



**Notice of the ordinary meeting of the
Infrastructure Committee
*Kōmiti Hanganga***

Date:	Wednesday 9 September 2020
Time:	9.00a.m. – to hear submissions to Speed Control Bylaw 2011 (210)
Location:	Council Chamber, Civic House 110 Trafalgar Street

Agenda

Rārangi take

Chair	Cr Brian McGurk
Deputy Chair	Cr Rohan O'Neill-Stevens
Members	Her Worship the Mayor Rachel Reese Cr Yvonne Bowater Cr Trudie Brand Cr Mel Courtney Cr Kate Fulton Cr Judene Edgar Cr Matt Lawrey Cr Gaile Noonan Cr Pete Rainey Cr Rachel Sanson Cr Tim Skinner

**Pat Dougherty
Chief Executive**

Quorum: 2

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.

Infrastructure Committee

Areas of Responsibility:

- Bylaws, within the areas of responsibility
- Transport network, including, roading network and associated structures, walkways, cycleways and shared pathways, footpaths and road reserve, street lighting, traffic management control and parking.
- Water
- Wastewater, including Bell Island Wastewater Treatment Plant
- Stormwater and Flood Protection
- Solid Waste management, including transfer stations and waste minimisation
- Regional Landfill
- Recycling

Delegations:

The committee has all of the responsibilities, powers, functions and duties of Council in relation to governance matters within its areas of responsibility, except where they have been retained by Council, or have been referred to other committees, subcommittees or subordinate decision-making bodies.

The exercise of Council's responsibilities, powers, functions and duties in relation to governance matters includes (but is not limited to):

- Monitoring Council's performance for the committee's areas of responsibility, including legislative responsibilities and compliance requirements
- Developing, approving, monitoring and reviewing policies and plans, including activity management plans and the Infrastructure Strategy
- Reviewing and determining whether a bylaw or amendment, revocation or replacement of a bylaw is appropriate
- Undertaking community engagement, including all steps relating to Special Consultative Procedures or other formal consultation processes
- Approving submissions to external bodies or organisations, and on legislation and regulatory proposals
- Hear, consider and decide all applications for road stopping

Powers to Recommend to Council:

In the following situations the committee may consider matters within the areas of responsibility but make recommendations to Council only (in accordance with sections 5.1.3 - 5.1.5 of the Delegations Register):

- Matters that, under the Local Government Act 2002, the operation of law or other legislation, Council is unable to delegate
- The purchase or disposal of land or property relating to the areas of responsibility, other than in accordance with the Long Term Plan or Annual Plan
- Unbudgeted expenditure relating to the areas of responsibility, not included in the Long Term Plan or Annual Plan
- Decisions regarding significant assets

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. Public Forum

There will be no Public Forum.

**5. Hearing of Submissions - Review of Speed Control
Bylaw 2011 (210)**

4 - 200

Document number R20291

Hearing of Submissions - Review of Speed Control Bylaw 2011 (210)

- 1.1 Draft Hearing Schedule (A final Hearing Schedule will be tabled at the meeting)

Document A2445358

- 1.2 Total Submissions

Document A2442784

- 1.3 Late Submissions

Document A2443506

Author: Elaine Stephenson, Governance Adviser

Attachments

Attachment 1: A2445358 - Draft Hearing Schedule [↓](#)

Attachment 2: A2442784 - Total Submissions [↓](#)

Attachment 3: A2443506 - Late Submissions [↓](#)

Speed Limit Bylaw Review – Hearing Schedule

Wednesday 9 September 2020

Page	Time	Speaker-Submission ID
15	9.15am	Lisa Black – 24482
19	9.20am	David Marsh – 24487
27 & 150	9.25am	Robynne Johansen – 24502 & 24656
124	9.30am	Clare Scott – 24580
126	9.35am	Bernadine Goldsmith – 24586
151	9.45am	Jane Murray (NMDHB) – 24658
159	9.55am	Deirdre MacAlpine – 24670
Morning Tea Break		
160	10.20am	Jeanette Lash – 24671
180	10.25am	Charles Douglas – 24714
183	10.30am	Hannah Baldwin (Henley Primary School) – 24720
189 - Late Submission	10.40am	Bevan Woodward (Bicycle Nelson Bays) – 24797

A2445358

Speed Limit Bylaw review - Index of Total Submissions by Submission No. Order

Page	Sub ID	FirstName	LastName	Designation	Organisation	Speak
1	24478	Tamara	Cartwright			No
2	24479	Tama	Pugsley			No
3	24480	Kyle	Clark			No
4	24481	Warren	Burgess			No
5	24482	Lisa	Black			Yes
6	24483	Jacqui	Irwin			No
7	24484	Steve	Copley			No
8	24485	Robert	Duthie			No
9	24487	David	Marsh			Yes
10	24488	Grant	Andrews	Senior Sergeant	Stoke Road Policing Base	No
13	24489	Tom	Ashton			No
14	24490	Michelle	Sidwell			No
15	24491	Pam	Briggs			No
16	24492	Andrew	Briggs			No
17	24502	Robynne	Johansen			Yes
18	24503	Rob	Graham			No
19	24505	Mary	Wemyss			No
20	24506	Don	Clifford			No
21	24507	Alison	Couldrey			No
22	24508	Geoff	McLean	Director	Deville Cafe	No
23	24509	Christine	Hands			No
24	24510	John	Conly			No
25	24511	Murray	McClintock			No
26	24512	Brian	Coulter			No
27	24513	Billy	MacDougall			No
28	24514	Alayne	McLaren			No
29	24515	Luke	Crichton			No
30	24516	Felicite	Jardine			No
31	24517	Madeleine	Kenworthy-Gough			No
32	24518	Sean	Handley			No
33	24519	Jill	Powrie			No
34	24520	Michael	Davies			No
35	24521	Hubert	Altenburg			No
36	24522	Stuart	Stephenson			No
37	24523	Mark	Fielding	Director	Ecotect Ltd	No
38	24524	Alistair	Jamieson			No
39	24525	Peter	Wall			No
40	24526	Gordon	Dicker			No
41	24528	Anna	Hickman			No
42	24529	Paul	McArthur			No
43	24530	Alison	Forder			No
44	24531	Scott	Stocker			No
45	24532	Greg	Bate			No
46	24535	Frances	Kemble Welch			No
47	24537	Ian	Gillespie			No
48	24539	Lindsey	Ellison			No
49	24543	John	Roosen			No
50	24545	Michelle	Moss			No
51	24546	Mary	Bronsteter			No
77	24547	Ashley	Hilton			No

Speed Limit Bylaw review - Index of Total Submissions by Submission No. Order

Page	Sub ID	FirstName	LastName	Designation	Organisation	Speak
78	24548	Belinda	Miller			No
79	24549	Keeley	Gerrard			No
80	24550	Sally	Grimmett			No
81	24551	Anne	Gallagher			No
82	24552	Dagmar	Felber			No
83	24557	Maggie	Muir			No
84	24558	Mary	Monaghan			No
85	24559	Belinda	Rusbatch			No
86	24560	Terry	Pearse			No
87	24561	Jurgen	Voigtlander			No
110	24562	Sarah	Francis			No
111	24571	Russell	Arnst			No
112	24573	Jennifer	Germano			No
113	24577	David Russell	Ellen Brinkman			No
114	24580	Clare	Scott			Yes
115	24584	Frances	O'Leary			No
116	24586	Bernadine	Goldsmith			Yes
120	24588	Neil & Shelley	Johnstone			No
121	24614	Grant	Sidwell			No
125	24620	Valda	Stockler			No
126	24629	Shan	Gatrell			No
129	24631	Clive	Garlick			No
132	24632	Rosemary	Musters			No
133	24635	John and Ann	Martin			No
134	24636	Angie	Johansen			No
137	24652	Steve	Zygmund			No
138	24654	Richard	Wilson			No
139	24655	Suzanne	Bateup			No
140	24656	Robynne	Johansen			No
141	24658	Jane	Murray	Policy Advisor	NMDHB	Yes
146	24662	Robert	Neighbours			No
147	24666	Ken A	Ridley			No
149	24670	Deirdre	MacAlpine			Yes
150	24671	Jeanette	Lash			Yes
151	24673	Debra	Gehlbach			No
152	24685	Hayley	Samuel			No
155	24691	Glenn	Bunting		Waka Kotahi (NZTA)	No
158	24692	Stu	Easton			No
160	24695	Allan	Kneale			No
161	24698	Jane-Maree	Holmes			No
164	24704	Hara	Salcin-Watts			No
165	24705	Marie	Sweet			No
166	24706	Douglas	Higgins			No
167	24713	Richard	Popenhagen	Chairperson	NZ Automobile Assc	No
170	24714	Charles	Douglas			Yes
171	24715	Angela	Arnold-Kelly			No
172	24719	Nicola	Padilla			No
173	24720	Hannah	Baldwin	Teacher	Henley Primary School	Yes

Speed Limit Bylaw review - Index of Total Submissions by Surname Order

Page	Sub ID	FirstName	LastName	Designation	Organisation	Speak
35	24521	Hubert	Altenburg			No
10	24488	Grant	Andrews	Senior Sergeant	Stoke Road Policing Base	No
171	24715	Angela	Arnold-Kelly			No
111	24571	Russell	Arnst			No
13	24489	Tom	Ashton			No
173	24720	Hannah	Baldwin	Teacher	Henley Primary School	Yes
45	24532	Greg	Bate			No
139	24655	Suzanne	Bateup			No
5	24482	Lisa	Black			Yes
16	24492	Andrew	Briggs			No
15	24491	Pam	Briggs			No
51	24546	Mary	Bronsteter			No
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170	24714	Charles	Douglas			Yes
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79	24549	Keeley	Gerrard			No
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18	24503	Rob	Graham			No
80	24550	Sally	Grimmett			No
32	24518	Sean	Handley			No
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41	24528	Anna	Hickman			No
166	24706	Douglas	Higgins			No
77	24547	Ashley	Hilton			No
161	24698	Jane-Maree	Holmes			No
6	24483	Jacqui	Irwin			No

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140	24656	Robynne	Johansen			No
120	24588	Neil & Shelley	Johnstone			No
46	24535	Frances	Kemble Welch			No
31	24517	Madeleine	Kenworthy-Gough			No
160	24695	Allan	Kneale			No
150	24671	Jeanette	Lash			Yes
149	24670	Deirdre	MacAlpine			Yes
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28	24514	Alayne	McLaren			No
22	24508	Geoff	McLean	Director	Deville Cafe	No
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84	24558	Mary	Monaghan			No
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39	24525	Peter	Wall			No
19	24505	Mary	Wemyss			No
138	24654	Richard	Wilson			No
137	24652	Steve	Zygmund			No

Submission Summary

Speed Limit Bylaw review - Submission #24478

Ms Tamara Cartwright

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		<p>Please reduce the speed limit in the city limits. This is a great idea. 50 is way to fast, 30 will calm the traffic and allow safer passage.</p> <p>Thank you, Tamara</p>
NCC - Infrastructure Services	Speed Limit Bylaw review		<p>30 - yes! 50 is too fast in the city centre where so much activity can be going on in all directions. This reduced speed limit on some of the more narrow city roads would also provide for safer travel.</p> <p>Thank you!</p> <p><i>(Admin note: submitted 13-8-20, #24701)</i></p>

A2442784

Printed: 13/08/2020 02:13

1

Submission Summary

Speed Limit Bylaw review - Submission #24479

Mr Tama Pugsley

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		I support all proposed speed limit changes.

A2442784

Printed: 14/07/2020 08:53

2

Submission Summary

Speed Limit Bylaw review - Submission #24480

Mr Kyle clark

Richmond 7020

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		keep it at 50 please

A2442784

Printed: 14/07/2020 08:52

3

Submission Summary

Speed Limit Bylaw review - Submission #24481

Mr Warren Burgess

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		<p>I would like to see all the proposed roads speed limits reduced to at least 30km/h and also Brook St, Westbrook Terrace and Nile St to be speed reduced too.</p> <p>I feel that with the many children walk/riding to school from the Brook and Maitai, it would provide a safer journey and encourage more environmentally aware methods of travel.</p>

A2442784

Printed: 14/07/2020 08:51

4

Submission Summary

Speed Limit Bylaw review - Submission #24482

Ms Lisa Black

Hira 7071

Speaker? True

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		Really happy to see this. My bike is my primary transport and I'd really appreciate all the streets listed having their speed limits lowered to 30 km/h. Especially thrilled to see Teal Valley included in Schedule A. We have such a lovely, quiet road, but often people who don't live here see the posted speed limit and assume it's safe to drive at that speed (or, sometimes, a bit more). Because it's such a lovely quiet road, people often stroll with their partners, their children and babies, and their off-leash dogs. But sometimes we get sudden, nasty surprises from people in cars, and I'd hate something dreadful to happen. 30 km/h is a very appropriate speed limit for this wee valley.

A2442784

Printed: 14/07/2020 08:50

5

Submission Summary

Speed Limit Bylaw review - Submission #24483

Ms Jacqui Irwin

The Brook
Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		<p>I fully support in principle the proposal to reduce speed limits to 30 kph in the areas proposed for the safety of pedestrian and other vulnerable people.</p> <p>I specifically support the proposal to reduce speed limit 30 kph in Larges Lane. Living there it is clear that the street is for foot, cycles and other forms of transport at least as much as cars, as well as frequently used by children playing and pets strolling.</p> <p>I suspect similar conditions apply in most if not all of the other streets proposed for speed limit reduction. This is a significant safety initiative and I fully support it.</p>

A2442784

Printed: 14/07/2020 08:48

6

Submission Summary

Speed Limit Bylaw review - Submission #24484

Mr Steve Copley

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		I'm totally in support of this move. Anything that prioritises people over cars can only be a good thing.

A2442784

Printed: 14/07/2020 08:45

7

Submission Summary

Speed Limit Bylaw review - Submission #24485

Mr Robert Duthie

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		<p>I'm against the introduction of lower speed limits as they seem to be totally unnecessary .I travel into town frequently and find the traffic speed to be self regulating. i.e. Waimea Road and Rocks road are almost at a stand still now with both roads at or near to capacity. Why bring in a needless speed limit. Just another imposition.</p> <p>Until we get the southern bypass all we are going to do is increase pollution in these areas by cars standing still burning unnecessary fuel.</p>

A2442784

Printed: 14/07/2020 03:07

8

Submission Summary

Speed Limit Bylaw review - Submission #24487

Mr David Marsh

Nelson 7010

Speaker? True

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		<p>I consider the criteria used for determining which streets are to be considered in this plan for a lower speed limit are not a true representation or selection of dangerous local traffic roads.</p> <p>The criteria should include:</p> <ol style="list-style-type: none">1. No Exit Roads2. Roads with only one walkway where the walkway moves from one side of the road to the other.3. Roads with blind bends in them

A2442784

Printed: 14/07/2020 03:30

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Submission Summary

Speed Limit Bylaw review - Submission #24488

Mr Grant Andrews

Senior Sergeant
Stoke Road Policing Base

3 Bail Street
Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		Please see attached

A2442784

Printed: 16/07/2020 07:46

10

From: Margaret Parfitt
Sent: Wednesday, 15 July 2020 3:53 PM
To: Administration
Cc: Paul Shattock
Subject: FW: Proposed Speed Limit reductions - Nelson City

can you capture this in the submission data base as feedback to the speed limits bylaw review?

From: ANDREWS, Grant
Sent: Wednesday, 15 July 2020 10:53 a.m.
To: Margaret Parfitt Matt Bruce
Cc: BORRELL, Paul
Subject: FW: Proposed Speed Limit reductions - Nelson City

Morena Marg and Matt.

I note from the attached that Selwyn Place is now included in the proposed speed limit reduction.

This was my only concern around the reduction and now that it is included I can confirm Police support the entirety of the proposed changes.

Regards.

Nāku iti nei
Nā Grant
S/Sgt Grant Andrews
RPM.
Tasman.

 Stoke Road Policing Base. 3 Bail Street Stoke. Nelson. DX WX10744

 Nelson 7041 | New Zealand |



From: Paul Shattock
Sent: Monday, 13 July 2020 12:37 PM
To: Engage <engage@ncc.govt.nz>
Subject: Proposed Speed Limit reductions - Nelson City

Kia ora,

Nelson City Council is proposing to make some amendments to the Speed Limits Bylaw 2011. This is being done through a special consultative procedure, where we seek submissions from stakeholders and the public to get their thoughts on the proposed changes.

You have been identified as a potential stakeholder or interested party, and we would like to provide you with the Statement of Proposal (attached) for you to consider. The focus of the proposed changes is to limit the speeds within the central city and on select home zone streets to 30km/hr. A home zone street is a street that has no footpath on either side of the road.

The purpose of the proposed changes is to improve the safety, accessibility and amenity of these streets. The changes are aligned with both Central Government initiatives (GPS's 2018 and draft 2021 focus on safety and access, road to zero strategy, and innovative street/tactical urbanism) and with other local authorities' initiatives.

A2442784

Submissions can be made through <https://shape.nelson.govt.nz/nelson-city-centre-and-home-zones-speed-limit-review>

by post to Speed Limit Bylaw 2011 (210), PO Box 645, Nelson 7040
or by dropping your submission off to Civic House, 110 Trafalgar Street, Nelson.

If you have any questions then please feel free to contact us by email enquiry@ncc.govt.nz or call 03 546 0200.

Ngā mihi,

Paul

Paul Shattock

Manager - Community Engagement

Nelson City Council | Te Kaunihera o Whakatū

nelson.govt.nz

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Submission Summary

Speed Limit Bylaw review - Submission #24489

Mr Tom Ashton

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		I am constantly observing near miss incidents around schools. Let's extend the 30 km/h areas to cover the areas around schools. Road traffic must be one of the greatest risks children have in their school day, let's mitigate that risk with a practical solution.

A2442784

Printed: 17/07/2020 11:17

13

Submission Summary

Speed Limit Bylaw review - Submission #24490

Mrs Michelle Sidwell

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		As residents of monaco we need our 50 kilometer speed limit dropped to 30 kilometers. As we are on a peninsula there are a great number of people that use this as a recreational spot for walking,running, walking dogs ,cyclists and family's with children and strollers .The speed limit needs to be lowered for the safety of residents and for the people who are using monaco for their recreation. Kind regards Shelly Sidwell.
NCC - Infrastructure Services	Speed Limit Bylaw review		Absolutely need the speed limit reduced to 30 Kilometers, especially as there is no foot paths and so many people use Monaco for walking, cycling and other recreational use. (Admin note: submitted 24536, 27/07/2020)

A2442784

Printed: 17/08/2020 10:35

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Submission Summary

Speed Limit Bylaw review - Submission #24491

Mrs Pam Briggs

Nelson 7071

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		I do not wish for any of the speed limits to change. As it is, no one drives the correct speed limit - everyone drives below the speed limits and it makes it so frustrating and I constantly see frustrated driver's making bad/poor decision's to overtake in dangerous places. I find that the slower the speed the more accidents and see more driver's on cellphones too. Reducing the speeds is not the answer. It is the bad driver's that are the problem. I do not support any of the proposed speed reductions.

A2442784

Printed: 20/07/2020 08:21

15

Submission Summary

Speed Limit Bylaw review - Submission #24492

Mr Andrew Briggs

Nelson 7071

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		I do not wish for any of the speed limits to change. As it is, no one drives the correct speed limit - everyone drives below the speed limits and it makes it so frustrating and I constantly see frustrated driver's making bad/poor decision's to overtake in dangerous places. I find that the slower the speed the more accidents and see more driver's on cellphones too. Reducing the speeds is not the answer. It is the bad driver's that are the problem. I do not support any of the proposed speed reductions. We do need more overtaking/passing lanes and not the new diagonal crossings at the nelson city council lights, they are ridiculous and cause heavy backed up congested traffic and make drivers angry and not want to come to Nelson to shop. Common sense.

A2442784

Printed: 20/07/2020 08:20

16

Submission Summary

Speed Limit Bylaw review - Submission #24502

Ms Robynne Johansen

Nelson 7011

Speaker? True

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		<p>Speed Limit Review Submission:</p> <p>I am writing this submission in support of lowering the current speed limit of 50 kph to 30 kph in Monaco, Nelson. The 30 kph speed limit needs to be applied to Martin Street, Point Road, Rainier Street and include Grace Street.</p> <p>I have lived in Monaco for three years, during this time the traffic has increased due to its increasing popularity as a destination for recreational activities. On a daily basis I see many drivers that are not driving to the conditions of the type of environment Monaco is. The roads do not have footpaths and along the sea front section of Martin Street and top of Point Road the road is very narrow.</p> <p>Some of my neighbours have had near misses with vehicles nearly hitting them as many drivers do not slow down as they approach pedestrians. This is very dangerous as there are many older locals and children who may not be able to move out of the way in time. Our beloved pets are also at high risk of being hit, especially by larger 4WD vehicles and those towing boats, also by the many trucks (including council trucks) that frequent the area.</p> <p>I don't believe the recently installed signs (shared home zone) are effective as they are ambiguous and are not contributing to safer driving in the area. Please make Monaco a safer place to live for the residents, their pets and visitors and all who come out to enjoy the peninsular. Thank you.</p>

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Submission Summary

Speed Limit Bylaw review - Submission #24503

Mr Rob Graham

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		I strongly support the Council's proposal to reduce traffic speeds in central Nelson. I think this will improve actual safety and perceptions of safety for pedestrians of all ages. In addition it will assist in encouraging a progressive shift towards more people cycling and walking. And more generally it will enhance the amenity and livability of central Nelson.

Submission Summary

Speed Limit Bylaw review - Submission #24505

Ms Mary Wemyss

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		Martin Street in Monaco should be 30km/hr maximum.

Submission Summary

Speed Limit Bylaw review - Submission #24506

Mr Don Clifford

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		The speed limit in Martin Street, Monaco should be 30km/hr (from the Point Road intersection)

A2442784

Printed: 20/07/2020 07:56

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Submission Summary

Speed Limit Bylaw review - Submission #24507

Ms Alison Couldrey

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		<p>I completely agree with speed restrictions for busy residential streets and also the central city. Having experienced cycling, walking and driving in Oxford (England) pre and post urban restrictions I can attest that the city is a much more pleasant place to navigate since the traffic speed calming was introduced.</p> <p>I expect the same will happen in Nelson and I look forward to more pleasant cycling in Nelson city.</p>

Submission Summary

Speed Limit Bylaw review - Submission #24508

Mr Geoff Mclean
Director Deville Cafe

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		Yes, 30kph is ideal for all CBD areas. Yes 30kph for residential streets with no footpaths is essential.

Submission Summary

Speed Limit Bylaw review - Submission #24509

Dr Christine Hands

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		<p>I think making a blanket decision to make all 'home zone' streets 30 km/hr is wrong. We have properties on Avon Terrace and Rimu Street. Both normally have VERY slow traffic because the first is a narrow lane, and the second a cul-de-sac.</p> <p>- I think you are making 'rules for rules sake', and maybe garnering more money in speeding tickets if somebody goes 32 km/hr.</p> <p>- I think you should ask the owners of every property on each street if they think the current speed limit is appropriate for their conditions, or whether they have perceived a need for a lower speed limit.</p>

Submission Summary

Speed Limit Bylaw review - Submission #24510

Mr John Conly

The Brook 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		I fully support lower speed limits as per the review and on all non-arterial route streets.

Submission Summary

Speed Limit Bylaw review - Submission #24511

Dr Murray McClintock

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		<p>I support the proposed changes to the Statement of Proposal, specifically the speed limit reduction in the central city and 'home zones'.</p> <p>My view is that this will increase pedestrian and cyclist safety with no meaningful reduction in traffic movements through the city relative to the status quo (in which few vehicles travel very fast in the speed-limited zones anyway).</p> <p>One change I would like to suggest is the reduction of speed limits near schools during pick up / drop off times from the current 40 km/hr limit to 30 km/hr. These are listed as variable speed zones but it is important that for consistency any arguments for pedestrian safety in the central city equally apply to schools where there are many vulnerable pedestrians and cyclists.</p>

Submission Summary

Speed Limit Bylaw review - Submission #24512

Mr Brian Coulter

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		Very pleased to see Martin St and Point Rd (Monaco peninsula) included in the 30kmph proposal. The constraints of the road and neighbourhood mean that most people drive slowly already but it would be good to formalise 30kmph so that occasional speedsters can be deterred legally. The current 50kmph is an extremely unsafe speed in this area. This issue was raised at a very well attended meeting with Council and community and received strong verbal approval from the neighbourhood.

Submission Summary

Speed Limit Bylaw review - Submission #24513

Mr Billy MacDougall

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		As a home owner in one of the home zones, and as a pedestrian/runner on many other home zone streets, I wholeheartedly agree with these proposals as they will greatly increase the safety of pedestrians.

Submission Summary

Speed Limit Bylaw review - Submission #24514

Mrs Alayne McLaren

Nelson 7071

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		AS A HOME OWNER ON THE MONACO PENINSULA, I SUPPORT THE REDUCTION OF THE CURRENT SPEED LIMIT TO 30 KM/HOUR.

Submission Summary

Speed Limit Bylaw review - Submission #24515

Mr Luke Crichton

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		<p>Parking on Hampden Tce is haphazard, coupled with no footpath and high usage route for school kids. I would welcome the speed restriction of 30kph. I would also like to see some yellow lines installed for none parking areas. Often parked cars in the street cause vehicles to have to weave, which is not ideal when the street is full of school children who just walk down the middle of the road.</p> <p>As for speed restriction in the city center is this actually needed with all the traffic calming measures already in place, crossings, speed bumps and traffic lights? I personally would have no objection with the whole of Trafalgar street becoming pedestrianised with access only allowed for bicycles, emergency and disabled vehicles.</p>

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Submission Summary

Speed Limit Bylaw review - Submission #24516

Ms Felicite Jardine

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		Great idea. Support strongly.

