WORKSHOP MATERIAL

Workshop: Joint Nelson Tasman Regional Transport Committee

Date: Tuesday, 06 June 2023

Item	Released Information
1.	JNTRTC Workshop Agenda
2.	Regional Land Transport Plan Problem Statements Presentation
3.	Regional Speed Management Plan Presentation

Notice is given that a Confidential Council Workshop will be held on:

Date:	**Tuesday 6 June 2023**
Time:	**9.00 am**
Meeting Room:	**Tasman Council Chamber**
Venue:	**189 Queen Street, Richmond**
Zoom conference link:	https://us02web.zoom.us/j/82755548465?pwd=bnZVYUJNaWVtZTNCN1JFejdFVU9OQT09
Meeting ID:	827 5554 8465
Meeting Passcode:	109701

Council Workshop (not open to public)

Joint Nelson Tasman Regional Transport Committee

AGENDA

MEMBERSHIP

Members	Deputy Mayor S Bryant (Tasman District Council)	Mayor N Smith (Nelson City Council)
	Cr B Dowler (Tasman District Council)	Deputy Mayor R O'Neill-Stevens (Nelson City Council)
	Ms E Speight (Waka Kotahi)	
Alternate Members	Cr C Butler (Tasman District Council)	Cr M Courtney (Nelson City Council)
	Cr J Ellis (Tasman District Council)	Cr J Hodgson (Nelson City Council)

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Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted.

AGENDA

1 PRESENTATIONS

- Regional Land Transport Plan
- Regional Speed Management Plan

RLTP Problem Statements

Joint RTC Workshop

6 June 2023

tasman district council | Te Kaunihera o te tai o Aorere

Nelson City Council | Te Kaunihera o Whakatū

Goal

Confirm draft problem statements for inclusion in the Regional Land Transport Plan

Outline

- Recap on the Regional Land Transport Plan
- Regional Issues
- Recap on the previous workshop
- Alignment
- Possible problem statements
- Feedback

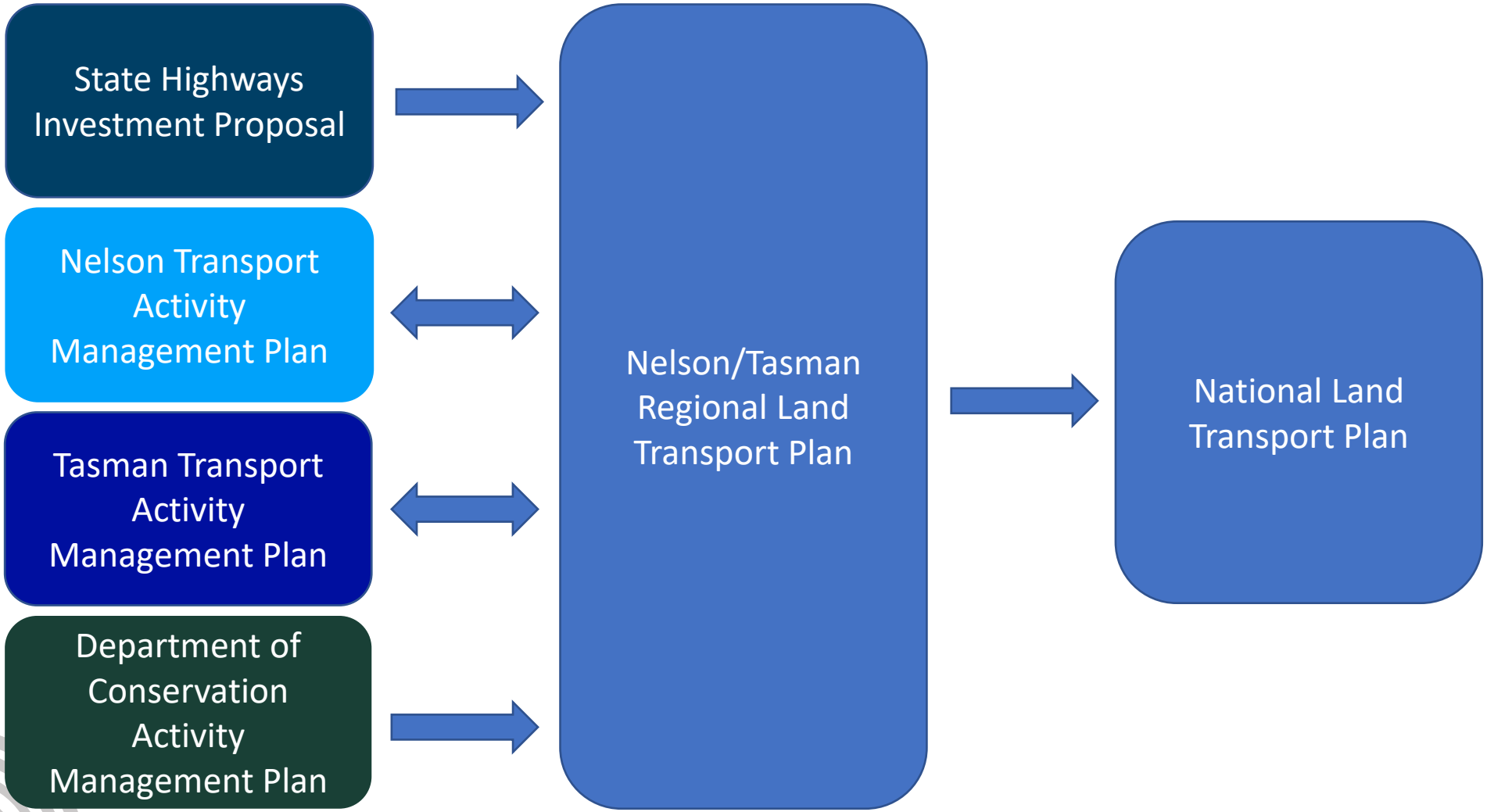
Regional Land Transport Plan (RLTP)

