

Notice of the Ordinary meeting of

**Nelson City Council**

**Te Kaunihera o Whakatū**

**Agenda | Rārangi take**



Date:	Tuesday 22 October 2024
Time:	9.00a.m.
Location:	Council Chamber Floor 2A, Civic House 110 Trafalgar Street, Nelson

**Chairperson**

**Deputy Mayor**

**Members**

His Worship the Mayor Nick Smith

Cr Rohan O'Neill-Stevens

Cr Matty Anderson

Cr Matthew Bengé

Cr Trudie Brand

Cr Mel Courtney

Cr James Hodgson

Cr Kahu Paki Paki

Cr Pete Rainey

Cr Campbell Rollo

Cr Rachel Sanson

Cr Tim Skinner

Cr Aaron Stallard

**Quorum 7**

**Nigel Philpott  
Chief Executive**

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[www.nelson.govt.nz](http://www.nelson.govt.nz)

Nelson City Council Disclaimer

Please note that the contents of these Council and Committee agendas have yet to be considered by Council and staff recommendations may be altered or changed by the Council in the process of making the formal Council decision. For enquiries call (03) 5460436.

**Karakia and Mihi Timatanga**

1. Apologies
2. Confirmation of Order of Business
3. Interests
4. Public Forum
5. Amend Speed Management Plan Timing - Cable Bay Road and  
Maori Pa Road 4 - 10

**Karakia Whakamutanga**

## **Procedural Items**

### **6. Apologies**

Nil

### **7. Confirmation of Order of Business**

### **8. Interests**

8.1 Updates to the Interests Register

8.2 Identify any conflicts of interest in the agenda

### **9. Public Forum**

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**Report Title:** **Amend Speed Management Plan Timing - Cable Bay Road and Maori Pa Road**

**Report Author:** **Lyndon Hammond - Manager Transport**

**Report Authoriser:** **Alec Louverdis - Deputy Chief Executive / Group Manager Infrastructure**

**Report Number:** **R28849**

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## **1. Purpose of Report**

- 1.1 To consider and approve bringing forward the implementation date for lowering the speed limit on Cable Bay Road and Maori Pa Road from 14 July 2025 to 29 October 2024.

## **2. Summary**

- 2.1 During 2023 and 2024 Nelson City Council (NCC) jointly with Tasman District Council (TDC) developed a Speed Management Plan (the Plan). The Plan included the following changes (approved 23 July 2024 by the Joint Council Committee):
- lower the speed limit outside schools with existing variable zones from 40/50km/h to 30/50km/h;
  - introduce new variable 30/50km/h school zones to four schools;
  - lower the speed limit to 30km/h on 17 low volume residential roads that have no footpaths; and
  - lower the 100km/h section of Cable Bay Road and Maori Pa Road to 80km/h.
- 2.2 On 28 September a new Setting of Speed Limits 2024 rule (Rule) was gazetted by Central Government.
- 2.3 The new Rule enables the changes outside schools without the use of the Plan.
- 2.4 The Rule doesn't allow 30km/h on roads with no footpaths as envisioned in the Plan.

## Item 5: Amend Speed Management Plan Timing - Cable Bay Road and Maori Pa Road

- 2.5 The Rule allows the change at Cable Bay Road and Maori Pa Road but would require Council to redo the benefit cost calculation and consultation before it was implemented.
- 2.6 The benefit cost ratio carried out as part of the Plan found that greatest road safety benefits are available in the rural environment.
- 2.7 If the implementation date of Cable Bay Road and Maori Pa Road speed limit is brought forward under our existing Plan and physically implemented before 30 October 2024, this speed limit change can be made. Changing the implementation date by way of Council resolution is the key discussion and decision sought by this report.

