



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

Date:	Wednesday 30 September 2020
Time:	1.30p.m. – to deliberate on submissions to Speed Control Bylaw 2011 (210)
Location:	Council Chamber, Civic House 110 Trafalgar Street Nelson

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

- 1.1 Apologies have been received from Councillors Lawrey, Rainey and Bowater

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

5. Confirmation of Minutes

- 5.1 9 September 2020 **5 - 8**

Document number M14104

Recommendation

That the Infrastructure Committee

- 1. Confirms the minutes of the meeting of the Infrastructure Committee, held on 9 September 2020, as a true and correct record.***

6. Chairperson's Report

- 7. Speed Limit Review - Deliberations **9 - 41****

Document number R18145

Recommendation

That the Infrastructure Committee

- 1. Receives the report Speed Limit Review - Deliberations (R18145) and its Attachments A2475618, A2475743, A2463536, A2463538 and A2466589.***

Recommendation to Council

That the Council

1. Determines, having considered the written and oral submissions received, that:

- a bylaw to set a permanent 30 km/h speed limit is the most appropriate way of addressing safety and access issues with some roads in the city centre and home zones; and***
- the proposed amendments to the Speed Limits Bylaw 2011 (210), which are set out in Attachments 1 and 2 of this report (A2475618 and A2745743 of Report R18145), are the most appropriate form of bylaw and do not give rise to any implications under the New Zealand Bill of Rights Act 1990; and***

2. Agrees to set a permanent speed limit of 30km/h, with effect from 1 December 2020, for certain city centre roads (not including Selwyn Place) and, for this purpose, adopts the amendments to the Speed Limits Bylaw 2011 (210) set out in Attachment 1 (A2475618 of Report R18145); and

3. Agrees to set a permanent speed limit of 30km/h, with effect from 1 May 2021, for Selwyn Place and certain roads in home zones and, for this purpose, adopts the amendments to the Speed Limits Bylaw 2011 (210) set out in Attachment 2 (A2475743 of Report R18145).



Minutes of a meeting of the Infrastructure Committee

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

On Wednesday 9 September 2020, commencing at 9.04a.m. - to hear submissions to Speed Limit Bylaw 2011 (210)

Present: Councillor B McGurk (Chairperson), Her Worship the Mayor R Reese, Councillors Y Bowater, T Brand, M Courtney, J Edgar, K Fulton, M Lawrey, R O'Neill-Stevens (Deputy Chairperson), G Noonan, P Rainey, R Sanson and T Skinner

In Attendance: Group Manager Infrastructure (A Louverdis), Team Leader Governance (R Byrne) and Governance Adviser (J Brandt)

Apologies : Nil

A Karakia Timatanga was given.

1. Apologies

There was no apology.

2. Confirmation of Order of Business

There was no change to the order of business.

3. Interests

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

4. Public Forum

There was no public forum.

The meeting was adjourned from 9.08a.m. until 9.13a.m. during which time Councillors Fulton, Lawrey and Skinner joined the meeting.

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

Document number R20291, agenda pages 4 - 200 refer. Officers tabled an updated Hearings Schedule (A2445358).

5.1 Lisa Black – 24482

Lisa Black spoke in support of a speed reduction for Teal Valley. She noted the wide range of road users in Teal Valley i.e. walkers, bikers, people on horses. She said that paving the road had led to an increase in vehicle speeds and was no longer safe. Ms Black answered questions about the number of residents in the area, the number of recreational users that visit the area, the absence of footpaths, and the fact that this road was not included in the area proposed for speed reduction as part of the Special Consultative Procedure.

5.2 David Marsh – 24487

Mr Marsh spoke in support of the speed reduction and requested for the criteria to be widened to include cul-de-sacs. Mr Marsh tabled a supporting document (A2460374) showing photos of Springlea Heights and Farleigh Street demonstrating the danger posed by blind corners, and noted a number of near misses in these areas.

5.6 Deirdre MacAlpine – 24670

Ms MacAlpine spoke about Seymour Avenue and Brook Street being treated as a speeding ground, with drivers frequently engaging in dangerous behaviour and breaking speed limits. She said that the roads were not safe because of this. Ms MacAlpine answered questions about the numbers of pedestrians using the roads, which schools were being accessed from there, and the lack of safe crossings on Seymour Avenue.

The meeting was adjourned from 9.36a.m. until 9.37a.m.

5.5 Jane Murray NMDHB – 24658

Ms Murray spoke of her support for speed reductions and a modal shift. She answered questions about how a modal shift could support the economy, noting there was a relevant study from Christchurch that she undertook to provide to Elected Members.

The meeting was adjourned from 9.47a.m. until 9.55a.m.

5.4 Bernadine Goldsmith – 24586

Ms Goldsmith spoke against lowering the speeds in the Central Business District. She said that lowering speeds would cause delays which would have a direct financial impact on drivers in the transport industry delivering people and goods around town.

The meeting was adjourned from 10.04a.m. until 10.20a.m.

5.8 Charles Douglas – 24714

Mr Douglas spoke about concerns regarding road safety on Tosswill Road, noting his recent accident on a blind corner near Stansell Ave. He said the roads were being used as short cuts to avoid traffic congestion on the main arterials. He noted dangers posed by people speeding, and contributing seasonal factors such as ice and frost, as well as general issues of noise and privacy for residents. Mr Douglas said he would like to see action taken as part of a road safety initiative. He answered questions about tools that may aid to reduce speed, such as speed humps and his support for a broader review of street safety in Nelson.

5.9 Hannah Baldwin – 24720

Ms Baldwin spoke about growing up on Tamaki Street and how the level of traffic congestion on the hill had increased over the years. She said there was an increase in near misses when pulling out of driveways due to people driving at speed. While the current speed limit was 40km/h, this was not being adhered to. She was in support of putting measures in place to make people slow down.

5.10 Bevan Woodward – Bicycle Nelson Bays – 24797

Mr Woodward gave a Powerpoint presentation (A2463127). He highlighted key factors contributing to unsafe driving environments such as people running late, a culture of aggressive driving in powerful fast vehicles, and distracted drivers. He proposed a safe system approach to road safety.

Mr Woodward noted that safe traffic speeds will increase the number of people cycling and walking, which in turn would mean less traffic, reduced emissions, and faster travel times. He answered questions about other cities that had adopted 30km/h limits in urban areas, and ways to engage the public in regards to speed management.

Attendance: Her Worship the Mayor Reese and Councillor Rainey left the meeting at 11.09a.m.

Due to COVID-19 Alert Level 2, speakers were required to join the meeting via audio-visual link. An option was provided to submit a written statement instead and the following statements were tabled:

- Clare Scott – 24580 (A2461507) -
- Ian Lash – 24671 (A2461300)

Attachments

- 1 A2445358 - Updated Hearings Schedule 9Sep2020
Infrastructure Committee
- 2 A2460374 - David Marsh additional material - 9Sep2020
Infrastructure Committee

- 3 A2463127 - Bevan Woodward - Powerpoint presentation - 9Sep2020 Infrastructure Committee
- 4 A2461507 - Clare Scott - Written Statement - 9Sep2020 Infrastructure Committee
- 5 A2461300 - Ian Lash - Written Statement - 9Sep2020 Infrastructure Committee

Elected Members noted requests for information from officers for the deliberations meeting.

There being no further business the meeting ended at 11.21a.m.

