

Notice is given that an ordinary meeting of the Tasman Regional Transport Committee will be held on:

Date: Monday 15 April 2019
Time: 9.30 am
Meeting Room: Tasman Council Chamber
Venue: 189 Queen Street
Richmond

Tasman Regional Transport Committee

AGENDA

MEMBERSHIP

Chairperson	Cr S G Bryant
Deputy Chairperson	Cr P F Sangster
Members	Cr C M Maling Cr D E McNamara Cr D J Ogilvie Mr J Harland
Advisers	Mr W Findlater Mr F Hippolite Inspector D Mattison Ms J Murray Ms D Smith

(Quorum 2 members)

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AGENDA

1 OPENING, WELCOME

2 APOLOGIES AND LEAVE OF ABSENCE

Recommendation

That apologies be accepted.

3 DECLARATIONS OF INTEREST

4 PUBLIC FORUM

5 CONFIRMATION OF MINUTES

That the minutes of the Tasman Regional Transport Committee meeting held on Monday, 26 November 2018, be confirmed as a true and correct record of the meeting.

6 PRESENTATIONS

Nil

7 REPORTS

- 7.1 New Zealand Transport Agency Report - SH60 Motueka High Street
Investigation 5
- 7.2 Speed Management Plan Update - Early Public Engagement 19

7 REPORTS

7.1 NEW ZEALAND TRANSPORT AGENCY REPORT - SH60 MOTUEKA HIGH STREET INVESTIGATION

Decision Required

Report To: Tasman Regional Transport Committee

Meeting Date: 15 April 2019

Report Author: Jamie McPherson, Transportation Manager

Report Number: RTRTC19-04-1

1 Summary

- 1.1 The New Zealand Transport Agency has provided a report (**Attachment 1**) to the Tasman Regional Transport Committee regarding the SH60 Motueka High Street Investigation.

2 Draft Resolution

That the Tasman Regional Transport Committee:

1. receives the New Zealand Transport Agency Report - SH60 Motueka High Street Investigation report, RTC19-04-01; and
2. endorses the draft option as detailed in Section 4 of the report and as shown in the drawings in Attachment 1; and
3. recommends to Tasman District Council that they endorse the draft option as detailed in section 4 and as shown in the drawings in Attachment 1.

3 Purpose of the Report

- 3.1 The purpose of this report is to provide an update to the Committee regarding work to develop a draft option for State Highway 60 through central Motueka.

4 Background and Discussion

- 4.1 See attached memorandum (**Attachment 1**) from the New Zealand Transport Agency

5 Attachments

1. Memorandum from New Zealand Transport Agency

7

To Tasman Regional Transport Committee

Cc

From New Zealand Transport Agency (Transport Agency)

Date 15 April 2019

Subject SH 60 Motueka High Street Investigation

1. Purpose

- Update the Tasman Regional Transport Committee following community consultation undertaken in 2017 and subsequent technical work to develop a Draft Option for State Highway 60 through central Motueka.
- Ensure the Tasman Regional Transport Committee acknowledge that the majority of the interventions within the Draft Option are unable to be funded from the National Land Transport Fund as higher ranked priorities exist nationally.
- Seek endorsement of the Draft Option to ensure the work undertaken to date;
 - is not lost and is able to be efficiently picked back up should funding priorities or opportunities change, and
 - to allow the NZTA to complete the business case with a shared understanding of Council's views.

2. Resolution

Receive this update from the New Zealand Transport Agency on the SH60 Motueka High Street Investigation;

Endorses the Draft Option as detailed in section 4 and as shown in the drawings in Appendix 2;

Recommends to Tasman District Council that they endorse the Draft Option as detailed in section 4 and as shown in the drawings in Appendix 2.

3. Background

In 2016, the Transport Agency considered short to medium term improvements for Motueka's High Street on SH60. The investigation confirmed that poorly designed pedestrian crossings were contributing to crashes and improvements to the design and layout of key intersections could improve accessibility and safety for all users.

