



# AGENDA

Ordinary meeting of the

**Works and Infrastructure Committee**

**Thursday 28 March 2019**

**Commencing at the conclusion of the ordinary Committee meeting  
- deliberation of submissions to the Amendment to the Speed  
Limits Bylaw 2011 (210) - Waimea Road  
Council Chamber  
Civic House  
110 Trafalgar Street, Nelson**

**Pat Dougherty  
Chief Executive**

Membership: Councillor Stuart Walker (Chairperson), Her Worship the Mayor Rachel Reese, Councillors Luke Acland, Paul Matheson, Matt Lawrey, Gaile Noonan, Tim Skinner and Mike Rutledge (Deputy Chairperson)

Quorum: 4

Nelson City Council Disclaimer

Please note that the contents of these Council and Committee Agendas have yet to be considered by Council and officer recommendations may be altered or changed by the Council in the process of making the formal Council decision.

Guidelines for councillors attending the meeting, who are not members of the Committee, as set out in Standing Order 12.1:

- All councillors, whether or not they are members of the Committee, may attend Committee meetings
- At the discretion of the Chair, councillors who are not Committee members may speak, or ask questions about a matter.
- Only Committee members may vote on any matter before the Committee

It is good practice for both Committee members and non-Committee members to declare any interests in items on the agenda. They should withdraw from the room for discussion and voting on any of these items.

**1. Apologies**

Nil

**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. Confirmation of Minutes**

**5 - 8**

Document number M4081

Recommendation

***That the Works and Infrastructure Committee***

- 1. Confirms the minutes of the meeting of the Works and Infrastructure Committee hearing of submissions to Amendment to the Speed Limits Bylaw 2011 (210) – Waimea Road, held on 6 March 2019, as a true and correct record.***

**5. Waimea Road Speed Limit Review - Deliberations**

**9 - 22**

Document number R10000

Recommendation

***That the Works and Infrastructure Committee***

- 1. Receives the report Waimea Road Speed Limit Review - Deliberations (R10000).***

Recommendation to Council

***That the Council***

- 1. Approves the changes to the Speed Limits Bylaw 2011 (No. 210) by removing the section of Waimea Road 240m south of Market Road (Market Road) through to 200m north of the Beatson Road roundabout from Schedule H (70kph speed limit zones) and adding it to Schedule F (50kph speed limit zones); and***
- 2. Approves the changes to the Speed Limits Bylaw 2011 (No. 210) Schedule A, which includes the maps of the city's speed limit zones; and***
- 3. Approves the implementation of the new speed limit, to take effect four weeks after the Council approval.***



---

**Minutes of a meeting of the Works and Infrastructure Committee**

**Held in the Council Chamber, Civic House, 110 Trafalgar Street, Nelson**

**On Wednesday 6 March 2019, commencing at 9.01a.m.- hearing of submissions to Amendment to the Speed Limits Bylaw 2011 (210) - Waimea Road**

---

Present: Councillor S Walker (Chairperson), Councillors L Acland, M Lawrey, G Noonan, T Skinner and M Rutledge (Deputy Chairperson)

In Attendance: Councillors I Barker and M Courtney, Manager Transport and Solid Waste, Marg Parfitt and Governance Adviser (E Stephenson)

Apologies: Her Worship the Mayor R Reese

Leave of Absence: Councillor P Matheson

**1. Apologies**

Resolved WI/2019/007

***That the Works and Infrastructure Committee***

***Receives and accepts the apology from Her Worship the Mayor Reese.***

Noonan/Skinner

Carried

**2. Confirmation of Order of Business**

There was no change to the order of business.

**3. Interests**

There were no updates to the Interests Register, and no interests with items on the agenda were declared.

## Item 5: Confirmation of Minutes

Works and Infrastructure Committee Minutes - 6 March 2019

### 4. **Hearing of Submissions to Nelson City Council's Amendment to the Speed Limits Bylaw 2011 (210) - Waimea Road**

Document number R10013, agenda pages 4 - 133 refer.

A late submission and an updated Hearings Schedule were tabled.