Confirmed as a correct record of proceedings:

_____ Chairperson _____ Date

Speed Limit Review - Deliberations

1. Purpose of Report

- 1.1 To summarise and provide analysis on the submissions received on the proposed speed limit review for the city centre, including Selwyn Place and some neighbourhood "home zones".
- 1.2 To approve the amendments of the current Speed Limits Bylaw 2011 (No. 210) schedule to reduce the speed limits on certain city centre streets and some roads in "home zones".

2. Summary

- 2.1 Council approved a Statement of Proposal (SOP) on 2 July 2020 to consider a speed limit reduction for certain roads in the city centre and home zones. Consultation on this commenced on 13 July 2020 and closed on 14 August 2020.
- 2.2 Council received 101 submissions and hearings took place on 9 September 2020. This report considers both the written and oral submissions.
- 2.3 It is noted that this consultation resulted in several requests for many more streets to be considered for speed limit reductions. Changing speed limits on those streets is outside of the scope of this report and cannot be considered under this Special Consultative Procedure (SCP). However, all of these streets will be considered when officers prepare the overall Speed Management Plan for Nelson in the coming year.

3. Recommendation

That the Infrastructure Committee

- 1. ***Receives the report Speed Limit Review - Deliberations (R18145) and its Attachments A2475618, A2475743, A2463536, A2463538 and A2466589.***

Recommendation to Council

That the Council

1. Determines, having considered the written and oral submissions received, that:

- a bylaw to set a permanent 30 km/h speed limit is the most appropriate way of addressing safety and access issues with some roads in the city centre and home zones; and***
 - the proposed amendments to the Speed Limits Bylaw 2011 (210), which are set out in Attachments 1 and 2 of this report (A2475618 and A2745743 of Report R18145), are the most appropriate form of bylaw and do not give rise to any implications under the New Zealand Bill of Rights Act 1990; and***
- 2. Agrees to set a permanent speed limit of 30km/h, with effect from 1 December 2020, for certain city centre roads (not including Selwyn Place) and, for this purpose, adopts the amendments to the Speed Limits Bylaw 2011 (210) set out in Attachment 1 (A2475618 of Report R18145); and***
- 3. Agrees to set a permanent speed limit of 30km/h, with effect from 1 May 2021, for Selwyn Place and certain roads in home zones and, for this purpose, adopts the amendments to the Speed Limits Bylaw 2011 (210) set out in Attachment 2 (A2475743 of Report R18145).***

4. Background

- 4.1 Speed limit reduction from 50km/h or 40km/h to 30km/h in the city centre (excluding the ring roads) and home zones aligns well with the 2018 Government Policy Statement's (GPS) focus on safety and access and Council's desire to see a greater uptake of active travel modes. It is also consistent with the national road safety strategy "Road to Zero", the Waka Kotahi New Zealand Transport Agency's (NZTA) tactical urbanism and innovative streets approach.
- 4.2 A SOP to review the Speeds Limits Bylaw 2011 (No. 210) was developed in response to multiple calls to reduce the existing speed limits from 40 km/h or 50km/h to 30km/h in the city centre (excluding the ring roads)

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and key home zones in order to improve safety, accessibility and liveability. Summary maps of the changes outlined in the SOP are appended as Attachment 1.

4.3 The SOP to amend the Speed Limits Bylaw 2011 (No 210) was prepared in accordance with the following legislation:

- Land Transport Act 1998 — s22AB(1)(d)(i) and s22AD;
- Land Transport Rule: Setting of Speed Limits 2017 — r2.5, r2.6, r2.7 and r4.2;
- Local Government Act 2002 — including s83, s86 and s156.

4.4 The Infrastructure Committee, resolved on 2 July 2022 as follows:

1. Receives the report City Centre and Home Zone Speed Limits - Statement of Proposal for changes to the Speed Limit Bylaw (R13686) and its attachments (A2398604, A2403583, A239860, A2372939 and A2379502); and

2. Agrees a Bylaw to set a permanent speed limit is the most appropriate way of addressing safety and access in the city centre including Selwyn Place (but excluding the rest of the ring roads) and home zones; and

3. Agrees the proposed amendments to the Speed Limits Bylaw 2011 (210) are the most appropriate form of bylaw and do not give rise to any implications under the New Zealand Bill of Rights Act 1990; and

4. Agrees a summary of Statement of Proposal Amendment to the Speed Limits Bylaw 2011 (210) is not required; and

5. Adopts the Statement of Proposal (A2372939 of Report 13686) relating to lowering of the speed limit from existing limit to 30km/h in the city centre and home zones subject to the following amendments:

- Adding Selwyn Place (but excluding the rest of the ring roads); and*
- Adding "adopting an even lower speed limit than 30km/h" to the list of bullet points under the heading "Scope of Council decisions following Consultation"; and*

6. Delegates to the Chair of the Infrastructure Committee to make the appropriate changes to the Statement of Proposal (A2372939 of Report R13686) to give effect to the amendments contained in clause 5, specifically:

- Adding Selwyn Place (but excluding the rest of the ring roads); and*

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- *Adding "adopting an even lower speed limit than 30km/h" to the list of bullet points under the heading "Scope of Council decisions following Consultation"; and*

7. Directs officers to undertake further investigation relevant to the addition of Selwyn Place; and

8. Approves commencement of the Special Consultative Procedure, with the consultation period to run from 13 July 2020 to 14 August 2020; and

9. Approves the Consultation Plan (A2379502 of Report 13686); and

10. Notes that the Consultation Plan (A2379502 of Report 13686) will include sufficient steps to ensure the Statement of Proposal will be reasonably accessible to the public and will be publicised in a manner appropriate to its purpose and significance; and

11. Notes that the Consultation Plan (A2379502 of Report 13686) will result in the Statement of Proposal being as widely publicised as is reasonably practicable as a basis for consultation.

- 4.4 The SCP period ran for four weeks from 13 July 2020 to 14 August 2020.

5. Discussion

Public Consultation Process

- 5.1 The public consultation process was publicised through a media release, Council's website and via social media. Submission information was also made available in Nelson's public libraries and at Council's Customer Service Centre.
- 5.2 Letters were also sent out to the complete list of stakeholders identified in the previous Infrastructure Committee report as well as the additional stakeholders added to the list by the Committee (Accessibility for All Forum, Age Concern and the Positive Ageing Forum).
- 5.3 The Infrastructure Committee heard verbal submissions at a hearing on 9 September 2020. Eight submitters spoke at the hearing, and this report considers both the written and oral submissions.

Summary of Submissions

- 5.4 A total of 101 written submissions were received. The table below summarises the submissions received.

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All	Inner City	Residential	Selwyn	Total
34 in support	4 in support	36 in support	1 in support	75
12 opposed	1 opposed 1 queried the need	4 seeking specific additions 1 opposed to the criteria used to select the streets 5 opposed	1 support in part 1 opposed	26
46	6	46	3	Total 101

- 5.5 The complete package of proposed speed limit changes included in the proposal was supported by 34 submitters and 12 opposed all aspects of the proposal.
- 5.6 A further four submissions specifically supported the proposed changes to the CBD speed limits.
- 5.7 Specific discussion of the proposed change to Selwyn Place attracted one submission in support, one in partial support, and one in opposition.
- 5.8 The proposed speed limit changes in the residential areas attracted the most attention, and many of these submissions focused on one or two particular streets (with most in support of proposed changes and six in opposition). Further comments and requests related to specific streets are discussed in Attachments 2 and 3 of this report.
- 5.9 No submissions were received from Fire Emergency New Zealand or from the St John Ambulance service. Feedback was invited by phone to inform this report and it can now be reported that all local Emergency Services support the Proposal in its entirety. Emergency services advise that if travelling under urgency there is no legal impediment to the speed they travel at as long as they are proceeding safely.

