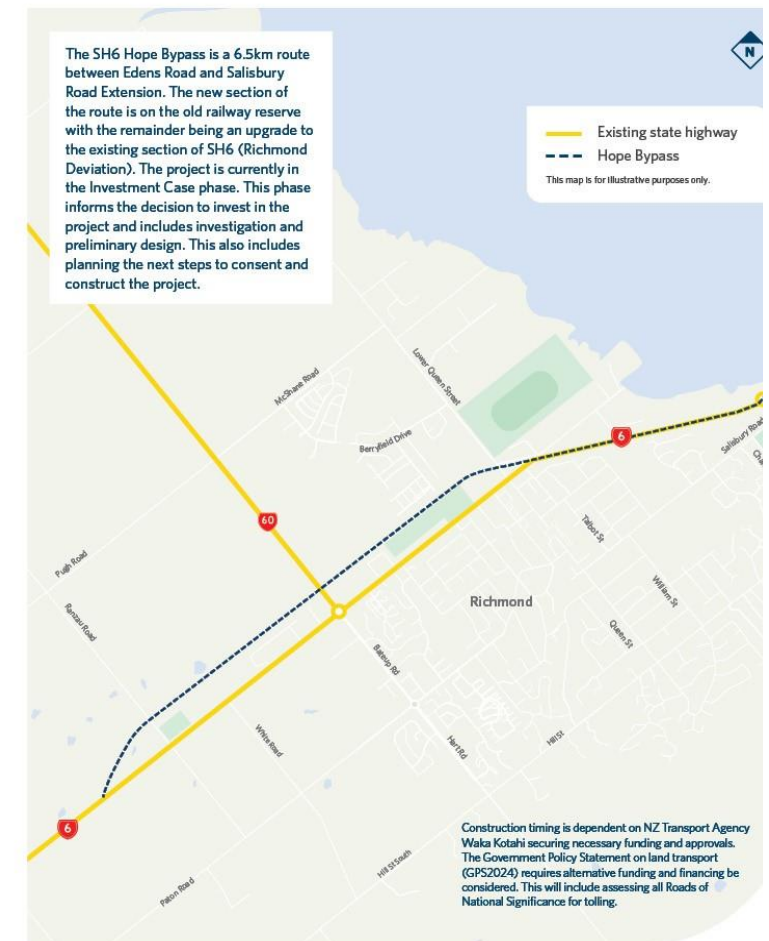
We are currently working on the investment case for the Hope Bypass. This phase informs the decision to invest in the project, and includes investigation and preliminary design of the route, planning out the next steps to consent and construct the project. We are aiming to have the investment case approved by mid-2025

After the investment case is completed and approved, we move into the design phase, which involves implementing the investment case decisions.

When we have a completed design, we will share this with the Council and community and provide further project timelines.

We are currently working closely with officers from Tasman District Council and Nelson City Council to determine utilities and infrastructure that they have located on or near the designation or bypass route.

We will be engaging with impacted landowners once we have an approved investment case.



Hei konā mai