Recommendation WI/2019/008

***That the Works and Infrastructure Committee***

***Accepts the late submission (A2149516) and the updated Hearing Schedule (A2149628) for the Waimea Road proposed speed limit review.***

Noonan/Rutledge

Carried

#### **Attachments**

- 1 A2149516 - Late submission to the Waimea Road proposed speed limit review
- 2 A2149628 - Waimea Road Speed Limit Review - Hearing Schedule - 6 March 2019

#### 4.1 Ms Noeline Inglis (#19441)

Ms Inglis spoke to her submission opposing the reduction in speed limit as she considered the change in speed limit would result in more traffic on Annesbrook Drive, through the Tahunanui Hill roads, which would increase congestion on Waimea Road. She highlighted the need for adequate parking when visiting rest homes.

#### 4.2 Mr Robin Whalley (#19458)

Mr Whalley spoke to his submission opposing a reduction in the speed limit, noting his concern that this would increase the volume of heavy traffic on Haven Road. Mr Whalley displayed an object that had fallen off a truck into Haven Road and answered questions regarding the logic behind the view that it would mean an increase in heavy traffic.

#### 4.3 Mr Bruce Thomas (#19526)

Mr Thomas spoke to his submission in support of a reduction in the speed limit as he felt the current situation was dangerous and it would improve safety. As a regular cyclist in this area, he requested any lowered limit be heavily enforced and requested yellow hatching across the Waimea Road and Marked Road intersection.

#### 4.4 Mr Pat and Mrs Chris Heaphy (#19618)

Mr Heaphy spoke to the submission in support of a reduction in the speed limit. He said that he felt that the controlled intersection at

## Item 5: Confirmation of Minutes

Works and Infrastructure Committee Minutes - 6 March 2019

Bishopdale Hill would swap congestion from Rocks Road to Waimea Road. He proposed an alternative to traffic signals at the Princes Drive, Waimea Road intersection and drew this on the whiteboard. It involved a roundabout at Market road and a ban on right turns into or out of Princes Drive, controlled without signals.

### 4.5 Mr Tim Bayley (#19574)

Mr Bayley tabled supporting information.

Mr Bayley summarised his submission and supporting information in opposition to a reduction in speed limit.

#### **Attachments**

- 1 A2150508 - Tim Bayley supporting information

### 4.6 Nelson Youth Councillors (#19598)

Youth Councillors Cassie Hagan and Alex Hunter, supported by Anna Sawyer, Alexandra Lile, Ryan Martyn, Theo Wheatley and Ollie Ransom, spoke to the Youth Council submission in support of a reduction in the speed limit. It was acknowledged that not all youth welcomed this change due to concerns regarding travel time. Youth Councillors answered questions regarding how many of them drove or cycled and whether any had concerns regarding driving towards cyclists on the cycleway at speed.

### 4.7 Mr Charles Heaphy (#19600)

Mr Heaphy spoke to his family's submission in support of a reduction in the speed limit, he felt it would improve congestion by evening out traffic flow.

### 4.8 Mr Gavin Calder – Automobile Association – Nelson District (#19612)

Mr Calder spoke to the Nelson District Automobile Association's (AA) submission in support of a reduction in the speed limit, noting that the AA would like to see safety improvements at adjacent intersections.

Officers were requested to provide the following information for future consideration:

- a view on Mr Heaphy's (#19618) proposal for a different layout
- commentary on the AA's areas of concern in its submission (#19612); and
- slow moving trucks exiting market road in fast traffic - how that was going to work.

Item 5: Confirmation of Minutes

Works and Infrastructure Committee Minutes - 6 March 2019

There being no further business the meeting ended at 9.52a.m.

Confirmed as a correct record of proceedings:

\_\_\_\_\_ Chairperson \_\_\_\_\_ Date



---

## **Waimea Road Speed Limit Review - Deliberations**

---

### **1. Purpose of Report**

- 1.1 To summarise and analyse the submissions on the proposed speed limit reduction for the section of Waimea Road between Market Road and the Beatson Road roundabout.
- 1.2 To consider amending the current Speed Limits Bylaw 2011 (No. 210) schedule to reduce the speed limit on Waimea Road, extending from 240m south of Market Road through to 200m north of the Beatson Road roundabout.

