

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

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

Joint Nelson Tasman Regional Transport Committee

Komiti Te Kawenga Rohe o Nelson Tasman

MINUTES ATTACHMENTS

ITEM	PAGE
RNTRTC24-04-2 Draft 2024 Speed Management Plan Hearing Report	
Attachment 1 Grant Dennis - Little Sydney Valley Community Group - Presentation (13919).....	3
Attachment 2 Peter Winfield - Tabled Document (15456).....	8
Attachment 3 Jill Ford - Presentation (15844).....	14
Attachment 4 Jill Ford - Tabled Document (15844).....	26
Attachment 5 Annie Garland - Tabled Document (18295)	27

Attachment 6	Bob Butts - Port Tarakohe - Tabled Document (17410).....	31
Attachment 7	Brendan Santonini - Tabled Document (18632)	42
Attachment 8	Matthew Gould - Tabled Document (18070).....	44
Attachment 9	Peter Bullock - Tabled Document (14917)	52
Attachment 10	Peter Olorenshaw - Presentation (17537)	54
Attachment 11	Harry Pearson - Tabled Document (17555).....	61
Attachment 12	Tania Gibson (15625)	63
Attachment 13	Anne Grassham - Tabled Document (15623).....	64
Attachment 14	David Marsh - Tabled Document (17450)	65

Little Sydney Valley Speed Management Submission

Grant Dennis

25 Settlers Rd, small gravel road off Little Sydney Rd

May 2024

Little Sydney Road within the Valley – context

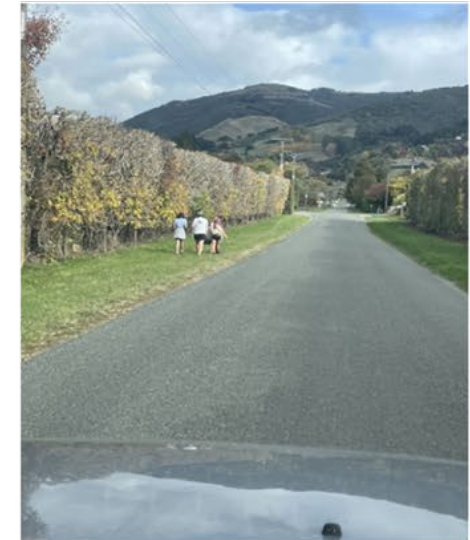


2 official Side roads – uncontrolled speed within them and no give way / stop signs to manage access onto 100Kph road?

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

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

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



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

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



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



What we are asking for from you today

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

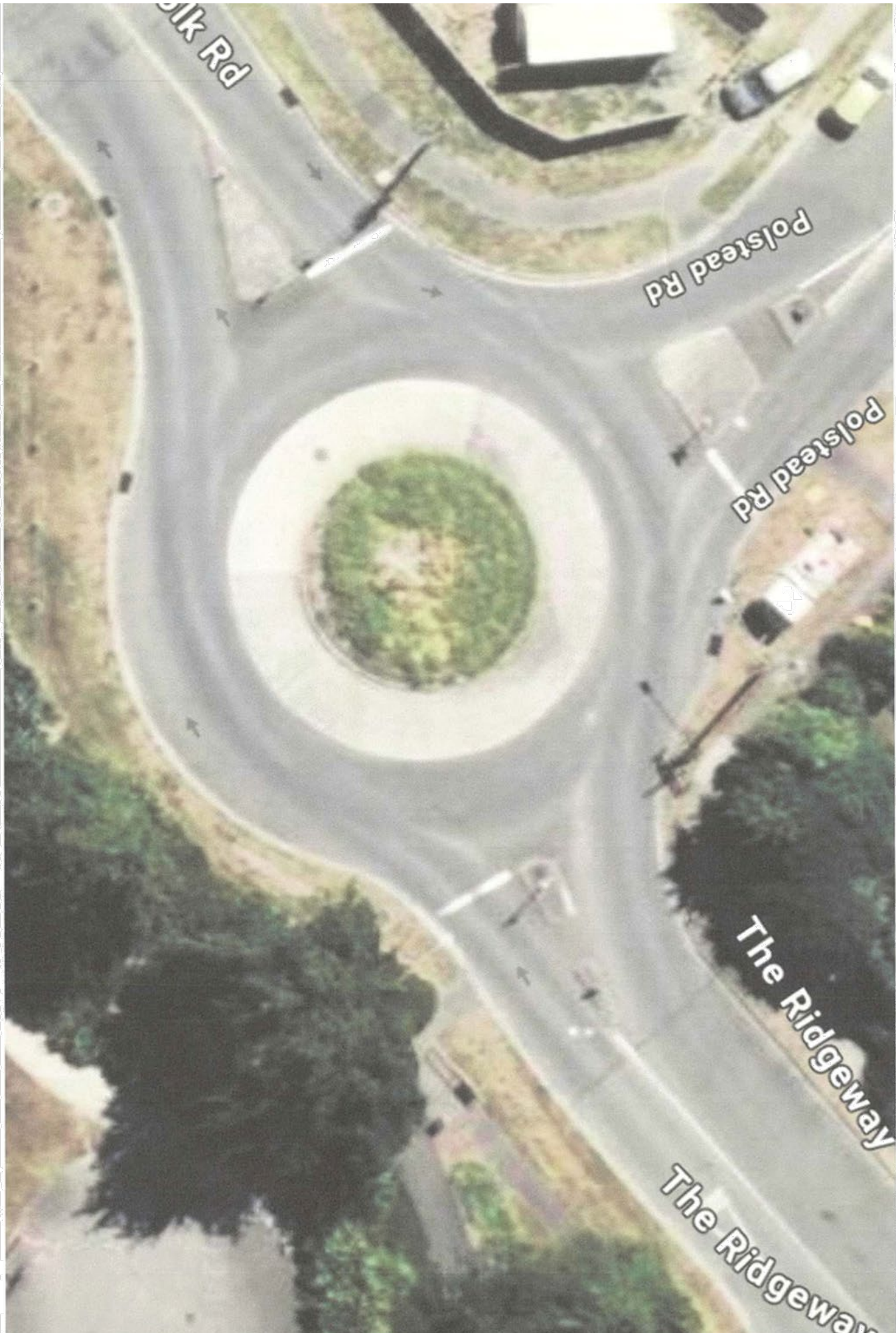


Thank you for your time and consideration and I trust the needs and wishes of the Little Sydney Valley community will be heard and acted as you have the opportunity this time to make a lasting change.

Speed Management Hearing 29 April 2024

Roundabout: Suffolk Road/Ridgeway/Polstead Road

- 1. Not fit for purpose. Busy arterial road with ever increasing traffic volumes.**
- 2. Narrow with kerbing too tight for current vehicle usage.**
- 3. Creates uncertainty for the elderly and those unfamiliar with roundabout.**
- 4. Exiting onto The Ridgeway requires very tight line, usually having to avoid vehicle parked close to Roundabout.**
- 5. Exiting towards Suffolk Road without positive indicating creates uncertainty for those entering from Suffolk Road.**
- 6. No pedestrian support for access to Octopus Playground or Ngawhatu Park, or for school children crossing Suffolk Road or The Ridgeway or Polstead Road.**
- 7. Other common ideas from people spoken to include: Stop Sign at entry from Polstead Road to Roundabout; removing 40mm high, 3m wide, concrete lip from roundabout; cutting back severely vegetation at Polstead / The Ridgeway corner; make Roundabout more user-friendly to cyclists and other small traffic.**
- 8. Everyone spoken to including contractors, Nelson Hospice staff, and residents from surrounding areas in all directions expressed full support for something to be done about the roundabout.**



Subject: Roundabout Issue

From: President | Grey Power Nelson <President@greypowernelson.org.nz>

Date: 12/02/2024, 12:02 pm

To: "e.pwinfield@xtra.co.nz" <e.pwinfield@xtra.co.nz>

Good Morning Pete,

Thanks so much for bringing in your paperwork regarding Suffolk Road roundabout.

I use this regular as my son has built up behind the Hospice.

I intend to present this to our Nelson Residents Association Meeting to go on the board of "gripes".

I didn't think you would mind.

Regards

Sue Sara

President

Grey Power Nelson

021 743465

Subject: Speed Management Hearings: Suffolk Road / Ridgeway Roundabout
From: Bob Dellaca <bobb7483@gmail.com>
Date: 11/02/2024, 9:42 am
To: Peter Winfield <e.pwinfield@xtra.co.nz>

I fully support your submission for the Speed Management Hearings. The Suffolk Road / Ridgeway Roundabout seems so out of line with other intersections in the area that it's a traffic hazard in itself.

I'd make two points that aren't covered explicitly in your submission.

First, the roundabout is anything but cyclist-friendly.

Second, Ngawhatu Playground is right by the roundabout, and many of those making their way to and from the play area have to cross either The Ridgeway or Suffolk Road, neither of which gives any assistance or support for pedestrians. I've seen groups crossing at The Ridgeway entrance to the roundabout, which looks to me to be the most hazardous choice possible.

Bob Dellaca

My thoughts

- if it HAS TO BE a roundabout it will need
- to be smooth i.e. no lip
- re-aligned approaches so that the curves on leaving are less tight. It takes full effort to negotiate the tight bends AND indicate when leaving at present!!! Many vehicles need driver education regarding this.

If a GIVE WAY is erected on Polstead we could remove the roundabout and re-align the junction of Suffolk and The Ridgeway.

The traffic on these 2 roads has increased enormously since The Ridgeway was opened up at the Songer St end.

I concur with the petitioner that the traffic volume along this route has increased manifolds. It serves all the new subdivisions on Ngawhatu Road and Piwakawaka Lane and its offshoots.

All sports activities at Saxton Fields have put extra demands on Suffolk Rd and The Ridgeway also.