Selwyn Place

- 5.10 At the 2 July meeting officers were instructed to undertake additional speed counts on Selwyn Place to inform deliberations. These counts were carried out the week beginning 7 July and indicate that:
- 5.10.1 between Church Street and Rutherford Street the mean speeds were 35.9km/h and 37.8 km/h east bound and west bound respectively; and

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5.10.2 between Collingwood Street and Trafalgar Street the mean speeds were 38.6km/h and 38.2 km/h eastbound and west bound respectively.

- 5.11 Clause 4.4(2)(c) of the Speed Limit Setting Rule requires Council to aim to achieve a mean speed of no more than 33km/h when setting a 30km/h speed limit. The monitored speeds are slightly in excess of that, but they indicate that a mean speed of no more than 33km/h is a feasible goal for Selwyn place. This is discussed further in 6.14 and 6.15 of this report.

6. Summary analysis

General support

- 6.1 Of the submissions in support of all aspects of the proposal, the reoccurring themes were that it would encourage walking and cycling, and enhance the amenity and liveability of central Nelson. Also mentioned was the reduction of risk of noise including that related to night time racing.
- 6.2 The Nelson Marlborough District Health Board submission included the following feedback:
- A 2008 survey found that 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.
 - When vehicles move at or below 40km/h, potential conflicts take place at lower speeds, dramatically increasing the chances of survival in the case of a crash.
 - Residents in neighbourhoods with good street environments tend to walk and cycle more, take public transport more and drive less than comparable households in areas, which has environmental impacts.
 - Lowering speed limits is expected to have positive economic benefits. Achieving mode shift would result in fewer vehicles on the road, improving travel times for the remaining cars and freight.
- 6.3 Bicycle Nelson Bays (BNB) supported the reduced speed limit, 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.
- 6.4 BNB requested that Council signal its support for implementation of 30km/hr as the default for urban streets where vehicles, pedestrians and cyclists mix. This organisation noted that implementing safer speeds will soon become easier for Council with the Government making substantial changes to the speed management rules as per its recently enacted 'Tackling Unsafe Speeds' legislation and related programme. This is

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outside the scope of the SCP and will be dealt with when officers prepare the overall Speed Management Plan for Nelson in the coming year.

- 6.5 BNB also noted the roading environment may require treatment to support the lower speed limit. It commented that this is an opportunity to beautify and enhance neighbourhoods and retail precincts, through low-cost treatments such as street furniture, planting and road markings.
- 6.6 BNB noted that a 30km/h speed limit is the nearest thing to a silver bullet in the transport world. Mode shift would result in less traffic on the roads, making travel quicker for remaining car users — in other words “slower can be faster”. Once 30km/h speed limits become normal, BNB suggests very little policing will be required of these limits.
- 6.7 Another submission supported lower speed limits as per the review and on all non-arterial route streets.

General opposition

- 6.8 Of the submissions in opposition to all aspects of the proposal, the comments included that lowered speed limits would increase congestion, pollution, confusion due to varying limits, frustration and poor decision making by drivers. Comment was made about the safe and appropriate speed varying depending on the time of day and a blanket 30km/h speed limit being extremely anti-car and would unnecessarily inhibiting progress through and across town at quieter times when there is little need or justification for such measures.

CBD speed limits

- 6.9 NZTA complemented Council on the proactive approach to speed management detailed in the proposal and supported the City Centre proposals.
- 6.10 Another submitter commented that a 30km/h limit is a natural next step toward a pedestrian friendly CBD.
- 6.11 BNB requested that Council includes the city centre’s ring roads (of Halifax, Rutherford and Collingwood streets) in the areas with a 30km/h speed limit in order to facilitate safe cycling access. This is outside the scope of the SCP, but will be considered with when officers prepare the overall Speed Management Plan for Nelson in the coming year.
- 6.12 In contrast, one submitter said 30 km/h is too slow for the roads around the city centre — 30km/h is acceptable in the inner roads of Bridge, Hardy and Trafalgar, but not for the surrounding roads.

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Selwyn Place

- 6.13 The Police submission stated that they were initially concerned that Selwyn Place would not be included, but upon its inclusion in the SOP now support the proposed changes in their entirety.
- 6.14 Council must aim to achieve a mean speed of no more than 33km/h when setting a 30km/h speed limit. As mentioned, the monitored speeds on Selwyn Place are slightly in excess of that. It is open to the Council to aim to reduce these monitored speeds where it considers that appropriate for road safety. Helpfully, the current monitored speeds indicate that a 33km/h mean speed is feasible and not substantially different to current speeds used on Selwyn Place.
- 6.15 NZTA was silent on Selwyn Place in their submission. It is NZTA's view that having current speeds that are higher than 33km/h does not prevent the Council from complying with Rule 4.4(2)(c), and that the Council could help ensure new speed limits are appropriate and work well by installing traffic control devices.
- 6.16 Officers will continue to investigate improved crossing facilities on Selwyn Place in conjunction with development of the City Spatial Plan. Once the summer pedestrian counts are available this planning work will continue, as counts were not carried out throughout the winter months. Temporary speed control measures could be installed on Selwyn Place as an interim measure until a longer term treatment for the area is determined. Examples of speed control measures are shown in Attachment 4. Installation of these tactical measures is estimated to cost \$12,000, they are quick to install and can be funded from within existing subsidised low cost-low risk (LCLR) budget allocations.
- 6.17 Officers consider that in setting a 30km/h speed limit on Selwyn Place Council can meet the requirement of aiming to achieve a mean speed of no more than 33km/h. The installation of some traffic control devices, while not strictly necessary, should help ensure the 30km/h speed limit works well.
- 6.18 The Automobile Association (AA) partially supported the inclusion of Selwyn Place. This organisation said theoretically Selwyn Place should remain at 50km/hr to facilitate use of the ring-road system and deter traffic from using the central city streets. It noted however that there is conflict with pedestrians crossing from Trafalgar Street across to the Church Steps and comment that considering the volume of pedestrians crossing Selwyn Place they believe the proposed lower speed limit of 30km/hr 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, the AA would like Council to consider redesigning the crossing points. Options suggested are:
- remove the two existing pedestrian crossings at the Church Steps and provide one wide centralised crossing point;

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- 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;
- use a combination of a different coloured surface at the crossing point, different textured materials and/or a raised table crossing point.

6.17 One submitter opposed a speed reduction for Selwyn Place because it forms part of the City's ring road system and they felt it warrants a speed limit higher than that proposed. This submitter 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.