### **2. Summary**

- 2.1 Waimea Road is an important and busy arterial route in Nelson's transport network which carries 25,000 vehicles per day. The current speed limit along Waimea Road is 50 kilometres per hour (kph) except for a portion extending from 240m south of Market Road (Market Road) through to 200m north of the Beatson Road roundabout, where the speed limit is 70kph.
- 2.2 A review of the Waimea Road speed limit was recommended by officers to address safety concerns on Waimea Road and to accommodate the new Princes Drive intersection with Waimea Road (resulting from the Tasman Heights sub-division). This aligns well with the 2018 Government Policy Statement (GPS) focus on safety and access.
- 2.3 A Special Consultative Procedure (SCP) is required before making any changes to Council's Speeds Limit Bylaw 2011 (No 210). Council received 89 submissions and hearings took place on 6 March 2019. This report considers both the written and oral submissions.

### **3. Recommendation**

***That the Works and Infrastructure Committee***

- 1. Receives the report Waimea Road Speed Limit Review - Deliberations (R10000).***

## Item 6: Waimea Road Speed Limit Review - Deliberations

### Recommendation to Council

#### ***That the Council***

- 1. Approves the changes to the Speed Limits Bylaw 2011 (No. 210) by removing the section of Waimea Road 240m south of Market Road (Market Road) through to 200m north of the Beatson Road roundabout from Schedule H (70kph speed limit zones) and adding it to Schedule F (50kph speed limit zones); and***
- 2. Approves the changes to the Speed Limits Bylaw 2011 (No. 210) Schedule A, which includes the maps of the city's speed limit zones; and***
- 3. Approves the implementation of the new speed limit, to take effect four weeks after the Council approval.***

#### **4. Background**

- 4.1 A Statement of Proposal (SOP) to review the Speeds Limit Bylaw 2011 (No. 210) was developed in response to the need to improve the safety on the section of Waimea Road between Market Road and Beatson Road roundabout, and to develop a workable speed environment for the proposed intersection of Princes Drive with Waimea Road. The Works and Infrastructure (W&I) Committee considered the SOP on 15 November 2018.
- 4.2 The SOP to amend the Speed Limits Bylaw 2011 (No 210) was prepared in accordance with the following legislation:
- Land Transport Act 1998 — s22AB(1)(d)(i) and s22AD
  - Land Transport Rule: Setting of Speed Limits 2017 — r2.5, r2.6, r2.7 and r4.2
  - Local Government Act 2002 — including s83, s86 and s156
- 4.3 Following the recommendation of the W&I Committee, the Council resolved on 13 December 2018 that the Council:

*“Agrees a bylaw to set a permanent speed limit is the most appropriate way of addressing safety issues on Waimea Road between Market Road and the Beatson Road roundabout; and*

*Agrees the proposed amendments to the Speed Limits Bylaw 2011 (No 210) are the most appropriate form of bylaw and do not give rise to any implications under the New Zealand Bill of Rights Act 1990; and*

## Item 6: Waimea Road Speed Limit Review - Deliberations

*Adopts the Statement of Proposal (A2069647 of Report 9765) relating to the lowering of the speed limit along Waimea Road from 240m south of Market Road (Market Road) through to 200m north of the Beatson Road roundabout (Beatson Road roundabout); and*

*Approves commencement of the Special Consultative Procedure (A2069647 of the Report R9765), with the consultative period to run from 14 December 2018 to 15 February 2019”.*

- 4.4 The Special Consultative Procedure (SCP) commenced following Council approval. The consultation period ran for eight weeks from 14 December 2018 to 15 February 2019. This consultation period was longer than the usual four weeks to account for summer holidays.