- Required under the Land Transport Management Act 2003
- Ten year plan reviewed every three years (similar to the LTP)
- Must include projects to be eligible for **all** government transport funding
- Created by RTC, but approved by joint Council

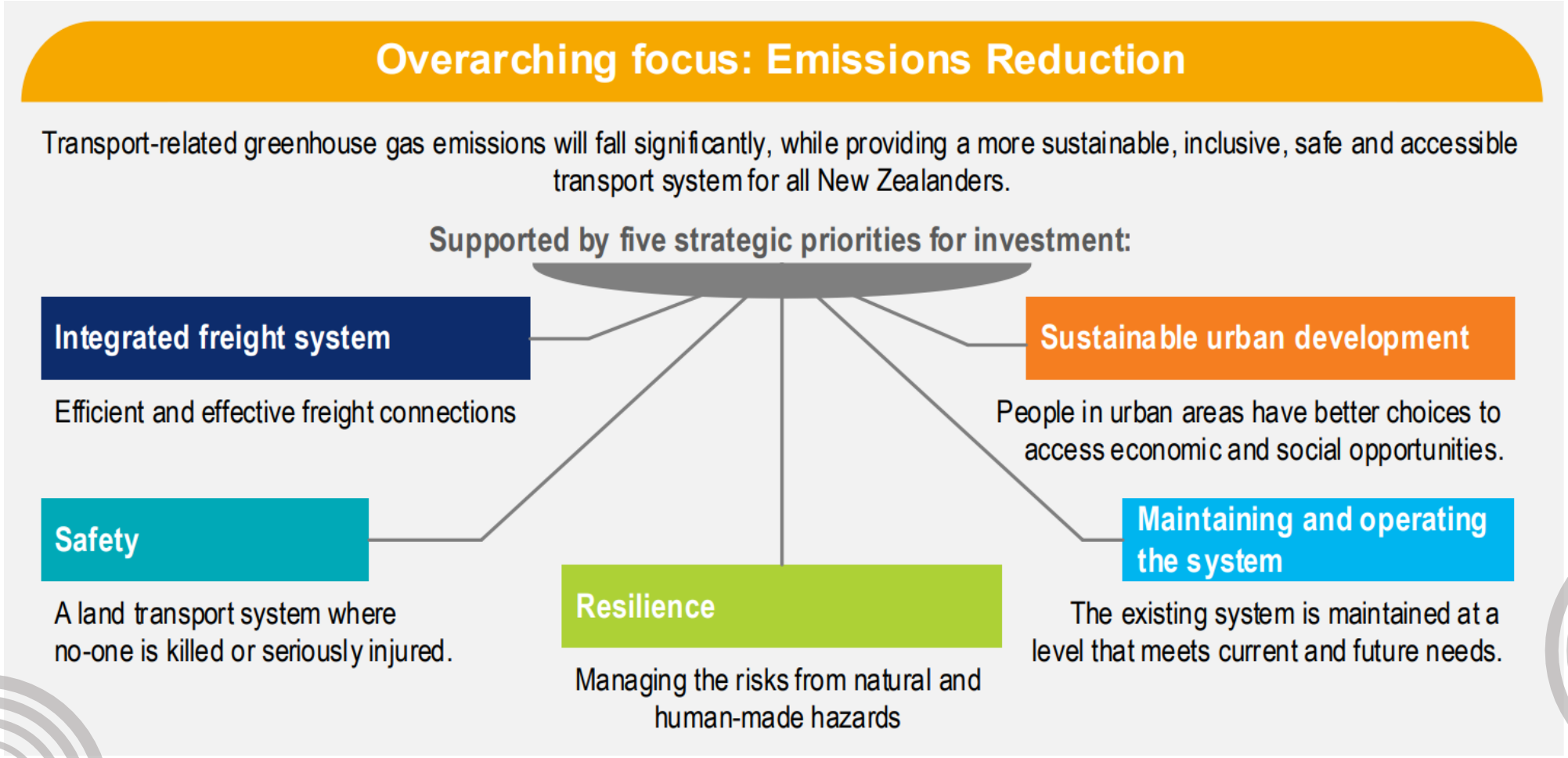
Regional Land Transport Plan (RLTP)