More detailed investigations started in early 2017 followed by public engagement in June and July 2017. The Transport Agency considered the public feedback and, combined with the outcome of the detailed investigations, arrived at a draft option.

The Tasman District Council is now invited to provide any further feedback on this draft option to enable the completion of this Detailed Business Case.

4. Discussion

4.1 Draft Option

The draft option includes the package of works shown below with their development described in detail in Appendix 1 and shown in Appendix 2.

Location	Description
King Edward Street /Old Wharf Road intersection	Install a new roundabout to improve side road access. The intersection is part of an over-dimension route and the design will allow for use by semi-trailers and HPMVs. Optimising sight lines at the roundabout requires the purchase of private land.
Whakarewa Street / Woodland Avenue	To respond to development on Whakarewa Street a roundabout will be necessary at this intersection in the future. Construction is dependent upon the scale, timing and traffic impacts from future developments.
Zebra crossings on High Street	These will all be replaced with signalised crossings to improve pedestrian safety (with the Tudor Street crossing incorporated into the intersection signals).
High Street/Tudor St. intersection	Install traffic signals to make it easier and safer for pedestrians to cross High Street and Tudor Street, and make it easier for vehicles to turn in and out of Tudor Street.
High Street/Wallace St. intersection	A right turn bay will be provided so that the right turning traffic does not block the through traffic lane. The kerbline on the east side of High Street will be amended.
Pedestrian crossing north of Wallace Street	Pedestrian signals will be installed to improve the safety of pedestrians. No trees will be removed.
Pedestrian crossing south of intersection with Pah Street and Greenwood Street	Pedestrian signals will be installed to improve the safety of pedestrians. Yellow hatching will be installed at the Pah Street /Greenwood Street intersection so that queuing traffic does not block the intersection, enabling some side street turn movements when the pedestrian signals are in use.
High Street- between Pah Street and Poole Street	Provide pedestrian refuge to assist safe crossing.
High St /Parker St/Fearon St intersection	Minor safety works to improve sight lines from Parker Street looking north.
High St between Whakarewa St & Poole St	Provision for cyclists at intersections by marking advanced stop boxes and approach cycle lanes.
High Street parking	Improve off-street parking signage. Remove build outs in front of the museum. Overall High Street parking will be reduced by 27 spaces from 119 to 92.
Local road on-street parking	Overall side street parking will be reduced by 12 spaces (Tudor Street 6 P60 spaces, Old Wharf Road 4 spaces, King Edward Street 4 spaces). Co-share investment with Tasman District Council to develop additional parking opportunities near High Street.
High Street speed limit	Undertake formal engagement to lower speed limit between Whakarewa Street and Poole Street. Consider marking sharrows on High Street to help cyclist placement, priority and driver awareness of cyclists if speeds are reduced.

4.2 NLTF Decision

The pre-implementation and implementation phases of the SH60 Motueka High Street project did not get included in the National Land Transport Programme when it was announced in August 2018.

The assessment resulted in a Medium results alignment and Medium cost-benefit appraisal as assessed against the NZTA's Investment Assessment Framework for GPS 2018. This assessment was not a high enough to rank above other projects when considering the wider national context.

4.3 Next Steps

So that the investigation work done to date and insights gained from the community engagement are not lost the Transport Agency plan to complete the business case. The documentation will need to acknowledge that some of the components of that business case were developed under the guidance of the 2015 GPS that had an efficiency focus that is not as strongly featured in the 2018 GPS.

The key is that the investigation work and community engagement is not wasted and the business case is completed and ready to inform future funding opportunities that may arise.

4.4 Low Cost Low Risk Work Stream

From a safety perspective the highest priority element of the Motueka Town Centre investigation was the intersection of High Street SH60 and King Edward Street. Investigation and design of safety improvements via the Low Cost Low Risk Programme have been included at this location for 2018/19.