## 5. Discussion

### Public Consultation Process

- 5.1 The public consultation process outlined above was publicised through a media release, Council’s website and via social media. Submission information was also made available in Nelson’s public libraries and at Council’s Customer Service Centre.
- 5.2 At the same time, letters were sent to iwi, the immediately affected residents on Waimea Road and to a range of key stakeholders, including the New Zealand Transport Agency (NZTA), New Zealand Police, the Automobile Association (AA), Tasman District Council (TDC), the Road Transport Forum, Bicycle Nelson Bays, local schools and colleges, taxi companies, the Suburban Bus Company, Fire and Emergency NZ, and the Nelson Residents Association. The full consultation plan containing the list of all stakeholders contacted was attached to the previous report (R9765) to this committee.
- 5.3 The W&I Committee heard verbal submissions at a hearing on 6 March 2019. Eight submitters spoke at the hearing, and this report considers both the written and oral submissions.

### Summary of Submissions

- 5.4 A total of 91 written submissions were received. Two submitters did not mention either lowering of the speed limit or maintaining the current 70kph speed limit on Waimea Road, so they were not included in the total tally, leaving 89 submissions to be considered in this report. This also includes one late submission, which was tabled at the Hearings on 6 March 2019.

Table 1 below shows the number and percentage of responses supporting and opposing reducing the speed limit to 50kph.

## Item 6: Waimea Road Speed Limit Review - Deliberations

Table 1: Summary of the submissions

<b>Submissions</b>	<b>Number</b>	<b>Percentage</b>
Lower the speed limit to 50kph	59	66%
Retain the current 70kph speed limit	25	28%
Adopt 60kph speed limit	5	6%
<b>Total</b>	<b>89</b>	<b>100%</b>

- 5.5 Of the submitters who supported lowering the speed limit to 50kph, the majority (73%) supported this approach on the basis of safety. They were of the view that this will increase overall amenity and increase pedestrians' and cyclists' perceptions of safety. In addition, submitters noted that accessing driveways on this section of the road will be easier both for residents and for people visiting and working at the Society for Protection of Cruelty to Animals (SPCA). Others, (9% of this group) , mentioned that the relatively short length of Waimea Road affected by lowering the speed limit would not make a big difference to travel times.
- 5.6 Various issues were raised by the submitters who opposed reducing the speed limit to 50kph. In some submissions, more than one issue was raised. All these were counted and grouped into different categories, such as safety, congestion and traffic flow. The following section discusses major themes and addresses the issues and concerns raised in the submissions.

### **Waimea Road Safety**

- 5.7 Safety on Waimea Road was mentioned in most of the submissions. As noted above, 73% of those who supported the lowering of speed limit to 50kph, supported this on the basis of safety. They were of the view that lowering of speed limit will increase overall amenity and increase pedestrians' and cyclists' perceptions of safety. Some of the comments made by submitters highlight the seriousness of the issue, as follows.

*I have been first (or near first) on the scene at at least two dozen accidents at The Ridgeway and Waimea Road intersection. Some have been rather horrific with serious injuries. Most of these accidents would have been prevented or at least minimised if the Waimea Road limit was lower than it currently is (Submission 19568).*

*There have been several crashes on this stretch of road. The difference in travelling time is minimal yet it could save lives (Submission 19451).*

*There are too frequently near misses due to the speed of the traffic (Submission 19461).*

## Item 6: Waimea Road Speed Limit Review - Deliberations

*As a regular pedestrian through this area, it can be quite intimidating walking so close to traffic going 70km (Submission 19440).*

*I am in support of a 50kph speed limit. It will improve safety for the many school children who use this road (Submission 19448).*

*My husband and I would like to support the lowering of speed limit. We live just south of Beatson Road roundabout. It makes dangerous for us to exit our driveways. We have also had instances of near misses while entering the roundabouts with vehicles speeding through the roundabout (Submission 19491).*

*Reducing the speed limit from 70kph to 50kph will reduce the impact damage [and] will be a big safety and traffic flow improvement (Submission 19659).*

- 5.8 However, among the group of submitters who favoured retaining the 70kph speed limit, 18% disputed that safety was an issue on this road and that they had not seen any safety-related accidents due to speed. They further added that safety for cyclists and pedestrians was also not an issue as those users had separate routes or facilities. Examples are shown below.

