

AGENDA

Ordinary meeting of the

Joint Committee of Tasman District and Nelson City Councils

Tuesday 23 July 2024

Commencing at 10.30a.m. - to adopt Joint Speed Management Plan

Council Chamber

Civic House

110 Trafalgar Street, Nelson

Membership:

Chairperson

His Worship the Mayor of Tasman Tim King

Alternating Chairperson

His Worship the Mayor of Nelson Hon Dr Nick Smith

Members

Tasman District Council:

Deputy Mayor of Tasman Stuart Bryant, Councillors Celia Butler, Glen Daikee, Barry Dowler, Jo Ellis, Mark Greening, Chris Hill, Mike Kininmonth, Christeen MacKenzie, Kit Maling, Brent Maru, Dan Shallcrass and Trindi Walker

Nelson City Council:

Deputy Mayor of Nelson Rohan O'Neill-Stevens, Councillors Matty Anderson, Matthew Benge, Trudie Brand, Mel Courtney, James Hodgson, Kahu Paki Paki, Pete Rainey, Campbell Rollo, Rachel Sanson, Tim Skinner and Aaron Stallard

Quorum: 14 - At least five must be from each local authority

Karakia and Mihi Timatanga

1. Apologies

An apology has been received from Councillor R O'Neill-Stevens and Councillor C Hill

2. Confirmation of Order of Business

3. Interests

3.1 Updates to the Interests Register

3.2 Identify any conflicts of interest in the agenda

4. Public Forum

There is no public forum.

5. Joint Nelson Tasman Speed Management Plan 2024 4 - 68

Document number R28661

Recommendation

That the Joint Committee of Tasman District and Nelson City Councils

1. **Receives the report Joint Nelson Tasman Speed Management Plan (R28661) and its attachments (1862260321-70856, 1862260321-70860 and 1862260321-70871); and**
2. **Approves the amended Joint Nelson Tasman Speed Management Plan 2024 (1862260321-70860); and**
3. **Approves the Schedule of Speed Limit changes (1862260321-70871); and**
4. **Authorises the Chief Executive of each Council to approve, within their District:**
 - a. **minor corrections to the Schedule of Speed Limit Changes extents; and**
 - b. **changes to the implementation date in the Schedule of Speed Limit Changes as needed to account for New Zealand Transport Agency funding decisions or contractor roll out considerations; and**
 - c. **the removal of components of the Joint Nelson Tasman Speed Management Speed Management Plan 2024 that are**

inconsistent with the final Speed Rule and not able to be implemented following the introduction of the final Speed Rule; and

- d. notifies the relevant elected members and the Joint Nelson Tasman Regional Transport Committee of any changes made under this delegation.**

Karakia Whakamutanga

Joint Committee of Tasman District and Nelson City Councils

23 July 2024

Report Title: Joint Nelson Tasman Speed Management Plan 2024
Report Author: Lyndon Hammond - Team Leader Transport Activity Management
Report Authoriser: Alec Louverdis - Group Manager Infrastructure
Report Number: R28661

1. Purpose of Report

- 1.1 To provide the recommendations of the Joint Nelson Tasman Regional Transport Committee regarding the Joint Nelson Tasman Speed Management Plan. The Joint Nelson Tasman Regional Transport Committee recommends that the Council approve the plan.

2. Recommendation

That the Joint Committee of Tasman District and Nelson City Councils

1. **Receives the report Joint Nelson Tasman Speed Management Plan (R28661) and its attachments (1862260321-70856, 1862260321-70860 and 1862260321-70871); and**
2. **Approves the amended Joint Nelson Tasman Speed Management Plan 2024 (1862260321-70860); and**
3. **Approves the Schedule of Speed Limit changes (1862260321-70871); and**
4. **Authorises the Chief Executive of each Council to approve, within their District:**
 - a. **minor corrections to the Schedule of Speed Limit Changes extents; and**
 - b. **changes to the implementation date in the Schedule of Speed Limit Changes as needed to account for New Zealand Transport Agency funding decisions or contractor roll out considerations; and**

- c. the removal of components of the Joint Nelson Tasman Speed Management Speed Management Plan 2024 that are inconsistent with the final Speed Rule and not able to be implemented following the introduction of the final Speed Rule; and**
- d. notifies the relevant elected members and the Joint Nelson Tasman Regional Transport Committee of any changes made under this delegation.**

3. Background

- 3.1 At its 9 July 2024 meeting, the Joint Nelson Tasman Regional Transport Committee (committee) deliberated on the Joint Nelson Tasman Speed Management Plan.
- 3.2 The deliberations report is included as Attachment 1 (1862260321-70856) of this report. It provides more detailed background and discussion, summarises the consultation process and feedback received, identifies the alignment with new government direction and provides further detail on the proposed speed limit changes. It identified the options available, officers preferred strategy and the associated risks.
- 3.3 The committee resolved as follows:

That the Joint Nelson Tasman Regional Transport Committee

- 1. receives the Nelson Tasman Speed Management Plan Deliberations report RNTRTC24-07-2; and
- 2. notes that a majority of submitters supported or strongly supported options A and one in the consultation material, indicating our communities want less ambitious speed limit changes; and
- 3. notes the changing government direction for setting new speed limits which should also be considered alongside consultation feedback, and also supports undertaking fewer and less ambitious speed limit reductions; and
- 4. notes the risks around changes to the Draft Speed Rule, once finalised, and in particular the risk that all or some elements of the proposed speed limit changes may require re-consultation; and
- 5. agrees not to pursue urban option C and rural option 3, as proposed in the draft Speed Management Plan, instead making speed limit changes around schools and other targeted changes as outlined in resolution 6; and
- 6. agrees to recommend speed limit changes for the following road classes:

- (a) variable speed limits outside schools, as per table 1 of Attachment 2 to this report with the exception of Cambridge Street (Richmond), Ellis

Item 5: Joint Nelson Tasman Speed Management Plan 2024

- Street (Brightwater), and Edward Street (Wakefield - between SH6 and Pitfure Street), which would all have permanent 30 km/h; and
- (b) tortuous unsealed roads (to 60 km/h), as per table 2 of Attachment 2 to this report; and
 - (c) rural residential/peri-urban roads (50 to 60 km/h) as per table 3 of Attachment 2 to this report; and
 - (d) urban roads with no footpaths (to 30 km/h) as per table 4 of Attachment 2 to this report; and
 - (e) specified high risk roads (to 80 km/h) as per table 5 of Attachment 2 to this report; and
 - (f) on road sections of the Great Taste Trail - 60 km/h and 80 km/h depending on road), as per table 6 of Attachment 2 to this report; and
 - (g) specific road list, as per table 7 of Attachment 2 to this report and for 17 other roads that have the incorrect speed limit contained within the national speed register, as per table 2 of Attachment 2 to this report; and
 - (h) Council operated carparks within Tasman (to 10 km/h); and

7. delegates authority to the Chair and Deputy Chair of the Joint Nelson Tasman Regional Transport Committee to approve changes to the Amended Plan and Schedule of Speed Limit Changes as per resolutions 5 and 6, and for any minor editorial amendments, prior to being submitted to the Joint Committee of Nelson City and Tasman District Councils.

- 3.4 Officers have amended the Plan and Schedule of Speed Limits. These changes, and a number of minor editorial changes, have been approved by the Chair and Deputy Chair.

4. Options

- 4.1 The options available are those put forward to the Joint Nelson Tasman Regional Transport Committee in the attached report. Those options were reviewed by the committee and the officers preferred option supported.

5. Conclusion and Recommendation

- 5.1 The public response to the Draft Speed Management Plan was high with 2,247 submissions and 44 people who spoke to their submissions in the hearings.
- 5.2 The Ministry of Transport have released a new Draft Speed Rule which results in substantial changes in relation to the speed limits Road Controlling Authorities can set on specific road types and includes a requirement to include a road by road Cost Benefit Analysis.
- 5.3 Officers have considered the community feedback and Draft Speed Rule and propose an Amended Plan that includes variable speed limits outside schools, and speed limit reductions on a limited number of other roads or road classification. It targets higher risk rural roads with a lower speed that should substantially reduce

Item 5: Joint Nelson Tasman Speed Management Plan 2024

road crash and trauma and protects the most vulnerable outside the school gates. It also targets those areas where Councils have received the highest number of requests for lower speed limits.

- 5.4 A cost benefit analysis has been undertaken by officers and it indicates for the Preferred Option a BCR of approximately 7 for the rural changes and -1.5 in the urban areas.
- 5.5 The Amended Plan presents a pragmatic way to improve road safety outcomes through safer speeds within the framework allowable under the recently released Draft Speed Rule.
- 5.6 The Joint Nelson Tasman Regional Transport Committee recommend this plan and the schedule of speed limit changes to the Joint Council Committee for approval (Recommendations 1- 3 above)
- 5.7 NZTA have indicated they will assess and certify a Speed Management Plan under the current rule if submitted while the current rule is in force. However, there is a risk that the Draft Speed Rule, once finalised, may require the Councils to reconsult on elements of the speed limit changes proposed before they come into effect.

Attachments

- Attachment 1: 1862260321-70856 Attachment 1 - RTC - 9-7-24 - Speed Management Delibs Report
- Attachment 2: 1862260321-70860 Attachment 2 - Speed Management Plan - Final for Joint Council Approval
- Attachment 3: 1862260321-70871 Attachment 3 - SMP Schedule - Final for Joint Committee Approval 23-7-24

7 REPORTS

7.1 NELSON TASMAN SPEED MANAGEMENT PLAN DELIBERATIONS

Report To:	Joint Nelson Tasman Regional Transport Committee
Meeting Date:	9 July 2024
Report Author:	Bill Rice, Senior Infrastructure Planning Advisor - Transportation
Report Authorisers:	Dwayne Fletcher, Strategic Policy Manager
Report Number:	RNTRTC24-07-2

1. Purpose of Report

- 1.1 This report has been prepared to assist the Joint Nelson Tasman Regional Transport Committee (RTC) to deliberate on the submissions received on the Draft Nelson Tasman Speed Management Plan (Draft Plan) and to consider changes due to the recent release of the Draft Speed Limits Setting Rule 2024. Staff recommend a range of changes to the Speed Management Plan, prior to it being submitted to the Joint Council Committee for final approval.

2. Report Summary

- 2.1 This report has been prepared to assist the Joint Regional Transport Committee to deliberate on the submissions received on the Draft Nelson Tasman Speed Management (Draft Plan).
- 2.2 The Draft Plan was approved on 20 November 2023 for formal consultation, in compliance with the 2022 Speed Limit Setting Rule (the current Speed Rule). The current Speed Rule requires the councils to develop a Speed Management Plan and to lower speeds around schools, but otherwise gives the councils considerable latitude as to what speed limit changes they make.
- 2.3 Consultation occurred between 29 November 2023 and 29 February 2024. Four options for urban roads and four options for rural roads were covered in our consultation material, and the draft Plan itself contained urban option C and rural option 3. This approach was intended to provide a good basis for understanding the community's views and preferences and to provide scope for the final Plan to reflect these.
- 2.4 A total of 2,247 individual submissions were received and accepted. 44 people spoke to their submissions on 29 and 30 April. The most support was for urban option A and rural option 1, with most submissions in favour of these.
- 2.5 On 13 June 2024, the Minister of Transport released the draft Land Transport Rule: Setting of Speed Limits Rule 2024 (the Draft Speed Rule) for public consultation. Among other things, the Draft Speed Rule proposes to revise the acceptable speed limits for different road classes, reverse certain speed limit changes introduced since 2020, and retains a requirement to lower speed limits around schools (albeit modified). This Draft Speed Rule is not in force yet, and we expect to submit our final Plan for certification under the current Speed Rule.

- 2.6 A draft submission on the Draft Speed Rule is also being considered at this meeting of the RTC.
- 2.7 Staff recommend that the councils pursue speed limit changes that largely reflect urban option A and rural option 1 with some other specific roads targeted. The speed limits in the Amended Plan (and Schedule of Speed Limit Changes) have been modified to be consistent with both the current Speed Rule and the Draft Speed Rule's proposed speed limits. Staff propose that all changes come into force after 2024, with staged implementation from that date. This minimises the risk of having to change any speed limit back once the Draft Speed Rule is finalised and comes into force later this year. There are three exceptions where staff propose speed limit changes that are not consistent with the Draft Speed Rule related to
- 2.7.1 urban roads without footpaths (30 km/h);
 - 2.7.2 some rural sealed roads that have limits greater than 80km/h, and which have on-road sections of the Great Taste Trail (60 km/h); and
 - 2.7.3 rural residential streets which are not on the urban fringe (50 – 60km/h).
- 2.8 The RTC's draft submission on the Draft Speed Rule recommends changes to the rule to enable these limits.
- 2.9 The Draft Speed Rule also proposes that cost-benefit analyses be undertaken and consulted on for each road for which a speed limit change is proposed. We have undertaken a cost benefit analysis on the eight consultation options in parallel with a lengthy consultation period. While this analysis was not undertaken on a road-by-road basis, it was undertaken using standard methodology as outlined in NZTA's *Monetised Benefits & Costs Manual*. In addition, we have subsequently undertaken a cost benefit analysis on proposed speed limit reductions for four of Tasman's higher risk rural roads. This analysis generally indicates that speed limit reductions to urban roads generate negative benefit cost ratios, and positive benefit cost ratios result from speed limit reductions on high speed rural roads.
- 2.10 Staff recommend that the Amended Plan (Attachment 1) is sent to the Joint Council Committee for approval, along with the Schedule of Speed Limit Changes (Attachment 2) detailing the speed limit changes for individual roads. We have received advice that if the plan and proposed speed limit changes are submitted to the Director of Land Transport, before the final Speed Rule comes into force, the councils are unlikely to need to re-consult on the Draft Plan. However, this may depend on the requirements within the final Speed Rule, once adopted. Discussions with the Ministry of Transport at the time this report is being finalised indicates that the Draft Speed Rule may be changed so that speed limits which are certified, but not registered, at the time the new rule comes into effect may need to be reconsidered.

3. Recommendation

That the Joint Nelson Tasman Regional Transport Committee

- 1. receives the Nelson Tasman Speed Management Plan Deliberations report RNTRTC24-07-2; and**
- 2. notes that a majority of submitters supported or strongly supported options A and 1 in the consultation material, indicating our communities want less ambitious speed limit changes; and**
- 3. notes the changing government direction for setting new speed limits which should also be considered alongside consultation feedback, and also supports undertaking fewer and less ambitious speed limit reductions; and**

4. notes the risks around changes to the Draft Speed Rule, once finalised, and in particular the risk that all or some elements of the proposed speed limit changes may require re-consultation; and
5. agrees not to pursue urban option C and rural option 3, as proposed in the draft Speed Management Plan, instead making speed limit changes around schools and other targeted changes as outlined in resolution 6; and
6. agrees to recommend speed limit changes for the following road classes:
 - (a) variable speed limits outside schools, as per table 1 of Attachment 2 to this report with the exception of Cambridge Street (Richmond), Ellis Street (Brightwater), and Edward Street (Wakefield - between SH6 and Pitfure Street), which would all have permanent 30 km/h; and
 - (b) tortuous unsealed roads (to 60 km/h), as per table 2 of Attachment 2 to this report; and
 - (c) rural residential/peri-urban roads (50 to 60 km/h) as per table 3 of Attachment 2 to this report; and
 - (d) urban roads with no footpaths (to 30 km/h) as per table 4 of Attachment 2 to this report; and
 - (e) specified high risk roads (to 80 km/h) as per table 5 of Attachment 2 to this report; and
 - (f) on road sections of the Great Taste Trail - 60 km/h and 80 km/h depending on road), as per table 6 of Attachment 2 to this report; and
 - (g) specific road list, as per table 7 of Attachment 2 to this report and for 17 other roads that have the incorrect speed limit contained within the national speed register, as per table 2 of Attachment 2 to this report; and
 - (h) Council operated carparks within Tasman (to 10 km/h); and
7. delegates authority to the Chair and Deputy Chair of the Joint Nelson Tasman Regional Transport Committee to approve changes to the Amended Plan and Schedule of Speed Limit Changes as per resolutions 5 and 6, and for any minor editorial amendments, prior to being submitted to the Joint Committee of Nelson City and Tasman District Councils.

Recommendation to the Joint Committee of Nelson City and Tasman District Councils

That the Joint Committee of Nelson City and Tasman District Councils

1. approves the amended Joint Speed Management Plan 2024 (Attachment 1 to the report); and
2. approves the Schedule of Speed Limit changes (Attachment 2 to the report); and
3. authorises the Chief Executive of each Council to approve, within their District:
 - (a) minor corrections to the Schedule of Speed Limit Changes extents; or

(b) changes to the implementation date in the Schedule of Speed Limit Changes as needed to account for NZTA funding decisions or contractor roll out considerations; or

(c) allows the removal of components of the Speed Management Plan if not able to be implemented following the introduction of the final Speed Rule.

4. Background and Discussion

- 4.1 The Land Transport Rule: Setting of Speed Limits 2022 (the current Speed Rule) requires Road Controlling Authorities to set speed limits for roads under their control through Speed Management Plans. The previous government required councils to complete this by mid-2024. The current rule required the councils to develop a Speed Management Plan and to lower speeds around schools, but otherwise gives the councils considerable latitude as to what speed limit changes they make.
- 4.2 The RTC is responsible for developing and consulting on a joint Nelson Tasman Speed Management Plan and recommending a final plan for consideration by the Joint Council Committee. The Draft Plan is a joint document, with Nelson City Council (NCC), Tasman District Council (TDC), to create a plan for implementation of speed management in Nelson Tasman based on a consistent approach. This plan excludes speeds on State Highways.
- 4.3 The draft Speed Management Plan (Draft Plan) was informed by the Speed Management Guidance which gave speeds for specific road categories. This approach brings greater certainty for road users on what speed limits are for the different road categories.
- 4.4 Three RTC workshops were held (4 April 2023, 11 May 2023 and 27 October 2023) to understand the key issues, opportunities and benefits on the management of speeds. In addition, there have been specific Nelson City Council (20 May 2024) and Tasman District Council workshops (6 May 2024 and 2 July 2024). There have also been workshops with Golden Bay and Motueka Community Boards.
- 4.5 The Draft Plan was approved on 20 November 2023 for formal consultation, which occurred between 29 November 2023 and 29 February 2024. Four options for urban roads and four options for rural roads were covered in our consultation material, and the draft Plan itself contained urban option C and rural option 3. This approach was intended to provide a good basis for understanding the community's views and preferences and to provide scope for the final plan to reflect these views.

