

WORKSHOP MATERIAL

Date of Release: 20 July 2023

Workshop: Regional Pest Management Joint Committee

Date: Tuesday, 4 April 2023

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Branding Nelson Tasman's new public transport service

Joint RTC Workshop
4 April 2023



tasman
district council

Te Kaunihera o

te tai o Aorere



Nelson
City Council

Te Kaunihera o
Whakatū

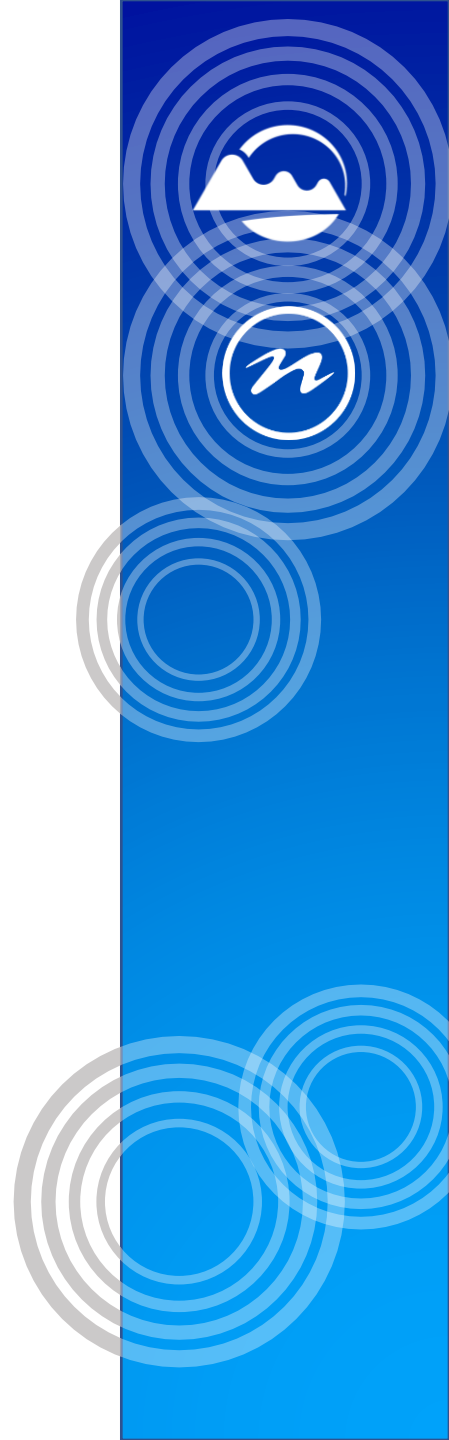
Purpose

- Seek agreement on the name of the new bus service
- Need consensus or majority view to move forward with name of bus, recognising that staff are now on a tight timeline to produce branded timetables at bus stops and other collateral
- Increase understanding of the wider Sustainable Transport brand - Te Ara Tika – The Right Direction as an umbrella brand for all regional transport



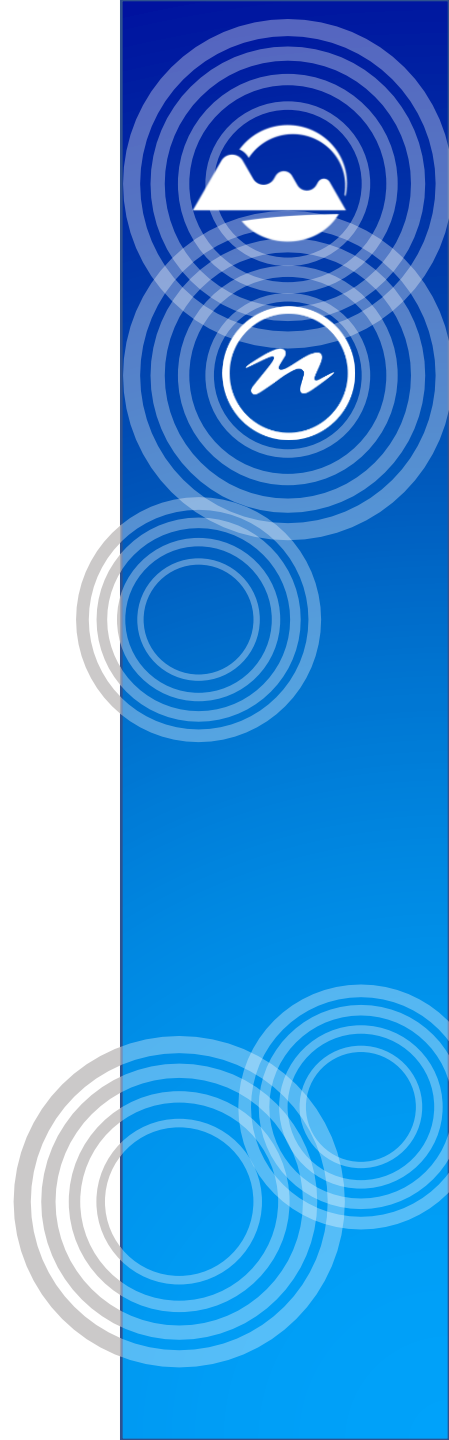
Why rename the buses?

- Greater reach and presence in Tasman
- Opportunity to signal e-buses – new, quieter and more environmentally friendly
- Opportunity to signal better service
 - Greater regularity and consistency
 - New routes
 - Improved real-time information available via bus stop displays and app
- Opportunity to create ownership of the service
- Objective to increase awareness of service and increase use of bus services in Nelson and Tasman



Brand visuals and livery

- Previous RTC indicated general comfort
- Staff have locked these in
- Compatible with all potential brand names
- Supports the Sustainable Transport Strategy in line with cycling and walking strategies, Transport Choices and Streets for People



Button shape = arrow.
Demonstrates forward
movement.



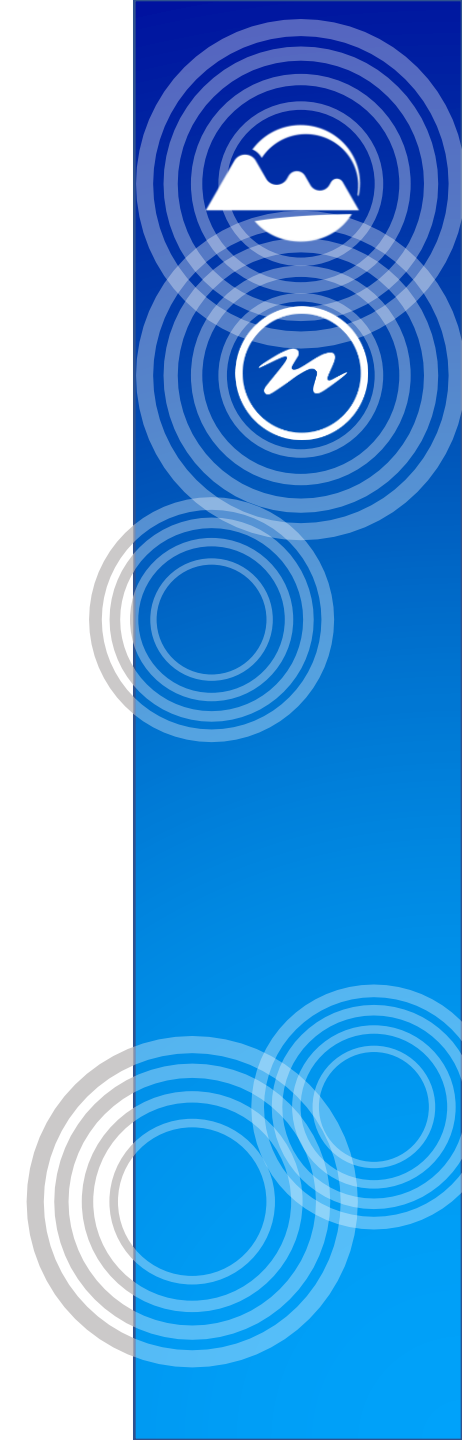
Clean and high
contrast – easy
to read.

Long lines great for
scrolling on apps,
side of buses.

eBus

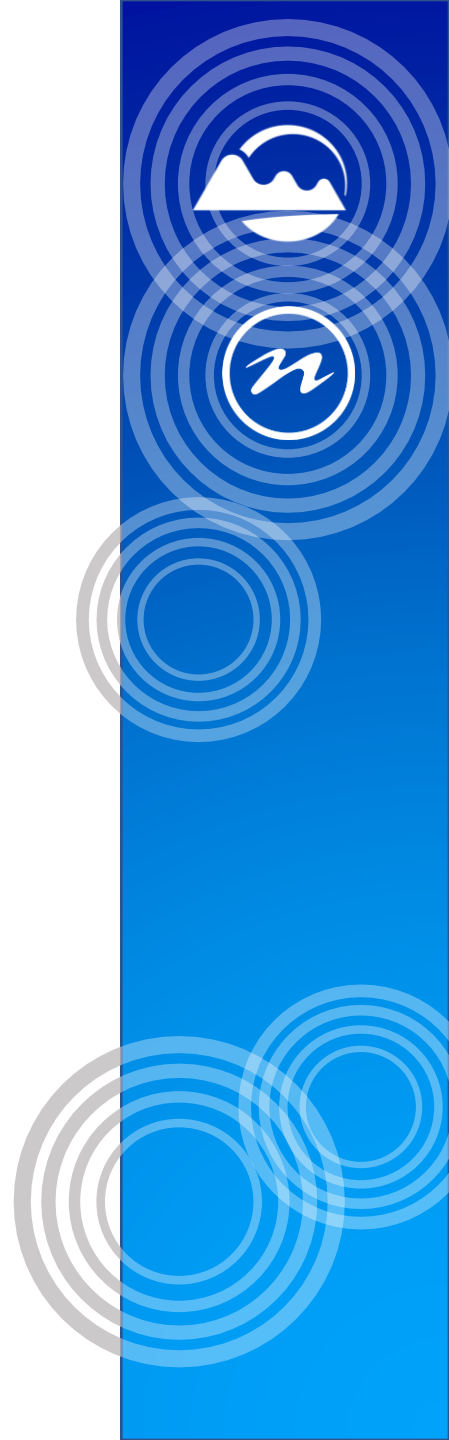
Lines can adapt into
roads/routes/paths
- great for apps,
maps, timetables
and website.

Fresh new look
with colouring that
complements both
Councils.



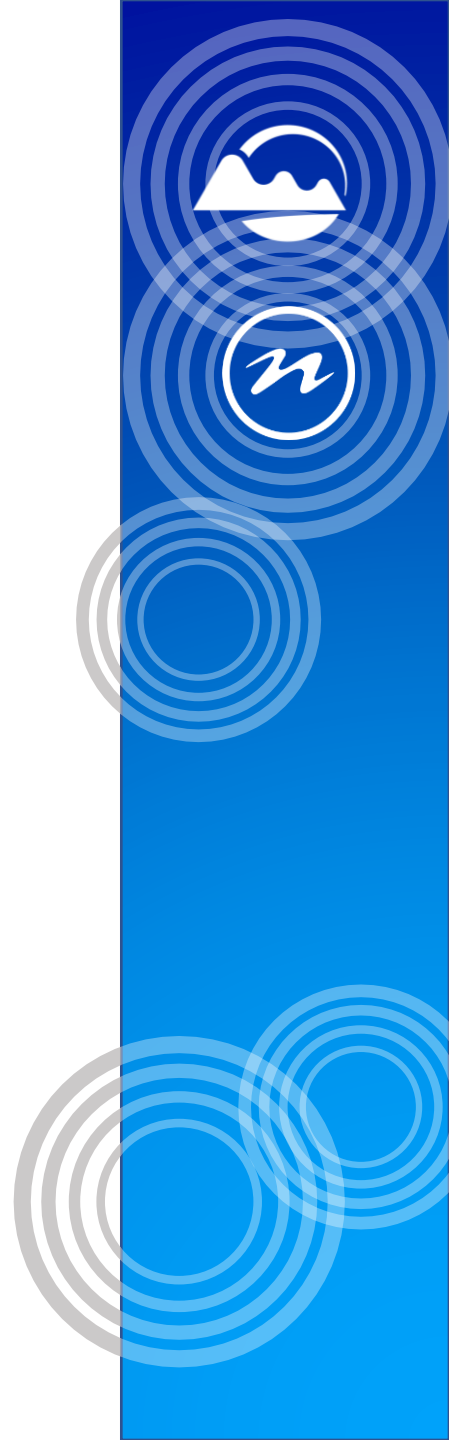
What is re-branding to achieve?

- Signal pan-regional service
- Signal e-buses
- Signal better service information presence
- Be enduring (10 years)
- Create ownership
- Move buses beyond a choice driven by necessity



Long list

- EBus
- MyBus
- UsBus
- NTBus
- NeTBus

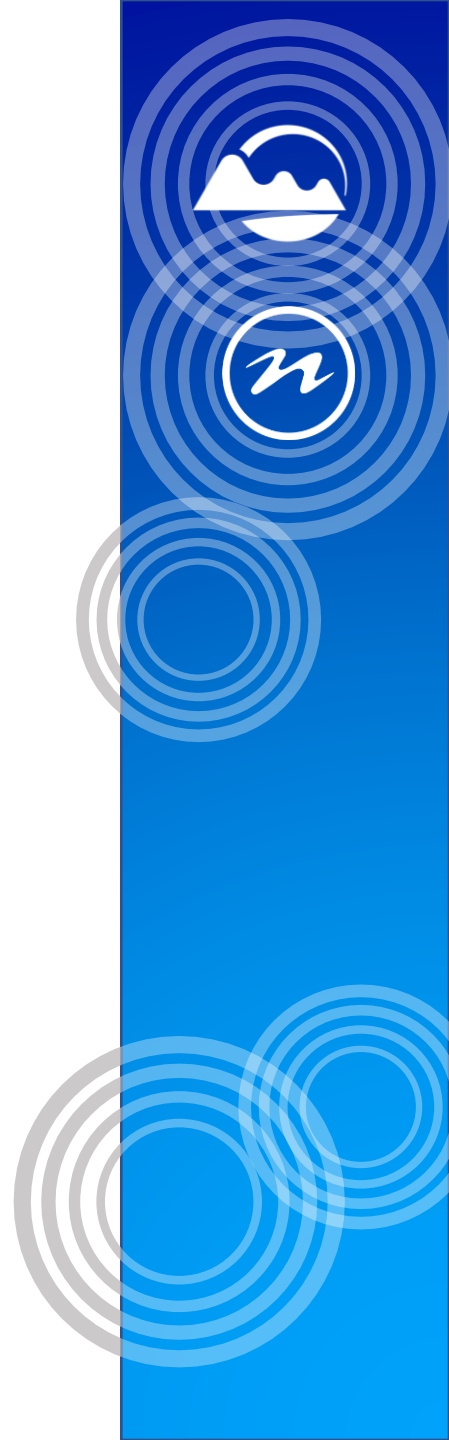


Assessing potential names

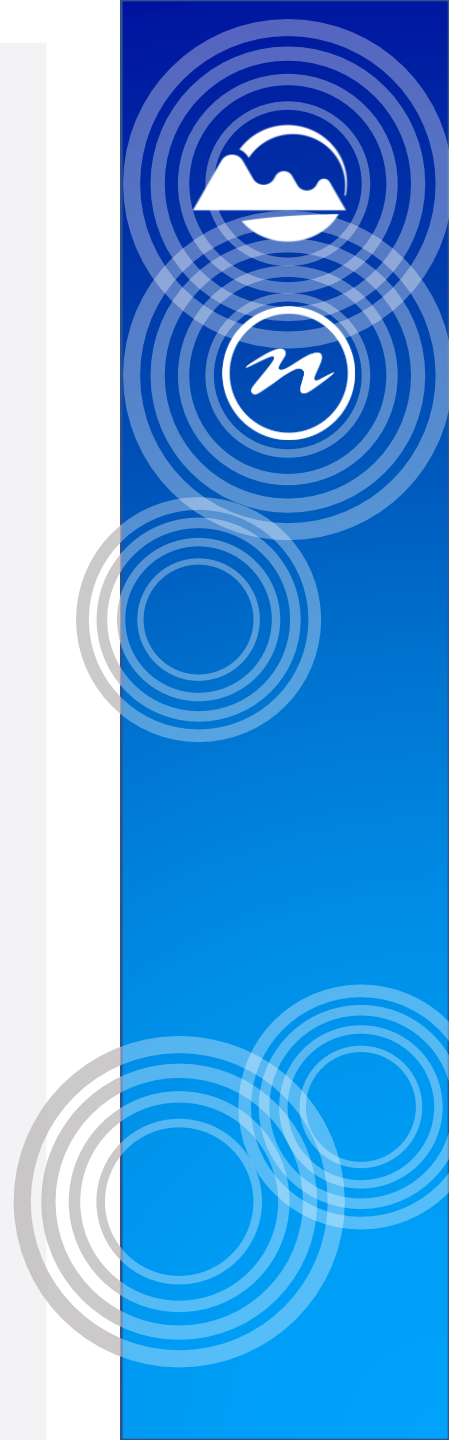
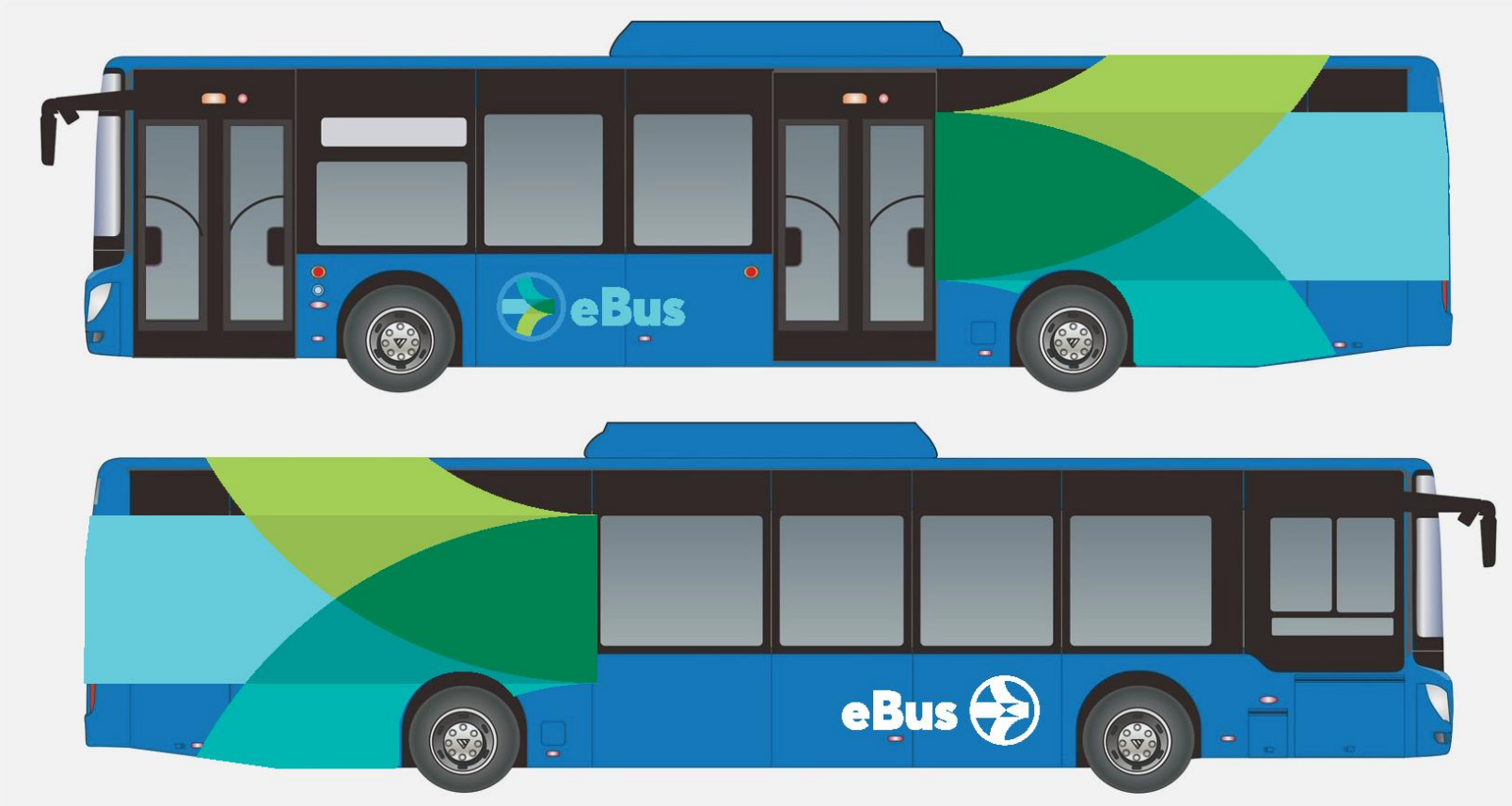
| | Signal pan-regional service | Signal e-buses | Signal better service info | Enduring | Lawful, not trade marked | Create ownership | Bonus attributes |
|--------|-----------------------------|----------------|----------------------------|----------|--------------------------|------------------|------------------|
| NBus | Red | Red | Red | Green | Red | Orange | Orange |
| EBus | Green | Green | Orange | Orange | Green | Green | Green |
| MyBus | Green | Red | Red | Green | Orange | Green | Green |
| UsBus | Green | Red | Red | Green | Green | Green | Green |
| NTBus | Green | Red | Red | Green | Green | Red | Orange |
| NeTBus | Green | Green | Red | Green | Green | Red | Green |