5. Conclusion

The Transport Agency has consulted with the community on State Highway 60 through central Motueka in 2017. In considering the public feedback and combined with the outcome of the detailed investigations the Transport Agency has arrived at a draft option that balances the competing demands on High Street.

The project did not receive pre-implementation or implementation funding in the 2018–2021 National Land Transport Programme.

To ensure the work done to date is not lost and is ready for any future funding opportunities should they arise the Transport Agency is seeking Council's feedback and endorsement of the Draft Option so that the business case can be finalised on a shared understanding of the preferred short to medium term interventions.

APPENDIX 1– Council Consultation Document

Motueka High Street Investigation

Draft option

March 2019



APPENDIX 1– Council Consultation Document

1. BACKGROUND / CONTEXT

The NZ Transport Agency is seeking to complete a Detailed Business Case into short to medium term improvements for Motueka's High Street on SH60. This investigation commenced in 2016 but was put on hold following the release of the Government Policy Statement (GPS) in 2018.

In completing the final components of this investigation, the Transport Agency has reviewed this existing draft option report in view of the GPS and the Transport Agency's focus on issues of safety, access and proactive modal shift. This has resulted in some amended wording but has not changed the recommended draft package of works.

State Highway 60 (SH60) through Motueka High Street is a two-lane road with on-street parking on both sides, intersections with local roads and high numbers of pedestrians. The road is critical for through traffic and facilitates local and regional economic growth. It carries approximately 13,000 vehicles per day, increasing to 16,000 in the summer peak. The through traffic and local access from side roads combine to create a complex environment for road users in the town centre. This has given rise to concerns about safety (particularly for pedestrians) and local access during the summer when High Street is congested.

In 2016, the NZ Transport Agency considered short to medium term improvements for Motueka's High Street on SH60. We confirmed that poorly designed pedestrian crossings were contributing to crashes and improvements to the design and layout of key intersections could improve accessibility and safety for all users. More detailed investigations started in early 2017 followed by public engagement in June and July 2017. The Transport Agency considered the public feedback and, combined with the outcome of the detailed investigations, arrived at a draft option. The Tasman District Council is now invited to provide feedback on this option to enable the completion of this Detailed Business Case.

2. OBJECTIVES

The project objectives, developed in consultation with key stakeholders, are to:

- improve the safety of pedestrians on High Street (SH60) by reducing the number of pedestrian injury crashes;
- improve road safety on High Street (SH60) by reducing the number of vehicular injury crashes.
- improve the current LoS on side roads at key High Street (SH60) intersections¹ until at least 2024;
- maintain the current level of service (LoS) for through traffic on High Street (SH60)² until at least 2024;

In summary, the project aims to improve High Street pedestrian and vehicular safety, and local road accessibility, while maintaining High Street traffic flows.

For High Street/SH60 intersections, a decline or improvement in the level of service/accessibility (LoS) is indicated by the actual delay and the perception of that delay by motorists. These levels of service are categorised as:

¹ from LoS F in 2016 to LoS D in peak hour

² at key intersections target LoS B in peak hour

APPENDIX 1– Council Consultation Document

LoS A	Primarily free-flow operation, delay at intersections is minimal.
LoS B	Reasonably unimpeded operation, delay at intersections is not significant.
LoS C	Stable operation, longer queues at intersections may contribute to lower travel speeds.
LoS D	Less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed.
LoS E	Unstable operation and significant delay. At or close to capacity.
LoS F	Flow at extremely low speed. Congestion is likely occurring at intersections, as indicated by high delay and extensive queuing. The amount of traffic approaching exceeds that which can pass it.

In similar environments elsewhere, a LoS D, E and F for side roads is considered appropriate at peak times because this avoids over-investment and results in more efficient design and use of infrastructure. Delays are normally acceptable and expected by users during peak periods.