Consultation process and feedback

- 4.6 During the consultation, online maps showing each of the four options for every road in the region were available. To encourage submissions from a wide demographic, Council officers attended 23 engagement sessions over the consultation period, including A&P Shows and markets. Consultation was also promoted via social media, print media and in-person sessions at the region's libraries.

Table 1

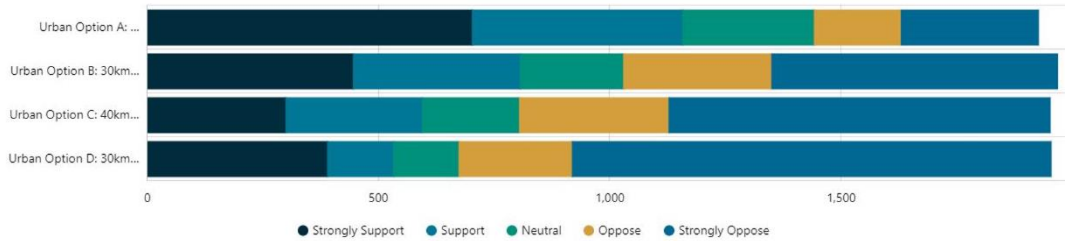
WE ARE PROPOSING FOUR OPTIONS FOR THE URBAN AREA:				(km/h)
URBAN ROADS	OPTION A	OPTION B	OPTION C	OPTION D
Outside schools (within 100m of boundary)	30	30	30	30
School neighbourhoods	50	30	40	30
Selected town centres and tourist areas	50	30	40	30
Local urban streets	50	50	40	30
Urban connector streets with separated cycle facilities	50	50	50	50

Table 2

WE ARE PROPOSING FOUR OPTIONS FOR THE RURAL AREA:				(km/h)
The speeds in Option 4 reflect SAAS and International best practice.				SAAS
RURAL ROADS	OPTION 1	OPTION 2	OPTION 3	OPTION 4
Outside schools	30-60	30-60	30-60	30-60
Rural residential areas	100	50-60	50-60	50
Unsealed rural roads (winding or narrow)	100	60	80	60
Unsealed rural roads	100	100	80	60
High risk roads and adjacent roads	100	80	80	60-80
Sealed rural roads (winding or narrow)	100	100	80	60
All other sealed rural roads	100	100	80	80

- 4.7 The four options which were consulted on are outlined in Tables 1 and 2 above.
- 4.8 A total of 2,247 individual submissions were received and accepted. 44 people spoke to their submissions on 29 and 30 April.
- 4.9 From the submissions the following high-level overview has been prepared based on the key themes from submissions. The first nine questions in the consultation document were demographic type questions.
 - 56% of submitters identified as urban, 27% identified as rural residential and 17% identified as rural; and
 - 38% of respondents came from Nelson, 19% of respondents came from Richmond, 17% from Motueka. 24% came from other areas of Tasman.
- 4.10 The graph below shows the responses in relation to the Urban Options (Question 10).

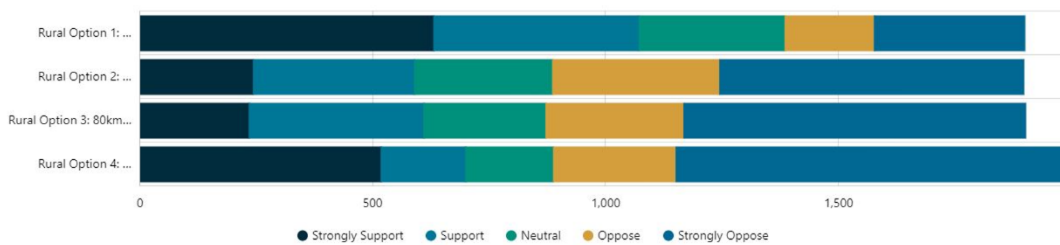
Question 10: Tell us what you think about the options for the urban areas (93.5% response rate)



4.11 Urban Option A, safer speeds outside schools only, has the highest public support.

4.12 The graph below shows the responses in relation to the Rural Options (Question 11).

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



4.13 Rural Option One, safer speeds outside schools only, has the highest public support. It is difficult to ascertain from these results whether those who did not support Rural Option One did so because they favoured other options more, or they did not favour any option at all.

4.14 We also had written feedback on our open-ended questions:

- Are there changes that you would like us to consider to specific roads or areas? (Question 12)
- Do you have any more comments on the proposed options? (Question 13).

4.15 All comments relating to the two questions were tagged into categories.

4.16 *Reduce speed* was the most common tag with 752 comments. The tag, *current speed is an issue* was applied when speed at a specific location was identified in the commentary. There were 529 specific mentions. Retaining the status quo was noted 380 times.

4.17 The mostly commonly mentioned themes supporting or opposing speed limit reductions in submissions are shown below.

Table 3

	Support a reduction in speed		Oppose reductions	
	Tag used	#	Tag used	#
1	reduce speed	n=752	status quo	n=380
2	current speed an issue on specific road	n=529	raise state highway speeds	n=123

3	reduced speed makes walking and cycling safer	n=312	drivers need more education rather than speed reductions	n=118
4	creates a safer environment	n=298	more road maintenance	n=107
5	children walking/cycling nearby	n=205	concerns about cost of implementation and/or cost on businesses for slower speeds	n=101
6	reduce accidents	n=181	frustration at slow speeds	n=94
7	around schools	n=164	people should just drive to the conditions	n=60
8	narrow and/or winding roads	n=128	prefer status quo but want school speeds to be reduced only at school times	n=43
9	rural roads need to be lowered	n=120	rural roads should remain at status quo	n=37
10	residential streets need to be lowered	n=90	congestion will be caused as a result of slow speeds	n=33

4.18 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.

- other road improvements requested n=123
- dangerous behaviour on roads was noted n=108
- consistency of speed signs was important n=82
- more enforcement n=74
- need intersection improvements n=63

4.19 82 people made comments for speed limits needing to be consistent across the District, 44% of people said that different speed limits could be confusing (n=36). 30% of people stated that speed limits should be kept simple(n=25). Some stated that urban limit should be 30km/h, and rural 80km/h, others recommended 50km/h and 100km/h. There was a clear theme that consistency should be a key criterion, this would minimise signage and reduce ambiguity.

4.20 There were many requests for additional enforcement on the roads. Within the comments tagged 'More Enforcement' n=74

- 56% wanted more police enforcement on speeds n=41
- 10% wanted harsher penalties on driver infringements n=7
- 33% wanted more speed cameras in general or in specified locations. n=24

Alignment with new government direction

4.21 The new government amended the current Speed Rule in December 2023 to make Speed Management Plans (SMPs) discretionary.

- 4.22 On 13 June 2024, the Ministry of Transport released the draft Land Transport Rule: Setting of Speed Limits 2024 for consultation which closes on 11 July 2024.
- 4.23 The Draft Speed Rule would:
- 4.23.1 alter the schedule of speed limit classifications for each road type (Attachment 2);
 - 4.23.2 reverse speed limit reductions on local streets with widespread 30km/h speed limits surrounding a school, arterial roads;
 - 4.23.3 reverse speed limit reductions on rural State Highways (unless there is demonstrated public support to keep lower speeds);
 - 4.23.4 require variable speed limits outside school gates;
 - 4.23.5 retain the definitions and process for determining school categories 1 and 2;
 - 4.23.6 remove the requirement for a 10-year vision or taking a whole of network approach;
 - 4.23.7 require a cost benefit analysis (CBA) for each road proposed for speed limit reductions. A CBA needs to consider safety, travel time and implementation costs; and
 - 4.23.8 require CBAs as part of the public consultation material.
- 4.24 The draft Plan provided eight options for consultation. Eight options were included in order to provide flexibility for decision makers as it was anticipated that the new government might alter the current Rule during 2024. The eight options were based on road classes.
- 4.25 The range of possible speed limits for each road in the Amended Plan are shown in Attachment 3 ‘*Speed Limits for different classes of road*’. Existing speed limits can remain as they are.
- 4.26 The following tables, using a traffic light system, show how our proposed options in the Draft Plan meet criteria for the setting of limits in the Draft Speed Rule (Green meets Draft Speed Rule, Orange: Partially meets the Draft Speed Rule, Red: does not meet the Draft Speed Rule, Grey: is an existing speed limit which is not proposed to change, but is not consistent with the Draft Speed Rule).

Urban Options

Table 5

Option	A	B	C	D
Outside schools within 100m of boundary	30	30	30	30
School neighbourhoods	50	30	40	30
Selected town centres and tourist areas	50	30	40	30
Local urban streets	50	50	40	30
Urban connector streets with separated cycle facilities	50	50	50	50

Rural Options

Table 6

Option	1	2	3	4
Outside schools	30-60	30-60	30-60	30-60
Rural residential areas	100	50-60	50-60	50
Unsealed rural roads (winding or narrow)	100	60	80	60
Unsealed rural roads	100	100	80	60
High risk roads and adjacent roads	100	80	80	60-80
Sealed rural roads (winding or narrow)	100	100	80	80
All other sealed rural roads	100	100	80	80

4.27 For our urban options, the only option available to Council that meets the Draft Speed Rule would be a modified Option A around schools.

4.28 Our four rural options mostly align with the speeds shown in the Draft Speed Rule. For more information regarding the specific ranges for road classifications refer to the table below and Attachment 3.

4.29 Our draft options do not meet the requirements of the Draft Speed Rule for the following reasons:

- **Outside Schools for all Urban and Rural options** - permanent speeds are not permitted (except in very limited situations), the draft Rule requires speed limits outside schools to be variable only.
- **Option 1 Unsealed rural roads (winding and narrow)** meets the Draft Speed Rule partially as rural roads that are mountainous or hill corridors can have a 60-80km/h speed band.
- **Option 1 & 2 Unsealed** - existing 100km/h was greyed out because it is higher than the limits shown in the Draft Speed rule. It is not proposed to change these existing limits.
- **Option 4 High risk rural roads** - 60km/h is not allowable under the Draft Speed Rule for rural roads.
- **Option 1-2 Sealed rural roads (winding or narrow)** - sealed rural roads have a range between 80-100 in the Draft Speed Rule. If the alignment is tortuous, this can be reduced to 60-80

Feedback in relation to the road classes as shown in the Amended Speed Management Plan

4.30 Following the written submissions, hearings, RTC and individual council feedback and the recently released Draft Speed Rule staff recommend speed limit changes associated with:

- schools
- tortuous unsealed roads
- rural residential roads/peri-urban roads

- urban roads with no footpaths
- higher risk rural roads
- specific roads
- on road sections of the Great Taste Trail
- Tasman District Council controlled car parks.

4.31 Table 7 shows how staff recommended speed limit changes for these roads relate to the current Speed Rule and Draft Speed Rule. It is worth noting that the Draft Speed Rule does not have a separate classification for rural roads with cycle trails on them, urban streets with no footpath, or rural residential streets which are not on the urban fringe. These are three areas where we will be seeking some speed limit changes that are not consistent with the draft rule. Staff propose the RTC seek changes to the Draft Speed rule to enable these. Staff also propose a limited number of other specific speed limit changes in relation to feedback on these roads in submissions (discussed below).

Table 7

Road Class	Current guidance (Safe and Appropriate speeds)	Draft Speed Rule	Amended Nelson Tasman Speed Management Plan (recommended by staff)
Rural	km/h	km/h	<i>These only apply to specific roads in the Plan</i>
<ul style="list-style-type: none"> • Adjacent to a school (Category one) • Adjacent to a school (Category two) 	<ul style="list-style-type: none"> • Permanent 30 (variable on main roads) • Permanent or variable 60km/h 	<ul style="list-style-type: none"> • Variable 30 between 8-9.30 and 2.30-4pm • Variable 60km/h or less 	<ul style="list-style-type: none"> • Variable between 8-9.30 and 2.30-4pm • Variable 60km/h or less
Unsealed roads	60	60-80	60 ¹
Mountainous or hill corridors that the alignment is tortuous	60	60-80	60 ¹
Peri-urban (including rural residential roads)	50 – 80	50 - 80	50-60 ¹
Rural Connectors (high risk rural roads)	60-100	80-100	80 ¹
Rural roads that have on road cycleways	Not specified	Not specified as a separate category for other rural roads	60 – 80 ¹
Urban	km/h	km/h	

¹ These limits only apply where a changed limit is proposed. Refer to Speed Management Plan for locations

Adjacent to a school	Variable 30km/h between 8-9.30 and 2.30-4pm	Variable 30km/h between 8-9.30 and 2.30-4pm	Variable 30km/h between 8-9.30 and 2.30-4pm
Urban streets that do not have a footpath	30 (Local Street class)	Not specified as a separate category from other residential streets	30 ¹
Car Parks	Not specified	Not specified	10 ¹

Proposed speed limit changes in detail

Schools

- 4.32 1,157 people strongly supported or supported Urban Option A which was to lower speed around schools. 485 people did not support Urban Option A but it is unclear whether this is because they supported the other options or did not support any speed changes.
- 4.33 There were 164 written 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% of respondents who mentioned schools in their comments stated 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.
- 4.34 Around 15% of submitters who made specific comments about schools 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.
- 4.35 The Amended Plan now shows a variable speed limit (from 8.00 am to 9.30 am and 2.30 pm to 4.00 pm) outside schools for all urban and rural roads (30km/h) in line with the Draft Speed Rule except for:
 - a) **Maitai School in Nelson:** Maitai School is excluded because it is scheduled to relocate to Salisbury School before the changes are required to be in force.
 - b) **Wakefield School** as the existing permanent 30km area in the town centre is adjacent to the school so it is proposed to extend this area by 240m from Arrow Street to Pitfure Road.
 - c) **Richmond School:** Cambridge Street, links Richmond School to the existing 30km/h area on Queen Street. Richmond’s largest playground, and Town Hall are both on Cambridge Street. It is proposed that Cambridge Street is changed to 30km/h permanently to be consistent with Queen Street. The length of the street is 222 m.
 - d) **Brightwater School:** Brightwater town centre is currently 40km/h. The Brightwater Community Association has requested that the town centre speed limit is changed to 30km/h rather than have a 30km/h variable limit within a 40km/h zone. It is proposed to change the 40km/h limit to 30km/h.

It is noted that the Draft Speed Rule's consultation material states that '*the proposed lengths [for variable limits] will not work for every road outside a school gate and the Rule allows for variation to meet specific circumstances*'.

Tortuous Unsealed Roads

- 4.36 There are 33 roads which meet the tortuous unsealed roads class for their entirety. 17 other unsealed roads have sections which are tortuous.
- 4.37 There were no specific questions pertaining specifically to tortuous unsealed roads within the consultation material. Option 2 does include unsealed rural roads (winding or narrow) along with rural residential and higher risk roads and their adjacent areas. Option 2 received 31% support.
- 4.38 There were 34 submissions specifically on unsealed roads with 77% of these respondents wanting speeds reduced, 9% did not want speeds reduced. 63% of respondents were speaking in generalised terms and 37% were site specific. Those who mentioned a reason for lowering speeds on unsealed roads mentioned:
- dust and effects on other road users; and
 - found high speeds dangerous.
- 4.39 A previous survey undertaken in 2019 asked the question: What speed is appropriate for our Rural – Narrow, Winding Roads? Most of the 1,965 responses thought a speed of 60km/h was appropriate for this type of road. 59% agreed with 60km/h (1,051 answers), 32% agreed with 80km/h roads (572 answers). 9% agreed with 100km/h roads (154 answers). This is shown on page 13 of Attachment 6.
- 4.40 Staff recommend this classification of road change) to a 60km/h speed limit, and this is included in the Amended Plan and related Schedule of Speed Limit Changes. This is consistent with the speed limit ranges of the current and Draft Speed Rules, which is 60-80km/h for unsealed roads and 60-80km/h for mountainous or hill corridors.

Rural residential areas

- 4.41 There were no specific questions pertaining to rural residential roads within the consultation questions.
- 4.42 Seventy respondents commented on rural residential areas, 69% of respondents who mentioned the rural residential area wanted speeds reduced. 11% of rural residential respondents mentioned that roads were narrow, had many driveways, and have pedestrians or cyclists using the roads.
- 4.43 Responses related to rural residential streets by ward:
- 15% in the Motueka Ward
 - 23% in the Golden Bay Ward
 - 21% in the Moutere Waimea Ward.
- 4.44 A previous survey undertaken in 2019 asked the question: *What speed is appropriate for our Rural Residential Subdivisions Roads?* Most of the 1,965 responses thought a speed of less than 50km/h was appropriate for this type of road. 22% agreed with 40km/h (397 answers), 47% agreed with 50km/h (855 answers). 20% agreed with 60km/h (369 answers). This is shown on page 11 of Attachment 6.

- 4.45 Both councils over the years have had a series of requests for lower speeds on rural residential streets. The majority of these roads are not through routes. Rather than a piecemeal approach of addressing individual streets, a consistent approach based on road class is recommended to be adopted so that when a road is identified as rural residential as a result of the land use, that road will be given the classification of peri-urban and the speed is set to 50-60km/h. These lower speeds were consulted on under Option 1, 2 and 4 of the Draft Plan. Specific details for each area are shown on Table 3 of Attachment 2.
- 4.46 It should be noted that the current definition of peri-urban roads in the Draft Speed Rule only refers to *'roads that primarily provide access for residential property **on the urban fringe**, where the predominant adjacent land use is residential , but usually at a lower density than in urban residential location'*. Tasman has many rural residential roads that are peri-urban in nature but are not on the urban fringe. There is no classification in the current and Draft Speed Rule that caters for these roads. Our submission on the Draft Speed Rule has requested the words “on the urban fringe” be removed.

Higher Risk Rural Roads

- 4.47 In terms of site specific feedback, our higher risk rural connectors received the highest number of mentions within submitter feedback.

Table 8

Rural Connector	#	Feedback
Moutere Highway	n=41	93% of submitters who mentioned the Moutere Highway wanted speeds reduced. 27% requested that the speed at Main Road Lower Moutere was reduced to lower than 70km/h
Neudorf Road	n=17	91% of submitters who mentioned Neudorf Road wanted speeds reduced. 23% wanted speeds reduced on Neudorf and Dovedale roads.
Motueka Valley Highway	n=22	91% of submitters who mentioned Motueka Valley Highway wanted speeds reduced around Ngatimoti. 33% wanted speeds reduced on the Motueka Valley Highway.
Cable Bay Road	n=27	96% of submitters who mentioned Cable Bay Road wanted speeds reduced.