Top Four

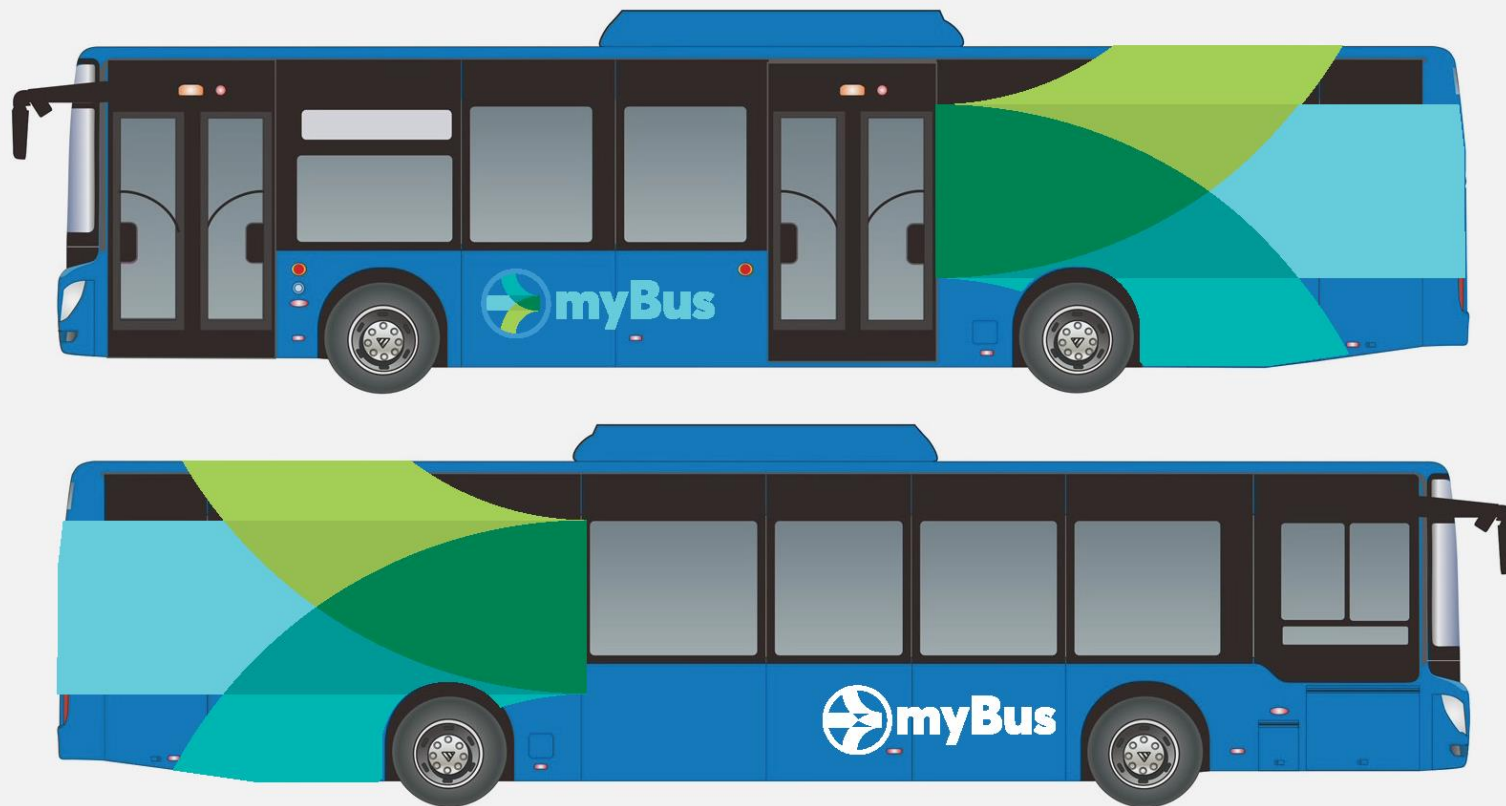
- EBus
- MyBus
- UsBus
- NeTBus



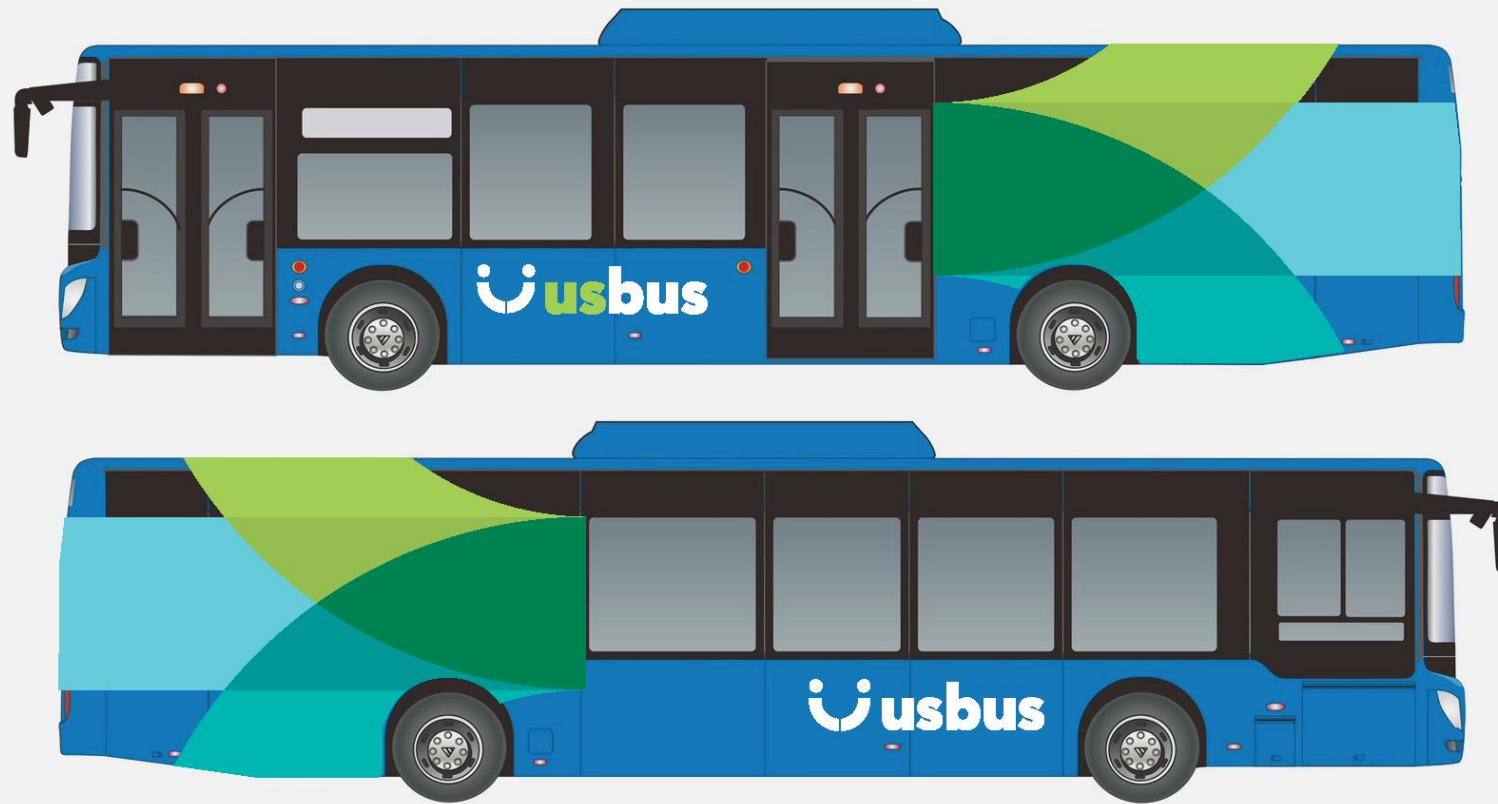
1. eBus



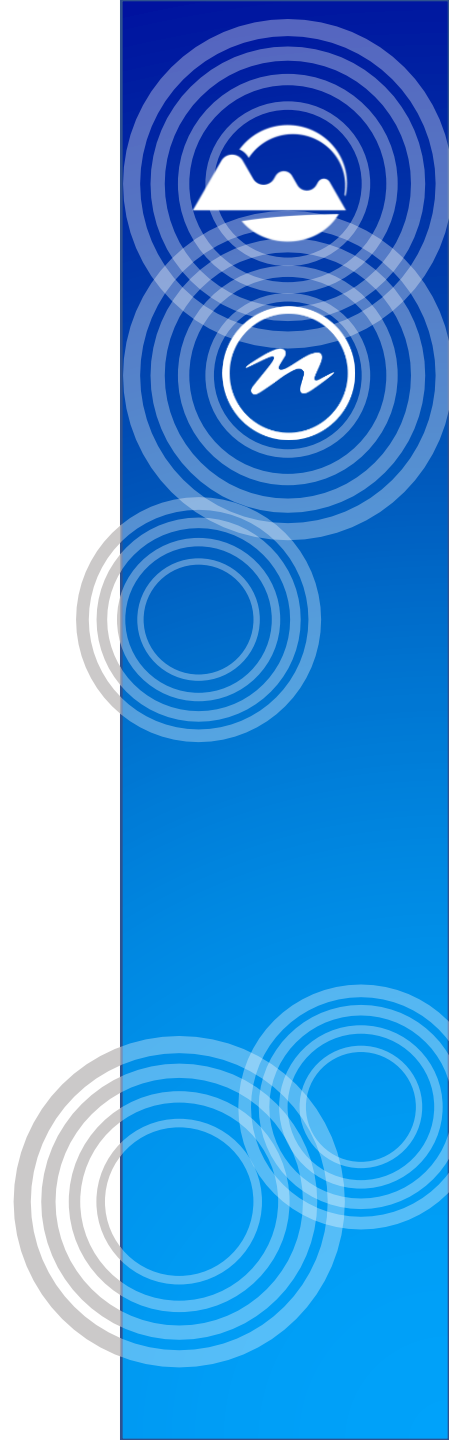
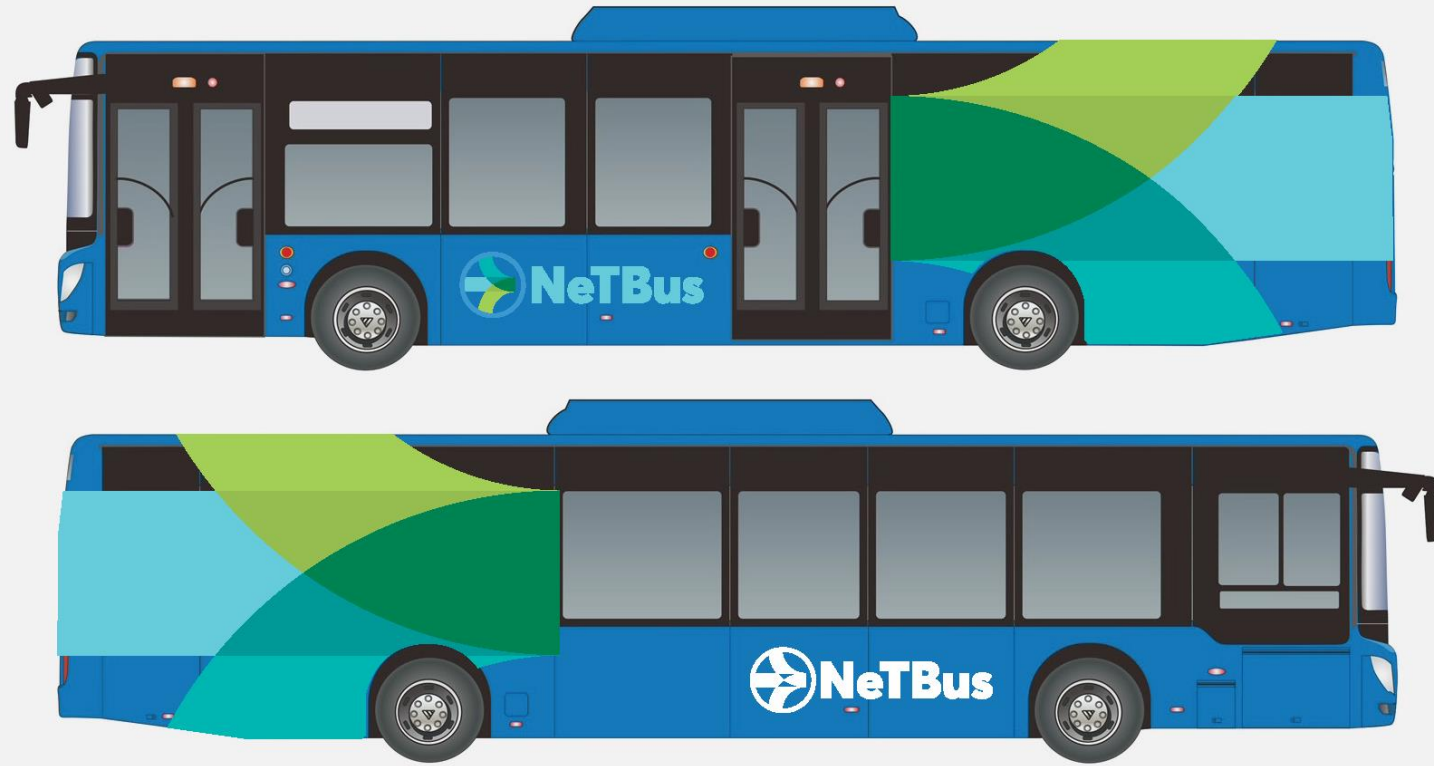
5. myBus



6. usBus

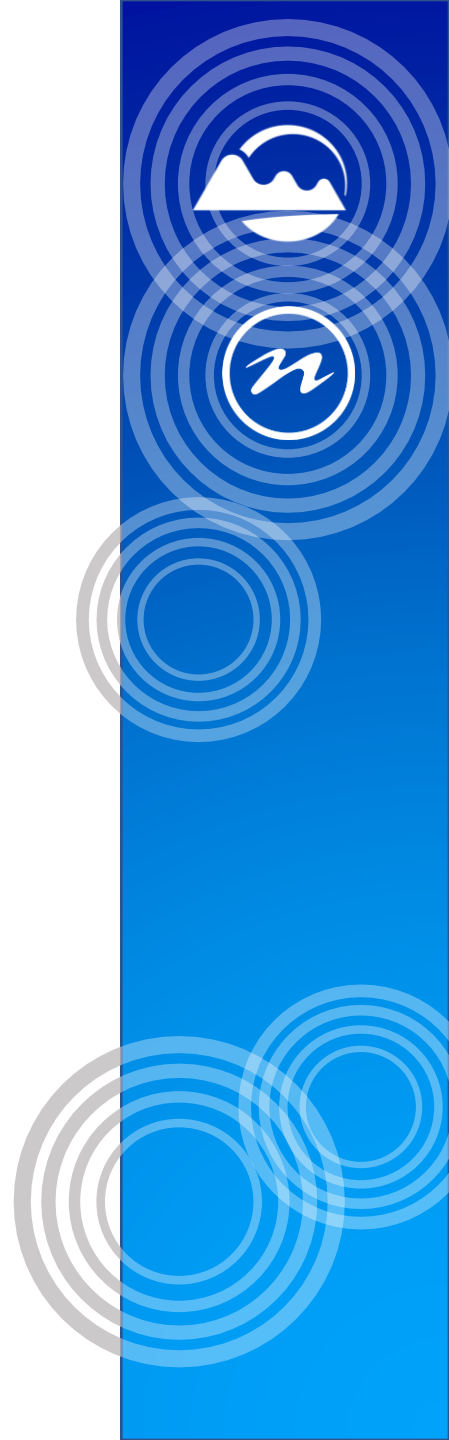


3. NeTBus



Te Ara Tika – the right direction

- Sustainable Transport Brand – an umbrella brand that covers all transport initiatives in Nelson Tasman
- Tested with iwi
- Can be used to bring together multiple environmentally-friendly transport initiatives to raise community awareness of how transport connects in our region
- Staff recommend establishing Te Ara Tika as a brand for transport throughout Nelson once naming of bus service is determined

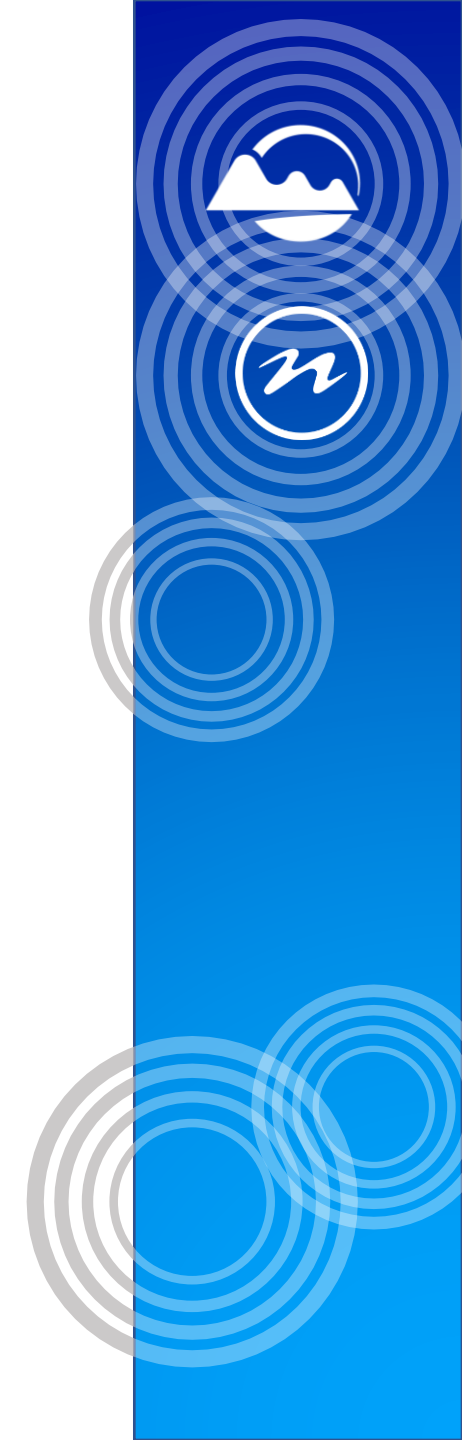


Share with care

We all have a responsibility to look out for other road and shared path users. There is space for people, bikes, cars, walkers, mobility devices and dogs if we all share with care.



THE RIGHT DIRECTION
TE ARA TIKA





Direction sought

- Agree on preferred name for bus service

Regional Land Transport Plan

Joint RTC Workshop
4 April 2023



tasman
district council

Te Kaunihera o

te tai o Aorere

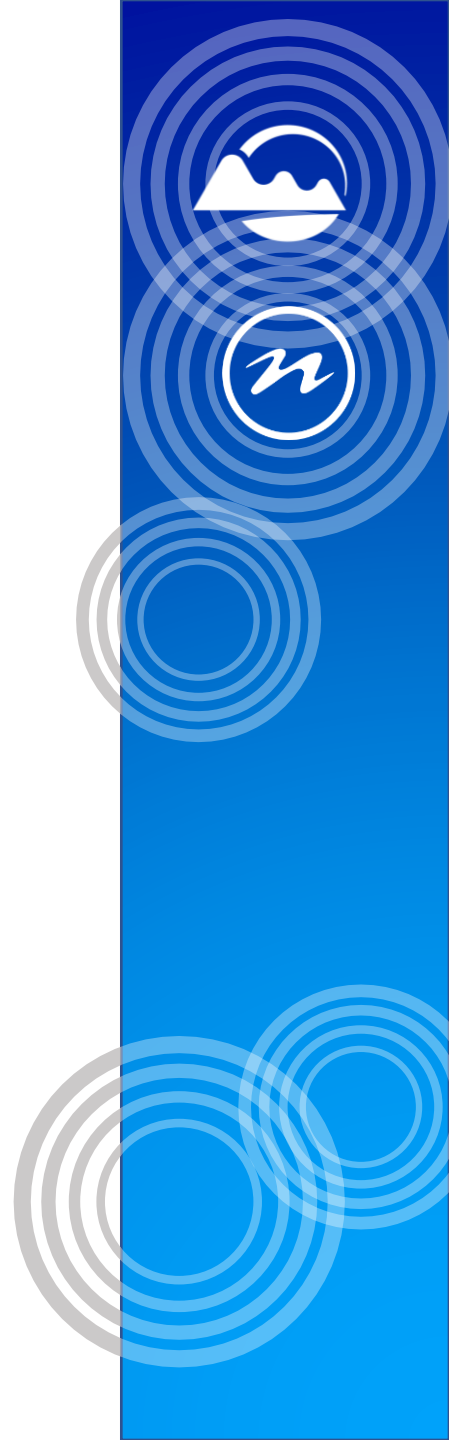


Nelson
City Council

Te Kaunihera o
Whakatū

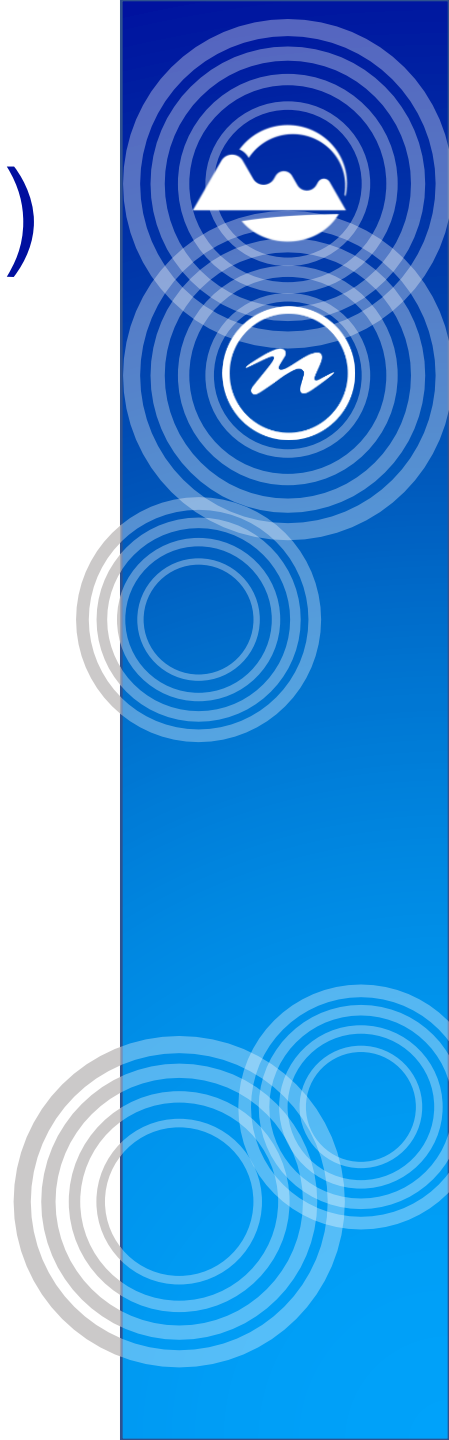
Purpose

- Background of the RLTP
- Transport funding
- Key plans & strategies
- Richmond Programme Business Case programme
- Nelson Future Access Project programme
- **Determine the key transport issues**
- **Prioritise transport issues**

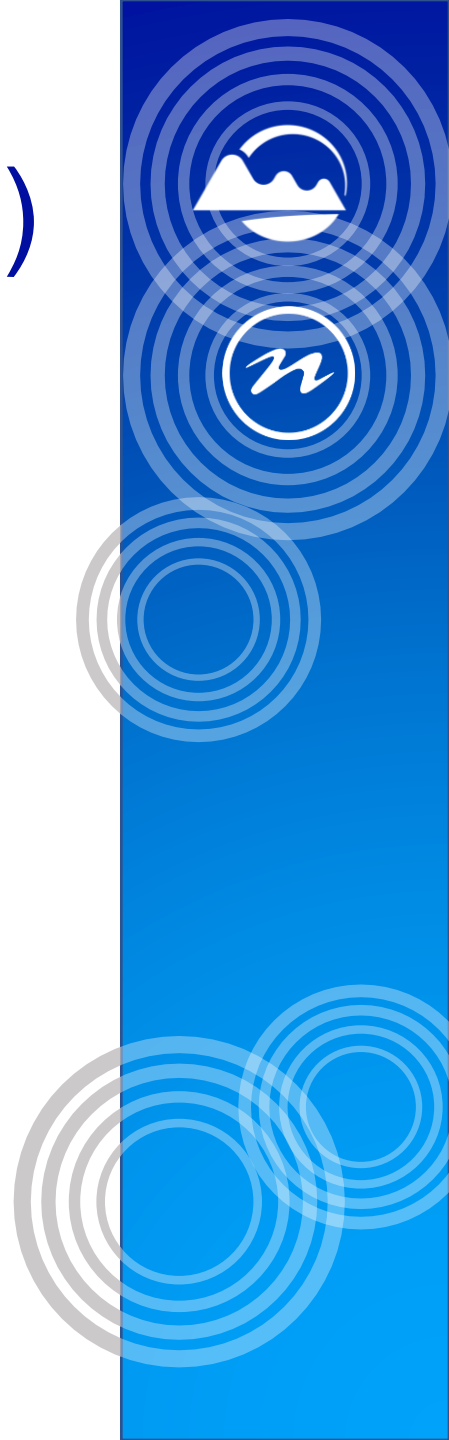
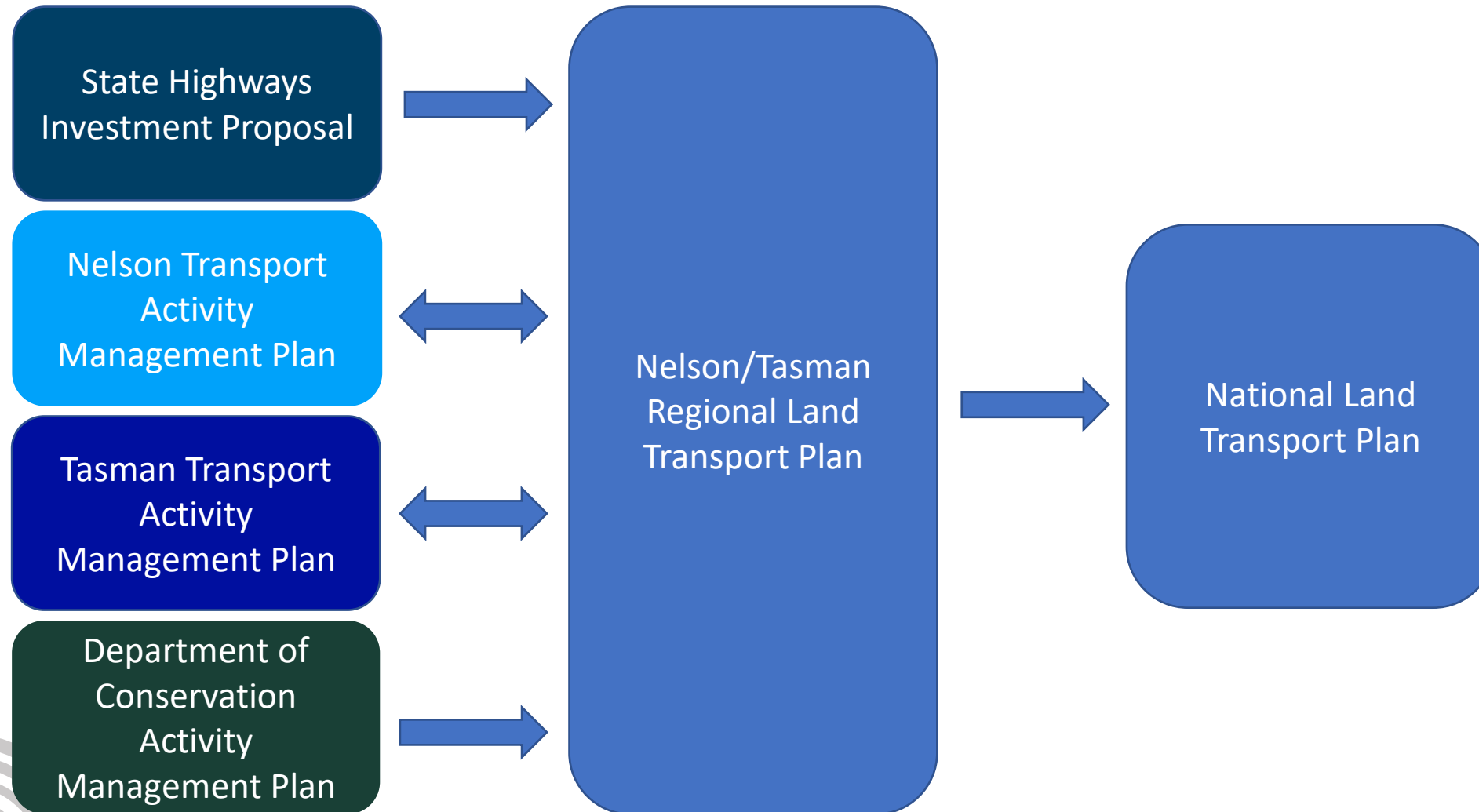


Regional Land Transport Plan (RLTP)

- Required under the Land Transport Management Act 2003
- Must include projects to be eligible for all government transport funding
- Created by RTC, but approved by Council



Regional Land Transport Plan (RLTP)



Regional Land Transport Plan (RLTP)

NLTF Subsidised

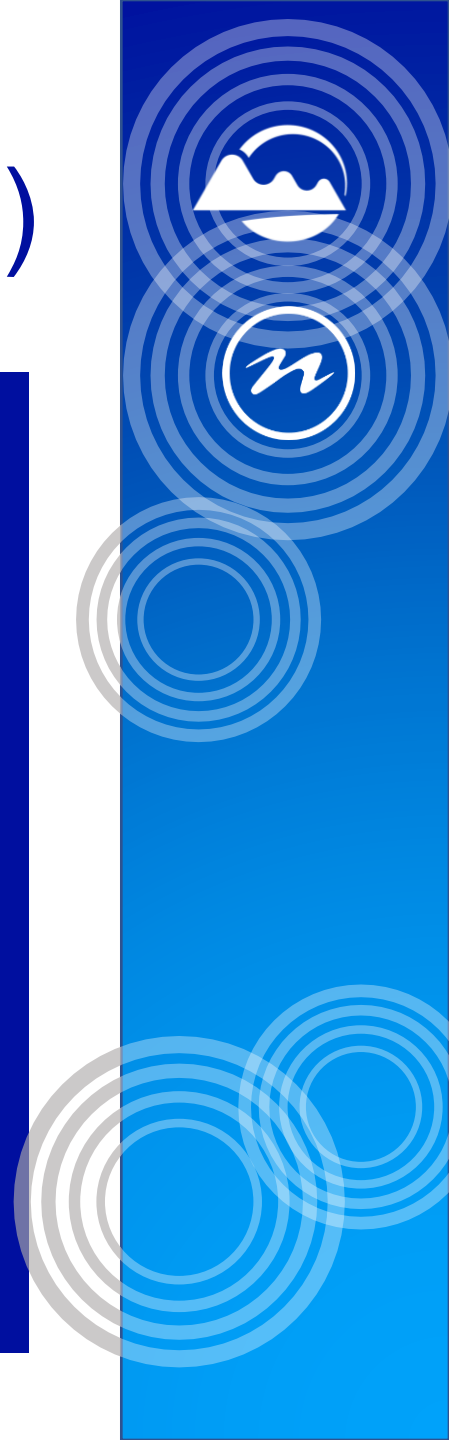
- Local Roads
- Public Transport
- Walking and Cycling
- Safety
- Demand Management
- Activity Planning

Other Subsidised

- Great Rides improvements (MBIE)
- Development unlocking (Kaianga Ora)
- Electrification (EECA)
- Tourism Infrastructure (MBIE)
- Climate Emergency Response Fund (Waka Kotahi)

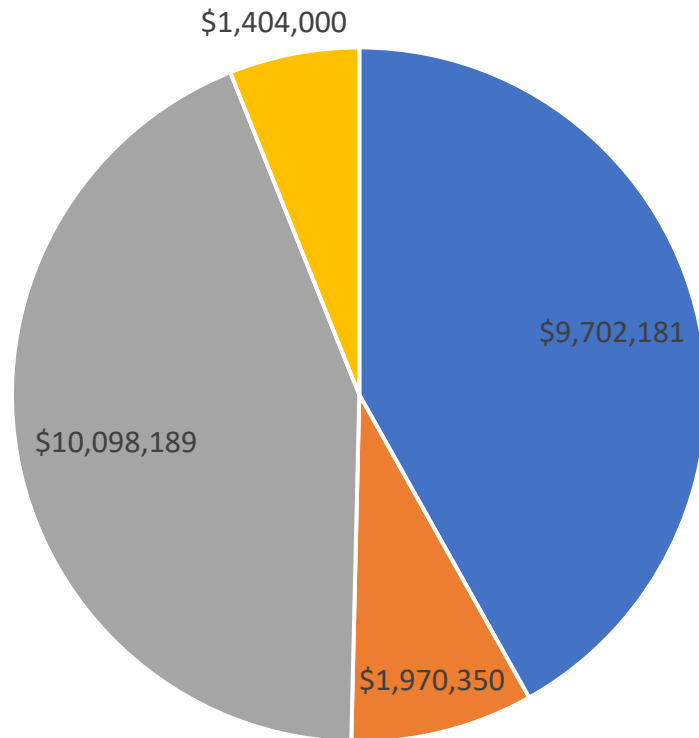
Unsubsidised

- Carparking
- Amenity
- Street Furniture
- Rubbish Bins



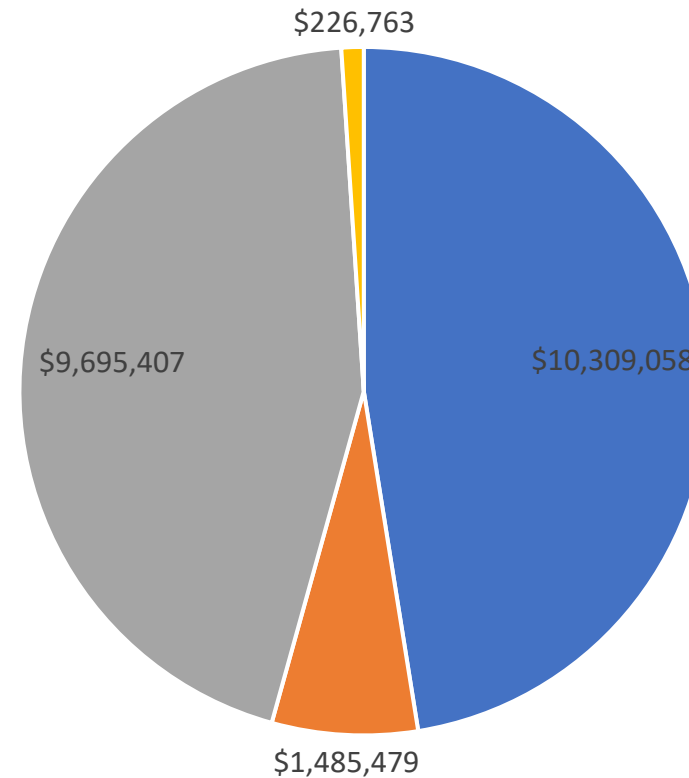
Regional Land Transport Plan (RLTP)

Nelson Transport Funding

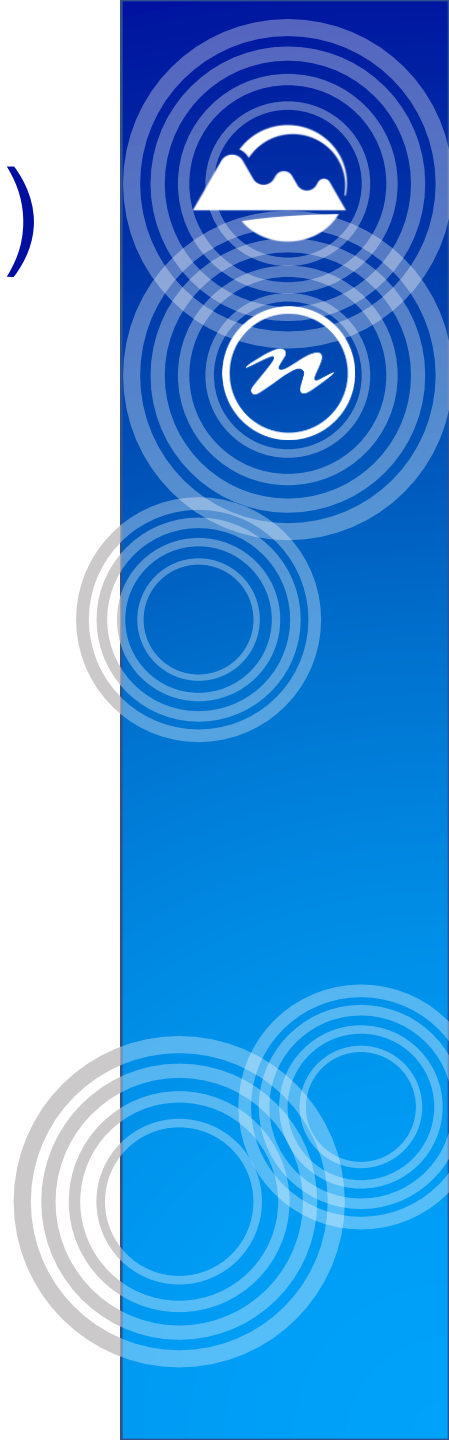


■ Local Subsidised ■ Local Unsubsidised ■ NLTF ■ Other

Tasman Transport Funding



■ Local Subsidised ■ Local Unsubsidised ■ NLTF ■ Other



Regional Public Transport Plan

- 2023
 - New routes
 - Added frequency
 - On-demand Stoke service
 - Interchanges
 - Low-emission buses
 - New branding
- 2026
 - Tasman park and ride facilities
 - Weekend services to Motueka and Wakefield
- 2029
 - Increased frequency on urban routes
- Ongoing
 - Bus stop infrastructure
 - Bus priority
 - Bus promotion
 - Real time information and other technologies