Anna Cole
334 Suffolk Rd
021 0633 862

Nelson City Council Public Consultation Submission form

The Nelson City Council wants your opinion. Please tell us what you think.

Please type or print clearly. Remember to read the submission writing guidelines (over) before starting.

Office Use Only			
		Submission Number	
File Ref		INITIALS	

Name Peter Winfield

Daytime phone 021333473

Address 10 Kingsford Drive ; Stoke ; Nelson

Organisation represented (if applicable) None

Do you wish to be heard in support of your submission? YES NO # of pages

If you do not tick a box we will assume you do not wish to be heard.

Public information

Submissions to Council consultation are public information. Your submission will be included in reports, which are available to the public and the media.

The consultation/proposal my submission relates to:

Traffic management at Suffolk Road / Ridgeway Roundabout

My submission is:

In recent years there has been a marked increase in traffic volumes through this obsolete roundabout.

Using this roundabout is a real problem for trucks, caravans, trailers and the like. Traffic volumes have increased with extra use of The Ridgeway, and with developments including Montebello, Ngawhatu and the Nelson Hospice area. First, I suggest a compulsory stop sign at the Polstead Road entrance to the roundabout. Second, the raised concrete lip around the centre of the roundabout, which causes issues for small cars, could be altered to modern roundabout design with no lip edging for vehicle tyres to have to jolt over, or could be eliminated entirely. In addition, the exit onto The Ridgeway is a problem in that many vehicles fail to make a safe turn and stray well over the centre line so that opposing traffic has to take evasive action.

We have been at Kingsford Drive since January 2013. Having contacted our local councillor Trudie Brand and been told that NCC has no plan to upgrade this roundabout, we are making this submission.

Date 13/12/2023 Signature P. Winfield

Help with making a submission overleaf...

1063272 • July 2012



PO Box 645 • Nelson 7040 • 03 546 0200
www.nelsoncitycouncil.co.nz

SLOW STREETS = SAFE STREETS

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

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





What happens to cities
when streets aren't
safe.

Slower speeds = stop quicker, less accidents



Speed,
Death
Injury
Families
traumatized.

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

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

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

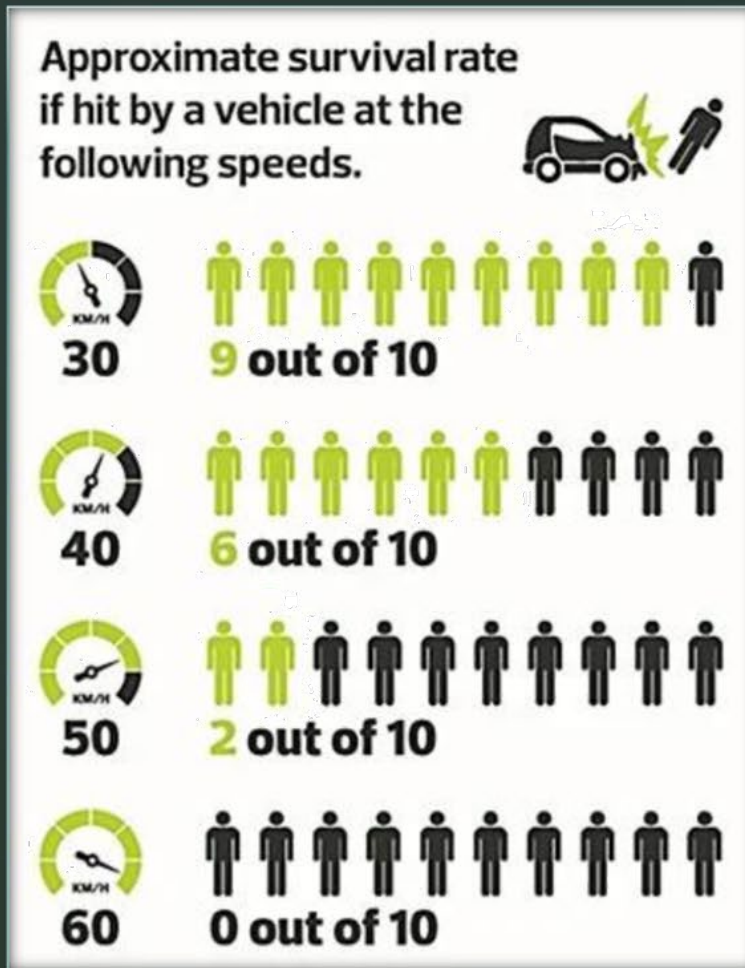
- 7 out of 10 people who ended up seriously injured, (and hospitalized) from motor accidents were not in a 'metal box' when a crash occurred.

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

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

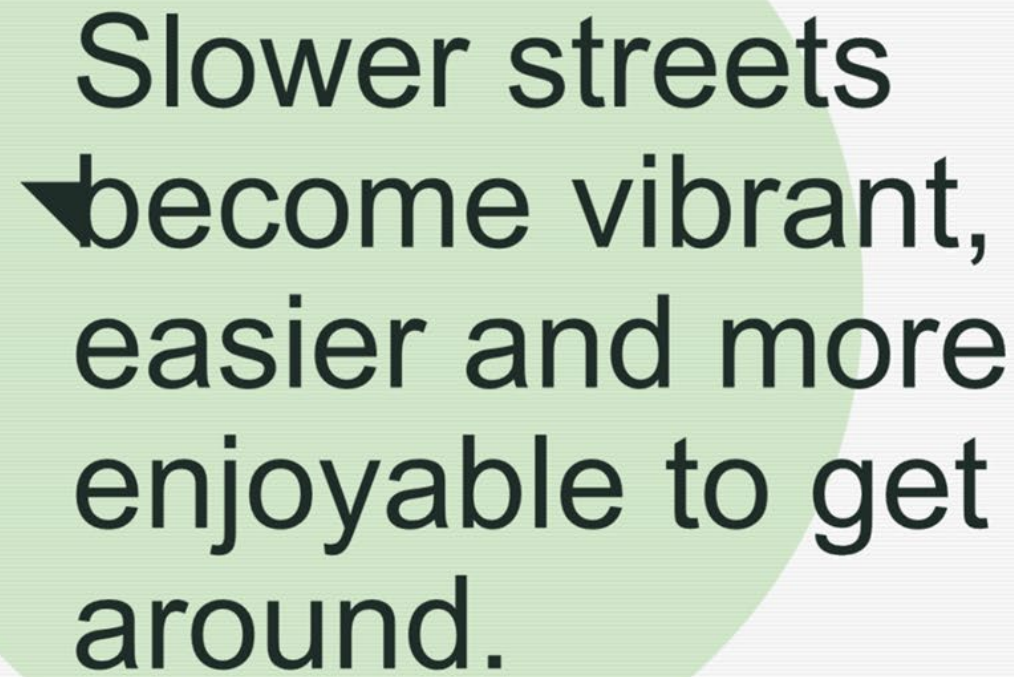


shutterstock.com · 2169372699



Benefits of safer, slower streets

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



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

Benefit of slower, safer streets – less congestion

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



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

► Bristol case study – 20MPH / 32KPH

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

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

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

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

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

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



Making it safer to cycle = less congestion

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



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

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



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

Exeter High st
Devon UK



Trafalgar Sq Nelson



Slower streets are safer streets



SLOWER STREETS –
SAFER, EASIER TO
GET AROUND,



MORE PLEASANT



ENCOURAGE
WALKING, CYCLING =
LESS CONGESTION,



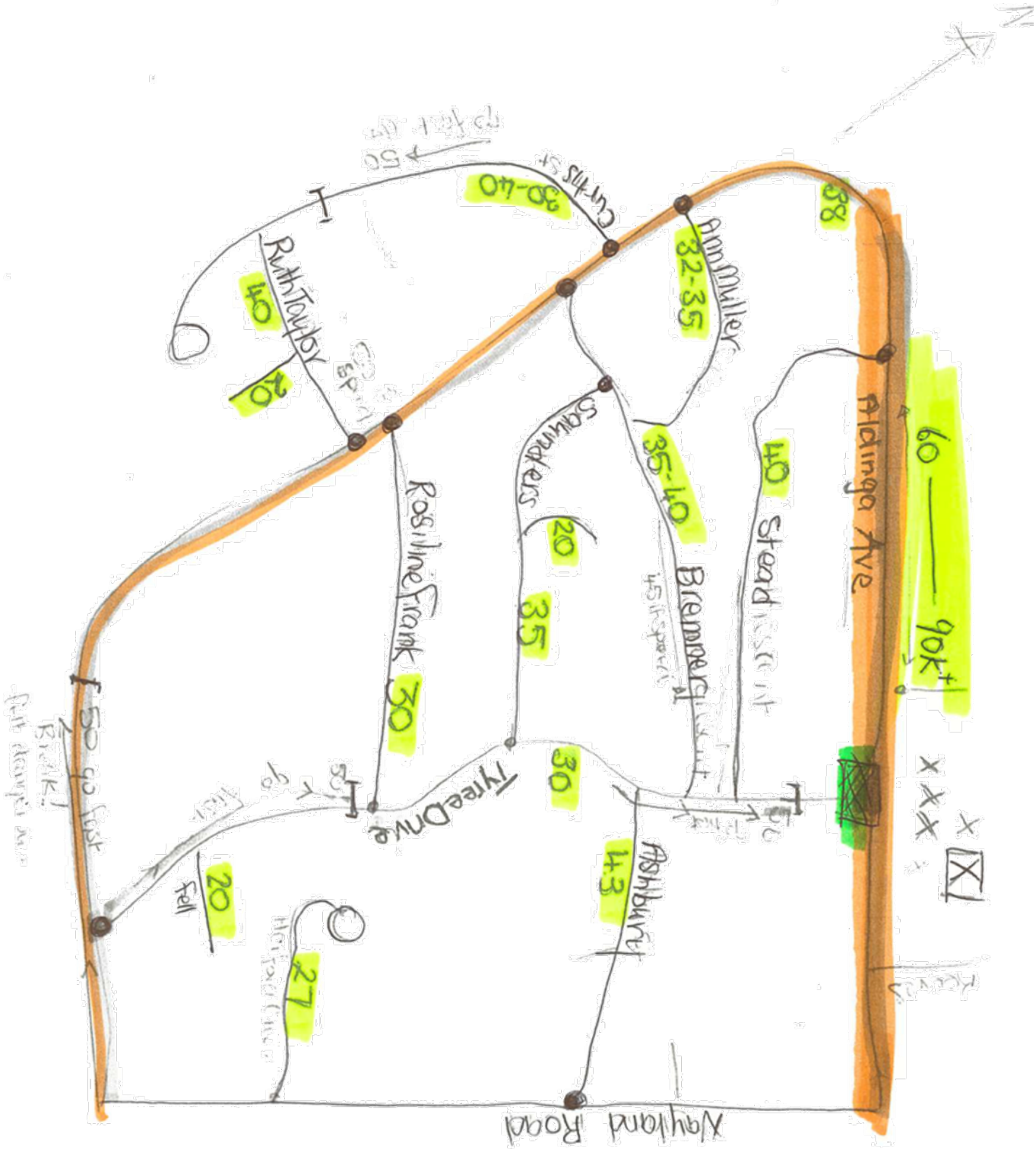
GOOD FOR HEALTH
AND BUSINESS.