- Split into the following parts:
  - Strategic Context (our region)
  - Strategic Framework (objectives and targets)
  - Policies
  - Priorities for the next 10 years
  - Programming and funding
  - Ten-year forecast
  - Monitoring

Regional Land Transport Plan (RLTP)



Ministry of Transport Priorities
(Indicative)



Tasman Transport Issues

Based on a workshop with Councillors, these were the transport issues (no order)

- Growth
- Safety
- Maintenance
- Resilience
- Environment

Nelson Transport Issues

Based on a workshop with Councillors, these were the top transport issues (in order)

1. Environmental Impact/Emissions
2. Safety
3. Network Resilience
4. Growth/Congestion

Last workshop

1. Environmental Impact/Emissions
2. Network Resilience
3. Safety
4. Growth/Congestion

Alignment

Potential RLTP key issues	Ministry of Transport Prioirties (indicative)	Tasman key issues	Nelson key issues
Environmental Impact	✓	✓	✓
Resilience	✓	✓	✓
Safety	✓	✓	✓
Growth/Congestion		✓	✓

Possible Statements

Environmental Impact: The use of internal combustion vehicles for transport is a significant contributor to greenhouse gas emissions in our region.

35%

Resilience: The susceptibility of our network to unplanned disruption leads to loss of access for the community.

25%

Safety: User behaviour and design of the roads are causing death and serious injuries.

20%

Growth/Congestion: Current and future traffic volumes at key times of the day are constraining access to opportunities and increased social cost.

20%

Feedback

Are you happy to progress with these problem statements?

Environmental Impact: The use of internal combustion vehicles for transport is a significant contributor to greenhouse gas emissions in our region.