*My experience is that I have not seen any bad or dangerous driving in that area that can be blamed on the speed limit of 70kph (Submission 19441).*

*The safety issues you mention could apply to any stretch of road, regardless of the speed (Submission 19457).*

*I do not see a safety concern on Waimea Road and therefore will be disgruntled if yet another road has its speed limit pointlessly changed (Submission 19517).*

### Support for safety and speed limit reduction to 50kph

Speed-related crash data on the stretch of Waimea Road between Market Road and the Beatson Road roundabout is shown in the following table. This data is from the Crash Analysis System (CAS) maintained by NZTA and populated by the Police.

Table 2: Speed related crashes on the section of Waimea Road

<b>Speed Related Crashes Waimea Road</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018 To Date (March)</b>
Fatal						
Serious					1	1
Minor				1		1
Non-injury	1				1	
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>2</b>

## Item 6: Waimea Road Speed Limit Review - Deliberations

- 5.9 Table 2 highlights two speed related crashes (one serious and one minor) which occurred on this section of Waimea Road in 2018. Two crashes also happened in 2017 (including a serious one). There was one fatality (attributed to alcohol impairment) on this section of Waimea Road in 2018. While speed was not a cause of the crash itself, it was a factor in the outcome. As the vehicles were travelling at the higher speed (70kph), there were greater impact forces that resulted in the fatality.
- 5.10 Ministry of Transport's (MoT) Road Safety Strategy 2010 - 2020 supports the above statement that speed affects the likelihood and impact of all crashes. The Strategy highlights there is a 10% probability of death for car drivers in side-impact collisions travelling at 50kph as compared to a 50% death probability for car drivers travelling at 75kph.
- 5.11 The NZ Police support the proposal to reduce the speed limit to 50kph. The following statement is from Acting Senior Sergeant Brett Currie.

*Lower speeds in crashes reduces the severity of the injuries suffered as a result of a crash. Therefore a reduction of the speed limit to 50kph throughout the entirety of Waimea Road would reduce the trauma that is happening there.*

*A reduction in speed would give drivers more time to consider their options and decrease the chance of serious crash around the intersection. It would also allow more time for drivers entering onto Waimea Road from all intersections to move safely into the flow of traffic (Submission 19613).*

- 5.12 The Nelson branch of SPCA strongly support the reduction in speed limit from 70kph to 50kph. This organisation has been campaigning for a speed limit change for many years as they are located on this stretch of the Waimea Road. Their submission included the following statement.

*The junction between the SPCA driveway and Waimea Road is the scene of frequent "near hits".*

*City bound cars queue to turn into our driveway on a section barely wide enough for two cars. Vehicles approaching from behind often realise very late that a car is stationary, risking colliding.*

*Getting out of the driveway city-bound is very hazardous in peak traffic.*

*Some of our staff and volunteer walk to work, meaning they have to cross a busy, fast road.*

*Turning into the Ridgeway is hazardous when cars are moving at 70kph. This is the scene for frequent collisions (Submission 19607).*

## **Congestion and traffic flow issues**

- 5.13 The issue of increased congestion and traffic flow was raised by the group of submitters who opposed a reduced speed limit. Almost half (50%) of the submissions in this category raised concerns about a potential increase in congestion due to a reduced speed limit. Submitters were of the view that Waimea Road is one of the busiest roads in Nelson with high traffic volume and a reduction in the speed limit to 50kph will further congest the road especially during peak hours, as noted below.

*It takes long enough to get to town at 70kph. Should be looking at rising the speed limit or making a motorway. Takes me an hour to get to work in the mornings because of the build-up of traffic (Submission 19453).*

*Far too many people do not drive at an acceptable speed and therefore slow the traffic down. This will be worsened by a speed limit of 50kph on Waimea Road (Submission 19455).*

*It will just make drivers more frustrated (Submission 19456).*

*There is no point slowing down one of the only two roads going in and out of Nelson (Submission 19459).*

*I do not want the speed limit changed on this stretch of road as this will cause traffic to bunch up making it nearly impossible to turn out of street onto Waimea Road (Submission 19517).*

*At busy times the traffic is already much slower than 70kph and often poor drivers go really slow. Lowering the limit will simply cause frustration as poor drivers may go even slower (Submission 19585).*