Submission Summary

Speed Limit Bylaw review - Submission #24517

Mrs Madeleine Kenworthy-Gough

The Brook
Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		I agree to decrease in vehicle speed to 30km/hr in the cbd and residential streets with no footpaths, such as Larges Lane.

Submission Summary

Speed Limit Bylaw review - Submission #24518

Mr Sean Handley

Nelson 7071

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		I agree with the proposed change of speed to 30km for Athol St.

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Submission Summary

Speed Limit Bylaw review - Submission #24519

Mrs Jill Powrie

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		It is a very sensible idea to drop the speed limit to 30mph in all streets without a footpath on either side.

Submission Summary

Speed Limit Bylaw review - Submission #24520

Mr Michael Davies

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		I am absolutely in favour of the proposed change from 50km/hr to 30km/hr but enforcing it is another matter. We frequently have cars roaring up our street (Poynters Crescent) with no thought for unseen pedestrians around the bends.

Submission Summary

Speed Limit Bylaw review - Submission #24521

Hubert Altenburg

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		<p>I fully support a lower speed limit of 30 kmh for Cleveland and Mayroyd terrace .</p> <p>Many residents have been wanting this for a long time . together with lowering the speed limit it is also important to have better signage to make sure non residents, trades people etc , are better aware that the road is to be shared with cyclists and pedestrians .</p> <p>A small raised table at each entrance into the Home Zone would be ideal .</p> <p>Thank you and go for it !!!!!!!!!!!</p>

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Printed: 23/07/2020 08:05

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Submission Summary

Speed Limit Bylaw review - Submission #24522

Mr Stuart Stephenson

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		I support the proposals.

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Submission Summary

Speed Limit Bylaw review - Submission #24523

Mr Mark Fielding
Director Ecotect Ltd

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		Bloody good idea! not that driving faster than 30km/h is actually possible in most of the CBD, given all the bumps etc. But if it slows down the hoons then great!

Submission Summary

Speed Limit Bylaw review - Submission #24524

Mr Alistair Jamieson

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		<p>I strongly disagree with the principal of a blanket 30 kph limit at all times and throughout all areas shown. I am a mature, responsible driver and very aware of the local risks, schools, children playing etc - and I always adapt my speed accordingly. On the contrary there are certainly times (eg lets say, 3am) are areas with the proposed zone where travelling at a speed of 50kph is appropriate and safe to the conditions.</p> <p>Whilst I accept the stats likely show a blanket 30kph limit might reduce accidents, so would a blanket ban on all vehicles on all roads throughout New Zealand. What is responsible and sensible, is an appropriate balance and allowing motorists to adapt to the conditions in hand where needed.</p> <p>A blanket 30 kph limit is an imbalanced view which is extremely anti-car and would unnecessarily inhibit progress through and across town at quieter times where there is little need or justification for such measures.</p>

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Submission Summary

Speed Limit Bylaw review - Submission #24525

Mr Peter Wall

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		I agree with this proposal for our street, and would support it also in all the other areas. It does seem a bit odd to just include part of Fifeshire Crescent, as it is a very narrow in its entirety, and one can hardly reach 50 km/hr, so it makes sense to make the whole street a 30 km/hr area.

Submission Summary

Speed Limit Bylaw review - Submission #24526

Mr Gordon Dicker

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		This is a very good proposed change to home zone areas i.e. the speed in our street 30kph. I am very much in support of this change.

Submission Summary

Speed Limit Bylaw review - Submission #24528

Ms Anna Hickman

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		Hi, I totally support a 30km speed Limit for Grenville Tce and only wish there could also be a 30km limit for Rocks Road to make crossing that road safer in the inexplicable absence of a pedestrian island at the bottom of a Days Track.

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Printed: 23/07/2020 08:08

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Submission Summary

Speed Limit Bylaw review - Submission #24529

Mr Paul McArthur

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		Support proposal as detailed in Statement of Proposal Agree with the supporting reasons of public safety, emissions and community connection Council could also consider making Maori Road 30km/hour to be consistent with the adjoining Beachville Rd.

Submission Summary

Speed Limit Bylaw review - Submission #24530

Ms Alison Forder

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		I agree with the 30 kmph limit for the designated streets in Monaco. Beginning the limit where the footpath runs out is very sensible as that corner of the reserve is a distinctive point to work from.

Submission Summary

Speed Limit Bylaw review - Submission #24531

Mr Scott Stocker

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		<p>I strongly support these proposals. As a cyclist, any moves to lower speed limits on any road makes a huge difference to my cycling experience and could potentially be a life-saver. Also, as a long-term resident of Rangiora Terrace I have been very concerned at the speed of many vehicles in my street.</p> <p>Some suggestions: More signage will be needed to make clear the changes. We also need some enforcement in the suburbs. It would be great to see traffic officers in my neighbourhood and/or speed cameras, otherwise I am sure many people will ignore the new speeds. Lastly, we need an education campaign about 'sharrows'. I am sure many motorists and possibly cyclists don't know what they mean. We probably need more painted on more roads in the central city.</p> <p>Thank you for reading my submission.</p>

Submission Summary

Speed Limit Bylaw review - Submission #24532

Mr Greg Bate

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		<p>I totally support lowering the speed limit in the CBD and any other streets you have a good reason to do so. This certainly includes Grenville Tce where we live.</p> <p>I would also like to see more bike chevrons to remind cyclists and motorists that they are sharing a narrow street. Particularly bust streets like the CBD, Tasman St and the Brook.</p> <p>Thank you, Greg</p>

Submission Summary

Speed Limit Bylaw review - Submission #24535

Ms Frances Kemble Welch

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		We strongly support the lowering of the speed limit in Monaco to 30 mph

Submission Summary

Speed Limit Bylaw review - Submission #24537

Mr Ian Gillespie

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		Please add lower Toi Toi St to the list of reduced speed roads. Victory Square sports and after school times makes this a high used road with elevated foot traffic.
NCC - Infrastructure Services	Speed Limit Bylaw review		please increase the awareness of this consultation

Submission Summary

Speed Limit Bylaw review - Submission #24539

Mr Lindsey Ellison

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		30 km/h is too slow for the roads around the city center for a normal flow of traffic. 30k is acceptable in the inner roads of Bridge, Hardy and Trafalgar but not in the surrounding roads.

Submission Summary

Speed Limit Bylaw review - Submission #24543

Mr John Roosen

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		I fully support the Council Proposed Speed Limit Bylaw in the Statement of Proposal. The Statement mentions a number of areas around Nelson and includes my home address area at 37 Moncrieff Ave, Britannia Heights. The roads mentioned in the Statement of Proposal are often a mix of commercial and local traffic and frequently have young children using the road surfaces. There are numerous drive ways in these areas often with hidden entrances. Roads or carriage ways tend to be narrow and winding in many of these areas as well. Further, lowering the speed limit would reduce the incidence of serious injury should an accident occur. 30 kph is more suitable for these areas rather than some of the posting setting the speed limit at 50 kph. I fully support the Councils proposal for a 30 kph limit. (The family of 5 at 37)

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Printed: 27/07/2020 04:45

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Submission Summary

Speed Limit Bylaw review - Submission #24545

Miss Michelle Moss

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		Our family is happy to hear some changes are being considered around speed in residential areas. We agree with the proposed speed reduction on Arrow Street extension, but it would be even better if the whole road, from bottom to top, had a 30 k limit - not just the extension. People drive down the street very fast. The start of Quebec Road at the top of Arrow Street is also a troublesome spot - and may benefit from a reduction in speed at least past the first sharp, right hand turn.

Submission Summary

Speed Limit Bylaw review - Submission #24546

Mary Bronsteter

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		Please see attached
NCC - Infrastructure Services	Speed Limit Bylaw review		No comment other than, it's always a good idea to slow down in residential areas. Thank you. Mary <i>(NCC admin note: emailed 18-08-20)</i>

A2442784

Printed: 18/08/2020 04:12

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24546-1

From: Mary and Jorgen
Sent: Friday, 31 July 2020 9:31 AM
To: Administration
Subject: Re: Bronsteter statement of proposal Re: Nelson City Centre and Home Zone Speed Limit Review
Attachments: Mary Bronsteter Submission for lowering speed limit in Nelson city.docx

So sorry. here is the attachment. Thank you.



Nelson 7010 New Zealand

On Tue, 28 Jul 2020 at 11:20, Administration <Administration@ncc.govt.nz> wrote:

Kia ora Mary

We have received your submission for the Speed Limit Bylaw review, in your email you mention an attachment but there wasn't any attachment?

We did receive another email from Jorgen Voigtlander with an attachment, is this the one you refer to?, and should I combine the submission to include you both or did you want to make two different submissions.

Please let me know.

Ngā mihi

Beks

Beks Floyd

Kaitohu Matua

A2442784

Nelson City Council | Te Kaunihera o Whakatū

nelson.govt.nz

From: Mary Bronsteter

Sent: Sunday, 26 July 2020 1:44 PM

To: Administration <Administration@ncc.govt.nz>; Council Enquiries (Enquiry) <NCCEnquiry@ncc.govt.nz>

Subject: Bronsteter statement of proposal Re: Nelson City Centre and Home Zone Speed Limit Review

Please find attached my statement of proposal. Thank you.

Mary Bronsteter

On Wed, 22 Jul 2020 at 11:42, Administration <Administration@ncc.govt.nz> wrote:



Kia ora,

To keep our Smart Little City a safe place for all road users, Nelson City Council is proposing to make some changes to the speed limits on selected streets in the city. To allow us to make any changes we would need to amend our Speed Limits Bylaw (2011).

Changes to the bylaw can only be made after going through a special consultative procedure (SCP). This is where we ask for submissions from stakeholders and the public, to get their thoughts on the proposed changes. Council then deliberate on those submissions before they decide to accept the changes or not.

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You have been identified as potential affected resident or business, and we want to get your thoughts on the proposed changes. The focus of these changes is to limit the speeds within the central city and on home zone streets to 30km/hr. A home zone street is a street that has no footpath on either side of the road.

The purpose of the changes is to improve the safety, accessibility and amenity of these streets. The changes are aligned with both Central Government initiatives (GPS's 2018 and draft 2021 focus on safety and access, road to zero strategy, and innovative street/tactical urbanism) and with other local authorities' initiatives.

The Statement of Proposal (outlining all the details of the proposed changes) can be viewed on our engagement website [Shape.Nelson.govt.nz](https://shape.nelson.govt.nz) – and select “Nelson City Centre and Home Zone Speed Limit Review”.

If you want to let us know what you think, then you can make a submission:

- Online through <https://shape.nelson.govt.nz/nelson-city-centre-and-home-zones-speed-limit-review>
- By post to Speed Limit Bylaw 2011 (210), PO Box 645, Nelson 7040
- By dropping your submission off to Civic House, 110 Trafalgar Street, Nelson.

Submissions close on 14 August 2020.

If you have any questions then please feel free to contact us by email enquiry@ncc.govt.nz or call 03 546 0200.

Ngā mihi,



Margaret Parfitt
Manager - Transport & Solid Waste



Statement of Proposal

AMENDMENT TO THE SPEED LIMITS BYLAW 2011 (210)

13 July 2020

Nelson City Council's proposed changes to its Speed Limit Bylaw 2011 (210)

Nelson City Council (the Council) would like to know what you think of proposed amendments to the Speed Limit Bylaw 2011 (210). The amendments would set new 30 km/h permanent speed limits for city centre areas and some 'home zone' roads. The reasons for the proposed changes are to improve road safety, amenity and accessibility of the city centre as well as home zones.

1. The Proposal

The Speed Limits Bylaw 2011 (210) (the Bylaw) came into effect on 24 November 2011. It provides the speed limits for all roads (other than State highways) in the Nelson district. The full Speed Limit Bylaw can be found on the Council's website: <http://www.nelson.govt.nz/council/bylaws/210-speed-limit/>

This Statement of Proposal proposes to amend the Bylaw to reduce the speed limit to 30km/h for roads in the city centre and home zones. The current speed limit for most of these roads is 50km/h, although 40km/h is the current speed limit for four of the home zone roads (being Atmore Terrace, Cleveland Terrace, part of Fifeshire Crescent and Mayroyd Terrace).

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City centre

In the city centre, all the roads except the ring roads are considered for the speed limit reduction, including the Montgomery, Buxton, and Wakatau Square carparks. The following map shows the roads proposed for speed limit reduction in the city centre.

Figure 1: Map of the proposed streets in the city centre for speed limit reduction

Home Zones

The following roads are part of home zones (where there is no footpath on either side of the road), and would be affected by the proposed speed limit reduction:

- Airlie Street
- Albert Road
- Allan Street
- Arrow Street (extension) numbers
- Athol Street
- Atmore Terrace
- Avon Terrace
- Beachville Crescent
- Brook Terrace

- Champion Terrace
- Cherry Ave
- Cleveland Terrace (including Manuka Street and Mayroyd Terrace)
- Clouston Terrace
- Endeavour Street
- Fifeshire Crescent
- Fountain Place (from numbers 10-24)
- Grenville Terrace
- Hampden Street West (from Wigzell Park to walkway)
- Hanby Park
- Harbour Terrace
- King Street
- Larges Lane
- Martin Street
- Mayroyd Terrace
- Point Road, Monaco
- Moncrieff Avenue
- Montcalm Street
- Mt Pleasant Ave
- Omaio Village
- Poynters Crescent
- Queens Road (106-130)
- Rainer Street
- Rangiora Terrace
- Rimu Street
- Ronaki Terrace
- Selwyn Place
- Stanley Crescent

Proposed bylaw amendments

The proposed speed limit reductions would be achieved by amending the Schedules of the Bylaw. Specifically:

- all of the affected roads would be added to Schedule D, which lists the roads to which a 30km/h speed limit applies;
- Atmore Terrace, Cleveland Terrace, part of Fifeshire Crescent and Mayroyd Terrace would be removed from Schedule E, which lists the roads to which a 40km/h speed limit applies;
- the maps in Schedule A, which illustrate the urban traffic area (where 50km/h is the default speed limit), would be updated to reflect the new 30km/h speed limit on all affected roads, thereby bringing affected roads that are currently subject to a 50km/h speed limit out of the urban traffic area.

In addition, the Land Transport Act 1998 and the Land Transport Rule: Setting of Speed Limits 2017 would be added to the list of authorities under which the Bylaw is made. This Act and Rule provide the legal authority for setting the proposed 30km/h speed limit, but they are not included in the current list as they were not the relevant authorities when the Bylaw was originally made.

The draft amendments to the Bylaw are set out at the end of this proposal.

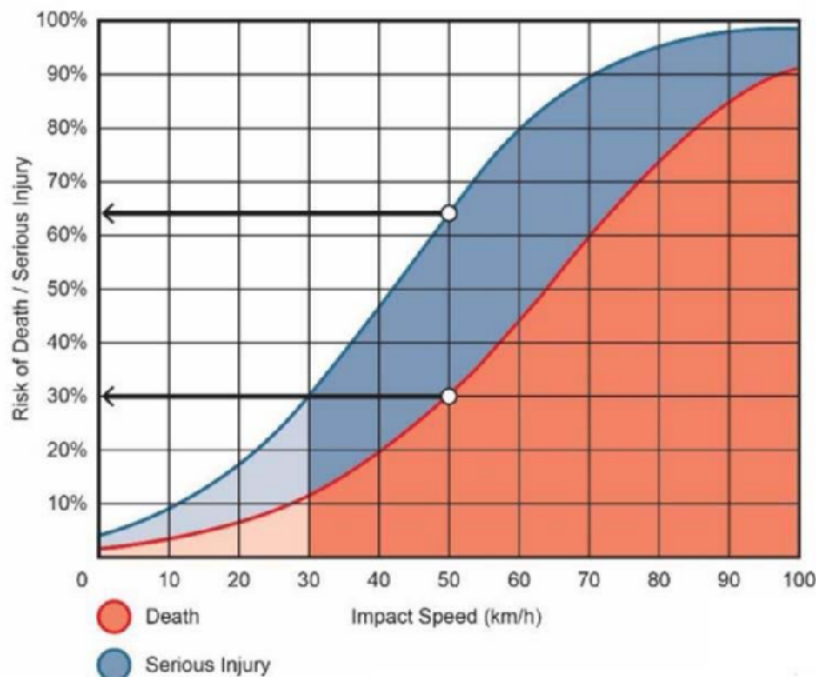
2. Reasons for the proposal

The reasons for the speed limit reduction proposal is to provide:

- improved road safety in the city centre and home zones
- improve accessibility and amenity of the areas
- align with the central government's initiatives – GPS's 2018 and draft 2021 focus on safety and access, road to zero strategy, and innovative street/tactical urbanism – and with other local authorities' initiatives.

A slower speed environment improves safety, both real and perceived, for all road users. The lower speed environment also provides better opportunity for users see each other and thus gives them more time to react and accommodate the other users when needed.

The survival rate from a pedestrian and vehicle collision is significantly greater when speed is 30km/h or less. The following graph shows the likelihood of pedestrian injury or death at different speeds. The risk of serious injury or death significantly reduces at lower speeds. There is less than 10% chance of death and 30% chance of serious injury if a pedestrian is hit at 30km/h speed. This increases to 30% chance of death and over 60% chance of serious injury if a pedestrian is hit at 50km/h speed.



Graph 1: Likelihood of pedestrian injury or death at different speeds (source: Tefft, 2011).

Similarly, it takes a car longer distance to stop while travelling at higher speed. For example, a car travelling at 30km/h only needs around 13m to stop, whereas a car travelling at 50km/h needs around 28m to stop – an extra 15m. On busy central city streets in Nelson that extra 15m can be critical. Even at 40km/h stopping distances are longer resulting in higher collision speeds.

In the last 5 years (2015-2019) there have been 60 police reported crashes on the roads inside the central city ring road, out of which 44 were non-injury, 13 minor injury, and 3 resulted in serious injury. Of the 60 crashes, nine (1 non injury, 1 serious and 7 minor injury) involved pedestrians, and 7 (1 non injury, 1 serious and 5 minor injury) involved cyclists. While speed was not the cause of any of these crashes, it could have been a factor in the outcome. Ministry of Transport's (MoT) Road Safety Strategy 2010 - 2020 highlights that speed affects the likelihood and impact of all crashes.

Selwyn Place

The recently completed Public Life survey of Nelsons City Centre recommends Council enhance the quality (experience) of walking and cycling: It notes that while traffic moving along the centres' ring-roads' are typically regarded as 'slow and safe', the threats associated with traffic movements makes walking and cycling around any city a potentially dangerous daily activity. Improving the physical safety of these trips is important, however addressing the perceived safety of these trips and the quality of the user experience is of similar importance. In this statement of proposal Selwyn Place is proposed to have a lower speed limit. Pedestrian count numbers from the survey show that week day winter crossing numbers peak at 168 in the hour 1-2pm , with other peaks at 66 between 8-9am and 108 between 5-6pm. In the summer the pedestrian crossing counts show a different pattern with mid afternoon and evening peaks (234 between 3-

4pm and 366 between 7-8pm) There is clearly a strong desire line between Pikimai /Church Hill and Upper Trafalgar Street.

There are regularly events held in the 1903 Square site and on the apron of the Cawthron Steps where a lowered speed limit is considered as part of the temporary traffic management plan due to the risks of through traffic in the busy area.

Council has a record of concerns raised about poor sight lines and conspicuity of the existing zebra crossings on Selwyn Place. Records show three crashes involving pedestrian crossing users that resulted in minor injury in the last 10 years.

Although there are very few reported crashes on the affected home zone roads, the perceived safety concerns among the residents is high. This is reflected in complaints made by residents suggesting loss of residential amenity and suppressed uptake of active transport due to perceived safety concerns.

Amenity

In slow speed environments, it would be appropriate for different transport users (people walking, driving or on bikes) to mix and share the space. This will increase the amenity and liveability in these areas. Lower speeds will encourage people to walk and cycle more, interact with local shops or services and with neighbours. This will not only help build community values both in residential areas and the central city, but also improve their physical and mental wellbeing.

Loneliness and social isolation are proven to be directly linked to mental illness. Encouraging people to use the street environment will improve mental wellbeing through increased social interaction. Interaction with neighbours and other people can strengthen social ties and it is easier to communicate when you are not in a private car. Chance interactions with neighbours and people in the street will have positive benefits for mental wellbeing and reduction in social isolation.

Reducing speed in residential streets (home zones) is a good way to recognise that many road users share the same space. This provides a more 'people focused streets' where families feel safer. Research also highlight that reducing speed limit in residential areas increases health and well-being benefits.

Consistency with central and local government initiatives

A 30km/h speed limit would be consistent with the Government's policy statement on land transport, which aims to create a more equitable and safer transport network, and with the national road safety strategy, Road to Zero.

Many cities overseas and in New Zealand have reduced speed limits in their city centres, which have yielded safety, amenity and improved business results. Increased foot-count is good for retailers and businesses. Many studies have shown that people who travel by foot and bike tend to shop more often and spend more.

In 2016, Christchurch introduced a 30km/h lower speed zone within a large part of the central city area, as part of the "Accessible City" transport rebuild plan. Analysis of crash data two years before and after suggests considerable reductions in crash numbers (25%) and injuries (-36%) since its implementation, despite growing numbers of traffic and people returning to the city.

Similarly, Hamilton City Council have also reduced the speed limit to 30km/h in CBD and many residential streets through their speed management plan. According to recent statistics, instances of cars hitting pedestrians have fallen to half in CBD area after the speed limit of 30km/h was implemented.

Auckland Council reduced speeds in June 2020. Dunedin City Council and Wellington City Council (through Let's Get Wellington Moving) are consulting on reducing speed limit to 30km/h in CBDs and other areas.

Besides city centres, many cities in New Zealand have reduced speed limit in their residential streets ("home zones" in Nelson terms). For instance, Auckland Transport have included many residential streets in its proposal to lower speed limit to 30km/h, which is going to be implemented in 2020.

The numbers and types of road users, including pedestrians, cyclists, motorcyclists, and moped riders, that use the inner city streets have been considered when proposing the 30km/h limit in the central city and carparks. Recent public life surveys that have been done in the central city show that the daily number of pedestrian movements in the central city range from 44,000 – 76,000 depending on season and day of the week. The public life survey records between 1800 and 3500 cycle movements daily in and around the central city depending on the season and day of the week. Vehicle counts done in the past show average volumes of between 4000- 7000 on central city streets. Council also anticipates an increase in micro mobility use (e.g. bikes and e-scooters). The City square carparks are busy locations with various levels of service for pedestrians by way of dedicated footways. In some parking squares it is necessary to walk through or across a vehicle lane to access dedicated footways. Parking squares also demand complex vehicle movements into and out of parking spaces including reversing and giving way to others. As best as can be determined, the proposed 30km/h emergency speed limit will be appropriate for the likely number and types of road users.

Statutory compliance

In considering its reasons for the proposed 30km/h permanent speed limit, Council has been required to have regard to a range of matters, including those set out in clauses 4.2(2), 4.4(2), and 8.1(2) of the Land Transport Rule: Setting of Speed Limits 2017. We are satisfied that all of these matters have been considered, even if not specifically addressed in the discussion above.

3. Determinations under section 155 of the Local Government Act 2002

Under section 155 of the Local Government Act 2002 (LGA), the Council must determine:

- a) whether the Council's Bylaw is the most appropriate way of addressing the perceived problem;
- b) whether the proposed amendments to the Bylaw are in the most appropriate form; and
- c) whether the proposed amendments give rise to any implications under the New Zealand Bill of Rights Act 1990.

As to determination (a), the perceived problem in this case is the safety and access risks arising from a 40 or 50km/h speed limits on the roads concerned. Addressing these risks through a reduction in the permanent speed limit is the most appropriate way of dealing

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with this problem. According to clause 2.7(1) in the Land Transport Act Setting of Speed Limits Rule 2017, the only way to impose an enforceable permanent speed limit is through a bylaw, meaning the proposed amendments to the Bylaw are the most appropriate way of addressing the perceived problem.

In terms of determination (b), the proposed amendments to the Bylaw's Schedules A, D, and E are in the most appropriate form. They have been drafted in a way that is clear and certain, and they fit well within the existing drafting of the Bylaw.

Finally, under determination (c), the proposed amendments to the Bylaw do not give rise to any implications under the New Zealand Bill of Rights Act 1990. The reduced speed limit will not restrict any of the rights or freedoms in that Act.

4. Scope of Council decisions following consultation

Once the Council has considered all submissions made in response to the proposal, it will make a decision. The options available to the Council will include:

- adopting the proposal in its entirety;
- retaining the current speed limits;
- adopting a 30km/h speed limit for only some of the roads identified in the proposal;
- adopting a 40km/h speed limit for all or some of the roads.
- adopting an even lower speed limit than 30km/h

5. Submission

Anyone may make a submission about any aspect of Council's proposal and any alternatives to it. Council, in making its decision, will take account of all submissions made.

A submission form is included at the end of this document.

All submissions, including the name and contact details of the submitter, will be made available to the public and media on Council's website, unless you specifically request that your contact details be kept private and explain why it is necessary to protect your privacy. Council will not accept any anonymous submissions.

Submissions can be made:

- online at nelson.govt.nz
- by post to Speed Limit Bylaw, Nelson City Council, PO Box 645, Nelson 7040 -
by delivering your submission to Civic House, 110 Trafalgar Street,
Nelson.

Submissions must be received no later than 14 August
2020

Any person who wishes to speak in support of their submission will be given the opportunity to address the Council at a hearing on 9 September 2020.