- 4.48 Crash data from 2014 to 2023 on these roads indicate that the Moutere Highway is also a High Risk Road. Given traffic numbers, road geometry and hazards, staff also consider Motueka Valley Highway, Dovedale Road, Neudorf Road, and Edwards Road as higher risk and should be reduced from 100km/h to 80km/h.
- 4.49 A reduction for on these specific rural connectors from 100 km/h to 80 km/h is acceptable under the draft Speed Rule and recommended is by staff.

Table 9

	Fatal	Serious	Minor/Non injury	Travel Time increase
Moutere Highway (Redwood Valley to Edwards Road)	3	18	80	1 to 2 min
Motueka Valley Highway		7	109	2 to 3 min
Neudorf Road	1	2	20	<1 min
Dovedale Road (Neudorf to Motueka Valley Highway)	0	0	5	<1 min
Edwards Road	0	0	13	<1 min
Cable Bay Road	0	1	12	<1 min

- 4.50 One part of the Moutere Highway (Main Road Lower Moutere) is proposed to be changed to peri-urban to recognise the types of activities that occur there and reflect community support for slower speed. Staff recommend this also be reduced from 70km/h to 60km/h from 300m south of the Lower Moutere school southern boundary to Hursthouse Road, as listed in Attachment 2
- 4.51 Additional travel times for these roads have been included in the table above. The comparison is against operating speed data, not the current speed limit.

On Road Sections of the Great Taste Trail

- 4.52 The Great Taste Trail is a mix of off-road, on-road and shared pathways. Nelson Tasman Cycle Trails Trust put in a submission regarding the Great Taste Trail stating that they strongly supported the slowest speed limit proposed in the review where the trail is on-road, where riders cross a road, and wherever the trail is beside a road.
- 4.53 As part of a Tasman District Council workshop on speed management options post hearings, reduced speeds for on-road sections of the Great Taste Trail were considered where speeds were 80km/h and above.
- 4.54 Our submission on the Draft Speed Rule includes a recommendation for roads that have a formal cycleway such as a Great Ride to have an exception class that enables speeds to be reduced to 60km/h.
- 4.55 Staff recommend speed reductions on Goodall Road, sections of Lower Queen Street and Pugh Roads as these roads are unsealed and can be reduced to 60km/h under the Draft Speed Rule. Staff recommend that 100km/h roads in the Lakes Murchison and Moutere-Waimea ward, and the 80km/h roads in the Motueka ward are reduced to 60km/h. Motueka River Valley Road is recommended to reduce to 80km/h as listed in Attachment 2.

Urban Roads with No Footpaths

- 4.56 This was not a specific classification for urban roads with no footpaths in the draft Plan. 30km/h was asked to be included by Councillors subsequent to the Hearings for urban roads

with no footpaths. Nelson City Council adopted this approach to select areas of Nelson in 2020. Staff support this approach. The lower speed environment provides better opportunity for users to see each other and thus gives them more time to react and accommodate the other users when needed. The majority of these roads are not through routes and are predominantly residential in nature.

- 4.57 There was not a specific question regarding urban roads with no footpaths.
- 4.58 Of the people who mentioned walking and cycling, more footpaths and cycleways were requested by 24% of people. 75% of these requests were site specific and 25% were general comments.
- 4.59 A previous survey undertaken in 2019 asked the question: What speed is appropriate for our Residential Street with no footpath? 83% of the 1965 responses thought a speed of less than 50km/h was appropriate for this type of road. 40% agreed with 30km/h (726 answers). 43% agreed with 40km/h roads (785 answers). This is shown on page 8 of Attachment 6.
- 4.60 Staff recommend that Urban Roads with No Footpaths is retained within the Amended Plan.
- 4.61 These changes are proposed to occur after the completion of the school speed limit changes for Tasman and with the roll out of the schools for Nelson provided it is enabled by the final speed rule.

Specific Roads

- 4.62 There were 21 roads identified that require a speed reduction, and which do not fit into our other categories. The reasons for these speed reductions are to reflect roadside hazards, recreational use, and changes to the urban or peri-urban environment.
- 4.63 Requests for the speed limit on specific roads to change were made through submissions during consultation, requested in recent years through Service Requests, or identified by staff. Staff have assessed these against the Draft Speed Rule and discussed them with Ward Councillors and the relevant Community Boards.
- 4.64 The table below shows the requests for speed reductions from the consultation in relation to the specific roads listed in Table 7 Attachment 2.

Table 10

Road Name	Location	Number of Requests
Abel Tasman Drive	Pohara	5
Aniseed Valley Road	Hope	10
Chamberlain Street	Moutere	3
Collingwood Quay	Collingwood	3
Collingwood-Puponga	Pakawau	1
Fairfax Street	Murchison	1
Kaiteriteri-Sandy Bay Road (to Riwaka Sandy Bay Road)	Kaiteriteri	3
Main Road Lower Moutere	Motueka	13

McShane Road	Richmond	11
Paton Road	Hope	6
Riwaka-Kaiteriteri	Kaiteriteri	5
Robinson Road	Lower Moutere	2
Sandy Bay-Marahau Road	Kaiteriteri	2
Seaton Valley Road	Mapua	5
Tadmor Valley Road	Tapawera	2
Wharf Road	Motueka	1
Cable Bay Road	Nelson	21
Māori Pa Road	Nelson	2

4.65 In addition, there are 17 roads which staff have been identified as errors in the National Speed Limit Register. The speed limit on these roads is inconsistent with the surrounding roads. There are urban streets which have been incorrectly registered with 100km/h limits for example Ara o Paki Paki in Wakefield, as well as rural residential subdivisions where one section of the road is 50km/h and one section is 100km/h.

4.66 Changes to the speed limits for the roads shown in Table 7 of the Schedule are recommended.

Tasman District Council Carparks

4.67 The draft Plan proposed restricting speed limits to 10km/h within Tasman District Council operated car parks, and staff still recommend this. No lawful limits are in place at present. Speed limits within Nelson City Council operated car parks are already in place.

Cost Benefit Analysis

4.68 At the start of the year, staff engaged ViaStrada to undertake a cost benefit analysis (Attachment 7) on the eight options of the Draft Plan. This assessment was undertaken before the Draft Speed Rule was released. It used standard *NZTA Monetised Benefits & Costs Manual* (MBCM, v1.6, Apr 2023) parameters and related safety evidence of the likely benefits and dis-benefits related to lowered travel speeds on some roads. This manual stipulates the methodology which should be used for all roading projects and activities. However, the Draft Speed rule is proposing a bespoke, and significantly different methodology for speed limit cost benefit analyses.

4.69 For the Tasman-Nelson network, an estimate of the likely changes in speeds from the existing recorded mean speeds was undertaken. From this, the benefit (or dis-benefit) values were determined for each consultation option in terms of:

- expected reductions in crashes and casualties;
- expected impacts on travel times;
- expected changes in vehicle operating costs; and
- expected changes in vehicle emissions.

4.70 There are some limitations associated with economic assessments of speed limit changes.

It is difficult to accurately predict changes in travel time, vehicle operating costs, and emissions in complex and/or congested urban environments without using complex and

costly traffic models. The methodology used estimates average changes in speed, which does not consider accelerating and braking in congested environments. It is therefore likely to underestimate vehicle operating and emission costs, particularly for urban environments.

- 4.71 In an urban area, there are also likely to be other benefits from speed management that are more difficult to accurately quantify and monetise particularly in relation to urban amenity, and likely mode shift to active modes.
- 4.72 Notwithstanding these limitations, the cost benefit analysis indicates there are net costs for speed limit reduction in urban areas and net benefits for speed limit reductions on rural roads. This is largely due to significant expected crash reductions and reductions in vehicle operating costs and emissions for higher speed rural roads, all of which outweigh any increases in travel times.
- 4.73 The amended Plan in the rural space aligns more closely with Option 2 than Option 1 so it is expected that the cost benefit estimate and ratio would be approximately within the low estimate of the ranges given for Option 2. Urban Option A results are shown in the table below as this Option most aligns with the Amended Plan option presented.

Table 11

	Urban Option A - Schools	Rural Option 1 - Schools	Rural Option 2
Crash savings	\$185k to \$310k	\$240k to \$360k	\$7,180k to \$10,765k
Travel Time changes	-\$1,220k to -\$2,480k	-\$480k to -\$1,270k	-\$2,450k to -\$3,950k
Vehicle Operating Costs	-\$53k to -\$128k	\$31k to \$55k	\$320k to \$435k
Emission changes	-\$12k to -\$25k	-\$1k to -\$5k	\$6k to \$8k
Combined Benefits	-\$1,100k to -2,320k	-\$211k to -\$857k	\$5,050k to \$7,250k
Sign Install Cost	\$1,100k	\$500k	\$1,000k
Benefit Cost Ratio (MBCM)²	--1.0 to -2.1	-0.4 to -1.7	5.1 to 7.3
Benefit Cost Ratio (SLSR)³	0.08 to 0.09	0.24 to 0.20	2.1 to 2.2

Cost benefit analysis – High Risk Rural Connectors

- 4.74 A separate cost benefit analysis was carried out on the high risk rural connector roads. The results of this analysis showed that the reduction in speed on these roads is expected to result in significant benefits. These are shown in the table below.

Table 12

² Estimated using methodology in NZTA's Monetised Benefits and Costs Manual

³ Estimated using proposed methodology in draft Setting of Speed Limits Rule

	Moutere Highway	Motueka Valley Highway	Neudorf Rd / Dovedale Rd
Crash savings	\$960k to \$1,440k	\$3,000k to \$4,500k	\$125k to \$190k
Travel Time changes	-\$185k to -\$320k	-\$650k to -\$750k	<\$5k
Vehicle Operating Costs	\$30k to \$50k	\$100k to \$115k	<5k
Emission changes	\$1k to \$2k	\$3k to \$4k	<5k
Combined Benefits	\$800k to \$1,200k	\$2,400k to \$3,900k	\$125k to \$190k
Sign Install Cost	\$8k	\$20k	\$8k
Benefit Cost Ratio (MBCM)²	100 to 150	125 to 200	17 to 25
Cost Benefit Ratio (SLSR)³	4 to 5	5 to 6	17 to 25

5. Options

- 5.1 The RTC must deliberate and decide what it recommends to the Joint Council Committee, after considering the submissions received and new government direction. There are three options available and the advantages and disadvantages of each are shown below.

Option 1: Recommend to the Joint Council Committee an amended Nelson Tasman Speed Management Plan and associated Schedule of Speed Limit Changes, based on the new direction of the draft Speed Rule and updated road classifications	
Advantages	<ul style="list-style-type: none"> • Crash savings/harm reduction especially those associated with our higher risk rural roads can be realised early. • Proposed amended plan involves fewer and more targeted speed limit changes, more in line with community feedback. • It is expected that this option will satisfy the requirements of the Director of Land Transport. • Implementation can occur in priority areas in 2025. • Potentially avoids the need to undertake further cost benefit analysis and consultation (depending on the final Speed Rule, once adopted).

	<ul style="list-style-type: none"> • Can accommodate some amendments if sought by the RTC. <p>This is the option recommended by staff.</p>
Risks and Disadvantages	<ul style="list-style-type: none"> • There may be changes to the Draft Speed Rule following consultation. This can be mitigated by not starting to implement the new Plan before the final Speed Rule is adopted, this would avoid any potential reversal under the final Speed Rule. • The revised draft may not satisfy submitters whose views have not been incorporated into the amended document. • The final Speed Rule may include new provisions that affect our ability to implement approved changes such as the need to reconsult and undertake road by road benefit costs calculations.
Option 2: Proceed with original Speed Management Plan, comprising options C and 3.	
Advantages	<ul style="list-style-type: none"> • 40km/h is not covered by 30km/h reversal rule in Draft Speed Rule. • Safer for all road users. • Will encourage more active ways of travelling, reducing congestion and improving health. • High level of crash savings in rural areas shown in our Benefit Cost Ratio. • Consistency of speed limits will be easier to understand. • Rural Option 3 meets the speed limit requirements in Draft Speed Rule.
Risks and Disadvantages	<ul style="list-style-type: none"> • Does not have public acceptance with 59% of respondents opposing Urban Option C, 55% of respondents opposing Rural Option 3. • Urban Option 3 does not meet the speed limits requirements in Draft Speed Rule. • May be considered as a blanket change and potential for public and central government backlash.

	<ul style="list-style-type: none"> • The final Speed Rule may include new provisions that affect our ability to implement approved changes such as the need to reconsult and undertake road by road benefit costs calculations. • This option is not recommended by staff.
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Option 3: Proceed with a ‘do minimum’ amended plan largely comprising changes only around schools, in line with the Draft Speed Rule.	
Advantages	<ul style="list-style-type: none"> • Has public acceptance with 60% of respondents supporting Urban Option A: School zone only and 56% Rural Option 1: School zone only. • Aligns with the Draft Speed Rule.
Risks and Disadvantages	<ul style="list-style-type: none"> • Crash savings associated with our higher risk rural roads will not be realised. • Does not acknowledge or respond to community requests for specific speed limit changes. • Many speed limit changes were put off between 2019-2023 awaiting the outcome of this Speed Management Plan, a delay to addressing community concerns will be viewed negatively by these communities who are pushing for changes. • This option is not recommended by staff.

Option 3: That no Speed Management Plan is adopted at this stage. Staff await the adoption of the new Speed Rule and then release a revised speed plan.	
Advantages	<ul style="list-style-type: none"> • Speed changes will meet the requirements of the new Speed Rule.
Risks and Disadvantages	<ul style="list-style-type: none"> • Crash savings associated with our higher risk rural roads will not be realised in the short term. • Any future speed changes will require an individualised cost benefit analysis (CBA) which will come at a cost to Council. The

	<p>cost of the CBA may be more than the cost of the speed change.</p> <ul style="list-style-type: none"> • There will be substantial costs to reproduce a revised plan in terms of staff time and consultation costs. • The public may get frustrated with further consultation. • There will be a delay implementing speed changes meaning areas that have been waiting for change will need to wait longer. • Council may be encouraged to take a piece meal approach to address the most urgent changes to speed limits under the 'alternative method' rather than a regionally consistent approach via a Speed Management Plan • This option is not recommended by staff.
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6. Strategy and Risks

- 6.1 The key risks with making a decision at this time are associated with the government Draft Speed Rule change and what the final Speed Rule may encompass. For example:
- (a) introducing permanent 30 km/h areas around school, which the government has indicated will be reversed;
 - (b) introducing permanent 30 km/h areas elsewhere, which are not covered by the reversal clause in the Draft Speed Rule but may be included in the final Speed Rule;
 - (c) other speed limit changes being covered by a reversal clause in the final Speed Rule;
 - (d) being required to reconsult on any speed changes under the final Speed Rule before they come into effect; and
 - (e) being required to calculate road by road benefit cost analysis on any speed changes under the final Speed Rule before they come into effect.
- 6.2 Staff have tried to partially mitigate risks A-C by ensuring that the plan and proposed speed limit changes are likely to meet the final Speed Rule. Any residual areas of non-compliance can be mitigated through delayed implementation. The following road types are not included in the road classifications in the Draft Speed Rule:
- urban roads without footpaths;
 - peri-urban/rural residential: specifically rural residential streets that are not adjacent to an urban area;
 - on-road sections of the Great Taste Trail.

- 6.3 Staff propose the RTC advocate for these roads to be included in the new classification systems through the public consultation phase on new Speed Rule.
- 6.4 There remains a risk that the new rule, when finalised, will require re-consultation and cost benefit assessments before any or some changes come into force. This is not currently in the Draft Speed Rule, but staff understand the Ministry of Transport is considering it. This point is also addressed in the proposed submission on the Draft Speed Rule. If this occurs, staff will be recommending that the councils consult only on the Amended Speed Plan (excluding variable 30km/h outside schools) and no other changes to minimise further disruption, costs and time.
- 6.5 The other main risk associated with the process relates to how some members of the community will perceive the Councils pursuing changes at this time. Staff propose that the councils stress in communication the much more limited scope of proposed changes, strong community support for changes around schools, consistency with the government Draft Speed Rule for most changes, safety benefits, and limited impact on travel times for key routes like the Moutere Highway.

7. Important considerations for decision-making

<p>7.1 Fit with Purpose of Local Government</p> <p>The decisions in this report enable decisions on the setting of speed limits to enable the safe use of roads in Nelson and Tasman.</p>
<p>7.2 Consistency with Community Outcomes and Council Policy</p> <p>Development of and consultation on Speed Management Plans were a requirement of the current Speed Rule, prior to December 2023. As noted in the Strategy and Risks section, these requirements are changing, and the changes proposed by staff try to meet the requirements of both the current Speed Rule and Draft Speed Rule (with some exceptions).</p>
<p>7.3 Financial impact</p> <p>Tasman’s and Nelson’s Long Term Plans 2024-2034 provide budgets for the implementation of the speed management plan and assume NZTA funding is provided. The timing of the proposed speed limit changes takes this into account, with changes around schools being prioritised.</p> <p>If NZTA funding is not provided, or is at lower level than assumed, the programme of changes will take longer to roll out. For this reason, staff recommend that the Chief Executive of each Council is authorised to approve, within their district, changes to the implementation date in the Schedule of Speed Limit Changes.</p> <p>If Option 4 was chosen, or the Councils must reconsult on proposed changes under the final Speed Rule, the Councils would face additional costs:</p> <ul style="list-style-type: none"> • staff time to develop a new Plan • costs associated with a road by road benefit cost calculation • staff time to undertake public consultation sessions • cost of printed materials for public consultation sessions • cost to advertise on radio, print and social media

7.4 Degree of significance and level of engagement

The process to date is of high significance because some of the changes being consulted on are potentially extensive and far reaching. Many people are passionate about speed limit changes (for and against). The setting of speed limits rule specifically excludes speed management plans from Special Consultative Procedures. Due to the extent of change being consulted on, the RTC followed a process similar to a Special Consultative Procedure. The extent of engagement with communities during this process was considerable and is covered earlier in this report.