Additional evidence for councillors re safer streets.

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

Jill.ford1@gmail.com

read myself to go
st. felt dangerous
otic diving
O Calming here
sits
soured house
LD
hit handle noise



Good morning

Reduce speed submission

30 April, 2024

Thank you for the opportunity to address our concerns on our road namely Aldinga Ave the **RACING TRACK**.

Because you don't live here, nor do you experience what it is like, I hope by the time I've explained **THIS** road to you, you will have a greater insight that will hopefully change your mind.

NOW is the prime time to **HELP US**, the people.

I like your phrase '**calm the traffic**' calm the road, 'calm the people' And..... YOU CAN.

Your map indicates no change to speed in this area.

It is impossible to do 50k around the 'sub streets' unless you drive like a maniac. But you cant!! It feels way too FAST & dangerous! To drive respectfully to match ..'calm the traffic' most are less than 35K navigating kinks in road and parked cars, ... see map.

In my submission I asked for **OPTION C: WHY?**

Everyone comes out of their quiet 'sub streets' onto Aldinga and SPEED UP!! "**Lets go 'hoon' on Aldinga**". Aldinga lends itself to want to speed, and speed they do. Thats unfair.

SLOW ME DOWN for goodness sake. Thrown in a couple of 'chakains'.

NOISE, SPEED & TRAFFIC has increased since the new subdivision went up **118 cars** past my house in one hour!! hard to believe aye.

'Calming the traffic' is a great idea but **THIS ROAD** needs a reduced speed for that to be effective.....camera surveillance, a judder bar or two. "**SLOW ME DOWN**" "if you can"!

The NCC, along with the police, are very aware of the ongoing concern with SPEEDING up / down Aldinga Ave since **2015!**

If not, then all my research gathering of 4 years has 'gone to the wind'. Thank you for your patience and undivided attention because it is important you get an understanding, from, we the people, to guide your decision on.

THE RESERVE: children have lain in the gutter, placed polystyrene sheets & chased balls on the road, Paradise ducks reside here, along with pigeons that line Tyree Drive intersection,

Tyree's bend is deceptive, Executed way TOO FAST, "over the white line they go". Many a near accident!! out of Stead and on Tyree Drive itself.

I stopped a van early one morning, a dog was running to greet its owner on Aldinga. What an indignant look on HIS face. What if he'd hit the dog. Vet bills, emotional trauma, dog in pain, and he, drives away 'hit & run'

What would it take to change the speed? a fatality?? surely not a child!!

Already, 4 cats and 2 dogs KILLED, on THIS road. They're peoples' babies, like children, part of the family.. its still a grieving process, heart-ache and pain.

Do you have a cat or a dog?

Police voiced that 50k is TOO FAST in a built-up residential area, in fact, they say its DANGEROUS!

So, why do they say '*they can't ticket unless they are doing 60K*.. that's absolutely absurd.!

****Speed & the chip metal road are precursors to noise.****

They go hand in hand. you can hear cars coming. That is noise right there. ...it gets into your brain. 9 years is a long time to wait for some action, and because of in-action, I have to wear specialised earplugs 24/7 now because of the noise. its like water running over a stone, Never goes away.

Tyree Drive intersection: well that's a nightmare in itself. When cars turn RIGHT onto Aldinga they accelerate. OMG..... an 'electric shock' through your body. No thought for their fellow man... modified engines, mufflers. Its disgusting. Why should we have to listen to THAT. Every sub street has its own EXIT. All can go another way. Consider an interim blockade. Change can be good. They just don't know it yet.

Its MUCH WORSE for those who reside in the two storied houses ...

Noise goes UP. There's no 'calming of the traffic' here. Just a nightmare. I live with all my windows closed.

The road seems quieter when its raining! Did i hear the word ASPHALT?

Acceleration IS engine noise, ...going TOO FAST even at 50K are major factors so by Reducing the speed hopefully the noise will be addressed..

□ □ □
□ □

SLOW ME DOWN.

Well, I've been trying!! improving safety for the 'greater good' & create positive change for future.

I'm NOT ALONE in this but...

I AM the LONE WOLF. Don't shoot the messenger!

- 1) I've gathered regos, dates, times as recommended by police for factual evidence.
- 2) Gone door to door with flyers and **SLOW DOWN** stickers. Put on rubbish bins. Ineffective
- 3) Put a sticker on a pole by Tyree drive. A BIG flashing ONE might work!!
- 4) multiple emails back and forth, mainly to Matt Bruce, some to Margaret.
- 5) asked two councillors to help me... no communication. Croucher and Elizabeth streets have been addressed.
- 6) NCC put up a speed sign calibrated way out.
Sign 49K ..ME 58K.. the speeding just got, sped up!
- 7) I've rung *555 hundreds of times re **SPEEDING**, The road is wide and long... Night is a 'buzz' I'm told, keep ringing through to the core centre.
How many more years does this have to be done before action is taken.
- 8) **Police surveillance ONCE in 9 years!! SHAME ON THEM.** NO ONE was speeding!! whaaat? 60K is OK??!! I'm confused!

To capture your 'calm the traffic', and bring about a safer more peaceful environment, this road would benefit greatly from

* 30k till past the reserve

* 40K thereafter.

* plastic judder bar or two. STOP that dangerous driver

A 'hot spot' police van for revenue collecting. Just saying....

Please give this your consideration of what's been mentioned today.

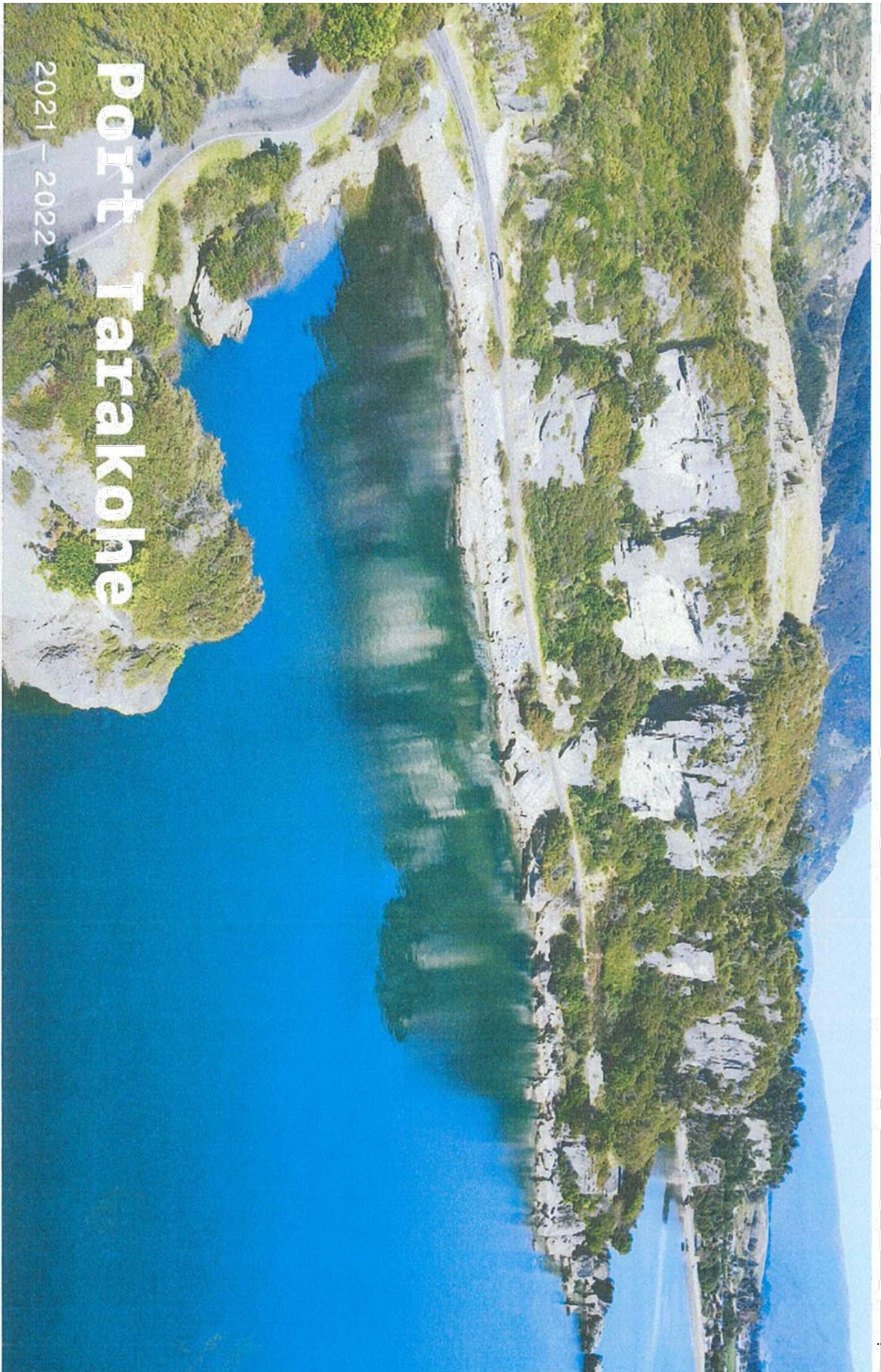
"walk a mile in our shoes, then make a comment".