Draft amendment to the Speed Limits Bylaw 2011 (210)

Preamble to Bylaw

Insert the underlined words into the list of authorities under which the Bylaw is made:

The Nelson City Council, in pursuance of the powers and authorities vested in it by the Land Transport Act 1998, the Land Transport Rule: Setting of Speed Limits 2017, the Local Government Act 1974, the Local Government Act 2002, the Bylaws Act 1908, and the Transport Rule: Setting of Speed Limits 2003, hereby makes the following Bylaw:

Schedule A – Urban traffic areas

Replace map 6 in Schedule A with the following map 6. (appended A2403583)

Schedule D – Roads that have a speed limit of 30km/h ***Add the following to Schedule D:***

Road Name	Notes	Length
Airlie Street	Full length	329
Albert Road	Full length	156
Allan Street	Full length	320
Arrow Street Extension	Full length	287
Athol Street	Full length	518
Atmore Terrace	Full length	670
Avon Terrace	Full length	346
Beachville Crescent	Full length	561
Bridge Street	from Rutherford Street to Collingwood Street	587
Brook Terrace	Full length	64
Buxton Square	In its entirety within Buxton Square and including the entrance/exit lanes from Collingwood Street to Alma Lane	444
Champion Terrace	Full length	264
Cherry Ave	Full length	232
Church Street	Full length	108
Cleveland Terrace	from Manuka Street to Mayroyd Terrace	316
Clouston Terrace	Full length	96
Endeavour Street	Full length	218
Fifeshire Crescent	Full length	542
Fountain Place	From numbers 10-24	140
Grenville Terrace	Full length	207
Halstead Street	Full length	101

Hampden Street West (Hampden Terrace)	From Wigzell Park to Vanguard to Hampden Walkway	180
Hanby Park	Full length	208
Harbour Terrace	Full length	84
Hardy Street	From Rutherford Street to Collingwood Street	508
Hope Street	Full length	100
King Street	Full length	135
Larges Lane	Full length	200
Martin Street	Full length	880
Mayroyd Terrace	Full length	240
Moncrieff Avenue	Full length	363
Montgomery Square	In its entirety within Montgomery Square and including the entry/exit lanes from Rutherford Street, Bridge Street and Hardy Street	612
Mt Pleasant Ave	Full length	500
Point Road East	The tidal section is not measured	197
Point Road West	The tidal section is not measured	433
Omaio Village	Section of railway reserve adjacent to retirement village Songer Street	237
Park Street	Full length	104
Poynters Crescent	Full length	432
Queens Road	Section numbered 106-130	248
Rainer Street	Full length	83
Rangiora Terrace	Full length	434
Rimu Street	Full length	120
Ronaki Terrace	Full length	71
Stanley Crescent	Full length	518
Selwyn Place	Full length	480
Trafalgar Street	From Hardy Street to Halifax Street	393
Whakatu Square	In its entirety from Archilles Ave to Whakatu lane; Rutherford Street to Trafalgar Street. Haven Road; Rutherford Street to Bridge Street	789

AUTHORITY

Authority by which these speed limits were set is section 22AB(1)(d) of the Land Transport Act 1998 and clause 4.4(1) of the Land Transport Rule: Setting of Speed Limits 2017.

Schedule E — Roads that have a speed limit of 40km/h

Delete the following road from Schedule E:

Road name	Notes	Length
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Atmore Terrace	Full length	670
Road name	Notes	Length
Cleveland Terrace	From Manuka street to Atmore terrace	316
Mayroyd Terrace	Full length	240
Fifeshire Crescent	From Richardson Street to Victoria road	350

Submission Form

Proposed Speed Limit Bylaw Amendment

Name: Mary Bronsteter

.....

Organisation represented: (if applicable)

Address: 50 Wellington St, Nelson 7010

.....

Email: mary.bronsteter@gmail.com **0210-242-1111**

.....**Tel:**.....

Do you wish to speak at the hearing? No.

The hearing is scheduled for September 2020. *If you do not circle either yes or no, we will assume you do not wish to be heard. If you wish to present your submission at the hearing in Te Reo Māori or New Zealand sign language please include this information in your submission.*

Public Information: *All submissions (including the names and contact details of submitters) are public information and will typically be available to the public and media in various reports and formats, including on the Nelson City Council website. Personal information will also be used for administration relating to the subject matter of submissions. Submitters have the right to access and correct any personal information included in any reports, information or submissions.*

Submission comments:

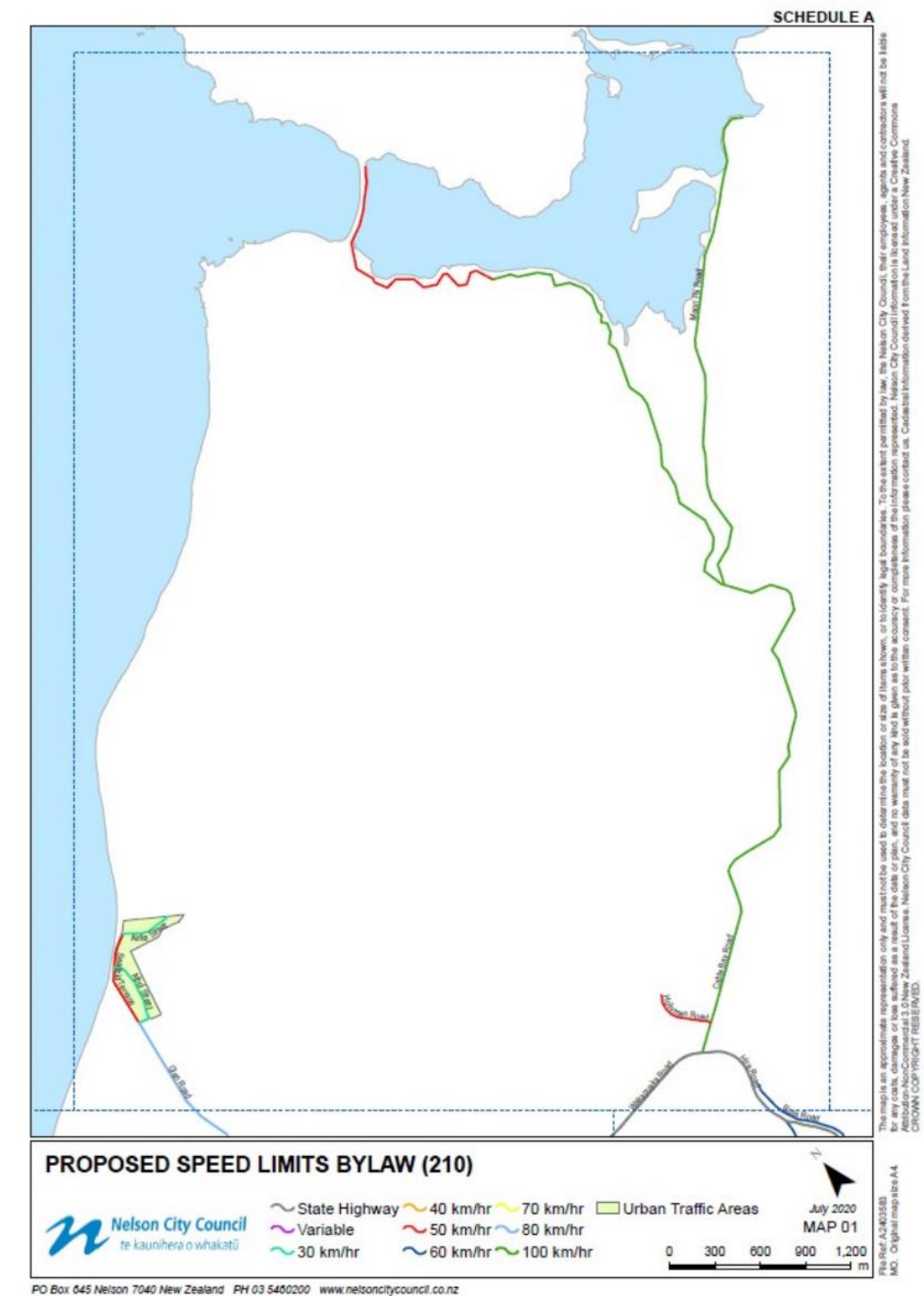
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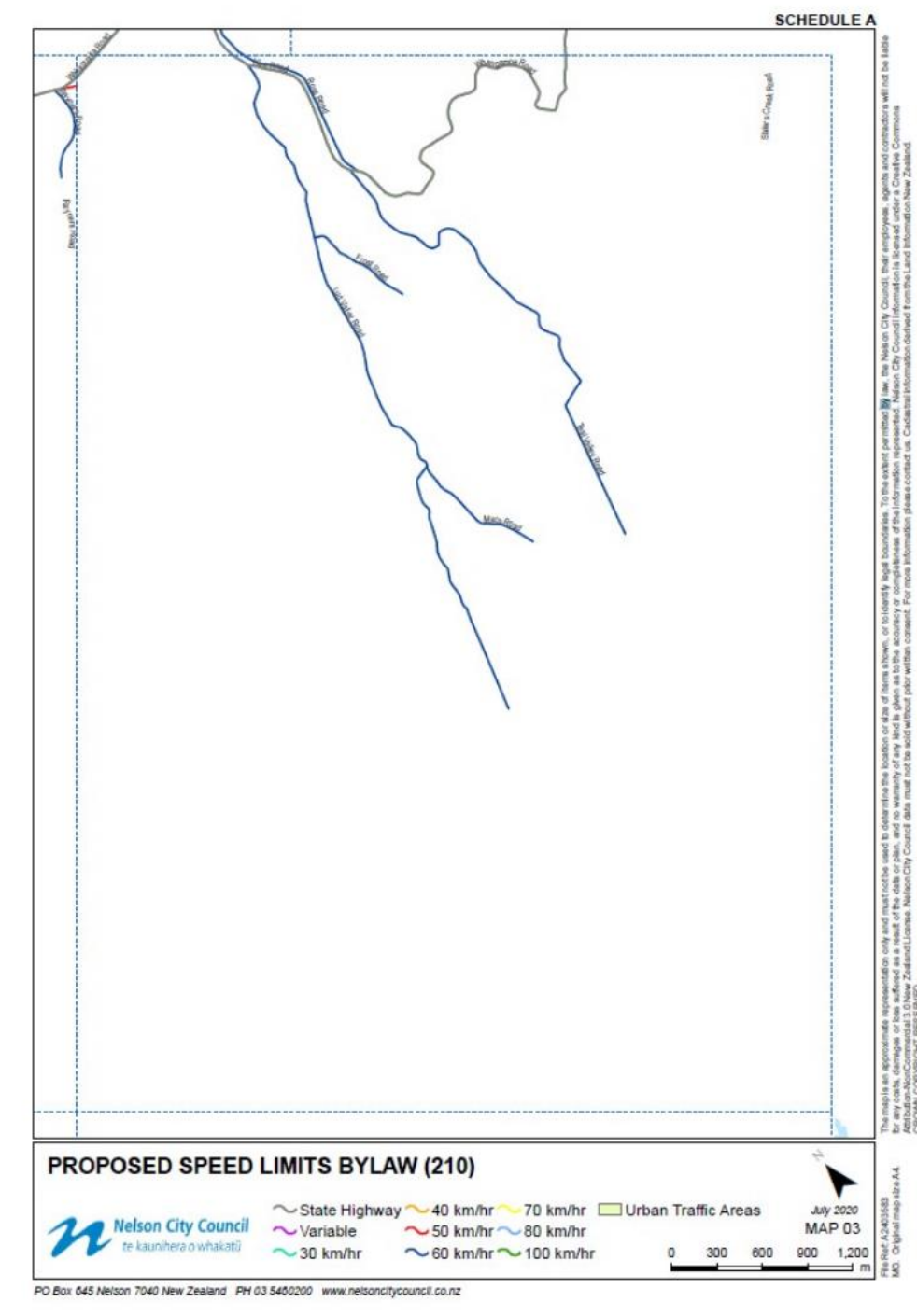
Please attach additional sheets if needed.

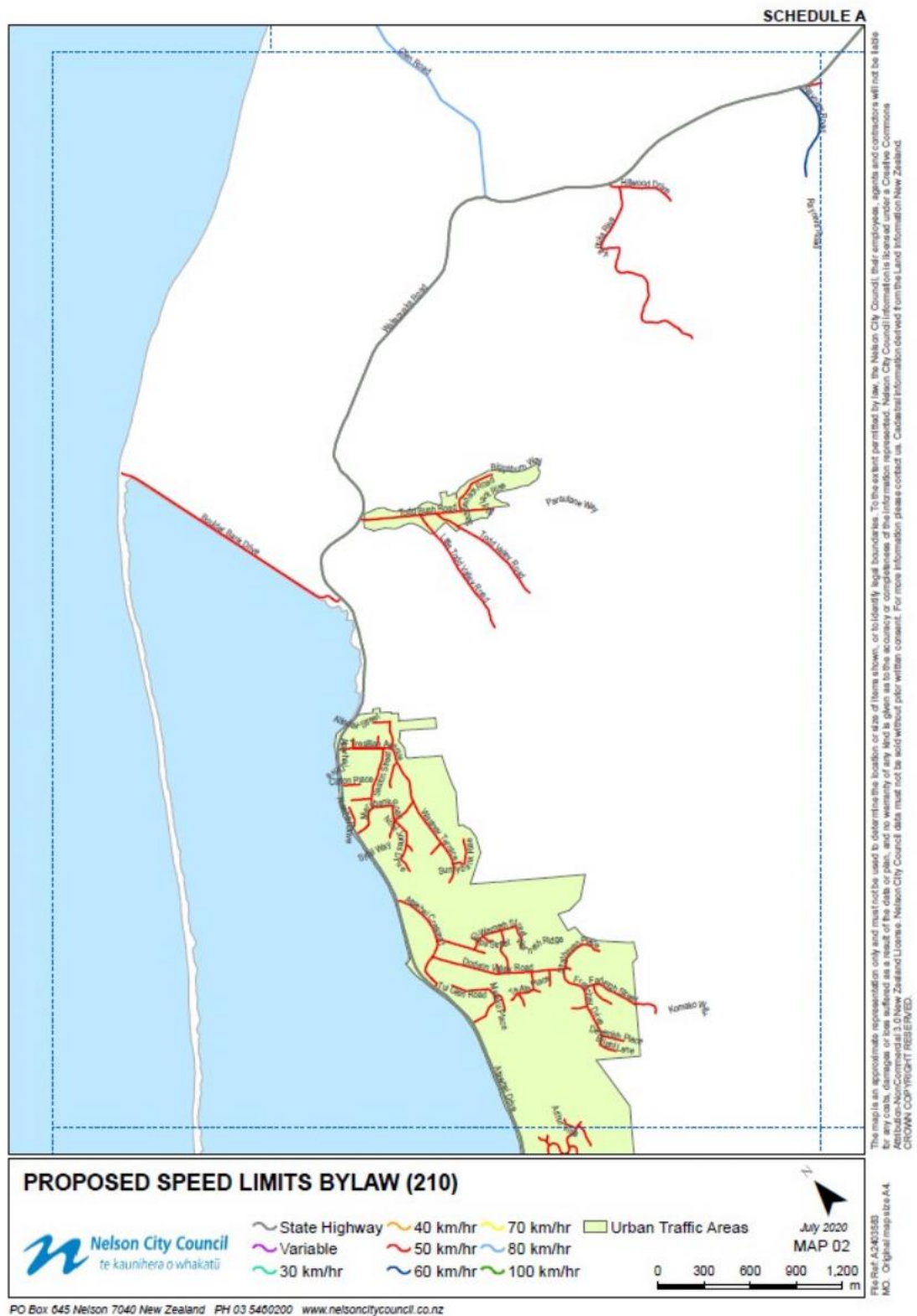
Submissions can be made:

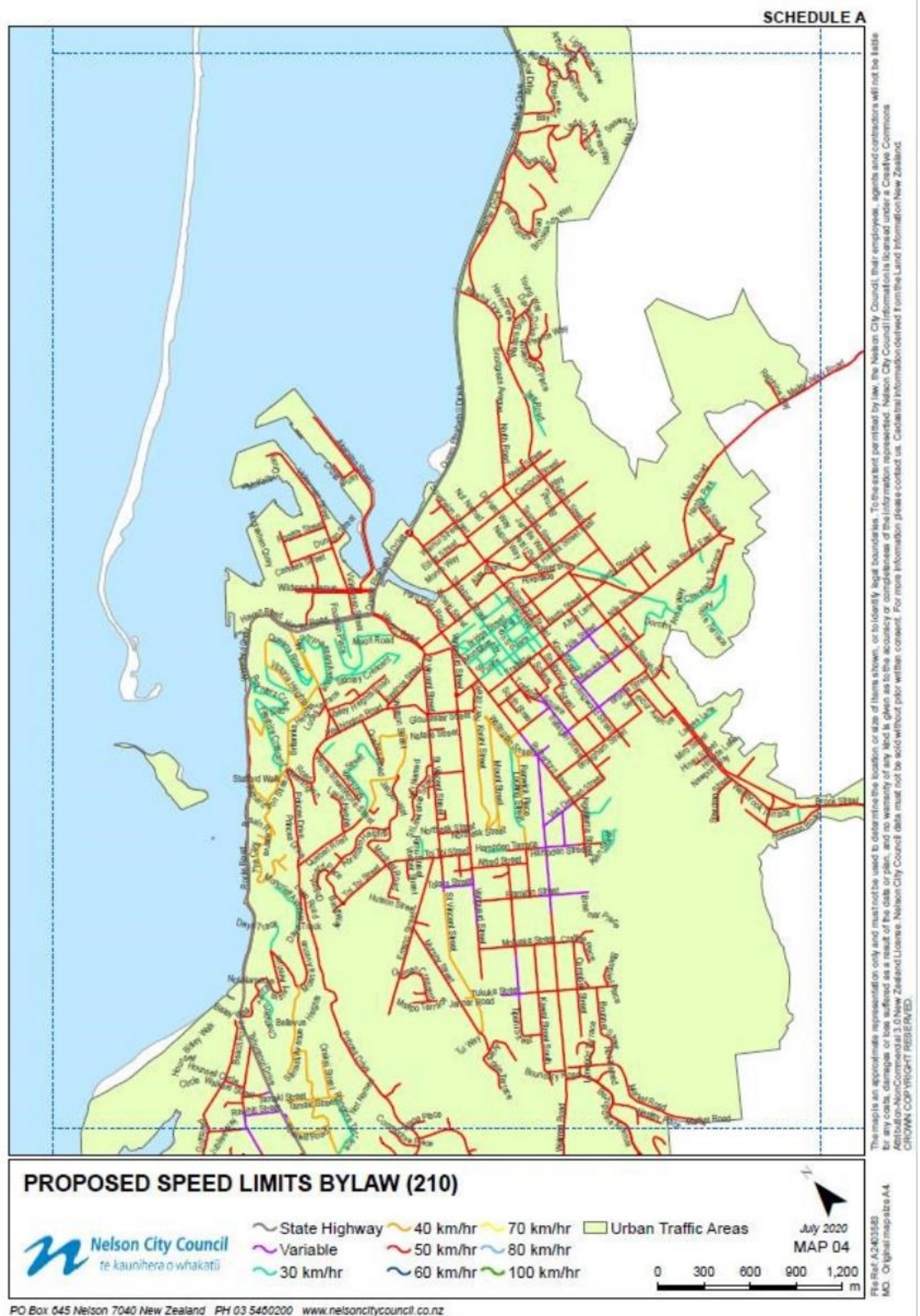
online at **nelson.govt.nz**

by post to **Speed Limit Bylaw 2011 (210), PO Box 645, Nelson 7040** by
dropping your submission off to **Civic House, 110 Trafalgar Street, Nelson.**

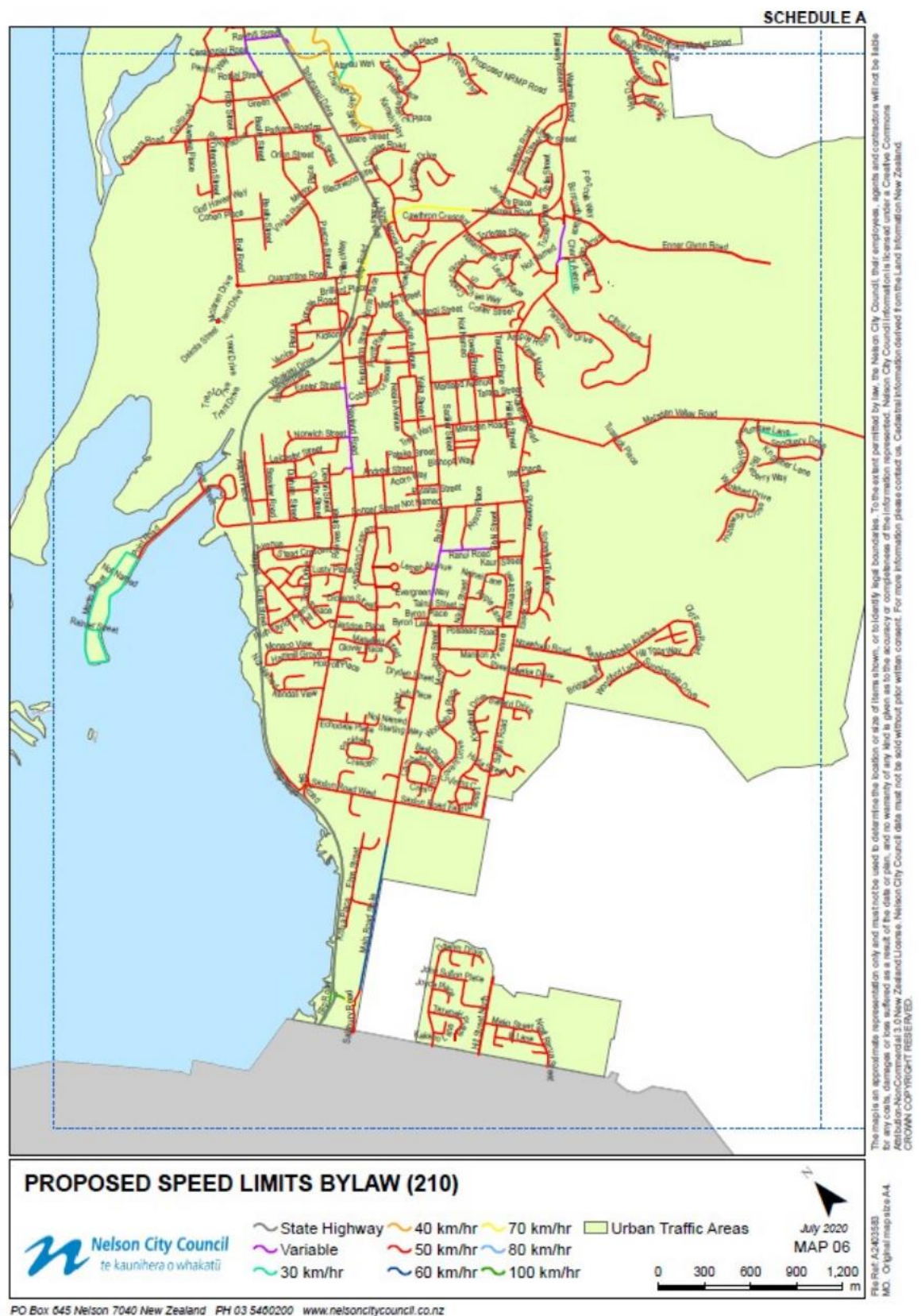


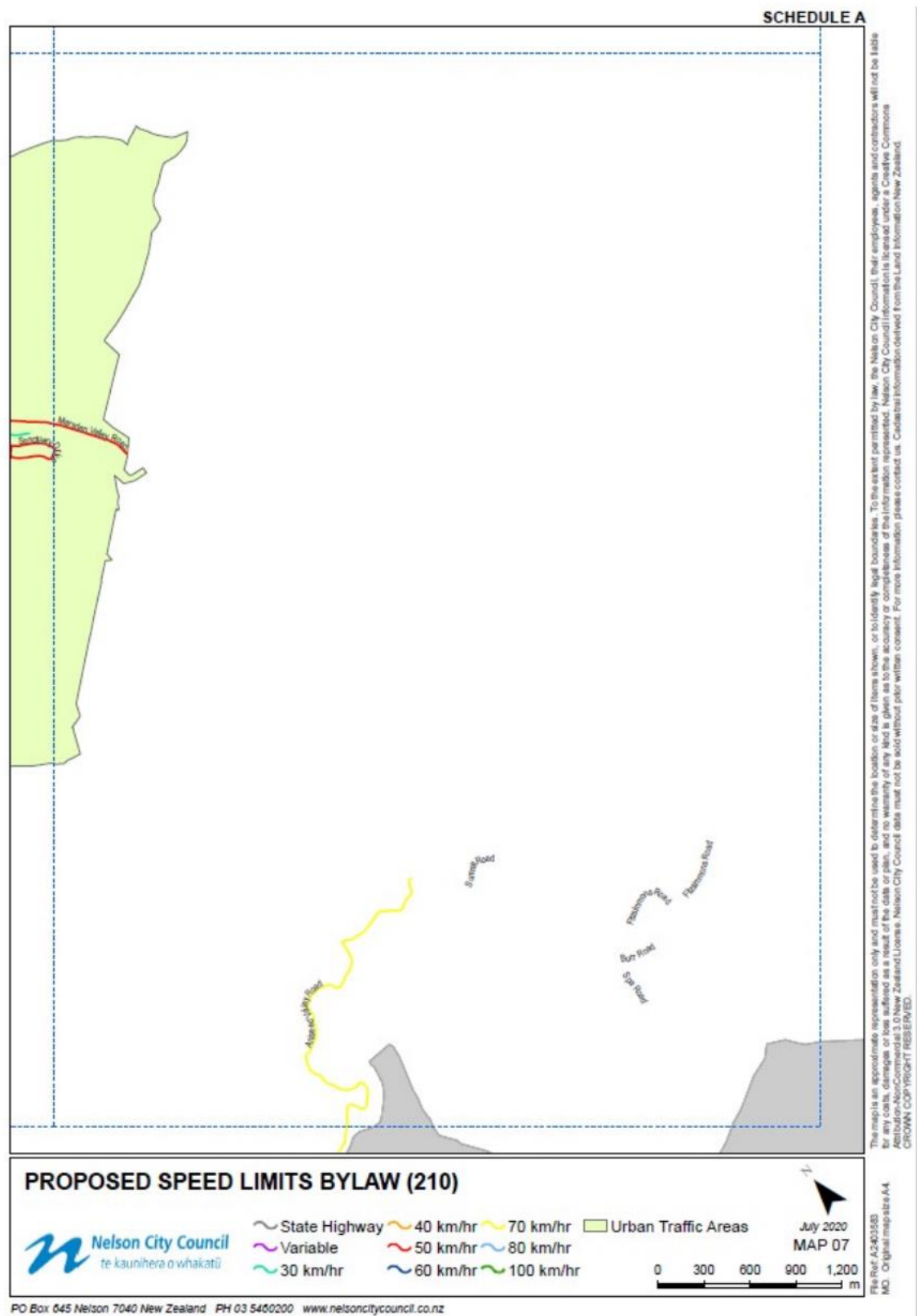












Submission Summary

Speed Limit Bylaw review - Submission #24547

Mr Ashley Hilton

Nelson 7071

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		I would like to see the bylaw changed to allow lower speed limits in Nelson.