A key part of this process was that the Councils consulted on 4 options for urban areas and 4 options for rural areas. These options comprised packages of speed limit changes, with different speed limits for different classifications of roads. The Amended Plan and proposed Schedule of Speed limit Changes contain changes that are covered within the options presented, with one principal exception - the speed limits around schools. Many were proposed to be variable, but others were proposed to be permanent. Staff are proposing all (with three exceptions) be variable in line with the Draft Speed Rule.

Staff do not consider that the Council needs to reconsult on these given the variable speed limits around schools are proposed to be compulsory by the Draft Speed Rule, and because the variable speed limits propose fewer restrictions on the travelling public than were proposed.

7.5 Climate Impact

The adoption of the Speed Management Plan (and accompanying speed limit reductions) is expected to have little climate impact.

In the instances where rural speed limits are reduced from 100km/h, fuel consumption is expected to reduce and therefore reductions in greenhouse gas emissions are shown in the cost benefit analysis.

Reducing limits around schools from 50km/h to 30km/h may result in a small increase in fuel consumption in situations where vehicles are frequently decelerating and accelerating between different speed limits. Overall, the climate impact of possible speed limit changes is expected to be small.

7.6 Inclusion of Māori in the decision-making process

The speed management process was discussed at engagement hui with each of the Iwi, and feedback sought. A specific hui was held with Te Āwhina Marae to discuss specific speed issues on the roads adjacent to the Marae. Generally, the Marae sought speed reductions in the roads close to their site. However, this would be outside of the scope of the new Draft Speed Rule. Consequently, staff do not recommend these changes.

7.7 Delegations

The RTC has the responsibility for “preparing a joint Speed Management Plan, including undertaking all required consultation processes relating to the preparation of this plan.” (Terms of Reference Joint Nelson Tasman Regional Transport Committee - clause 3.2.3). It must recommend a final plan for adoption to the Joint Council Committee.

8. Conclusion

- 8.1 The public response to the Draft Speed Management Plan was high with 2,247 submissions and 44 people who spoke to their submissions in the hearings.
- 8.2 The Ministry of Transport have released a new Draft Speed Rule which results in substantial changes in relation to the speed limits Road Controlling Authorities can set on specific road types and includes a requirement to include a road by road Cost Benefit Analysis.
- 8.3 Staff have considered the community feedback and Draft Speed Rule and propose an Amended Plan that includes variable speed limits outside schools, and speed limit reductions on a limited number of other roads or road classification. It targets our higher risk rural roads with a lower speed that should substantially reduce road crash and trauma, and protects our most vulnerable outside the school gates. It also targets those areas where we have received the highest number of requests for lower speed limits.
- 8.4 A cost benefit analysis has been undertaken by staff and it indicates for the Preferred Option a BCR of approximately 7 for the rural changes and -1.5 in the urban areas.
- 8.5 The Amended Plan presents a pragmatic way to improve road safety outcomes through safer speeds within the framework allowable under the recently released Draft Speed Rule. Staff recommend that the RTC recommend this plan and the schedule of speed limit changes to the Joint Council Committee for approval.
- 8.6 NZTA have indicated they will assess and certify a Speed Management Plan under the current rule if submitted while the current rule is in force. However, there is a risk that the Draft Speed Rule, once finalised, may require the Councils to reconsult on elements of the speed limit changes proposed before they come into effect.

9. Next Steps / Timeline

- 9.1 Following the deliberations staff will:
 - a) make the necessary wording changes to the Draft Plan, to give effect to the recommendations of the RTC; and
 - b) submit the proposed final Speed Management Plan to the Joint Council Committee for formal adoption.

10. Attachments

1. ↓ Amended Nelson Tasman Speed Management Plan	29
2. ↓ Schedule of Speed Limit Changes	45
3. ↓ Speed Limits for different classes of road	55
4. ↓ Overview of changes to Draft Speed Management Plan	58
5. ↓ Overview of Speed Management Feedback	60
6. ↓ Nelson Tasman Community Speed Limit Feedback 2019	73
7. ↓ Cost Benefit Analysis	87
8. ↓ Draft Nelson Tasman Speed Management Plan	103

FINAL Nelson Tasman Speed Management Plan 2024-2034

Page Two

PURPOSE

The purpose of this document is to create a balanced plan for implementation of safer speeds in Nelson Tasman recognising economic impacts and the views of local communities and road users are considered alongside safety. This plan excludes safer speeds on State Highways.

Road safety risk can be reduced by improving infrastructure to make a road safer at current speeds, or by managing travelling speeds down through a combination of road function, design, enforcement and education on safe behaviour. We are taking an approach that recognises people make mistakes, people are vulnerable, we need to share responsibility and we need to strengthen all parts of the system.

The Speed Management Plan sets out what work needs to be done in the next three years to improve safety on our roads by managing speeds.

Our communities have been asking for changes for some time, so we are proceeding with speed management changes as a result of consultation.

WHAT IS SPEED MANAGEMENT?

Speed management is about achieving safe vehicle speeds that reflect the road's function, design, safety and use. People and goods need to move efficiently around our transport network; however, we also need to see a reduction in deaths and serious injuries on the network. Other benefits gained from the implementation of appropriate vehicle speeds include enabling more active ways in how we get to where we need to go, such as letting children walk, or bike to school.

WHAT IS A SPEED MANAGEMENT PLAN?

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

Our Speed Management Plan relates to legal roads we have control over, which doesn't include roads through council reserves or State Highways.

Following the adoption of the Land Transport Rule: Setting of Speed Limits 2022, speed limits on local authority roads are now set by speed management plans, and recorded on a national speed limit register, rather than being set by a bylaw as in the past. These plans can include a

10-year vision for speed, and a three year action plan to implement speed limits and associated speed management activities, such as traffic calming. In June 2024, a draft Speed Limit Setting Rule was introduced. The Draft Land Transport Rule: Setting of Speed Limits Rule 2024 (Draft Rule) gives effect to the Government objectives which includes a vision for a land transport system that boosts productivity and economic growth and allows New Zealanders to get to where they want to go, quickly and safely. The draft Rule proposes a more balanced approach to setting speed limits to ensure economic impacts and the views of local communities and road users are considered alongside safety. The draft rule enables a targeted approach to reducing speed limits that focuses on high crash areas and public acceptability. The Draft Rule amends school treatments and introduced different speed bands for road classifications. This Plan is consistent with the intent of the draft rule.

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

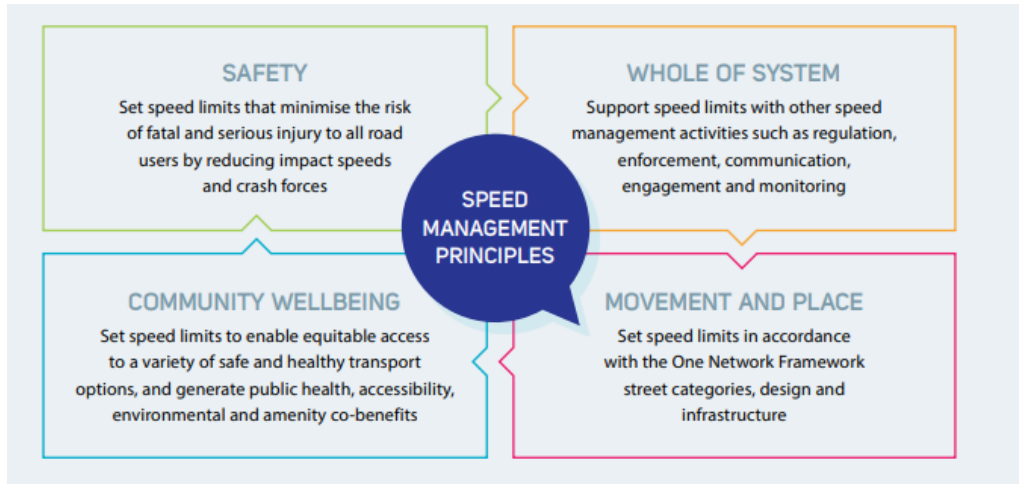
Page 3

VISION FOR NELSON TASMAN (10-year period)

Imagine Nelson Tasman as a region with improved road safety, where both rural and urban roads are operating safely and efficiently for all road users with substantially reduced deaths and serious injury, kids are safe to walk and bike to school and older people don't feel vulnerable walking to the local shop or to visit friends and family.

OUR PRINCIPLES

We have used the four principles below in the development of this plan. These principles are drawn from international best practice. The four principles are designed to be applied together and complement each other.



The Rule requires Road Controlling Authorities (RCAs) to have regard to the Speed Management Guide developed by Waka Kotahi.

Page 4:

ROLE OF SPEED

The role and impact of speed in crashes is often underestimated. The speed that a vehicle is travelling at does not always cause the crash, however it has a direct effect on the severity of the crash.

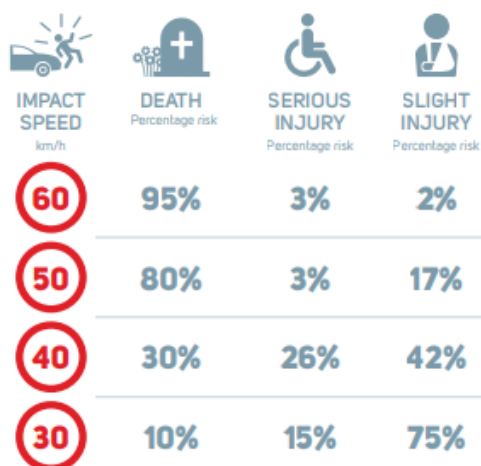
Higher vehicle speeds increase the probability of a crash in several ways:

- By reducing the ability of a driver/vehicle to stop in time;
- By reducing manoeuvrability in evading a problem;
- By reducing the ability to negotiate curves;
- By reducing the driver’s field of vision; and
- By causing other drivers to misjudge gaps.

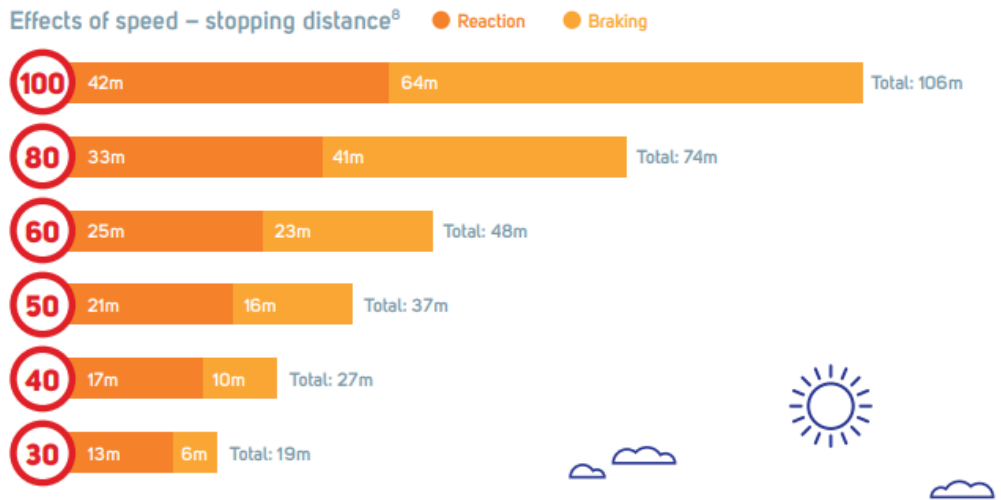
The table below shows the total stopping distance of an average car on a dry road. This stopping distance is made up of two parts. Reaction distance is the distance the car travels in the time it takes the driver to notice the hazard, realise they need to brake, and then move their foot to the brake pedal. Braking distance is the distance it takes the car to stop once the brakes have been hit.

If a child steps out 20m in front of a car travelling at 30km/h, that car is likely to stop before it hits the child. If that car is travelling at 50km/h the driver has probably not got their foot on the brake (or started any other evasive manoeuvre) in 20m, and so hits the child at 50km/h. Pedestrians, cyclists or motorcyclists are particularly exposed to vehicle impacts, especially at speeds above the limits of human tolerance. Older people and children are more vulnerable to being injured in a crash than road users in other age groups.

Death and injury risk percentages for a car versus pedestrian crash⁶



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Page 5

CRASH DATA

URBAN CRASHES

In Nelson Tasman over the last ten years¹ crash data shows that of the total 171 fatal and serious injuries in urban areas, 121 (73%) involved people outside of motor vehicles (46 cyclists, 36 pedestrians, and 39 motorcyclists). People outside of motor vehicles are particularly vulnerable to death or serious injury in crashes with motor vehicles at speeds greater than 30km/h. This is shown in the table below which presents the crash data based on the worst injury on the left hand side of the table and the total number of injuries on the right hand side.

Crash Type – Crash resulting in	Number of crashes	Number of Injuries per crash type			
		Death	Serious Injury	Minor Injury	Non-Injury
Death	9	9	3	1	6
Serious Injury	162		171	23	136
Minor Injury	773			874	867
Non Injury	2,087				4,155

RURAL CRASHES

The table below again shows the crash data based on the worst injury on the left hand side of the table and the total number of injuries on the right hand side for the Nelson Tasman region over the last ten years. The data highlights that you are more likely to be involved in a high severity crash outcome in the rural area than urban.

Crash Type – Crash resulting in	Number of crashes	Number of Injuries per crash type			
		Death	Serious Injury	Minor Injury	Non-Injury
Death	12	12	5	1	5
Serious Injury	90		96	46	43
Minor Injury	318			390	170
Non Injury	578				848

¹ Waka Kotahi Crash Analysis System database, 2013 – 2022

LOCAL EXAMPLES OF SPEED LIMIT REDUCTIONS REDUCING HARM

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

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

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

*Up to June 2023

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

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

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

SOCIAL COST OF CRASHES

On top of leaving a huge hole in the lives of families, friends, workplaces and communities, road crashes have a huge impact on our society. The value of statistical life was estimated at \$12.5 million per fatality and \$660,100 per serious injury at July 2021 prices.¹⁰ There are significant social costs resulting from fatalities and serious injuries. Death and serious injuries in Nelson Tasman have had a social cost of \$429 million over the past 10 years. See page 14 for references.

IMPLEMENTATION COSTS

Nelson: \$500k – \$1 million for signs, \$9 million for supporting infrastructure

Tasman: \$1.5 million for signs, \$3.5 million for supporting infrastructure.

Supporting infrastructure includes traffic calming measures. These can range from simple, comparatively low cost, measures, such as speed humps through to more expensive raised platforms, road narrowing, and landscaping.

ECONOMIC IMPACTS

An effective, efficient and safe land transport system plays a critical role in connecting our community by providing access to employment, education, recreation, and services, as well as enabling the movement of freight in support of business and industry.

The local climate allows us to produce high quality agricultural products which are sought after and transported nationally and around the world. In addition, secondary processing of many of these products has enabled value to be added. Given the lack of rail in the region, the efficiency of the road transport network is vitally important to the economy and people in our region.

Reducing speed limits has an impact on both the time it takes to get somewhere, and the cost of fuel and emissions produced to get there.

An NZTA Research Report¹¹ compared travel time and fuel consumption for three urban and three rural routes and found that there is a drop in productivity from lower speed limits. Travel times on the urban routes increased by 9% to 15%, and fuel consumption varied from no discernible change to a 5% reduction at an assumed speed limit of 40km/h compared to 50km/h. On the rural routes travel times increased by 9% to 14%, and fuel consumption reduced by 14% to 15% at an assumed speed limit of 80km/h compared to 100km/h.

A similar outcome is likely in the Nelson Tasman region as there are many locations where it is not possible to travel at the posted speed limit on both urban and rural roads around our region due to topography, congestion and places with restricted visibility.

Internal combustion engine vehicles are typically most efficient at a constant speed of 70 to 90km/h. However vehicles often do not travel at a constant speed, with fuel used accelerating to a higher speed. This reduces the travel time cost advantage in travelling at a higher speed particularly in environments which involve frequent deceleration and acceleration.

In April 2024, we commissioned a cost benefit analysis to estimate the economic impacts for our four urban and four rural consultation options. This looked at the expected reductions in crashes and casualties, expected impacts on travel times, expected changes in vehicle operating costs (VOC) and expected changes in vehicle emissions. The results of the cost benefit analysis for urban option A and rural options 1 and 2 are shown in the table below:

Table Economic Assessment Results – Urban Option A, Rural Options 1 & 2 (the options most closely matched to the proposal)

	Urban Option A - Schools	Rural Option 1 - Schools	Rural Option 2
Crash savings	\$185k to \$310k	\$240k to \$360k	\$7,180k to \$10,765k
Travel Time changes	-\$1,220k to -\$2,480k	-\$480k to -\$1,270k	-\$2,450k to -\$3,950k
Vehicle Operating Costs	-\$53k to -\$128k	\$31k to \$55k	\$320k to \$435k
Emission changes	-\$12k to -\$25k	-\$1k to -\$5k	\$6k to \$8k
Combined Benefits	-\$1,100k to -2,320k	-\$211k to -\$857k	\$5,050k to \$7,250k
Sign Install Cost	\$1,100k	\$500k	\$1,000k
Benefit Cost Ratio (MBCM)²	--1.0 to -2.1	-0.4 to -1.7	5.1 to 7.3

² Estimated using methodology in NZTA's Monetised Benefits and Costs Manual

Benefit Cost Ratio (SLSR)³	0.08 to 0.09	0.24 to 0.20	2.1 to 2.2
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While none of the four urban options consulted on delivered nett positive benefits (in terms of changes to Deaths and Serious Injuries (DSIs), travel times, vehicle operating costs, and emissions) Urban Option A produced the best benefit cost ratio. However, it should be noted that in urban areas, other less quantifiable benefits are likely to be apparent from reduced speeds, particularly in relation to likely mode shift to active modes.

Three of the four rural draft speed management plan options delivered nett positive benefits and while Options 3 and 4 provide the greatest benefits Rural Option 2 showed a high level of benefit and had broader community support.

A separate cost benefit analysis was carried out on just the high-risk rural connector roads between Richmond and Motueka. The results of this analysis showed that the reduction in speed on these roads is expected to result in significant crash benefits and reinforces the balanced approach of making selective speed changes where high crash risk exists. These are shown in the table below.