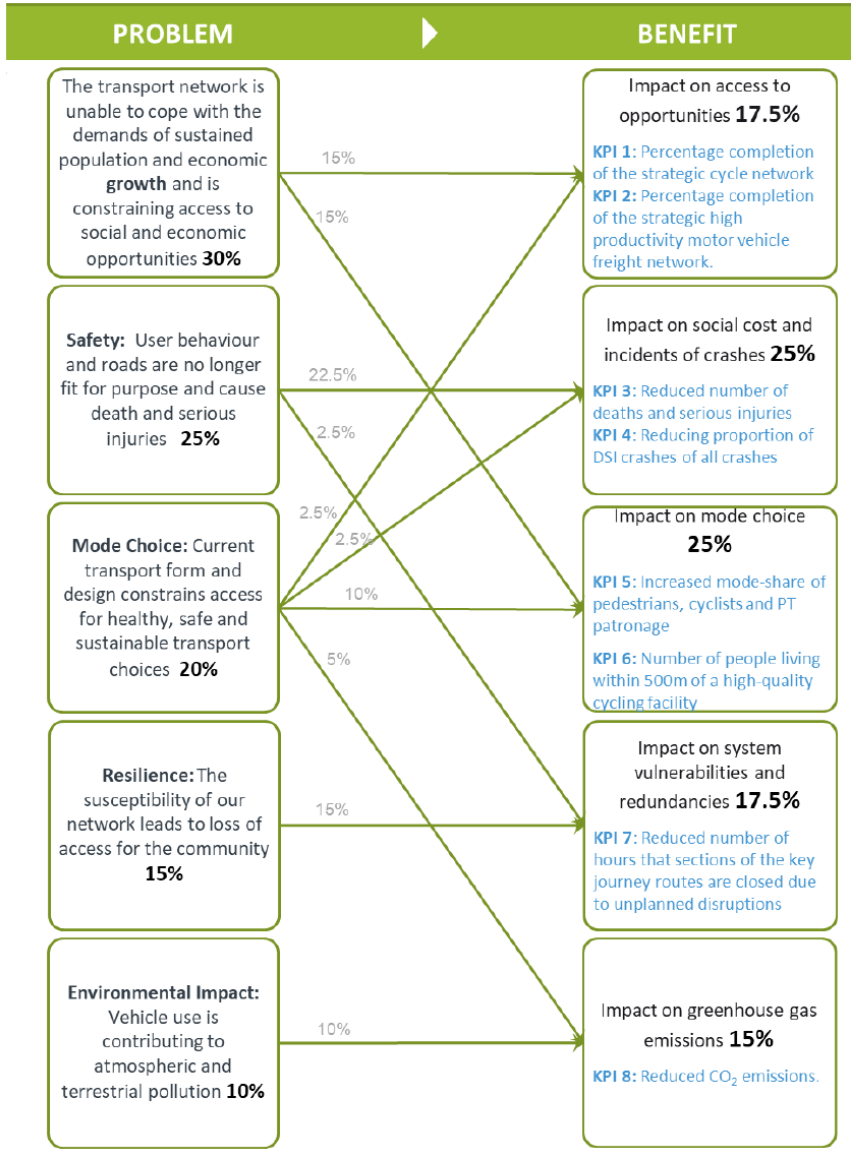
Resilience: The susceptibility of our network to unplanned disruption leads to loss of access for the community.

Safety: User behaviour and design of the roads are causing death and serious injuries.

Growth/Congestion: Current and future traffic volumes at key times of the day are constraining access to opportunities and increased social cost.

Next slide only to assist discussion

Previous Investment Logic Map



Regional Speed Management Plan

Joint RTC Workshop

6th June 2023

tasman district council | Te Kaunihera o te tai o Aorere

Nelson City Council | Te Kaunihera o Whakatū

Purpose

- **Present** Speed Management Plan options for consultation
- Get **guidance** from RTC on options presented

Content

- Background
- Options to consult on
- Maps
- Guidance sought

Proposed Process

			Who
2023	April / May	Workshop - Principles	RTC / Councils
	May	Develop Timing Options	Staff
	June	Workshop – Options & Timing	RTC / Councils
	July / August	Develop Draft Plan / Consultation Material	Staff
	August	Workshop – Draft Plan / Consultation Material	RTC / Councils
	August	Approve 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

Background

Speed Management Plan Requirements

Have Regard to?

TDC Legal Team

Q: What does “have regard to” mean and how much discretion does Council have in implementing the guidance from Waka Kotahi?

A: “*In this context, giving genuine attention and consideration to the factors in the guidance.*

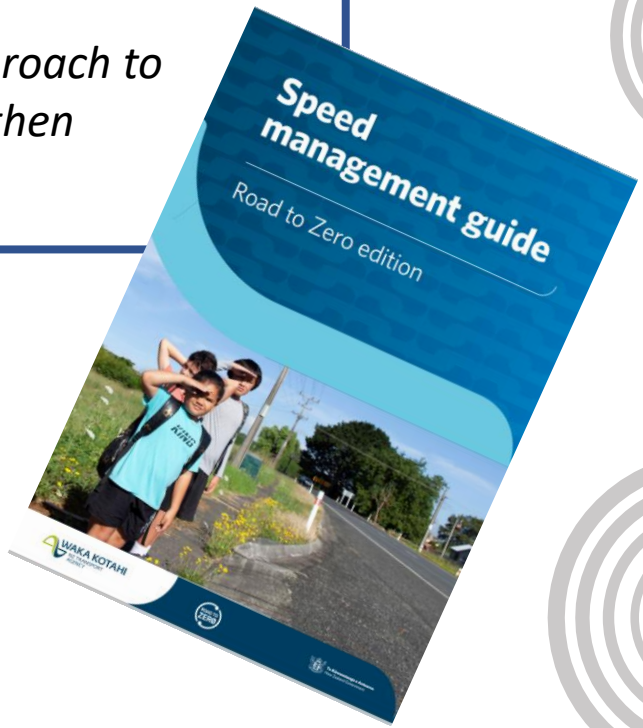
While it does not prevent the RTC considering other relevant factors the onus is on the RTC to clearly demonstrate (usually as part of the discussion, decision and minutes) that they have given genuine consideration to the factors listed.”