As the saying goes..

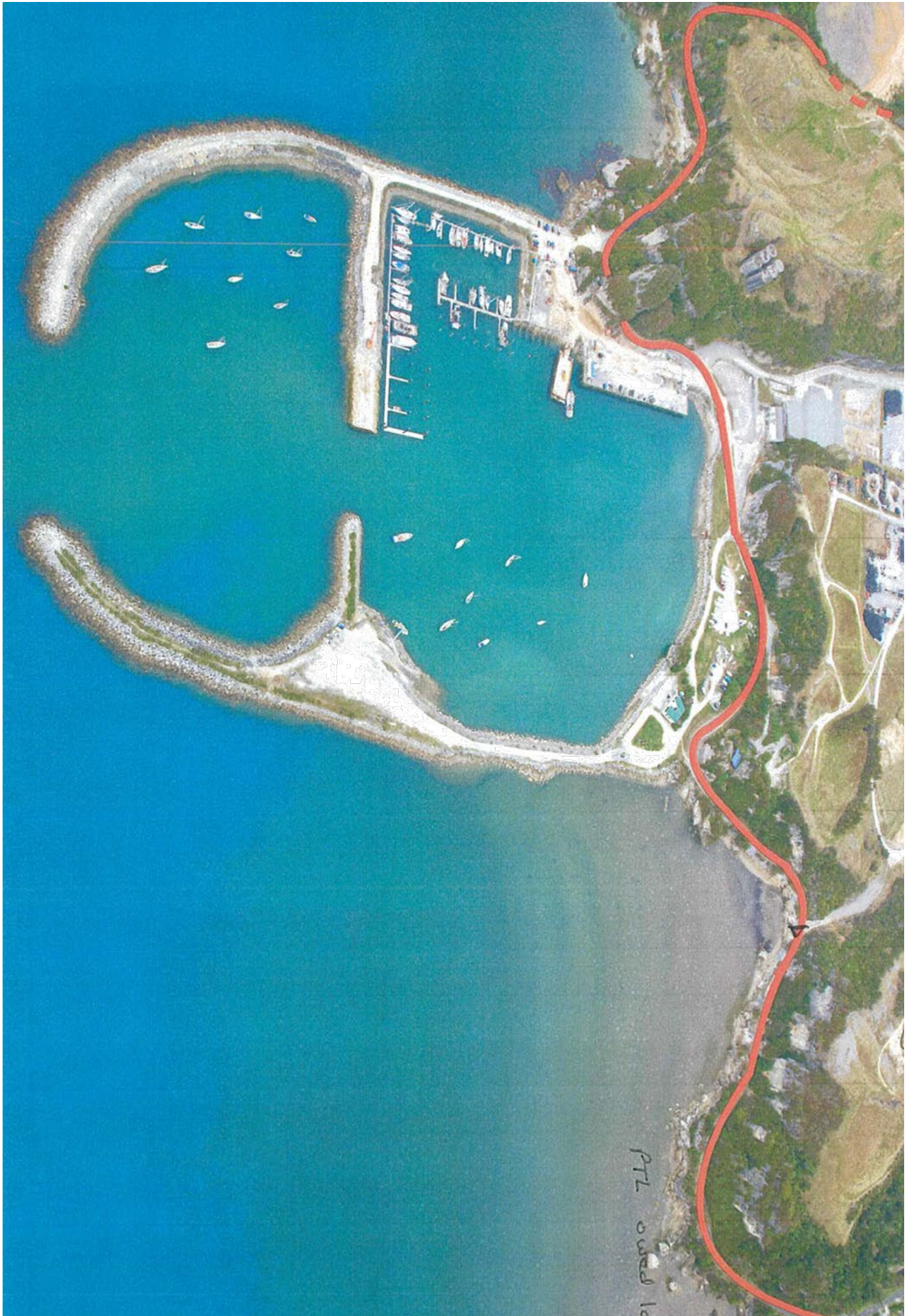
'calm the traffic'

Paint me 40

Thank you, from us, on Aldinga.