### In response to the congestion and traffic flow issue

- 5.14 Waimea Road is a significant arterial and busy road in Nelson, with an average of 25,000 vehicles per day. Reducing the speed limit from 70kph to 50kph will add 30 seconds to the journey time through this section when traffic can travel at the current speed limit of 70kph. It will add up to 15 seconds to the journey when traffic is travelling at the existing average speeds, and have no effect on traffic speeds at peak times when the road is congested.
- 5.15 When considering Waimea Road in terms of the NZTA Speed Management Guide, the safe and appropriate speed for this area of Waimea Road is 50kph based on:
- the corridor's personal risk rating of Medium in general, and Medium-High at both the Ridgeway intersection and at the Beatson Road roundabout. Personal risk is defined as the danger to each individual using the road and is measured by the number of serious and fatal crashes relative to the traffic volume and distance travelled;

## Item 6: Waimea Road Speed Limit Review - Deliberations

- the surrounding residential land use (with low density residential to the east);
- the presence of five intersections and another one to be constructed (to connect with Princes Drive);
- the existing mean speed between 50km/h and 60km/h;
- the speed environment will be slower between Market Road and Beatson Road as a result of a new signalised intersection.

5.16 The NZTA supported the reduction of speed limit to 50kph in its submission, as shown below.

*The Agency agrees with the proposal as it aligns with the Setting of Speed Limit Rule and intent of the Speed Management Guide and the Safer Journeys Risk Assessment Tool (Submission 19473).*

### **Other issues: New development, traffic lights and separate cyclists' lanes on Waimea Road**

5.17 Some other issues related to the Waimea Road speed limit review were also raised in submissions, as outlined below. Most of these concerns were raised by the submitters who were not in favour of reducing the speed limit to 50kph, and were raised by fewer submitters (28% of the total submitters). These topics included:

- the future intersection from Princes Drive onto Waimea Road
- preference for traffic lights or a roundabout at the proposed intersection
- cyclists and pedestrians have separate lanes and don't need to be considered

### Princes Drive intersection

5.18 Resource consent for the subdivision of the western side of Waimea Road at Bishopdale Hill has been granted to allow construction of a new road (Princes Drive extension) and an intersection onto Waimea Road. The original consent was issued in 2000. An additional consent was issued in 2016 for the retirement village. All consents showed an intersection from the proposed road with Waimea Road. The construction on this intersection is yet to start. It is a developer-led and funded project.

5.19 Nelson is growing so there is a need to provide more access to the arterial road network for growth areas.

5.20 The speed limit will have an effect on the design of the new Princes Drive intersection. If a change to the speed limit is made before construction



## Item 6: Waimea Road Speed Limit Review - Deliberations

begins, the intersection will be designed to take account of the new speed limit so that it is fit for purpose for the future.

- 5.21 The Princes Drive intersection will change the Bishopdale Hill passing lanes into turning lanes for the new intersection. This change will remove a significant feature of the existing 70kph speed environment.

### Traffic signals versus roundabout

- 5.22 Traffic signals versus a roundabout option at the Princes Drive – Waimea Road intersection was raised in about 6% submissions, and at the hearing on March 6<sup>th</sup>. Detailed design of the traffic signals and the lane approach is yet to occur but consideration of safety and traffic flow are part of the design process. Further discussion on this is out of the scope of the consultation on speed limits and is not discussed in this report.

### Cyclists and pedestrians have separate lanes

- 5.23 While there is an off-road facility available, many commuter cyclists prefer to use the road in order to avoid pedestrians on shared paths. Lowering the traffic speed will improve safety for cyclists.
- 5.24 Not all services on this section of Waimea Road are accessible via pedestrian facilities. For example, the SPCA is a public facility that attracts pedestrian activity but it does not have a footpath connection. Instead, pedestrians are required to cross Waimea Road, mixing with the high speed traffic. Lowering the speed will improve safety for pedestrians, and allow a review of road space allocation in order to provide pedestrian facilities in the future.
- 5.25 An underpass is provided at the Arthur Cotton Bridge for walkers and cyclists crossing Waimea Road. It enables many students and others to walk from the Beatson Road area to Enner Glynn School. However, the underpass is constrained, and not suitable for all users. Parents with wide pushchairs and mobility scooter users are particularly vulnerable when they cross Waimea Road at grade to avoid the challenges related to the steep gradient, steps and narrowness of the underpass.
- 5.26 A southbound bus stop is provided opposite Ulster Street in the 70kph zone. Patronage at this bus stop is constrained because patrons are reluctant to cross the high speed section of Waimea Road. Furthermore, the bus drivers also feel unsafe to pull in and out of this stop in a 70kph, as noted in the following submission.