Parking

- Tasman
 - Increased enforcement
 - Support public and active transport
 - Improvements to off-street parking areas
 - Paid parking in Richmond
 - Seasonal provision and enforcement
 - Parking restriction triggers
 - Richmond parking building*
 - Richmond Park and Ride facilities*
- Nelson
 - Prioritise parking on some streets
 - Reserved parking
 - Parking restrictions and charging triggers
 - Parking policies update
 - Investigate new parking technologies
 - City centre parking balance*

* Activities that are in other plans



Richmond and Motueka
town centre parking strategy

2018 – 2038



Parking

| Location | Average Occupancy (%) | Maximum Occupancy (%) |
|----------------------------|-----------------------|-----------------------|
| Millers Acre (Nelson) | 29% | 77% (weekday) |
| Wakatu Square (Nelson) | 67% | 72% (Saturday) |
| Montgomery Square (Nelson) | 38% | 64% (weekday) |
| Buxton Square (Nelson) | 52% | 92% (Saturday) |
| Strawbridge Square (Stoke) | 44% | 61% (weekday) |
| Petrie Carpark (Richmond) | 85% | 93% (weekday) |
| Warring Carpark (Richmond) | 85% | 98% (weekday) |
| Decks Reserve (Motueka) | 83% | 93% (weekday) |
| Library Carpark (Takaka) | 68% | 89% (weekday) |



Active Transport-Tasman

- Walking and cycling network
- Speed Management
- Supporting facilities
- Providing choices
- Better urban design



WALKING AND CYCLING STRATEGY
2022 – 2052



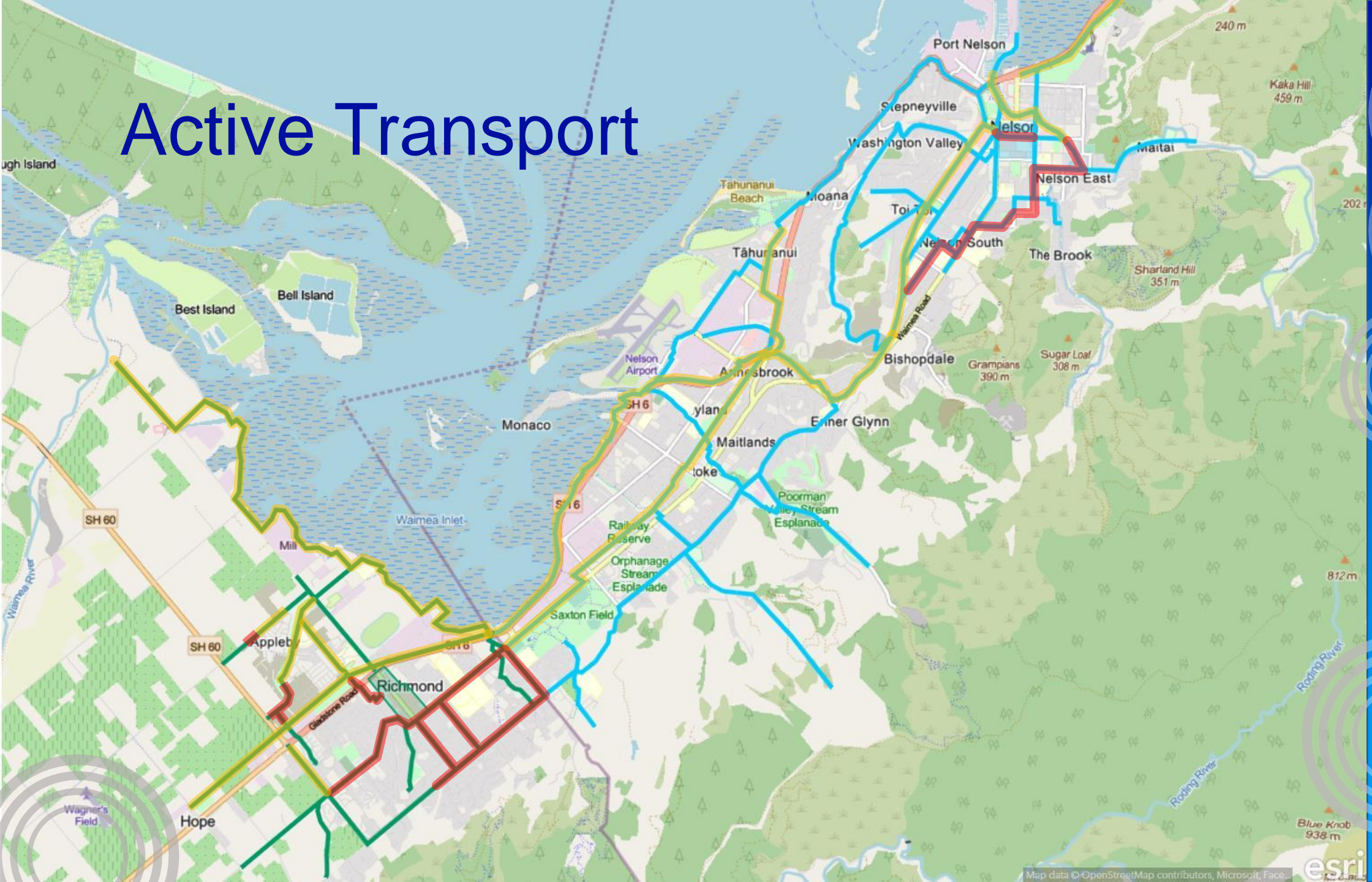
APPROVED ON 26 MAY 2022 (TO BE REVIEWED IN 2027)

Active Transport-Nelson

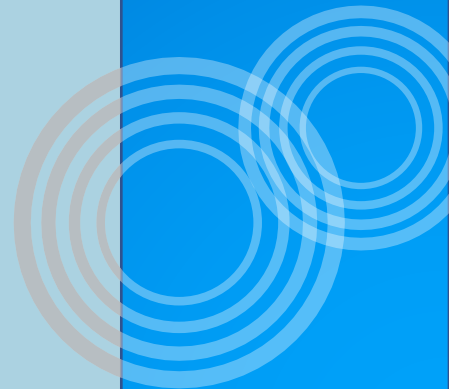
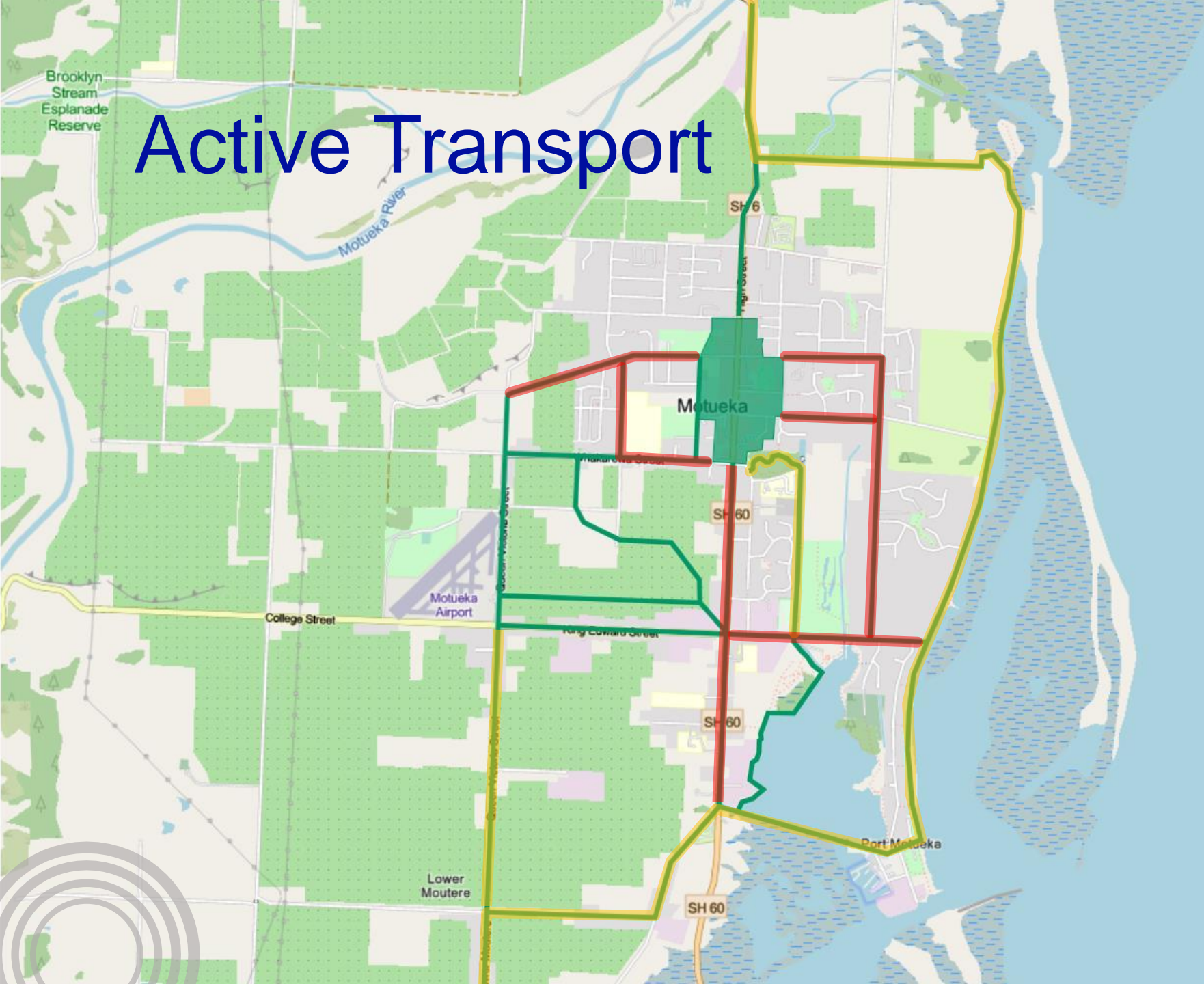
- Adapt design standards
- Network of pathways and cycleways
- Lowering vehicle speeds
- Improved urban form
- Supporting programmes



Active Transport

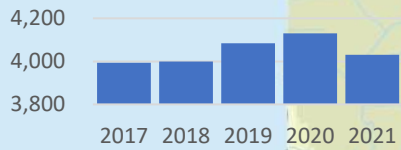


Active Transport



Traffic

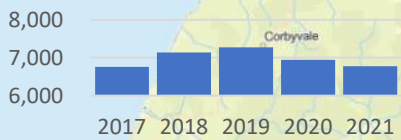
Takaka



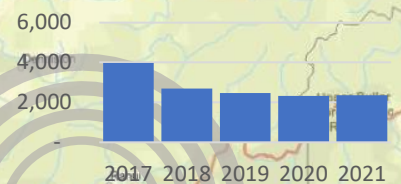
Motueka



Ruby Bay



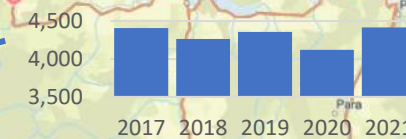
Murchison



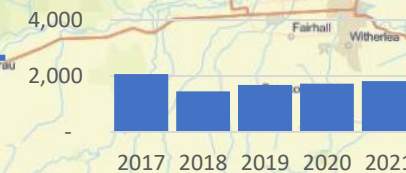
Hira



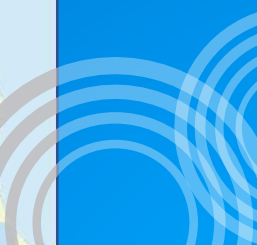
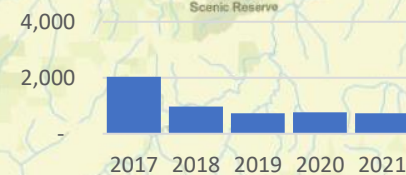
Wakefield



Clark Valley

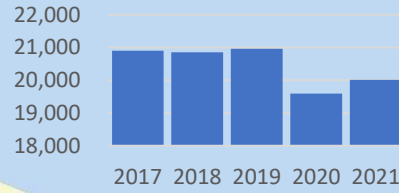


St Arnaud

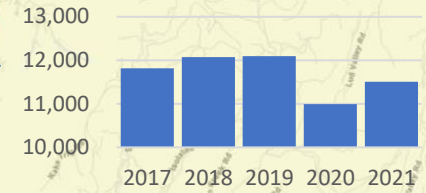


Traffic

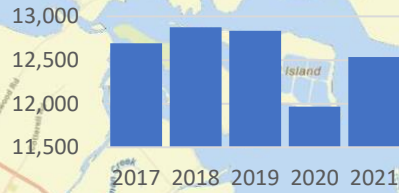
Rocks Road



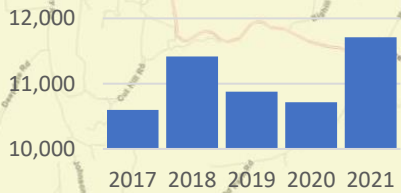
QE2 Drive



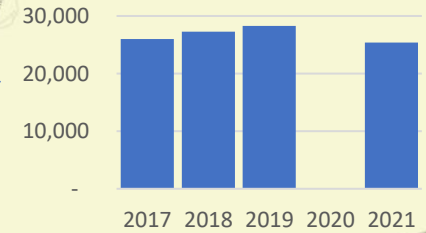
Whakatu Drive



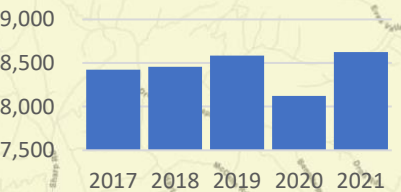
Appleby Highway



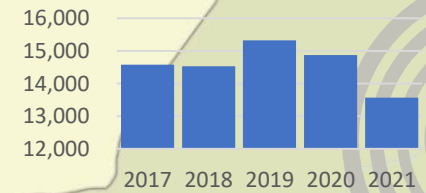
Waimea Road



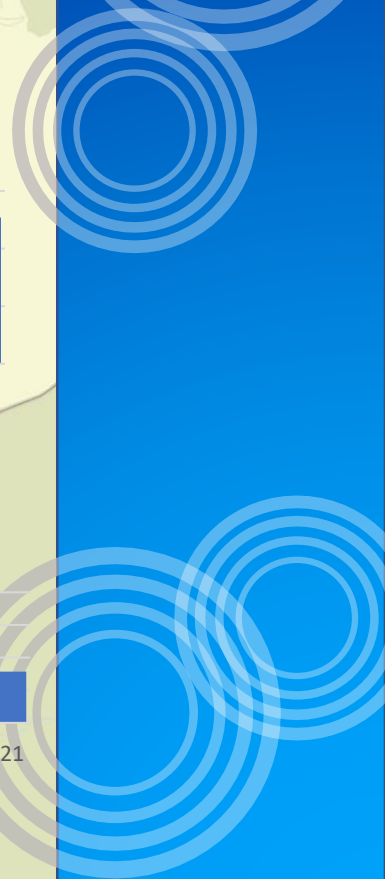
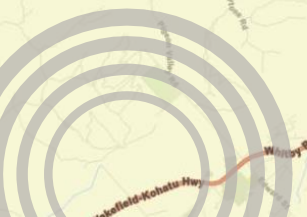
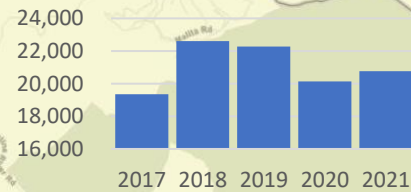
Brightwater



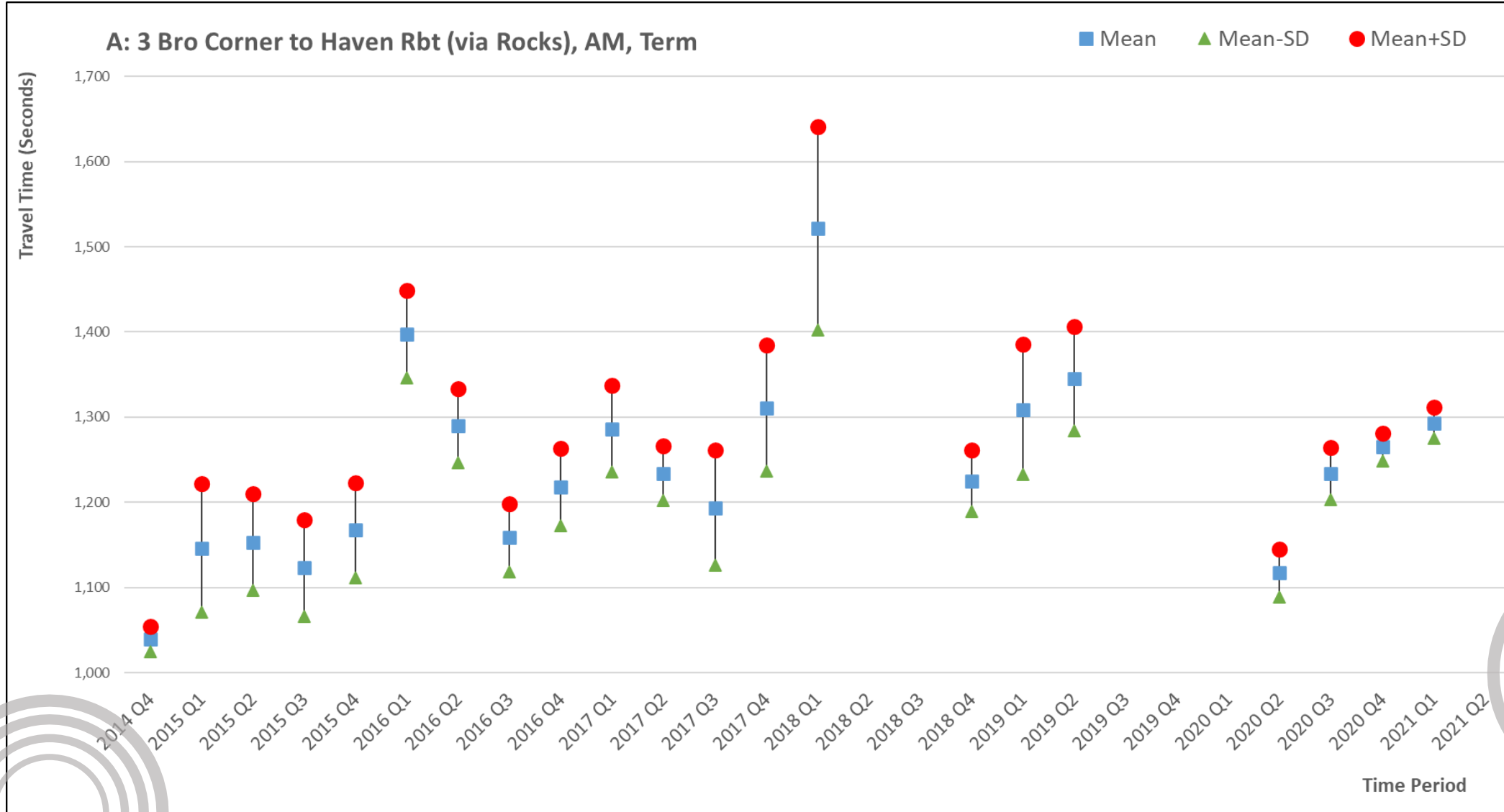
Main Road Stoke



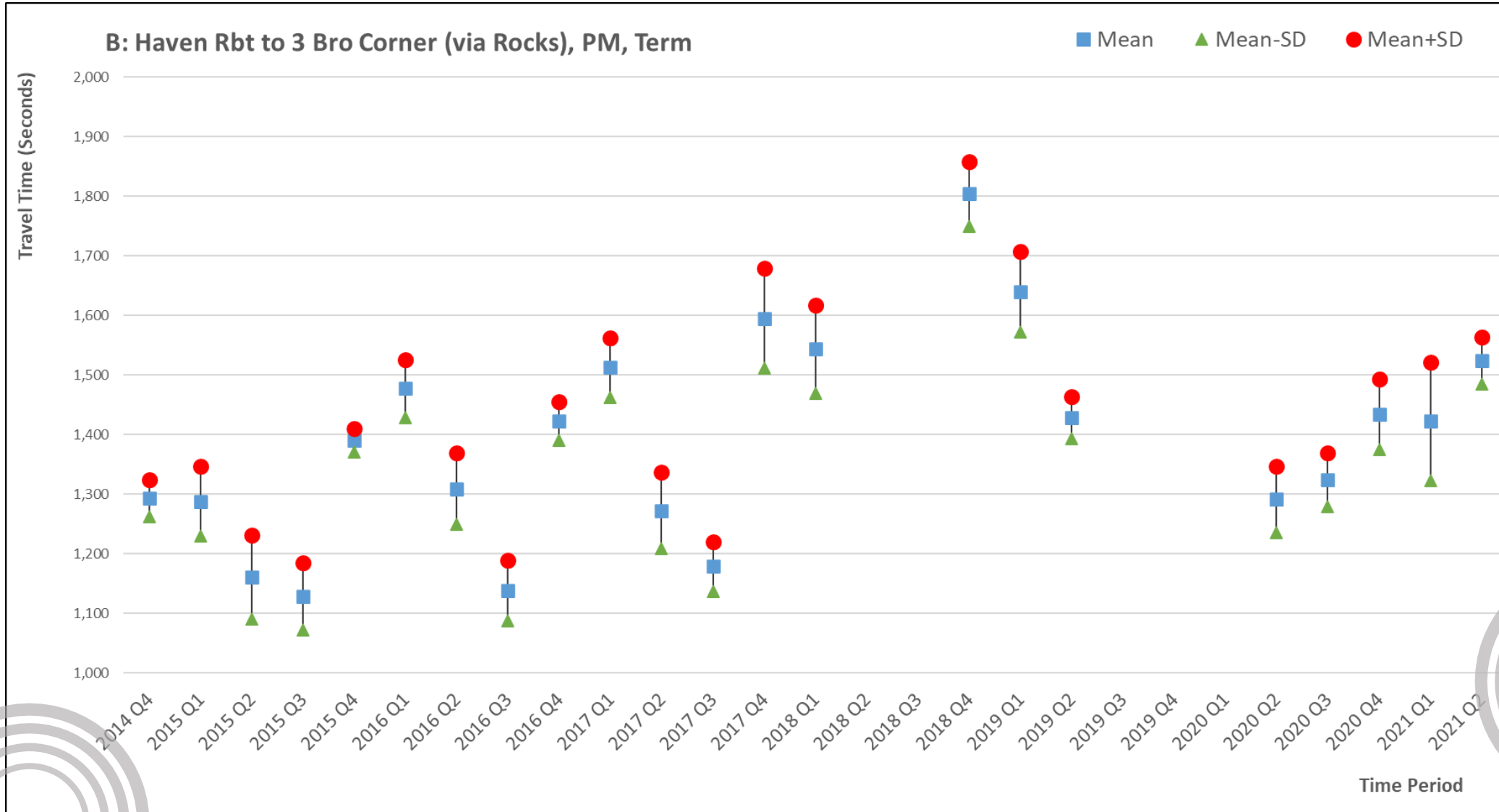
Gladstone Road



Travel Time

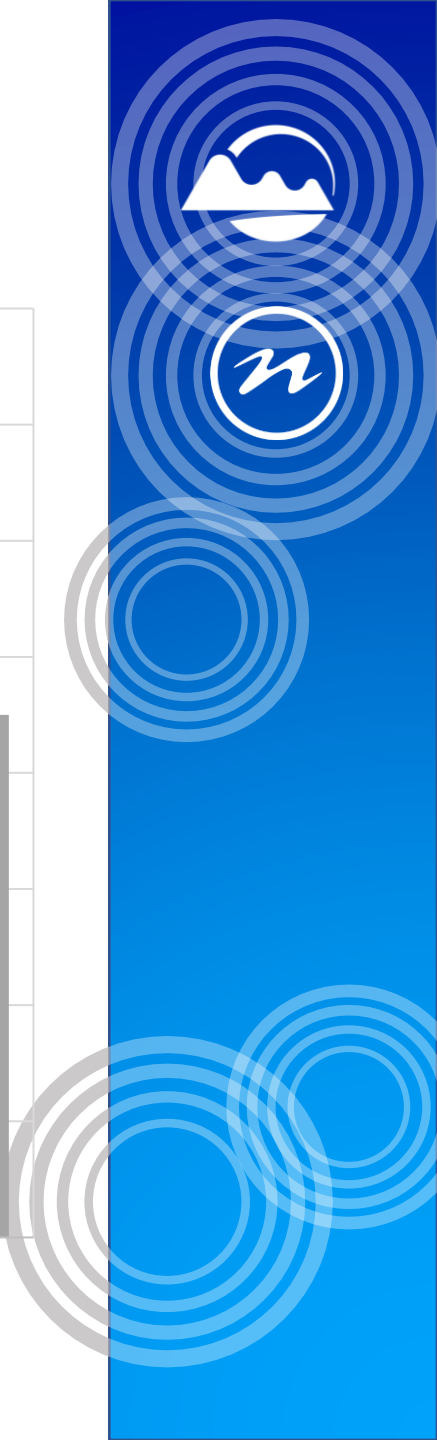
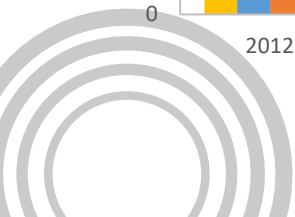
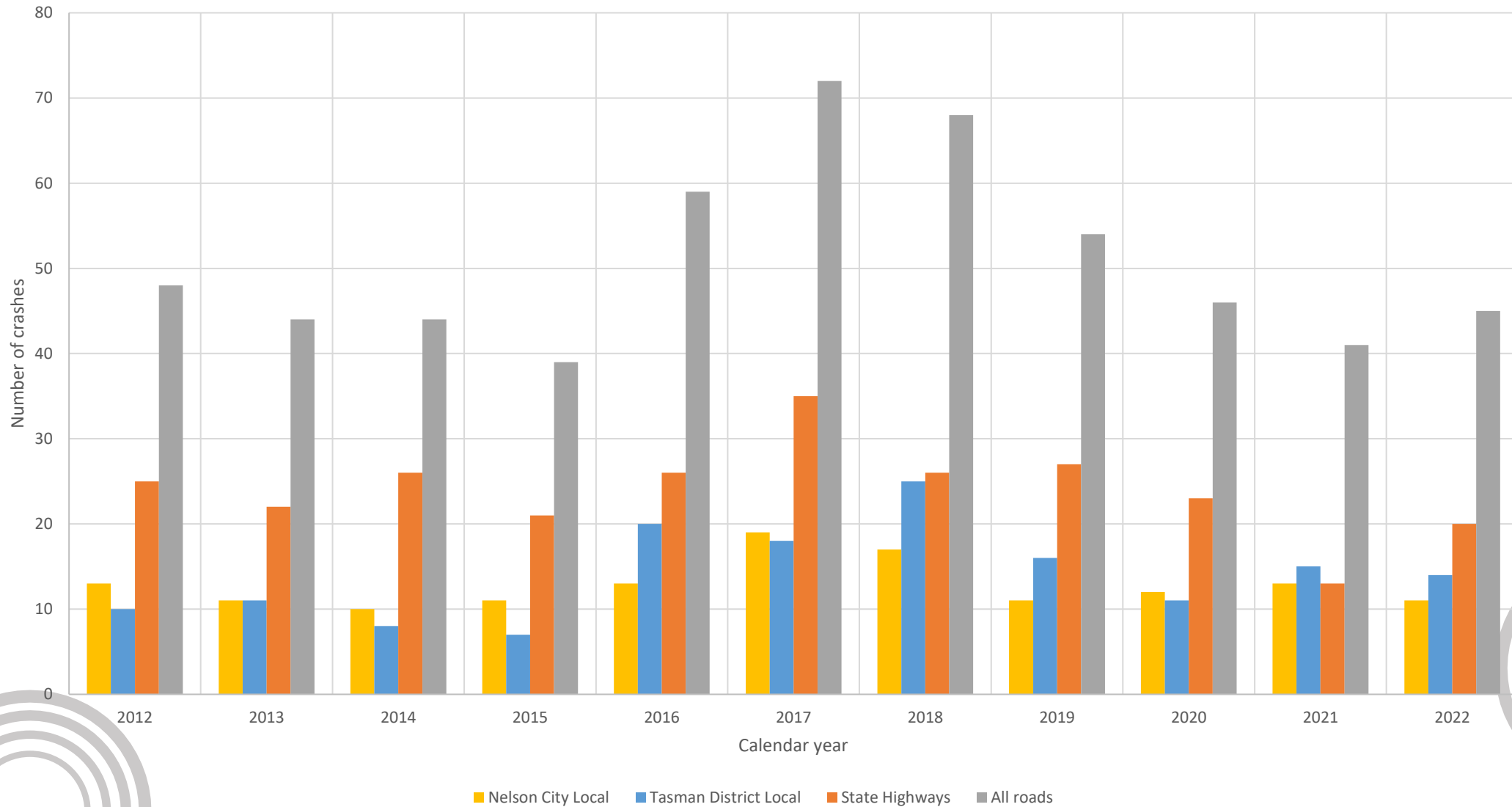