Waka Kotahi Guidance

Requirements of the Guidance

Three possible reasons why the proposed speed limit may differ from the SAAS:*

- *The ONF classification of the street or road is incorrect.*
- *There is locally available information that was not part of the national datasets (eg presence of cycling infrastructure) that justifies a different SAAS*
- *The RCA agrees with the SAAS in MegaMaps but is proposing a phased approach to reach the SAAS over time (eg reducing from 50 to 40 when the SAAS is 30, then from 40 to 30 at a later point in time).*



***SAAS**:
Safe and Appropriate Speed on a section of road as assessed in Waka Kotahi's guidance, based on Safe System principles

Conclusion

It appears that RCAs / RTCs have limited discretion for the 10 year vision to deviate from the Waka Kotahi guidance

They have more discretion on timing and process to reach the vision

Councillor Feedback

TDC* Support :

Urban	
General urban limit	40km/h
Schools, Town Centres, Early Childhood Education	30km/h
Urban Connectors with separated cycle facilities	50km/h
Rural	
General rural limit	80km/h
Schools	40km/h

NCC* Support:

Urban	
General urban limit	30km/h
Schools, Town Centres, Early Childhood Education	30km/h
Urban Connectors with separated cycle facilities	50km/h
Rural	
General rural limit	80km/h

*From workshops with each Council

Indicative Economics*

Economics is only part of the story.

Other factors (not able to put $ value on) include:

- **Mode shift** from vehicles to walking and cycling due to:
  - Parents and children being **more comfortable** walking and cycling to school
  - Older residents being **more confident** to walk further in their neighbourhoods
  - Commuters having a **greater range of choice** to access work places
- Greater mode shift leads to:
  - **Less congestion**
  - **Health benefits** from walking and cycling rather than using motor vehicles
- **Amenity and health** values for residents of slower, quieter streets

Urban:

Assessed travel time, and vehicle operating cost increases generally exceed value of crash savings

Rural

Assessed crash and vehicle operating cost savings generally exceed increased travel time costs

*More detailed assessment is available to RTC members

Options To Consult On

Factors to Consider

- Little discretion in 10 year vision
  - More discretion in how to get there
- 3 year implementation plan is focus of SMP

Factors to Consider

- Slight difference of direction by NCC & TDC councillors in urban area:
  - **NCC** generally supportive of **30km/h** on local roads, **TDC** supports **40km/h**
  - **30km/h** outside **Early Childhood Education** in TDC walking and cycling strategy
- Consistency helps drivers understand what limit is
  - **Best Outcome:** All urban areas in region consistent
  - **2nd Best:** Nelson / Richmond urban area consistent
  - **Worst:** Nelson / Richmond inconsistent

Factors to Consider

- Infrastructure helps support Speed limits:
  - Traffic calming to achieve lower speeds
  - Separated cycle facilities in urban areas to allow higher limits
  - Road upgrades to support higher rural limits:
    - Sealing unsealed roads
    - Realigning curves
    - Shoulder & lane widening
    - Barriers

Options to Consult on – Speed Limits

Option A

2024 -27

Single Stage

Speed Limits = 10 year vision

2027 -34

Ongoing Infrastructure implemented

Option B

2024 -27

Stage 1: Speed Limits move towards 10 year vision

2027 – 34

Speed limits reviewed 3 yearly

Ongoing Infrastructure implemented

10 Year Vision

Option Summary

2027 speed limits for each option :

Urban	Option A	Option B
General urban limit	30km/h	40km/h**
Schools*, Town Centres, Early Childhood Education	30km/h	30km/h
Urban Connectors without separated cycle facilities	40km/h	40km/h
Urban Connectors with separated cycle facilities	50km/h	50km/h
Rural		
Straight or Curved sealed roads	80km/h	80km/h
Windy or Tortuous sealed Roads	60km/h	80km/h**
Unsealed Roads	60km/h	60km/h
Schools*	30km/h	60km/h**
Rural Residential / Peri Urban		
General Limit	50km/h	60km/h**