Residential streets

- 6.19 There was significant support (14 submissions) for streets in the Monaco suburb having a 30km/h speed limit, and one of these submissions including a petition of 38 residents.
- 6.20 The initial NZTA submission supported all the home zone proposals except Point Road and Omaio Village. In those locations NZTA was of the view that that mean speeds in these areas are 40-44 km/h and well in excess of the 33 km/h mean speed, as required under Clause 4.4(2)(c), which Council aims to achieve. Further investigation identified some confusion about the exact locations of proposed limit changes and upon clarification NZTA fully understand the locations and now endorses all proposed changes.
- 6.21 One submitter supported a lower speed limit, but said 35km/h was more realistic than 30km/h. They were concerned about people accidentally breaking the law by travelling slightly over the limit. Officers note that 35km/h is not a lawful option for a speed limit under Rule 3.2 of the Land Transport Rule: Setting of Speed Limits Rule 2017. The submitter also requested less home zone signage (visual pollution), and said signage should not be at the edge of the water and beach, sticking out like a "sore thumb". This feedback was a response to a recently installed sign on Point Road Monaco which has since been repositioned.
- 6.22 One submitter, who spoke at hearings, mistakenly understood that the speed limit on Teal Valley Road would be reduced to 30km/h and spoke in support of this. However it is not proposed to change the limit on Teal Valley Road which is rural and has a current speed limit of 60km/h.
- 6.23 A summary of comments for specific streets, either in support or opposition of the proposal, is appended as Attachment 3.
- 6.24 A number of requests were made to include additional streets in the 30km/h category, and for increased signage, education and enforcement. It is not possible to now add roads that were not identified in the statement of proposal into this current process, but these submissions

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can be taken into account when officers prepare the wider Speed Management Plan next year and within the ongoing road safety action plan programme. These requests are appended in Attachment 4.

- 6.25 NZTA drew Council's attention to the requirement to sign these speed restrictions with approved signage, and advised that the proposed 'Home Zone' is not a formally approved sign format. Officers will ensure any signage that supports lower speed limit is compliant.
- 6.26 NZTA also stated that Council should note that the majority of the proposals adjoin roads that have under new speed limit guidance have safe and appropriate speeds of less than 50 km/h, yet will require 50 km/h signage to be posted. This will be particularly apparent for Fountain Place and Hampden Street West where the 30 km/h proposal starts partway down the street, meaning 50 km/h will be posted on the balance of the street which is not the safe and appropriate speed for those environments. NZTA encourage Council to set area-wide safe and appropriate speed limits on Nelson City's residential street network. This suggestion is being considered as part of the larger Speed Management Plan in 2021 being brought to Council next year.
- 6.27 Outside of the scope of this deliberations report it is noted that the scheduled wider Speed Management Plan will also report detail on overall crash patterns and break down the percentage where speed is a causal factor and will provide commentary on the impact of changing speed limits for mental health outcomes (eg from noise pollution) as well as physical health benefits

7. Timing

- 7.1 Presuming that the Council wishes to proceed with the proposal to set new speed limits (whether in whole or in part), the question of when these speed limits would come into effect needs to be considered.
- 7.2 For the central city roads (other than Selwyn Place), new 30km/h speed limits could take effect as soon as practicable after Council has provided public notice of the amendments to the Speed Limits Bylaw 2011 (210). These changes can be made quickly with minimal disruption as the signs are already in stock due to the emergency speed limit that was temporarily introduced under Covid 19 Alert level 4.
- 7.3 The situation is not so straight-forward for neighbourhood home zones and Selwyn Place. For these roads, a later implementation date will almost certainly be necessary. Officers understand that the supply of appropriate signage is uncertain due to strong national demand. Delaying implementation for roads in home zones and Selwyn Place until 1 May 2021 should allow sufficient time for necessary signage to be purchased and supplied.
- 7.4 A benefit of the delay in implementation for roads in home zones and Selwyn Place is that it would allow time for technical assessment regarding exactly what speed control devices might best be deployed in

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certain locations to support the new speed limits for home zone roads and Selwyn Place. Examples of possible speed control devices are shown in Attachment 5.

8. Options

8.1 The Committee has five options;

1. adopting the proposal in its entirety and setting 30km/h permanent speed limits for all roads identified in the proposal (with staged implementation as described in the timing section above);
2. retaining the current speed limits for all roads identified in the proposal;
3. adopting a 30km/h speed limit for only some of the roads identified in the proposal;
4. adopting a 40km/h speed limit for all or some of the roads identified in the proposal;
5. adopting an even lower speed limit than 30km/h for some or all of the roads identified in the proposal.

8.2 Officers recommend Option 1 - adopt the proposal in its entirety (with staged implementation).

Option 1: Adopt the proposal in its entirety and set a 30km/h permanent speed limit for all roads identified in the proposal (with staged implementation as described in the timing section).	
Advantages	<ul style="list-style-type: none">• Decreased speeds will result in less severe crashes.• Decreased speeds will improve the “feeling” of safety and may result in higher uptake of active modes in line with Council desired direction.• Incorporates the majority public view. Of submissions relating to all aspects of the proposal 74% favour this option including the major stakeholders (NZTA, Police, AA, Nelson Marlborough Health, and the Bicycle Nelson Bays Cycling Action Network).• Aligns well with central government GPS’s focus on safety and access.• Aligns well with the NZTA’s Setting of Speed Limit Rule, intent of the Speed Management Guide and the Safer Journeys Risk Assessment Tool.• Staged implementation allows time for more certainty in supply of required equipment for home zones and Selwyn Place, and for engagement and

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	technical assessment of what, if any, speed control devices should be deployed and where.
Risks and Disadvantages	<ul style="list-style-type: none"> • Cost of advertising and signage to support speed limit changes • May result in a small increased travel time on the local network • Delays in implementation for Selwyn Place and home zones
Option 2: Retain the current speed limits	
Advantages	<ul style="list-style-type: none"> • Does not require any advertising about speed limit changes • No costs incurred on signage
Risks and Disadvantages	<ul style="list-style-type: none"> • Does not address safety risk of more severe injury if crashes occur. • Does not support encouragement of active modes • Is not supported by submitters view including the major stakeholders (as listed above). • Does not align with NZTA's Setting of Speed Limit Rule, intent of Speed Management Guide and the Safer Journeys Risk Assessment Tool. • Does not align well with central government GPS's focus on safety and access
Option 3: Adopting a 30km/h speed limit for only some of the roads identified in the proposal	
Advantages	<ul style="list-style-type: none"> • May satisfy some of the submitters who did not support adoption of the SOP in its entirety
Risks and Disadvantages	<ul style="list-style-type: none"> • Is not supported by many submitters including the major stakeholders (as listed above). • Will result in inconsistent approach to the network
Option 4: Adopting a 40km/h speed limit for all or some of the roads.	
Advantages	<ul style="list-style-type: none"> • May satisfy some of the submitters who did not support adoption of the SOP in its entirety
Risks and Disadvantages	<ul style="list-style-type: none"> • Is not supported by many submitters including the major stakeholders (as listed above). • Will result in inconsistent approach to the network
Option 5: Adopting an even lower speed limit than 30km/h for all or some of the roads.	

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Advantages	<ul style="list-style-type: none">• Decreased speeds will result in less severe crashes.• Decreased speeds will improve the “feeling” of safety and may result in higher uptake of active modes in line with Council desired direction.
Risks and Disadvantages	<ul style="list-style-type: none">• Risk of challenge if not compliant with Clause 4.4(2)(c) of the Speed Limit Setting Rule which requires Council to aim to achieve a mean speed no more than 10% higher than the posted speed limit.• Does not reflect feedback from submitters including the major stakeholders (as listed above).