### 3. Recommendation

#### That the Council

- 1. Receives the report Amend Speed Management Plan Timing - Cable Bay Road and Maori Pa Road (R28849); and**
- 2. Approves changing the implementation date of the speed limit change from 100km/h to 80km/h on Cable Bay Road and Maori Pa Road from 14 July 2025 to 29 October 2024.**

### 4. Background

- 4.1 The Plan was approved by Joint Committee of TDC and NCC on 23 July 2024. The Plan was started under the Speed Limit Setting Rule 2022 but was amended to align with draft Speed Limit Setting Rule 2024.
- 4.2 The proposed changes in the Plan were generally consistent with the draft Setting of Speed Limits Rule. However, the final Rule (gazetted on 28 September 2024 and coming into force on 30 October 2024) has some changes from the draft.
- 4.3 Based on the draft Rule, officers had anticipated that speed limits which had been certified and registered, but coming into effect later, would be allowed to remain. However, the final Rule only allows those speed limits which are certified, registered, **and in force** when the Rule comes into effect on 30 October 2024 to remain. A speed limit comes into force on the implementation date in the register, and when signs are erected. The speed limit changes were proposed for Nelson on 14 July 2025, so would not be in force on 30 October 2024.
- 4.4 At time of writing, the Plan is with the Director of Land Transport for certification, with an NZTA staff recommendation that it be certified. Certification is expected imminently.
- 4.5 The Plan resolved for Nelson to:

## Item 5: Amend Speed Management Plan Timing - Cable Bay Road and Maori Pa Road

- lower the speed limit outside schools with existing variable zones from 40/50km/h to 30/50km/h;
  - introduce new variable 30/50km/h school zones to four schools;
  - lower the speed limit to 30km/h on 17 low volume residential roads that have no footpaths; and
  - lower the 100km/h section of Cable Bay Road and Maori Pa Road to 80km/h.
- 4.6 The new Rule requires the changes outside schools, and this is currently programmed for implementation at the start of the third school term on 14 July 2025.
- 4.7 The Rule doesn't allow 30km/h on roads with no footpaths as intended in the Plan but does allow 40km/h. Five of the roads included in the Plan for change already have a 40km/h limit. The Plan's cost benefit analysis showed this to have a low safety benefit but does acknowledge it may have a mode shift and neighbourhood amenity gain. It is not proposed to pursue changing the remaining 50km/h roads without footpaths to 40km/h as it would create further inconsistency and be difficult from a resourcing point of view to register and erect all the signs in the short time available.
- 4.8 The Rule allows a lower 80km/h speed limit on Cable Bay Road and Maori Pa Road but would require Council to redo the benefit cost calculation and consultation before it was implemented because the planned implementation date is after the Rule comes into force. Changing the implementation date by way of Council resolution enables the limit to be reduced on this section, meeting the local communities' expectations without the need to reconsult with that community seeking the same outcome.

## 5. Discussion

### Cable Bay Road and Maori Pa Road Implementation Date

- 5.1 If Council implemented a change before the new rule comes into force then it could save redoing the benefit cost calculation and community consultation.
- 5.2 During the engagement on the Plan NCC received the most feedback for a rural road in Nelson on Cable Bay Road. 27 submissions were received with 96% of those in favour of lowering the speed limit.
- 5.3 Cable Bay Road and Maori Pa Road are both of a lower standard in terms of road width, safety features such as delineation, barriers and signs than the adjacent State Highway 6 which has a slower regulatory Speed of 80km/h. The current arrangement makes little sense to the travelling public, in that you turn off the high standard State Highway 6 and are

Item 5: Amend Speed Management Plan Timing - Cable Bay Road and Maori Pa Road

encouraged by the regulatory signs to speed up to 100km/h as you move onto an obviously lower standard road.

5.4 In the last ten years the crash database shows a total of six crashes on Cable Bay Road and four crashes on Maori Pa Road. Of these 10 crashes, nine were loss of control / run off the road crashes typically resulting from driving too fast for the conditions, with the other crash a head on at a corner.