*As a bus driver trying to pull out of the bus stops on Waimea Road is very hard as cars are doing 70kph. So for safety reasons [of all users including pedestrians] I think it would be safer if the speed limit was 50kph (Submission 19495).*

- 5.27 The Cycling Action Network also supported the reduction of speed limit to 50kph in order to improve the amenity of the area, as shown below.

## Item 6: Waimea Road Speed Limit Review - Deliberations

*Cycling Action Network supports the proposal to make Waimea Road a 50kph maximum speed area. It is consistent with goals to improve road safety and liveability (Submission 19445).*

### 6. Timing

- 6.1 If approved, the implementation of the new speed limit needs to be considered. Options include starting the process straight after the Council's approval or waiting until the intersection works are completed.
- 6.2 Developer delays have moved the construction of the intersection out to a yet to be determined date.
- 6.3 Given the poor safety performance to date and the weight of submissions supporting lowering of the speed limit on safety grounds officers recommend the new speed limit should take effect four weeks after Council approval.

### 7. Options

- 7.1 Having considered all the submissions following the Special Consultative Procedure, four options are analysed in the following table.
- 7.2 Option 1 is the recommended option.

<b>Option 1: Adopt the proposal to reduce the speed limit from 70kph to 50kph for the affected section of Waimea Road as soon as possible.</b>	
Advantages	<ul style="list-style-type: none"><li>• Decreased speed will result in less severe crashes.</li><li>• Incorporates the majority public view - 66% of the total submissions favour this option including the major stakeholders, such as NZTA, Police, AA, Nelson Marlborough Health, National Council of Women, Nelson Youth Councillors, SPCA, and the Cycling Action Network.</li><li>• Aligns well with the GPS's focus on safety and access.</li><li>• Aligns well with the NZTA's Setting of Speed Limit Rule, intent of the Speed Management Guide and the Safer Journeys Risk Assessment Tool.</li><li>• Sets the design parameters for the Princes Drive intersection.</li></ul>
Risks and Disadvantages	<ul style="list-style-type: none"><li>• Marginally slower travel times along Waimea Road at times of low congestion.</li></ul>

Item 6: Waimea Road Speed Limit Review - Deliberations

<b>Option 2: Adopt a 50kph speed limit to be implemented on the day the traffic signals at Princes Drive become operational.</b>	
Advantages	<ul style="list-style-type: none"> <li>• Retains the shorter travel time along Waimea Road, at times of low congestion, for as long as possible.</li> <li>• Decreased speed will eventually result in less severe crashes.</li> <li>• Sets the design parameters for the Princes Drive intersection.</li> <li>• Lowers the speed limit through the intersection with the new Princess Drive.</li> </ul>
Risks and Disadvantages	<ul style="list-style-type: none"> <li>• The interim time between approval and implementation will cause a delay in gaining safety benefits.</li> <li>• Does not align with the GPS's focus on safety and access.</li> <li>• Potential for confusion and additional advertising being required because the speed limit change would not take effect immediately after the decision making process.</li> <li>• The construction of Princes Drive Intersection is a developer-led and funded project and the Council has little control over its eventual completion.</li> <li>• Too long a delay in the implementation may require re-consultation with the public.</li> <li>• It may cause frustration for submitters expecting action.</li> </ul>
<b>Option 3: Retaining the current 70kph speed limit.</b>	
Advantages	<ul style="list-style-type: none"> <li>• Does not require any advertising about a speed limit change.</li> <li>• Marginally shorter travel times along Waimea Road than Option 1 or 2, at times of low congestion.</li> </ul>
Risks and Disadvantages	<ul style="list-style-type: none"> <li>• Risk of continued increasing crash trend.</li> <li>• Risk of continued increasing crash severity.</li> <li>• Challenging design of the new Princes Drive intersection with Waimea Road.</li> </ul>