Table Economic Assessment Results High Risk Roads

	Moutere Highway	Motueka Valley Highway	Neudorf Rd / Dovedale Rd
Crash savings	\$960k to \$1,440k	\$3,000k to \$4,500k	\$125k to \$190k
Travel Time changes	-\$185k to -\$320k	-\$650k to -\$750k	<\$5k
Vehicle Operating Costs	\$30k to \$50k	\$100k to \$115k	<5k
Emission changes	\$1k to \$2k	\$3k to \$4k	<5k
Combined Benefits	\$800k to \$1,200k	\$2,400k to \$3,900k	\$125k to \$190k
Sign Install Cost	\$8k	\$20k	\$8k
Benefit Cost Ratio (MBCM)²	100 to 150	125 to 200	17 to 25
Cost Benefit Ratio (SLSR)³	4 to 5	5 to 6	17 to 25

³ Estimated using proposed methodology in draft Setting of Speed Limits Rule

SPEED LIMITS UNDER THE DRAFT 2024 SPEED RULE

The 2024 draft rule specifies speed limit ranges for the following road classifications:

URBAN STREETS (e.g. Putaitai Street, Moffatt Street) Residential and neighbourhood streets, and streets that provide access to and support business, shops, on-street activity and services. **50km/h**

URBAN CONNECTORS (e.g. Hart Road) 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 **50-80km/h**

PERI-URBAN ROADS (RURAL) (e.g. White Road) primarily provide access from residential property on the urban fringe, where the predominant adjacent land use is residential, but usually at a lower density than in urban residential locations. **50-80km/h**

RURAL ROADS (e.g. Stringer Road) primarily provide access to rural land for people who live there, and support the land-use activities being undertaken. **80-100km/h**

RURAL CONNECTORS (e.g. Moutere Highway) provide the links between rural roads and interregional connectors (state highways). **80-100km/h**

UNSEALED ROADS: Roads that are unsealed **60 – 80 km/h**

MOUNTAINOUS OR HILL CORRIDORS: Roads where the alignment is tortuous **60 – 80 km/h**

COUNCILS' ROLE AS A ROAD CONTROLLING AUTHORITY (RCA)

Tasman District Council and Nelson City Council are the RCAs responsible for managing and maintaining local roads within Nelson City and Tasman District. As the local road RCAs, we are responsible for planning, designing, constructing, maintaining and operating the local road network including the setting of speed limits. This table shows a summary of the road lengths within Nelson Tasman. There are some minor Road Controlling Authorities including the Department of Conservation, Port Nelson, Nelson Airport, and forestry operators. This Plan does not cover speeds on those roads however this will be reviewed for the 2027 Plan. The proportion of active travel (walking and cycling) to work and education in Nelson Tasman is higher than the New Zealand average. As a result there are more people walking and cycling in our urban areas than in many other places. Many streets, particularly older streets in hilly areas or close to our town centres, do not have pedestrian footpaths on either side of the road. The risk of harm to people walking or cycling is high when vehicles are travelling at speeds of 50km/h or higher.

ROAD TYPE	NELSON	TASMAN
Urban	(km)	(km)
Urban connectors	38.8	22.9
Activity streets	21.7	6.5
Main streets	1.4	2
Local streets	163.4	177.1
Civic spaces	0.1	1.1
Rural	(km)	(km)
Stopping places	0.1	8.6
Rural connectors	8.7	408
Peri-urban roads	7.2	50
Rural roads	32.7	1,006.4
Total network	280.3	1,725.6

From Table: remove the activity streets, main streets and local streets rows and replace with Urban Streets: Nelson 209.6 Tasman 185.6

Page 8

CENTRAL GOVERNMENT

RCA's have a key role in supporting the implementation of the Government's National Road Safety Strategy. The current strategy aims to reduce deaths and serious injuries on the country's roads by 40 percent by 2030. The present government has signalled that it intends to develop a new Road Safety Strategy. This had not been released at time of writing.

By fulfilling our responsibilities and actively supporting the national Road Safety Strategy, RCA's contribute significantly to reducing deaths and serious injuries on New Zealand roads. In addition to managing road infrastructure, the role of a RCA also includes promoting a culture of safety and responsibility among road users, thereby creating safer and more sustainable transport networks.

Speed Management Plans must with the Government Policy Statement (GPS) on land transport, which sets the Government's strategic priorities for land transport investment over a 10-year period. The GPS highlights that New Zealand's economic prosperity is underpinned by a transport network that enables people and freight to move around efficiently, quickly, and safely. The GPS also sets out how money from the National Land Transport Fund will be spent on activities such as road maintenance, public transport, state highway improvements, local roads and road safety. Transport spending needs to meet the strategic priorities as outlined in the GPS. Safety is one of these priorities.

Speed Management Plan alignment with the GPS priorities

GPS PRIORITY ALIGNMENT

Safety In line with the Road Safety Strategy and the GPS (2024-2034), the Plan is working towards a local transport network where harm is reduced.

Increasing maintenance and Resilience Speed reductions will lead to reduced crashes on the local transport network, making journeys more reliable.

LOCAL GOVERNMENT

Road infrastructure management: We are responsible for ensuring that the local roads within our jurisdiction are designed and maintained to high safety standards. This includes managing road maintenance, repair, and upgrades, as well as implementing safety measures like signage, road markings, and traffic calming measures. In many cases our rural roads have narrow lanes with only a painted centre line separating vehicles travelling in opposite directions, and multiple hazards, such as power poles, fences and steep banks in the roadside. In this environment a small mistake at 100km/h can have fatal consequences. It is very costly to install roadside and central barriers, and the terrain that many of our roads pass through make it very expensive to widen roads and make curves less severe. This is why lower speed limits are a key way to reduce harm without needing to raise rates significantly to pay for expensive road upgrades. In urban areas, design and infrastructure have an important role in both reducing operating speeds and providing safe and easy access for people using active modes such as walking or cycling. This Plan aligns with Activity Management Plans, Tasman District Council's Walking and Cycling Strategy, and Nelson City Council's E Tu Whakatū Active Transport Strategy

Page 9 No Changes

In recent years, both Nelson City Council and Tasman District Council have begun installing low-cost safety features such as raised crossing platforms in many school and central city areas so that pedestrians and cyclists can safely share the road with vehicles.

Road marking (paint) and signs are the cheapest items in the tool kit. Rural roads can be changed by adding edgelines to the road. In urban areas paint can be used to reduce the width of the driving lane by adding flush medians, shoulders, parking lanes and cycle lanes. Other items in the tool kit for urban areas include raised treatments, physically narrowing the road, or creating chicanes. These can further reduce vehicle speeds, however they can be costly.

Road user education: We support road safety education campaigns and initiatives aimed at raising awareness among road users about safe driving practices, pedestrian safety, and responsible road behaviour. We work with schools, community groups, iwi, and other councils and organisations such as ACC to promote road safety education with a focus on road users who are at higher risk of harm, e.g. motorcyclists.

Strengthening enforcement through road policing: Enforcement is a key element of an overall system response to reducing deaths and serious injuries. When implemented well, enforcement and the threat of sanctions (such as fines and potential loss of licence) deter road users from adverse behaviour. Effective deterrence requires public awareness of illegal behaviours, a belief that detection is probable and a belief that the consequences of detection will be negative. Nelson City Council and Tasman District Council will continue working closely with the police to achieve appropriate enforcement of speed limits and other road rules.

Collaboration and partnerships: We collaborate with various stakeholders, including Waka Kotahi NZTA, Police, emergency services, and community groups to share knowledge, resources, and expertise in order to improve road safety outcomes. We actively participate in regional and national road safety forums and contribute to the development of road safety policies and strategies.

FUNDING

The implementation costs of road safety initiatives on public roads, including speed management, is shared between Council and Waka Kotahi NZ Transport Agency (Waka Kotahi), as the agency responsible for distributing funds from the Fuel Excise Duty and Road User Charges. We assume that the standard funding assistance rate from Waka Kotahi of 51% will apply for this work. The guidelines for receiving government funding include supporting speed management and a reduction in death and serious injuries.

Regional Land Transport Plans feed into the National Land Transport Programme and the projects that Waka Kotahi approve in the Programme on local roads receive funding assistance. The National Land Transport Programme has a three yearly cycle, with 2024 – 2027 being the next cycle.

PARTNERSHIP WITH MAORI

We have held a series of meetings with our iwi partners regarding:

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- Their interest in speed limits specific to cultural sites such as Marae, kōhanga reo and urupa; and
- Their interest in speed limits across the district.

Marae are social centres where activities occur almost every day. When tangihanga, or hui are held, the capacity of Marae grounds to hold all parked vehicles can be insufficient. The demand then overflows to any available on-road parking. Especially at tangihanga, people walk to and from their vehicles. It is important to engage with marae and kōhanga reo (within the vicinity of the marae) to ensure that this Speed Management Plan supports the desire of the community, improves road safety outcomes and reduces the impact of unsafe speed limits on all communities.

Page 10

PROPOSAL WITHIN THIS PLAN

Within the consultation document, we put forward a range of different options for people to consider. There are four options for the urban area (A, B, C, D) and four options for the rural area (1, 2, 3, 4) shown in the consultation document.

SPEED LIMITS OUTSIDE SCHOOLS

The draft Setting of Speed Limits Rule has specific instructions about speed limits outside schools. The current speed limit on roads in the vicinity of urban schools within the towns of both districts are generally 50km/hr or 40km/hr for urban schools and for rural schools 70km/hr to 100km/hr depending on the location of the school. Under the draft rule, speeds limits are required to reduce outside schools to:

- Outside Category 1 schools (mostly in urban areas): 30km/h variable limits 300m outside the school gate between 8.00-9.30 and 2.30-4.00pm; and
Exceptions will be
 - Cambridge Street, Richmond (permanent 30km/h)
 - Ellis Street, Brightwater (permanent 30km/h)
 - Edward Street, Wakefield between SH6 and Pitfure Road (permanent 30km/h)
- Outside Category 2 schools (mostly in rural areas): 40-60km/h variable limits 600m outside the school gate between 8.00-9.30 and 2.30-4.00pm

The draft rule requires road controlling authorities to use reasonable efforts to meet the new variable speed limits outside school gates by 31 December 2027.

Page 11: Removed completely

Page 12:

SPEED LIMITS FOR COUNCIL OPERATED CAR PARKS

Speed limits within any Tasman District Council operated car parks will be 10km/h. Speed limits within any Nelson City Council operated car parks will be unchanged.

Page 13

OUR PROPOSALS

The proposal changes speed limits across a diverse range of roads and communities in a way that balances the needs of people and freight to get to where they need to go efficiently, against the need for select roads to have slower speeds to reduce safety risks to both the people travelling and the communities they travel through.

The following is proposed:

Schools:

There will be variable limits for rural and urban schools. These limits will be outside of the school gates and will be between 8.00-9.30am and 2.30-4.00pm. The specific changes for each school are shown in Table 1 (Schedule of Speed Limit Changes)

Tortuous Unsealed Roads:

There are a number of unsealed roads in the district which have tortuous alignment, these roads are often winding and narrow. Whilst many of these roads are in remote areas of Tasman, some of them are on popular tourist routes such as Totaranui Road. The specific changes for each road are shown in Table 2 (Schedule of Speed Limit Changes)

Rural Residential/ Peri-urban Roads:

The region has had a strong period of growth since speed limits were last modified. Many areas have seen more residential living in the rural environment. These roads are typically short roads or cul-de-sacs that have no thorough traffic. The nature of these roads has become more urbanised in recent years. There have been a high number of requests to have the speed limits reduced here as many walkers, cyclists here share the road with vehicles. The specific changes for each road are shown in Table 3 (Schedule of Speed Limit Changes)

Urban Roads with No Footpaths

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Nelson and Tasman have a number of roads in residential areas which have no footpaths. This means that vehicles are not separated from people walking and cycling putting people at risk. Communities have requested lower speeds on these types of roads. Nelson has been rolling out a number of speed reductions for this type of road and Tasman would like to align with this for regional consistency. The specific changes and indicative timing for each road are shown in Table 4 (Schedule of Speed Limit Changes)

Higher Risk Rural Roads

Rural Connectors in Tasman⁴ are often narrow and winding compared to the State Highways. There have been a number of deaths and serious injuries on these roads. In areas which are high risk and there has been community demand for lower speeds, we will reduce the speeds. The specific changes and indicative timing for each road are shown in Table 5 (Schedule of Speed Limit Changes)

On Road Sections of the Great Taste Trail

Tasman has one of the country's most accessible Great Rides (the Great Taste Trail). Whilst the majority of this famous cycle ride is off-road, small portions are on-road. Where there are on-road sections which are over 80km/h, we seek to reduce speeds. The specific changes and indicative timing for each road are shown in Table 6 (Schedule of Speed Limit Changes)

Specific Roads

There are a small number of roads that require a speed reduction which do not fit into our other categories. The reason for these speed reductions are to reflect roadside hazards, recreational use, changes to the urban or peri-urban environment. In addition, there are 17 roads which staff have identified as errors in the National Speed Limit Register. The speed limit on these roads is inconsistent with the surrounding roads.

The specific changes and indicative timing for each road are shown in Table 7 (Schedule of Speed Limit Changes)

⁴ plus Cable Bay in Nelson

CONSULTATION TIMELINE



PUBLIC ENGAGEMENT AND CONSULTATION

Changing a speed limit is a legal process that includes a formal consultation step. This plan has been-refined using feedback gathered from the engagement. During this consultation stage, the public and stakeholders provided their local knowledge to inform this plan along with a change in government direction. Everyone who provided a submission will be updated on the outcome of the decision.

ONLINE MAP

For more information about specific places refer to our online map:
shape.tasman.govt.nz/speed-review

FUTURE REVIEWS

Speed Management Plans may be reviewed every three years. The plan will also be reviewed when significant changes in development or funding occur necessitating a change to the plan.

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Item 5: Joint Nelson Tasman Speed Management Plan 2024: Attachment 3

Schools Term One 2025							
School Name	Town	Ward	Roads	Posted Speed	Proposed Speed	Description	Year
Tasman							
Appleby School	Tasman	Moutere-Waimea	Moutere Highway	80 km/h with 40km	30km/h Variable	SH60 to 300m SW of south western gate	27/01/2025
Hope School	Hope	Moutere-Waimea	Aniseed Valley	80 km/h with 40km	80 km/h with 30 km/h variable	150m NW of north-western gate to 150m SE of south eastern gate	27/01/2025
Hope School	Hope	Richmond	Paton Road	80 km/h with 40km	60 km/h with 30 km/h variable	60km Ranzau to 200m south of Aniseed Valley Road, 150m SW for South Western gate to 150m for North Eastern gate	27/01/2025
Lower Moutere School	Lower Moul	Motueka	School Road	60km/h	60km with 30km variable	60km extended to 525m from Main Road Lower Moutere intersection,	27/01/2025
Lower Moutere School	Lower Moul	Motueka	Main Road Lower Moutere	70km/h	60 km/h with 30 km/h variable	variable 30/km 150m N of northern gate to 150m S of Southern gate. 60km area from 150m S southern gate to Hursthouse Road	27/01/2025
Motueka Rudolf Steiner School	Motueka	Motueka	Robinson Road	60km/h	60km/h with variable 30km/h	variable 30/km 150m NE of gate to 150m SW of gate	27/01/2025
Ngatimoti School	Motueka	Moutere-Waimea	Greenhill Road	100 km/h	60km/h permanent 30km variable	60km/h peri-urban area for 600m from SH, variable from Motueka Valley Highway to 150m S of Southern gate	27/01/2025
Ngatimoti School		Moutere-Waimea	Motueka Valley Highway	100 km/h	60km/h zone with a variable 30km/	60km area: 1573 Motueka Valley Highway to Waiwhero Road, variable area 30km/h 150m NW of north western gate to 150m SE of South Eastern gate	27/01/2025
Collingwood Area School	Collingwoo	Golden Bay	Orion Street	100 km/h	30 km/h permanent	For its entirety	27/01/2025
Collingwood Area School	Collingwoo	Golden Bay	Washington Street	50 km/h	30 km/h permanent	For its entirety	27/01/2025
Collingwood Area School	Collingwoo	Golden Bay	Lewis Street	50 km/h	30 km/h permanent	For its entirety	27/01/2025
Mahana School	Mahana	Moutere-Waimea	Mahana School Road	60km/h	60 km/h with 30 km/h variable	150m W of western gate to 150m E of eastern gate	27/01/2025
Motupipi School	Takaka	Golden Bay	Abel Tasman Drive	60 km/h with 40km	60 km/h with 30 km/h variable	150m SW of south-western gate to 150m NE of north eastern gate	27/01/2025

Term Three 2025							
School Name	Town	Ward	Roads	Posted Speed	Proposed Speed	Description	Year
Tasman							
Brooklyn School (Motueka)	Motueka	Motueka	Umukuri Road	60 km/h	60km with 30km variable	150m W of western gate to 150m E of eastern gate	14-Jul-25
Brooklyn School (Motueka)		Motueka	Old Mill Road	60 km/h	60km with 30km variable	150m N of northern gate	14-Jul-25
Central Takaka School	Takaka	Golden Bay	Central Takaka Road	60 km/h	50 km/h from SH intersection to 150m	50 km/h from SH intersection to 100m from eastern school boundary	14-Jul-25
Dovedale School	Tasman	Motueka	Dovedale Road	60 km/h	60km with 30km variable	150m NW of north-western gate to 150m SE of south eastern gate	14-Jul-25
Ranzau School	Hope	Richmond		50 km/h with 40km	60km with 30km variable	150m NW of north-western gate to 150m SE of south eastern gate	14-Jul-25
Tasman Bay Christian School		Moutere-Waimea	Williams Road	80km	60km: 600m from intersection of A	60km 600m from intersection of Aporo Road, 30km/h variable 300m from south western gate	14-Jul-25
Tasman Bay Christian School	Tasman	Moutere-Waimea	Aporo Road	80km	60km is extended to 100m past scl	60km: 75m south of Kina Beach for to 150m SW of Williams Road	14-Jul-25
Tasman School	Tasman	Moutere-Waimea	Aporo Road	60km	50km with 30km variable	Aporo Road 50km from SH to 75m south of Kina Beach road, variable 30km/h 150m NW of north-western gate to 150m SE of south eastern gate	14-Jul-25
Tasman School	Tasman	Moutere-Waimea	Dicker Street	50km/h	30 km/h (no footpath)	Permanent 30km/h	14-Jul-25
Nelson							
Auckland Point School	Nelson		HAVEN ROAD (ARTERIAL, SOUT	50 km/h	50 km/h with 30km/h variable	starting 20m from southern kerbline of QEII Drive extending for 300m	14-Jul-25
Auckland Point School	Nelson		HAVEN ROAD (ARTERIAL, NORT	50 km/h	50 km/h with 30km/h variable	starting 20m from sothern kerbline of QEII Drive extending for 300m	14-Jul-25
Auckland Point School	Nelson		MAORI ROAD	50 km/h	50 km/h with 30km/h variable	starting at Haven Road extending up Maori Road 15m	14-Jul-25