**6. Options**

6.1 Three options are available to Council. Officers recommend Option 1.

<b>Option 1: Change implementation date of Cable Bay Road and Maori Pa Road (recommended)</b>	
Advantages	<ul style="list-style-type: none"> <li>enables road safety benefit to be realised</li> <li>removes inconsistency between State Highway 6 and Cable Bay Road</li> <li>minimises NCC and community time and costs</li> </ul>
Risks and Disadvantages	<ul style="list-style-type: none"> <li>NZTA may not be able to certify the Plan and this change within the short implementation timeframe proposed</li> </ul>
<b>Option 2: Change Speed Limit of Cable Bay Road and Maori Pa Road under Setting of Speed Limits Rule 2024</b>	
Advantages	<ul style="list-style-type: none"> <li>enables road safety benefit to be realised</li> <li>removes inconsistency between State Highway 6 and Cable Bay Road</li> </ul>
Risks and Disadvantages	<ul style="list-style-type: none"> <li>time to implementation is unknown as a new piece of work would need to be scheduled into works programme</li> <li>time and expense to redo benefit cost and community engagement</li> <li>Community frustration at redoing a change process potentially for the same outcome</li> </ul>
<b>Option 3: Status Quo (no speed limit change)</b>	
Advantages	<ul style="list-style-type: none"> <li>Nil</li> </ul>
Risks and Disadvantages	<ul style="list-style-type: none"> <li>road environment on Cable Bay Road not well aligned by open road speed limit due to narrow seal width and a high proportion of unfamiliar drivers due to it being a recreation and tourist destination.</li> </ul>

## Item 5: Amend Speed Management Plan Timing - Cable Bay Road and Maori Pa Road

### **7. Conclusion**

- 7.1 A change in the Speed Limit Setting rule has impacted on the decisions NCC has made via the recently adopted Plan causing it to have no legal standing.
- 7.2 The changes to the school speed zones as proposed can proceed without the Plan, however the lowering of speed on 17 Roads with no footpaths and on Cable Bay Road and Maori Pa Road cannot.
- 7.3 There is an opportunity to lower the speed on Cable Bay Road and Maori Pa Road, in accordance with the recently adopted Plan, by bringing forward the implementation date.
- 7.4 This enables a good outcome for road safety and aligns with the majority view of the community.
- 7.5 It is recommended that the implementation date for the speed limit change from 100km/h to 80km/h on Cable Bay Road and Maori Pa Road be changed from 14 July 2025 to 29 October 2024.

### **8. Next Steps**

- 8.1 Officers will update the National Speed Limit Register and arrange signs to be erected. The Speed Limit of 80km/h on Cable Bay Road would come into force on 29 October 2024.

### **Attachments**

Nil



Item 5: Amend Speed Management Plan Timing - Cable Bay Road and Maori Pa Road

<b>Important considerations for decision making</b>
<b>Fit with Purpose of Local Government</b> <p>The decision in this report enables decisions on the setting of speed limits to enable the safe use of roads in Nelson.</p>
<b>Consistency with Community Outcomes and Council Policy</b> <p>The decision aligns with the reducing trend of death and serious injury crashes sought through the Long Term Plan and Regional Land Transport Plan.</p>
<b>Risk</b> <p>There are a number of crashes where speed was a factor on Cable Bay Road and Maori Pa Road as detailed in section 5.4. A lowering speed limit should encourage lower operating speeds which will reduce or mitigate the crash risk and/or severity.</p> <p>NZTA may not be able to certify the Plan and this change within the short implementation timeframe proposed.</p>
<b>Financial impact</b> <p>The financial impact of this decision is modest associated with the install of approximately 8 road signs.</p> <p>The alternative if a lower speed is sought on Cable Bay Road and Maori Pa Road sometime in the future will be more significant as Council will need to redo the cost benefit analysis and community engagement undertaken earlier this year.</p>
<b>Degree of significance and level of engagement</b> <p>This matter is of low significance because Council has already resolved to make this change. This report is simply bringing forward the implementation date.</p>
<b>Climate Impact</b> <p>This change will have little impact in GHG emissions. A minor decrease could be expected due to slower vehicle speeds using slightly less fuel.</p>
<b>Inclusion of Māori in the decision making process</b> <p>Māori engagement was undertaken in preparing the Speed Management Plan.</p> <p>No Maori engagement has been undertaken in preparing this report.</p>

Item 5: Amend Speed Management Plan Timing - Cable Bay Road and Maori Pa Road

**Delegations**

The Joint Regional Transport Committee has the responsibility for preparing and recommending to Joint Committee a Joint Speed Management Plan.

Council as the Road Controlling Authority has the power to amend the implementation date of the Speed Management Plan.