9. Financial

- 9.1 Should Council approve these changes, the cost to implement signage and consultation is \$60,000 and this can be covered within existing budgets. Cost of speed control devices can be funded through the existing LCLR NZTA subsidised budget.

10. Conclusion

- 10.1 Public consultation has been completed, with the majority of submitters in support of reducing the speed limits either in their entirety or on specific streets as outlined in the statement of proposal for the city centre and home zones.
- 10.2 This recommendation is in line with central government’s GPS focus on safety and access as well as NZTA’s Setting of Speed Limit Rule, the intent of the Speed Management Guide and the Safer Journeys Risk Assessment Tool.
- 10.3 Feedback received on this proposal has indicated a strong desire for wider speed limit reductions to be considered. NZTA has changed the way speed limits are set and further speed limit guidance is due out later this year. Utilising that guidance officers will be bringing a Speed Management Plan to Council for consideration in 2021 that will cover the entire local road network including the additional streets mentioned in feedback received.

11. Next Steps

- 11.1 If the recommendations are approved, it is suggested that Stage 1, the new central city speed limits (within the ring road) take effect on 1 December 2020, and Stage 2 covering roads in home zones and Selwyn Place take effect on 1 May 2021.
- 11.2 A public notification process for the bylaw amendments and public education/media campaign will be carried out to ensure members of the public are informed of the changes before they come into effect.

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- 11.3 Officers will work to determine and install traffic control devices on the affected roads to assist with making the new speed limits work well.
- 11.4 Work will continue to develop a larger network wide Speed Management Plan and that process will address many of the requests made in the submission process for wider reaching speed limit changes. It is expected that this will be brought back to Council mid-2021.

Author: Margaret Parfitt, Manager - Transport and Solid Waste

Attachments

- Attachment 1: A2475618 Amendments to Speed limits Bylaw to take effect from December 1st 2020 [↓](#)
- Attachment 2: A2475743 Amendments to Speed limits Bylaw to take effect from May 1st 2021 [↓](#)
- Attachment 3: A2463536 Specific Streets Summary of Feedback [↓](#)
- Attachment 4: A2463538 Additional requestss for streets or actions to be considered [↓](#)
- Attachment 5: A2466589 Temporary speed control devices - examples [↓](#)

Important considerations for decision making
<p>1. Fit with Purpose of Local Government</p> <p>The Speed Limit Bylaw supports the social and economic wellbeing of the Nelson community by enabling the movement of people and goods around the network in a way that creates a safer, more accessible, better connected and more resilient transport system.</p> <p>This deliberation report forms part of a special consultative procedure which enables democratic local decision-making on behalf of the community.</p>
<p>2. Consistency with Community Outcomes and Council Policy</p> <p>This report supports the community outcome: "Our communities are healthy, safe, inclusive and resilient."</p>
<p>3. Risk</p> <p>Providing the opportunity for feedback by the community on the matter reduces the risk of making a decision which is not supported by the public. Officers consider that the correct consultation processes have been followed. However, if Council was to choose an alternative option that is significantly different from those that were consulted on, there would be risk in proceeding without further consultation.</p>
<p>4. Financial impact</p> <p>Changes to traffic speed limit signage for the areas outlined in the statement of proposal can be completed within existing budgets.</p>
<p>5. Degree of significance and level of engagement</p> <p>This matter has been assessed as having high significance and Council has followed a Special Consultative Procedure.</p>
<p>6. Climate Impact</p> <p>The report recommendation has considered the potential impacts and risks climate change presents to the City. Encouragement or support of active travel modes which may result in reduced transport emissions and is an example of adaption and leadership.</p>
<p>7. Inclusion of Māori in the decision making process</p> <p>Iwi were specifically contacted with individual letters.</p>

8. Delegations

The Infrastructure Committee has the following delegations to consider this matter.

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.*

Delegations

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

- *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*

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*

Making (and amending) a bylaw is one of the matters that, under the Local Government Act 2002, the Council is unable to delegate. Accordingly, the Infrastructure Committee has only the power to make recommendations to the Council on this matter.

Attachment 1 (A2475618)

Amendments to the Speed Limits Bylaw 2011 (210), to take effect from 1 December 2020

Amendments to Bylaw's preamble¹

In the preamble to the Speed Limits Bylaw 2011 (210):

- insert reference to the Land Transport Act 1998, the Land Transport Rule: Setting of Speed Limits 2017 into the list of authorities under which the bylaw is made; and
- correct the reference to the Bylaws Act so that it refers to the Bylaws Act 1910 (not the Bylaws Act 1908);

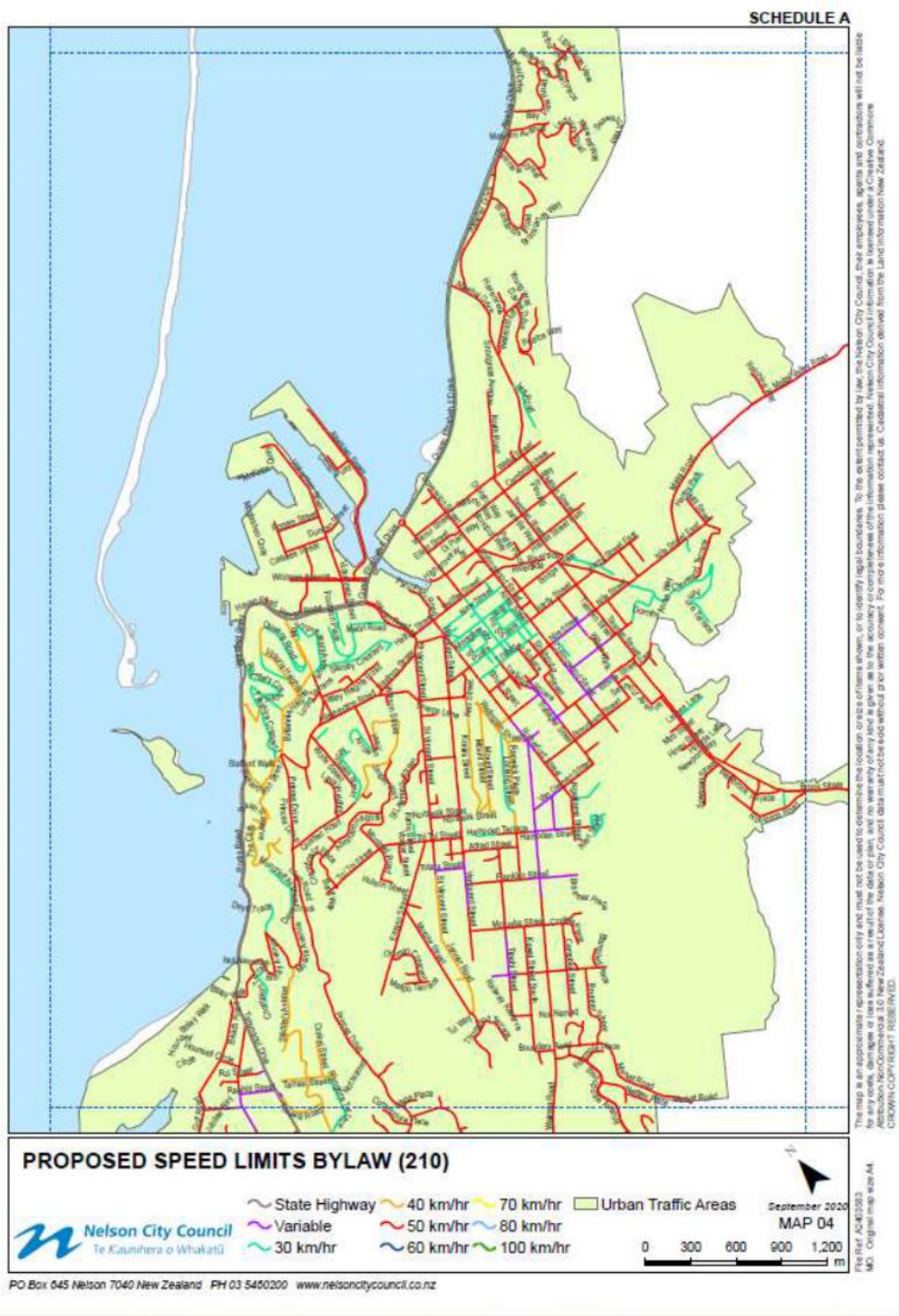
so that the preamble reads as follows:

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 1910, and the Transport Rule: Setting of Speed Limits 2003, hereby make the following Bylaw:

Amendments to Schedule A of the Bylaw

Replace map [4] in Schedule A with the following map:

¹ The following comment does not form part of the Bylaw amendments: the changes to the preamble are a necessary consequential amendment resulting from inserting the 'authority' statement as part of the amendments to Schedule D. There has been legislative change since the Bylaw was first made, and the most appropriate current legal authorities for setting speed limits are a new provision that was inserted into section 22AB of the Land Transport Act 1998, and the Land Transport Rule: Setting of Speed Limits 2017. It is appropriate that these legislative changes be reflected in the authorities under which the Bylaw is made.



Amendments to Schedule D of the Bylaw

Add the following roads, and authority reference, to Schedule D:

Schedule D — Roads that have a speed limit of 30km/h

Add the following to Schedule D:

Road Name	Notes	Length
Bridge Street	from Rutherford Street to Collingwood Street	587
Buxton Square	In its entirety within Buxton Square and including the entrance/exit lanes from Collingwood Street to Alma Lane	444
Church Street	Full length	108
Halstead Street	Full length	101
Hardy Street	From Rutherford Street to Collingwood Street	508
Hope Street	Full length	100
Montgomery Square	In its entirety within Montgomery Square and including the entry/exit lanes from Rutherford Street, Bridge Street and Hardy Street	612
Morrison Street	From Selwyn Place to Hardy Street	85
New Street	From Trafalgar Street to Collingwood Street	230
Park Street	Full length	104
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

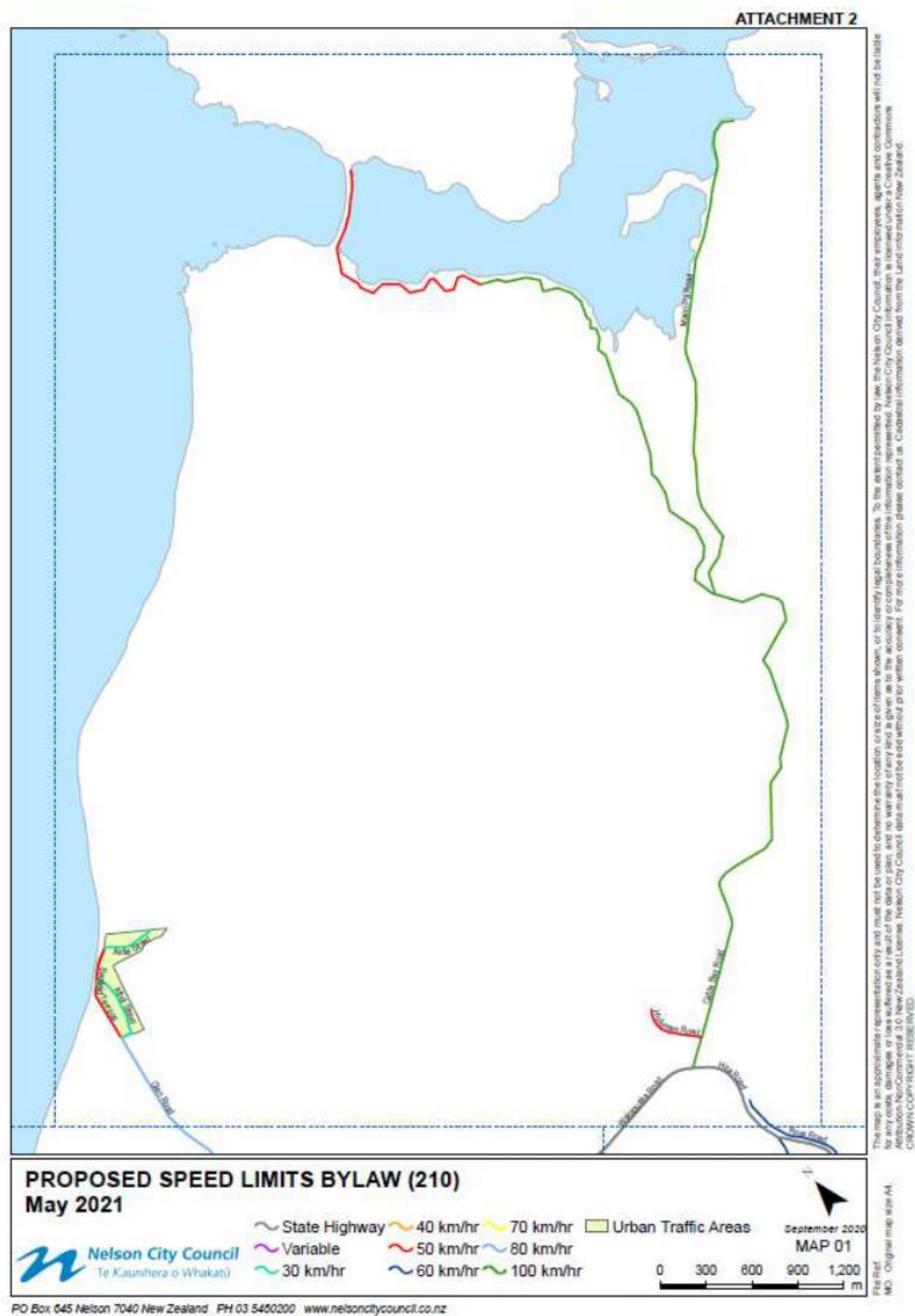
Authority by which these speed limits were set is section 22AB(1)(d) of the Land Transport Act 1998 and clause 4.4(1) of the Land Transport Rule: Setting of Speed Limits 2017.