1862260321-70871

Item 5: Joint Nelson Tasman Speed Management Plan 2024: Attachment 3

School Name	Town	Ward	Roads	Posted Speed	Proposed Speed	Description	Year
Birchwood School	Nelson		HEREFORD STREET	50 km/h	50 km/h with 30km/h variable	starting at Durham Street extending south for 50m	14-Jul-25
Birchwood School	Nelson		DURHAM STREET	50 km/h	50 km/h with 30km/h variable	starting 25m from eastern kerbline of Songer Street extending up Durham Street to Rutland Street	14-Jul-25
Birchwood School	Nelson		SEAVIEW ROAD	50 km/h	50 km/h with 30km/h variable	starting 20m from eastern kerbline of Songer Street extending up Seaview Road 300m	14-Jul-25
Birchwood School	Nelson		ALLPORT PLACE	50 km/h	50 km/h with 30km/h variable	starting at Seaview Road extending up Allport Place north for 20m	14-Jul-25
Birchwood School	Nelson		RUTLAND STREET	50 km/h	50 km/h with 30km/h variable	starting at Durham Street extending south for 35m	14-Jul-25
Clifton Terrace School	Nelson		TRESILLIAN AVENUE	50 km/h	50 km/h with 30km/h variable	starting at Atawhai Drive (Tresillian Loop) extending south for 300m	14-Jul-25
Clifton Terrace School	Nelson		SEATON STREET	50 km/h	50 km/h with 30km/h variable	starting at Tresillian Avenue extending west for 230m	14-Jul-25
Clifton Terrace School	Nelson		ATAWHAI DRIVE (TRESILLIAN L	50 km/h	50 km/h with 30km/h variable	Entire Road	14-Jul-25
Clifton Terrace School	Nelson		CLIFTON PLACE	50 km/h	50 km/h with 30km/h variable	Entire Road	14-Jul-25
Clifton Terrace School	Nelson		PENZANCE STREET	50 km/h	50 km/h with 30km/h variable	Entire Road	14-Jul-25
Clifton Terrace School	Nelson		BODMIN STREET	50 km/h	50 km/h with 30km/h variable	Entire Road	14-Jul-25
Enner Glynn School	Nelson		THE RIDGEWAY (NORTH)	50 km/h with 40km	50 km/h with 30km/h variable	starting 20m from southern kerbline of Chings Road extending for 300m	14-Jul-25
Enner Glynn School	Nelson		BAIGENT ROAD	50 km/h with 40km	50 km/h with 30km/h variable	starting at The Ridgeway extending 40m east	14-Jul-25
Hampden Street School, Nelson Co Nelson			HAMPDEN STREET	50 km/h with 40km	50 km/h with 30km/h variable	starting at Waimea Road extending east for 200m	14-Jul-25
Hampden Street School, Nelson Co Nelson			HAMPDEN STREET	50 km/h	50 km/h with 30km/h variable	starting 200m from Waimea Road extending east to outside number 282 Hampden Street	14-Jul-25
Hampden Street School, Nelson Co Nelson			WAIMEA ROAD	50 km/h with 40km	50 km/h with 30km/h variable	starting at Rutherford Street extending south for 1000m	14-Jul-25
Hampden Street School, Nelson Co Nelson			FRANKLYN STREET	50 km/h with 40km	50 km/h with 30km/h variable	starting at the eastern end extending 60m west of Waimea Road	14-Jul-25
Hampden Street School, Nelson Co Nelson			RUTHERFORD STREET	50 km/h with 40km	50 km/h with 30km/h variable	starting 20m from the southehm kerbline of Examiner Street extending 260m south	14-Jul-25
Hampden Street School, Nelson Co Nelson			RUTHERFORD STREET	50 km/h	50 km/h with 30km/h variable	starting at Van Diemen Street extending north 25m	14-Jul-25
Hampden Street School, Nelson Co Nelson			VAN DIEMEN STREET	50 km/h with 40km	50 km/h with 30km/h variable	starting at Waimea Road extending east for 230m	14-Jul-25
Hampden Street School, Nelson Co Nelson			VAN DIEMEN STREET	50 km/h	50 km/h with 30km/h variable	starting 10m west of Rutehrford Street western kerbline extending east for 125m	14-Jul-25
Hampden Street School, Nelson Co Nelson			NGATIWA STREET	50 km/h	50 km/h with 30km/h variable	Entire Road	14-Jul-25
Hampden Street School, Nelson Co Nelson			NGATITAMA STREET	50 km/h with 40km	50 km/h with 30km/h variable	Entire Road	14-Jul-25
Hampden Street School, Nelson Co Nelson			BRONTE STREET WEST	50 km/h with 40km	50 km/h with 30km/h variable	Entire Road	14-Jul-25
Hampden Street School, Nelson Co Nelson			WELLINGTON STREET	50 km/h with 40km	50 km/h with 30km/h variable	starting at Waimea Road extending 20m west	14-Jul-25
Nayland College, Broadgreen Intern Nelson			FERGUSSON STREET	50 km/h with 40km	50 km/h with 30km/h variable	starting at Nayland Road extending 50m east	14-Jul-25
Nayland College, Broadgreen Intern Nelson			NAYLAND ROAD	50 km/h with 40km	50 km/h with 30km/h variable	starting 30m north of Exerter Street extending south for 595m	14-Jul-25
Nayland College, Broadgreen Intern Nelson			LANGBEIN STREET	50 km/h with 40km	50 km/h with 30km/h variable	starting at Nayland Road extending 35m east	14-Jul-25
Nayland College, Broadgreen Intern Nelson			EXETER STREET	50 km/h with 40km	50 km/h with 30km/h variable	starting at Nayland Road extending 50m east	14-Jul-25
Nayland College, Broadgreen Intern Nelson			NORWICH STREET	50 km/h with 40km	50 km/h with 30km/h variable	starting at Nayland Road extending 45m east	14-Jul-25
Nelson Central School	Nelson		NILE STREET (EAST)	50 km/h with 40km	50 km/h with 30km/h variable	starting 40m west of Tasman Street extending west for 300m	14-Jul-25
Nelson Central School	Nelson		ALTON STREET (NORTH)	50 km/h with 40km	50 km/h with 30km/h variable	starting 125m south of Hardy Street extending south for 175m	14-Jul-25
Nelson Central School	Nelson		KING STREET	50 km/h with 40km	50 km/h with 30km/h variable	starting at Nile Street East extending south for 10m	14-Jul-25
Nelson Christian Academy	Nelson		MARSDEN VALLEY ROAD	50 km/h	50 km/h with 30km/h variable	starting 10m west of Tussock Place extending west for 300m	14-Jul-25
Nelson College for Girls	Nelson		TRAFALGAR STREET (SOUTH)	50 km/h with 40km	50 km/h with 30km/h variable	starting at Examiner Street extending south for 250m	14-Jul-25

1862260321-70871

Item 5: Joint Nelson Tasman Speed Management Plan 2024: Attachment 3

School Name	Town	Ward	Roads	Posted Speed	Proposed Speed	Description	Year
Nelson College for Girls	Nelson		TRAFALGAR SQUARE WEST	50 km/h with 40km	50 km/h with 30km/h variable	starting at Examiner Street extending north for 90m	14-Jul-25
Nelson College for Girls	Nelson		TRAFALGAR SQUARE EAST	50 km/h with 40km	50 km/h with 30km/h variable	starting at Trafalgar Square West extending north for 40m	14-Jul-25
Nelson College for Girls	Nelson		EXAMINER STREET	50 km/h with 40km	50 km/h with 30km/h variable	starting at Trafalgar Square West extending west for 80m	14-Jul-25
Nelson College for Girls	Nelson		EXAMINER STREET	50 km/h	50 km/h with 30km/h variable	starting 80m west of Trafalgar Square West extending west for 130m	14-Jul-25
Nelson College for Girls	Nelson		BRONTE STREET (CENTRAL)	50 km/h with 40km	50 km/h with 30km/h variable	starting at the western end of the road extending east for 90m	14-Jul-25
Nelson Intermediate	Nelson		TUKUKA STREET	50 km/h with 40km	50 km/h with 30km/h variable	starting at the western end of the road extending east for 185m	14-Jul-25
Nelson Intermediate	Nelson		TIPAHİ STREET	50 km/h with 40km	50 km/h with 30km/h variable	starting 80m south of Moteuka Street extending south for 300m	14-Jul-25
St Joseph's School	Nelson		SCOTLAND STREET	50 km/h with 40km	50 km/h with 30km/h variable	starting at Bronte Street (Central) extending south for 25m	14-Jul-25
St Joseph's School	Nelson		MANUKA STREET	50 km/h with 40km	50 km/h with 30km/h variable	starting at Collingwood Street extending east for 340m	14-Jul-25
St Joseph's School	Nelson		ERIN STREET	50 km/h with 40km	50 km/h with 30km/h variable	Entire Road	14-Jul-25
St Joseph's School	Nelson		BRONTE STREET (CENTRAL)	50 km/h with 40km	50 km/h with 30km/h variable	starting at the eastern end extending west for 265m	14-Jul-25
St Joseph's School	Nelson		ALTON STREET (SOUTH)	50 km/h with 40km	50 km/h with 30km/h variable	Entire Road	14-Jul-25
St Joseph's School	Nelson		COLLINGWOOD STREET	50 km/h with 40km	50 km/h with 30km/h variable	starting 145m south of Nile Street East extending south for 310m	14-Jul-25
Stoke School	Nelson		MAIN ROAD STOKE	50 km/h with 40km	50 km/h with 30km/h variable	starting 35m north of Tainui Street extending north for 370m	14-Jul-25
Stoke School	Nelson		RANUI ROAD	50 km/h with 40km	50 km/h with 30km/h variable	starting at Main Road Stoke extending east for 320m	14-Jul-25
Stoke School	Nelson		LEMARI AVENUE	50 km/h with 40km	50 km/h with 30km/h variable	starting at Main Road Stoke extending west for 40m	14-Jul-25
Stoke School	Nelson		WILLOW AVENUE	50 km/h with 40km	50 km/h with 30km/h variable	starting at Ranui Road extending north for 10m	14-Jul-25
Tahunanui School	Nelson		RUI STREET	50 km/h with 40km	50 km/h with 30km/h variable	Starting at SH6 extending west for 45m	14/07/2025 (Tentative subject to co ordination with NZTA for SH6 variable zone)
Tahunanui School	Nelson		CENTENNIAL ROAD	50 km/h with 40km	50 km/h with 30km/h variable	Starting at Muritai Street extending west for 65m	14/07/2025 (Tentative subject to co ordination with NZTA for SH6 variable zone)
Tahunanui School	Nelson		TOSSWILL ROAD	50 km/h with 40km	50 km/h with 30km/h variable	Starting at SH6 extending south for 45m	14/07/2025 (Tentative subject to co ordination with NZTA for SH6 variable zone)
Tahunanui School	Nelson		RAWHITI STREET	50 km/h with 40km	50 km/h with 30km/h variable	Entire Road	14/07/2025 (Tentative subject to co ordination with NZTA for SH6 variable zone)
Tahunanui School	Nelson		MURITAI STREET	50 km/h with 40km	50 km/h with 30km/h variable	starting 95m south of Rui Street extending south for 300m	14/07/2025 (Tentative subject to co ordination with NZTA for SH6 variable zone)
Victory Primary School	Nelson		VANGUARD STREET	50 km/h with 40km	50 km/h with 30km/h variable	starting 50m south of Alfred Street extending south for 330m	14-Jul-25
Victory Primary School	Nelson		ST VINCENT STREET	50 km/h with 40km	50 km/h with 30km/h variable	starting 35m north of Totara Street extending south for 70m	14-Jul-25
Victory Primary School	Nelson		FRANKLYN STREET	50 km/h with 40km	50 km/h with 30km/h variable	starting at Vanguard Street extending east for 25m	14-Jul-25
Victory Primary School	Nelson		TOTARA STREET	50 km/h with 40km	50 km/h with 30km/h variable	Entire Road	14-Jul-25
Term One 2026							
School Name	Town	Ward	Roads	Posted Speed	Proposed Speed	Description	Year
Tasman							

1862260321-70871

Item 5: Joint Nelson Tasman Speed Management Plan 2024: Attachment 3

School Name	Town	Ward	Roads	Posted Speed	Proposed Speed	Description	Year
Mapua School	Mapua	Moutere-Waimea	Aranui Road,	50 km/h	50 km/h with 30km/h variable	150m S of southern gate	26-Jan-26
Mapua School		Moutere-Waimea	Stafford Drive	50 km/h	50 km/h with 30 km/h variable	150m N of northern gate	26-Jan-26
Mapua School		Moutere-Waimea	Mapua Drive	50 km/h	50 km/h with 30km/h variable	150m W of western gate	26-Jan-26
Motueka High School	Motueka	Motueka	Grey Street,	50km/h	50 km/h with 30km/h variable	Whakarewa Street to edge of playing field	26-Jan-26
Motueka High School		Motueka	Whakarewa Street	50 km/h with 40km	50 km/h with 30km/h variable	150m W of western gate to 150m E of eastern gate	26-Jan-26
One School Global Campus		Richmond	Estuary Place	50km/h	50 km/h with 30km/h variable	150m SW of school gate	26-Jan-26
Parklands School (Motueka)	Motueka	Motueka	Pah Street	50km/h	50 km/h with 30km/h variable	150m W of western gate to 150m E of eastern gate	26-Jan-26
Parklands School (Motueka)		Motueka	Talbot St	50km/h	50 km/h with 30km/h variable	150m N of northern gate to 150m S of Southern gate	26-Jan-26
St Peter Chanel School (Motueka)		Motueka	Old Wharf Road	50km/h	50 km/h with 30km/h variable	150m W of western gate to 150m E of eastern gate	26-Jan-26
Riwaka School	Riwaka	Motueka	School Road (Riwaka)	50km/h	50 km/h with 30 km/h variable	150m W of western gate to 150m E of eastern gate	26-Jan-26
Tapawera Area School	Tapawera	Lakes-Murchison	Main Road Tapawera	50km/h	50 km/h with 30km/h variable	150m N of northern gate to 150m S of Southern gate	26-Jan-26
Upper Moutere School	Upper Mou	Moutere-Waimea	Moutere Highway	50 km/h	50 km/h with 30km/h variable	150m N of northern gate to 150m S of Supplejack Road	26-Jan-26
Upper Moutere School	Upper Mou	Moutere-Waimea	Supplejack Valley Road	50km/h	50 with 30km/h variable	50km 500m from intersection of Moutere Highway, with 30km variable 150m SW of Playing fields entrance	26-Jan-26
Wakefield School	Wakefield	Moutere-Waimea	Edward Street (Wakefield)	50 km/h	30km/h permanent	SH to Pitfure Street	26-Jan-26
Wakefield School	Wakefield	Moutere-Waimea	Treeton Place	50km/h	50 with 30km/h variable	150m from SW gate on Treeton Place	26-Jan-26
Term Two 2026							
School Name	Town	Ward	Roads	Posted Speed	Proposed Speed	Description	Year
Tasman							
Brightwater School	Brightwater	Moutere-Waimea	Ellis Street	40 km/h	30km/h permanent	40km/h area zone changes to 30km/h zone	20-Apr-26
Garin College	Richmond	Richmond	Champion Road	50 km/h	50 km/h with 30km/h variable	150m NW of north-western gate to 150m SE of south eastern gate	20-Apr-26
Garin College	Richmond	Richmond	Kareti Drive	50 km/h	50 km/h with 30km/h variable	150m from Champion Road	20-Apr-26
Henley School (Nelson)	Richmond	Richmond	William Street	50 km/h	50 km/h with 30km/h variable	30km/h 150m NW of north-western gate to Roeske Street	20-Apr-26
Henley School (Nelson)		Richmond	Gilbert Street	50 km/h	51 km/h with 30km/h variable	150m SW of south-western gate to 150m NE of north eastern gate	20-Apr-26
Henley School (Nelson)		Richmond	Warren Kelly	50 km/h	52 km/h with 30km/h variable	150m from Gilbert Street	20-Apr-26
Murchison Area School	Murchison	Lakes-Murchison	Fairfax Street	50 km/h	53 km/h with 30km/h variable	Change signs using the current poles	20/04/2026 (Tentative subject to co ordination with NZTA for SH6 variable zone)
Richmond School	Richmond	Richmond	Church Street	50km/h	50 km/h with 30km/h variable	Entire Road	20-Apr-26
Richmond School		Richmond	Dorset Street	50km/h	50 km/h with 30km/h variable	30km/h variable 150m from Cambridge Street	20-Apr-26
Richmond School		Richmond	Waverley Street	50km/h	50 km/h with 30km/h variable	30km/h variable Gladstone to Trinity Lane	20-Apr-26
Richmond School		Richmond	Oxford Street	50km/h	50 km/h with 30km/h variable	150m NW of north-western gate to 150m SE of south eastern gate	20-Apr-26
Richmond School		Richmond	Cambridge St	50km/h	30km permanent	Entire Road	20-Apr-26
Salisbury School (Nelson)	Richmond	Richmond	Salisbury Road	50 km/h	50 km/h with 30km/h variable	Same as current location (35 Salisbury to 126 Salisbury)	20-Apr-26
St Paul's School (Richmond)	Richmond	Richmond	Salisbury Road	50 km/h	50 km/h with 30km/h variable	Same as current location (35 Salisbury to 126 Salisbury)	20-Apr-26
TKKM o Tuia te Matangi	Richmond	Richmond	D'Arcy Street	50km/h	50 km/h with 30km/h variable	150m NW of north-western gate to 150m SE of south eastern gate	20-Apr-26
TKKM o Tuia te Matangi	Richmond	Richmond	Elizabeth Street	50km/h	50 km/h with 30km/h variable	150m SW of gate	20-Apr-26
Waimea College	Richmond	Richmond	Salisbury Road	50 km/h	50 km/h with 30km/h variable	Same as current location (35 Salisbury to 126 Salisbury)	20-Apr-26
Waimea College	Richmond	Richmond	Heritage Crescent	50km/h	50 km/h with 30km/h variable	Entire Road	20-Apr-26
Waimea Intermediate	Richmond	Richmond	Salisbury Road	50 km/h	50 km/h with 30km/h variable	Same as current location (35 Salisbury to 126 Salisbury)	20-Apr-26
Golden Bay High School	Takaka	Golden Bay	Rototai Road	50 km/h	50 km/h with 30km/h variable	150m SW of south-western gate to 150m NE of north eastern gate	20-Apr-26
Golden Bay High School	Takaka	Golden Bay	Meihana Street,	50 km/h	50 km/h with 30km/h variable	150m SE of Rototai Road	20-Apr-26
Takaka Primary School	Takaka	Golden Bay	Wadsworth Street	50km/h	50 km/h with 30km/h variable	Entire Road	20-Apr-26