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Submission Summary

Speed Limit Bylaw review - Submission #24548

Mrs Belinda Miller

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		<p>I would like to make a submission for the home zone speed limit review for Larges Lane.</p> <p>This Lane has a large number of families with young children living here due to its close proximity to schools and Brook St Kindergarten. There is currently small areas of footpath on the North side of the Lane. Children must walk along the street to school and it is very dangerous as they walk between parked cars on the narrow lane. A speed reduction is a start but if the council is truly concerned about safety, a footpath needs to be installed. At 30 km/hr, people and cars are still sharing the same area of the road. This is not best practice or safe.</p> <p>As the Lane meets Brook St (which has no reduction in speed limit proposed), cars come around the corner (not at 30kms/hr) and can not see children walking on the road. This is very dangerous and the speed reduction in Larges Lane will not reduce this danger.</p> <p>Lastly, users of Brook Street Kindergarten often park on the Lane to drop off their young children and a footpath is required here with vulnerable users requiring separation from traffic.</p> <p>If we are REALLY talking about the safety for ALL road users in our 'Smart Little City', a footpath is the BEST solution for Larges Lane.</p>

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Submission Summary

Speed Limit Bylaw review - Submission #24549

Mrs Keeley Gerrard

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		<p>I think a reduced speed limit is a great idea, I have witnessed so many near misses and actual accidents in our area although this is just outside the city boundary you have indicated on your map. The roundabout on Collingwood/ Nile Street including King Street and Nile Street past Central School is a serious accident waiting to happen. We live on King Street and I have had my car hit three times by children on bikes and scooters jumping off the footpath across the road oblivious to any cars that may be coming out of King, this with the NMIT car park opposite that have blocked vision of traffic coming off the roundabout and the extra traffic at drop off and pick up make this area very dangerous.</p> <p>I would love to see a 10 km limit on King Street as workers, students and Mums doing a drop off come down our Street, realise there's no parking and speed off to find somewhere else. We have young children in the Street including our Grandson which is narrow with limited vision and poor footpaths. I would appreciate it if the council would put a bit more thought into this busy area before something horrible happens.</p>

Submission Summary

Speed Limit Bylaw review - Submission #24550

Mrs Sally Grimmett

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		Great idea reducing the Speed Limits as proposed. Please support education, adoption and adherence by providing digital speed feedback signs.

Submission Summary

Speed Limit Bylaw review - Submission #24551

Mrs Anne Gallagher

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		<p>Please please do not reduce the speed limit. The traffic is slow enough now. If there are any incidents in town, all the traffic just gridlocks and takes hours to clear. This is not good news for the emergency services or anyone else trying to attend to a loved one.</p> <p>Upper Trafalgar Street should be reopened to all traffic. Not only does it look a disgrace it does help with the flow of traffic which should be your top priority. For a city this size we should not have to endure the constant daily traffic problems we currently have and lowering the speed will make it a lot worse. Thank you</p>

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Submission Summary

Speed Limit Bylaw review - Submission #24552

Ms Dagmar Felber

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		good idea.

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Submission Summary

Speed Limit Bylaw review - Submission #24557

Ms Maggie Muir

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		I support the speed limit of 30 kph on the selected streets.

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Printed: 30/07/2020 04:17

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Submission Summary

Speed Limit Bylaw review - Submission #24558

Mrs Mary Monaghan

14 Cherry Avenue
Nelson 7011

03 547 7489
03 547 7489

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		<p>Mary has called today to say that she is "Delighted that Nelson City Council" is proposing the reduce the speed limits she has lived here in Nelson for 55 years and is very happy if you reduce the speed in Cherry Avenue, as she has lived there for 40 years. She is totally FOR the speed limit to reduce to 30kms. Thankyou</p> <p>(Submitted by phone, through CSC)</p>

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Printed: 31/07/2020 09:10

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Submission Summary

Speed Limit Bylaw review - Submission #24559

Mrs Belinda Rusbatch

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		The proposal is EXCELLENT!

Submission Summary

Speed Limit Bylaw review - Submission #24560

Mr Terry Pearce

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		<p>Instead of confusing drivers with an array of variable speed limits to make the roads safer for pedestrians and cyclists, wouldn't it be more fruitful to first commission a study on upgrading Nelson towards being a bike-friendly city, as have a host of international cities.</p> <p>One possibility is to convert central city streets into one-ways, with a lane dedicated to cyclists and mobility vehicles. If parking garages on the periphery are incorporated into the planning together with e-bike sharing systems, this would additional alleviate Nelson Central's chronic work-day parking congestion.</p>

Submission Summary

Speed Limit Bylaw review - Submission #24561

Mr Jurgen Voigtlander

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		Please see attached
NCC - Infrastructure Services	Speed Limit Bylaw review		I do not agree with lowering the speed limits. It is fine as it is. Jurgen (NCC admin note: emailed 18-08-20)



Statement of Proposal

AMENDMENT TO THE SPEED LIMITS BYLAW 2011 (210)

13 July 2020

Nelson City Council's proposed changes to its Speed Limit Bylaw 2011 (210)

Nelson City Council (the Council) would like to know what you think of proposed amendments to the Speed Limit Bylaw 2011 (210). The amendments would set new 30 km/h permanent speed limits for city centre areas and some 'home zone' roads. The reasons for the proposed changes are to improve road safety, amenity and accessibility of the city centre as well as home zones.

1. The Proposal

The Speed Limits Bylaw 2011 (210) (the Bylaw) came into effect on 24 November 2011. It provides the speed limits for all roads (other than State highways) in the Nelson district. The full Speed Limit Bylaw can be found on the Council's website: <http://www.nelson.govt.nz/council/bylaws/210-speed-limit/>

This Statement of Proposal proposes to amend the Bylaw to reduce the speed limit to 30km/h for roads in the city centre and home zones. The current speed limit for most of these roads is 50km/h, although 40km/h is the current speed limit for four of the home zone roads (being Atmore Terrace, Cleveland Terrace, part of Fifeshire Crescent and Mayroyd Terrace).

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City centre

In the city centre, all the roads except the ring roads are considered for the speed limit reduction, including the Montgomery, Buxton, and Wakatau Square carparks. The following map shows the roads proposed for speed limit reduction in the city centre.

Figure 1: Map of the proposed streets in the city centre for speed limit reduction

Home Zones

The following roads are part of home zones (where there is no footpath on either side of the road), and would be affected by the proposed speed limit reduction:

- Airlie Street
- Albert Road
- Allan Street
- Arrow Street (extension) numbers
- Athol Street
- Atmore Terrace
- Avon Terrace
- Beachville Crescent
- Brook Terrace

- Champion Terrace
- Cherry Ave
- Cleveland Terrace (including Manuka Street and Mayroyd Terrace)
- Clouston Terrace
- Endeavour Street
- Fifeshire Crescent
- Fountain Place (from numbers 10-24)
- Grenville Terrace
- Hampden Street West (from Wigzell Park to walkway)
- Hanby Park
- Harbour Terrace
- King Street
- Larges Lane
- Martin Street
- Mayroyd Terrace
- Point Road, Monaco
- Moncrieff Avenue
- Montcalm Street
- Mt Pleasant Ave
- Omaio Village
- Poynters Crescent
- Queens Road (106-130)
- Rainer Street
- Rangiora Terrace
- Rimu Street
- Ronaki Terrace
- Selwyn Place
- Stanley Crescent

Proposed bylaw amendments

The proposed speed limit reductions would be achieved by amending the Schedules of the Bylaw. Specifically:

- all of the affected roads would be added to Schedule D, which lists the roads to which a 30km/h speed limit applies;
- Atmore Terrace, Cleveland Terrace, part of Fifeshire Crescent and Mayroyd Terrace would be removed from Schedule E, which lists the roads to which a 40km/h speed limit applies;
- the maps in Schedule A, which illustrate the urban traffic area (where 50km/h is the default speed limit), would be updated to reflect the new 30km/h speed limit on all affected roads, thereby bringing affected roads that are currently subject to a 50km/h speed limit out of the urban traffic area.

In addition, the Land Transport Act 1998 and the Land Transport Rule: Setting of Speed Limits 2017 would be added to the list of authorities under which the Bylaw is made. This Act and Rule provide the legal authority for setting the proposed 30km/h speed limit, but they are not included in the current list as they were not the relevant authorities when the Bylaw was originally made.

The draft amendments to the Bylaw are set out at the end of this proposal.

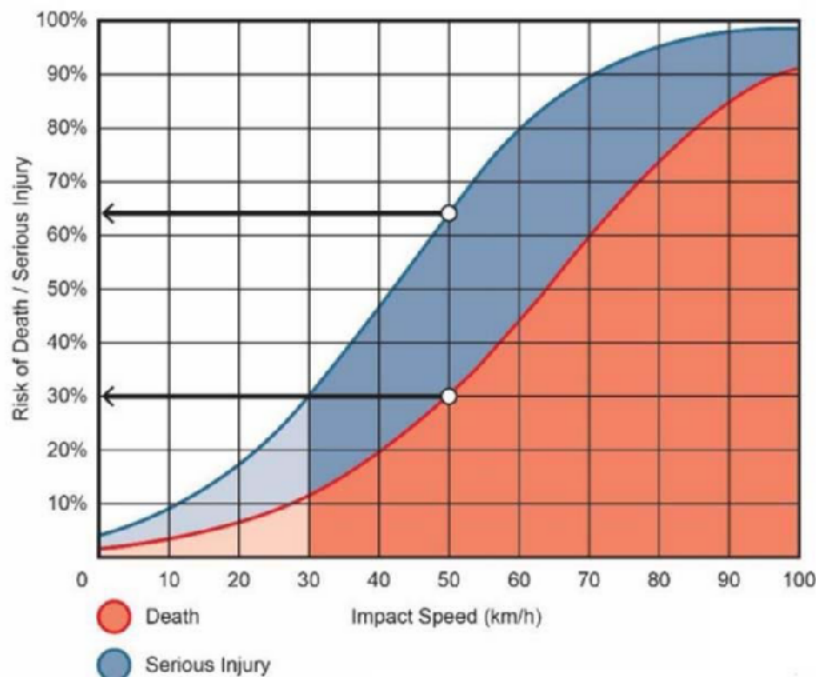
2. Reasons for the proposal

The reasons for the speed limit reduction proposal is to provide:

- improved road safety in the city centre and home zones
- improve accessibility and amenity of the areas
- align with the central government's initiatives – GPS's 2018 and draft 2021 focus on safety and access, road to zero strategy, and innovative street/tactical urbanism – and with other local authorities' initiatives.

A slower speed environment improves safety, both real and perceived, for all road users. The lower speed environment also provides better opportunity for users see each other and thus gives them more time to react and accommodate the other users when needed.

The survival rate from a pedestrian and vehicle collision is significantly greater when speed is 30km/h or less. The following graph shows the likelihood of pedestrian injury or death at different speeds. The risk of serious injury or death significantly reduces at lower speeds. There is less than 10% chance of death and 30% chance of serious injury if a pedestrian is hit at 30km/h speed. This increases to 30% chance of death and over 60% chance of serious injury if a pedestrian is hit at 50km/h speed.



Graph 1: Likelihood of pedestrian injury or death at different speeds (source: Tefft, 2011).

Similarly, it takes a car longer distance to stop while travelling at higher speed. For example, a car travelling at 30km/h only needs around 13m to stop, whereas a car travelling at 50km/h needs around 28m to stop – an extra 15m. On busy central city streets in Nelson that extra 15m can be critical. Even at 40km/h stopping distances are longer resulting in higher collision speeds.

In the last 5 years (2015-2019) there have been 60 police reported crashes on the roads inside the central city ring road, out of which 44 were non-injury, 13 minor injury, and 3 resulted in serious injury. Of the 60 crashes, nine (1 non injury, 1 serious and 7 minor injury) involved pedestrians, and 7 (1 non injury, 1 serious and 5 minor injury) involved cyclists. While speed was not the cause of any of these crashes, it could have been a factor in the outcome. Ministry of Transport's (MoT) Road Safety Strategy 2010 - 2020 highlights that speed affects the likelihood and impact of all crashes.

Selwyn Place

The recently completed Public Life survey of Nelsons City Centre recommends Council enhance the quality (experience) of walking and cycling: It notes that while traffic moving along the centres' ring-roads' are typically regarded as 'slow and safe', the threats associated with traffic movements makes walking and cycling around any city a potentially dangerous daily activity. Improving the physical safety of these trips is important, however addressing the perceived safety of these trips and the quality of the user experience is of similar importance. In this statement of proposal Selwyn Place is proposed to have a lower speed limit. Pedestrian count numbers from the survey show that week day winter crossing numbers peak at 168 in the hour 1-2pm , with other peaks at 66 between 8-9am and 108 between 5-6pm. In the summer the pedestrian crossing counts show a different pattern with mid afternoon and evening peaks (234 between 3-

4pm and 366 between 7-8pm) There is clearly a strong desire line between Pikimai /Church Hill and Upper Trafalgar Street.

There are regularly events held in the 1903 Square site and on the apron of the Cawthron Steps where a lowered speed limit is considered as part of the temporary traffic management plan due to the risks of through traffic in the busy area.

Council has a record of concerns raised about poor sight lines and conspicuity of the existing zebra crossings on Selwyn Place. Records show three crashes involving pedestrian crossing users that resulted in minor injury in the last 10 years.

Although there are very few reported crashes on the affected home zone roads, the perceived safety concerns among the residents is high. This is reflected in complaints made by residents suggesting loss of residential amenity and suppressed uptake of active transport due to perceived safety concerns.

Amenity

In slow speed environments, it would be appropriate for different transport users (people walking, driving or on bikes) to mix and share the space. This will increase the amenity and liveability in these areas. Lower speeds will encourage people to walk and cycle more, interact with local shops or services and with neighbours. This will not only help build community values both in residential areas and the central city, but also improve their physical and mental wellbeing.

Loneliness and social isolation are proven to be directly linked to mental illness. Encouraging people to use the street environment will improve mental wellbeing through increased social interaction. Interaction with neighbours and other people can strengthen social ties and it is easier to communicate when you are not in a private car. Chance interactions with neighbours and people in the street will have positive benefits for mental wellbeing and reduction in social isolation.

Reducing speed in residential streets (home zones) is a good way to recognise that many road users share the same space. This provides a more 'people focused streets' where families feel safer. Research also highlight that reducing speed limit in residential areas increases health and well-being benefits.

Consistency with central and local government initiatives

A 30km/h speed limit would be consistent with the Government's policy statement on land transport, which aims to create a more equitable and safer transport network, and with the national road safety strategy, Road to Zero.

Many cities overseas and in New Zealand have reduced speed limits in their city centres, which have yielded safety, amenity and improved business results. Increased foot-count is good for retailers and businesses. Many studies have shown that people who travel by foot and bike tend to shop more often and spend more.

In 2016, Christchurch introduced a 30km/h lower speed zone within a large part of the central city area, as part of the "Accessible City" transport rebuild plan. Analysis of crash data two years before and after suggests considerable reductions in crash numbers (25%) and injuries (-36%) since its implementation, despite growing numbers of traffic and people returning to the city.

Similarly, Hamilton City Council have also reduced the speed limit to 30km/h in CBD and many residential streets through their speed management plan. According to recent statistics, instances of cars hitting pedestrians have fallen to half in CBD area after the speed limit of 30km/h was implemented.

Auckland Council reduced speeds in June 2020. Dunedin City Council and Wellington City Council (through Let's Get Wellington Moving) are consulting on reducing speed limit to 30km/h in CBDs and other areas.

Besides city centres, many cities in New Zealand have reduced speed limit in their residential streets ("home zones" in Nelson terms). For instance, Auckland Transport have included many residential streets in its proposal to lower speed limit to 30km/h, which is going to be implemented in 2020.

The numbers and types of road users, including pedestrians, cyclists, motorcyclists, and moped riders, that use the inner city streets have been considered when proposing the 30km/h limit in the central city and carparks. Recent public life surveys that have been done in the central city show that the daily number of pedestrian movements in the central city range from 44,000 – 76,000 depending on season and day of the week. The public life survey records between 1800 and 3500 cycle movements daily in and around the central city depending on the season and day of the week. Vehicle counts done in the past show average volumes of between 4000- 7000 on central city streets. Council also anticipates an increase in micro mobility use (e.g. bikes and e-scooters). The City square carparks are busy locations with various levels of service for pedestrians by way of dedicated footways. In some parking squares it is necessary to walk through or across a vehicle lane to access dedicated footways. Parking squares also demand complex vehicle movements into and out of parking spaces including reversing and giving way to others. As best as can be determined, the proposed 30km/h emergency speed limit will be appropriate for the likely number and types of road users.

Statutory compliance

In considering its reasons for the proposed 30km/h permanent speed limit, Council has been required to have regard to a range of matters, including those set out in clauses 4.2(2), 4.4(2), and 8.1(2) of the Land Transport Rule: Setting of Speed Limits 2017. We are satisfied that all of these matters have been considered, even if not specifically addressed in the discussion above.

3. Determinations under section 155 of the Local Government Act 2002

Under section 155 of the Local Government Act 2002 (LGA), the Council must determine:

- a) whether the Council's Bylaw is the most appropriate way of addressing the perceived problem;
- b) whether the proposed amendments to the Bylaw are in the most appropriate form; and
- c) whether the proposed amendments give rise to any implications under the New Zealand Bill of Rights Act 1990.

As to determination (a), the perceived problem in this case is the safety and access risks arising from a 40 or 50km/h speed limits on the roads concerned. Addressing these risks through a reduction in the permanent speed limit is the most appropriate way of dealing

with this problem. According to clause 2.7(1) in the Land Transport Act Setting of Speed Limits Rule 2017, the only way to impose an enforceable permanent speed limit is through a bylaw, meaning the proposed amendments to the Bylaw are the most appropriate way of addressing the perceived problem.

In terms of determination (b), the proposed amendments to the Bylaw's Schedules A, D, and E are in the most appropriate form. They have been drafted in a way that is clear and certain, and they fit well within the existing drafting of the Bylaw.

Finally, under determination (c), the proposed amendments to the Bylaw do not give rise to any implications under the New Zealand Bill of Rights Act 1990. The reduced speed limit will not restrict any of the rights or freedoms in that Act.

4. Scope of Council decisions following consultation

Once the Council has considered all submissions made in response to the proposal, it will make a decision. The options available to the Council will include:

- adopting the proposal in its entirety;
- retaining the current speed limits;
- adopting a 30km/h speed limit for only some of the roads identified in the proposal;
- adopting a 40km/h speed limit for all or some of the roads.
- adopting an even lower speed limit than 30km/h

5. Submission

Anyone may make a submission about any aspect of Council's proposal and any alternatives to it. Council, in making its decision, will take account of all submissions made.

A submission form is included at the end of this document.

All submissions, including the name and contact details of the submitter, will be made available to the public and media on Council's website, unless you specifically request that your contact details be kept private and explain why it is necessary to protect your privacy. Council will not accept any anonymous submissions.

Submissions can be made:

- online at nelson.govt.nz
- by post to Speed Limit Bylaw, Nelson City Council, PO Box 645, Nelson 7040 -
by delivering your submission to Civic House, 110 Trafalgar Street,
Nelson.

Submissions must be received no later than 14 August
2020

Any person who wishes to speak in support of their submission will be given the opportunity to address the Council at a hearing on 9 September 2020.

Draft amendment to the Speed Limits Bylaw 2011 (210)

Preamble to Bylaw

Insert the underlined words into the list of authorities under which the Bylaw is made:

The Nelson City Council, in pursuance of the powers and authorities vested in it by the Land Transport Act 1998, the Land Transport Rule: Setting of Speed Limits 2017, the Local Government Act 1974, the Local Government Act 2002, the Bylaws Act 1908, and the Transport Rule: Setting of Speed Limits 2003, hereby makes the following Bylaw:

Schedule A – Urban traffic areas

Replace map 6 in Schedule A with the following map 6. (appended A2403583)

Schedule D – Roads that have a speed limit of 30km/h ***Add the following to Schedule D:***

Road Name	Notes	Length
Airlie Street	Full length	329
Albert Road	Full length	156
Allan Street	Full length	320
Arrow Street Extension	Full length	287
Athol Street	Full length	518
Atmore Terrace	Full length	670
Avon Terrace	Full length	346
Beachville Crescent	Full length	561
Bridge Street	from Rutherford Street to Collingwood Street	587
Brook Terrace	Full length	64
Buxton Square	In its entirety within Buxton Square and including the entrance/exit lanes from Collingwood Street to Alma Lane	444
Champion Terrace	Full length	264
Cherry Ave	Full length	232
Church Street	Full length	108
Cleveland Terrace	from Manuka Street to Mayroyd Terrace	316
Clouston Terrace	Full length	96
Endeavour Street	Full length	218
Fifeshire Crescent	Full length	542
Fountain Place	From numbers 10-24	140
Grenville Terrace	Full length	207
Halstead Street	Full length	101

Hampden Street West (Hampden Terrace)	From Wigzell Park to Vanguard to Hampden Walkway	180
Hanby Park	Full length	208
Harbour Terrace	Full length	84
Hardy Street	From Rutherford Street to Collingwood Street	508
Hope Street	Full length	100
King Street	Full length	135
Larges Lane	Full length	200
Martin Street	Full length	880
Mayroyd Terrace	Full length	240
Moncrieff Avenue	Full length	363
Montgomery Square	In its entirety within Montgomery Square and including the entry/exit lanes from Rutherford Street, Bridge Street and Hardy Street	612
Mt Pleasant Ave	Full length	500
Point Road East	The tidal section is not measured	197
Point Road West	The tidal section is not measured	433
Omaio Village	Section of railway reserve adjacent to retirement village Songer Street	237
Park Street	Full length	104
Poynters Crescent	Full length	432
Queens Road	Section numbered 106-130	248
Rainer Street	Full length	83
Rangiora Terrace	Full length	434
Rimu Street	Full length	120
Ronaki Terrace	Full length	71
Stanley Crescent	Full length	518
Selwyn Place	Full length	480
Trafalgar Street	From Hardy Street to Halifax Street	393
Whakatu Square	In its entirety from Archilles Ave to Whakatu lane; Rutherford Street to Trafalgar Street. Haven Road; Rutherford Street to Bridge Street	789

AUTHORITY

Authority by which these speed limits were set is section 22AB(1)(d) of the Land Transport Act 1998 and clause 4.4(1) of the Land Transport Rule: Setting of Speed Limits 2017.

Schedule E — Roads that have a speed limit of 40km/h

Delete the following road from Schedule E:

Road name	Notes	Length
-----------	-------	--------



Atmore Terrace	Full length	670
Road name	Notes	Length
Cleveland Terrace	From Manuka street to Atmore terrace	316
Mayroyd Terrace	Full length	240
Fifeshire Crescent	From Richardson Street to Victoria road	350

Submission Form

Proposed Speed Limit Bylaw Amendment

Name: Jurgen Voigtlander

.....

Organisation represented: (if applicable)

Address: 50 Wellington St, Nelson 7010

.....

Email: juergenmary@gmail.com **021-471-771**

.....**Tel:**.....