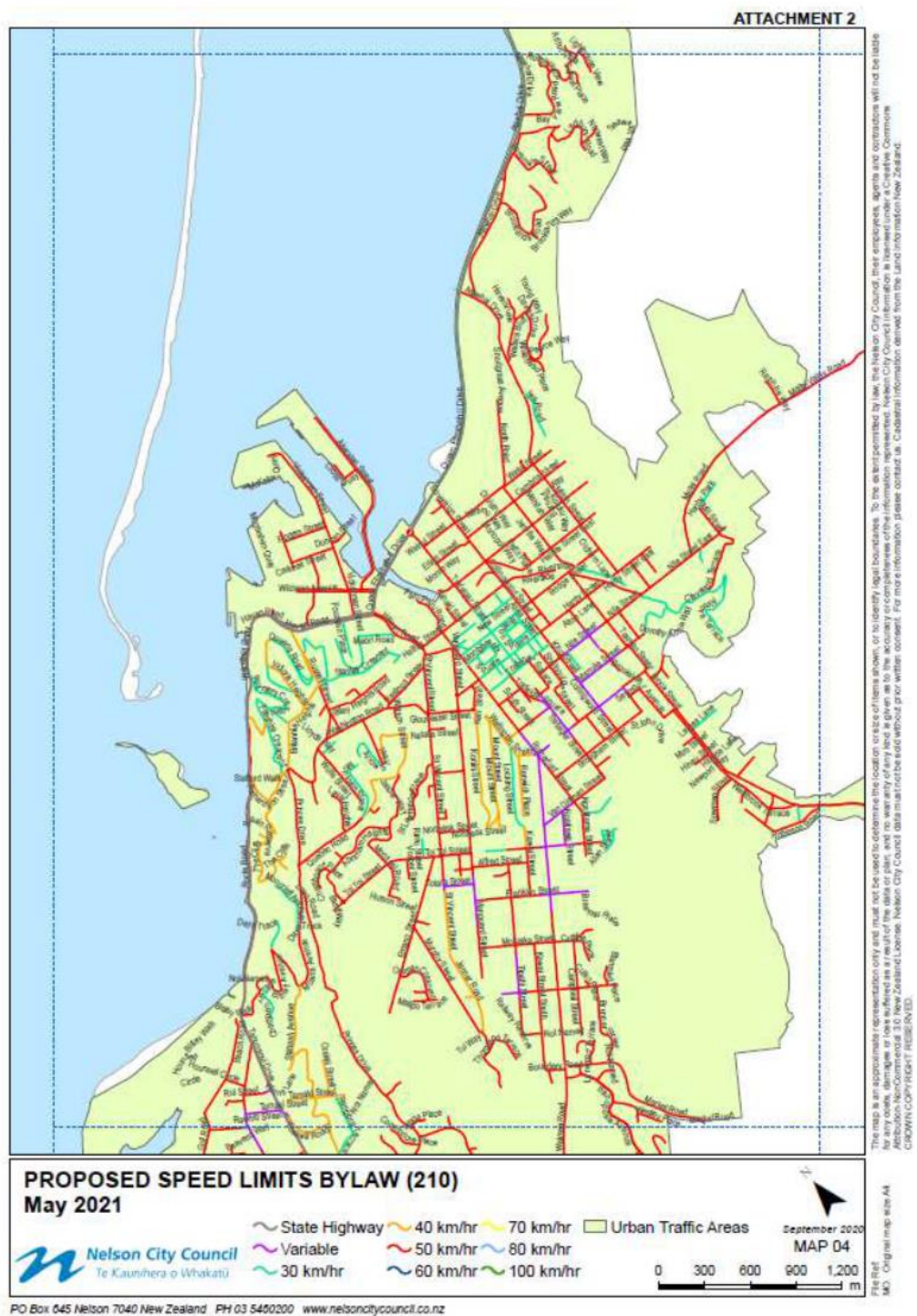
Attachment 2 (A2475743)

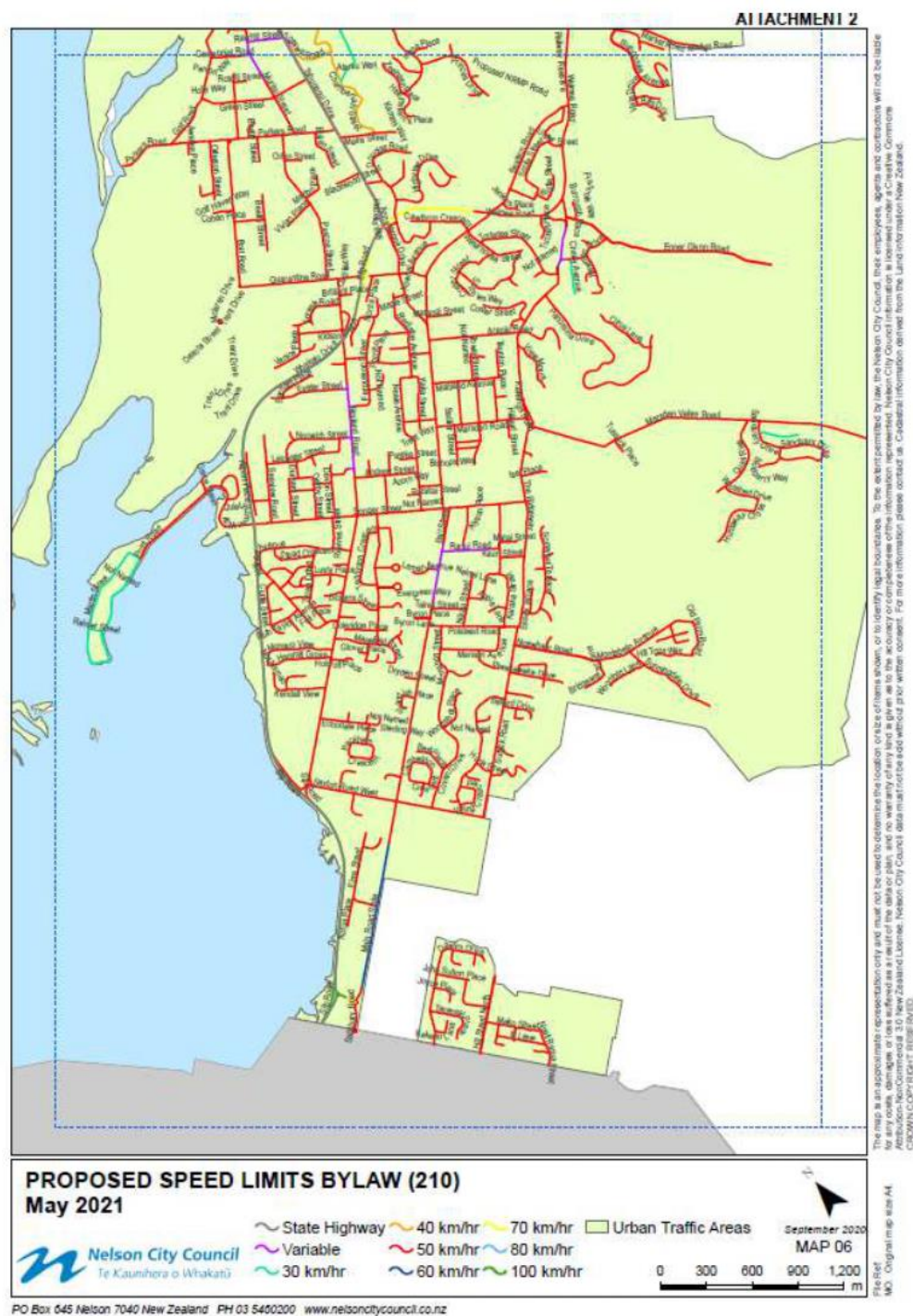
Amendments to the Speed Limits Bylaw 2011 (210), to take effect from 1 May 2021

Amendments to Schedule A of the Bylaw

Replace maps with the following maps:







Amendments to Schedule D of the Bylaw

Add the following roads, and authority reference, to Schedule D:

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
Brook Terrace	Full length	64
Champion Terrace	Full length	264
Cherry Ave	Full length	232
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
Hampden Street West (Hampden Terrace)	From Wigzell Park to Vanguard to Hampden Walkway	180
Hanby Park	Full length	208
Harbour Terrace	Full length	84

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
Montcalm Street	Full length	340
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
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

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.