1862260321-70871

Item 5: Joint Nelson Tasman Speed Management Plan 2024: Attachment 3

Narrow or Winding, Tortuous Unsealed Roads						
roadName *	Area	Ward	Posted speed	Proposed Speed	Location	Year
AWAROA ROAD	Totaranui	Golden Bay	100	60	For its entirety	27/01/2025
BATES ROAD	Takaka Hill	Golden Bay	100	60	For its entirety	24/01/2028
BIRD ROAD [CLIFTON]	Clifton	Golden Bay	100	60	For its entirety	24/01/2028
CANAAN ROAD	Takaka Hill	Golden Bay	100	60	For its entirety	26/01/2026
COBB DAM ROAD	Cobb Valley	Golden Bay	100	60	From 5025m past Waitui Road to end of Cobb Dam Road	25/01/2027
COWIN ROAD	Mangarakau	Golden Bay	100	60	For its entirety	24/01/2028
DRY ROAD	Mangarakau	Golden Bay	100	60	Pakawau Bush Road to Te Hapu Road	24/01/2028
EAST TAKAKA ROAD	Takaka	Golden Bay	100	60	5211m north of SH60 to 690 East Takak Road	25/01/2027
KAIHOKA LAKES ROAD	Whanganui Inlet	Golden Bay	100	60	For its entirety	24/01/2028
LIMESTONE ROAD	Whanganui Inlet	Golden Bay	100	60	For its entirety	24/01/2028
MCCALLUM ROAD	Takaka	Golden Bay	100	60	For its entirety	26/01/2026
NGUROA ROAD	Whanganui Inlet	Golden Bay	100	60	For its entirety	24/01/2028
QUARTZ RANGE ROAD	Aorere	Golden Bay	100	60	For its entirety	25/01/2027
RAMEKA CREEK ROAD	Motupipi	Golden Bay	100	60	For its entirety	27/01/2025
TE HAPU ROAD	Mangarakau	Golden Bay	100	60	For its entirety	24/01/2028
TOTARANUI ROAD	Totaranui	Golden Bay	100	60	For its entirety	27/01/2025
GLENROY ROAD	Maruia	Lakes Murchison	100	60	1776m south of Maruia Saddle Road	24/01/2028
CLARKE ROAD	Tapawera	Lakes Murchison	100	60	For its entirety	24/01/2028
FAIRHALL ROAD	Tapawera	Lakes Murchison	100	60	For its entirety	24/01/2028
HIGGINS ROAD [HOWARD JUNC	Howard	Lakes Murchison	100	60	For its entirety	24/01/2028
HOWARD VALLEY ROAD	Howard	Lakes Murchison	100	60	For its entirety	24/01/2028
LAMB VALLEY ROAD	Glenhope	Lakes Murchison	100	60	For its entirety	24/01/2028
MARUIA SADDLE ROAD	Maruia	Lakes Murchison	100	60	For its entirety	24/01/2028
SHERRY RIVER ROAD	Tapawera	Lakes Murchison	100	60	Final 2554m of Sherry River Road	24/01/2028
SUNDAY CREEK ROAD	Thorpe	Lakes Murchison	100	60	From Motueka Valley Highway to 6222m north of Forest Creek Road	24/01/2028

1862260321-70871

Item 5: Joint Nelson Tasman Speed Management Plan 2024: Attachment 3

Narrow or Winding, Tortuous Unsealed Roads						
roadName *	Area	Ward	Posted speed	Proposed Speed	Location	Year
TADMOR-GLENHOPE ROAD	Glenhope	Lakes Murchison	100	60	SH6 north to 3588m south of Kereru Road	24/01/2028
TAPAWERA-BATON ROAD	Tapawera	Lakes Murchison	100	60	Wangapeka West Bank Road to Clarke Road (at the river corner)	26/01/2026
TOPHOUSE ROAD	St Arnaud	Lakes Murchison	100	60	1734m on Tophouse back to SH63	26/01/2026
TUI ROAD	Glenhope	Lakes Murchison	100	60	For its entirety	24/01/2028
WANGAPEKA WEST BANK ROAD	Tapawera	Lakes Murchison	100	60	For its entirety	24/01/2028
BROOKLYN VALLEY ROAD	Brooklyn	Motueka	80	60	Last 3040m of the road (from 433 Brooklyn Valley Road)	24/01/2028
HERRING STREAM ROAD	Motueka Valley	Motueka	100	60	For its entirety	25/01/2027
RIWAKA VALLEY LEFT BRANCH R	Riwaka	Motueka	100	60	For its entirety	25/01/2027
ROCKY RIVER ROAD	Motueka Valley	Motueka	100	60	For its entirety	25/01/2027
ANDREWS ROAD	Wakefield	Moutere Waimea	100	60	For its entirety	24/01/2028
APPLE VALLEY ROAD	Mahana	Moutere Waimea	80	60	For its entirety	25/01/2027
BIG POKORORO ROAD	Motueka Valley	Moutere Waimea	100	60	For its entirety	24/01/2028
DOVEDALE ROAD	Dovedale	Moutere Waimea	100	60	From 373 Dovedale Road to the intersection of Pigeon Valley and Eder Road (Forestry Road)	24/01/2028
GRAHAM VALLEY NORTH BRANC	Motueka Valley	Moutere Waimea	100	60	For its entirety	24/01/2028
GRAHAM VALLEY SOUTH BRANC	Motueka Valley	Moutere Waimea	100	60	From 1070m south of Graham Valley North Branch Road for the remainder of the road.	24/01/2028
MARTIN ROAD	Upper Moutere	Moutere Waimea	100	60	For its entirety	25/01/2027
PEARSE VALLEY ROAD	Motueka Valley	Moutere Waimea	100	60	For its entirety	24/01/2028
PEARSE VALLEY ROAD SOUTH	Motueka Valley	Moutere Waimea	100	60	For its entirety	24/01/2028
PIG VALLEY ROAD	Wakefield	Moutere Waimea	100	60	For its entirety	24/01/2028
PIGEON VALLEY ROAD	Dovedale	Moutere Waimea	100	60	Intersection of Dovedale Road and Erder Rd (Forestry Road) to 1000m before Sharp Road	24/01/2028
ROSEDALE ROAD	Ngatimoti	Moutere Waimea	100	60	Rose Road to Thorpe Ornioco	24/01/2028
STRACHAN ROAD	Ngatimoti	Moutere Waimea	100	60	For its entirety	24/01/2028

1862260321-70871

Narrow or Winding, Tortuous Unsealed Roads						
roadName *	Area	Ward	Posted speed	Proposed Speed	Location	Year
THORPE-ORINOCO ROAD	Ngatimoti	Moutere Waimea	100	60	Section from 2700m north of Dovedale Road to Strachan Road	25/01/2027
ANISEED VALLEY ROAD	Hope	Richmond	70	60	From 710m north of Serpentine River Road to the northern end of the road	26/01/2026
SERPENTINE RIVER ROAD	Hope	Richmond	100	60	For its entirety	26/01/2026
Nelson						
ANISEED VALLEY ROAD	Hope	Nelson	70	60	From TDC/NCC boundary to northern end of the road	26/01/2026

Item 5: Joint Nelson Tasman Speed Management Plan 2024: Attachment 3

Rural Residential - Peri Urban Roads						
Rural Resi Peri Urban	Town	Ward	Posted Speed	Proposed Speed	Location	Year
ALPINE MEADOWS DRIVE	ST ARNAUD	Lakes-Murchison	100	50	For its entirety	26/01/2026
Apple Valley Road East	TASMAN	Moutere-Waimea	100	60	For its entirety	24/01/2028
ARNOLD LANE	SPRING GROVE	Moutere-Waimea	100	60	For its entirety	25/01/2027
Baigent Reserve Access	Wakefield	Moutere-Waimea	100	60	For its entirety	25/01/2027
BRONTE ROAD EAST	BRONTE	Moutere-Waimea	100	50	For its entirety	27/01/2025
BROOKS VIEW HEIGHTS	TASMAN	Moutere-Waimea	80	60	For its entirety	26/01/2026
CHARLETT POINT ROAD	RANGIHAEATA	Golden Bay	100	50	For its entirety	26/01/2026
Chaytor Road	Mapua	Moutere-Waimea	80	60	For its entirety	27/01/2025
CLIFF ROAD	KINA PENINSULA	Moutere-Waimea	60	50	For its entirety	26/01/2026
CLOVER ROAD EAST	BRIGHTWATER	Moutere-Waimea	100	80	Between SH and Paton	27/01/2025
COMMUNITY ROAD	LOWER MOUTERE	Motueka	100	30	For its entirety	27/01/2025
Coote Street	CENTRAL TAKAKA	Golden Bay	100	50	For its entirety	25/01/2027
DAWSON ROAD	TASMAN	Moutere-Waimea	80	60	For its entirety	27/01/2025
Deck Road	Tasman	Moutere-Waimea	80	60	For its entirety	26/01/2026
DEE ROAD	KINA PENINSULA	Moutere-Waimea	60	50	For its entirety	26/01/2026
DODSON ROAD	CENTRAL TAKAKA	Golden Bay	100	60	For its entirety	25/01/2027
Eyles Road	Richmond	Richmond	100	60	For its entirety	26/01/2026
FOLEY ROAD	RUBY BAY	Moutere-Waimea	100	60	For its entirety	27/01/2025
Glenview Road	Motupipi	Golden Bay	60	50	From Abel Tasman Drive to Packard Road	27/01/2025
HARLEY ROAD	KINA-UPPER MOUTER	Moutere-Waimea	80	60	For its entirety	27/01/2025
HARVEY ROAD	MARAHAU	Motueka	100	60	For its entirety	26/01/2026
HAYCOCK ROAD	HOPE	Richmond	80	60	Clover Road to Aniseed Valley	26/01/2026
HILL STREET SOUTH	HOPE	Richmond	100	60	south of White Road	25/01/2027
KEN BECK DRIVE	RABBIT ISLAND	Moutere-Waimea	70	60	For its entirety	27/01/2025
KENDAL STREET	MILNTHORPE	Golden Bay	100	50	For its entirety	25/01/2027
KINA BEACH ROAD	KINA PENINSULA	Moutere-Waimea	60	50	For its entirety	26/01/2026
LITTLE SYDNEY ROAD	RIWAKA	Motueka	100	60	For its entirety	27/01/2025
MAHANA RIDGE	Mahana	Moutere-Waimea	100	60	For its entirety	26/01/2026
MAHOE CLOSE	REDWOOD VALLEY	Moutere-Waimea	100	60	For its entirety	26/01/2026
MAMAKU ROAD	TASMAN	Moutere-Waimea	80	60	For its entirety	27/01/2025
MARAHAU VALLEY ROAD	MARAHAU	Motueka	100	60	For its entirety	26/01/2026

1862260321-70871

Item 5: Joint Nelson Tasman Speed Management Plan 2024: Attachment 3

Rural Residential - Peri Urban Roads						
Rural Resi Peri Urban	Town	Ward	Posted Speed	Proposed Speed	Location	Year
MCGOWAN STREET [PUPONGA PUPONGA		Golden Bay	100	50	For its entirety	24/01/2028
MILNTHORPE QUAY	MILNTHORPE	Golden Bay	100	50	For its entirety	25/01/2027
Mytton Heights	Motueka	Motueka	100	50	For its entirety	26/01/2026
NEES ROAD	ROTOTAI	Golden Bay	100	60	For its entirety	24/01/2028
NELSON STREET	MILNTHORPE	Golden Bay	100	50	For its entirety	25/01/2027
OLD COACH ROAD	Mahana	Moutere-Waimea	80	60	300m Moutere Highway to Carlyon	26/01/2026
PAGE ROAD	TAKAKA	Golden Bay	100	60	For its entirety	24/01/2028
PERMIN ROAD	TASMAN	Moutere-Waimea	80	60	For its entirety	26/01/2026
PETRA WAY	Mahana	Moutere-Waimea	100	60	For its entirety	26/01/2026
PUKEKO LANE	REDWOOD VALLEY	Moutere-Waimea	80	60	For its entirety	27/01/2025
Wildman Street	Motueka	Motueka	70	60	From Queen Victoria St to 100 Wildman Road	24/01/2028
Research Orchard Road	Redwood Valley	Moutere-Waimea	80	60	For its entirety	27/01/2025
ROUGHTON LANE	BRIGHTWATER	Moutere-Waimea	80	50	For its entirety	25/01/2027
School Road	LOWER MOUTERE	Motueka	60	60	525m from Main Road Lower Moutere intersection	24/01/2028
SETTLERS ROAD	RIWAKA	Motueka	100	60	For its entirety	27/01/2025
Silvan Place	Richmond	Richmond	100	50	For its entirety	26/01/2026
TASMAN VIEW ROAD	LOWER MOUTERE	Motueka	80	60	1km from Harley End	26/01/2026
TOTARA AVENUE	COLLINGWOOD-PAK/	Golden Bay	100	50	For its entirety	25/01/2027
WHARUA TIRO PLACE	Mahana	Moutere-Waimea	#N/A	50	For its entirety	26/01/2026
WHITE ROAD	HOPE	Richmond	80	60	Paton to Hill Street S	26/01/2026
WILLIAMS ROAD	TASMAN	Moutere-Waimea	80	60	300m from Aporo	26/01/2026
Windle Road	Motupipi	Golden Bay	100	50	For its entirety	25/01/2027
ANDERSON ROAD	RIWAKA	Motueka	80	60	For its entirety	27/01/2025
AWA AWA ROAD	RUBY BAY	Moutere-Waimea	80	60	For its entirety	27/01/2025
DEHRA DOON ROAD	RIWAKA WEST	Motueka	80	60	For its entirety	27/01/2025
MARRIAGES ROAD	TASMAN	Moutere-Waimea	80	60	For its entirety	27/01/2025
Old Mill Road	Riwaka	Motueka	80	60	For its entirety	27/01/2025
POMONA ROAD	RUBY BAY	Moutere-Waimea	50	50	Foley to Awa Awa Road	27/01/2025
RIVER ROAD [RIWAKA]	RIWAKA	Motueka	100	60	For its entirety	27/01/2025

1862260321-70871

Item 5: Joint Nelson Tasman Speed Management Plan 2024: Attachment 3

Rural Residential - Peri Urban Roads						
Rural Resi Peri Urban	Town	Ward	Posted Speed	Proposed Speed	Location	Year
WESTDALE ROAD	MAPUA	Moutere-Waimea	80	60	For its entirety	27/01/2025
WHAKAREWA STREET	MOTUEKA	Motueka	80	50	West of Chamberlain Street to river	26/01/2026
EXCELLENT STREET	COLLINGWOOD	Golden Bay	100	60	For its entirety	27/01/2025
FENWICK ROAD	RANGIHAEATA	Golden Bay	100	50	For its entirety	26/01/2026
FRASER ROAD	RANGIHAEATA	Golden Bay	100	50	For its entirety	26/01/2026
GOODALL ROAD	RIWAKA	Motueka	100	60	For its entirety	26/01/2026
KEOGHAN ROAD	RANGIHAEATA	Golden Bay	100	50	For its entirety	26/01/2026
ONAHAU ROAD	RANGIHAEATA-PATON	Golden Bay	100	50	For its entirety	26/01/2026
RANGIHAEATA ROAD	RANGIHAEATA	Golden Bay	100	50	For its entirety	26/01/2026
TARRANT ROAD	BRONTE-UPPER MOU	Moutere-Waimea	80	60	For its entirety	26/01/2026
COMMUNITY ROAD	LOWER MOUTERE	Motueka	100	50	For its entirety	27/01/2025
PRETTY BRIDGE VALLEY ROAD	BELGROVE	Moutere-Waimea	100	50	500m from SH	26/01/2026
Greenhill Road	Ngatimoti	Motueka	100	60	500m from SH	27/01/2025
Supplejack Road	Upper Moutere	Moutere-Waimea	100	50	500m from SH	27/01/2025
Williams Road	Tasman	Moutere-Waimea	80	60	600m from SH	27/01/2025
Aporo Road	Tasman	Moutere-Waimea	80	60	75m south of Kina Beach for to 150m SW of Williams Road	27/01/2025
Aporo Road	Tasman	Moutere-Waimea	80	50	from SH to 75m south of Kina Beach road	27/01/2025