2021 - 2022



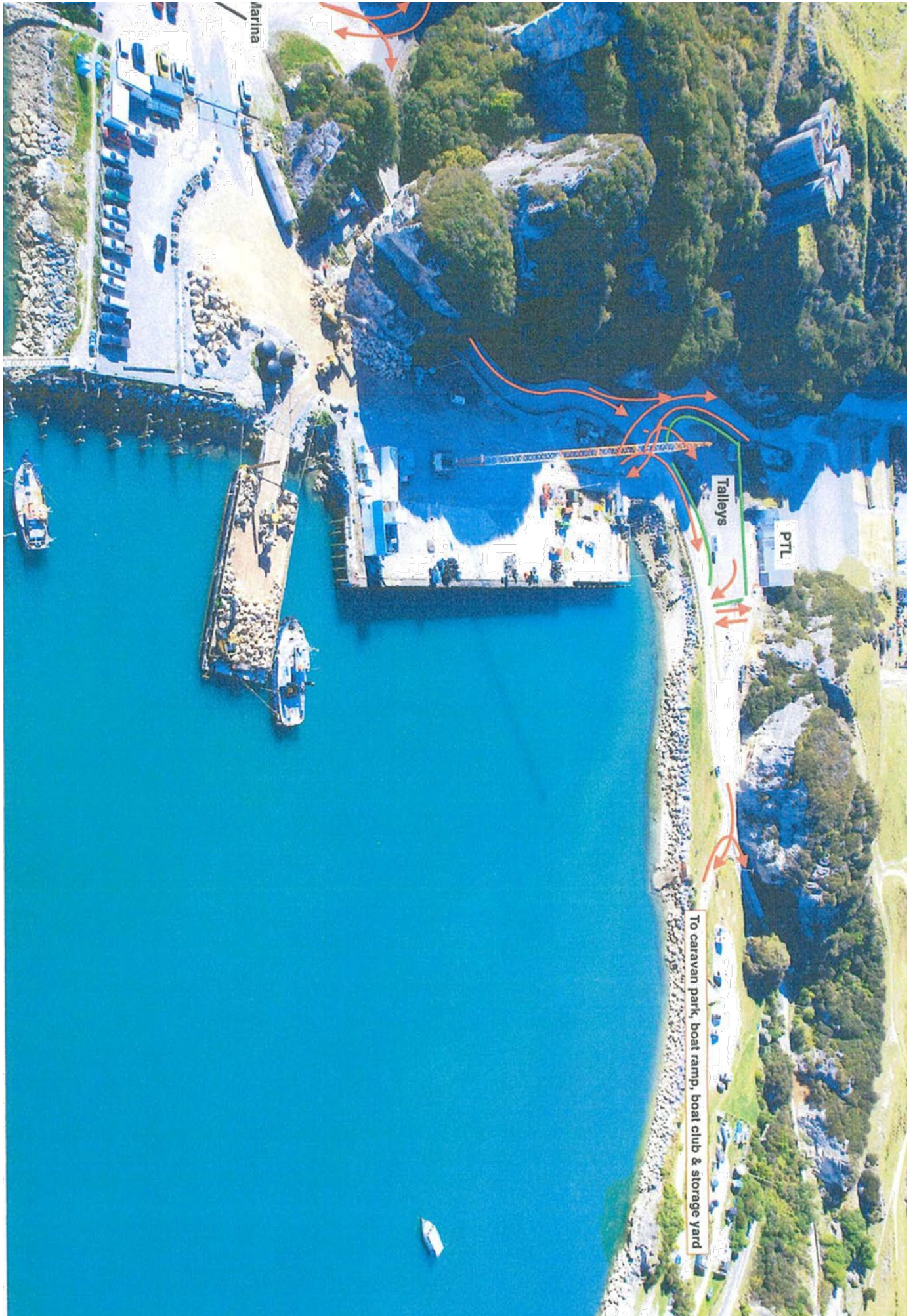


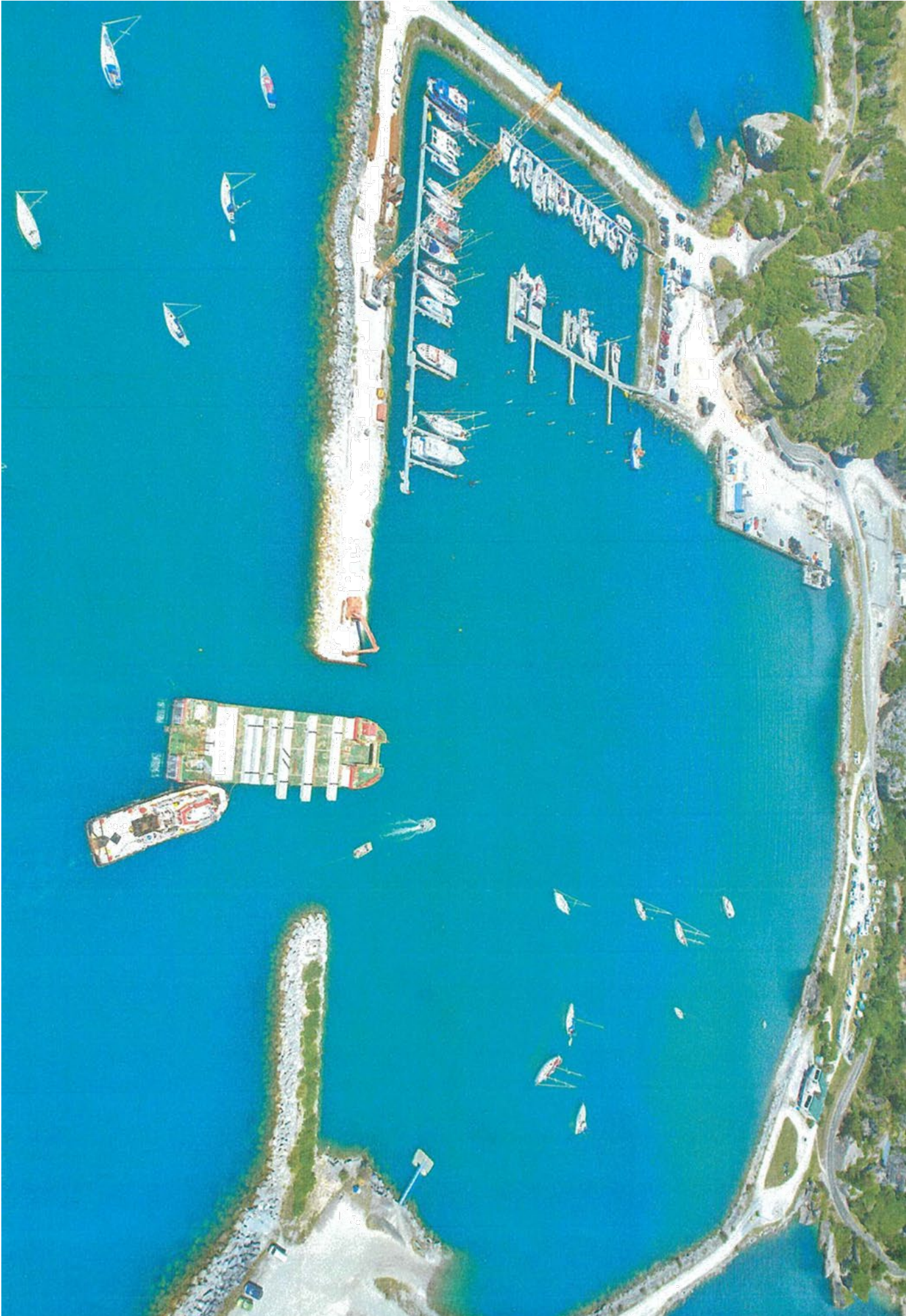




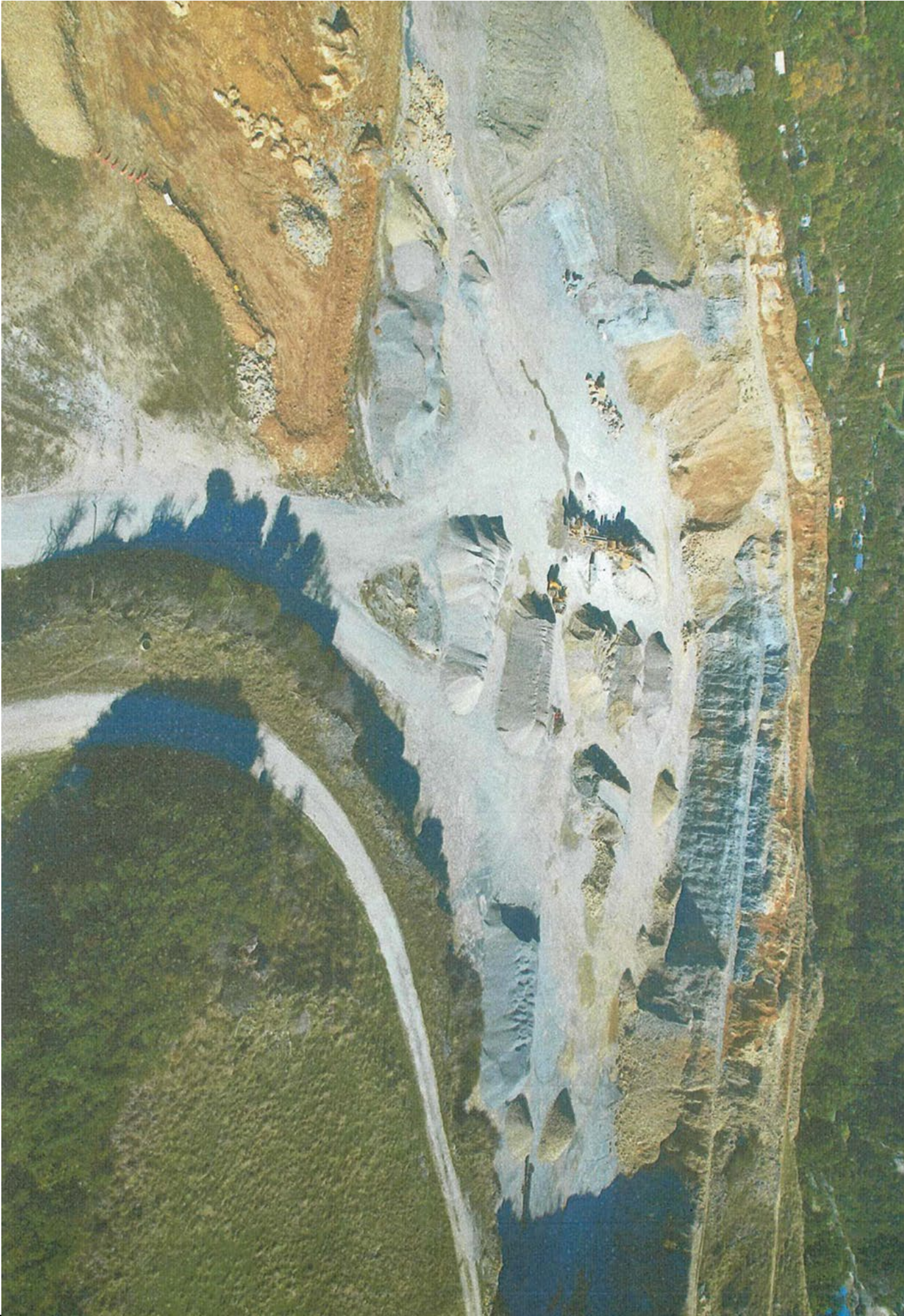




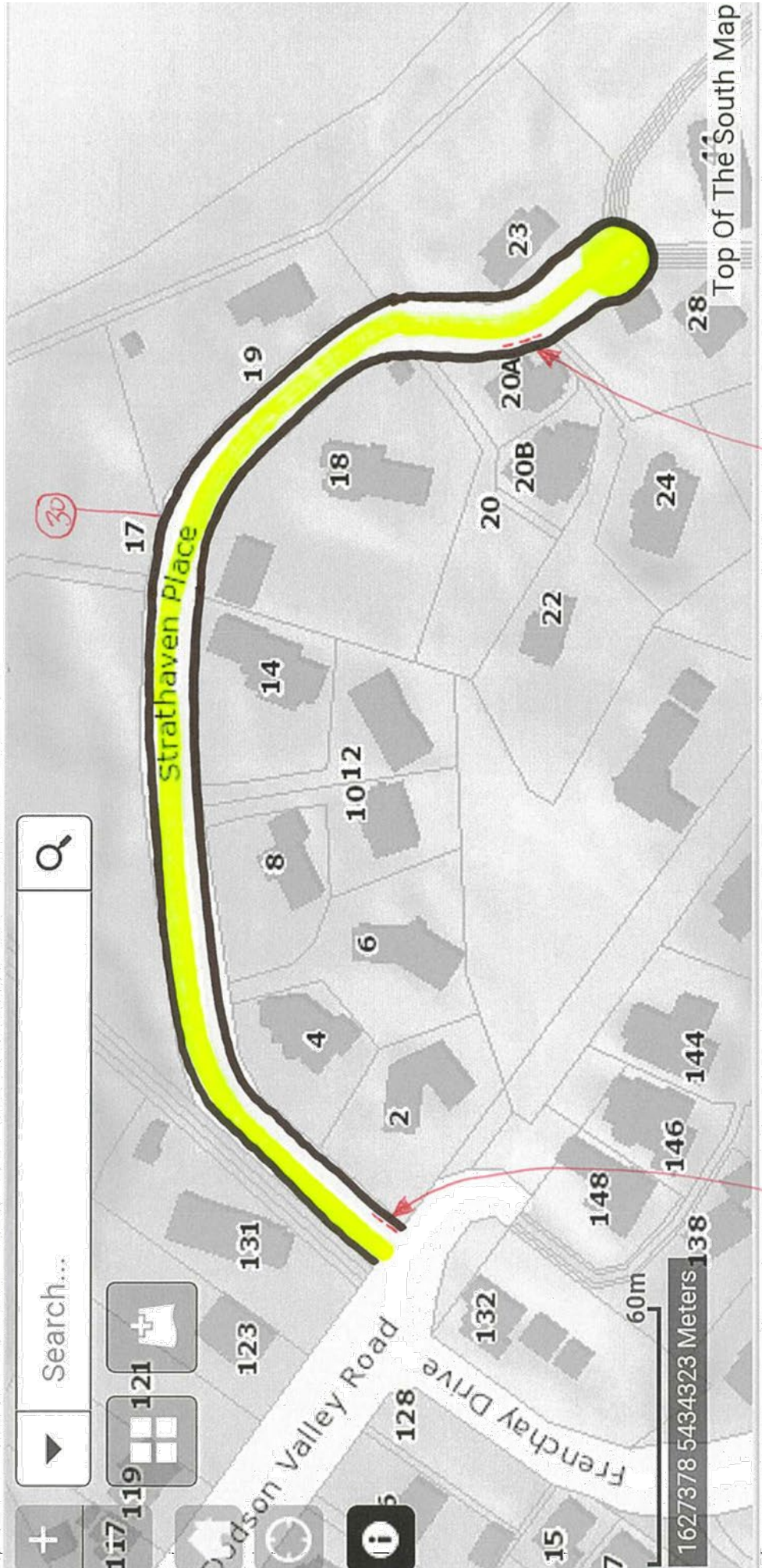






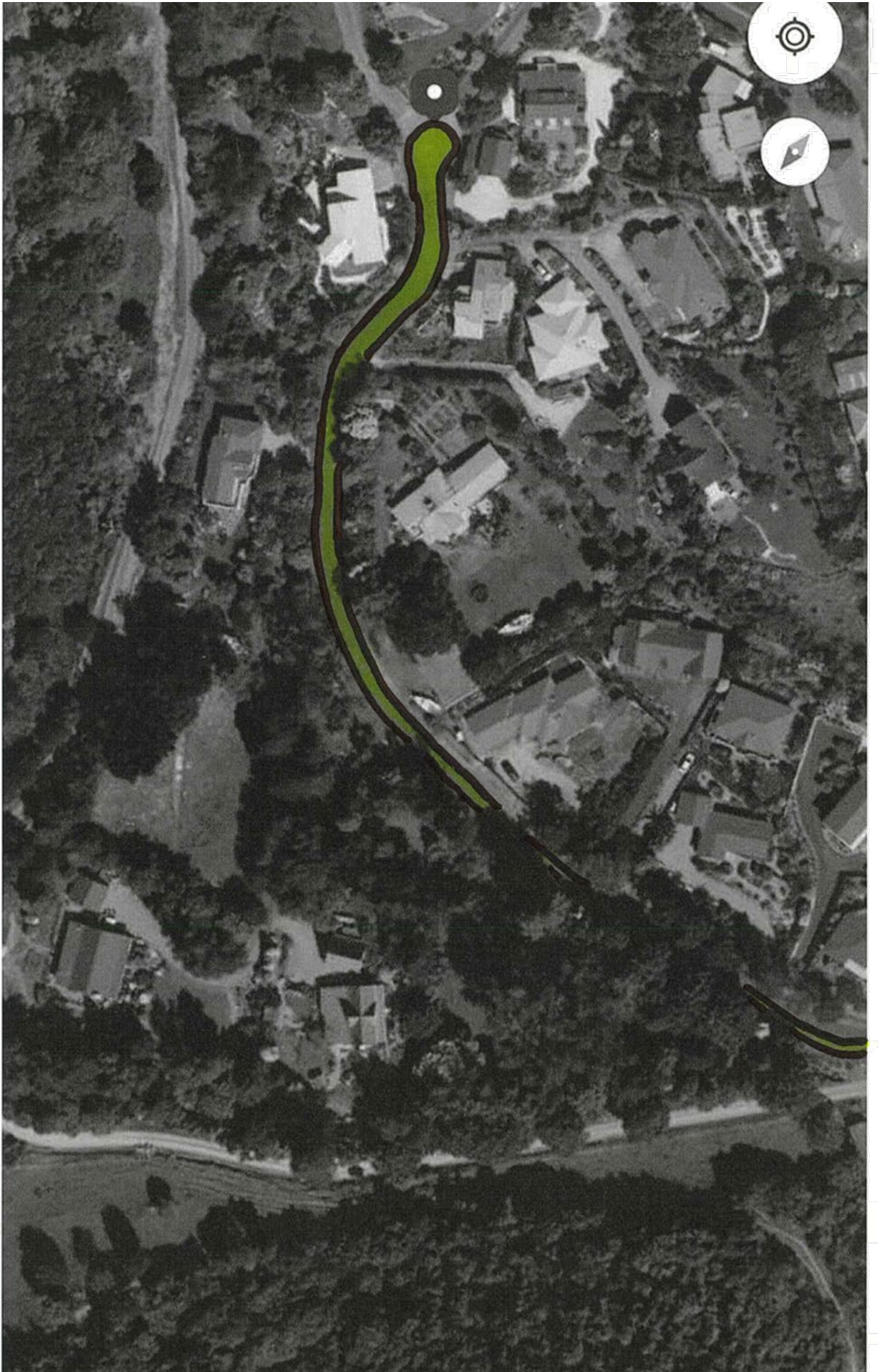


indan
santonini



FIRE HYDRANT - Needs Yellow lines from 11°22'N as vehicles park over what prevents our

2 x Car park spaces need yellow lines to 11.11.11 which becomes One Way...





The Supplejack Valley
Road Race Ramp

Where logging trucks
meet school kids at
100 KMH

Thank you for the
opportunity to
speak.

6 slides. All Pictures

Matthew E Gould:
30 Supplejack
Valley Road

Context

The Supplejack Race Ramp





ates



Distance from 50 sign to Main School Entrance 100 meters

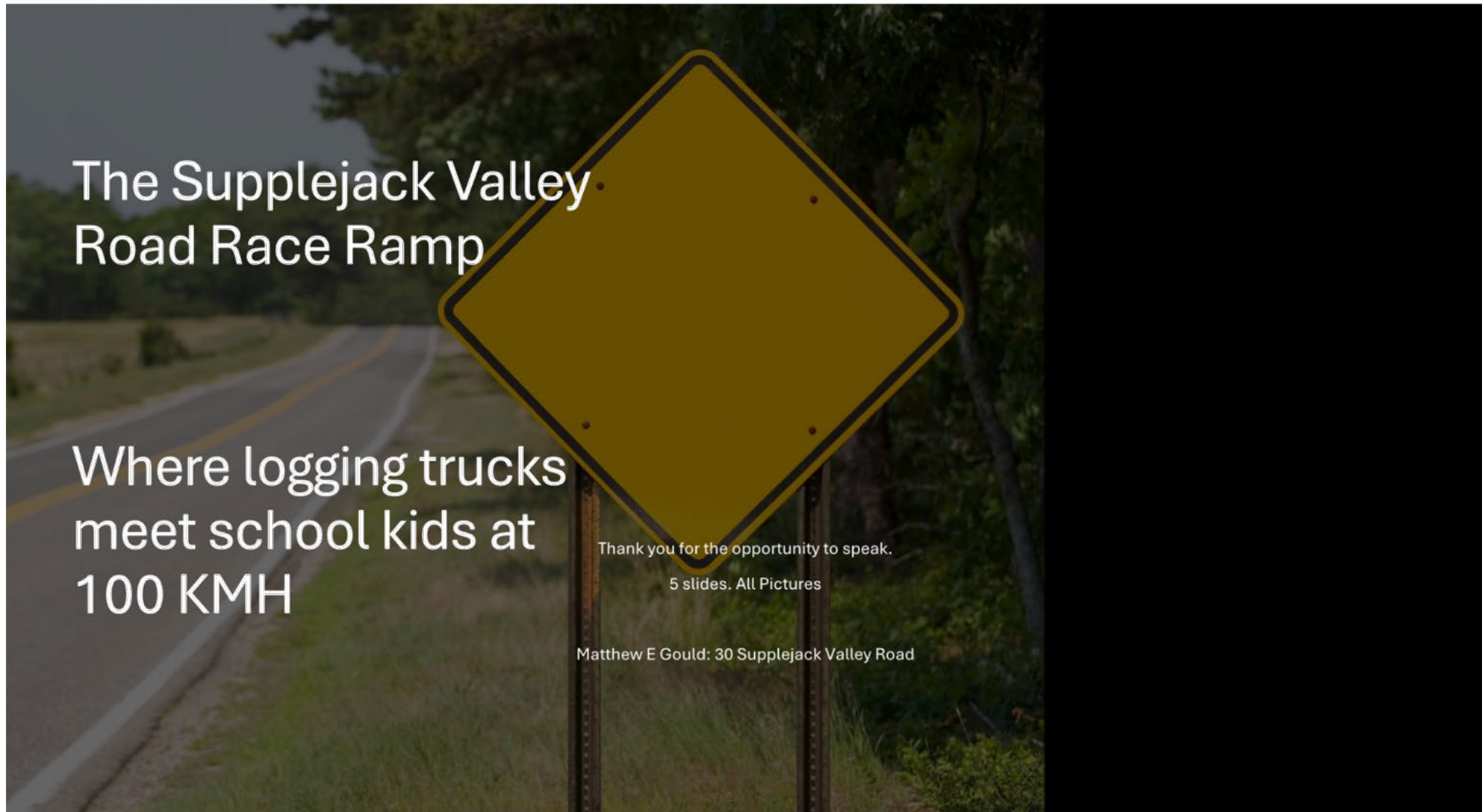




430 meters of 100K MH Zone before
One Lane Bridge and hairpin bend on
to gravel.. Floor it!



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



The Supplejack Valley Road Race Ramp

Where logging trucks
meet school kids at
100 KMH

Thank you for the opportunity to speak.

5 slides. All Pictures

Matthew E Gould: 30 Supplejack Valley Road

TDC - Draft Speed Management Plan

The main aspects that need to be considered when making road rules, in this case related to speed, are the following:

Are roads suitable for the vehicles using them, and what overall speed rate is applicable to given roads.

Approximately 50 years ago the speed limit in towns was 50, on the open road 100.

Vehicles are now safer at speed, volumes of traffic has gone way up, and some roads have been upgraded.