Travel Time



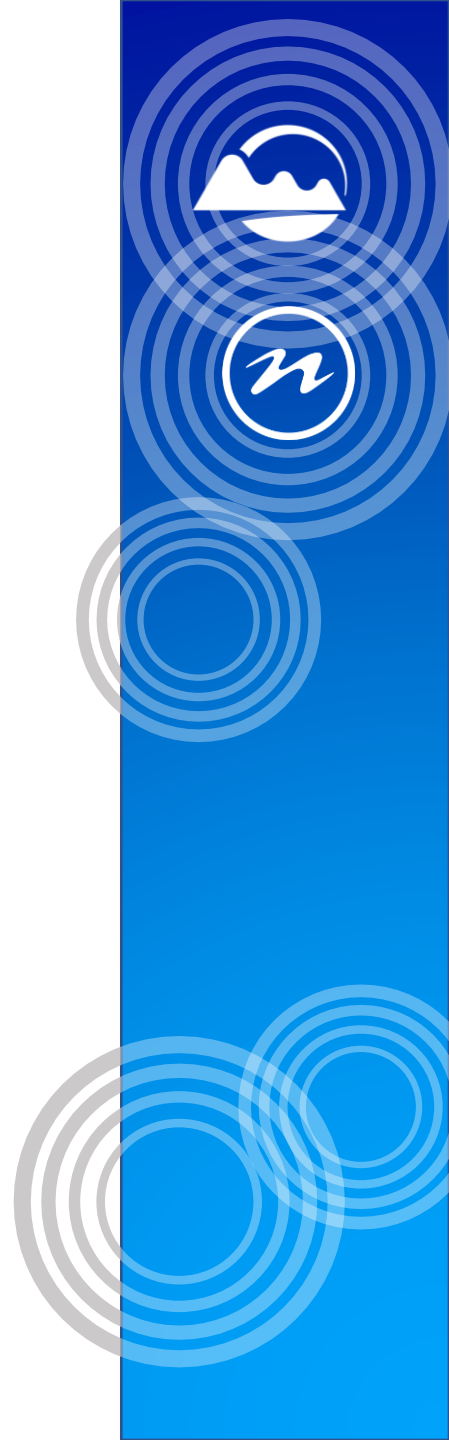
Safety (DSI)

Deaths and Serious Injury Crashes



Health and Safety

| Territorial Authority | Deaths from traffic accidents (2016) | Deaths from transport related emissions (2016) |
|-----------------------|--------------------------------------|--|
| Nelson City | 2 | 33 |
| Tasman District | 6 | 16 |

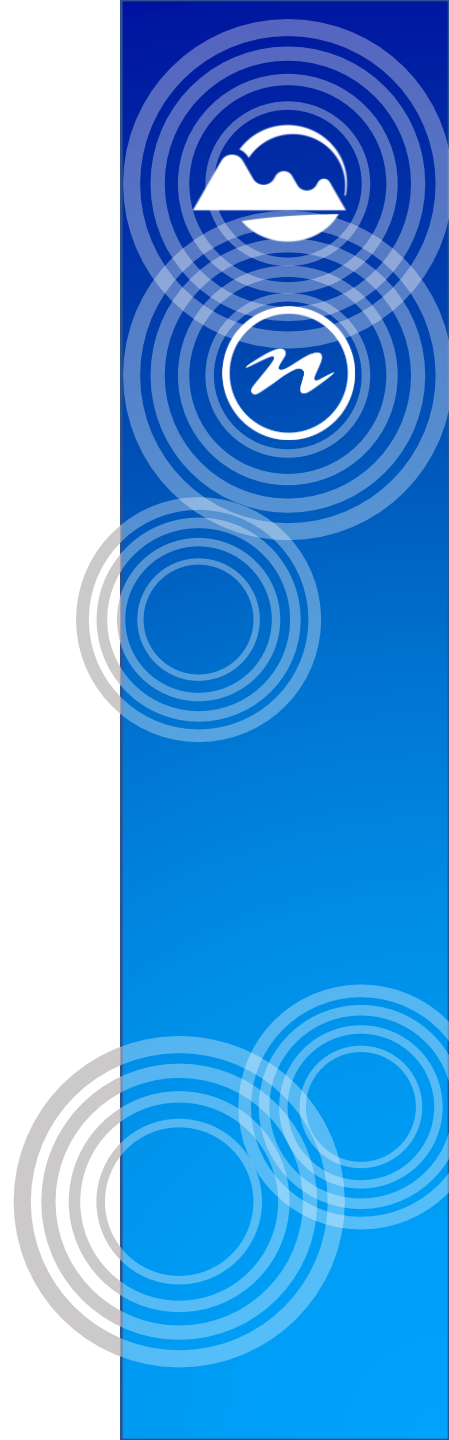


Safety Concerns

Nelson

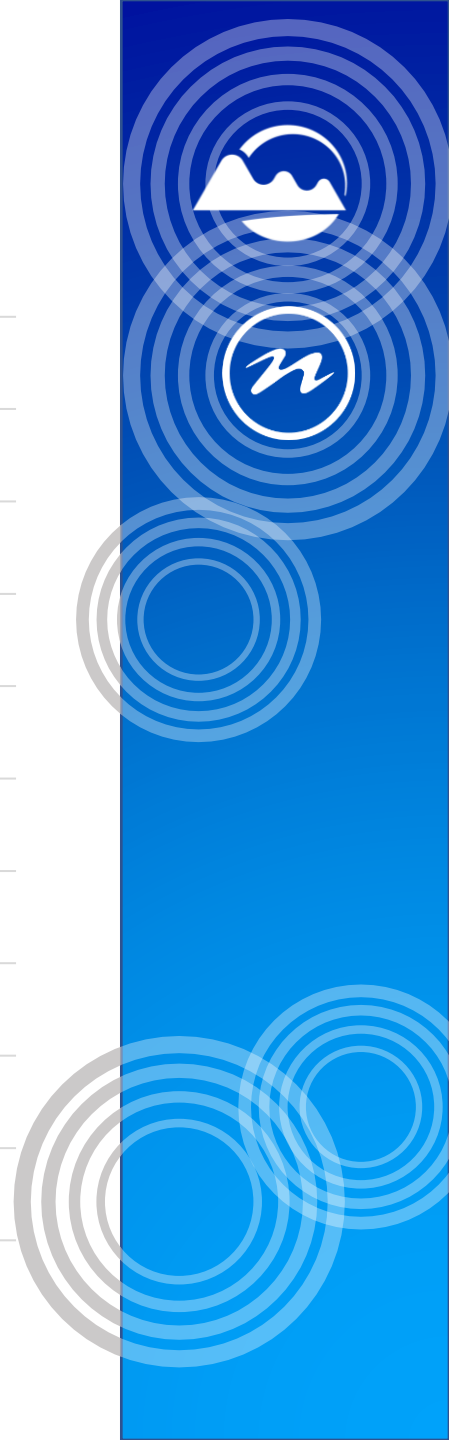
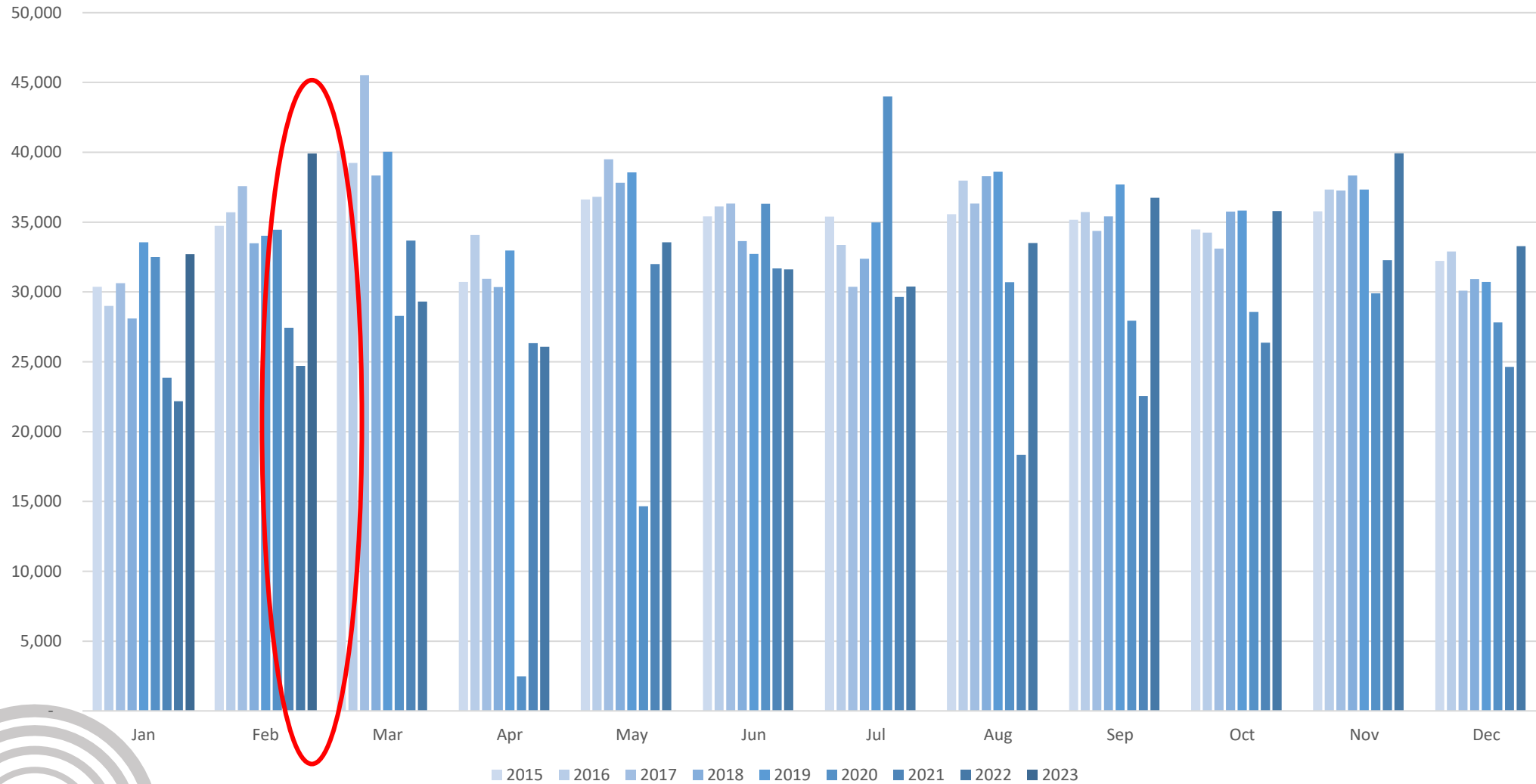
Tasman

| Communities at Risk Registers | 2018 | 2019 | 2020 | 2021 | 2022 | 2018 | 2019 | 2020 | 2021 | 2022 |
|---------------------------------|--------|--------|--------|--------|--------|------|--------|------|--------|------|
| All deaths & serious casualties | | | | | | | | | | |
| Young drivers | | | | | | | | | | |
| Alcohol & drugs | | | | | | | | | | |
| Speed | | | | | | | | | | |
| Urban intersections | | Medium | | | | | | | | |
| Rural intersections | | Medium | Medium | | | | | | | |
| All Intersections | Medium | High | High | Medium | Medium | | | | | |
| Rural roads | | | | | | | | | | |
| Motorcyclists | Medium | Medium | | Medium | | | | | Medium | |
| Cyclists | High | High | High | | | | Medium | | | |
| Pedestrians | | | | | | | | | | |
| Distraction | | Medium | Medium | Medium | High | | | | | |
| Fatigue | | | | | | | | | Medium | |
| Older road users | | | High | | High | | | | | |
| Restraints | | High | | | | | | | | |



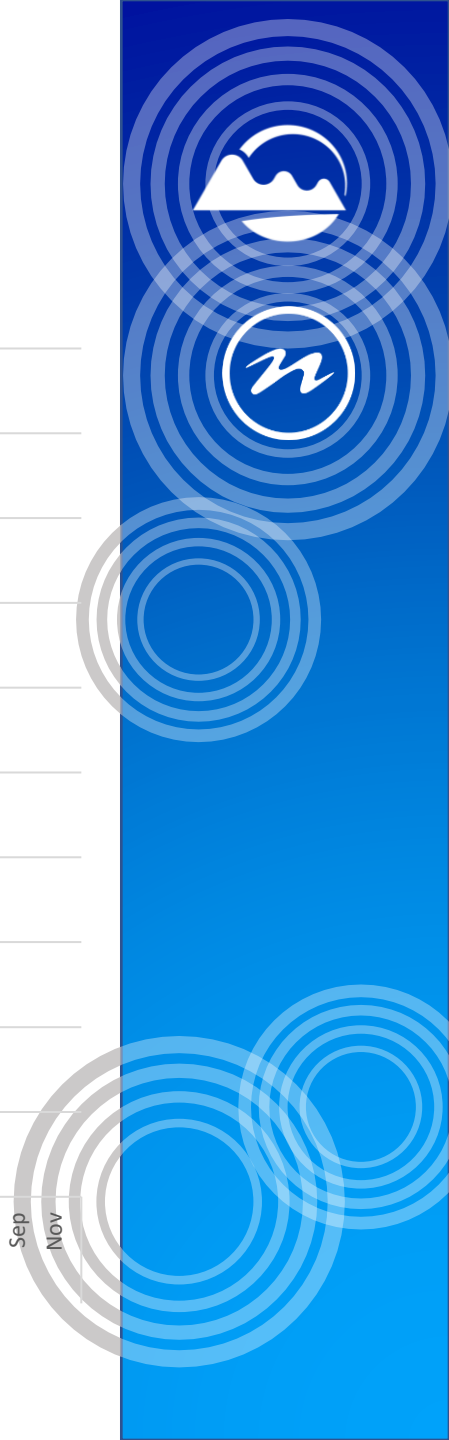
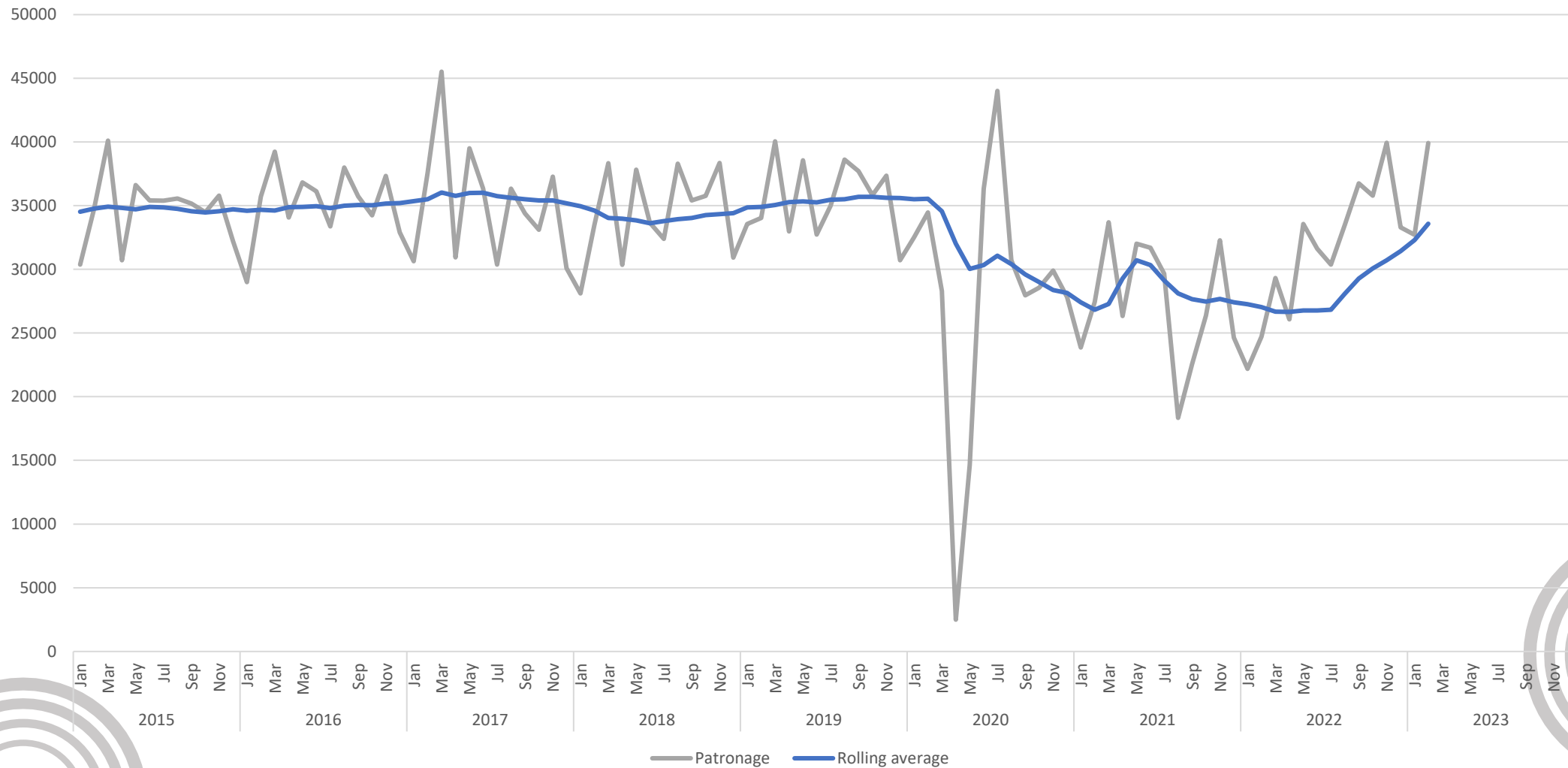
Public Transport

NBus Patronage

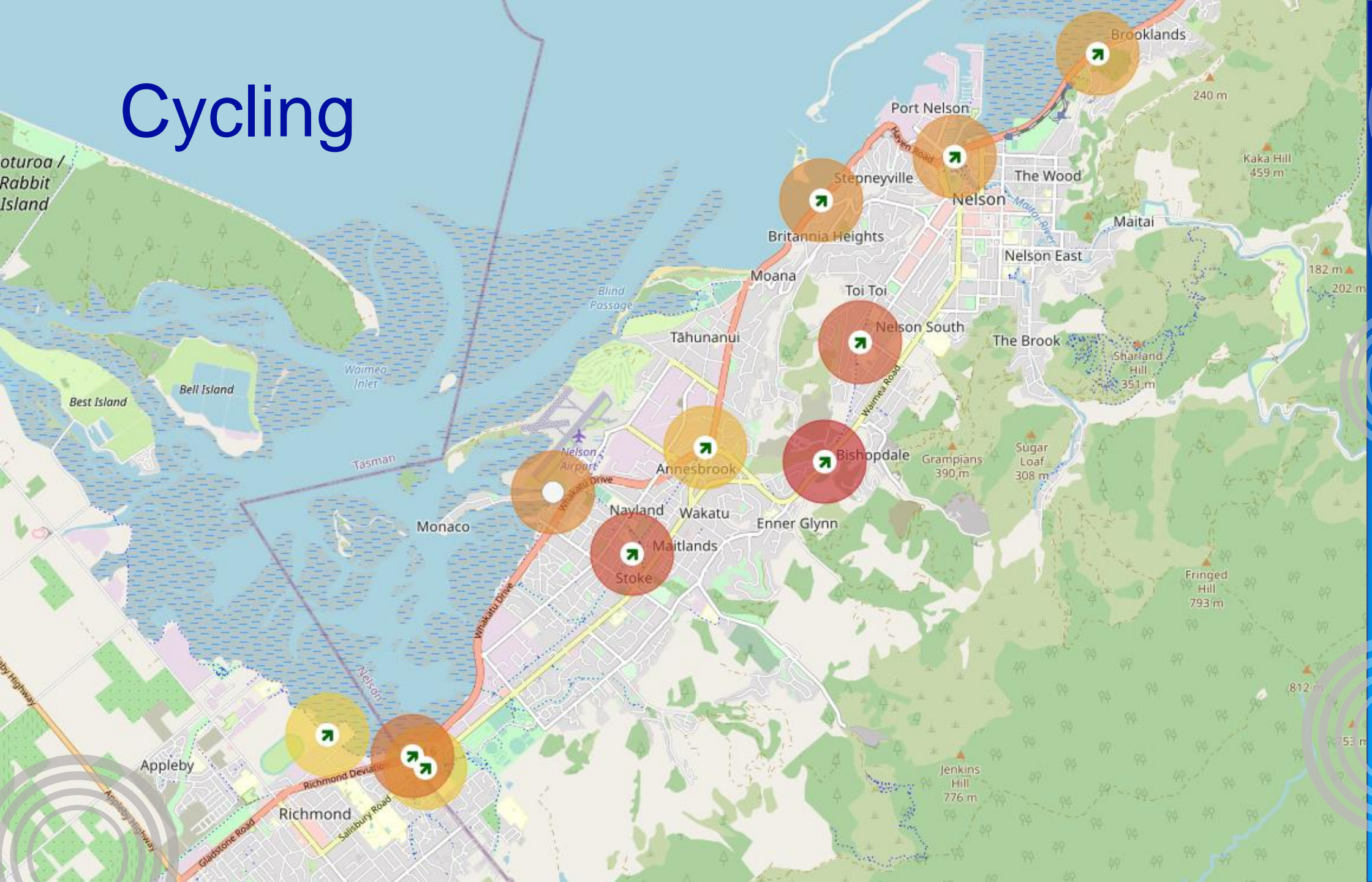


Public Transport

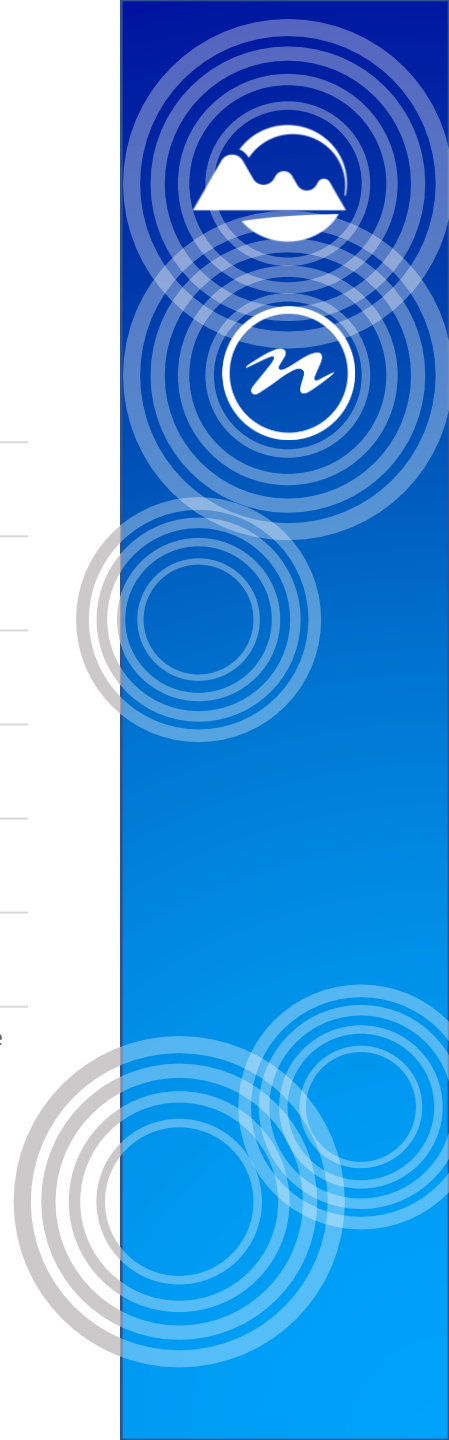
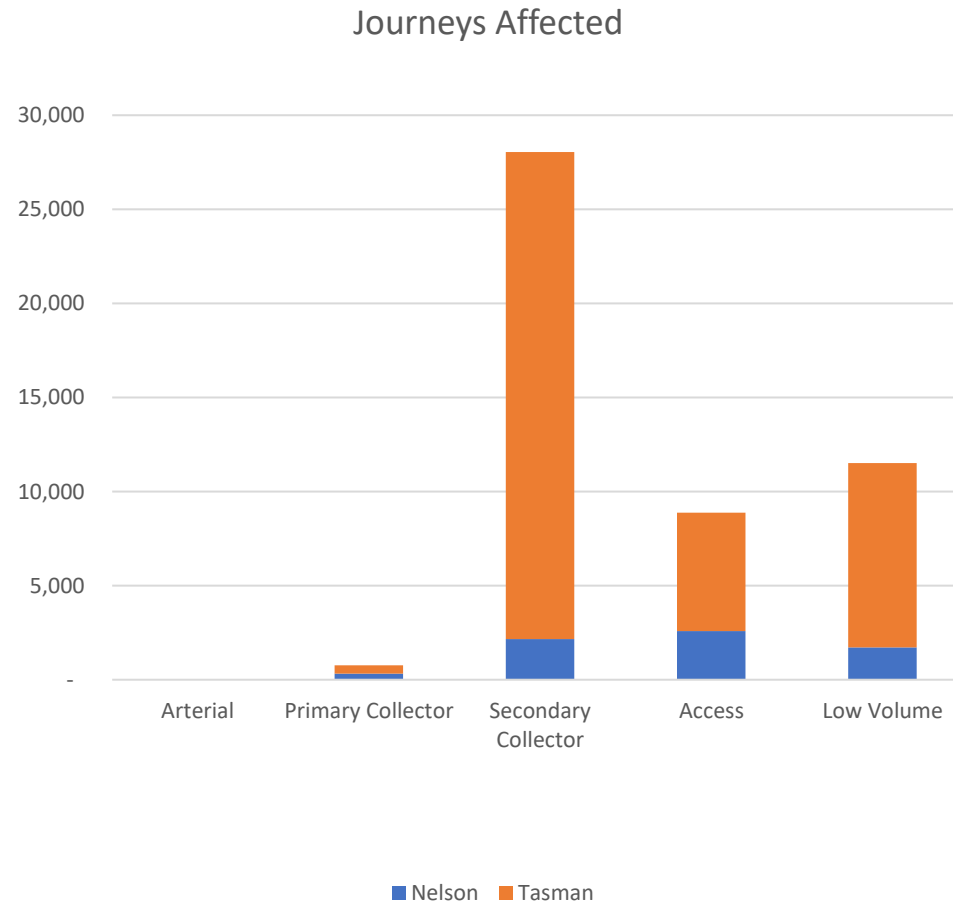
Monthly Patronage