3. PROPOSAL DEVELOPMENT

Our investigation identified problems with access from side roads on to High Street/SH60 that were leading to driver frustration and unnecessary risk-taking. Other problems included the safety of vulnerable road users such as cyclists and issues with pedestrian crossings.

The draft option was determined following:

- A workshop with stakeholders to develop and agree to the problems, benefits and objectives; review previous work; and identify a long list of options;
- A multi-criteria analysis to determine a shortlist of options that made the most contribution to the objectives, as well as other criteria including social, environmental and economic contributors;
- Development of the short list into a set of options for consultation;
- Community consultation during June/July 2017;
- Further analysis using traffic modelling and economic assessment to identify a draft option.

Consultation showed community support for:

- roundabouts at the King Edward Street/Old Wharf Road and Whakarewa Street/Woodland Avenue intersections;
- minor improvements at the Parker Street/Fearon Street intersection
- a lower speed limit;
- improved parking signage; and
- safety improvements for cyclists.

In the central shopping area, there was support to:

- remove the zebra crossings;
- install traffic lights at the Tudor Street T-intersection and Pah Street/Greenwood Street cross roads;
- signalise the crossing point just north of Wallace Street.

People expressed concern about the loss of parking on High Street, particularly with the addition of a right turn bay at Wallace Street. As a result, we undertook further work on the options following consultation feedback and conducted more detailed traffic modelling analysis. The outcomes were:-

- Loss of on-street parking could be mitigated to some extent by realigning the traffic lanes at Wallace Street.
- Introducing traffic lights at the intersection of Pah Street/Greenwood Street would create considerably longer queues at peak times and more delay and associated impacts for High Street. As a result, the draft recommendation includes pedestrian signals just south of the Pah Street/ Greenwood Street intersection rather than a full set of traffic lights. This will improve side road access to a lesser extent.

APPENDIX 1– Council Consultation Document

- The roundabout at the Whakarewa Street/Woodland Avenue intersection is not currently economically justified, but the option should be retained and reconsidered if development in the local area predicts side road traffic delays at this intersection lower than LoS D.

The draft option provides the best combination of improvements to address the issues related to pedestrian safety, overall safety and road access, whilst maintaining the flow of through traffic on High Street to an acceptable LoS. It offers safety and accessibility improvements with a benefit cost ratio between 3 and 5 against a preliminary cost estimate of between \$5M and \$7M.

When assessed overall against the project objectives, the draft option delivers:

Objective	Target	Existing	Draft option
Pedestrian injuries	reduce the number of pedestrian injury crashes over 5 years to less than 6	10 (2012–2016)	Predicted to reduce from 10 to 7
Overall crashes	reduce the number of vehicular injury crashes over 5 years to less than 10	21 (2012–2016)	Predicted to reduce from 21 to 17
Key side road intersections*	Peak hour LoS F in 2016 improving to LoS D until 2024	Worst movements are all LoS F, except for Tudor Street which currently has LoS E	<ul style="list-style-type: none"> • King Edward Street / Old Wharf Road intersection improves to LoS C • Tudor Street right turn improves to LoS C • Whakarewa Street improves to LoS D • Pah Street / Greenwood Street improves to LoS D
High Street through traffic	Peak hour LoS B at key intersections until 2024	Peak hour LoS B	Peak hour LoS decreases slightly to LoS C

* After the initial improvements, side road LoS will decrease over time as State Highway and side road traffic volumes increase

Improvements are proposed for specific sites along High Street/SH60 based on value for money returns. They include intersection improvements, pedestrian crossing improvements, and a reduced speed environment. The site-specific improvements are expected to reduce the 5-year pedestrian injury crash rate by 30% and the number of vehicle crashes by 20% for the length of the corridor. Additional intersection improvements, such as a roundabout at Whakarewa Street/Woodlands Avenue, may be triggered by increasing traffic.