## Item 6: Waimea Road Speed Limit Review - Deliberations

	<ul style="list-style-type: none"><li>• Is not supported by submitters, including the major stakeholders, such as NZTA, Police, AA, Nelson Marlborough Health, the National Council of Women, Nelson Youth Councillors, SPCA, and the Cycling Action Network.</li><li>• Does not align with the GPS's focus on safety and access.</li><li>• Does not align with the NZTA's Setting of Speed Limit Rule, intent of the Speed Management Guide and the Safer Journeys Risk Assessment Tool.</li></ul>
--	---

### **8. Conclusion**

- 8.1 Public consultation has been completed with the majority of submitters (66%) in support of reducing the Waimea Road speed limit from 70kph to 50kph.
- 8.2 Officers recommend that the speed limit on the section of Waimea Road between Market Road and the Beatson Road roundabout be reduced to 50kph four weeks after the Council approval for safety reasons and to improve design options for the Princes Drive intersection.
- 8.3 This recommendation is in line with the Government Policy Statement (GPS) focus on safety and access as well as NZTA's Setting of Speed Limit Rule, intent of the Speed Management Guide and the Safer Journeys Risk Assessment Tool.

**Author: Waheed Ahmed, Transport Planner**

### **Attachments**

Nil

## **Important considerations for decision making**

### **1. Fit with Purpose of Local Government**

This report considers how to provide safe and appropriate infrastructure that is designed to reduce future costs. This deliberation report forms part of a special consultative procedure which enables democratic local decision-making on behalf of the community.

A review of the Waimea Road Speed Limit for safety improvements fits the 2018 GPS Key Strategic Priority for Safety - a safe system, free of death and serious injury where speed management is a suitable delivery mechanism.

The Council as Road Controlling Authority is required to set speed limits which are safe and appropriate and give effect to nationally consistent and evidence based speeds through the Land Transport Rule Setting of Speed Limits 2017, Rule 54001/2017.

### **2. Consistency with Community Outcomes and Council Policy**

This report supports the community outcome: "Our communities are healthy, safe, inclusive and resilient."

### **3. Risk**

The key reason to reduce the speed limit on Waimea Road is to reduce the risk of speed related crashes.

Providing the opportunity for the community to provide feedback on the matter reduces the risk making a decision which is not supported by the public. Officers consider that the correct consultation processes have been followed. However, if Council was to choose an alternative option that is significantly different from those that were consulted on, there is a risk that further consultation may be required.

### **4. Financial impact**

Changes to traffic speed limit signage, can be completed at minimal cost and within existing budgets.

### **5. Degree of significance and level of engagement**

This matter is of medium significance. While it is a relatively simple change to make, it affects a large number of road users as well as the efficiency and safety of vehicle movements on a significant arterial route. For this reason a Special Consultative Procedure (SCP) was carried out, following Council approval. The consultation period ran from 14 December 2018 to 15 February 2019.

## **6. Inclusion of Māori in the decision making process**

Iwi were informed through letters to submit on the speed limit review, as mentioned in section 5.2 of this report.

## **7. Delegations**

The Works and Infrastructure Committee has the following delegations to consider bylaws affecting the transport network.

### *Areas of Responsibility:*

- *Roading network, including associated structures, bridges and retaining walls, walkways, footpaths and road reserve, landscaping and ancillary services and facilities, street lighting and traffic management control*

### *Powers to Decide:*

- *To hear and deliberate on submissions for Special Consultative Procedures, or other formal consultation requirements arising from legislation, falling within the areas of responsibility*

### *Powers to Recommend:*

- *Statements of proposals for Special Consultative Procedures, or proposals for other formal legislative consultation procedures, falling within the areas of responsibility.*
- *Final decisions on Special Consultative Procedures, or other formal consultation legislative consultation procedures, falling within the areas of responsibility*