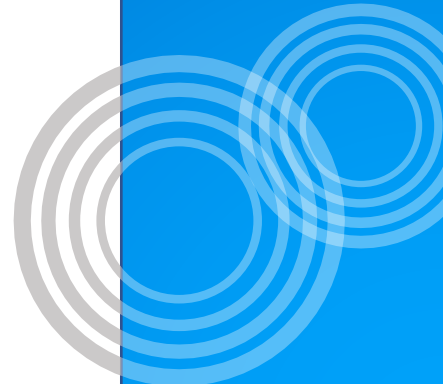
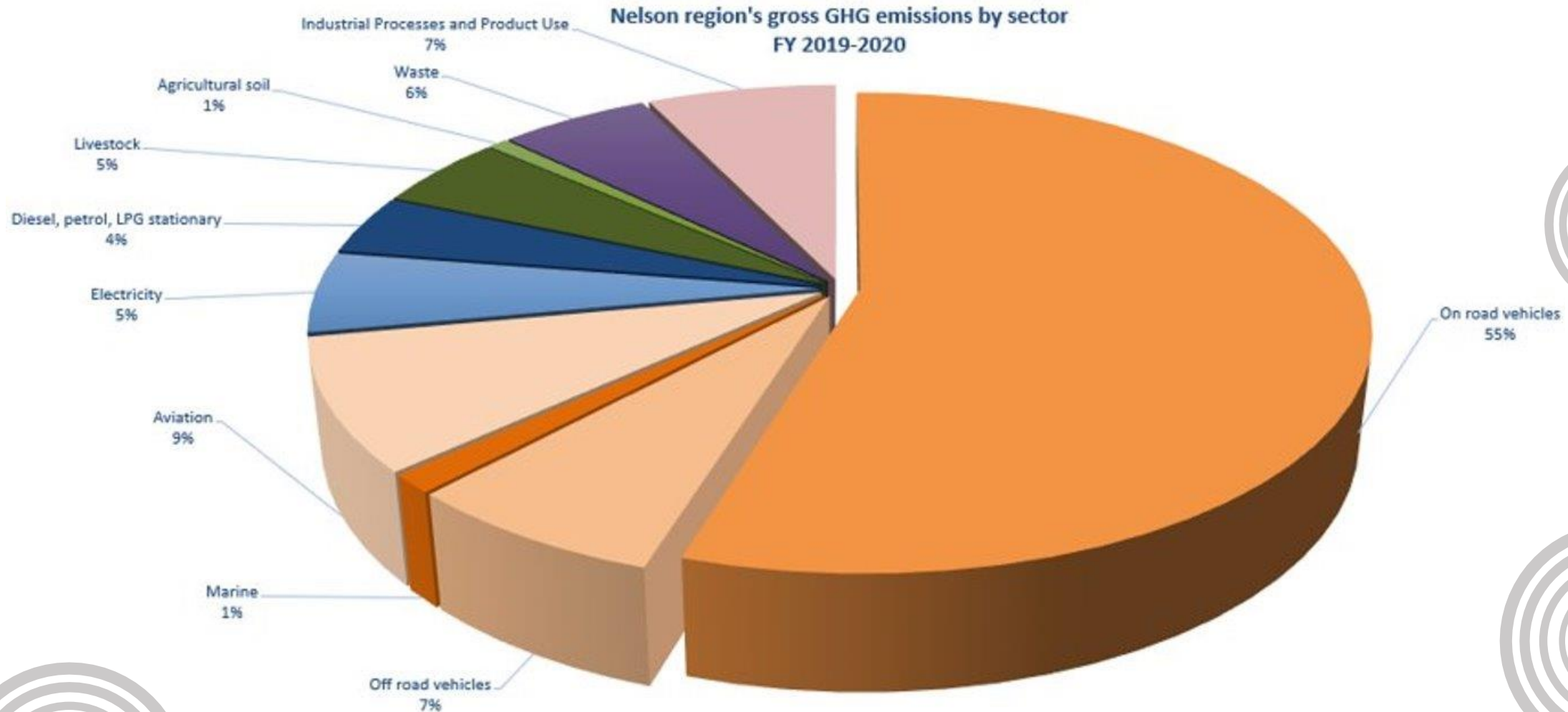
Cycling



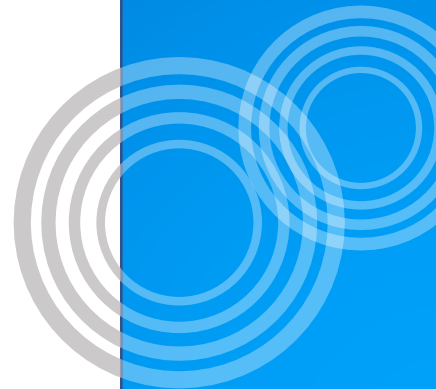
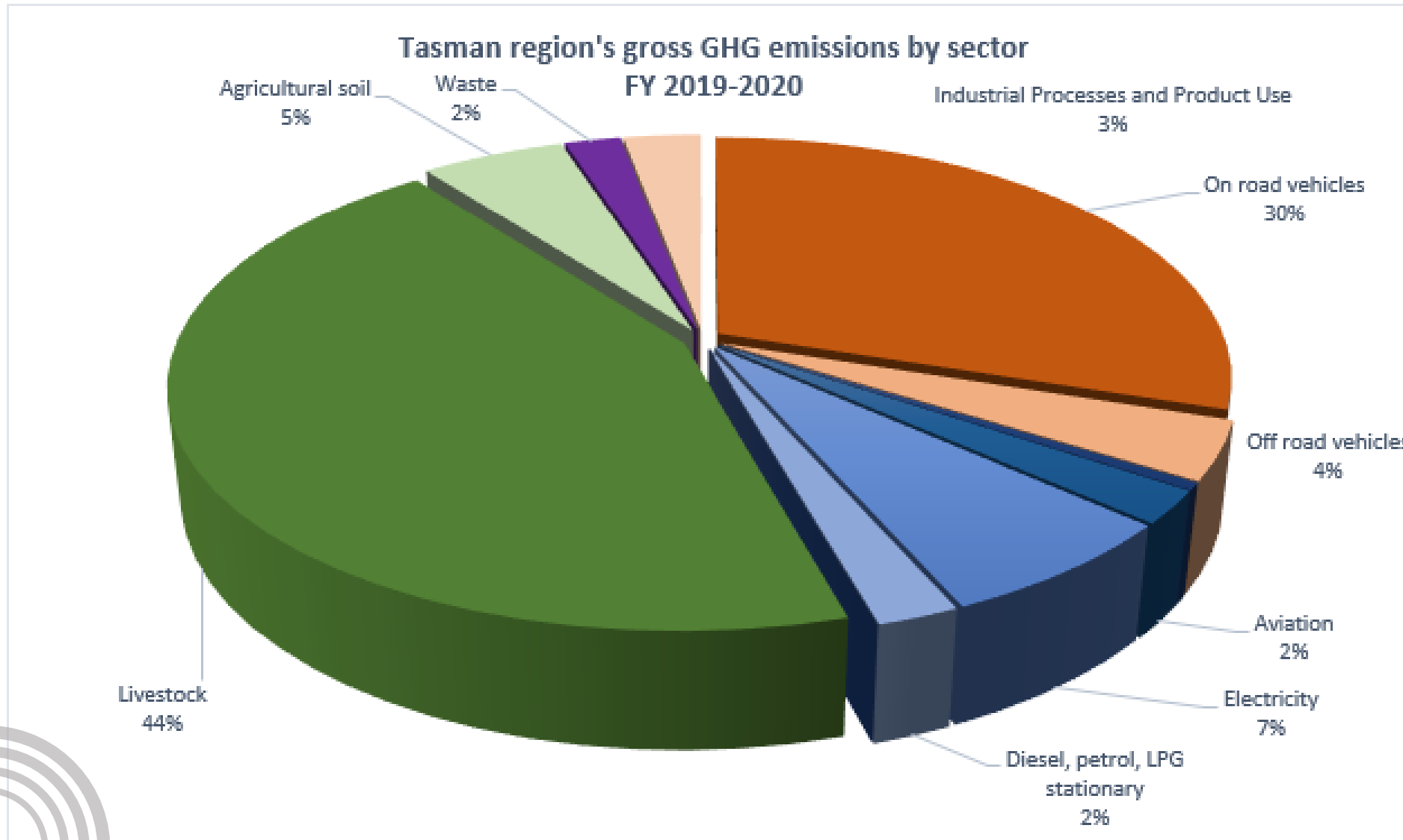
Unplanned road closures



Environmental Impact - Nelson



Environmental Impact - Tasman



Asset stewardship - Tasman

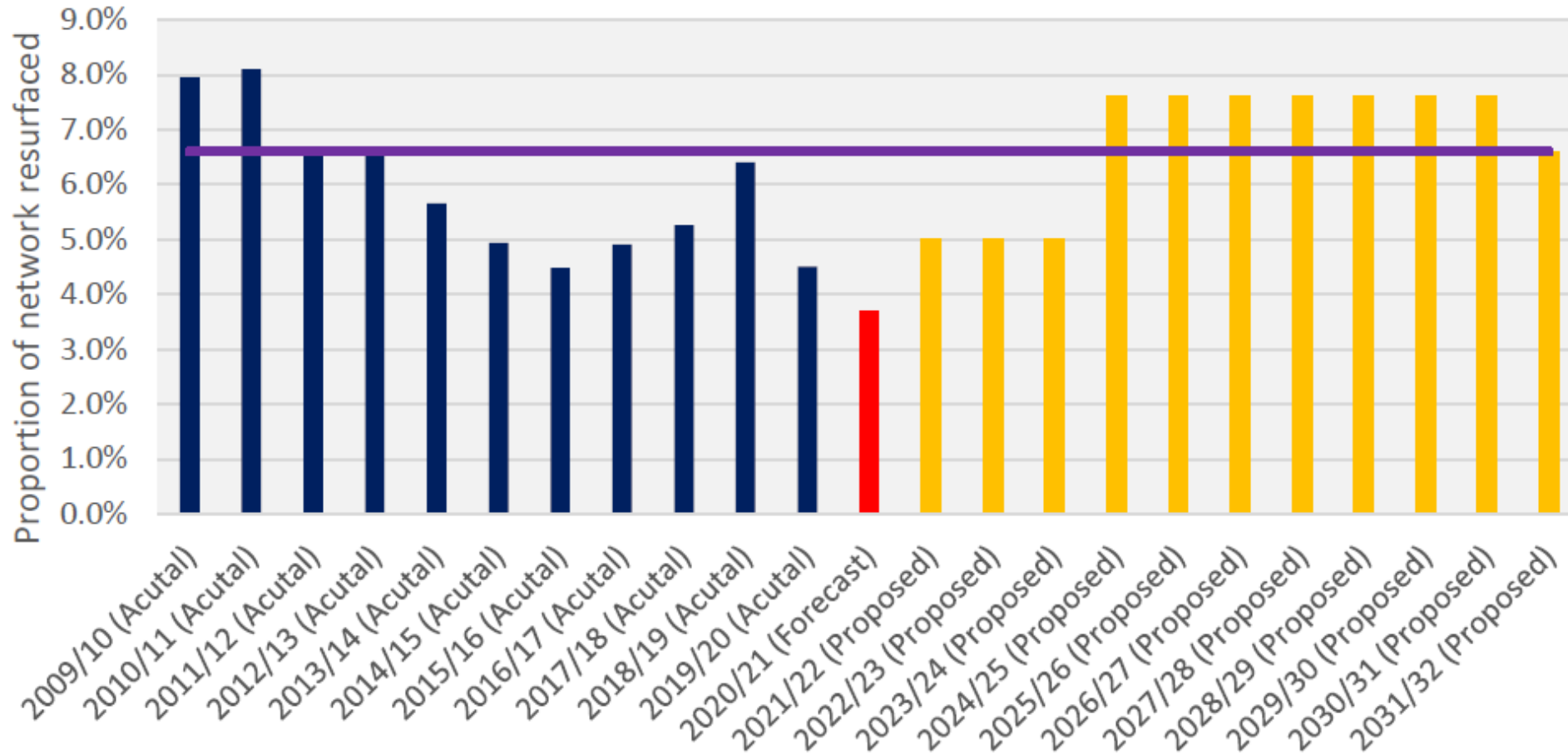
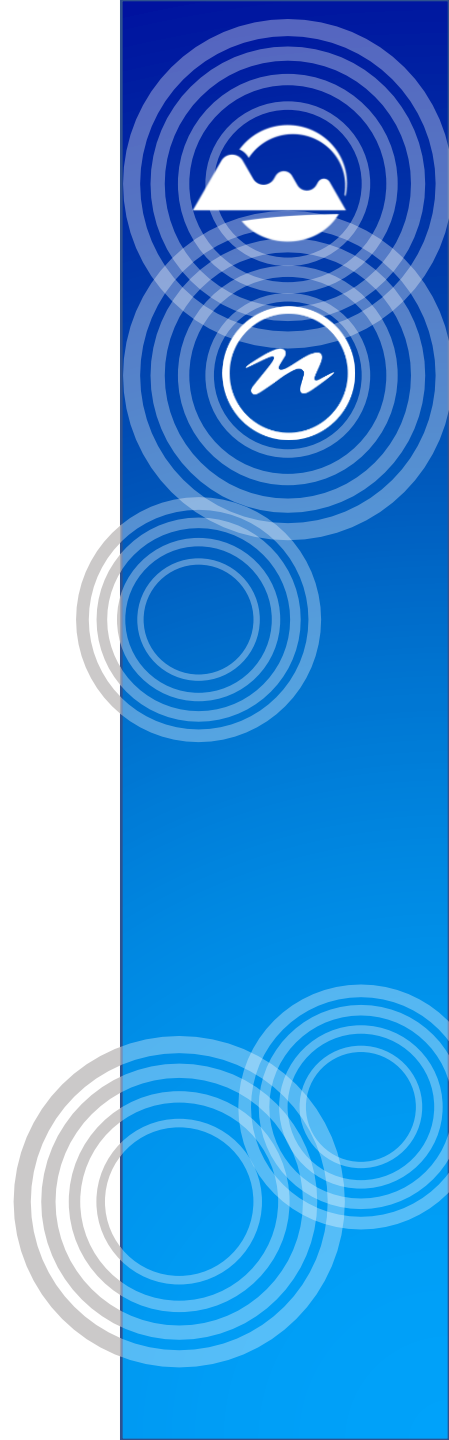
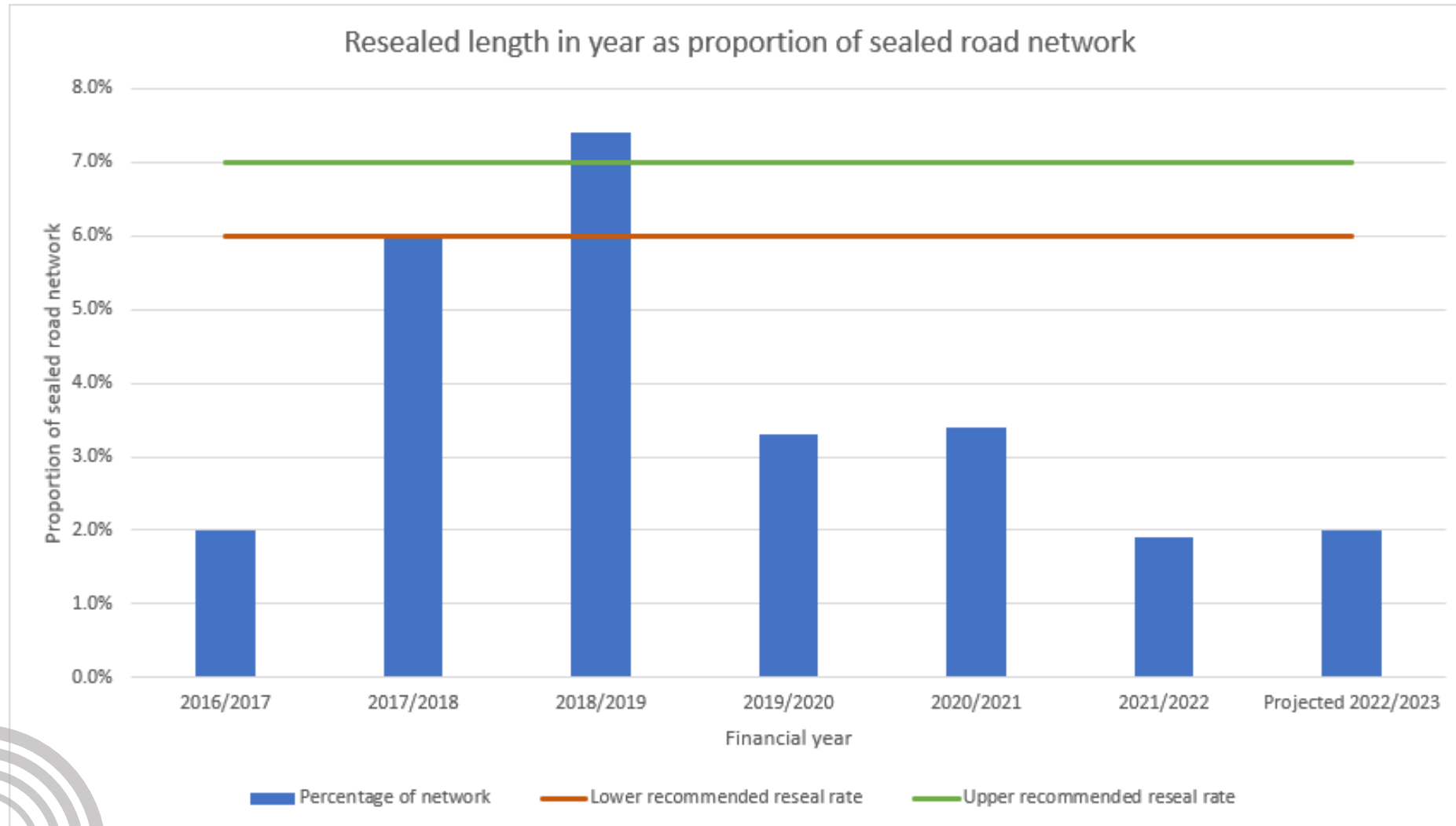


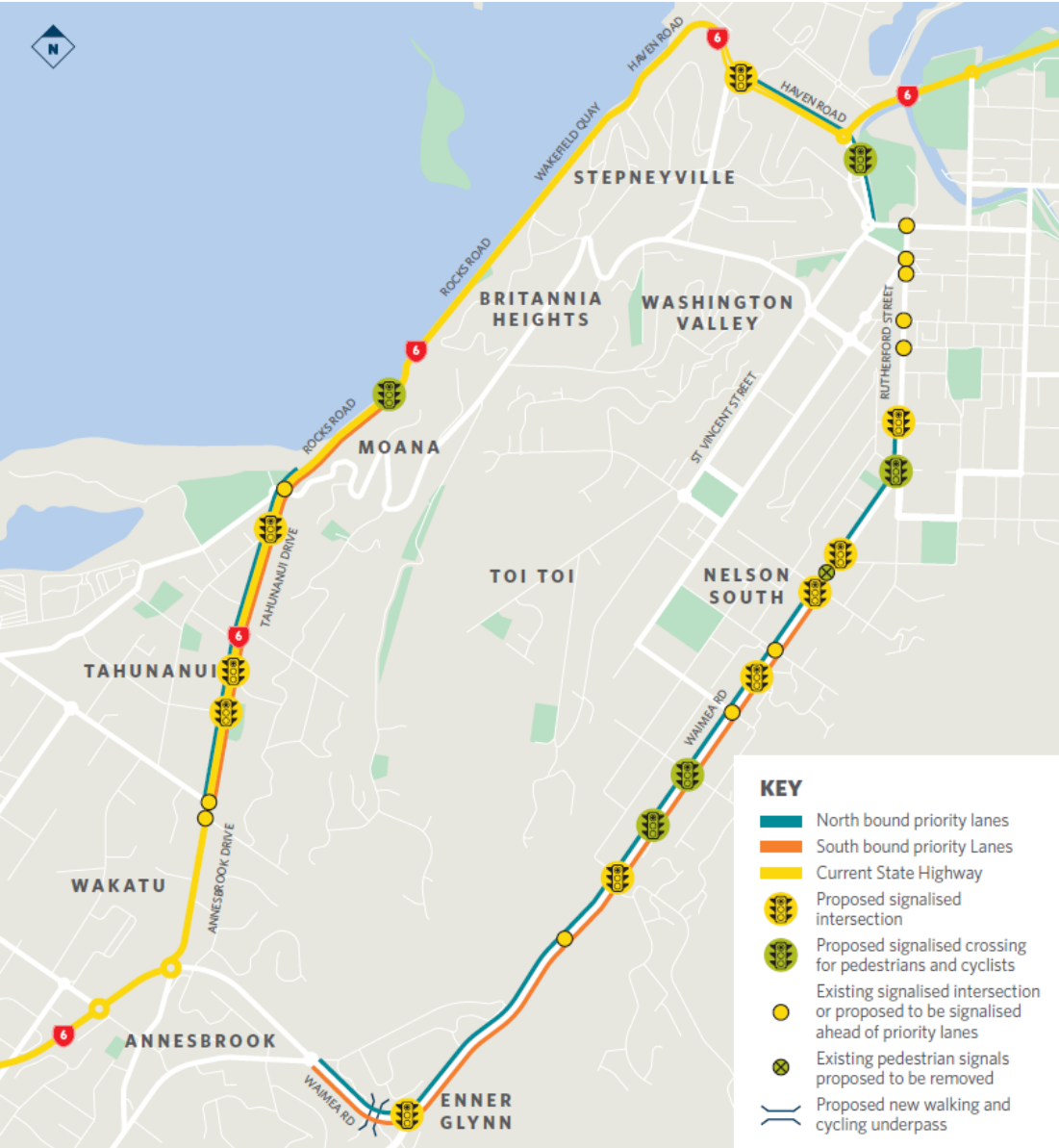
Figure 57: Proportion of Network resurfaced



Asset stewardship - Nelson



Nelson Future Access



Public Transport

- » Support the bus network and fare structure changes in the Regional Public Transport Plan 2021/31
- » Improved bus stop infrastructure

Non Infrastructure

- » Support land use intensification within and south of the CBD
- » Speed review, area wide to create more residential slow speed zones to provide quieter and safer streets for the community

Active Modes

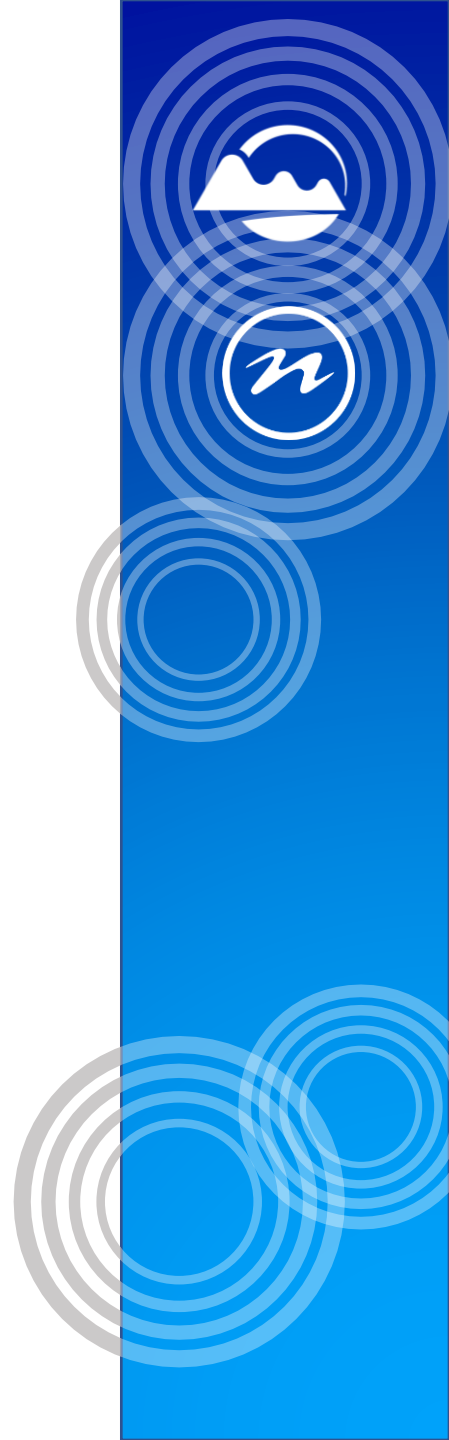
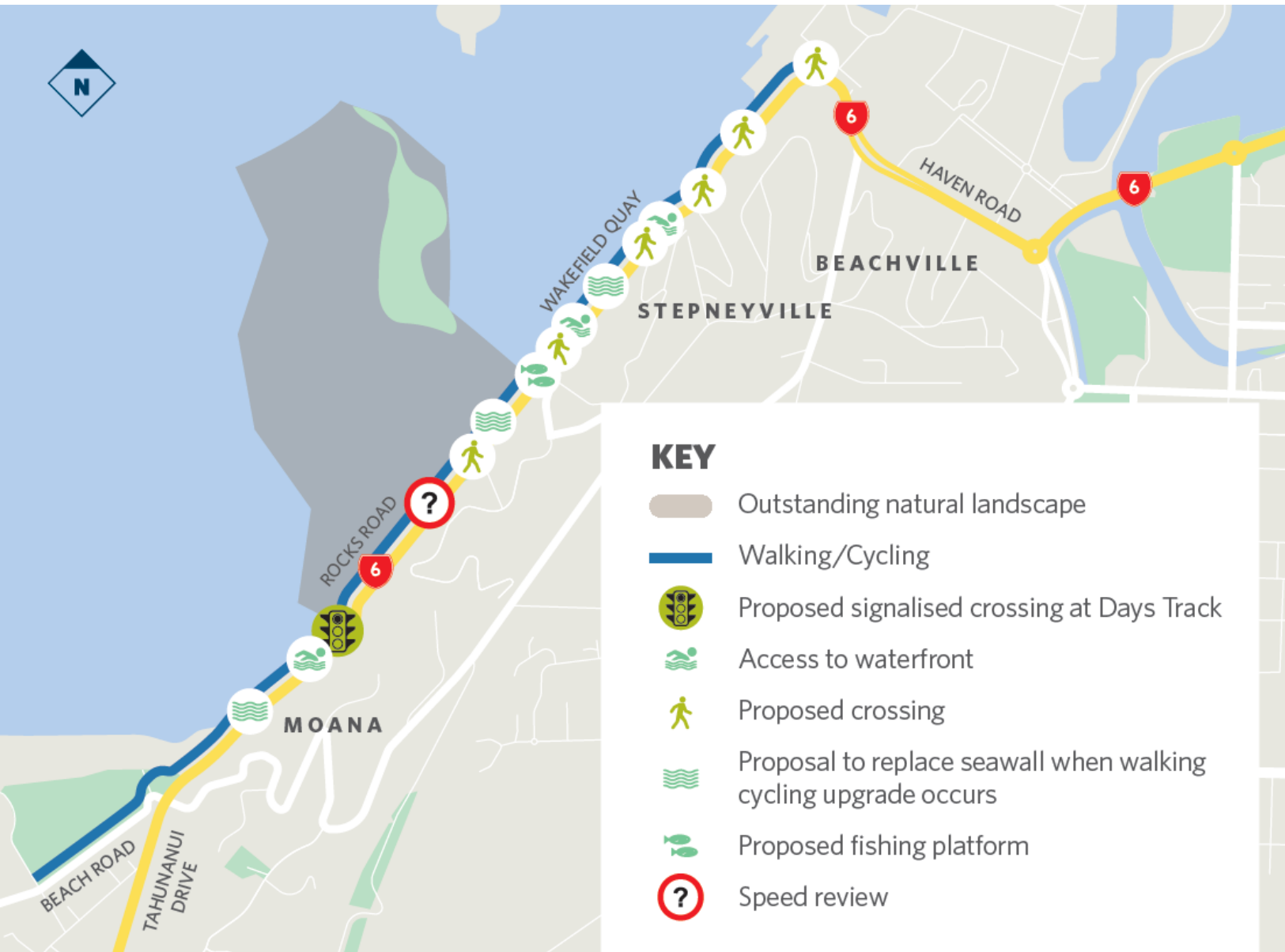
- » More parking facilities for people cycling

Travel Demand Management

- » Work with schools to consider staggering start times
- » Work with large employers to make it easier for their team to take alternatives to a private car to get to work.



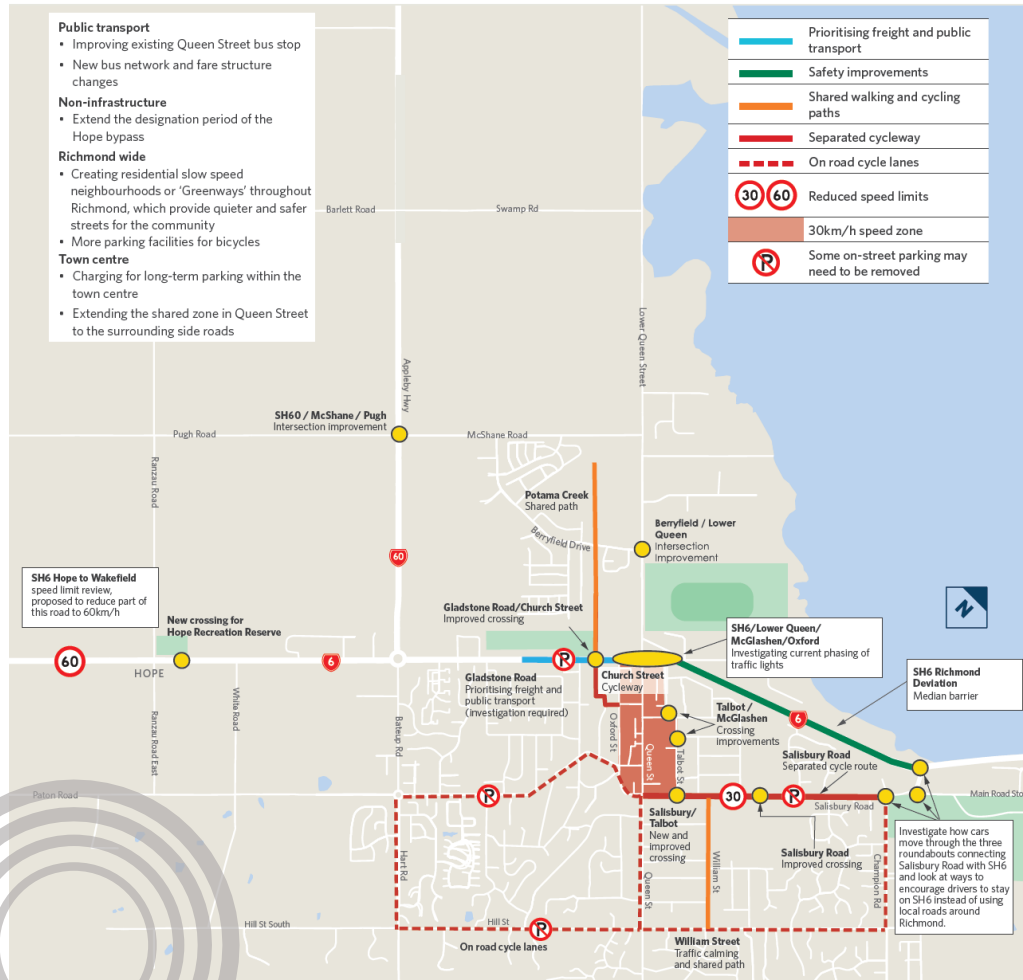
Nelson Future Access



Richmond Programme Business Case

Short-term emerging programme

Medium-term emerging programme



What are the problems?