Do you wish to speak at the hearing? No

The hearing is scheduled for September 2020. *If you do not circle either yes or no, we will assume you do not wish to be heard. If you wish to present your submission at the hearing in Te Reo Māori or New Zealand sign language please include this information in your submission.*

Public Information: *All submissions (including the names and contact details of submitters) are public information and will typically be available to the public and media in various reports and formats, including on the Nelson City Council website. Personal information will also be used for administration relating to the subject matter of submissions. Submitters have the right to access and correct any personal information included in any reports, information or submissions.*

Submission comments:

Page 13

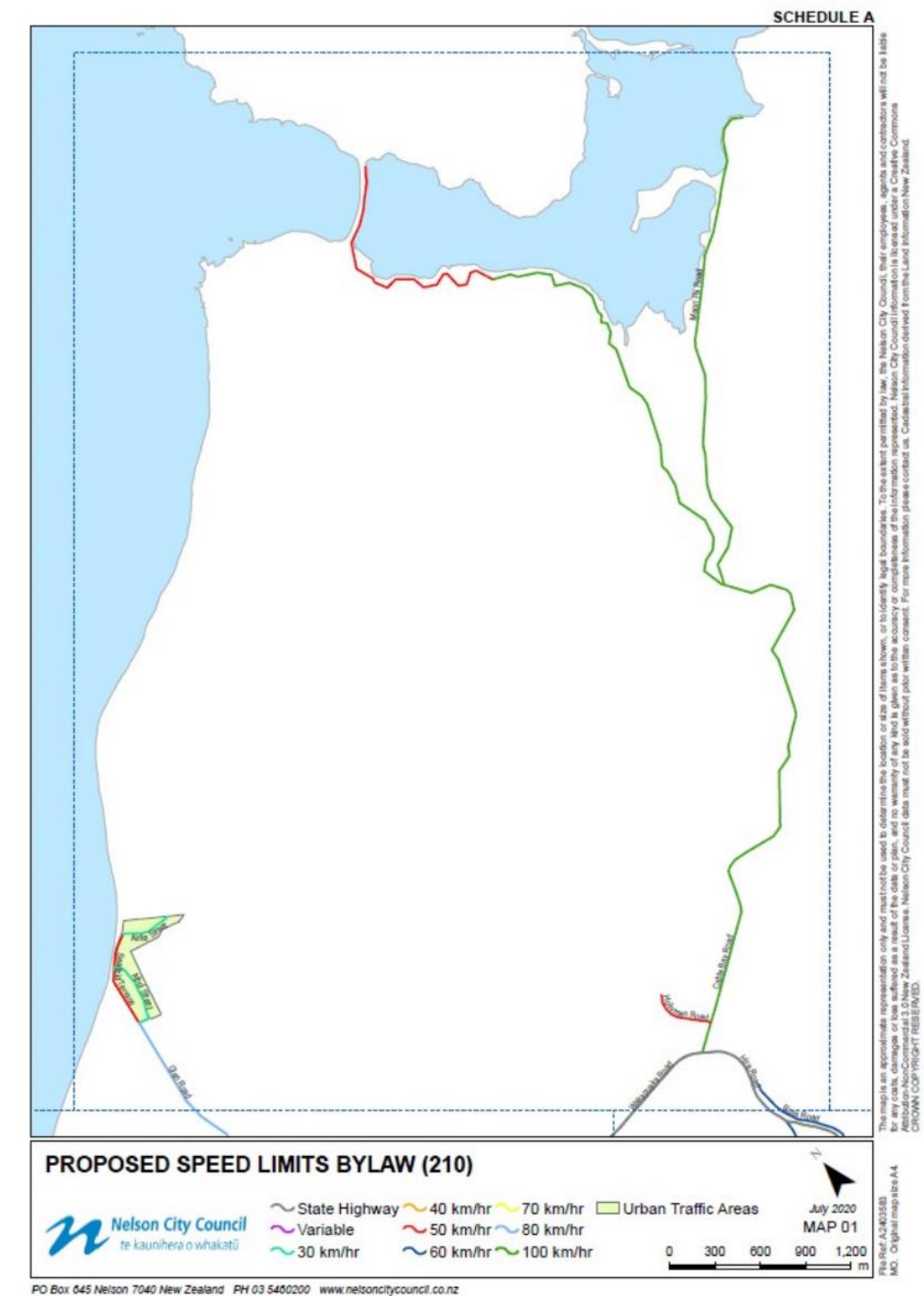
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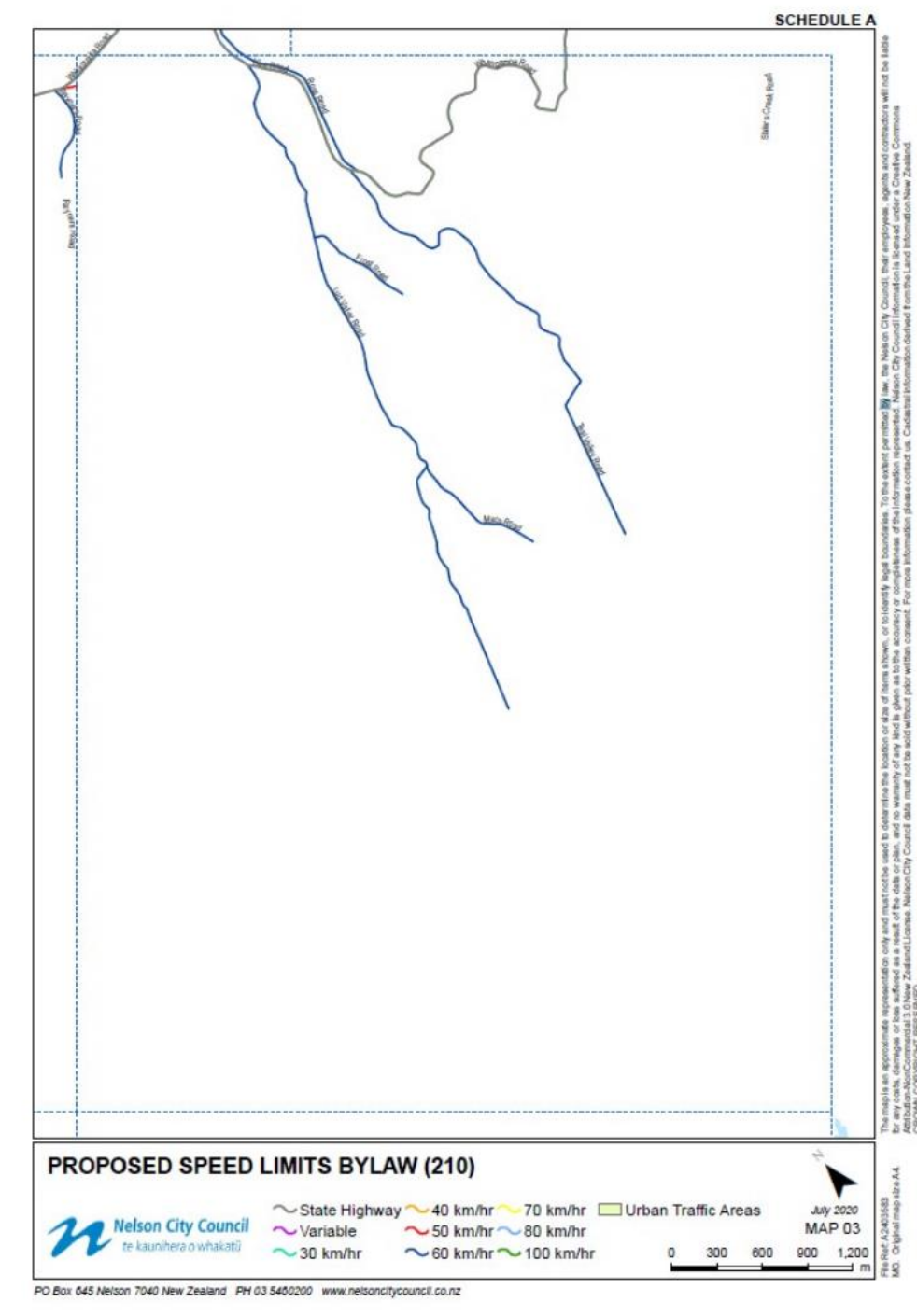
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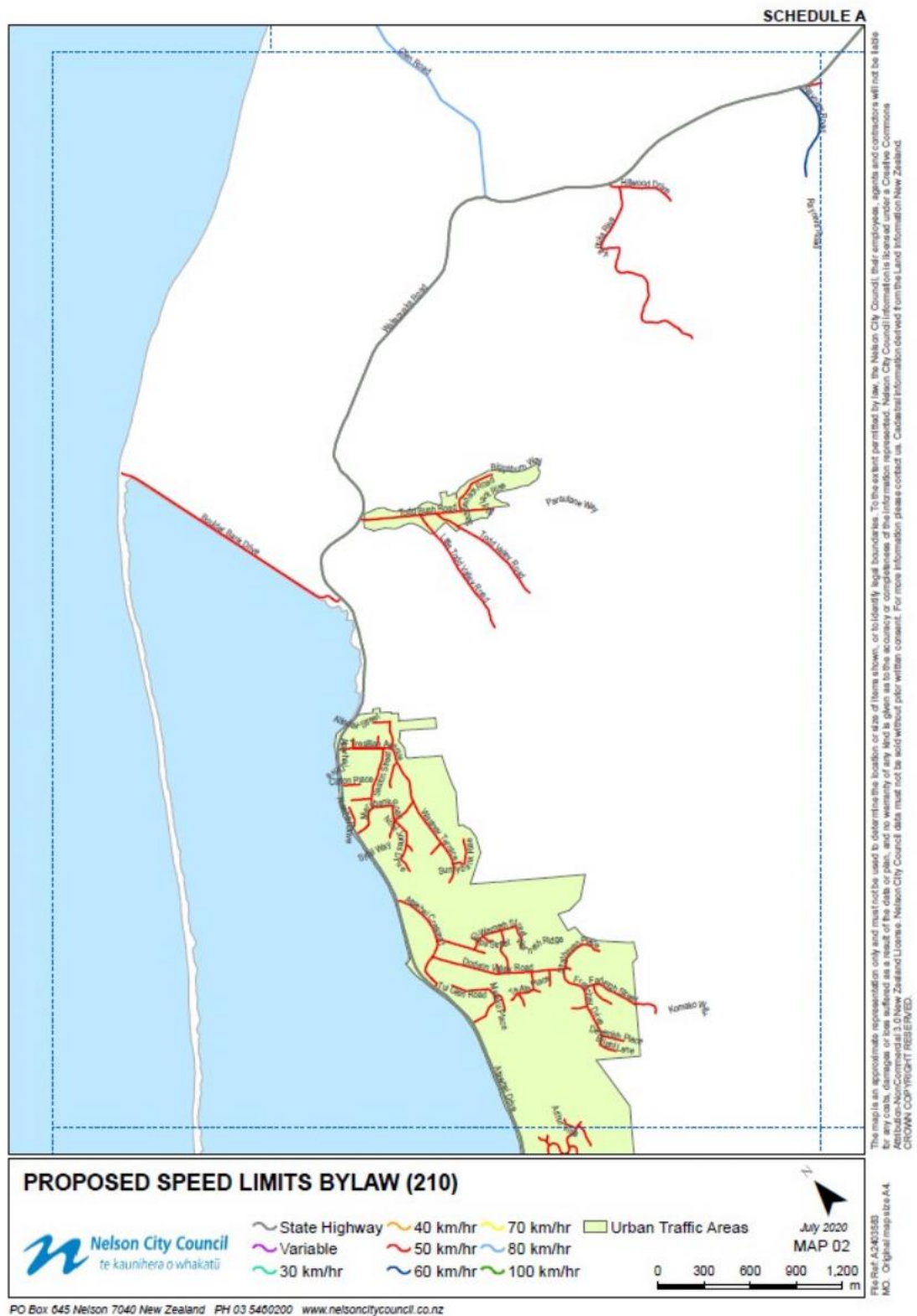
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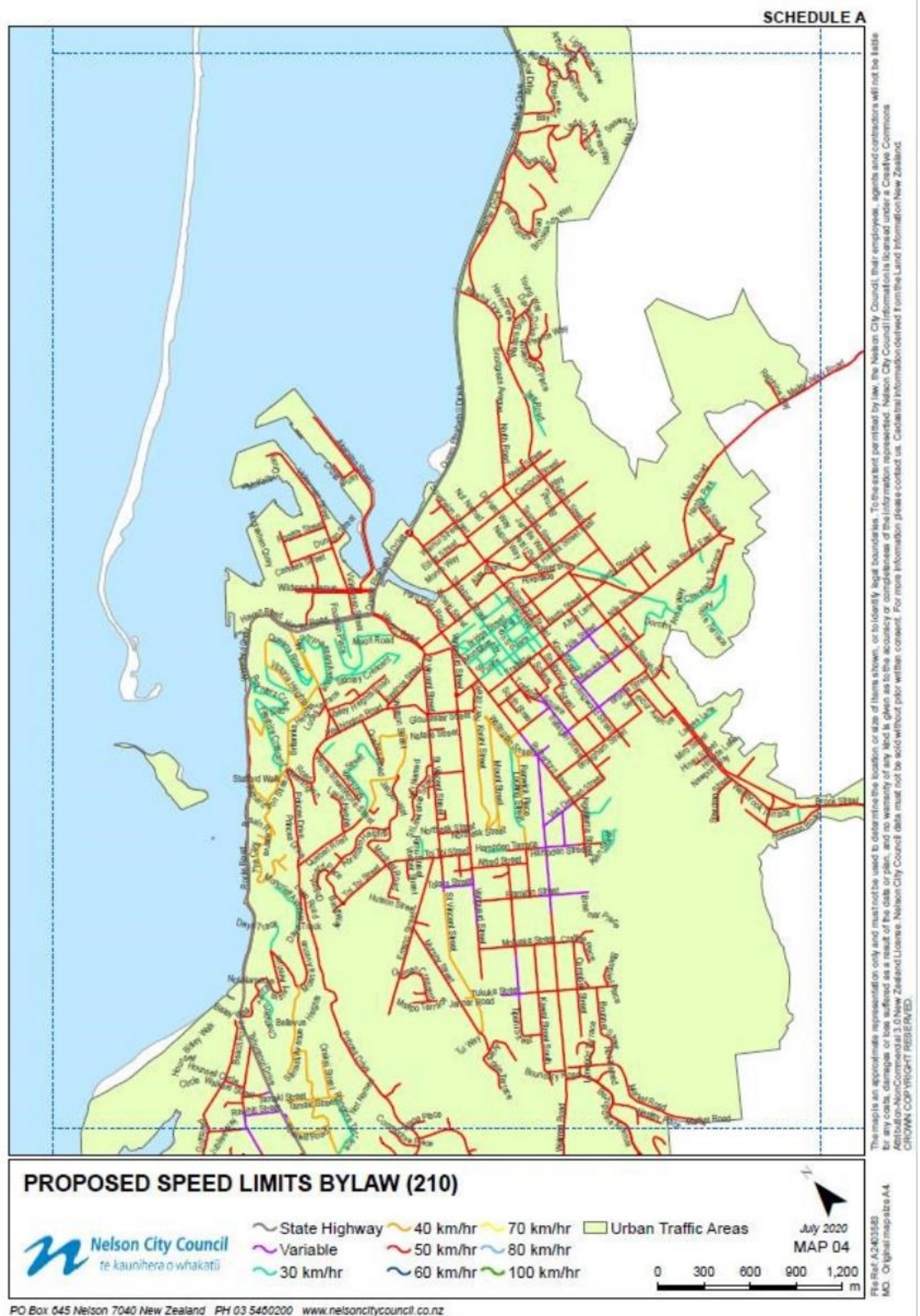
online at **nelson.govt.nz**

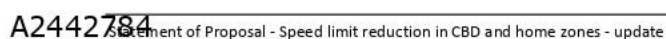
by post to **Speed Limit Bylaw 2011 (210), PO Box 645, Nelson 7040** by
dropping your submission off to **Civic House, 110 Trafalgar Street, Nelson.**

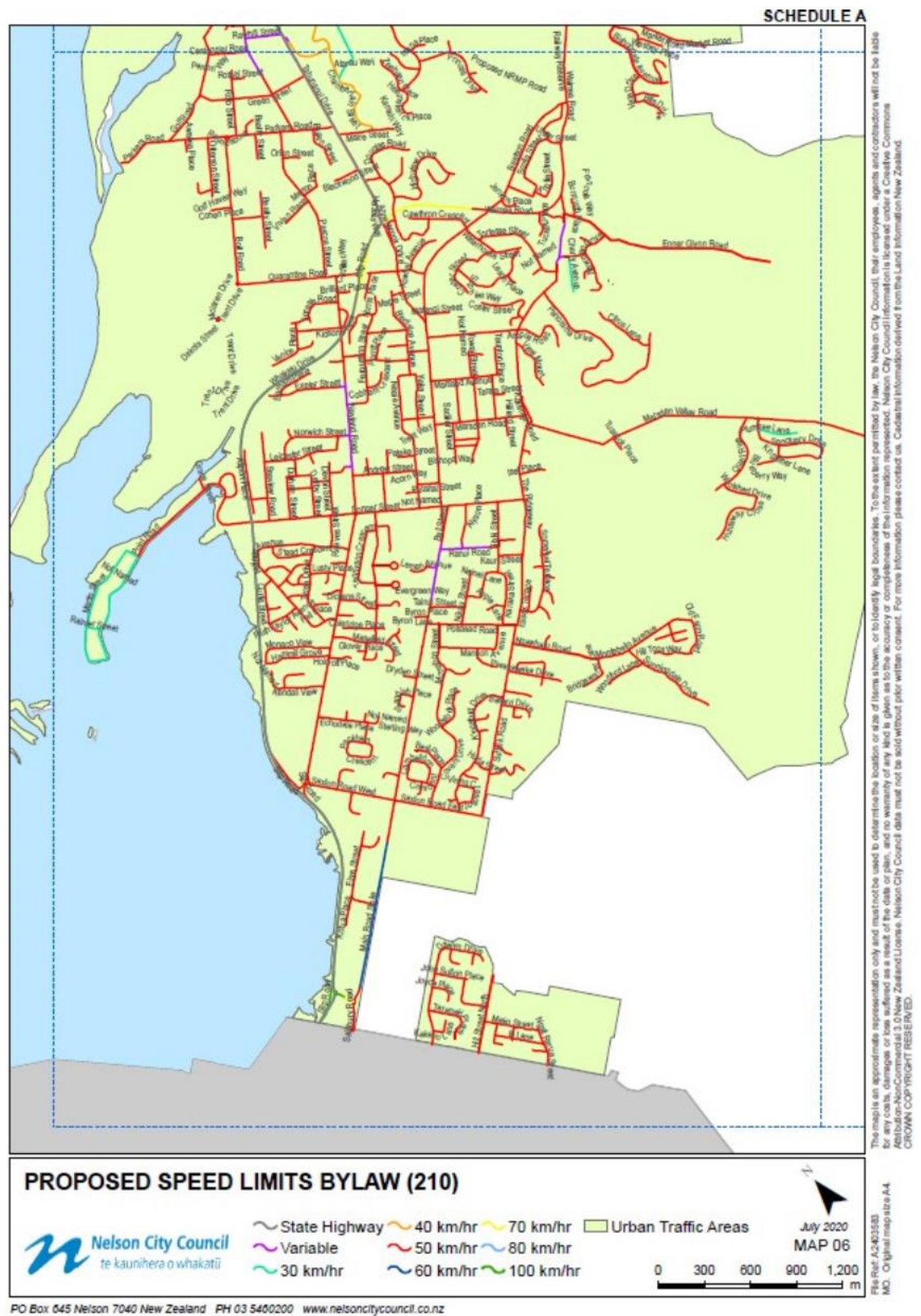


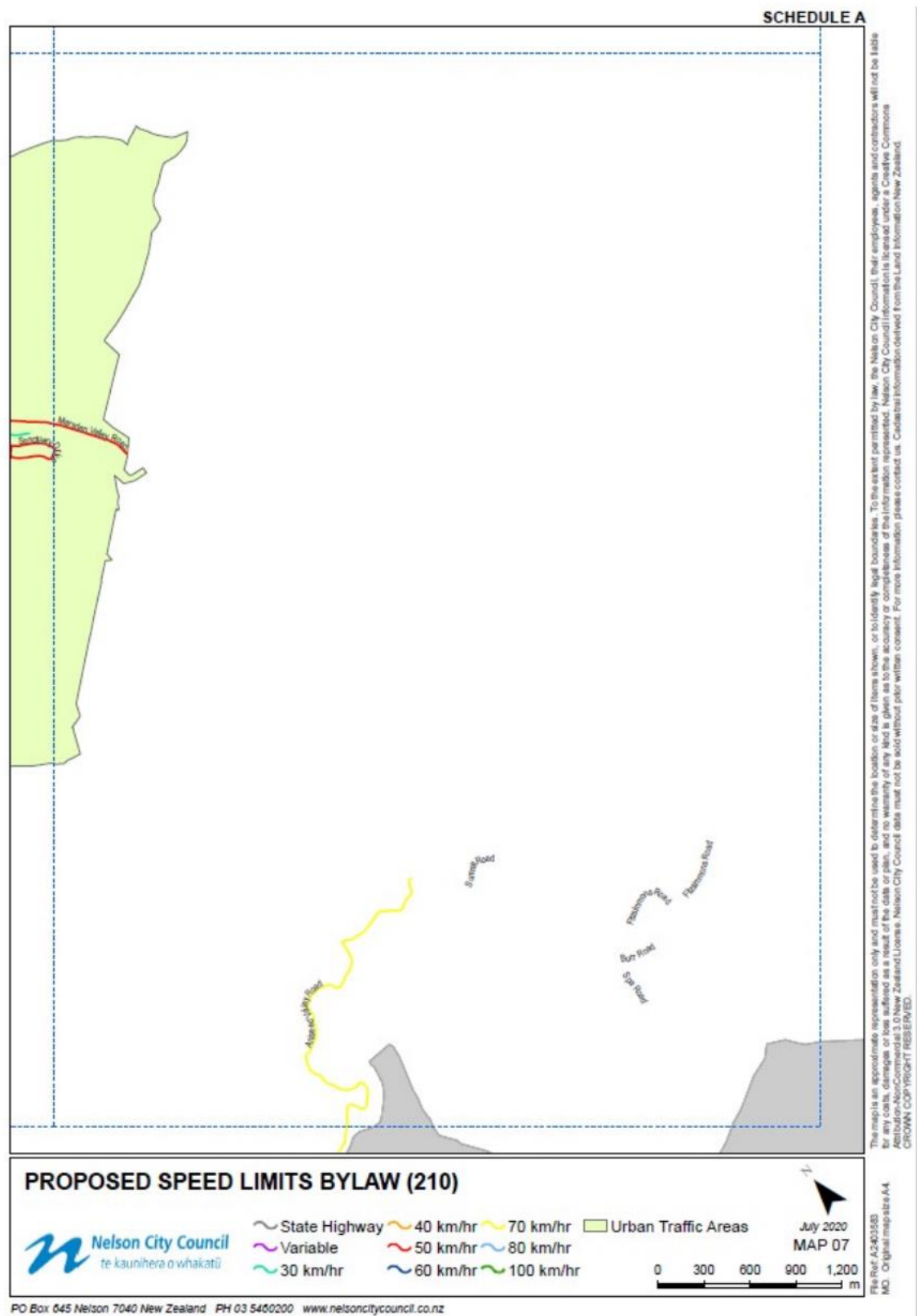












Submission Summary

Speed Limit Bylaw review - Submission #24562

Miss Sarah Francis

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		I am strongly opposed to this change. I think there is minimal risk of harm. In Australia even the school ones only go down to 40km/hr. I have never felt in any danger walking down my street, people are careful by using their common sense. 30km seems totally unnecessary.

Submission Summary

Speed Limit Bylaw review - Submission #24571

Mr Russell Arnst

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		<p>I have read the Statement of Proposal but do not support the reduction of the speed limit in Cherry Avenue to 30 km/h, but would support the adopting of a 40 km/h speed limit, while we wait for our long awaited footpath.</p> <p>30 km/h may be a more appropriate speed for the city centre and for some other narrow, windy home zone streets, but Cherry Avenue is a straight 232 metres, which upon entering, you have a full view of the length of the street.</p> <p>Cherry Avenue is the only street in this area affected by the proposal and 40 km/h would be more consistent with the 40 km/h speed requirement past Enner Glynn School, when children exiting.</p>

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Printed: 03/08/2020 11:40

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Submission Summary

Speed Limit Bylaw review - Submission #24573

Dr Jennifer Germano

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		<p>As a mother of two little kids, an occasional bike commuter and a resident on a street with no footpath, I completely support the drop in speed limit.</p> <p>It would also be awesome if you could keep things like our railway reserve (once we lose places like that we'll never get it back and biking right next to traffic is awful and unsafe for kids) and create other safe places to bike for commuters and families.</p> <p>Best regards, Jen Germano</p>

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Submission Summary

Speed Limit Bylaw review - Submission #24577

David Russell and Ellen Brinkman

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		We support the reduced speed limit for Albert Road and for other home zone streets in this area. Thank you, Ellen Brinkman and David Russell

Submission Summary

Speed Limit Bylaw review - Submission #24580

Mrs Clare Scott

Nelson 7010

Speaker? True

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		<p>I am sad to see that residential areas are still listed to be 50km zones. The speed review has been on-going for quite long time now, and I have personally been told that things can wait, because the speed review will likely take the speed down to 30km in local residential streets.</p> <p>We know for a fact that lower speed limits increase active travel rates, actual and perceived safety, and encourage modal shift. The proposed amendments to the speed bylaw are by no means sufficient to make this shift.</p> <p>If Nelson City Council really wants to put a foot forward in terms of making active travel more attractive and safer, speeds must be lowered as part of a comprehensive plan to prioritizes active transport users. The very modest changes shown here indicate that the efficiency of vehicle traffic is still the highest priority.</p> <p>I am also confused by the lack of congruence between the proposed speed on Kawai St. South and Tipahi St (50 km) and the fact that this neighborhood is currently going through the Innovative/Living Streets programme. As the community lead for this project, and the recent public consultation, it is very clear that the residents here want a much lower speed limit as well as traffic calming measures. I am not sure why this is not reflected in the mapping provided--perhaps this is intentional so that those who rat-run do not 'get a say' about how fast they can drive down this street?</p> <p>Thank you and looking forward to speaking publicly to the elected members on this issue.</p>

A2442784

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Submission Summary

Speed Limit Bylaw review - Submission #24584

Mrs Frances O'Leary

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		We support the proposal to change the speed limit on home zone streets. For example on Martin St and Ranier St in Monaco.