The draft option is expected to improve pedestrian safety and side road access onto the State Highway and will contribute to an overall reduced level of risk for all road users. Over the next 10 years, the proposed improvements will also protect the LoS for through traffic. The proposed improvements are expected to raise the LoS to LoS C by 2027, compared to LoS F if no action is taken.

Evidence indicates negligible delays on High Street, except over the summer peak period, where delays of up to five minutes occur. Over time, delays through Motueka are likely to increase, but while these delays only occur over the summer, coinciding with the tourist season, there is insufficient evidence for the Transport Agency to progress alternative solutions. An appropriate mechanism to ensure an effective long-term solution is via Tasman District Councils land use / structure planning development.

APPENDIX 1– Council Consultation Document

4. DRAFT OPTION

The draft option includes the package of works shown below and illustrated in Attachment 1.

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High Street speed limit	Undertake formal engagement to lower speed limit between Whakarewa Street and Poole Street. Consider marking <u>sharrows</u> ³ on High Street to help cyclist placement, priority and driver awareness of cyclists if speeds are reduced.

³ A sharrow ('shared lane arrow') is a double-chevron road marking indicating a shared cycle/vehicle lane. It warns motorists that the road is part of a cycle route and it encourages cyclists to use more of the lane where there is potential danger (e.g. from parked cars), but not enough room for a dedicated cycle lane.

APPENDIX 1– Council Consultation Document

5. NEXT STEPS

Following feedback from Tasman District Council, the Detailed Business Case will be completed.

ORIGINAL SIZE A1



INDICATIVE LAYOUTS ONLY, SUBJECT TO FURTHER DETAILED DESIGN - NOT FOR CONSTRUCTION

80509523-01-001-G002

7.2 SPEED MANAGEMENT PLAN UPDATE - EARLY PUBLIC ENGAGEMENT**Information Only - No Decision Required**

Report To: Tasman Regional Transport Committee

Meeting Date: 15 April 2019

Report Author: Jamie McPherson, Transportation Manager

Report Number: RTRTC19-04-2

1 Summary

- 1.1 In 2016, Tasman District Council, in partnership with the New Zealand Transport Agency (NZTA) began development of a draft Speed Management Plan (SMP) for Tasman District. Oversight of development of this draft SMP was delegated by the Council to the Tasman Regional Transport Committee (RTC).
- 1.2 The SMP was developed in response to NZTA publishing the NZ Speed Management Guide. This guide introduced a general concept of 'Safe and Appropriate Speeds' based on road type and use, and the SMP is intended to direct Tasman's approach to progressively implementing 'Safe and Appropriate Speeds'.
- 1.3 Road safety performance in New Zealand and Tasman District has deteriorated since 2016, as evidenced by the increasing number of fatal and serious injury crashes occurring on our roads. Council staff consider that one possible response to help improve road safety is to take a more proactive approach to implementing safe and appropriate speed limits.
- 1.4 The Council has been considering various speed limit reviews after asking the community in late 2018 to nominate roads where they had concerns about safety due to speed.
- 1.5 In appraising which roads may require speed limit reviews, it is evident that it is difficult to simply confine speed limit reviews to just the nominated or higher risk roads.
- 1.6 The Council, in consultation and collaboration with road safety partners including the Police, ACC, Nelson City Council and NZTA intend to test the pace and appetite for more wide-ranging speed limit changes with the community using a survey.
- 1.7 Results from the proposed survey can then be used to inform a revision of the draft SMP. This will be brought to the RTC after the survey results are known.

2 Draft Resolution

That the Tasman Regional Transport Committee receives the Speed Management Plan Update - Early Public Engagement report, RTC19-04-02.

3 Purpose of the Report

- 3.1 This report informs the Committee of Tasman District Council's proposal to undertake a public survey to gauge our community's attitudes to speed, to help inform a revision of Tasman's draft Speed Management Plan and provide clear direction on how Tasman will implement safe and appropriate speeds on our road network.