Growth/Congestion

Asset Stewardship

Safety

Travel cost

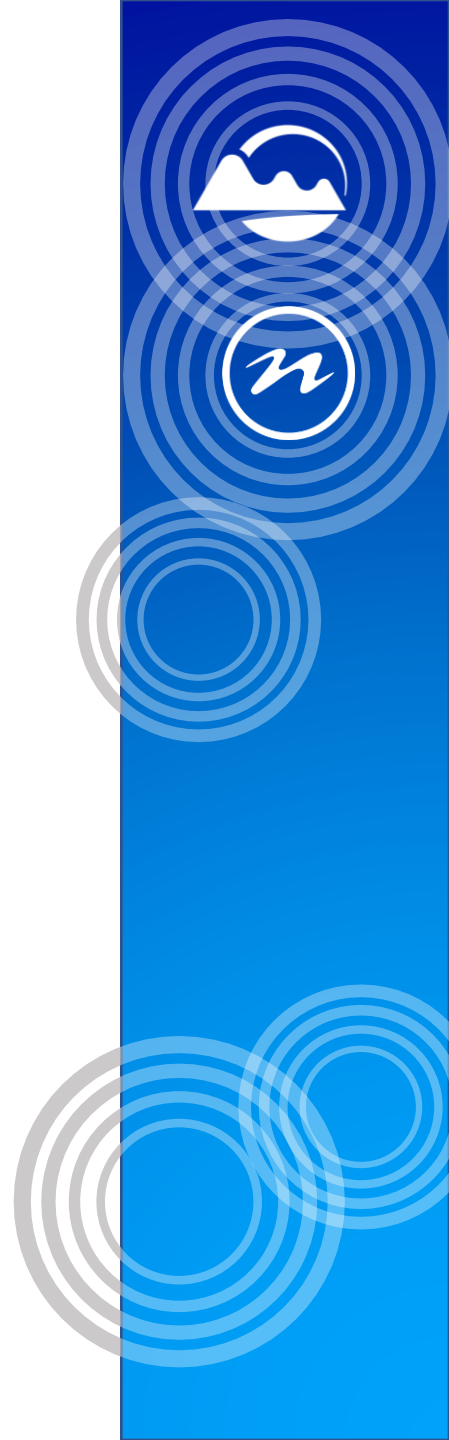
Economic Prosperity

Access

Network Resilience

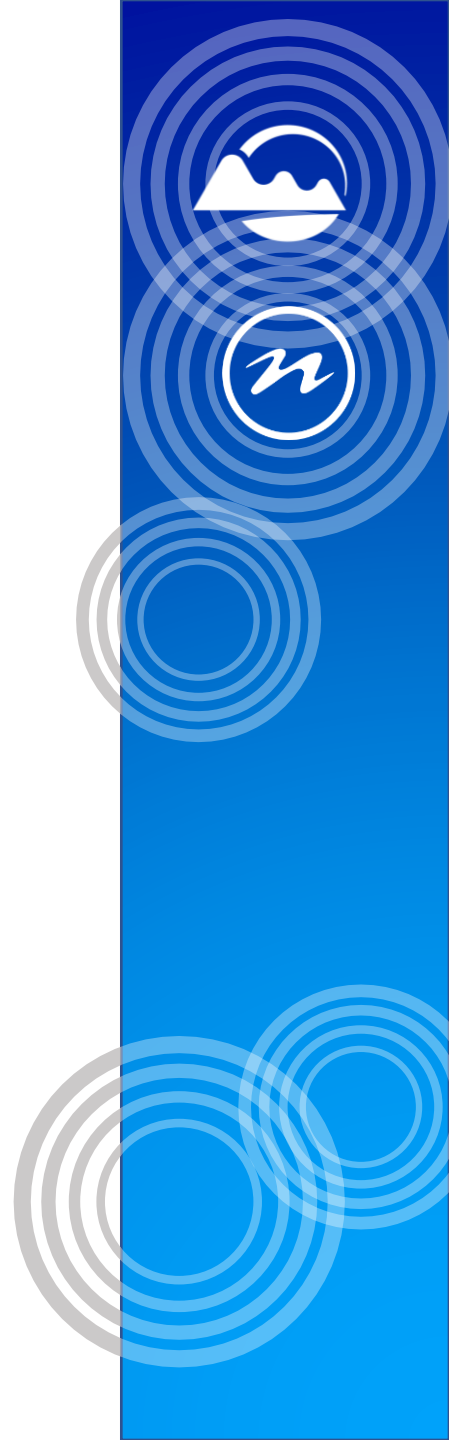
Health

**Environmental
Impact/Emissions**



Next Steps

- Officers will refine the problem statements to reflect the evidence
- Officers at Nelson and Tasman will start to develop transport programmes for Activity Management Plans
- Another workshop at the Joint RTC meeting on 5 May 2023
 - Confirm the draft GPS 2024
 - Confirm problem statements and ranking
 - Discuss policies, targets and objectives
 - Discuss work programmes



Advertising guidelines bus backs and infrastructure



Joint RTC Workshop
4 April 2023



tasman
district council

Te Kaunihera o
te tai o Aorere

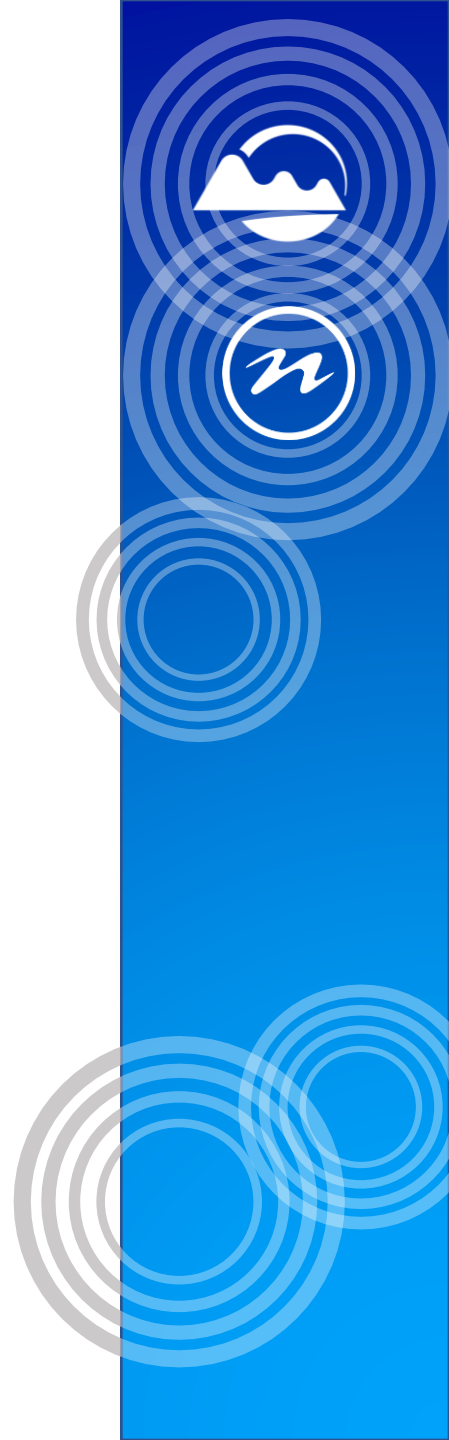


Nelson
City Council

Te Kaunihera o
Whakatū

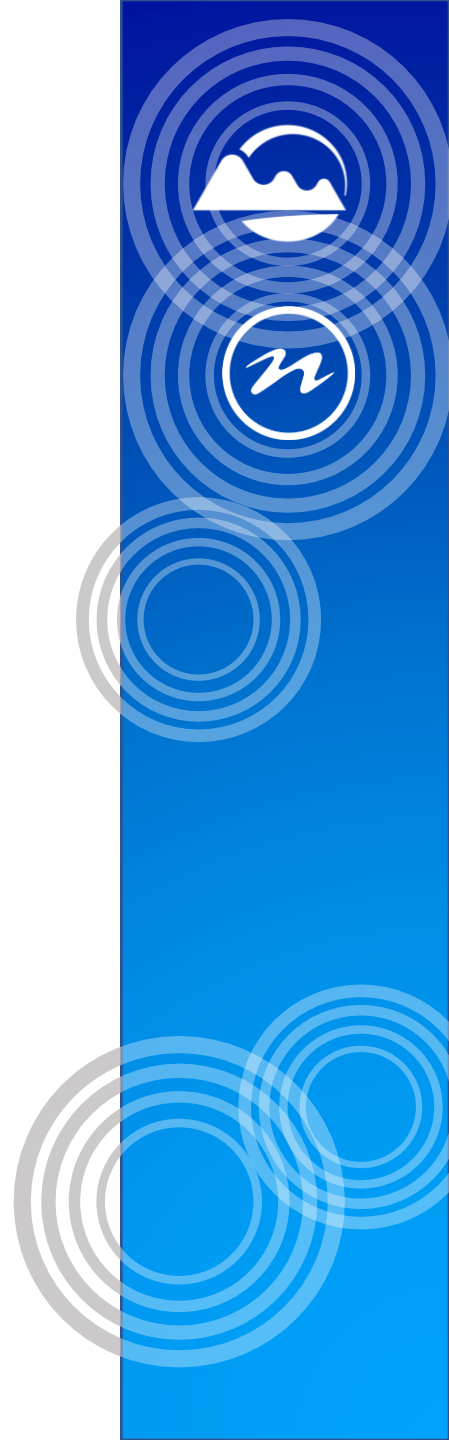
Purpose of guidelines

- Bus back advertising is booked through a third party and largely managed by the operator with Council providing guidance and the right to refuse specific advertising
- The guidelines provide high level principles and criteria governing the advertisements permitted to appear on Nelson City Council's and Tasman District Council's (Councils) Public Transport assets and infrastructure



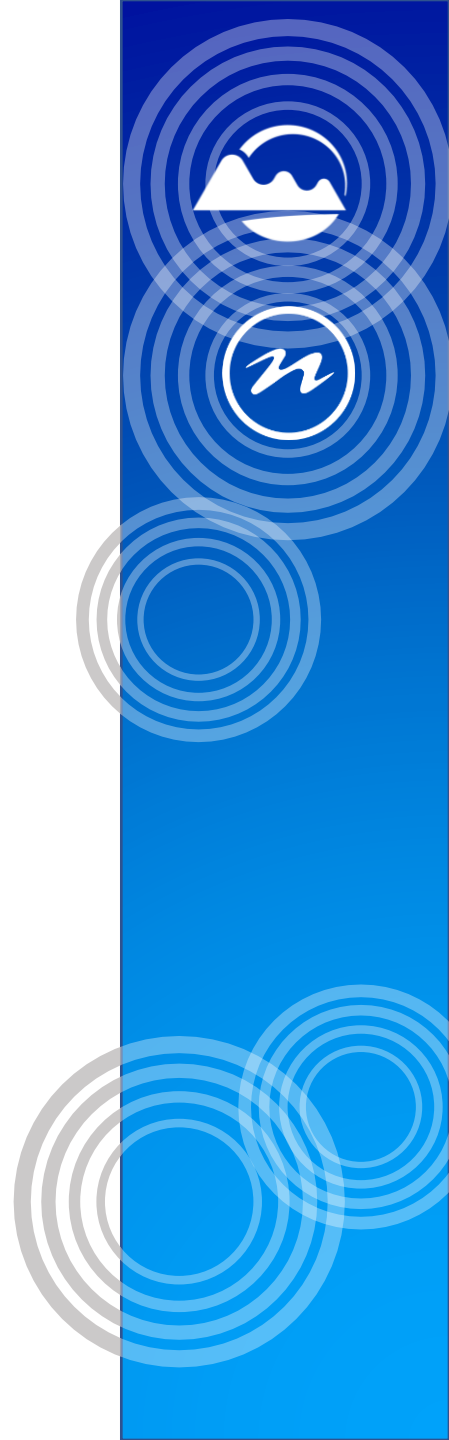
Objectives of guidelines

- To ensure that advertising presented on the public transport network is compliant with Law, both Councils' policies and aligns with both Councils' values.



Criteria for permitted advertising

- Adheres to all codes of practice by the Advertising Standards Authority and all applicable laws.
- Consistent with the Councils' brand values
- Priority will be given to advertising that is consistent with Councils' activities, for example events that are run by either Council. Preference will be given to advertising that promotes healthy living / lifestyles and resonates with the Councils' values.



Fast food and Sugary drinks

- Version 1 stated : sugar sweetened beverages will not be advertised.
- Background was past requests made by NMH and Councils LTP indicating we support NMH taking the lead on Nelson becoming a Good Food City.

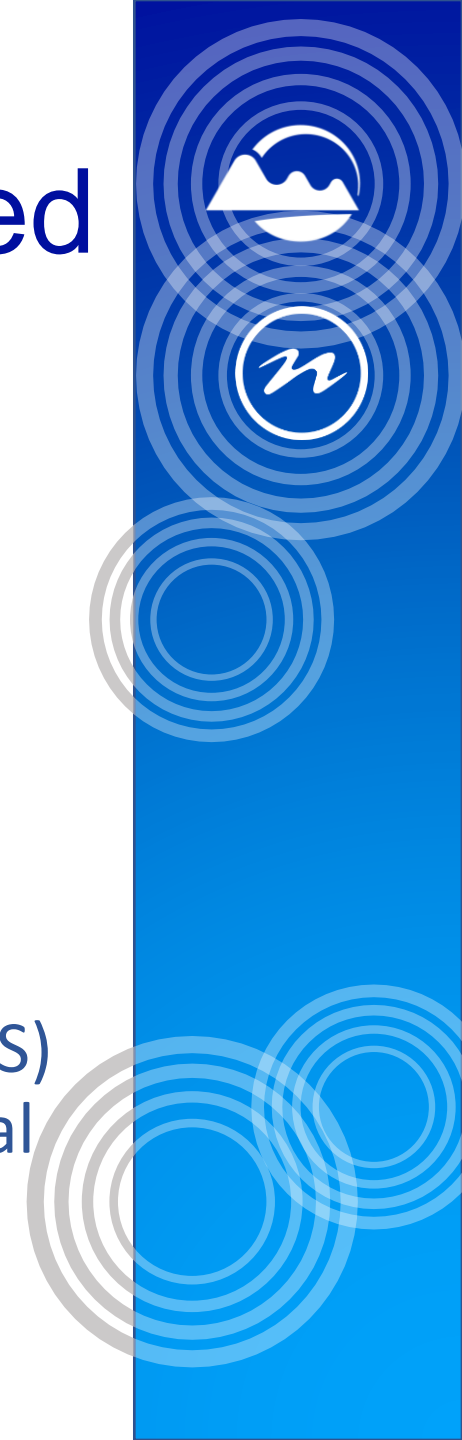


Fast Food and sugary drinks – revised

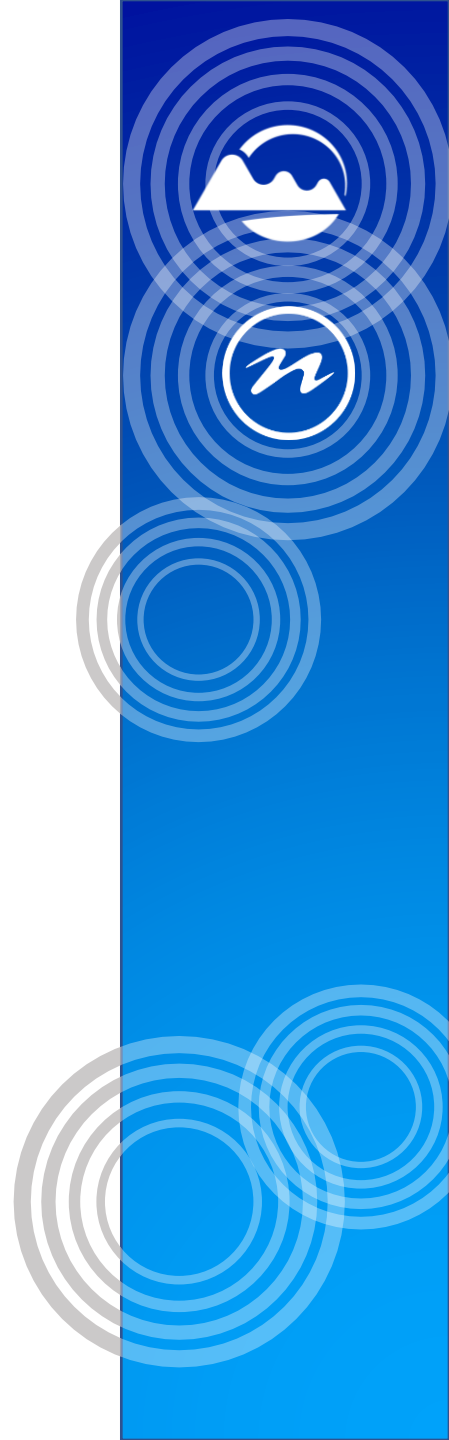
- Officer recommendation to align with widely accepted AT guidelines

Councils will have regard to advertising which supports health and healthy lifestyle choices; Councils continue to support & endorse industry self-regulation, such as no advertisement of high saturated fat, salt or sugar (HFSS) products within 300 metres of a primary or intermediate school.

*All products which are categorised High Fat, Salt & Sugar (HFSS) by the New Zealand Government under the National Nutritional Guidelines



Political content



Around the Country



Northland – no policy but avoids it . Officers seek a policy to not allow it

Auckland – Not allowed

Waikato/ Bay of Plenty- allowed as the Territorial Authority's rules for signage in public places is not breached.

Taranaki – do not ban it and vet all ads of this nature

Horizons – allow for promo of voting but not candidates

Hawkes Bay- plan to exclude

Greater Wellington – Not allowed

Marlborough – yes but not at election time

Santerbury – Not allowed

Otago – yes but not if "inappropriate".

Southland – no formal policy

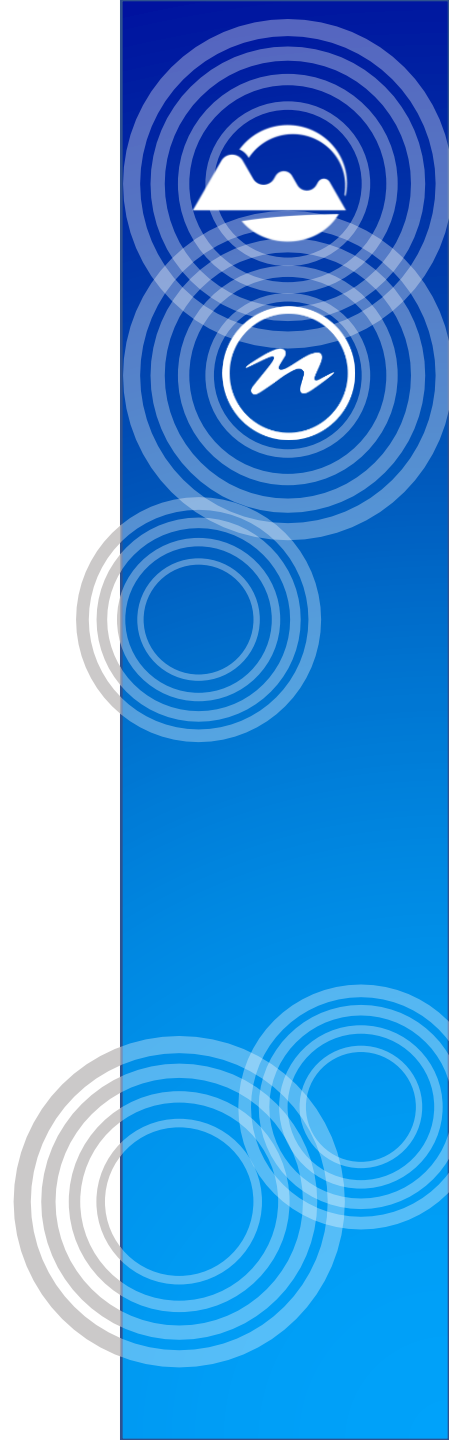


Political content

Officers recommend no change to the current draft.

Examples of areas that will not be appropriate include, but are not limited to:

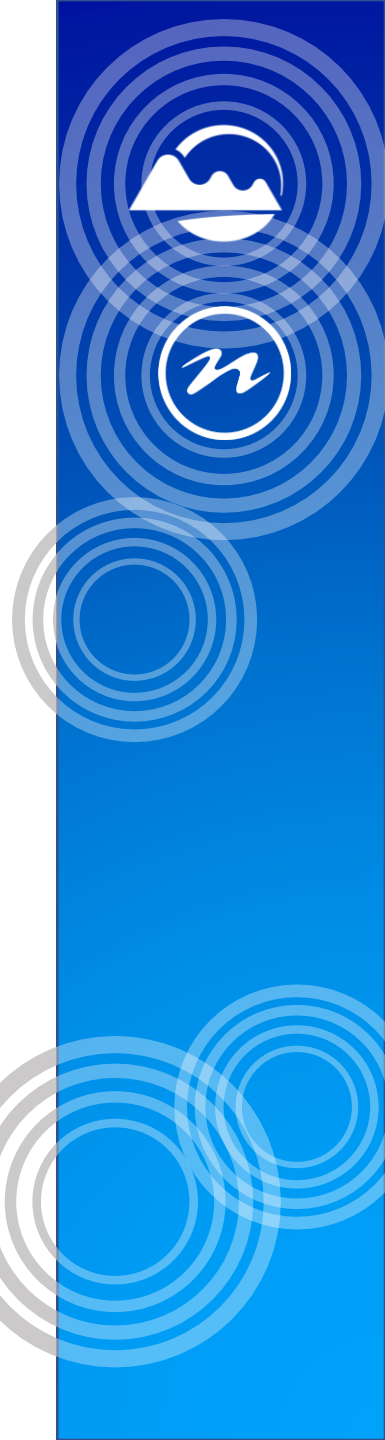
-
- **relates to a political party or parties or a political cause.**



Guidelines in practice

The following steps are the key points for agreeing advertising content.

- Media agency sources advertising and applies the NCC/TDC Advertising Policy criteria
- Questionable material is passed to the Advertising review board.
Officers approve/reject
- Media Agency receives feedback within 4 working days
Installation and campaign begins



Advertising Review Board

This board is responsible for reviewing any advertising that is unclear if it complies with the criteria in section 4 and/or a potential breach of the guidelines.

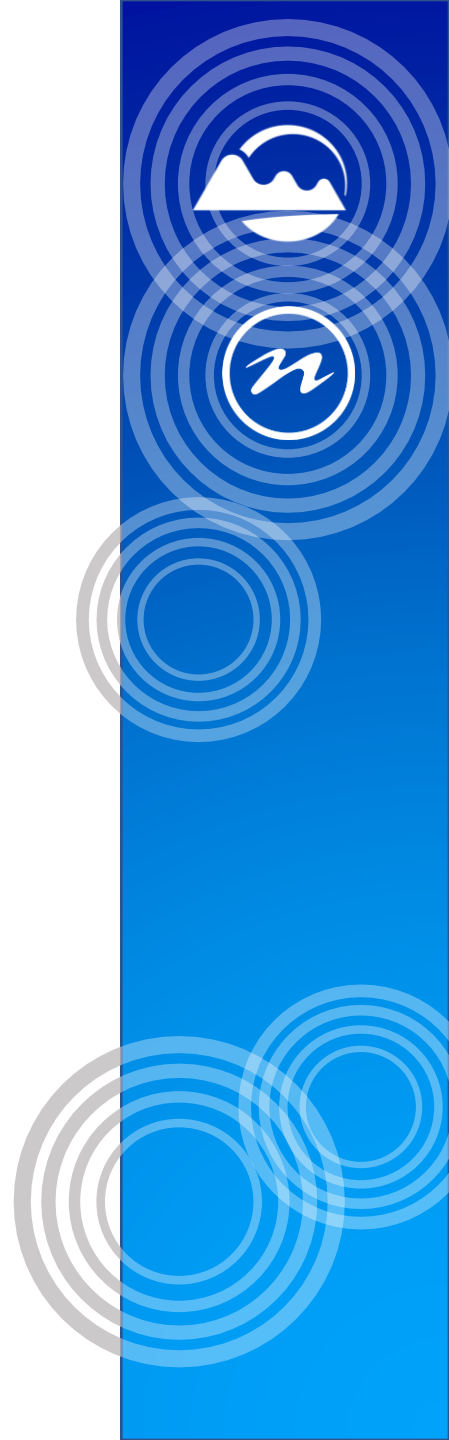
Members of this board include:

- The Public Transport Advisor
- A member of the Nelson City Council Communications team
- A member of the Tasman District Council Communications team



Next steps

Pending discussion bring back to 5 May Joint RTC Committee revised guidelines for adoption



Regional Speed Management Plan

Joint RTC Workshop

4th April 2023



tasman
district council

Te Kaunihera o
te tai o Aorere

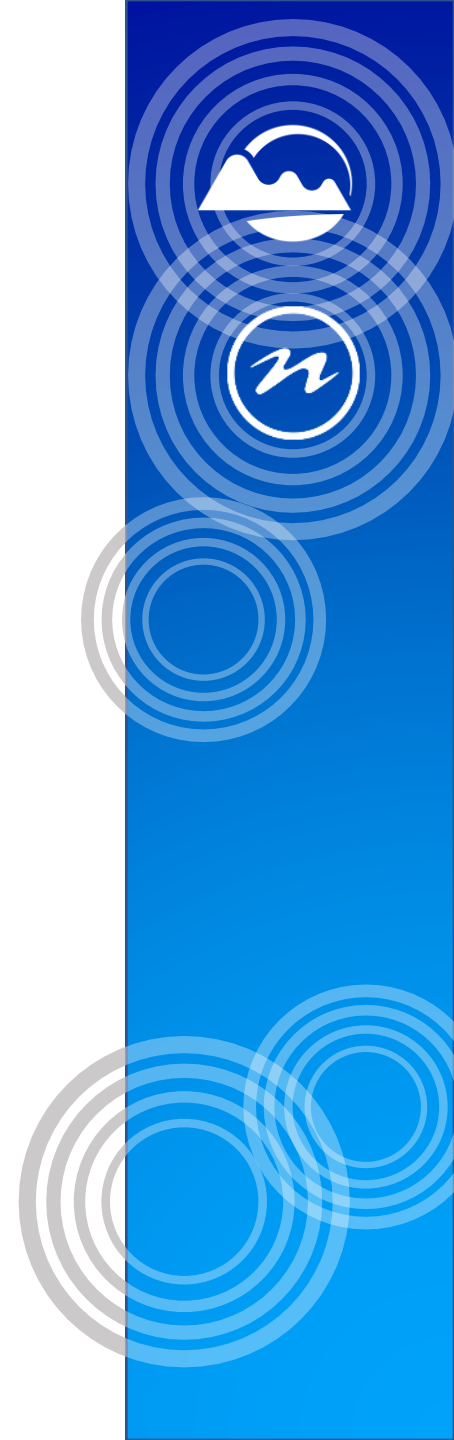


Nelson
City Council

Te Kaunihera o
Whakatū

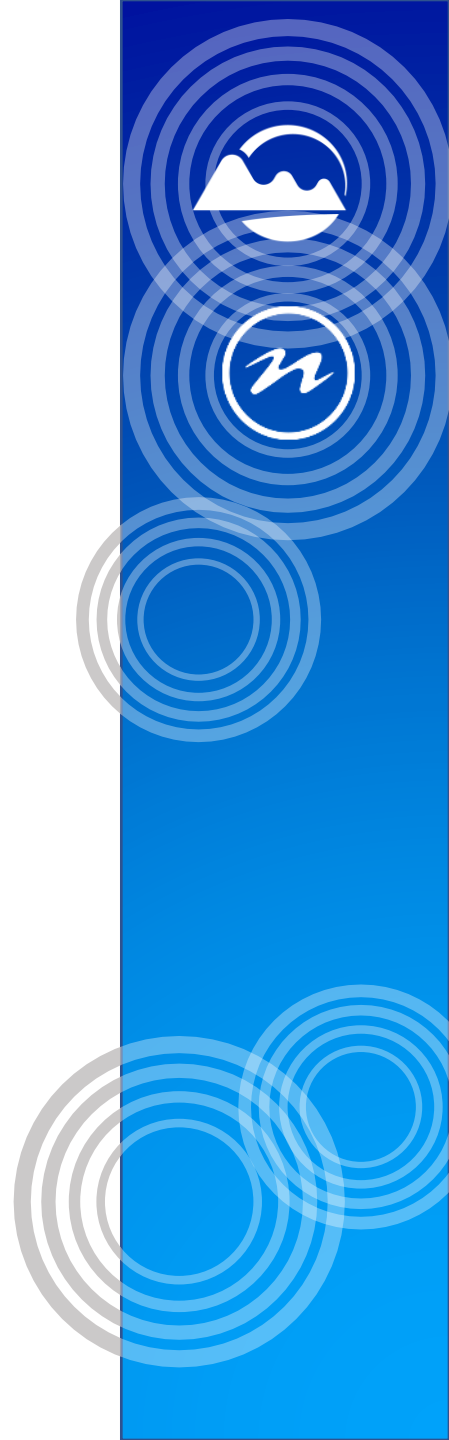
Purpose

- **Inform** RTC of Speed Management Plan:
 - Principles
 - Process
 - Requirements
- Get **guidance** from RTC on:
 - Speed limit and infrastructure principles



Content

- Background
- The Science of Speed
 - Energy vs Speed
 - Stopping Distance
 - Crash Statistics
 - Travel Time
 - Safe and Appropriate Speeds
- Options for Implementation
- Guidance Sought



A horizontal banner with a blue gradient background. On the left side, there are several concentric circles in a lighter blue shade. On the right side, there are more concentric circles, some overlapping, in a lighter blue shade. The word "Background" is centered in white text.