A2442784

Printed: 03/08/2020 03:33

115

Submission Summary

Speed Limit Bylaw review - Submission #24586

Bernadine Goldsmith

Nelson 7011

Speaker? True

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		Please see attached

A2442784

Printed: 03/08/2020 03:54

116

24586-1

Nelson City Council Public Consultation Submission form

Nelson City Council wants your opinion.

Please tell us what you think.

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

Name Bernadine Goldsmith

Daytime phone [REDACTED]

Address [REDACTED]

Organisation represented (if applicable) Nope

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: All submissions (including the names and contact details of submitters) are public information and will be available to the public and media in various reports and formats including on the Nelson City Council website. Personal information will also be used for administration relating to the subject matter of the submissions. Submitters have the right to access and correct any personal information included in any reports, information or submissions.

The consultation/proposal my submission relates to:

Amendments to the Speed Limits Bylaw 2011 (210)

My submission is:

Attached.

Received at Nelson City Council

30/07/2020 2:47:58 PM

Counter

mere

1000016516

Date 30 July 2020

Signature [REDACTED]

 **Nelson City Council**
te kaunihera o whakatū

PO Box 645 • Nelson 7040
03 546 0200 • nelson.govt.nz

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PROPOSED SPEED LIMIT BYLAW AMENDMENT

Bernadine Goldsmith

██████████ Tahunanui NELSON

██████████

My name is Bernadine Goldsmith and I oppose options:

- 1 Adopting the proposal in its entirety
- 2 Adopting a 30km/h speed limit for only some of the roads identified in the proposal
- 3 Adopting an even lower speed limit than 30km/h (stupid)

During COVID 19 my transport business was classed as an 'essential service', and because of this we were required to work thru the entire eight weeks of lockdown. We transported essential workers to their workplaces and delivered goods thru out Nelson. It was a surreal time in our history and it made you realise just who was essential to keep our city operating – and who was not.

I have worked between 60 and 70 hours a week for the past ten years in Nelson transporting goods and services. Over the past three years I have started my own social enterprise supporting women to gain their licences and work independently. With this in mind I believe I have experience to talk on this subject.

I have noticed a definite shift in slowing traffic and making our CBD more user friendly for pedestrians and cyclists. Less carparks, more spaces to congregate and so on. Recently council adopted a diagonal crossing which has put a virtual handbrake on all traffic coming in and out of the CBD from Atawhai. The closing of the top of the CBD has created less carparks once again. Affordable living has also been introduced to our city as a way of alleviating the housing crisis.

The question to ask yourself is 'Has this increased people coming to the Nelson CBD and are businesses of the CBD benefiting or profiting from all these changes.

Everyday I travel the streets of Nelson and see less and less people shopping in our CBD. Everyday I see another business closing. Road works are on every arterial road in and out of our city. Even short cuts now have road works. I cannot remember a time when our city was free of road cones.

And now we have a document wanting to slow traffic to a crawl because there MAY be a death because of speed? There is also a perception that people will walk, bike take the bus and interact with neighbours and stop loneliness. Ask yourself another question

"Who in this room today walked, biked or took the bus this week to work more than twice?

In the last 5 years there has been 60 reported crashes on the road inside the central district ring road, ZERO was caused by speed.

- I oppose this because essential workers have to get to work
- I oppose this because essential workers have to get their kids to school and get to work
- I oppose this because essential workers are essential for our city to keep moving
- I oppose this because I believe this will be the nail in the coffin for people actively deciding to shop in Richmond
- I oppose this because Richmond has completely adopted the opposite strategy and as a result Richmond is literally heaving with shoppers every minute of the day
- I oppose this because our city is dying and this will assist it to die faster

Regards

Bernadine Goldsmith

Submission Summary

Speed Limit Bylaw review - Submission #24588

Mr & Mrs Neil & Shelley Johnstone

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		<p>Although Cherry Ave does not have a footpath, it is a wide, straight road - you can see from one end to the other.</p> <p>It is a no exit road.</p> <p>Speed is not an issue in the street and cars are not a threat to pedestrians, cyclists, nor resident 'amenity', all of whom can navigate traffic and parked cars easily and safely. Pedestrians are seldom seen on the street and they can safely walk off the road on the wide verge, on the right-hand side heading south.</p> <p>When considering this proposal one wonders why Cherry Ave does not have a footpath when the council proposed to install one many years ago, that would be welcomed I'm sure.</p> <p>I don't believe a reduced speed limit is necessary.</p>

Submission Summary

Speed Limit Bylaw review - Submission #24614

Mr Grant Sidwell

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		Petition from 38 residents of Monaco peninsula - for lowering speed limit from 50kph to 30kph. Please see attached.

A2442784

Printed: 05/08/2020 10:06

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24614-1

From: Margaret Parfitt
Sent: Thursday, 30 July 2020 9:47 AM
To: Administration
Subject: Fwd: Emailing: Petition Monaco Reduce Speed 30 07 2020 S Sidwell
Attachments: Petition Monaco Reduce Speed 30 07 2020 S Sidwell.pdf

Please add to submission base for speed limit review
Thanks
Get [Outlook for iOS](#)

From: Margaret Parfitt
Sent: Thursday, July 30, 2020 9:46:20 AM
To: Sue McAuley
Subject: Fwd: Emailing: Petition Monaco Reduce Speed 30 07 2020 S Sidwell

FYI re thanking trucks
Get [Outlook for iOS](#)

From: sidwells
Sent: Thursday, July 30, 2020 9:38:35 AM
To: Margaret Parfitt
Subject: Emailing: Petition Monaco Reduce Speed 30 07 2020 S Sidwell

Hi Margaret.
Please see attached from Shelly.

Also the trucks from Edridge Contracting, delivering soil further down the street have been travelling slowly, carefully and respectfully - which is great - given the nature of our street.

So if you get an opportunity, please thank them.

Kind regards Grant

Your message is ready to be sent with the following file or link attachments:

Petition Monaco Reduce Speed 30 07 2020 S Sidwell

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

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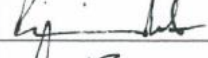







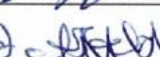


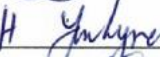



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<https://www.avg.com>

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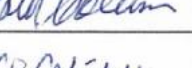
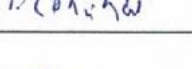
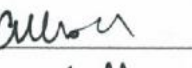



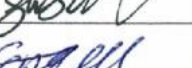
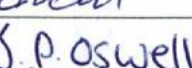
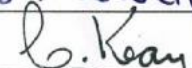
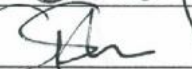
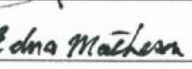
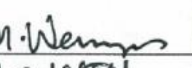
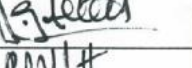
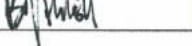

RESIDENTS OF MONACO PENINSULA

PETITION TO THE NELSON CITY COUNCIL

FOR LOWERING SPEED LIMIT FROM 50 KPH TO 30 KPH

NAME	SIGNATURE	ADDRESS	PHONE NUMBER
Sophie Martel		61A Martin St	
Sue DeLeon		61, Martin Street,	
Rosie Freeman		65 Martin St.	
Rosie Munder		65 Martin St	
John Winnie		69 Martin St	
DON CLIFFORD		59 MARTIN ST	
Michelle Sidwell		29A Martin St	
Ben Dallimore		40 Martin St	
WAYNE LLOYD		2 TOETOE LAKE, RMD	
TREV. MENZIES		63 MOREAU ST	
Shaun Costello		1A Harbour Terrace	
REX HEBBERD		1-29 Martin St	
Helen Hebbard		1/29 Martin St	
Angus Hebbard		1/29 Martin St	
Brodie Sidwell		29A Martin St	
Vivonne Lynch		31A Martin St	
Noelie Steel		31 Martin St	
BRETT SAGE		31 Martin street	

RESIDENTS OF MONACO PENINSULAPETITION TO THE NELSON CITY COUNCILFOR LOWERING SPEED LIMIT FROM 50 KPH TO 30 KPH

NAME	SIGNATURE	ADDRESS	PHONE NUMBER
Janis Baker		44 Martin St	
Bill Baker		44 Martin St	
David Dehner		42 Martin St	
Lesley Dean		42 Martin St	
PAT COLEMAN		10A MARTIN ST	
GORDON COLEMAN		" "	
B. M. Wathams		10 B Martin St	
Anne-Lise Goll		5 Martin St	
Lindsay Goll		5 Martin St	
Paul Hargreaves		21 MARTIN ST	
Simon Thomas		23 MARTIN ST	
Grant Sidwell		29A Martin St	
Emma Sidwell		15 Clifford Ave, Bishopscote	
Jason Oswell		15 Clifford Ave, Bishopscote	
Chrissie Keay		41 Martin St.	
GRANT SHARHAN		SEALCOE AVE	
Edna Matheson		48 Martin St.	
Mary Wemys		59 Martin St	
John Abbott		3 Rainier St	
Brenda Abbott		" "	

Submission Summary

Speed Limit Bylaw review - Submission #24620

Mrs Valda Stockler

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		I believe it is a good idea to limit the speeds within the central city and on home zone streets to 30km/hr

Submission Summary

Speed Limit Bylaw review - Submission #24629

Shan Gatrell

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		Please see attached

A2442784

Printed: 06/08/2020 02:04

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24629-1

Nelson City Council Public Consultation Submission form

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

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

Name Shân Gatrell

Daytime phone [REDACTED]

Address [REDACTED]

Organisation represented (if applicable) [REDACTED]

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: All submissions (including those that are public information and will be available to the public in formats including on the Nelson City Council website) are public information and will be available to the public in formats including on the Nelson City Council website. The information relating to the subject matter of the submission is not to be used for any purpose other than the purpose for which it was submitted and correct any personal information in the submission.

Received at Nelson City Council

24/07/2020 2:52:42 PM

Counter

Lynn Petrie

1000016390

The consultation/proposal my submission relates to:

Amendment to the Speed limits bylaw July 2020

My submission is:

This is regarding Queens Road, (numbers 106 to 130).

I am in full Support of reducing the Speed limit to 30kms.

I believe this is necessary as there has been an increase of pedestrians & is too dangerous at the current Speed limit of 50kms. I would also suggest that a couple of Speed humps be placed on the road to deter 'Boy racers'.

Date 24/7/20

Signature [REDACTED]

 **Nelson City Council**
A2442784 te kaunihera o whakatū

PO Box 645 • Nelson 7040
03 546 0200 • nelson.govt.nz

How to make a submission

Remember to have your say – online or in writing. You can make a submission online at the Council's website, nelson.govt.nz, at Civic House, 110 Trafalgar Street, Nelson, or any of the Nelson Public Libraries. More information is available in all these locations, or you can phone 546 0200 to ask for it to be posted.

All submissions will be considered by the Mayor and Councillors before making a decision.

Anyone can make a submission. All submissions, including the names and contact details of submitters, are publicly available, as required by the Local Government Act 2002. Submissions will be used only for the purposes of this consultation process.

Early submissions are appreciated, to help submission processing.

Identify your submission

Please make sure you attach the cover sheet/submission form to any submission you make to assist in tracking submissions. If you choose not to use this cover sheet, please include your name, address and contact telephone number. This is so we can contact submitters who wish to speak at the hearings, and so we can reply to you with the result of Council's deliberations on submissions.

Make it readable

Type your submission if possible, or use black ink and write legibly on one side of paper only. This will ensure the photocopies we make of your submission will be easy to read.

Separate headings

Divide your submission into separate points if you want to comment on more than one part, to help Council understand your submission better. For each point, say specifically to which part(s) your submission relates. Say concisely what your concern is OR what you support. Tell us the reasons why you support or oppose this part, and say how you want the Council to respond to your submission.

Send your
submission to:

Freepost 76919
Consultation
Nelson City Council
PO Box 645
Nelson 7040

or deliver to: ground floor
Civic House
110 Trafalgar Street
Nelson

or: By email to
submissions@ncc.govt.nz

or: any Nelson Public
Library



Submission Summary

Speed Limit Bylaw review - Submission #24631

Mr Clive Garlick

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		Please see attached

A2442784

Printed: 06/08/2020 02:27

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24631-1

Nelson City Council Public Consultation Submission form

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

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

Name CLIVE GARLICK

Daytime phone _____

Address _____

Organisation represented (if applicable) _____

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: All submissions (including the names and contact details) are public information and will be available to the public in various formats including on the Nelson City Council website. The Council will not be responsible for the administration relating to the subject matter of the submission. You will be responsible for the access and correct any personal information included.

The consultation/proposal my submission relates to: _____

Received at Nelson City Council

24/07/2020 2:25:05 PM

Counter

Lynn Petrie

1000016389

My submission is:

Amendment to speed limit
Queens Rd No. 106 - 130

1. I Support reducing speed limit
to 30k/hr

This stretch of road has no footpath
it is used by frequ. pedestrians often
with small children + pets.

Ideally there should be speed
bumps to reinforce this

Date 24/7/20 Signature _____

 **Nelson City Council**
te kaunihera o whakatū

PO Box 645 • Nelson 7040
03 546 0200 • nelson.govt.nz

A1251267 • March 2018

A2442784

How to make a submission

Remember to have your say – online or in writing. You can make a submission online at the Council's website, nelson.govt.nz, at Civic House, 110 Trafalgar Street, Nelson, or any of the Nelson Public Libraries. More information is available in all these locations, or you can phone 546 0200 to ask for it to be posted.

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Freepost 76919
Consultation
Nelson City Council
PO Box 645
Nelson 7040

or deliver to: ground floor
Civic House
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Nelson

or: By email to
submissions@ncc.govt.nz

or: any Nelson Public
Library

Submission Summary

Speed Limit Bylaw review - Submission #24632

Ms Rosemary Musters

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		We're pleased that you are proposing 30km speed limit in our home zone. This street is especially dangerous due to a few neighbours who park permanently on this street (including padlocking their trailer and boat) making it single lane for cars and absolutely nowhere for pedestrians to go. When the tide is in - and sometimes onto the road - the situation is extremely dangerous. We wish for it to be made illegal for people to park permanently on our road.

Submission Summary

Speed Limit Bylaw review - Submission #24635

Mr & Mrs John and Ann Martin

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		We think the speed limit on Fifeshire Crescent should be 30km/h. There is no footpath over much of it, and as we do a lot of walking we are often in fear of speeding vehicles. Furthermore the street is very narrow and the the sides are often blocked by parked cars which forces us to walk in the middle of the road.

Submission Summary

Speed Limit Bylaw review - Submission #24636

Ms Angie Johansen

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		Please see attached

24636-1

From: Customer Service
Sent: Wednesday, 5 August 2020 4:44 PM
To: Submissions
Subject: FW: Speed bylaw submission attention Mere & Duncan
Attachments: speed limit Review Submission.docx

From: Angie Johansen
Sent: Tuesday, 4 August 2020 12:36 pm
To: Customer Service <Customer.Service@ncc.govt.nz>
Subject: Speed bylaw submission attention Mere & Duncan

Hi there

Just attaching my submission, as I had trouble attaching my file.

Regards Angie Johansen

A2442784

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Speed Limit Review Submission:

I would like to make this submission in support of lowering the current speed limit of 50kph to 30kph in Monaco, Nelson. The speed limit needs to be adjusted and applied to Martin Street, Point Road, Rainier Street and Grace Street.

In the 3 years that my family has lived in Monaco traffic has increased as it is a popular destination for recreational activities which peaks during the spring and summer months. I have witnessed on a regular basis the road rules and especially the speed limit not being adhered to. Monaco doesn't have footpaths and the roads are very narrow, with a range of ages from very young children to the elderly, also we have many loved pets that are at risk of being hit on a daily basis by speeding vehicles and potentially killed.

I fear that if the speed limit is not changed very soon, a tragedy will occur on our Monaco roads. I have witnessed many near misses with all types of vehicles when I have been out going for walks with my dog, I regularly witness vehicles almost collecting pedestrians, families out for bike rides, the elderly trying to go out for walks and our pets trying to cross the roads.

The recently installed signage stating it's a shared home zone do not have the required effect and are not contributing to safer driving in this area. Please make Monaco a safer place for the residents, their pets and visitors.

Thank you

Submission Summary

Speed Limit Bylaw review - Submission #24652

Mr Steve Zygmund

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		Not keen on the proposed bylaw to reduce speed limit on Beachville Crescent. There is not a problem with people going too fast on this road - they drive to the conditions already.

Submission Summary

Speed Limit Bylaw review - Submission #24654

Mr Richard Wilson

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		I live in Farleigh St and I wish to state that Farleigh St and Dodson Valley Rd should have a speed limit of either 30 or 40km as there has been significant residential growth over the past 10 years and I am very worried that it is only a matter of time that there will be a serious injury or death resulting from the current 50kmh limit. Thanks

A2442784

Printed: 10/08/2020 08:04

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Submission Summary

Speed Limit Bylaw review - Submission #24655

Ms Suzanne Bateup

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		<p>I agree with the proposal to amend the Bylaw to reduce the speed limit to 30km/h for roads in the city centre and home zones for the following reasons:</p> <ul style="list-style-type: none">- I walk and cycle a lot in these areas and often am unsafe due to the speed of vehicles using these roads.- Recently when I was teaching my teenage son to drive in central Nelson, he thought that if the speed limit was 50km in an area, then that was what you drove at. I found it very difficult to get him to understand that you needed to drive much more slowly in areas where there were kids, schools, driveways, low viability, etc etc. He said that all the people his age thought that you drove to the speed limit! <p>Thanks you for proposing this change, we will all be safer as a result. Sue Bateup</p>

Submission Summary

Speed Limit Bylaw review - Submission #24656

Ms Robynne Johansen

Monaco
Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		<p>As I was going to speak at the Speed Limit Bylaw hearing but will now be unable to, I would like to put in a second submission. This is for all those who cannot write a submission or speak at the hearing, our local domestic pets & wildlife.</p> <p>Our companion cats are at risk of being hit & losing their life every time they try to cross the roads due to vehicles being driven at 50kph or often higher. Our companion dogs are also at risk even if on a lead, drivers are often going too fast & disregard the lack of space for walkers & their pets in many parts of the streets.</p> <p>Around the Monaco seafront along Martin Street are pairs of nesting seabirds who frequently walk or nest close to the edge of the road, I have seen vehicles being driven too fast for this environment, thus putting our precious wildlife at serious risk too.</p> <p>Let's also give the local hedgehogs & other small nocturnal creatures who at present try to cross the roads at their peril, a chance too.</p> <p>Reducing the speed to 30 kph will save the lives of our pets & wildlife. Thank you.</p> <p><i>(admin note: see also submission 24502)</i></p>

A2442784

Printed: 10/08/2020 07:58

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Submission Summary

Speed Limit Bylaw review - Submission #24658

Ms Jane Murray

Policy Advisor
Nelson Marlborough Health

Speaker? True

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		Please see attached

A2442784

Printed: 10/08/2020 11:49

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24658-1

From: Customer Service
Sent: Monday, 10 August 2020 10:42 AM
To: Submissions
Subject: FW: NMH Submission on Speed Limit Bylaw Amendments
Attachments: AmendmentSpeedLimitBylaw2020.pdf

From: Jane Murray
Sent: Thursday, 6 August 2020 1:37 PM
To: Council Enquiries (Enquiry) <NCCEnquiry@ncc.govt.nz>
Subject: NMH Submission on Speed Limit Bylaw Amendments

Hi,
Please find attached a copy of Nelson Marlborough Health (NMH)'s submission on the Speed Limit Bylaw Amendments.

NMH would like to speak to their submission.

Kind regards

Jane

Jane Murray

Health In All Policies Advisor / Public Health Service / Nelson Marlborough District Health Board
PO Box 647, Nelson / 281 Queen Street, Richmond /
We value : Respect - Integrity - Teamwork - Innovation



Submission on Nelson City Council's Amendment to the Speed Limit Bylaw 2011

14 August 2020

For more information please contact:
Jane Murray
NMDHB Public Health Service



Introduction

1. Nelson Marlborough Health (Nelson Marlborough District Health Board) (NMH) is a key organisation involved in the health and wellbeing of the people within Te Tau Ihu. NMH appreciates the opportunity to comment from a public health perspective on the Nelson City Council's Speed Limit Review.
2. NMH makes this submission in recognition of its responsibilities to improve, promote and protect the health of people and communities under the New Zealand Public Health and Disability Act 2000 and the Health Act 1956.
3. This submission sets out particular matters of interest and concern to NMH including around pedestrian and cycle safety.

General Comments

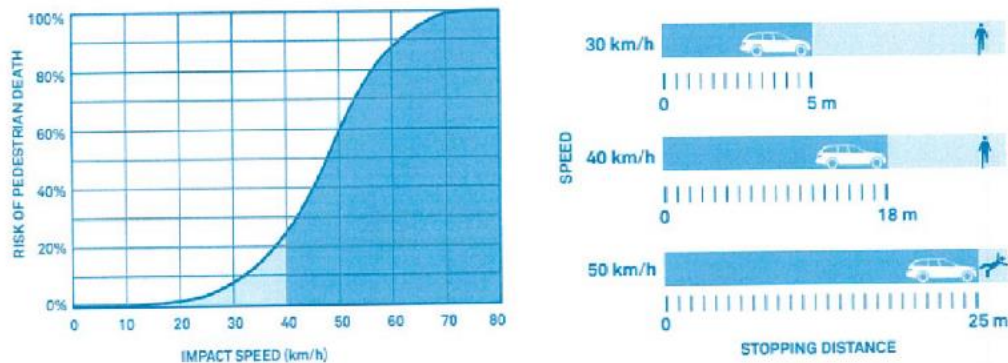
4. NMH supports the amendments to the Bylaw to reduce the speed limit to 30 k/m for roads in the city centre and home zones. In 2008 NMH undertook a survey of residents' nutrition and physical activity behaviour and attitudes. This survey showed that only 57.3% of Nelson respondents achieved the recommended level of physical activity. Nelson respondents identified feeling unsafe on and around roads (29.7%) as the major barrier to being more physically active. Lowering urban speed limits is a key way in which NCC can encourage walking and cycling in Nelson.
5. Road crashes and injuries have major impact on people and communities. The average 2018 social cost is estimated at \$5.07 million per fatal crash, \$525,600 per serious crash, \$29,900 per minor crash, this includes estimated cost of loss of life and life quality, loss of output, medical cost, property damage costs and legal and court costs incurred.¹
6. As noted in the proposal, speed affects the likelihood and the severity of its consequences. Small reductions in impact speeds greatly increase the chances of surviving a crash. World Health Organisation states that an increase of 1 km/h in mean vehicle speed results in an increase of 4-5% of fatal crashes.² International studies³ have shown that most traffic deaths, especially the easily preventable pedestrian deaths, occur on a small percentage of arterial streets. These streets are rendered dangerous by design as the streets are wide and invite speeding, lack safe crossings and have substandard footpaths. When vehicles move at or below 40 km/h, potential conflicts take place at lower speeds, dramatically increasing the chances of survival in the case of a crash⁴.

¹ <https://www.transport.govt.nz/mot-resources/road-safety-resources/roadcrashstatistics/social-cost-of-road-crashes-and-injuries/report-overview/>

² <http://apps.who.int/iris/bitstream/10665/254760/1/WHO-NMH-NVI-17.7-eng.pdf?ua=1>

³ <https://globaldesigningcities.org/wp-content/uploads/guides/global-street-design-guide.pdf>

⁴ *Ibid*



Global Street Design Guide

7. Speed also has adverse effects on levels of environmental and noise pollution, and the "liveability" of urban areas⁵. Lower vehicle speeds and volumes lead to reduced noise, vibration and emissions in the environment. Residents in neighbourhoods with good street environments tend to walk and cycle more, take public transport more and drive less than comparable households in other areas⁶ which has environmental impacts.

Specific Comments

8. NMH recommends that proposal is adopted in its entirety. Town Centres should cater for people using all modes of transport, they also should include features that enable the most vulnerable road users to feel safe. Therefore NMH recommends that town centres be 30 km/h. NMH supports the introduction of a 30 km/h speed limit in Home Zones where there is no footpath on either side of the road to reduce the impact of any conflicts between road users.

Conclusion

9. NMH thanks NCC for the opportunity to comment on the Amendments to the Speed Limit Bylaw 2011. NMH wishes to highlight the importance of making roads safer and more user-friendly for all road users. Slower speeds will improve accessibility and amenity of these areas.
10. NMH wish to be heard.

Yours sincerely

Peter Bramley
Chief Executive

⁵ <http://apps.who.int/iris/bitstream/10665/254760/1/WHO-NMH-NVI-17.7-eng.pdf?ua=1>

⁶ <https://www.nzta.govt.nz/assets/userfiles/transport-data/Traffic%20Calming.pdf>

Submission Summary

Speed Limit Bylaw review - Submission #24662

Mr Robert Neighbours

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		I am opposed to a change to 30km/hour but support a change to 40km/hour this would match this school zone speed limit. The more suitable solution would be to build a footpath on one side of the road.

Submission Summary

Speed Limit Bylaw review - Submission #24666

Ken A Ridley

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		Please see attached

A2442784

Printed: 11/08/2020 09:13

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07/08/2020

Mail - Ken Ridley - Outlook

24666-1

Submission re Nelson city centre and home zone speed limit review

Larges Lane.

Larges Lane is a quiet residential street with no through traffic. Speeding is not a problem here.

I live at the turn around at the end of the street and I've noticed that my speed at the end of the street is about 40 kph. 40 kph is considered safe around schools when children are present and its safe here.

The imposition of artificially. low speed limits could put law abiding residents at risk of traffic infringements.

[A hidden agenda perhaps.]