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

I am in favour of reducing speed limits on all roads, with the exception of main roads going thru townships, for example Lower Queen St, Salisbury Rd, Wensley Rd.

The reduction on present 100km TD roads to 80km overall is positive.

I live on Neudorf Rd, it is a very dangerous road, with many drivers that drive fast and aggressively. It does not feel safe to drive on.

Logging trucks, stock trucks etc have little chance to actually drive safely or even legally within their side of the road due to the narrow nature of this road, with lots of curves too, and this is very common in the TD. And to upgrade/widen these roads is out of question, now and in 50 years.

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

A solution to a problem needs different conscious thoughts from those that created the problem.

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

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

changed, then present fatalities and serious injuries from vehicle crashes will just go up, and go up at the cost to society overall.

I have lived over 20 years at my present address, the speed of vehicles is always going up, volumes too. Many motor bike riders use back roads, like Neudorf Rd, to drive extreme speeds. It has become dangerous, extremely noisy, this needs to stop. There are many driveway entrances, mine included, where road sight lines are not great, so a speeding bike or car is a real hazard. There have also been numerous accidents on TD back roads, some fatal. Speed is a big factor.

One way to help is to reduce speed limits, and to this end I am in complete favour.

Another few aspects that I think need addressing are the following.

These are specific, yet relate to many places/locations in the TD.

1/ From the Upper Moutere village to the Moutere Hills Community Centre it is a good idea to reduce the speed limit to 70km, as this road is used by many primary aged cyclists.

2/ Though the main road passing Ngatimoti school is a state highway, the council should inform central govt of the need to reduce speed limits at this location

3/ Speeds around schools need to be designed with each school's specific hazards in mind. Generally speeds are still too high.

Eg, past Motueka High school should be permanently 40.

4/ I think it is beneficial to have an intermediary speed, say 70km, between the 50km and the 100km zones.

It is now for the council to act. The ball is in their court, the writing has long been on the board that driving habits, and driving speeds need to change. Otherwise we will cement a driving culture in place (partly there already) that recognises dangerous driving as ok. So it needs to be quickly enacted to change speeds everywhere on TD roads where the TDC has jurisdiction.

If it is a central government mandate to make changes, then the TDC needs to lobby strongly to take such power back into locals hands. As locals know local roads best. Also, to firstly heed aspects of safety.

I think if the TDC makes the right and decisive changes to reduce speeds and slow traffic to a safe level, there will be ongoing changes to hospitalisations, deaths, and well-being of drivers, too long at risk of the reckless, thoughtless and care free drivers who have no social etiquette or wish to behave responsibly on NZ roads and highways.

Therefore it is imperative that council is serious about reducing speeds asap, in the interests of all.

Inequities on TD rural Rds

Neudorf 100km

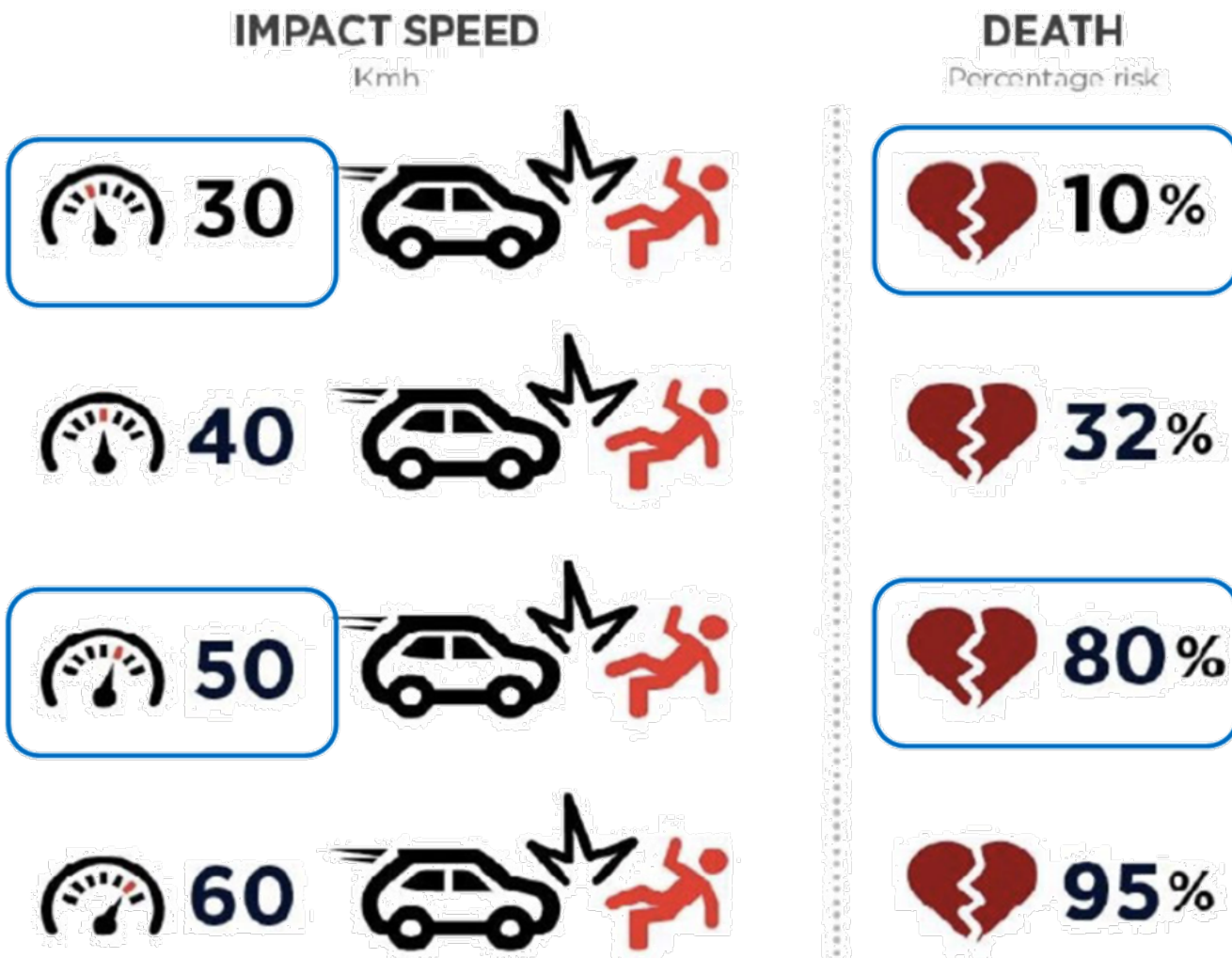
Swamp, Redwood, Gardiner Vally 80km

NELSUST

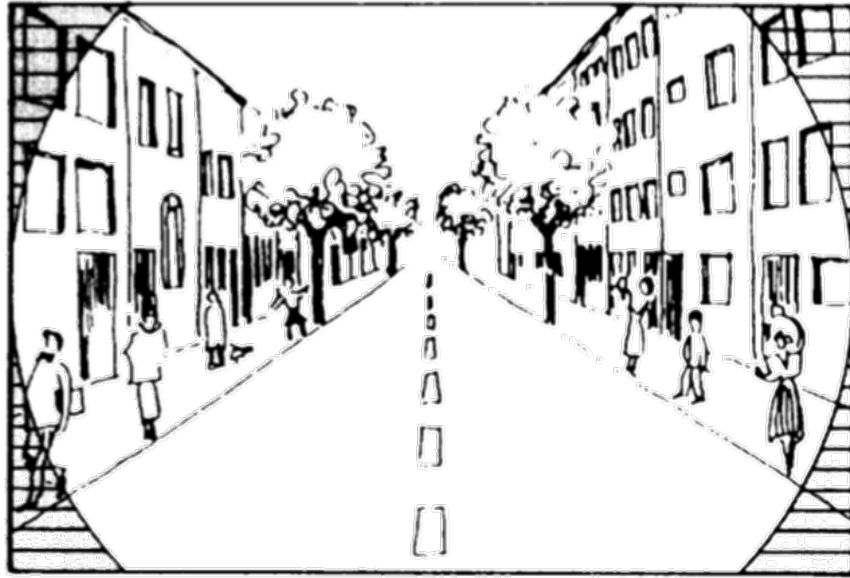
Working for Sustainable Transport Solutions Nelson Region
Nelson Transport Strategy Group Inc. www.nelsust.co.nz



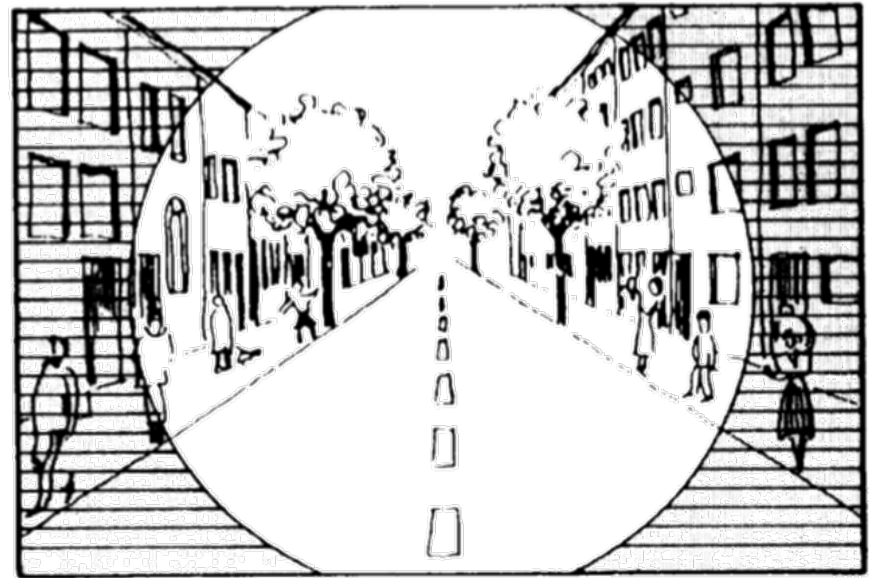
Figure 11 | Death and serious injury percentages