Amendments to Schedule E of the Bylaw

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

Attachment 3 Specific Streets summary of feedback**Table 1 : Comments for specific streets in support of proposed changes**

Street	Submissions in support	Reasons / comments
Larges Lane	3	One of these submitters said a speed reduction is a start but a footpath also needs to be installed for safety reasons. As the Lane meets Brook St (which has no reduction in speed limit proposed) cars come around the corner (not at 30kms) and cannot see children walking on the road. Users of Brook Street kindergarten often park on the Lane to drop off children.
Teal Valley	1	This is a quiet road so people are often walking on it with children and off-leash dogs
Hampden Terrace	2	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.
Athol Street	1	
Poynters Crescent	1	Enforcing it is another matter. We frequently have cars roaring up Poynters Crescent with no thought for unseen pedestrians around the bends.
Cleveland Terrace and Mayroyd Terrace	1	It is also important to have better signage to make sure non-residents and tradespeople are aware that the road is to be shared with cyclists and pedestrians. A small raised table at each entrance into the Home Zone would be ideal.
Fifeshire Crescent	3	The sides of the street are often blocked by parked cars which forces us to walk in the middle of the road. Parked cars on the narrow bend in the Crescent create a dangerous area, so reduced speed limit would be good in this area. In addition the area when turning right into Fifeshire Crescent from Washington Valley can also be dangerous because of the cars parked above, which reduces the road to one lane.

Grenville Terrace	2	
Rangiora Terrace	1	I have been very concerned at the speed of many vehicles in my street.
Moncrieff Avenue	1	Young children frequently use this road. There are numerous driveways in these areas, often with hidden entrances.
Arrow Street extension	1	
King Street	1	<p>The roundabout on Collingwood/ Nile Street, including King Street and Nile Street past Central School, is a serious accident waiting to happen. Extra traffic at drop off and pick up make this area very dangerous.</p> <p>I would love to see a 10km/hr 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. King Street is narrow with limited vision and poor footpaths. I would appreciate if the Council would put a bit more thought into this busy area before something horrible happens.</p>
Cherry Avenue	1	
Albert Street	1	
Queens Road (106-130)	2	<p>This stretch of road has no footpath and is used by pedestrians with small children and pets.</p> <p>A couple of speed humps placed on the road would reinforce this speed limit and deter boy racers.</p>
Fountain Place (10-24)	1	
Allan Street	1	
Hanby Park	1	I also encourage Council to install a kerb and channel on both sides of the road, to limit the accessibility of vehicles onto the adjacent stopbank. The stopbank is a primary defence for the residents in Hanby Park during floods, and needs to be kept intact.

Table 2 : Comments opposing specific streets being included.

Street	Submissions in opposition	Reasons / comments
Cherry Avenue	2	<p>Oppose 30 km/h limit for Cherry Avenue, but would support 40km/h while we wait for our long-awaited footpath.</p> <p>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 40km/hr would be more consistent with the 40km/hr speed requirement past Enner Glynn School.</p> <p>Oppose 30km/hr limit for Cherry Avenue. It is a wide, straight road and pedestrians can safely walk off the road on the wide verge, so a reduce speed limit is unnecessary. Instead, Cherry Ave should have a footpath – which the Council proposed to install many years ago.</p>
Beachville Crescent	1	There is not a problem with people going too fast on this road — they drive to the conditions already.
Larges Lane	1	If 40km/h is considered safe around schools then it is safe in Larges Lane.

**Attachment 4 Requests for additional streets or actions
(A2463538)**

1.1 Summary of requests for additional streets to be included in the 30km/h category. These streets were not included in the Statement of Proposal and future speed limit change on them will be considered as part of the larger Speed Management Plan development next year .

- Brook St, Westbrook Terrace and Nile Street (for children walking/cycling to school from the Brook and the Maitai)
- Maori Road (to be consistent with the adjoining Beachville Crescent)
- Springleigh Heights and Farleigh Street. Mr David Marsh spoke t his submission and specifically requested these streets be considered. He requested the 30km/h criteria for the Speed Management Plan include "no exit" streets.
- Lower Toi Toi Street (Victory Square sports and after school times make this a high use road with elevated foot traffic)
- Kawai Street South and Tipahi Street and Tukuka Street (two submissions requested at least a reduction to 40km/h to recognise this neighbourhood is currently going through the Innovative/Living Streets programme)
- Farleigh Street and Dodson Valley Road (should have a speed limit of either 30 or 40km/hr as there has been significant residential growth over the past 10 years)
- Ngatitama Street and Hampden Street (concern about speed and visibility of cars, bikes, scooters and skateboards around the start and end of school)
- Two of the submitters in support of Monaco streets having a 30km/h limit, also requested inclusion of Grace Street (off Point Road, at the beginning of the Monaco Peninsula).
- Change Tosswill Road and Stansell Avenue from 40km/h to 30km/h. (No one adheres to the current speed limit. This is a serious health and safety issue, and speedbumps are needed before lives are lost.) The other issue is the amount of cars that use this road now who do not live on the hill, which is being used as a shortcut. It was noted in oral

submission from Mr Charles Douglas that changing a speed limit will not in itself reduce safety risks — physical changes to the road are necessary such as speed humps and narrowing the road

- A 30km/hr limit could apply for Rocks Road to make the crossing at the bottom of Day's Track safer, in the inexplicable absence of a pedestrian island here.
 - Arrow Street — it would be even better if the whole road (not just the extension) had a 30 km/h limit. 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 speed reduction, at least past the first sharp right hand turn.
 - Support for Fountain Place (10-24) as proposed to be included as a 30km/hour area (currently 40km/hr), but also seeking inclusion of the area of Fountain Road beginning from Haven Road as this is a busy, small, residential no exit street used for parking by commuters, and used by customers of nearby businesses for turning vehicles around, has two public park spaces, including one prior to #10, and it is a heritage precinct which attracts traffic on foot and by car. It also has limited off-street parking, a limited footpath, and non-residents often drive at higher speeds than the current limit of 40km/hr in Fountain Place. This puts at risk the families with young children who live here, as well as pets.
 - 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 Street and Locking Street 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 km/h sign.)
- In addition to the safety issue described above, young people come down Locking or go up to Locking and spin at the intersection of Hampden Street and Kawai Street, creating air pollution in the area.
- Alfred Street (due to the narrowness of this street).

- 1.2 Some of the submissions in support of the whole proposal made additional requests:

- I would also like to see more bike chevrons to remind cyclists and motorists that they are sharing a narrow street, particularly in busy streets like the CBD, Tasman St and the Brook.
- Please support education, adoption and adherence of the new speed limits by providing digital speed feedback signs.
- It would also be awesome if you could keep things like our Railway Reserve, and create other safe places to bike for commuters and families.
- Instead of confusing drivers with an array of variable speeds, first commission a study on upgrading Nelson towards being a bike-friendly city, as have a host of international cities. One possibility is to convert central city streets into one-way streets, 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 additionally alleviate Nelson Central's chronic work-day parking congestion.

Attachment 5
(A2466589)

Temporary Speed Control measures