1862260321-70871

Item 5: Joint Nelson Tasman Speed Management Plan 2024: Attachment 3

Urban Streets with no footpath <i>(Scheduled only if final speed limit setting rule allows)</i>						
Road with no footpath	Town	Ward	Posted Speed	Proposed Speed	Location	Year
Tasman						
BATTERY ROAD	PATONS ROCK	Golden Bay	50	30	Entire Road	25/01/2027
BAY VIEW TERRACE	PATONS ROCK	Golden Bay	50	30	Entire Road	25/01/2027
BEACH ROAD	COLLINGWOOD	Golden Bay	50	30	Entire Road	27/01/2025
BIRD LANE	WAKEFIELD	Moutere-Wai	50	30	Entire Road	24/01/2028
BISHOP ROAD	PARAPARA	Golden Bay	50	30	Entire Road	25/01/2027
BOUNDARY ROAD	TAKAKA	Golden Bay	50	30	Entire Road	27/01/2025
DICKER ROAD	TASMAN	Moutere-Wai	50	30	Entire Road	27/01/2025
FALCONER ROAD	POHARA	Golden Bay	50	30	Entire Road	25/01/2027
FARADAY RISE	RICHMOND	Richmond	50	30	Entire Road	24/01/2028
FELLBRIDGE RISE	WAKEFIELD	Moutere-Wai	50	30	Entire Road	24/01/2028
FITZSIMMONS WAY	WAKEFIELD	Moutere-Wai	50	30	Entire Road	24/01/2028
GEORGE QUAY	MOTUEKA	Motueka	50	30	Entire Road	24/01/2028
GEORGE STREET [MURCHISON]	MURCHISON	Lakes-Murch	50	30	Entire Road	24/01/2028
GREEN TREE ROAD	RIWAKA	Motueka	50	30	Entire Road	25/01/2027
HART ROAD	RICHMOND	Richmond	50	30	North of Hill Street	24/01/2028
HARWOOD PLACE	UPPER TAKAKA	Golden Bay	100	30	Entire Road	24/01/2028
HEADINGLY LANE	RICHMOND	Richmond	50	30	Entire Road	27/01/2025
HILL STREET SOUTH	HOPE	Richmond	50	30	Entire Road	24/01/2028
HILL STREET SOUTH	RICHMOND	Richmond	50	30	South West of Hart Road	24/01/2028
JUNCTION STREET	TAKAKA	Golden Bay	50	30	North East of White Road	27/01/2025
KILKENNY PLACE	WAKEFIELD	Moutere-Wai	50	30	Entire Road	24/01/2028
KOREPO ROAD	MAPUA/RUBY BAY	Moutere-Wai	50	30	Entire Road	24/01/2028
MATARIKI PLACE	WAKEFIELD	Moutere-Wai	50	30	Entire Road	24/01/2028
NYHANE DRIVE WEST	LIGAR BAY	Golden Bay	50	30	Entire Road	24/01/2028
PARAPARA BEACH ROAD	PARAPARA	Golden Bay	50	30	Entire Road	25/01/2027
PATONS ROCK ROAD	PATONS ROCK	Golden Bay	50	30	Entire Road	25/01/2027
PENINSULA ROAD [GB]	TATA BEACH	Golden Bay	50	30	Entire Road	27/01/2025

1862260321-70871

Item 5: Joint Nelson Tasman Speed Management Plan 2024: Attachment 3

Urban Streets with no footpath <i>(Scheduled only if final speed limit setting rule allows)</i>						
Road with no footpath	Town	Ward	Posted Speed	Proposed Speed	Location	Year
REILLY STREET	TAKAKA	Golden Bay	50	30	Entire Road	27/01/2025
SWIFTSURE STREET	COLLINGWOOD	Golden Bay	50	30	Entire Road	24/01/2028
TATA BEACH ESPLANADE	TATA BEACH	Golden Bay	100	30	Entire Road	26/01/2026
TENNYSON STREET	CLIFTON-POHARA	Golden Bay	50	30	Entire Road	24/01/2028
TOTARA VIEW ROAD	WAKEFIELD	Moutere-Wai	50	30	Entire Road	24/01/2028
WARD PLACE [PORT PUPONGA]	PORT PUPONGA	Golden Bay	60	30	Entire Road	24/01/2028
WARD STREET [ST ARNAUD]	ST ARNAUD	Lakes-Murch	100	30	Entire Road	27/01/2025
WHARF ROAD [RIWAKA]	RIWAKA	Motueka	50	30	Entire Road	25/01/2027
INLET ROAD	KAITERITERI	Motueka	50	30	Entire Road	26/01/2026
					74m from Baldwin Road to	
GODDARD ROAD	TASMAN	Moutere-Wai	50	30	Dicker Road	27/01/2025
LOOKOUT ROAD	PARAPARA	Golden Bay	50	30	Entire Road	25/01/2027
HALDANE ROAD	TAKAKA	Golden Bay	50	30	Entire Road	24/01/2028
STOCK ROAD [MURCHISON]	MURCHISON	Lakes-Murch	50	30	Entire Road	24/01/2028
POPLAR LANE	COLLINGWOOD	Golden Bay	50	30	Entire Road	24/01/2028
PETERSEN ROAD	TATA BEACH	Golden Bay	50	30	Entire Road	26/01/2026
RIVERVIEW ROAD	MURCHISON	Lakes-Murch	50	30	Entire Road	26/01/2026
STEPHENS BAY ROAD	KAITERITERI	Motueka	50	30	Entire Road	26/01/2026
PRIOR ROAD	PARAPARA	Golden Bay	50	30	Entire Road	25/01/2027
LEWIS STREET	COLLINGWOOD	Golden Bay	50	30	Entire Road	27/01/2025
MARCHWOOD PARK ROAD	MOTUEKA	Motueka	100	30	Entire Road	24/01/2028
ANAREWA CRESCENT	KAITERITERI	Motueka	50		Entire Road	26/01/2026
ORION STREET	COLLINGWOOD	Golden Bay	100	30	Entire Road	27/01/2025
ROBERTSON ROAD	BRIGHTWATER	Moutere-Wai	50	30	Entire Road	24/01/2028
PARAPARA ESPLANADE	PARAPARA	Golden Bay	50	30	Entire Road	25/01/2027
CHEYNE WALK	RICHMOND	Richmond	50	30	Entire Road	24/01/2028
COOK CRES	KAITERITERI	Motueka	50	30	Entire Road	26/01/2026
MOTUEKA QUAY	MOTUEKA	Motueka	50	30	Entire Road	24/01/2028
Nelson						
MATIPO TERRACE (LOOP RD)	Nelson	Nelson	50	30	Entire Road	14/07/2025

1862260321-70871

Item 5: Joint Nelson Tasman Speed Management Plan 2024: Attachment 3

Urban Streets with no footpath <i>(Scheduled only if final speed limit setting rule allows)</i>						
Road with no footpath	Town	Ward	Posted Speed	Proposed Speed	Location	Year
MATIPO TERRACE	Nelson	Nelson	50	30	Entire Road	14/07/2025
ARIESDALE TERRACE	Nelson	Nelson	50	30	Entire Road	14/07/2025
MURPHY STREET	Nelson	Nelson	50	30	starting at Jenner Road extending south to Thomson Terrace	14/07/2025
THOMPSON TERRACE	Nelson	Nelson	50	30	Entire Road	14/07/2025
STAFFORD WALK	Nelson	Nelson	40	30	Entire Road	14/07/2025
HINAU STREET	Nelson	Nelson	50	30	Entire Road	14/07/2025
MIRO STREET	Nelson	Nelson	50	30	Entire Road	14/07/2025
WAIMEA ROAD (LOOP ROAD SPLIT)	Nelson	Nelson	50	30	Entire Road	14/07/2025
WAIMEA ROAD (LOOP ROAD)	Nelson	Nelson	50	30	Entire Road	14/07/2025
KONINI STREET	Nelson	Nelson	40	30	from Mount Street to outside number 36 Konini Street	14/07/2025
MOUNT STREET	Nelson	Nelson	40	30	From Mount Street Loop Road to the southern road	14/07/2025
MOUNT STREET (LOOP ROAD)	Nelson	Nelson	40	30	Entire Road	14/07/2025
RENWICK PLACE	Nelson	Nelson	40	30	Entire Road	14/07/2025
CABLE BAY ROAD	Cable Bay	Nelson	50	30	from boundary between numbers 636 and 638 Cable Bay Road to the northern end of the road	14/07/2025
KAKENGA ROAD	Nelson	Nelson	50	30	Entire Road	14/07/2025
LUCAS TERRACE	Nelson	Nelson	50	30	Entire Road	14/07/2025

1862260321-70871

Higher Risk Rural Roads						
Road	Town	Ward	Posted Speed	Proposed Speed	Location	Year
Motueka Valley Highway	Motueka Valley	Motueka	100	60	1573 Motueka Valley Highway to Waiwhero Road	27/01/2025
Motueka Valley Highway	Motueka Valley	Motueka	100	80	Alexander Bluff Road to Waiwhero Road	27/01/2025
Motueka Valley Highway	Motueka Valley	Motueka	100	80	1573 Motueka Valley Highway to Dovedale Road	27/01/2025
Moutere Highway	Moutere	Moutere-Waimea	100	80	SH6 to Upper Moutere Village	27/01/2025
Moutere Highway	Moutere	Moutere-Waimea	100	80	Upper Moutere Village to 300m south of the Lower Moutere school boundary	27/01/2025
Dovedale	Moutere	Moutere-Waimea	100	80	Moutere Valley to Neudorf	27/01/2025
Neudorf Road	Moutere	Moutere-Waimea	100	80	Kelling Road to Dovedale	27/01/2025
Edwards Road	Moutere	Moutere-Waimea	100	80	For its entirety	27/01/2025

Item 5: Joint Nelson Tasman Speed Management Plan 2024: Attachment 3

On Road Sections of the Great Taste Trail							
Road name	Township or Area	Ward	Posted Speed	Proposed Speed	Location	Year	Seal
Lower Queen Street	Richmond	Richmond	80	60	Landsdowne to 864 Lower Queen Street	26/01/2026	Unsealed
Pugh Road	Brightwater	Moutere-Waimea	80	60	Edens Road to the river	26/01/2027	Unsealed
Goodall Road	Riwaka	Motueka	100	60	For its entirety	26/01/2028	Unsealed
Tapawera-Baton Road	Tapawera	Lakes-Murchison	100	60	From Phillips Road to Clarke Road	Scheduled only if final speed limit setting rule allows (tentative 26/01/2026)	Sealed
Baton Valley Road	Woodstock	Lakes-Murchison	100	60	For its entirety	Scheduled only if final speed limit setting rule allows (tentative 26/01/2026)	Sealed
Ellis River Road	Woodstock	Lakes-Murchison	100	60	For its entirety	Scheduled only if final speed limit setting rule allows (tentative 26/01/2026)	Sealed
Tapawera-Baton Road	Tapawera	Lakes-Murchison	100	60	Tadmor Valley Road to Phillips Road	Scheduled only if final speed limit setting rule allows (tentative 26/01/2026)	Sealed
Quail Valley Road (first section off SH6)	Wakefield	Moutere-Waimea	100	60	462m from the State Highway	Scheduled only if final speed limit setting rule allows (tentative 26/01/2026)	Sealed
Hoult Valley Road (first section off SH6)	Wakefield	Moutere-Waimea	100	60	400m from the State Highway	Scheduled only if final speed limit setting rule allows (tentative 26/01/2026)	Sealed
TASMAN VIEW ROAD	LOWER MOUTERE	Motueka	80	60	1km from Harley End	Scheduled only if final speed limit setting rule allows (tentative 26/01/2026)	Sealed
Factory Road	Riwaka	Motueka	80	60	For its entirety	Scheduled only if final speed limit setting rule allows (tentative 26/01/2026)	Sealed
Swamp Road	Riwaka	Motueka	80	60	Factory and Umukui	Scheduled only if final speed limit setting rule allows (tentative 26/01/2026)	Sealed
Motueka River West Bank Road	Motueka Valley	Motueka	100	80	Pearse Valley Road to Woodstock Road	26/01/2028	Sealed

1862260321-70871

Item 5: Joint Nelson Tasman Speed Management Plan 2024: Attachment 3

Specific Roads							
Road name	Township or Area	Ward	Posted Speed	Proposed Speed	Location	Rationale	Year
Tasman							
Able Tasman Drive	Pohara	Golden Bay	60	50	Pohara Valley Road 1090 Abel Tasman Drive	Lowered from 60km/h to reflect risk from roadside hazards and number of different road users	27/01/2025
Able Tasman Drive	Ligar	Golden Bay	60	50	1090 Abel Tasman Drive to 1566 Abel Tasman Drive	Lowered from 60km/h to reflect recreational use	27/01/2025
Aniseed Valley Road	Hope	Richmond	80	60	Haycock Road to Serpentine River Road	Lowered from 80km/h to reflect recreational use	26/01/2026
Chamberlain Street	Moutere	Moutere-Waimea	100	80	McBrydie to Hursthouse	Lowered from 100km/h to reflect risk from roadside hazards	26/01/2026
Collingwood Quay	Collingwood	Golden Bay	70	50	Entire Road	Lowered from 70km/h to reflect recreational use	27/01/2025
Collingwood-Puponga	Pakawau	Golden Bay	60	50	South of Pakawau Bush Road to 75m south of 1062 Collingwood -Puponga Main Road	Lowered from 60km/h to reflect peri-urban environment	26/01/2026
Eighty Eight Valley Road	Wakefield	Moutere-Waimea	70	50	Genia Drive to 100m south of Totara View Drive	Lowered from 70km/h to reflect peri-urban environment	26/01/2026
Fairfax Street	Murchison	Lakes-Murchison	70	50	196 Fairfax Street to Cromwell Street	Lowered from 70km/h to reflect urban environment	27/01/2025
Kaiteriteri-Sandy Bay Road (to Rii Kaiteriteri)		Motueka	80	60	73 Kaiteriteri-Sandy Bay Road to Sandy Bay-Marahau Road	Lowered from 80km/h to reflect recreational use	27/01/2025
Main RoadLower Moutere	Motueka	Motueka	70	60	300m south of the school boundary to Hursthouse	Lowered from 70km/h to reflect peri-urban nature of environment, proximity to school and recreational use	27/01/2025
McShane Road	Richmond	Richmond	80	50	Entire Road	Lowered from 80km/h to reflect urban environment	27/01/2025
Paton Road	Hope	Richmond	80	60	Ranzau to 200m south of Aniseed Valley Road	Lowered from 80km/h to reflect peri-urban nature of environment, proximity to school and recreational use	27/01/2025
Queen Victoria Street	Motueka	Motueka	70	60	Wildman Road to 208 Queen Victoria Street	Lowered from 80km/h to reflect peri-urban environment	27/01/2025
Riwaka-Kaiteriteri	Kaiteriteri	Motueka	80	60	900m prior to Stephens Bay Road (start of MTB park)	Lowered from 80km/h to reflect recreational use	27/01/2025
Robinson Road	Lower Moutere	Moutere-Waimea	100	80	Motueka Steiner School to SH60	Lowered from 70km/h to reflect peri-urban environment and proximity to school	26/01/2026
Sandy Bay-Marahau Road	Kaiteriteri	Motueka	80	60	From Kaiteriteri-Sandy Bay intersection to the 30km section of Sandy Bau-Marahau Road (173 Sandy Bay-Marahau Road)	Lowered from 80km/h to reflect recreational use	27/01/2025

1862260321-70871

Item 5: Joint Nelson Tasman Speed Management Plan 2024: Attachment 3

Road name	Township or Area	Ward	Posted Speed	Proposed Speed	Location	Rationale	Year
Seaton Valley Road	Mapua	Moutere-Waimea	80	60	Entire Road	Lowered from 70km/h to reflect peri-urban environment	26/01/2026
Tadmor Valley Road	Tapawera	Lakes-Murchison	100	80	1775m from Main Road Tapawera	Lowered from 100km/h to reflect peri-urban environment	26/01/2026
Wharf Road	Motueka	Motueka	70	50	Entire Road	Lowered from 70km/h to reflect urban environment	27/01/2025
Nelson							
Cable Bay Road	Nelson	Nelson	100	80	starting SH6 extending north 1670m past the Maori Pa Road intersection	Lowered from 60km/h to reflect risk from roadside hazards and improve consistency between State Highway 6 speed and this local road	14/7/2025
Maori Pa Road	Nelson	Nelson	100	80	Entire Road	Lowered from 100km/h to reflect risk from roadside hazards and improve consistency between State Highway 6 speed and this local road	14/7/2026
Incorrect speed limit contained within the National Speed Register							
Road name	Township or Area	Ward	Posted Speed	Proposed Speed	Location	Rationale	Year
Tasman							
Porika Road	Lake Rotoroa	Lakes-Murchison	100	50	29 Porika Road to 73 Porika Road	Inconsistent with surrounding roads	27/01/2025
Range View Road	St Arnaud	Lakes-Murchison	100	30	Entire road	Inconsistent with surrounding roads	27/01/2025
Tapawera Service Lane	TAPAWERA	Lakes-Murchison	100	50	Entire road	Inconsistent with surrounding roads	27/01/2025
FERRY INN LANE	TAPAWERA	Lakes-Murchison	100	50	Entire road	Inconsistent with surrounding roads	27/01/2025
Pippin Lane	Ruby Bay	Moutere-Waimea	80	40	Entire road	NSIR not updated	27/01/2025
Redvale Road	Redwood Valley	Moutere-Waimea	100	50	Entire road	Inconsistent with surrounding roads	27/01/2025
River Terrace	Brightwater	Moutere-Waimea	80	60	60 extended 150m West of Mount Heslington Road	60 section in NSLR incorrect	27/01/2025
Ara o Paki Paki	Wakefield	Moutere-Waimea	100	50	Entire road	Inconsistent with surrounding roads	27/01/2025
WARD STREET [ST ARNAUD]	ST ARNAUD	Lakes-Murchison	100	50	Entire road	Inconsistent with surrounding roads	27/01/2025
TATA BEACH ESPLANADE	TATA BEACH	Golden Bay	100	50	Entire road	Inconsistent with surrounding roads	27/01/2025
MARCHWOOD PARK ROAD	MOTUEKA	Motueka	100	50	Entire road	Inconsistent with surrounding roads	27/01/2025
HARWOOD PLACE	UPPER TAKAKA	Golden Bay	100	50	Entire road	Inconsistent with surrounding roads	27/01/2025
Martin Conway Road	Redwood Valley	Moutere-Waimea	100	50	Entire road	Inconsistent with surrounding roads	27/01/2025
Stringer Road	Redwood Valley	Moutere-Waimea	100	50	167 Stringer Road to 254 Stringer Road	Inconsistent with surrounding roads	27/01/2025
Mapua Causeway	Mapua	Moutere-Waimea	100	10	For its entirety	Inconsistent with surrounding roads	27/01/2025
Louden Place	Wakefield	Moutere-Waimea	100	50	For its entirety	Inconsistent with surrounding roads	27/01/2025
Nelson							
HAMPDEN STREET	Nelson		50	30	starting outside numebr 282 Hampden Street extending to Allan Street	Correct NSLR to align with current signed limit	27/01/2025

1862260321-70871

Item 5: Joint Nelson Tasman Speed Management Plan 2024: Attachment 3

Road name	Township or Area	Ward	Posted Speed	Proposed Speed	Location	Rationale	Year
Carparks							
All Tasman District Council owned carparks will be 10km/h							

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