Background

What is a Speed Management Plan?

- **10 year** plan
- Identifies **speed limits** (including timing of changes) in Road Controlling Authority areas
- Identifies **traffic treatments** (including traffic calming to reduce speeds, and upgrades to make higher speeds safer).
- **Reviewed** 3 yearly



Why is the right speed so important?

- Speed influences if a crash happens or not
- Humans are **vulnerable** at speed.
- Speed determines if the people involved in a crash **walk** away, are **stretched** away, or are carried away in a **body bag**.
- Obligation to ensure that all the speeds on the roads in Nelson / Tasman are **safe and appropriate**.



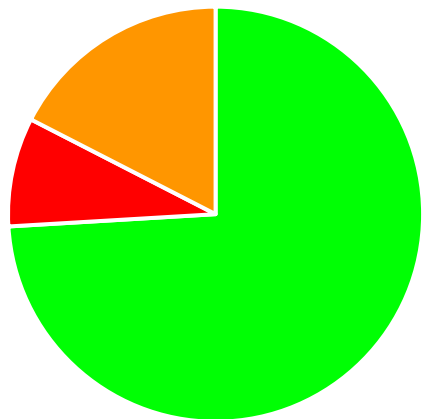
Previous Feedback

TDC Walking and Cycling Strategy (240 responses)

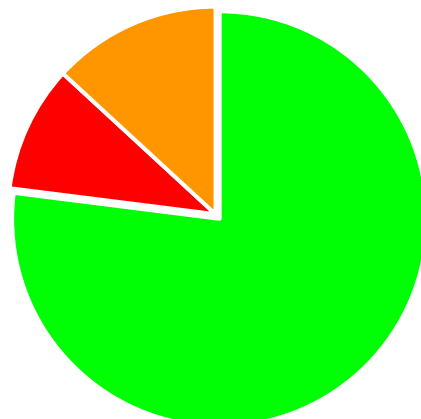
30km/h at areas with high pedestrian numbers, such as:

- Schools
- Retirement Villages
- Town Centres
- Local Neighbourhoods

Speed management



Slow speed local streets



Agree

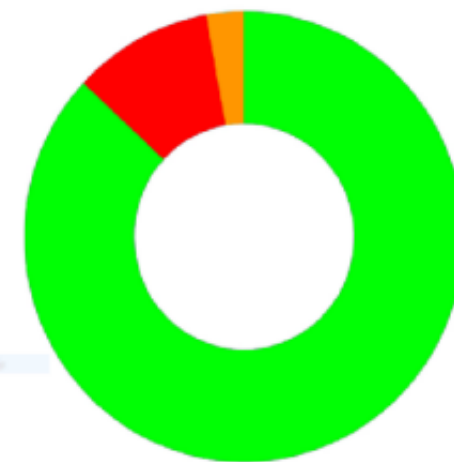
Disagree

Neutral or
unsure

NCC Active Travel Strategy (232 responses)

Guiding Principle 2: Vehicles are slowed to 30km/h at:

- Schools,
- Town centres,
- Locations where active travellers are not separated from vehicles

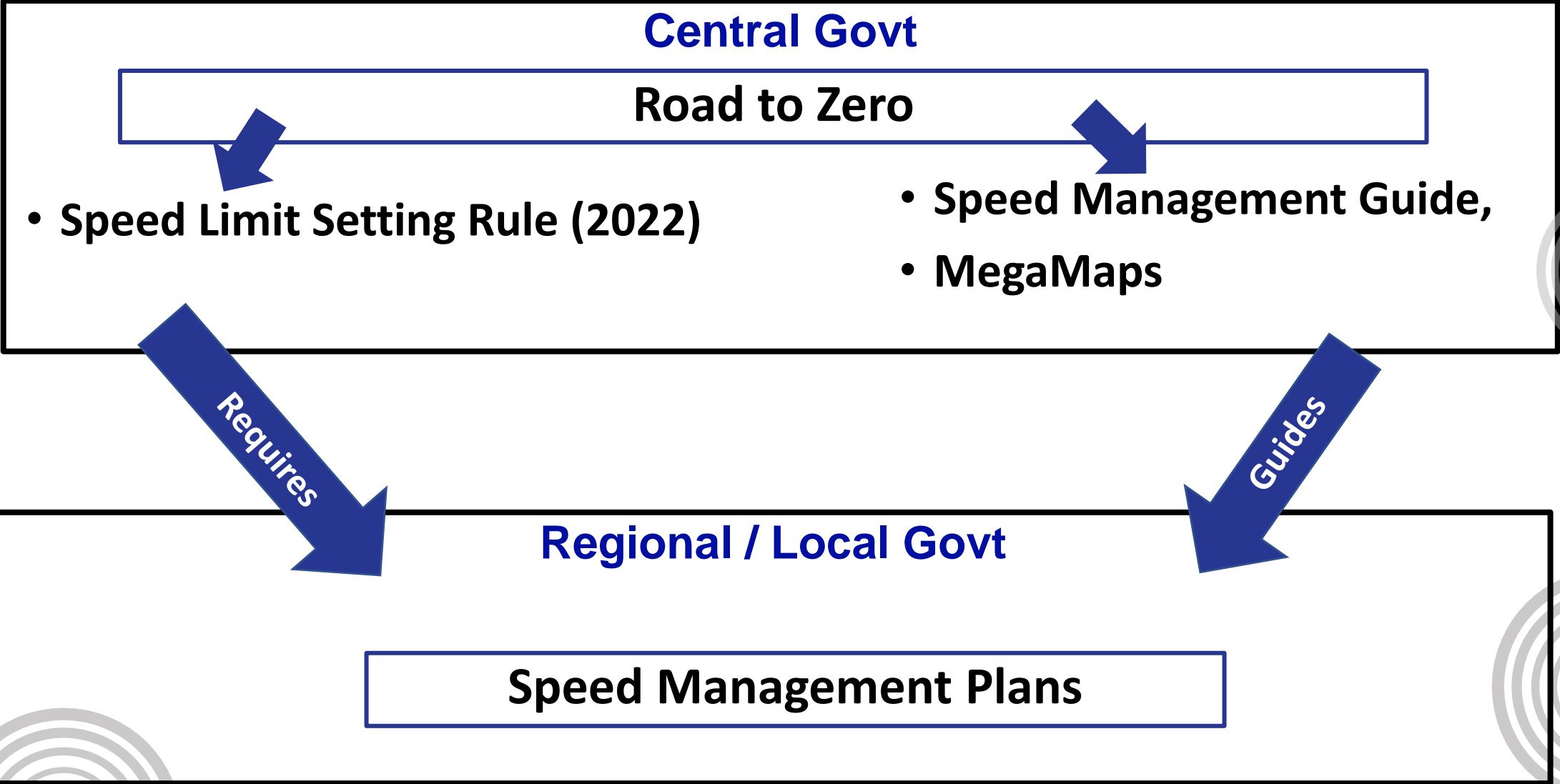


Agree

Disagree

Neutral or
unsure

Legislative Background



Alignment with other strategies and plans

The proposed speed limits will be aligned with (or informed by) the speed and safety goals in:

- TDC Walking and Cycling Strategy
- NCC Active Travel Strategy
- Road to Zero Strategy
- The One Network Framework
- Speed Limit Setting Rule
- Waka Kotahi Speed Management Guide
- International best practice for road safety



A horizontal blue banner with a gradient from dark blue on the left to light blue on the right. It features several sets of concentric circles in various shades of blue, some overlapping. The text "The Science of Speed" is centered in white.

The Science of Speed

Effects of Speed

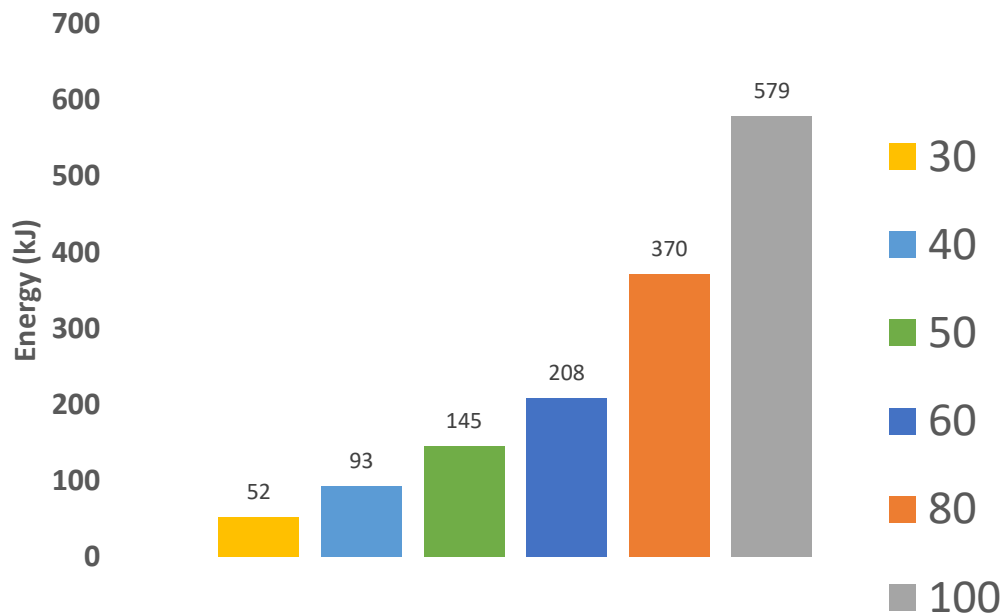
$$K.E. = \frac{1}{2} mv^2$$

Kinetic Energy

=

$\frac{1}{2}$ mass x velocity squared

Energy at Speeds (1.5t car)



| Speed Increase | Energy Increase |
|-----------------------------------|--------------------------------|
| 25% (80km/h to 100km/h) | 56% (370kJ to 579kJ) |
| 67% (30km/h to 50km/h) | 179% (52kJ to 145kJ) |

Effects of Speed

“The faster you go the bigger the mess”

$1\frac{1}{4}$ x Speed \neq $1\frac{1}{4}$ x Mess

$1\frac{1}{4}$ x Speed $>$ $1\frac{1}{2}$ x Mess



Effects of Speed – Avoiding a Crash

2 Phases:

1. Reaction:

Driver:

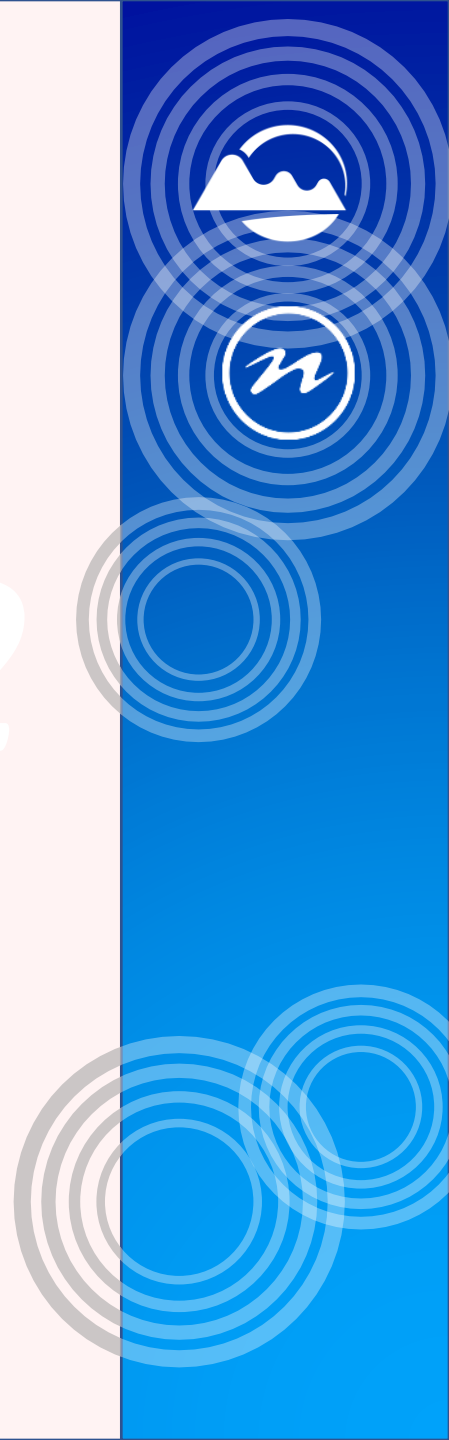
- a) Identifies that a crash is about to happen, and
- b) Decides what action to take

Takes 1 ½ to 2 ½ seconds (= 42 to 69m @ 100km/h)

2. Action

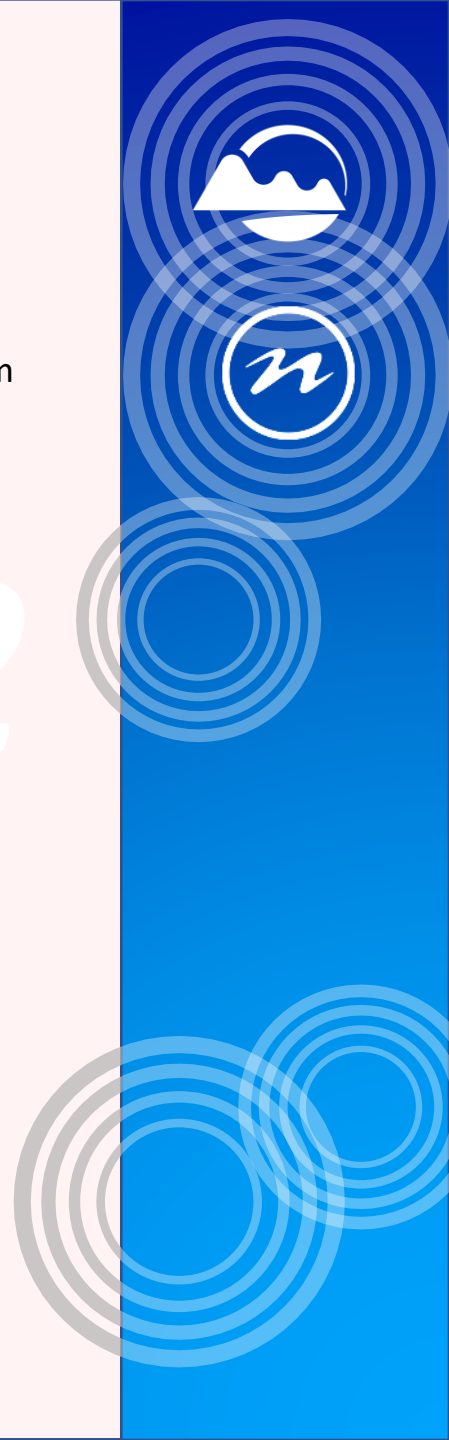
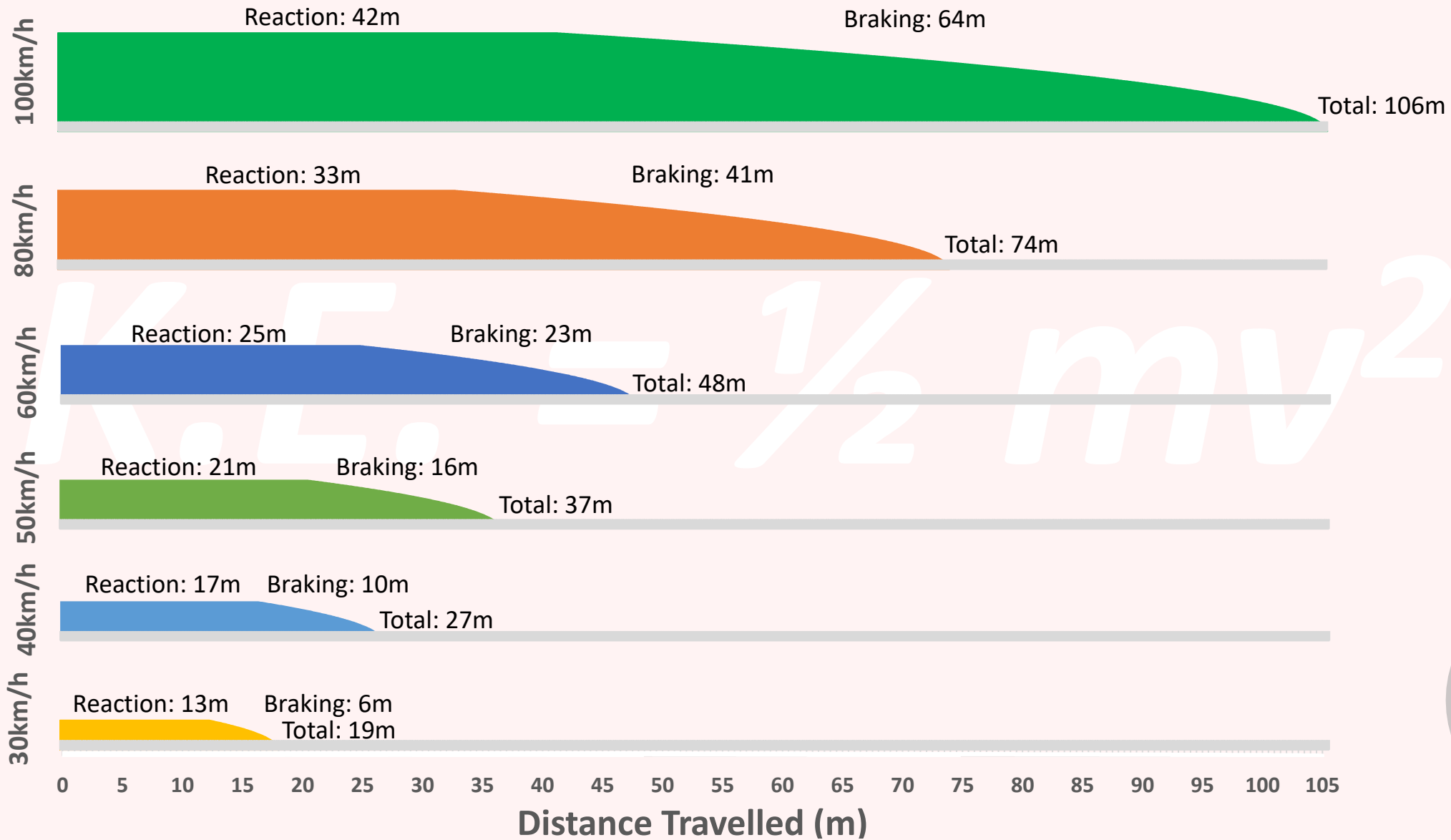
Driver:

- a) Brakes heavily,
- b) Swerves,
- c) Both, or
- d)







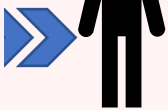
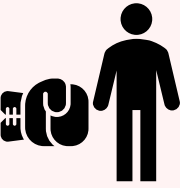
K.E. = 1/2 mv²

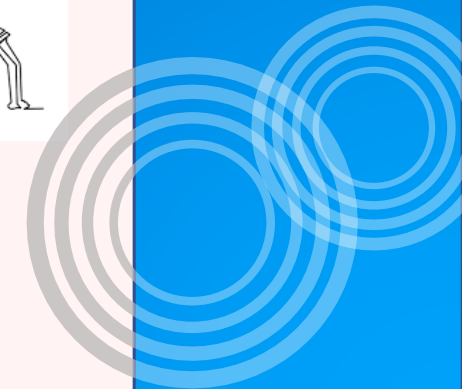
Effects of Speed - Stopping Distance



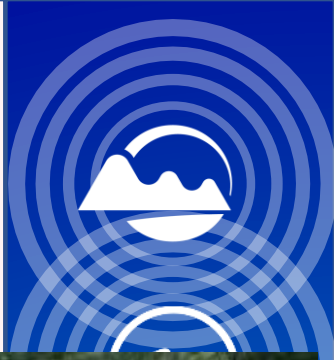
Effects of Speed – Cumulative Effect

Scenario 1 Pedestrian steps out 17m in front of a car




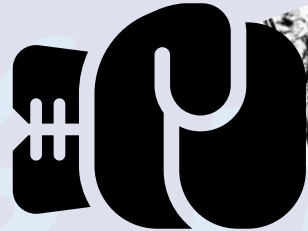






| Initial Speed | Impact Speed | Impact Force |
|--|---|--|
| 50km/h  | 50km/h  |  |
| 30km/h (60%)  | 15km/h (30%)  | (9%)  |



Effects of Speed – Cumulative Effect



Scenario 2: Car pulls out 70m in front of another car

| Initial Speed | Impact Speed | Impact Force |
|--|---|---|
| 100km/h  | 75km/h   |   |
| 80km/h (80%)  | 25km/h (33%)   | (10%)   |



[monash university stopping distance - Google Search](#)

Effects of Speed – Human Body

We cope with running into things at running speed

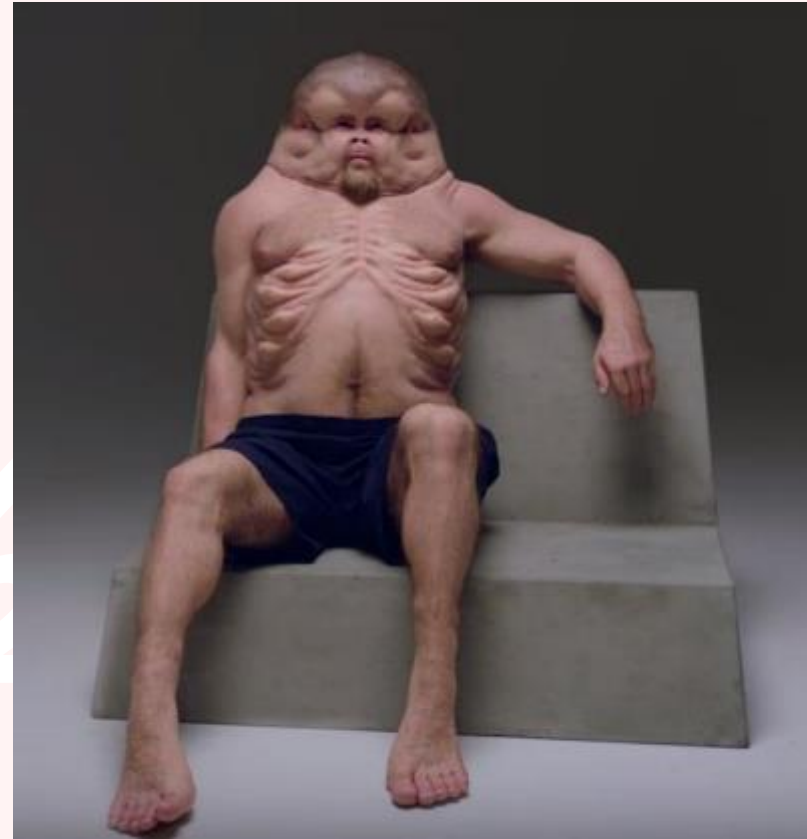


At higher speed:

Bones shatter,

Internal organs hurled into rib cage,

Brain hurled into skull



GRAHAM:

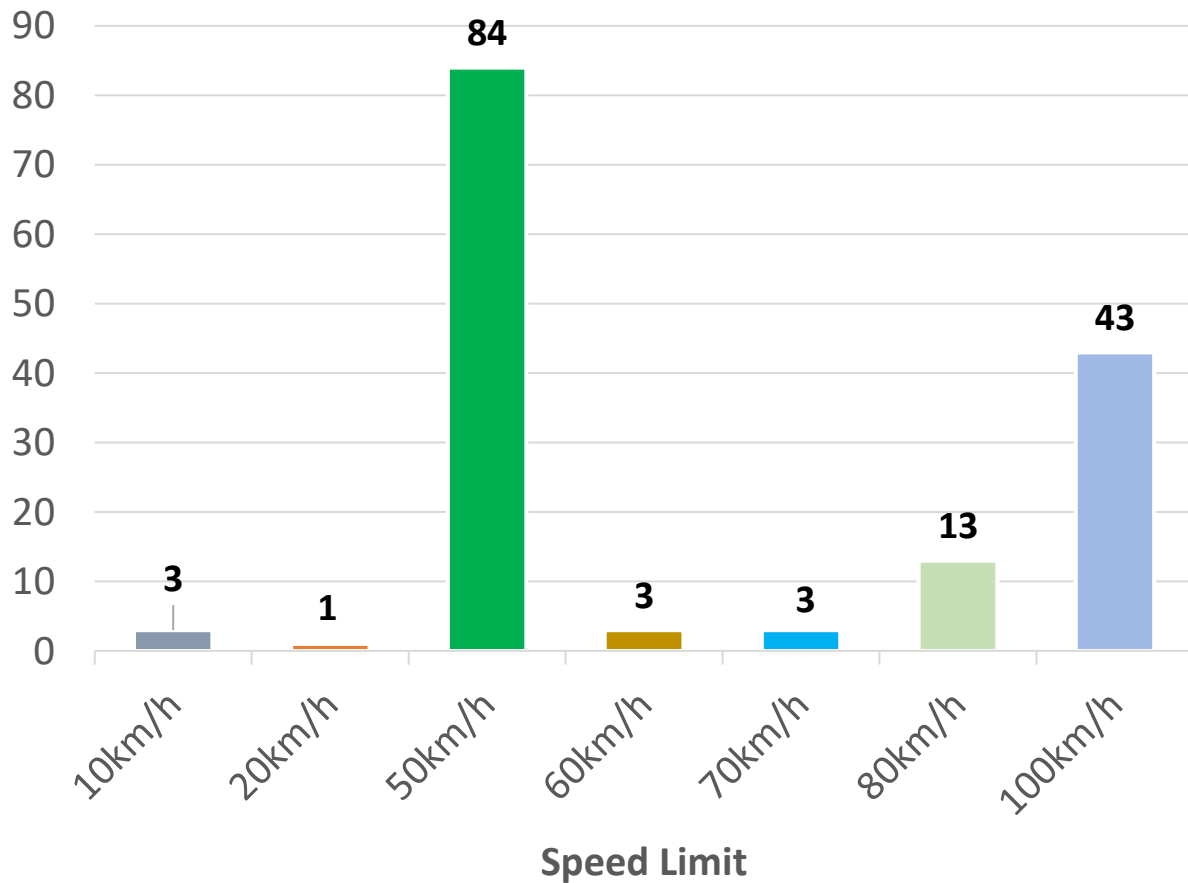
A human designed by trauma surgeons to survive a high speed car crash



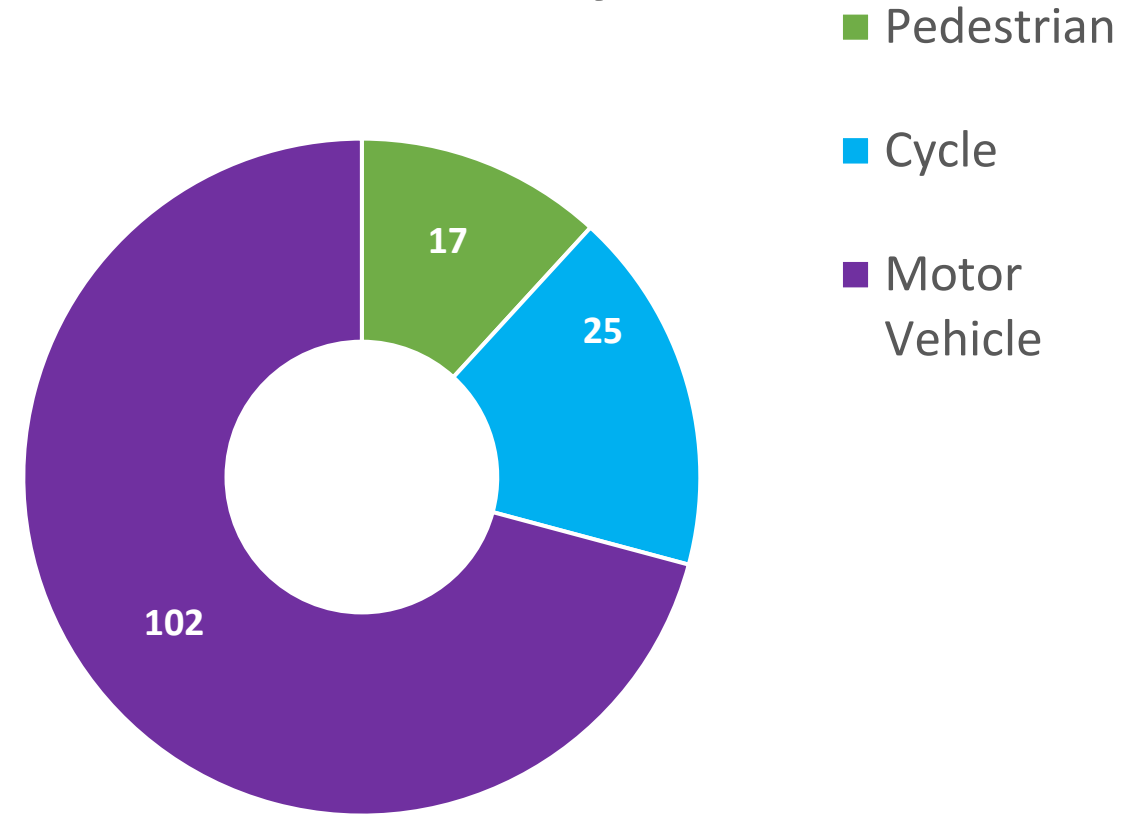
Nelson Tasman Fatal & Serious Crashes – Excluding State Highways (2018 – 2022)