4 Background and Discussion

- 4.1 In 2016, NZTA published the NZ Speed Management Guide (the Guide) which was one of the actions in the Safer Journeys Safer Speeds Programme. This guide introduced a general concept of 'Safe and Appropriate Speeds' based on road type and use. According to the guide, many (if not all) of our rural roads have a safe and appropriate speed of 80km/h or less. Many residential streets have a safe and appropriate speed of 40km/h.
- 4.2 Also in 2016, Tasman District Council in partnership with NZTA began development of a draft Speed Management Plan (SMP) for Tasman. Oversight of development of this draft SMP was delegated by the Council to the Tasman Regional Transport Committee (RTC).
- 4.3 Subsequent direction from the RTC was that the draft SMP should take a measured approach to speed limit changes, focusing on the highest risk roads and speeds near schools.
- 4.4 The draft SMP was never finalised or consulted on. However, the Council has been using the principles within it when considering requests for speed limit changes.
- 4.5 In 2017, the new Land Transport Rule: Setting of Speed Limits 2017 (the Rule) was published. This legislated the approach to speed management outlined in the Speed Management Guide and, among other things, requires "Road Controlling Authorities (RCAs) to set speed limits that are, in the RCA's view, safe and appropriate". It also requires NZTA to develop and maintain information about speed management in relation to public roads.
- 4.6 Road safety performance in New Zealand and Tasman has District deteriorated since 2016, as evidenced by the increasing number of fatal and serious injury crashes occurring on our roads (Figure 1). Council staff consider that one possible response to help improve road safety is to take a more proactive approach to implementing safe and appropriate speed limits.

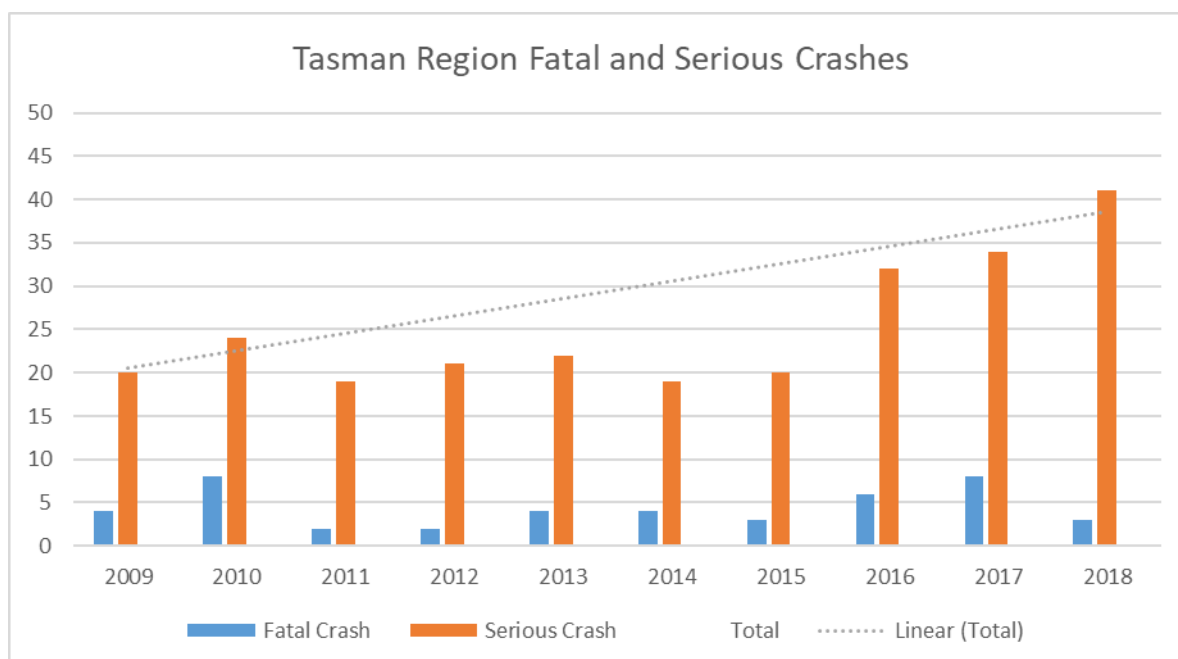


Figure 1. Trend of fatal and serious crashes on Tasman District roads (state highways and local roads)