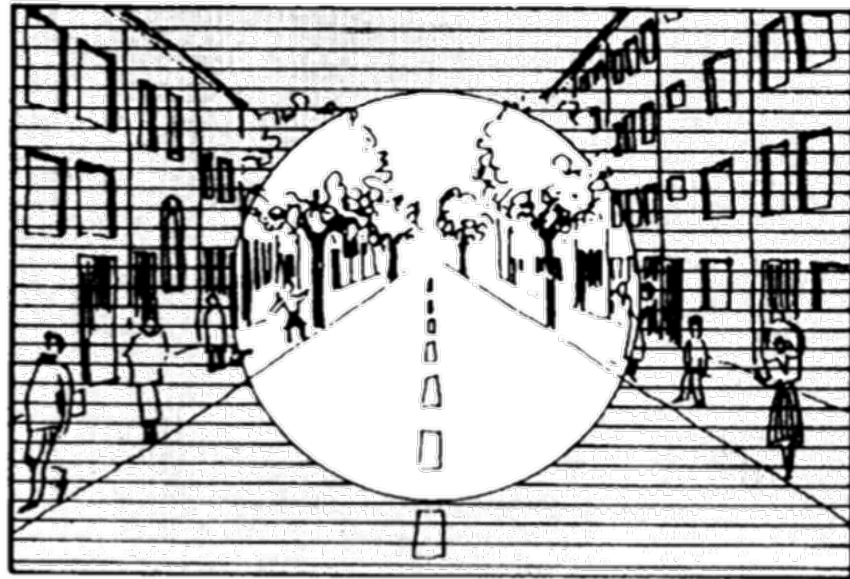
Survivability rates vary significantly based on a number of factors and scenarios. AT takes a preventative approach with respect to the survivability of our most vulnerable road users. Data taken from Research Report AP-R560-18 published in March 2018 by Austroads - the Association of Australian and New Zealand Road Transport and Traffic Authorities.



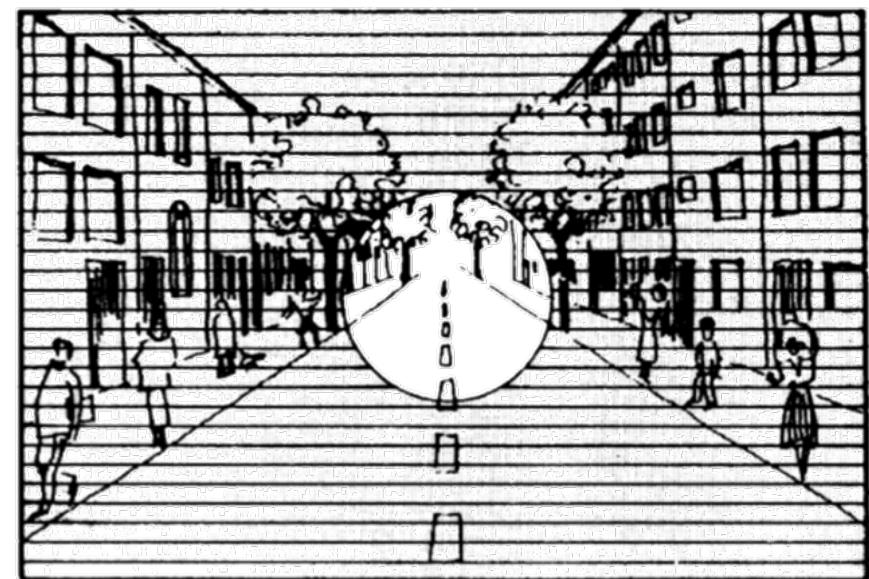
24 km/h



32 km/h



40 km/h



48 km/h



[GA https://www.greaterauckland.org.nz/2022/04/21/time-to-end-the-safer-speeds-experiment/?fbclid=IwAR2Sfr](https://www.greaterauckland.org.nz/2022/04/21/time-to-end-the-safer-speeds-experiment/?fbclid=IwAR2Sfr)

*AT has found that roads where speed limits were lowered on 30 June 2020 have experienced a **47 per cent reduction in deaths*** in the 18 months following the changes, a reduction in all injury crashes of more than 25 per cent and greater than a 15 per cent reduction in serious injuries on these roads.*

Total deaths and serious injuries (DSI) have reduced by more than 20 per cent.

*Rural roads where speeds were changed on 30 June 2020 have seen a **71 per cent reduction in deaths** and more than a 25 per cent reduction in serious injuries.*

** Annual figures for the period 30 June 2020 to 31 December 2021, when compared to the prior five-year comparison period.*

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



NELSUST

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



labeled doc
(17555)

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

- By reducing speed limit to 30 km/h.

Background (as per submission):

- Tahunanui is a beachside community that caters for many visitors who want a safe, relaxing, and enjoyable holiday.
- Our visitors also often have young children with them.
- It is a wonderful area to cycle and walk in, and the Great Taste Trail goes through our suburb.
- The roads on the Tahunanui Hills are windy and narrow.
- State Highway 6 (SH6) divides our community in half, and with the current speed limit combined with the amount of traffic and large trucks, is very dangerous to cross or use safely as a cyclist or pedestrian.
- We also have a variety of different speed limits in our suburb which can be confusing and the multitude of different speed limit signs can be distracting

Advantages of a lower speed limit:

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

- 10. CO2 emissions will be reduced: In urban areas, the optimum speed limit to minimise vehicle CO2 emissions is less than 30km/h.
- 11. WHO (World Health Organisation) estimates that traffic noise is the 2nd biggest environmental stressor on public health after air pollution. Lower speed limits significantly reduce noise – noise levels can be cut by up to 40% by reducing speeds by 10km/h.

Disadvantages of a lower speed limit:

- Can you think of any?

Whakatū Dr / Annesbrook Dr roundabout to Haven Rd / SH6 roundabout is 6 km. The different driving times at different speed limits is negligible. They are approximately:

- At 50 km/h this takes 9 min.

- At 30 km/h this takes 12 min

So, please reduce the speed in Tahunānui to 30 km/h, not only to reduce accidents and save lives, but to make our suburb a better place to live and visit.

Reduced speed limits in urban areas not only reduce injuries and deaths, but they also make cities better places to live.

Reference:

<https://theconversation.com/lower-speed-limits-dont-just-save-lives-they-make-nz-towns-and-cities-better-places-to-live-194448>



COMMITTEE MEETING - (15623)

Tara Fifield

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

Hi Tara

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

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

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

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

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

Thank you,

Anne Grassham

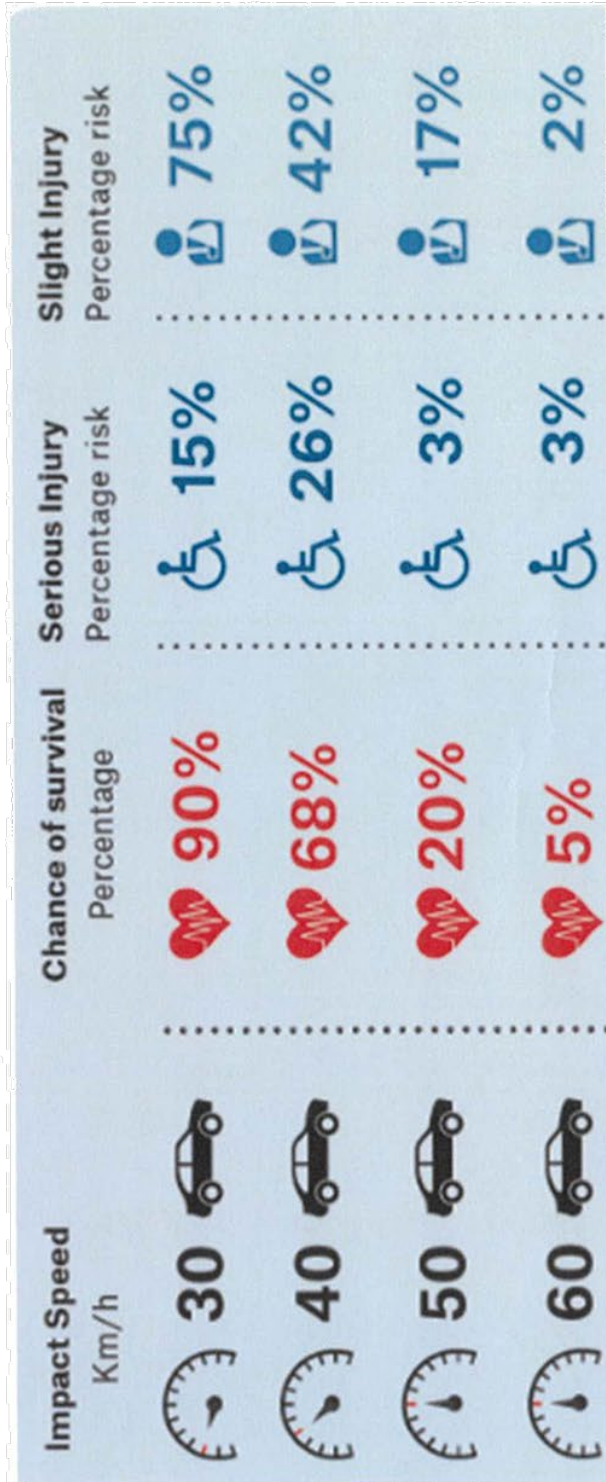
On 26/04/24 13:20, Tara Fifield wrote:

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

Regards
Tara

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

David Marsh
Submission: 17450



Time versus Distance

1km travel at 50 kph = 1min 12 seconds

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

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