150 Fatal & Serious Crashes recorded

Crashes by Speed Limit

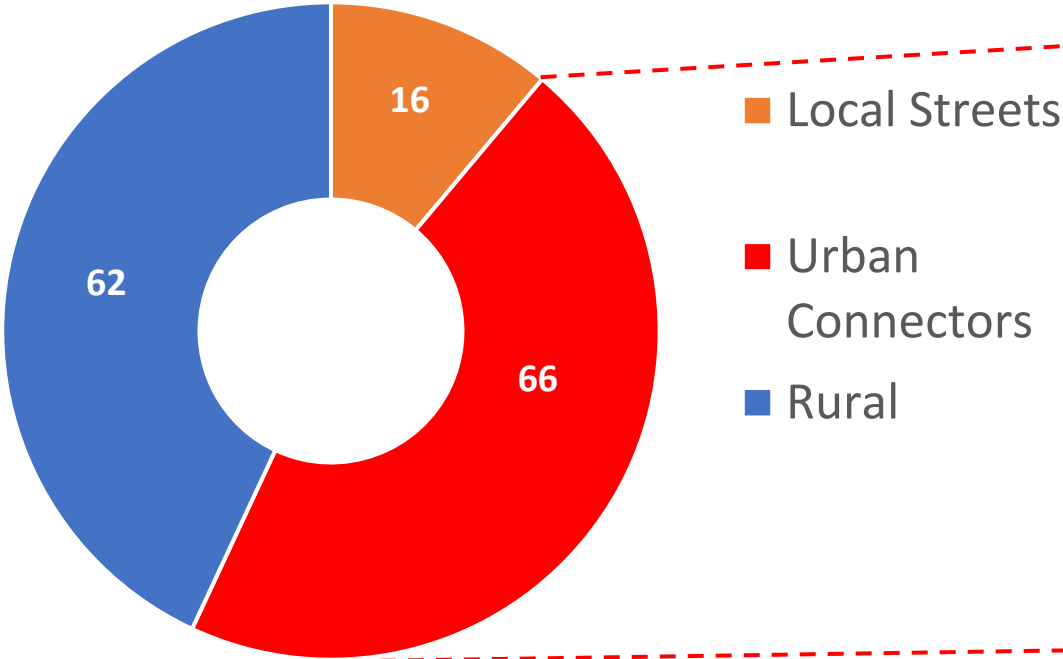


Crashes by Mode

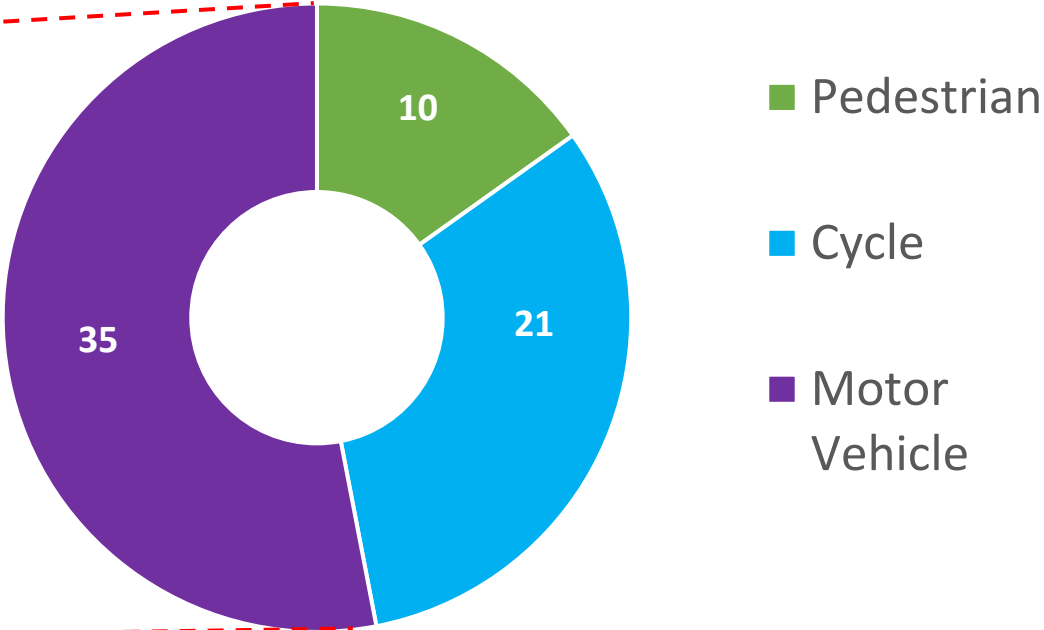


Nelson Tasman Fatal & Serious Crashes~ Excluding State Highways (2018 – 2022)

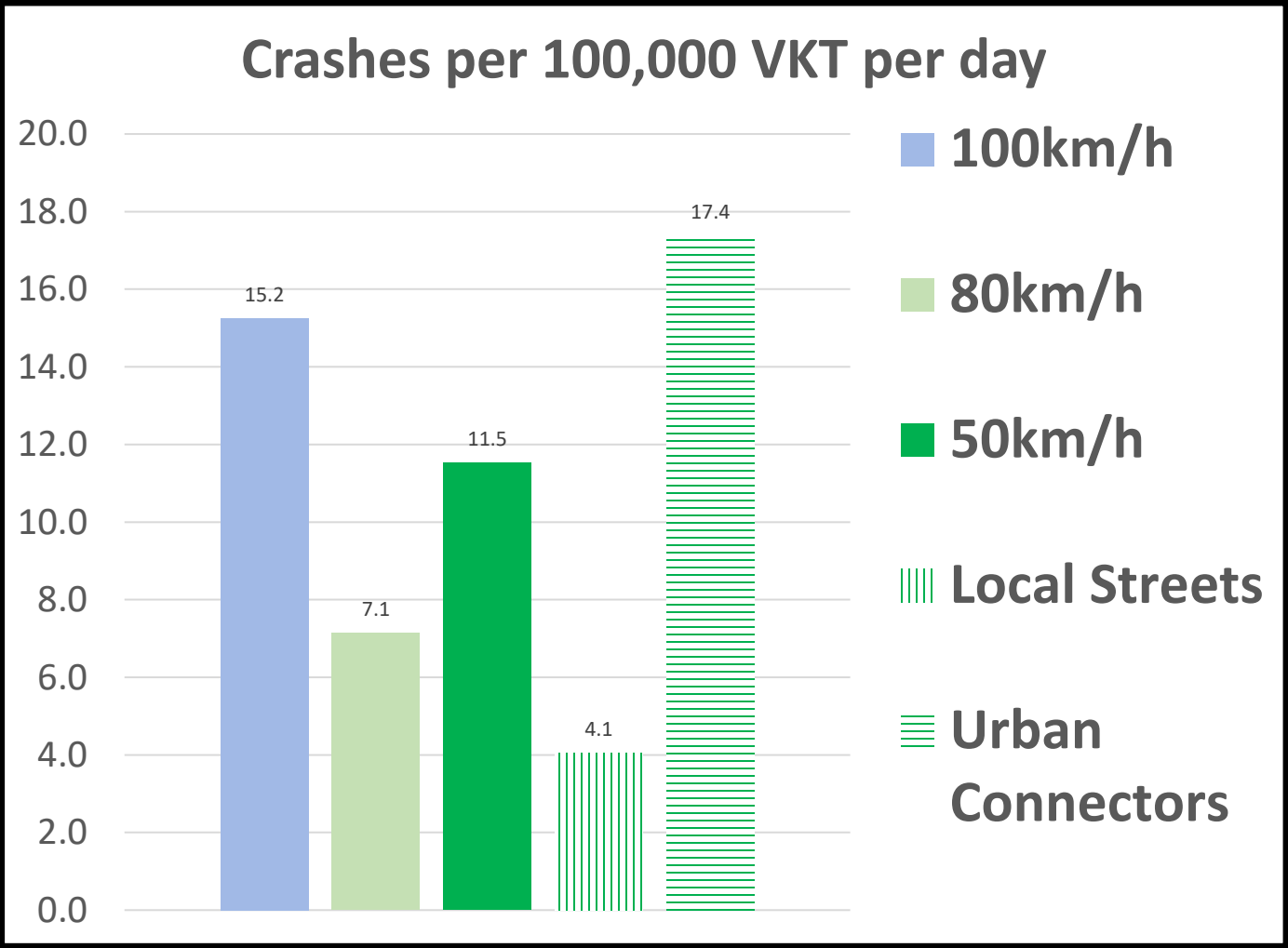
Crashes by ONF Classification



Urban Connector Crashes by Mode



Nelson Tasman Fatal & Serious Crashes Excluding State Highways (2018 – 2022)



Impact on Travel Time & Fuel Use

NZTA Research Report 2017

Compared travel time & fuel use on 3 urban routes

- 2 in Wellington, 1 in Auckland
- 6 - 12km long, (100 – 120 trips each route at 40 & 50km/h)



@ 40km/h maximum speed:

- Increased **travel time** by 5 – 9 minutes per hour (8 – 15%)
- Reduced **fuel consumption** by 0 – 5%

Using those rates:

Nelson CBD to Richmond CBD via Waimea Road & Main Road Stoke:

- Additional 1½ to 3 minutes at off peak if speed limit on urban connectors reduced to 40km/h



Impact on Travel Time & Fuel Use

NZTA Research Report 2017

Compared travel time & fuel use on 3 rural routes

- Auckland to Tauranga, Hastings to Levin, Christchurch to Kaikoura
- 180 - 210km long, (25 – 30 trips each route at 80 & 100km/h)



@ 80km/h maximum speed:

- Increased **travel time** by 5 – 8 minutes per hour (8 - 13%)
- Reduced **fuel consumption** by 14 - 15%

Using those rates:

Brightwater to Motueka via Moutere Highway:

- Additional 3 to 5 minutes if speed limit reduced to 80km/h



A horizontal blue banner with a gradient from dark blue on the left to light blue on the right. The banner features several sets of concentric circles in various shades of blue, some overlapping. The text "Safe and Appropriate Speeds" is centered in white, bold, sans-serif font.

Safe and Appropriate Speeds

Safe and Appropriate Speeds

Waka Kotahi Speed management guide Road to Zero edition:

- Identifies Safe and Appropriate Speeds (SAAS) for road types based on **One Network Framework (ONF)**
 - Road classification system based on road function and adjacent place function



Safe and Appropriate Speeds – Civic Spaces



Sundial Square

Current Limit: 30km/h

SAAS: 10km/h

Mean Speed: 10km/h

Definitions

| | |
|---------------|---|
| SAAS | Safe and Appropriate Speed |
| Current Limit | Current Speed Limit |
| Mean Speed | Average Free Flow Speed based on Tom-Tom data |



Safe and Appropriate Speeds - Local Streets



Bay View Road
Current Limit: 50km/h

SAAS: 30km/h
Mean Speed: 28km/h



Waverley Street
Current Limit: 50km/h

SAAS: 30km/h
Mean Speed: 39km/h



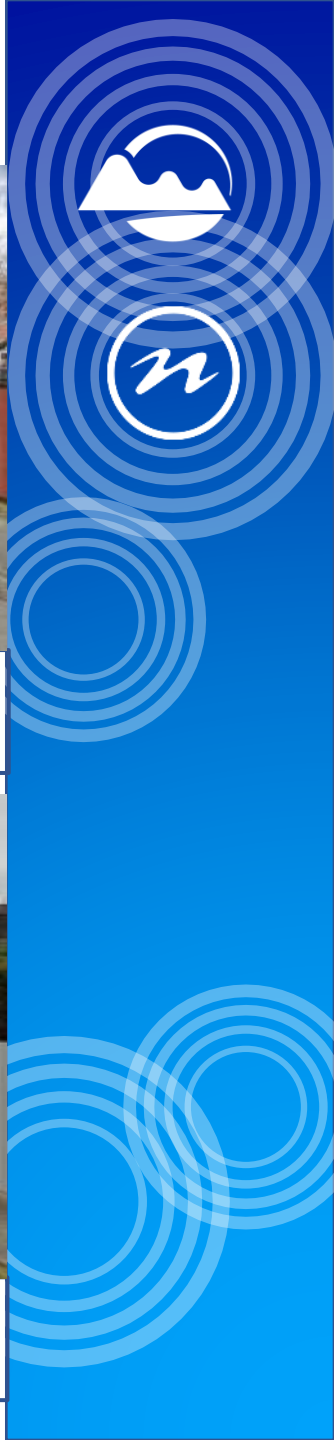
Aldinga Ave
Current Limit: 50km/h

SAAS: 30km/h
Mean Speed: 34km/h



Moffatt Street
Current Limit: 50km/h

SAAS: 30km/h
Mean Speed: 30km/h



Safe and Appropriate Speeds - Main Streets



Main Road Stoke SAAS: 30km/h (40km/h with cycle lane)
Current Limit: 50km/h Mean Speed: 37km/h



Queen Street SAAS: 30km/h
Current Limit: 30km/h Mean Speed: 27km/h



Hardy Street SAAS: 30km/h
Current Limit: 30km/h Mean Speed: 23km/h



Safe and Appropriate Speeds - Activity Streets



St Vincent Street SAAS: 40km/h (with separated cycles)
Current Limit: 50km/h Mean Speed: 38km/h



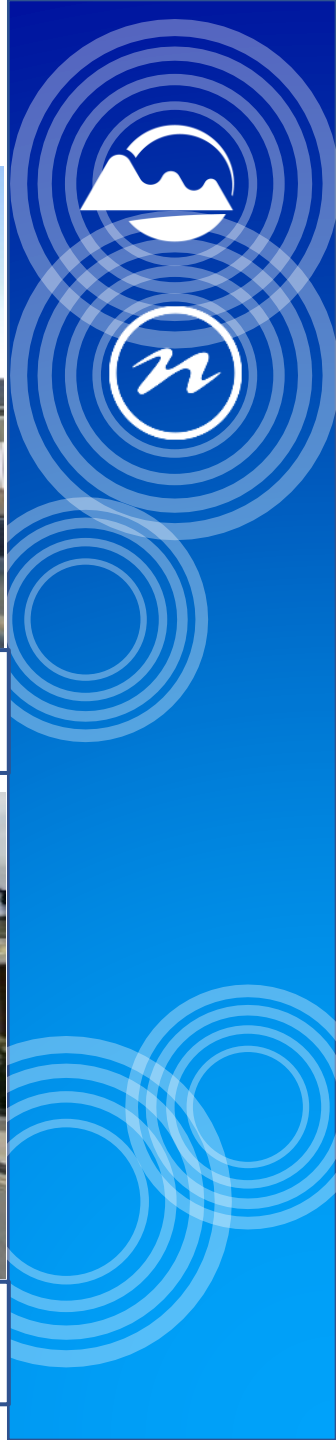
McGlashen Street SAAS: 30km/h
Current Limit: 50km/h Mean Speed: 34km/h



Beach Road SAAS: 30km/h
Current Limit: 50km/h Mean Speed: 30km/h



Greenwood Street SAAS: 30km/h
Current Limit: 50km/h Mean Speed: 29km/h



Safe and Appropriate Speeds – Urban Connectors



Waimea Road SAAS: 40km/h (50 with separated cycles)
Current Limit: 50km/h Mean Speed: 48km/h



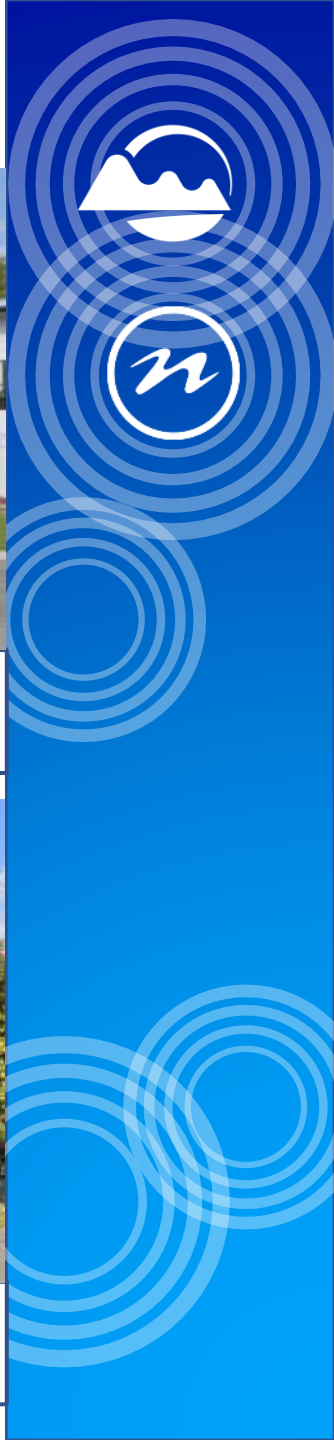
Wensley Road SAAS: 40km/h (50 with separated cycles)
Current Limit: 50km/h Mean Speed: 45km/h



The Ridgeway SAAS: 40km/h (50 with separated cycles)
Current Limit: 50km/h Mean Speed: 46km/h



Waimea West Rd SAAS: 40km/h (50 with separated cycles)
Current Limit: 50km/h Mean Speed: 52km/h



Safe and Appropriate Speeds – Outside Schools



Nayland Road SAAS: 30km/h
Current Limit: 50km/h (40 variable) Mean Speed: 46km/h



Grey Street SAAS: 30km/h
Current Limit: 50km/h Mean Speed: 37km/h



Vanguard Street SAAS: 30km/h
Current Limit: 50km/h (40 variable) Mean Speed: 46km/h



Ellis Street SAAS: 30km/h
Current Limit: 40km/h Mean Speed: 44km/h



Safe and Appropriate Speeds – Outside Schools

Speed Limit Setting Rule **requires** RCAs to:

- Have 30km/h speed limit outside schools
- Use “reasonable efforts” to have:
 - 40% of schools complying by 30 June 2024
 - All Schools complying by 31 Dec 2027

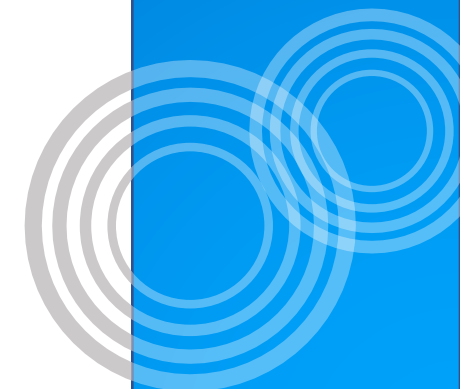
Some **exceptions**:

- Existing 40km/h limits can remain until next SMP
- RCA can designate “Category 2” schools:
 - 60km/h or less limit
 - Must review Category 2 schools in next SMP & either
 - Change to 30km/h limit, or
 - Explain why a higher limit is safe and appropriate



Safe and Appropriate Speed Summary -Urban

| URBAN | Current Speed | Safe and Appropriate Speed |
|-------------------|--------------------------|---|
| Urban Residential | 50 km/h | 30 km/h |
| Urban Connector | 50 km/h | 50 km/h (if separated cycleway present) 40 km/h (if no separated facility) |
| Urban school | 40 or 50 km/h | 30 km/h |
| Urban town centre | 50 km/h (in most places) | 30 km/h |



Safe and Appropriate Speeds – Transit Corridors



SH6 Hira Whakatu Drive
Current Limit: 100km/h

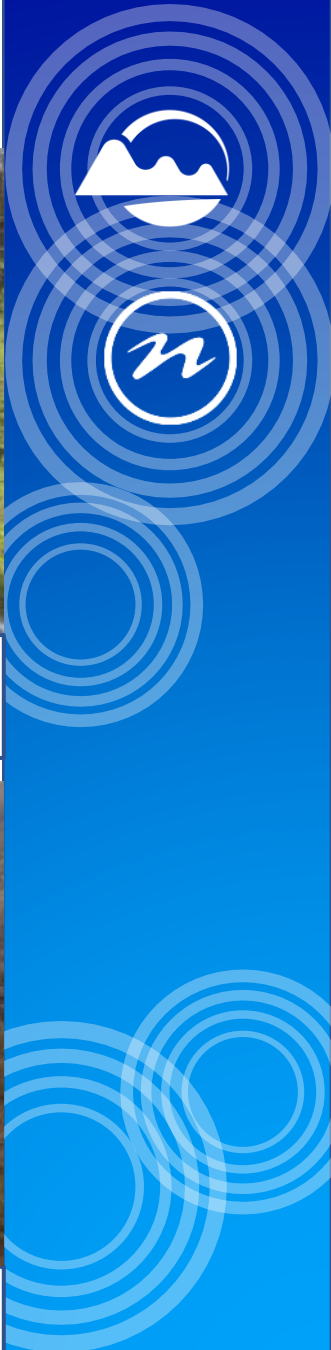
SAAS: 100km/h
Mean Speed: 89km/h

NOTE:

Whakatu Drive, and the Christchurch and Dunedin motorways are currently the only sections of road in the South Island with a Safe and Appropriate speed of 100km/h.



Safe and Appropriate Speeds – Most Rural Roads



Cable Bay Road
Current Limit: 100km/h

SAAS: 80km/h
Mean Speed: 54km/h



Moutere Highway
Current Limit: 100km/h

SAAS: 80km/h
Mean Speed: 82km/h



Glen Road
Current Limit: 80km/h

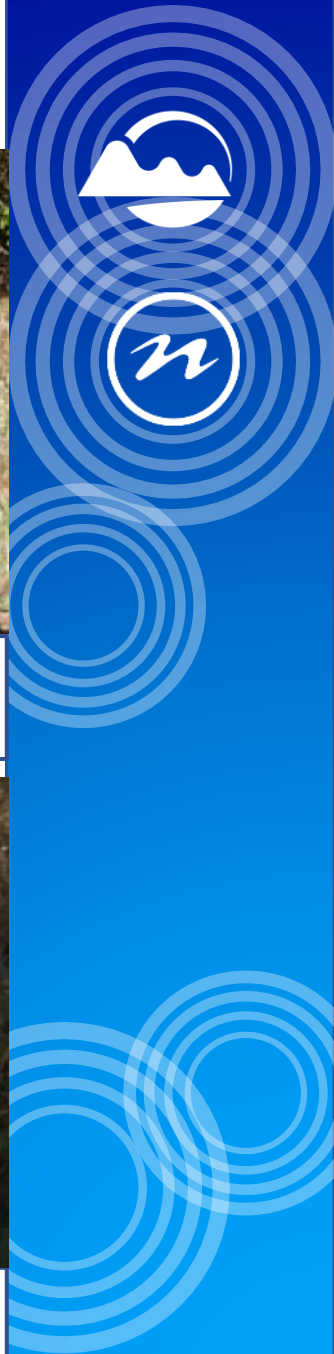
SAAS: 80km/h
Mean Speed: 54km/h



Dovedale Road
Current Limit: 100km/h

SAAS: 80km/h
Mean Speed: 69km/h

Safe and Appropriate Speeds – Winding / Tortuous



Cable Bay Road
Current Limit: 100km/h

SAAS: 60km/h
Mean Speed: 35km/h



Aniseed Valley Road
Current Limit: 80km/h

SAAS: 60km/h
Mean Speed: 49km/h



Lud Valley Road
Current Limit: 60km/h

SAAS: 60km/h
Mean Speed: 50km/h



Motueka River West Bank Road
Current Limit: 50km/h

SAAS: 60km/h
Mean Speed: 57km/h

Safe and Appropriate Speeds – Unsealed



Kokorua Road
Current Limit: 100km/h

SAAS: 60km/h
Mean Speed: 20km/h



Baldwin Road
Current Limit: 80km/h

SAAS: 60km/h
Mean Speed: 21km/h



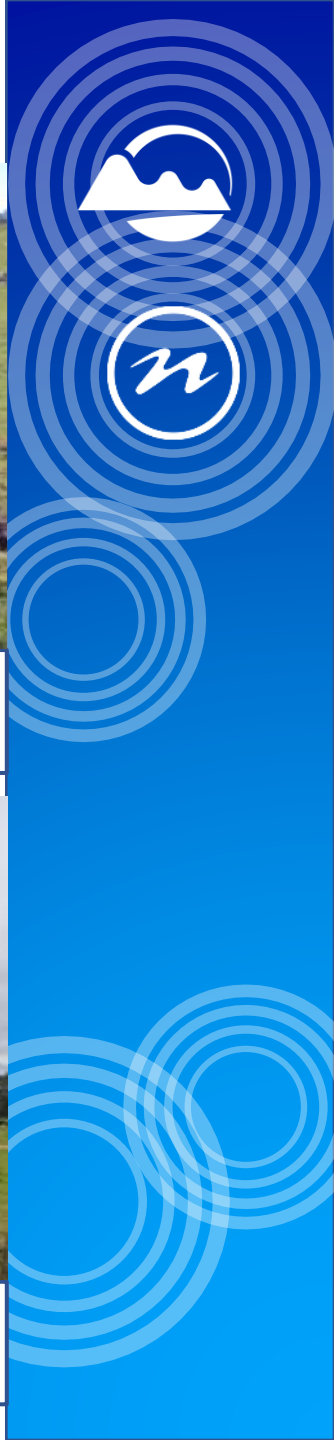
Todd Valley Road
Current Limit: 50km/h

SAAS: 60km/h
Mean Speed: 20km/h



Orion Road
Current Limit: 100km/h

SAAS: 60km/h
Mean Speed: 37km/h



Safe and Appropriate Speeds – Rural Schools



SH6 Hira Road (Hira School)
Current Limit: 80km/h

SAAS: 30km/h
Mean Speed: 78km/h



School Road (Lower Moutere)

Current Limit: 80km/h (60 Variable) Mean Speed: 42km/h

SAAS: 30km/h



Paton Road (Hope School)

Current Limit: 80km/h (60 variable) Mean Speed: 71km/h

SAAS: 30km/h

Safe and Appropriate Speed Summary - Rural

| RURAL | Current Speed | Safe and Appropriate Speed |
|---|---------------|---|
| Rural Residential | 70-80 km/h | 30 or 50 km/h (depending on density of homes) |
| Rural sealed and straight | 100 km/h | 80 km/h |
| Rural unsealed, or tortuous, poor visibility, narrow | 100 km/h | 60 km/h |
| Rural school frontage | 100 km/h | 30 km/h |
| Rural town centres | 50 + km/h | 30 km/h |

A horizontal banner with a blue gradient background. On the left side, there are several concentric circles in a lighter blue shade. On the right side, there are more concentric circles, some overlapping, in a lighter blue shade. The text "Guidance Sought" is centered in white.

Guidance Sought

Guidance Sought from RTC

Do you support, in principle, a final state of:

- 30km/h outside schools, ECEs and retirement villages?
- 30km/h on Local, Main & Activity Streets?
- 40km/h on Urban Connectors without separated cycle facilities?
- 50km/h on Urban Connectors with separated cycle facilities?
- 60km/h on unsealed, windy, narrow rural roads?
- 80km/h on other rural roads?

Please give reasons



Guidance Sought from RTC

In principle, do you support:

- Rapid Implementation (most limits changed in 1st 3 years)?
- Staged approach (limits changed in stages over 10 years)? or
- Somewhere in between?

Staff will develop more detailed implementation options following feedback from RTC and both Councils and workshop these with the RTC



Proposed Process

Who

| | | | |
|------|---------------|---|---------------------|
| 2023 | April / May | Workshop - Principles | RTC / Councils |
| | May | Develop Timing Options | Staff |
| | June | Workshop - Timing | RTC |
| | July / August | Develop Draft Plan | Staff |
| | August | Approve Draft Plan for Consultation | RTC |
| | August / Sept | Consultation | Community |
| | September | Hearings & Deliberation | RTC |
| | October | Workshop – Changes following consultation | Councils |
| | November | Change Plan | Staff |
| | December | Recommend Approval | RTC |
| 2024 | February | Adopt Plan | Joint Council Cttee |
| | March | Certify Plan | Waka Kotahi |