- 4.7 The most notable speed limit changes in Tasman recently involved a joint proposal with NZTA and the Council for speed limit changes on SH60 from McShane Road to Maisey Road, which resulted in this section of SH60 and a number of connected local roads reducing from 100km/h to either 80km/h or 60km/h in December 2018. These changes were widely supported by the community and key stakeholders to improve safety and have been successful in terms of road user acceptance and risk/safety outcomes.
- 4.8 The Council has been considering other speed limit reviews recently after asking the community in late 2018 to nominate roads where they had concerns about safety due to speed. About 50 submissions were received.
- 4.9 In appraising which roads may require speed limit reviews, it is evident that it is difficult to simply confine speed limit reviews to just the higher risk roads. The interconnected nature of our roading network means that isolated speed limit reviews on particular roads run the risk of creating inconsistent speed limits, which goes against the intent of the Guide and the Rule, and could be confusing to road users.
- 4.10 The Council, along with road safety partners including Police, ACC, Nelson City Council and NZTA, intend to test the pace and appetite for more wide-ranging speed limit changes with the community. It is important that any changes to our speed limits are underpinned by community support and understanding. We propose to launch a public survey during Road Safety Week (6-12 May 2019) so we can better understand community attitudes to speed.
- 4.11 Results from the proposed survey can be used to inform a revision of the draft SMP. This will be reported to the RTC after the survey results are known.

5 Options

- 5.1 Not applicable for this information report.

6 Strategy and Risks

- 6.1 The Ministry of Transport are currently working on a new Road Safety Strategy which may include elements of 'Vision Zero'. A fundamental concept within "Vision Zero" is that there is no acceptable number of deaths or serious injuries on our road network. This Strategy is expected to be consulted on during 2019.
- 6.2 An updated Tasman Speed Management Plan, and subsequent implementation of safe and appropriate speed limits, will be a key part of improving safety outcomes on Tasman's roads.

7 Policy / Legal Requirements / Plan

- 7.1 The Tasman Regional Land Transport Plan (RLTP) has a regional objective that "Communities have access to a safe transport system", with a measure of success of "reducing the trend in deaths and serious injuries on the Top of the South transport network".
- 7.2 Current actual performance (Figure 1) shows that there is an increasing trend in deaths and serious injuries in Tasman. Therefore, this RLTP objective is not being met. The implementation of safe and appropriate speed limits is one intervention which will help improve this performance and contribute to the RLTP objective.

8 Consideration of Financial or Budgetary Implications

- 8.1 Nil

9 Significance and Engagement

- 9.1 Road safety is of high interest and significance to our community. Speed limits is a regularly-debated topic within communities. This is why we would like to directly survey our community on their attitudes to speed and safe and appropriate speed limits.

10 Conclusion

- 10.1 Road safety performance in New Zealand and Tasman has deteriorated since 2016, as evidenced by the increasing number of fatal and serious injury crashes occurring on our roads. Council staff consider that one possible response to help improve road safety is to take a more proactive approach to implementing safe and appropriate speed limits.
- 10.2 The Council, in consultation and collaboration with road safety partners including the Police, ACC, Nelson City Council and NZTA intend to test the pace and appetite for more wide-ranging speed limit changes with the community using a survey.
- 10.3 Results from the proposed survey can be used to inform a revision of the draft SMP. This will be reported to the RTC after the survey results are known.

11 Next Steps / Timeline

- 11.1 The survey will be developed during April 2019 and launched in May during road safety week (6-12 May 2019).

11.2 Results will be brought to a future Committee meeting.

12 Attachments

Nil