The positioning of speed signs in the street will be unsightly and a hazard in themselves, not to mention the cost to ratepayers.

The suggestion that artificially low speed limits will improve safety, accessibility, and amenity is nonsense.

I am therefore opposed to speed changes in Larges Lane and elsewhere.

K. A. Ridley

[REDACTED].

The Brook.

Nelson.

A2442784

<https://outlook.live.com/mailbox/014001ADAWATMMAHWPB1H5C7FWTAAWIDMAAFACB1CDE1KQ81EDW4HUKI>

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1/1

Submission Summary

Speed Limit Bylaw review - Submission #24670

Ms Deirdre MacAlpine

Nelson 7010

Speaker? True

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		We need to slow the traffic down. 30 kmh is plenty with all the children walking and biking to school. The night time racing is frightening. I have written down the car color and registration along with date and time for several offenders. We need help out here before someone gets hurt. Not to mention the noise. Thank you.

Submission Summary

Speed Limit Bylaw review - Submission #24671

Jeanette Lash

Nelson 7010

Speaker? True

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		<p>Thankyou for the chance to comment on this review. I live in Endeavour Street and will comment on the area around us that is of concern.</p> <p>1. This is a small no exit street and currently has 23 children in it ranging in age from 15 down to 8 months. All but 5 of the school age children need to cross the Rutherford Street /Ngatitama street junction.</p> <p>2. I spent some time with a member of the council staff viewing the traffic one afternoon around the end of school time. He was going to do some thing about what he saw as a result however nothing has taken place.</p> <p>3. Our concern covers the problem of speed and visability in Ngatitama and Hampden streets around start and end of school of cars, bikes, scooters and skate boards. It also involves visability in Ngatitama street at all times,</p> <p>4. We consider that traffic in our street travels at a slower rate because it is narrow and no reduction is needed.</p> <p>We would like to see a side of Ngatitama and Part of Hampden street made into a no parking area and a speed restriction put into place in these streets. At present most of the time parts of Ngatitama street are down to a single lane owing to the presence of parked cars from number 18 to Rutherford street.</p> <p>5. If anything is going to be done then it would be useful to look at the visibility issue for us when we come to the intersection with Rutherford and Ngatitama streets.</p> <p>Ian Lash</p>

A2442784

Printed: 12/08/2020 09:05

150

Submission Summary

Speed Limit Bylaw review - Submission #24673

Ms Debra Gehlbach

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		Monaco desperately needs its speed limit dropped. We have lots of elderly folks, children, dogs, walkers, runners and sightseers milling about in the narrow roads. At speeds greater than 40K there is a chance of death or serious injury should one get hit - it makes sense to drop the limit to 40k or less. Please lower the speed limit. Thank you.

A2442784

Printed: 12/08/2020 08:27

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Submission Summary

Speed Limit Bylaw review - Submission #24685

Ms Hayley Samuel

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		See attached document

A2442784

Printed: 13/08/2020 08:30

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Nelson City Centre and Home Zones Speed Limit Review

Submission on the Statement of Proposal re Fountain Place

We, the undersigned residents of Fountain Place, write in support of the Nelson City Council's (NCC) proposal to change its Speed Limit Bylaw 2011 (210) in regard to Fountain Place, Beachville. Currently, the street speed limit is 40km. **We support this being reduced to 30km from the point of entry from Haven Road where the current limit is specified as 40km** (rather than from numbers 10 – 24 as proposed by the NCC). Our support is on the basis that:

- Fountain Place, whilst a small residential no exit street, is busy for the following reasons:
 - It is utilised for all-day parking by commuters working in the city.
 - There are two active businesses located at the entrance to the street – BP and Para Rubber. Customers often drive up to the end of Fountain Place to turn their vehicle around.
 - There are two public park spaces, including playground equipment for children, located in the street – one at the street entrance next to the BP Station **i.e. prior to house number 10.**
 - As an historic precinct, Fountain Place attracts a great deal of traffic – vehicles and foot traffic alike. The street is included in the 'Fountain Walk' in the NCC published 'Walk Nelson' promotional book – described as *"a short walk through areas of historical significance, combining visits to the site where the first European settlers came ashore, one of Nelson's older residential streets..."*
- There is limited off-street parking requiring both residents and visitors to park on the street. This often creates narrow spaces to be negotiated by vehicles and pedestrians.
- There is limited footpath, and in some parts no footpath at all, thus making pedestrian street access more challenging/risky when negotiating traffic or accessing vehicles.
- Fountain Place residents include families with young children requiring increased street safety when accessing their homes and vehicles.
- Fountain Place residents have a number of pets who are placed at risk by people driving at speed up the street.

Despite current signage indicating the reduced speed limit of 40km, non-residents often drive at a higher speed up Fountain Place. This could be, in part, because of the current type and location of the speed limit sign i.e. at the entrance to the street, immediately after the turn-off from busy Haven Road, and immediately before the BP Station and Para Rubber entrances/exits. Better signage indicating that Fountain Place is a **home zone**, ideally including additional **pictographs of families and houses** etc., may enable drivers to better register the reduced speed requirement. There is such signage currently in place in the neighbouring street, Maori Road, as per the photo below.



We appreciate your consideration of our submission.

Yours sincerely

Bill & Kim Wagstaff (9 Fountain Place)
Dinesh Deonarain & Gemma Hogan (10 Fountain Place)
David Remnant (11 Fountain Place)
Denise File (12 Fountain Place)
Gurli Hansen (13 Fountain Place)
Shayne Boyce (14 Fountain Place)
Richard Mapp (15 Fountain Place)
Hayley Samuel (16 Fountain Place) – submission contact person
James Kirkwood (21 Fountain Place)
Cindy Shield (23 Fountain Place)
Susan Price (24 Fountain Place)

Submission Summary

Speed Limit Bylaw review - Submission #24691

Mr Glenn Bunting
Safety, Health and Environment

Waka Kotahi (NZTA)

Nelson

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		Please see attached

From: Glenn Bunting
Sent: Wednesday, 12 August 2020 11:59 a.m.
To: Margaret Parfitt
Cc: Michael Aitken
Subject: FW: Proposed Speed Limit reductions - Nelson City

This email is the formal Waka Kotahi (NZ Transport Agency) response to the consultation on the Proposed Speed Limit Reductions for Nelson City.

Waka Kotahi agrees with the proposals for the City Centre.

Waka Kotahi also agrees with all the Home Zone proposals except Point Road and Omaio Village as mean speeds in these areas are 40-44km/h and well in excess of the 33km/h mean speed Clause 4.4(2)(c) requires Council to aim to achieve. Council would comply with the requirements of the Rule in setting 30km/h on these roads if Council invested in infrastructure to reduce mean speeds to 33km/h or less.

Waka Kotahi draws Council's attention to the requirement to sign these speed restrictions with approved signage. Other than a standard speed limit roundel, the only approved speed limit sign formats are the 'Safer Speed Area' and 'Welcome to...' formats. 'Home Zone' is not an approved sign format.

Finally Council should note that the majority of the proposals adjoin roads that have safe and appropriate speeds of less than 50km/h, yet will require 50km/h signage to be posted. This will be particularly apparent for Fountain Place and Hampden Street West where the 30km/h proposal starts partway down the street, meaning 50km/h will be posted on the balance of the street which is not the safe and appropriate speed for those environments. Waka Kotahi encourages Council to set area wide safe and appropriate speed limits on Nelson City's residential street network.

Waka Kotahi compliments Council on the proactive approach to speed management detailed in these proposals.

Glenn Bunting / Manager Network Safety
Safety, Health and Environment
Te Roopu Waeture-Regulatory Services



From: Paul Shattock
Sent: Monday, 13 July 2020 12:37 PM
To: Engage
Subject: Proposed Speed Limit reductions - Nelson City

Kia ora,

Nelson City Council is proposing to make some amendments to the Speed Limits Bylaw 2011. This is being done through a special consultative procedure, where we seek submissions from stakeholders and the public to get their thoughts on the proposed changes.

You have been identified as a potential stakeholder or interested party, and we would like to provide you with the Statement of Proposal (attached) for you to consider. The focus of the proposed changes is to limit the speeds within the central city and on select home zone streets to 30km/hr. A home zone street is a street that has no footpath on either side of the road.

The purpose of the proposed changes is to improve the safety, accessibility and amenity of these streets. The changes are aligned with both Central Government initiatives (GPS's 2018 and draft 2021 focus on safety and access, road to zero strategy, and innovative street/tactical urbanism) and with other local authorities' initiatives.

Submissions can be made through <https://shape.nelson.govt.nz/nelson-city-centre-and-home-zones-speed-limit-review>

by post to Speed Limit Bylaw 2011 (210), PO Box 645, Nelson 7040
or by dropping your submission off to Civic House, 110 Trafalgar Street, Nelson.

If you have any questions then please feel free to contact us by email enquiry@ncc.govt.nz or call 03 546 0200.

Ngā mihi,

Paul

Paul Shattock
Manager - Community Engagement

Nelson City Council | Te Kaunihera o Whakatū
nelson.govt.nz

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If you have received this email and any attachments to it in error, please take no action based on it, copy it or show it to anyone. Please advise the sender and delete your copy. Thank you.

Submission Summary

Speed Limit Bylaw review - Submission #24692

Mr Stu Easton

Nelson 7010

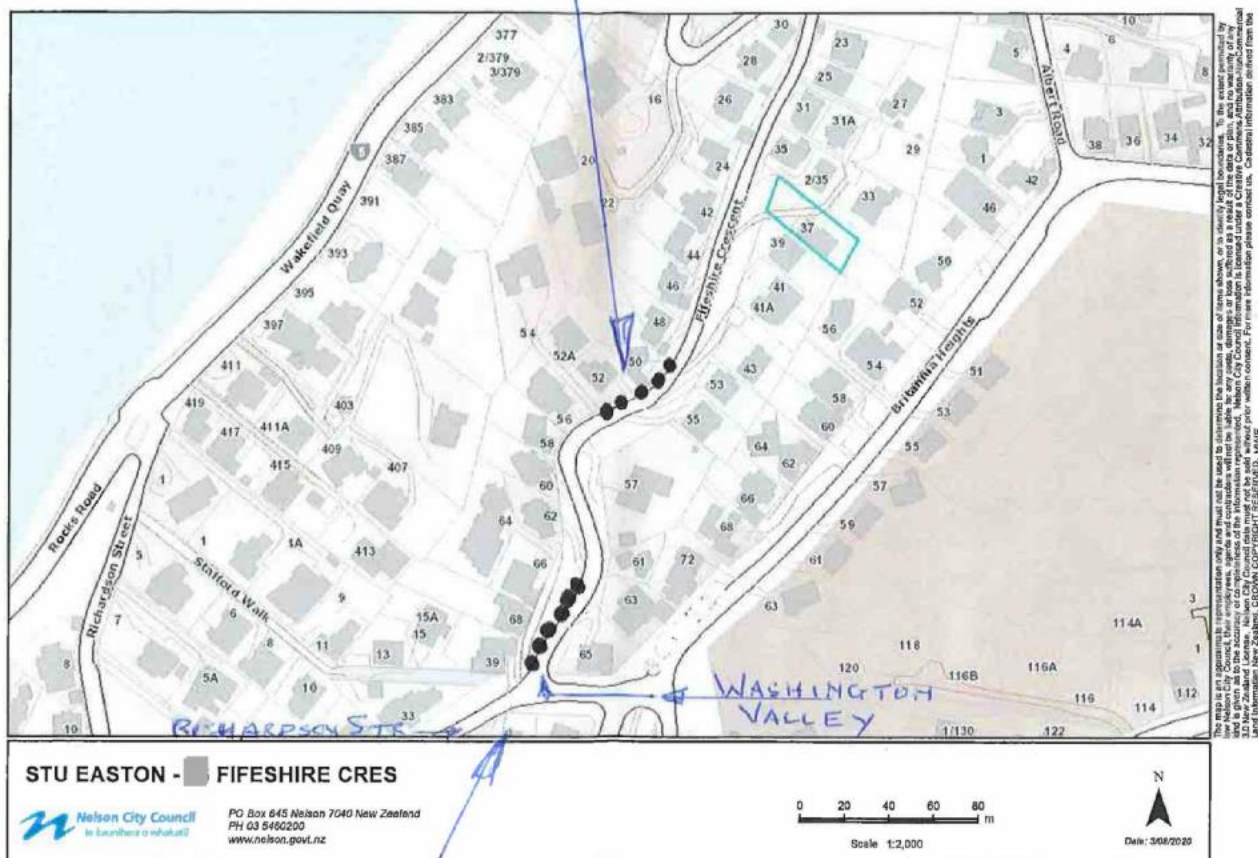
Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		Please see attached

TO MARGARET PARRITT, M.C.C.

24692-1

CARS PARKED AS SHOWN BELOW ON NARROW
BEND WITH LIMITED VISION FORWARD CREATE
DANGEROUS AREA BECAUSE OF DRIVES FROM
OPPOSITE SIDE OF ROAD. 30 KM/HR SPEED
LIMIT WOULD BE GOOD IN THIS AREA.



TURNING RIGHT INTO FIFE SHIRE CRES
FROM WASHINGTON VALLEY CAN
BE DANGEROUS BECAUSE OF THE CARS
PARKED AS SHOWN ABOVE WHICH REDUCES
ROAD TO ONE LANE. IF A VEHICLE IS EXIT-
ING AT SAME TIME WE CAN BE BLOCKED HALF
WAY IN, PARTLY BLOCKING RICHARDSON STREET.

A2442784

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Submission Summary

Speed Limit Bylaw review - Submission #24695

Mr Allan Kneale

Richmond 7020

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		<p>On the basis that the Statement of Proposal indicates that there are no footpaths on either sides of the Home Zone roads I have no personal objection to adding the listed streets to Schedule D - with the exception of Selwyn Place. However this should not be a substitute for installing footpaths when appropriate in the future and then reviewing the speed limit in any of the listed streets.</p> <p>Exception: Selwyn Place: This road forms part of the City's ring road system and as such warrants a speed limit higher than that proposed. I would prefer the speed limit in Selwyn Place to be the same as the other three legs of the system but with a "gateway" entrance and other treatments between Trafalgar Square east and west to provide a "self explaining" reason for the need for drivers to slow down in this significant area.</p>

A2442784

Printed: 13/08/2020 01:26

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Submission Summary

Speed Limit Bylaw review - Submission #24698

Ms Jane-Maree Holmes

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		Please see attached

24698-1

From: Margaret Parfitt
Sent: Thursday, 13 August 2020 12:57 PM
To: Administration
Subject: FW: Submission Home Zone speed review
Attachments: NCC Home Zone submission - J Holmes.pdf

[For inclusion in Speed limit review database please](#)

From: Manager | Abel Tasman Sailing Adventures
Sent: Thursday, 13 August 2020 12:06 p.m.
To: Margaret Parfitt
Subject: Submission Home Zone speed review

Hi Margaret
Please find attached our submission for Home Zone speed review that closes on 14 August.

I have had to email as the NCC site is not allowing submissions. I have tried several times and it keeps coming up with "We're sorry, something went wrong. Please refresh the page and try again."

Best Regards
Jane-Maree Holmes

Jane-Maree Holmes

A2442784

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Jane-Maree & Martin Holmes

Monaco

Nelson 7011

Ph 035476666

Home owner and occupants of Martin Street, Monaco, a street in the Home Zone speed change.

Speed Limit:

We agree that a slower speed than 50 Km would be suitable for our area. However, we feel 35 Km would be a better lower limit speed than 30 km.

Since becoming aware of the proposal, we have been very aware of and monitoring our driving speed in various conditions resulting in us saying 30 km is just too slow. Usual travel speed would be 35km, with further normal reduction in speed when possible hazards around as you would in any street or road. We would hate for normal good law-abiding residents to become criminals because they travelled just a few km's above the 30km speed limit even when conditions were clear and presented no problems or hazards. As regular walkers in our neighbourhood we are aware that very few, if any, vehicles travel at the 50km speed.

Signage:

We are very concerned at the amount of signage that is appearing in relation to the Home Zone. A cluster of signs as you enter Monaco and again mid Martin Street. It is such visual pollution! We do not feel there is the need for so much signage. This is also the feeling of those neighbours we have spoken with. Why have the same sign repeated on both sides of the road only a few metres distance between? Please only allow one sign at each location. We are assuming more signage is proposed mid Martin Street, looking at the onsite preparations already in place, and do not agree on this. This visual pollution just does not fit with the seaside village feel of our community. Signage should not be at the edge of the water and beach, sticking out like a sore thumb, especially as there is no plantings or structures to soften its imposing presence. Please don't allow this to happen.

Submission Summary

Speed Limit Bylaw review - Submission #24704

Mr Hara Salcin-Watts

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		Strongly against the speed limit bylaw

Submission Summary

Speed Limit Bylaw review - Submission #24705

Mrs Marie Sweet

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		I think a reduction of speed around our city streets is a great idea. I can't really see any disadvantages other than it may add a minute or two to a journey. Safety should come before 'time' in my personal opinion.

Submission Summary

Speed Limit Bylaw review - Submission #24706

Mr Douglas Higgins

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		<p>30km limit in the CBD proposed streets is well overdue. The trend toward pedestrian friendliness has been moving in a positive trajectory for decades. The 30km limit is a natural next step / progression.</p> <p>Get on with it.</p>

Submission Summary

Speed Limit Bylaw review - Submission #24713

Mr Richard Popenhagen

Chairperson

NZ Automobile Association Inc

Nelson 7040

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		Please see attached

A2442784

Printed: 14/08/2020 08:04

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24713-1



12 August 2020

Nelson City Council
PO Box 645
Nelson
7010
Attention: Marg Parfitt

THE NEW ZEALAND
AUTOMOBILE
ASSOCIATION
INCORPORATED.

Nelson District
45 Halifax Street,
Nelson 7010
PO Box 164,
Nelson 7040
New Zealand

T. +64 3 546 3906
E. rvarricchio@aa.co.nz
W. aa.co.nz

Dear Marg

RE: Speed Limit Bylaw 2011 (210)

The Nelson District Council of the New Zealand Automobile Association Inc - supports the proposed Speed Limit Bylaw Amendments as set out in the Statement of Proposal, due to the improved safety outcomes that the speed limit reductions will provide.

There is one road we would like to make comment on, specifically Selwyn Place. We recognise that Selwyn Place was originally linked through to Rutherford Street to form the fourth leg of the ring-road system around the city centre. We understand the ring-road system was established to enable efficient movement across town whilst also discouraging traffic from using inner-city streets as main thoroughfares.

As such, theoretically Selwyn Place would remain at 50km/h to facilitate use of the ring-road system and deter traffic from using the central city streets. There is however conflict with pedestrians crossing from Trafalgar Street across to the Church Steps. Considering the volume of pedestrians crossing Selwyn Place we believe that the proposed lower speed limit of 30km/h for Selwyn Place is warranted for the section of Selwyn Place from Church Street to Collingwood Street.

Additionally, now that upper Trafalgar Street is permanently closed, we would like Nelson City Council to consider redesigning the crossing points. Options we would like considered are:

- Removing the two existing pedestrian crossings at the Church Steps and provide one wide centralised crossing point.
- Delineate the crossing point so that it is differentiated from a normal road surface in a way that makes the crossing point highly visible, obvious to drivers they are entering a changed environment and induces a natural slowing of traffic approaching this zone.
- This could be a combination of a different coloured surface at the crossing point, different textured materials and/or a raised table crossing point.

A2442784

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FOR OVER 110 YEARS.
New Zealand Automobile Association



We believe that these additional changes would provide a safer environment for all users.

Thank you for the opportunity to provide feedback on the proposed Speed Limit Bylaw Amendments

Yours sincerely



Richard Popenhagen

Chairperson
New Zealand Automobile Association Inc
Nelson District Council

Submission Summary

Speed Limit Bylaw review - Submission #24714

Mr Charles Douglas

Nelson 7011

Speaker? True

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		<p>Tosswill Road and Stansell Avenue on Tahunanui Hills are some of the narrowest and windy streets in the Nelson Isthmus region and are used extensively as a rat running shortcut to avoid the main arterial roads (Waimea road and Rocks Road).</p> <p>Last week, I was involved in an accident on Tosswill road (another vehicle going too fast around a corner, losing control and smashing into my driver door) - effectively writing off both vehicles. As a resident of Tosswill Road, I felt it was only a matter of time before an incident like that occurred. Interestingly, I had considered cycling to my new workplace however I would likely be dead or in critical condition had I been on a bicycle. Sadly, me and my family have no choice but to continue driving as it's too unsafe for cyclists along Tahunanui Hills.</p> <p>Although the speed limit is 40 k/ph, there are essentially no physical deterrents preventing people going 50 km per hour. I urge council to reduce the speed to 30km per hour to accommodate the grade, windy-ness and volume of vehicles using this road to improve overall safety. There will need to be other physical things done to make this speed limit effective such as speed humps / islands etc.</p> <p>I look forward to NCC preventing further accidents and deaths by combining reduced speed limits and physical speed reductions measures on Tosswill Road and Stansell Road.</p>

A2442784

Printed: 14/08/2020 12:36

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Submission Summary

Speed Limit Bylaw review - Submission #24715

Mrs Angela Arnold-Kelly

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		<p>The speed limit in Monaco should be reduced to 30km/h.</p> <p>There has been a considerable increase in pedestrians and cyclists over the last year or so. As there is no footpath they often straddle the road which presents a big safety issue for motorists. Lowering the speed limit would increase safety for everyone.</p> <p>Also to be considered when addressing safety on the Monaco peninsular is the permanent parking of boats and trailers where the road is particularly narrow, this should be prohibited especially on parts of Martin Street. When the tide is high and encroaches onto the road it is impossible to pass without going in the seawater. These are also a danger to children, pedestrians and cyclists when negotiating the parked vehicles.</p>

A2442784

Printed: 14/08/2020 12:15

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Submission Summary

Speed Limit Bylaw review - Submission #24719

Mrs Nicola Padilla

NELSON 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		I live on a street with no pathway, Allan Street. My children aged 5 to 10, as well as myself and anyone else who wishes to walk anywhere has to walk on the road, together with the cars, bicycles, vans, tucks etc that pass on our street. It is extremely dangerous for everyone involved, especially pedestrians and cyclists and I believe the maximum speed limit should be 30km/hour.

A2442784

Printed: 14/08/2020 03:46

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Submission Summary

Speed Limit Bylaw review - Submission #24720

Mrs Hannah Baldwin

Syndicate Leader / Classroom teacher Henley Primary School

Nelson 7011

Speaker? True

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		<p>I believe that Tosswill Road needs to be dropped from 40km an hour to 30km an hour and speed bumps need to be placed along Tosswill Rd to help regulate peoples speed. Although the current speed limit is 40km no one adheres to these rules. I am appalled by how fast people come screaming around the blind corner next to our house doing well over 60km an hour. I have owned and lived at two properties on Tosswill Road over the past five years and at both locations I have had near misses that could have been serious accidents due to people speeding. This is a serious health and safety issue that needs to be addresses. I fear that it is only a matter of time before I am in an accident myself. Only last week my husband was involved in a car accident due to the other party speeding around a corner, crossing the center line and causing extensive damage to our 4WD car. If he had been driving our smaller car he would have ended up in ED or even worse. I grew up on Tamaki St and as a child was able to happily walk to school. I fear that if I have children I will not be able to walk my children across our road to the foot path on the other side as it is just not worth risking their lives due to people speeding. The other issue that needs to be addressed on Tosswill is the amount of cars that use this road now who do not live on the hill. I have been disgusted in the increase of traffic over the past ten years. Every man and their dog now uses Tosswill Road as a short cut and it is still only classified as a local road which means that we are unable to build a 1.8m fence to help block the ongoing noise. I really hope that the council takes these health and safety concerns seriously and lowers the speed limit to 30km an hour and instates speed bumps along Tosswill Road before it is too late and lives are lost.</p>

A2442784

Printed: 14/08/2020 04:06

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Speed Limit Bylaw review - Index of Total Late Submissions

Page	Sub ID	FirstName	LastName	Designation	Organisation	Speak
1	24751	June	Carson			No
3	24753	Mike	Scott			No
5	24797	Bevan	Woodward	Transport Planner	Bicycle Nelson Bays	Yes
15	24868	Rachael	Higgs			No

A2443506

Submission Summary

Speed Limit Bylaw review - Submission #24751

Ms June Carson

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		Please see attached. (NCC admin note: SR2027932)

A2443506

Printed: 17/08/2020 03:40

1

24751L-1

Margaret Parfitt
Manager - Transport & Solid Waste
Nelson City Council

12th August 2020

Kia ora Margaret,

Received at Nelson City Council
13/08/2020 10:18:35 AM
Counter mere
1000016778

I would like to reply to your, undated, letter sent to me at Hanby Park, Nelson, in which you advise of a speed limit change for Hanby Park as it zoned as a "Home zone street".

I do agree with the speed change, but I would very much like to encourage you to try and install a curb and channel on both sides of the road. This will, hopefully, limit the accessibility of vehicles onto the adjacent stop bank.

The stop bank is a primary defence for the residents in Hanby Park during floods. The importance of this is very often overlooked by people driving on to or with their wheels just on the very edge of the stop bank.

This, in my opinion, would be a very small price to pay in order to keep a key piece of infrastructure in-tact.

Kind Regards



June Carson



Nelson

A2443506

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Submission Summary

Speed Limit Bylaw review - Submission #24753

Mr Mike Scott

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		Please see attached

24753L-1

Submission Form

Proposed Speed Limit Bylaw Amendment

Name: ...Mike Scott.....

Organisation represented: (if applicable) ...None.....

Do you wish to speak at the hearing? Yes / No.

The hearing is scheduled for September 2020. If you do not circle either yes or no, we will assume you do not wish to be heard. If you wish to present your submission at the hearing in Te Reo Māori or New Zealand sign language please include this information in your submission.

Public Information: All submissions (including the names and contact details of submitters) are public information and will typically be available to the public and media in various reports and formats, including on the Nelson City Council website. Personal information will also be used for administration relating to the subject matter of submissions. Submitters have the right to access and correct any personal information included in any reports, information or submissions.

Submission comments:

The changes in speed limits seem to be limited only to certain streets in elevated parts of the city and, in my opinion, do not go nearly far enough. On principle, the speed limit should be lowered on all local roads, which would provide a "Home Zone" environment for streets across the city, not only those on the hillsides. This would greatly assist with one of the Council's key goals: Modal shift. It makes the road environment safer for pedestrians and cyclists, and provides safe public space, where walking and cycling are more pleasant and more practical than driving.

In particular, in our neighbourhood (Nelson South), there is currently an innovative streets project that aims to lower the design speed of the road, provide a more "streets-for-people" environment, and in particular protect children going to the kindergarten across the road. It is also recognised as a problem area for rat-running. However, the speed limit review does not even show the street as being "variable speed". The posted speed limit (as well as the design speed) for all three streets, Kawai St South, Tipahi and Tukuka, should be no more than 40kph to align with the innovative streets project, as well as NCC's goal of modal shift.

A2443506

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Submission Summary

Speed Limit Bylaw review - Submission #24797

Mr Bevan Woodward

Transport Planner
Bicycle Nelson Bays

Nelson

Speaker? True

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		Please see attached

24797-1

From: Margaret Parfitt
Sent: Monday, 17 August 2020 4:41 PM
To: Administration
Cc: Debra Bradley
Subject: FW: Speed limit review - attached submission by BNB
Attachments: 20200814 Bike Nelson Bays Speed Mgmt Submission.pdf

Categories:

another late one for speed limit submission database please- and forwarding to Debra
I was expecting the one so am happy to accept it late

From: Bevan Woodward
Sent: Monday, 17 August 2020 4:37 p.m.
To: Margaret Parfitt
Cc: Sue McAuley ; John-Paul Pochin JP <
Subject: Speed limit review - attached submission by BNB

Thanks Marg, that sound like a good approach.

I couldn't submit online so posted via mail the **attached** submission in which we request the opportunity to be heard at the submission hearings (Sept 9th)

Best,

Bevan Woodward
Transport Planner

On 14/08/2020, at 10:11 AM, Margaret Parfitt wrote:

Hi Bevan

You could submit to the current speed limit review (closes today) and request to be heard at the submission hearings (Sept 9th)

This would act to set the scene for our network wide speed management plan work – coming next year and a separate special consultative procedure but no harm in sewing the seed now.

<https://shape.nelson.govt.nz/nelson-city-centre-and-home-zones-speed-limit-review>

There were some bugs in the system earlier today so if you have trouble submitting just email it to me .

-Marg

From: Bevan Woodward
Sent: Friday, 14 August 2020 9:51 a.m.
To: Margaret Parfitt
Cc: Sue McAuley ; [John-Paul Pochin JP](#)
Subject: Fwd: Stockholm Declaration - 30km/h urban streets

A2443506

Morena Marg,

I have been appointed Bike Nelson Bays liaison person for Council.

We wish to request NCC to adopts the safe system traffic speed of 30km/h as the default for urban streets and welcome your advice on the best way to do this - including your feedback on the following draft email to be sent to Councillor McGurk...

Kia ora Brian,

On behalf of Bike Nelson Bays, I am writing to request that Council adopts safe system traffic speed of 30km/h as the default on urban streets where vehicles, pedestrians and cyclists mix.

Our request is in line with the UN's recent Stockholm Declaration as issued by Third Global Ministerial Conference on Road Safety in February 2020 (copy attached) per clause 11:

11. Focus on speed management, including the strengthening of law enforcement to prevent speeding and mandate a maximum road travel speed of 30 km/h in areas where vulnerable road users and vehicles mix in a frequent and planned manner, except where strong evidence exists that higher speeds are safe, noting that efforts to reduce speed in general will have a beneficial impact on air quality and climate change as well as being vital to reduce road traffic deaths and injuries;

We would welcome the opportunity to present our request during the Infrastructure Committee's public forum.

As you may be aware, the Government is making substantial changes to the speed management rules to tackle unsafe speeds on New Zealand roads:

<https://www.transport.govt.nz/multi-modal/keystrategiesandplans/road-safety-strategy/tackling-unsafe-speeds/>

Please do not hesitate to contact me with any questions, further information on the Stockholm Declaration and the Third Global Ministerial Conference on Road Safety is provided here and below.

<https://news.un.org/en/story/2020/02/1057721>

Best,

Bevan Woodward
Transport Planner BCom PGCertEng

On 1/04/2020 4:12 pm, Brent Johnston wrote:
Hi Bevan,

New Zealand was represented at the 3rd Global Ministerial Conference on Road Safety. Minister Genter was invited but was unable to attend due to a prior engagement. Ministry of Transport and NZTA officials attended on her behalf.

New Zealand input into the Stockholm Declaration

The Ministry of Transport, in consultation with the Ministry of Health and the Ministry of Foreign Affairs and Trade, provided feedback on a version of the Stockholm Declaration that was circulated to United Nations Member States in near-final draft form.

We noted in our feedback that we are broadly supportive of the intent of the Stockholm Declaration, particularly in recognising the shared responsibility of member states to move towards a world where no one is killed or seriously injured in road crashes. We also noted our support of the Declaration's clear mandate for further actions to improve sustainable health outcomes, particularly through increased walking, cycling and public transport usage. Finally, we mentioned some of the key opportunities and challenges for achieving the Declaration's goals in relation to the proposed global target, speed management and vehicle safety standards.

Endorsement of the Stockholm Declaration at the conference

The Stockholm Declaration was announced at the conference, but conference delegates were not asked to endorse the document.

Cheers
Brent

Brent Johnston
Manager, Mobility & Safety
Ministry of Transport - Te Manatu Waka

www.transport.govt.nz

Enabling New Zealanders to flourish

The Ministry of Transport has moved! Our new address is: Ground Floor, 3 Queens Wharf, Wellington 6011. All other contact details remain the same.

MINISTRY OF TRANSPORT

Wellington (Head Office) | Ground Floor, 3 Queens Wharf | PO Box 3175 | Wellington 6011
| NEW ZEALAND | Tel: +64 4 439 9000 |

Auckland | NZ Government Auckland Policy Office | 45 Queen Street | PO Box 106238 |
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Submission re **Speed Limit Bylaw 2011 (210)**

Nelson City Centre and Home Zones Speed Limit Review

14 August 2020

Thank you for the opportunity to make this submission:

1. Safe system traffic speeds are one of the most effective interventions for improving safety for all roads users; especially for active transport users who are acutely sensitive to both real and perceived road danger.
2. The safe system approach has identified the appropriate traffic speeds to optimise both traffic movement and the safety of road users. They are proven internationally to significantly reduce both the frequency of crashes and the severity of crashes:

Safe System speed	
Roads with possible conflicts between cars and pedestrians or cyclists	30 km/h
Intersections with possible lateral conflicts between cars	50 km/h
Roads with possible frontal conflicts between cars	70 km/h
Roads on which frontal and flank conflicts with other road users are impossible	≥ 100 km/h

Table 1: Safe speeds for a number of road types and their potential conflicts, Netherlands¹

3. Hence, we support Council's amendments proposed for safer speed limits; particularly 30 km/h for urban streets where vulnerable road users and vehicles mix.
4. Sometimes opponents of safer speed limits argue that there has not been a history of crashes so why introduce safe system speeds (and "punish" good drivers)?

In response, we argue that:

- a. there should not be a requirement for a death or serious injury before safe system speed limits are adopted
- b. the current default speeds deter cycling and walking (eg: parents will drive their children to school instead).

¹ SWOV Institute for Road Safety Research: Advancing Sustainable Safety (Wegman & Aarts, 2006)

5. Whilst we support the amendments proposed, we are concerned that the level of ambition appears low. We request that:
- a. Council includes the city centre's ring roads (of Halifax St, Rutherford and Collingwood streets in order to facilitate safe cycling access
 - b. The 30 km/h zones around schools are significantly expanded. At present the safe speed zones around schools provide minimal coverage and appear to only provide safety for children being dropped off by motor vehicles.
 - c. Council signals its support for implementation of 30km/h as the default for urban streets where vehicles, pedestrians and cyclists mix. This is in line with the UN's recent Stockholm Declaration as issued by Third Global Ministerial Conference on Road Safety in February 2020 (copy **attached**) per clause 11:

Focus on speed management, including the strengthening of law enforcement to prevent speeding and mandate a maximum road travel speed of 30 km/h in areas where vulnerable road users and vehicles mix in a frequent and planned manner, except where strong evidence exists that higher speeds are safe, noting that efforts to reduce speed in general will have a beneficial impact on air quality and climate change as well as being vital to reduce road traffic deaths and injuries;

6. We note that implementing safer speeds will soon become easier for Council with the Government making substantial changes to the speed management rules per its recently enacted "Tackling Unsafe Speeds" legislation² and related programme³.
7. In the meantime, we appreciate the current rules for speed limit changes are cumbersome and onerous for Council, however the required public consultation does not mean Council is bound to act only "If our community want to make these changes". Road safety must not be treated as some kind of popularity contest.
8. We recognise that for 30 km/h speed limits to be credible to motorists then the roading environment may require treatment to support the lower speed limit. We see this as an opportunity to beautify and enhance our neighbourhoods and retail precincts, through low-cost treatments; such as street furniture, planting, road markings, etc.
9. We welcome the opportunity to present to our submission.

Submitted on behalf of Bike Nelson Bays by:

Bevan Woodward
Transport Planner

² https://www.parliament.nz/en/pb/bills-and-laws/bills-proposed-laws/document/BILL_93295/land-transport-nzta-legislation-amendment-bill

³ <https://www.transport.govt.nz/multi-modal/keystrategiesandplans/road-safety-strategy/tackling-unsafe-speeds/>

Stockholm Declaration
Third Global Ministerial Conference on Road Safety: Achieving Global Goals 2030
Stockholm, 19–20 February 2020

We, Ministers and Heads of Delegations as well as representatives of international, regional and sub-regional governmental and nongovernmental organizations and the private sector gathered in Stockholm, Sweden, on 19 and 20 February 2020 for the Third Global Ministerial Conference on Road Safety;

Acknowledge the leadership of the Government of Sweden in preparing and hosting this Third Global Ministerial Conference on Road Safety;

Commend the Government of the Russian Federation for hosting the First Global Ministerial Conference on Road Safety in 2009, which culminated in the Moscow Declaration, and the Government of Brazil for hosting the Second Global High-level Conference on Road Safety in 2015, which culminated in the Brasilia Declaration;

Acknowledge the role of the Governments of the Russian Federation and the Sultanate of Oman in leading the process for adoption of related United Nations General Assembly resolutions;

Recognize the right of every individual to the enjoyment of the highest attainable standard of health;

Reaffirm the importance of intensifying international cooperation and multilateralism in achieving health-related Sustainable Development Goals, with particular focus on achieving global road safety targets;

Welcome United Nations General Assembly resolution 70/1 of 25 September 2015, entitled “Transforming our world: the 2030 Agenda for Sustainable Development”, and the Sustainable Development Goals (SDGs) as a framework to integrate road safety in other policy areas, especially policy areas relating to SDG targets for Climate Action, Gender Equality, Health and Well-Being, Quality Education, Reduced Inequalities, Sustainable Cities and Communities, Infrastructure and Responsible Consumption and Production for mutual benefits for all;

Welcome the adoption on 10 October 2019 of the United Nations High-level Political Forum on Sustainable Development’s political declaration and its pledge in September 2019, to make the coming decade one of **action and delivery**, and the continued commitment to maintain the integrity of the 2030 Agenda, including by “ensuring ambitious and continuous action on the targets of the SDGs with a 2020 timeline¹”, including target 3.6 of reducing road traffic fatalities and injuries by half;

Welcome the adoption of sub-national, national and regional road safety strategies, targets and action plans such as those already adopted by the Central Asia Regional Economic Cooperation (CAREC) and the European Union (EU) to meet the target to halve road deaths and serious injuries by 2030; and recognize the importance of regional initiatives to mobilize multi-sector road safety partnerships;

Welcome and encourage monitoring and reporting of progress towards the achievement of Road Safety goals, such as the Voluntary Global Road Safety Performance Targets agreed by United Nations Member States;

Welcome key achievements to date of the Decade of Action for Road Safety 2011–2020, including enhanced global coordination through the World Health Organization, the United Nations Regional Commissions and the United Nations Road Safety Collaboration, increased accession and implementation of the United Nations legal instruments on road safety, greater civil society engagement, production and dissemination of information resources on road traffic injury prevention including the WHO Global Status Reports on Road Safety, inclusion of road safety targets in the

¹ <https://undocs.org/en/A/HLPF/2019/1.1>

SDGs, the establishment of the United Nations Road Safety Fund by support of the United Nations Secretary-General, the appointment and efforts of the United Nations Secretary-General's Special Envoy for Road Safety in effectively mobilizing sustained high-level commitment to road safety, the increased commitment of the World Bank and other MDBs to road safety, increased focus and resources for road safety by many governments and the private sector including through donations to the Global Road Safety Facility and the Global Road Safety Partnership;

Acknowledge the lessons learnt from the Decade of Action for Road Safety 2011–2020 such as the need to promote an integrated approach to road safety such as a safe system approach and Vision Zero, pursue long-term and sustainable safety solutions, and strengthen national inter-sectoral collaboration including engagement with NGOs and civil society as well as businesses and industry which contribute to and influence the social and economic development of countries;

Commend the progress made but emphasize that **all countries** still face major challenges and whilst there are specific regional and local challenges there are also many proven measures that need to be intensified everywhere;

Recognize and work together to share experiences on adoption and enforcement of legislation on behavioral risks such as speeding, drinking and driving and failing to use seat-belts, child restraints and motorcycle helmets and implementation of proven measures to mitigate such risks, which could save hundreds of thousands of lives annually, but are still not being addressed in most countries;

Express great concern that road traffic crashes kill more than 1.35 million people every year, with over 90% of these casualties occurring in low- and middle-income countries, that these collisions are the leading cause of death for children and young adults aged 5–29 years, and that the projected up to 500 million road traffic deaths and injuries worldwide between 2020 and 2030 constitute a preventable epidemic and crisis that to avoid will require more significant political commitment, leadership and greater action at all levels in the next decade;

Acknowledge the significant impact of road traffic crashes on children and youth and emphasize the importance of taking into account their needs and those of other vulnerable populations including older people and persons with disabilities;

Call attention to the damaging impact of road crashes and related deaths and injuries on long-term national economic growth, the unequal progress across regions and income levels and express concern over the fact that no low-income countries have reduced the number of road traffic deaths between 2013 and 2016 which highlights clearly the link between development and road safety;

Acknowledge that the overwhelming majority of road traffic deaths and injuries are preventable and that they remain a major development and public health problem that has broad social and economic consequences which, if unaddressed, will affect progress towards the achievement of the SDGs;

Recognize the distinct and divergent challenges posed for road safety and sustainability in both urban and rural areas and note in particular the growing safety threat for vulnerable road users in cities;

Stress the centrality to effective, evidence-based policymaking of gathering quality data, including at the regional level, notably on deaths and serious injuries;

Recognize that advanced vehicle safety technologies are among the most effective of all automotive safety devices;

Recognize our **shared responsibility** between system designers and road users to move towards a world free from road traffic fatalities and serious injuries and that addressing road safety demands multi-stakeholder collaboration among the public and private sectors, academia, professional organizations, nongovernmental organizations and the media;

Recognize that SDG target 3.6 will not be met by 2020 and that significant progress can only be achieved through stronger national leadership, global cooperation, implementation of evidence-based strategies and engagement with all relevant actors including the private sector, as well as additional innovative approaches.

Reiterating our strong commitment to achieving global goals by 2030 and emphasizing our shared responsibility, we hereby resolve to;

1. *Reaffirm* our commitment to the full implementation of the 2030 Agenda, recognizing the synergies between the SDG policy areas, as well as the need to work in an integrated manner for mutual benefits;
2. *Address* the connections between road safety, mental and physical health, development, education, equity, gender equality, sustainable cities, environment and climate change, as well as the social determinants of safety and the interdependence between the different SDGs, recalling that the SDGs and targets are integrated and indivisible;
3. *Call* upon Member States to contribute to reducing road traffic deaths by at least 50% from 2020 to 2030 in line with the United Nations High-Level Political Forum on Sustainable Development's pledge to continue action on the road safety related SDG targets, including 3.6 after 2020, and to set targets to reduce fatalities and serious injuries, in line with this commitment, for all groups of road users and especially vulnerable road users such as pedestrians, cyclists and motorcyclists and users of public transport;
4. *Call* upon Member States and the international community to address the unacceptable burden of road traffic injury on children and young people as a priority, increasing political commitment, by ensuring that the Global Strategy for Women's, Children's and Adolescents' Health delivers necessary action on road safety;
5. *Ensure* political commitment and responsibility at the highest level and establish regional, national and sub-national strategies and action plans for road safety and contributions from different governmental agencies as well as multi-sectoral partnerships to deliver the scale of efforts required at regional, national and sub-national levels to achieve SDG targets, and that these strategies and efforts are transparent and public;
6. *Encourage* Member States that have not yet done so to consider becoming contracting parties to the United Nations legal instruments on road safety as well as applying, implementing and promoting their provisions or safety regulations, and ensure that legislation and standards for road design and construction, vehicles, and road use are consistent with safe system principles and are enforced;
7. *Include* road safety and a safe system approach as an integral element of land use, street design, transport system planning and governance, especially for vulnerable road users and in urban areas, by strengthening institutional capacity with regard to road safety laws and law enforcement, vehicle safety, infrastructure improvements, public transport, post-crash care, and data;
8. *Speed up* the shift toward safer, cleaner, more energy efficient and affordable modes of transport and promote higher levels of physical activity such as walking and cycling as well as integrating these modes with the use of public transport to achieve sustainability;
9. *Encourage and incentivize* the development, application and deployment of existing and future technologies and other innovations to improve accessibility and all aspects of road safety from crash prevention to emergency response and trauma care, with special attention given to the safety needs of those road users who are the most vulnerable including pedestrians, cyclists, motorcyclists and users of public transport;

10. *Ensure* timely access to high quality emergency and long-term health care services for the injured and recognize that an effective post-crash response includes also mental, social and legal support for victims, survivors and families;
11. *Focus* on speed management, including the strengthening of law enforcement to prevent speeding and mandate a maximum road travel speed of 30 km/h in areas where vulnerable road users and vehicles mix in a frequent and planned manner, except where strong evidence exists that higher speeds are safe, noting that efforts to reduce speed in general will have a beneficial impact on air quality and climate change as well as being vital to reduce road traffic deaths and injuries;
12. *Ensure* that all vehicles produced and sold for every market by 2030 are equipped with appropriate levels of safety performance, and that incentives for use of vehicles with enhanced safety performance are provided where possible;
13. *Ensure* that an integrated road safety approach and minimum safety performance standards for all road users are a key requirement in road infrastructure improvements and investments;
14. *Call upon* businesses and industries of all sizes and sectors to contribute to the attainment of the road safety related SDGs by applying safe system principles to their entire value chain including internal practices throughout their procurement, production and distribution process, and to include reporting of safety performance in their sustainability reports;
15. *Call upon* public organisations at all levels to procure safe and sustainable transport services and vehicles and encourage the private sector to follow this example, including the purchase of safe and sustainable vehicle fleets;
16. *Encourage* increased investment in road safety, recognizing the high rates of return of road injury prevention projects and programs and the necessity of scaling up activities to meet the road safety related SDGs;
17. *Emphasize* the importance of monitoring and reporting progress towards the achievement of our common goals and, as appropriate, the Voluntary Global Road Safety Performance Targets agreed by Member States, and call upon the World Health Organization to continue to collect, publish and disseminate data through the series of Global Status Reports on Road Safety, leveraging as appropriate existing efforts including those of regional road safety observatories to harmonize and make road safety data available and comparable;
18. *Call upon* the World Health Organization to prepare an inventory of proven strategies and initiatives from a wide variety of member countries that have successfully reduced fatalities in member countries. A report should be readied for publication in 2024.

We call for a first High-Level Meeting of the United Nations General Assembly on Road Safety at the level of Heads of State and government to mobilize adequate national leadership and advance international and multisectoral collaboration in all the areas covered by this Declaration to deliver a 50% reduction in deaths and injuries over the next decade on our way to Vision Zero by 2050; and

We invite the United Nations General Assembly to endorse the content of this declaration.

Submission Summary

Speed Limit Bylaw review - Submission #24868

Ms Rachael Higgs

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Speed Limit Bylaw review		Please see attached

24868L-1

From: Margaret Parfitt
Sent: Monday, 24 August 2020 2:55 PM
To: Debra Bradley
Administration; Callum Inns
Subject: FW: NELSON CITY SPEED LIMIT REVIEW OF SOME SUBURBAN STREETS
Attachments: MARGARET PARFITT.docx

A late submission that I agreed to accept today due to her circumstances last week .
Callum – may be some useful stuff here for Hampden street closure report
Debbie FYI
Admin – can you add to submission database for record.
thanks

From: Rachael Higgs
Sent: Monday, 24 August 2020 2:52 p.m.
To: Margaret Parfitt
Subject: NELSON CITY SPEED LIMIT REVIEW OF SOME SUBURBAN STREETS

Hullo Margaret

Attached is my view on the review of the speed limit for Hampden Terrace plus the views of my neighbour, Janet Brown.

Thank you for the opportunity to possibly have these heard.

Yours sincerely

Rachael Higgs
Hampden Terrace



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**MARGARET PARFITT
PROJECT MANAGER**

RE NELSON CITY SPEED LIMIT REVIEW OF SOME SUBURBAN STREETS

Re Hampden Terrace suggested speed reduction beginning at Wigzell Park.

From: Rachael Higgs, Hampden Terrace, Nelson.

I do support the proposal because the street is not wide and has a number of driveways entering it as well as some parked vehicles, pedestrian traffic on the road during school hours and foot traffic at other times, and would support a 30 kph speed limit. But I would ask that the area of limitation be extended from the suggested start at Wigzell Park to include the whole of Hampden Terrace, even though there is a footpath on one side in this lower area.

When backing on to Hampden Terrace from ... Hampden Terrace, it is not an easy situation; looking to the likely oncoming traffic from up the street and from Kawai and Kawai/Locking and possibly Hampden Street while also backing a bit up hill, usually past at least one parked vehicle, plus needing to avoid my special pole located on the street frontage!

In the past there have been occasions where vehicles have been parked on both sides of the driveway, increasing the difficulty. And at times there have been pedestrians on the road (as well as the occasional foot scooter on the footpath). The frequency of these issues varies by time of day and year.

Sometimes drivers going up Hampden Terrace put their foot down, mostly after coming left from Kawai Street, at about my place, and rush up the street. And on occasions vehicles come down the street at speed – I haven't heard any lately trying to do wheelies or whatever at the intersection but I did hear someone come down very fast one day and wondered if they had got it wrong and given themselves a fright going right around into Kawai – no crash though.

My suggestion is to extend the lower speed area to include Kawai Street, from the top of Alfred Street, left into Kawai, left into Hampden Terrace, right into Hampden Street, and straight ahead into Kawai to join up with the Locking Street shared area. The road north to Kawai/Locking Streets is narrowed at one point, and pedestrians have to eventually cross the road from the footpath to continue along Kawai/Locking Street before the 30 kph sign.

My neighbour, Janet Brown, at ... Hampden Terrace has not put in a submission but I asked her about the proposal and she supports a 30 kph speed limit and also supports my suggested extensions because, although for only short times, in the morning school drop-offs and afternoon school pick-ups, there can be considerable traffic congestion from parked cars outside her home on Kawai Street on both sides of the road and also outside her home on both sides of Hampden Terrace. On wet days it seems quite a dangerous situation.

Janet made a good point that when dropping from 50 kph, it is best to make it a good margin because drivers tend to go faster than the speed limit anyway. And I do wonder what extra benefit is gained by going at 50 kph over such a short distance – marginally faster progress to the goal while unnecessarily increasing the risk of precipitating a damaging crash. That's why a 30 kph limit is better.

Janet also mentioned that young people, usually a few times a week, come down from Locking or go up to Locking (with an interim it seems) and spin at the intersection of Hampden and Kawai Streets. On Saturday morning a driver spent time doing that. This results in the smell of burnt rubber getting into

A2443506 house and of course increases air pollution in the area. Janet thinks this is worse than it used to 17

be. As I think about this now, Janet mentioned that a couple of pedestrians commented on how stupid the driver was. They must have breathed in some of the pollution.

She has also noticed that drivers from Locking and going towards Locking do not seem to take enough care when moving through the Give Ways as they intersect with HampdenTerrace/ Street.

Janet also mentioned the narrowness of Alfred Street when vehicles are parked along it that could benefit from a speed reduction too. I'd add that a widening at the top or the removal of some parking there would give more space when meeting oncoming traffic while driving down Alfred Street.

One other non-speed matter it would be good to get help with is that we country children were taught when walking on a road with no footpath, to walk facing the oncoming traffic so that we could see what was coming and also so that the driver could see that the pedestrian was aware of them. The exception was for when sharp corners occurred when one had to cross to the other side until past the risk of being hit. I notice that many people walk on the same side going along the road as a vehicle would, so are not able to see what is coming, which I don't like when having to navigate past them especially now that Covid 19 is present.

Rachael Higgs
Hampden Terrace
NELSON 7010