*See following slide for rules regarding schools. Proposals for limits outside schools will be developed with each individual school

** Road types where Option A differs from Option B

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

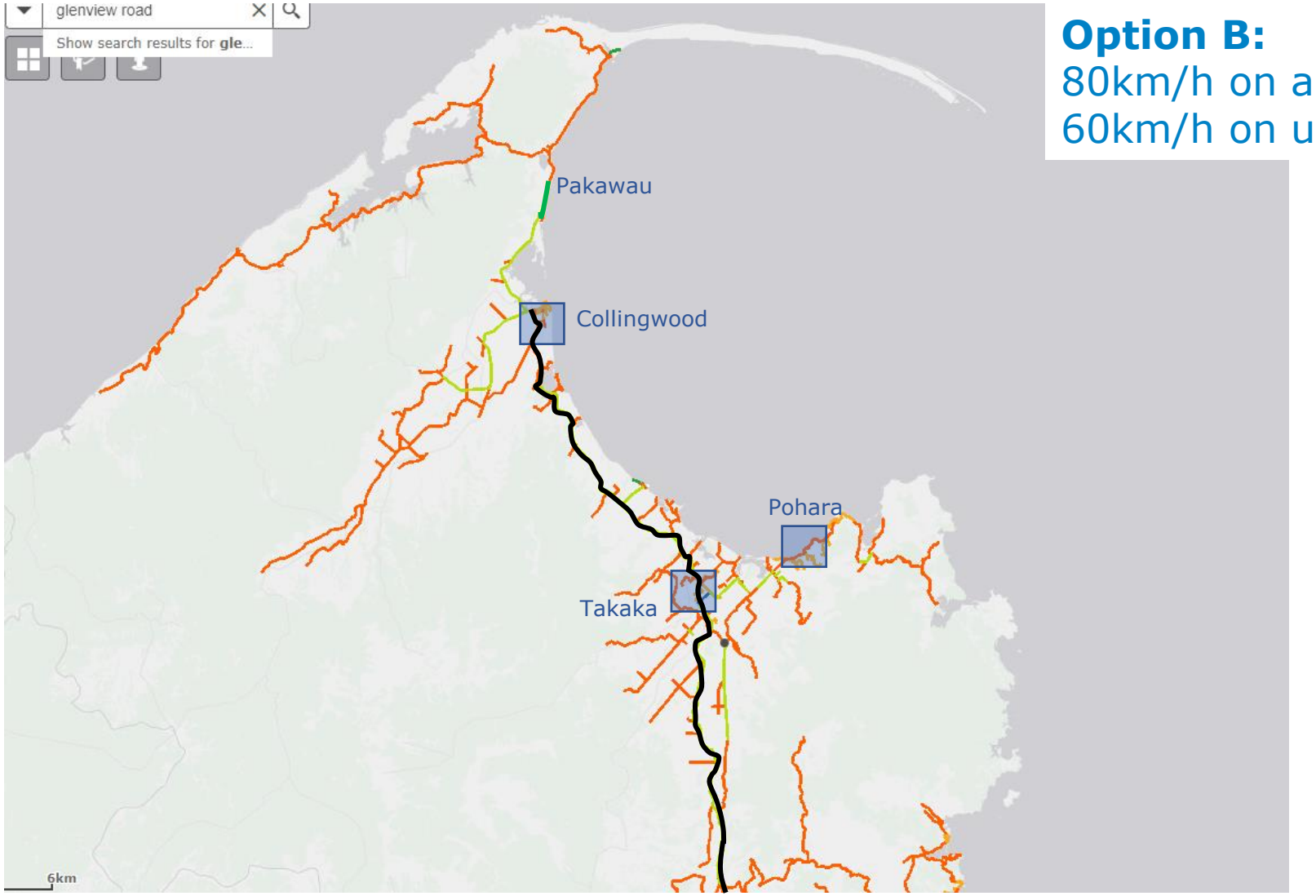
Some **exceptions:**

- 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

Indicative Maps 2024 - 27

Tasman Rural: Northern Section

Option A: Safe and Appropriate Speeds according to SAAS Framework

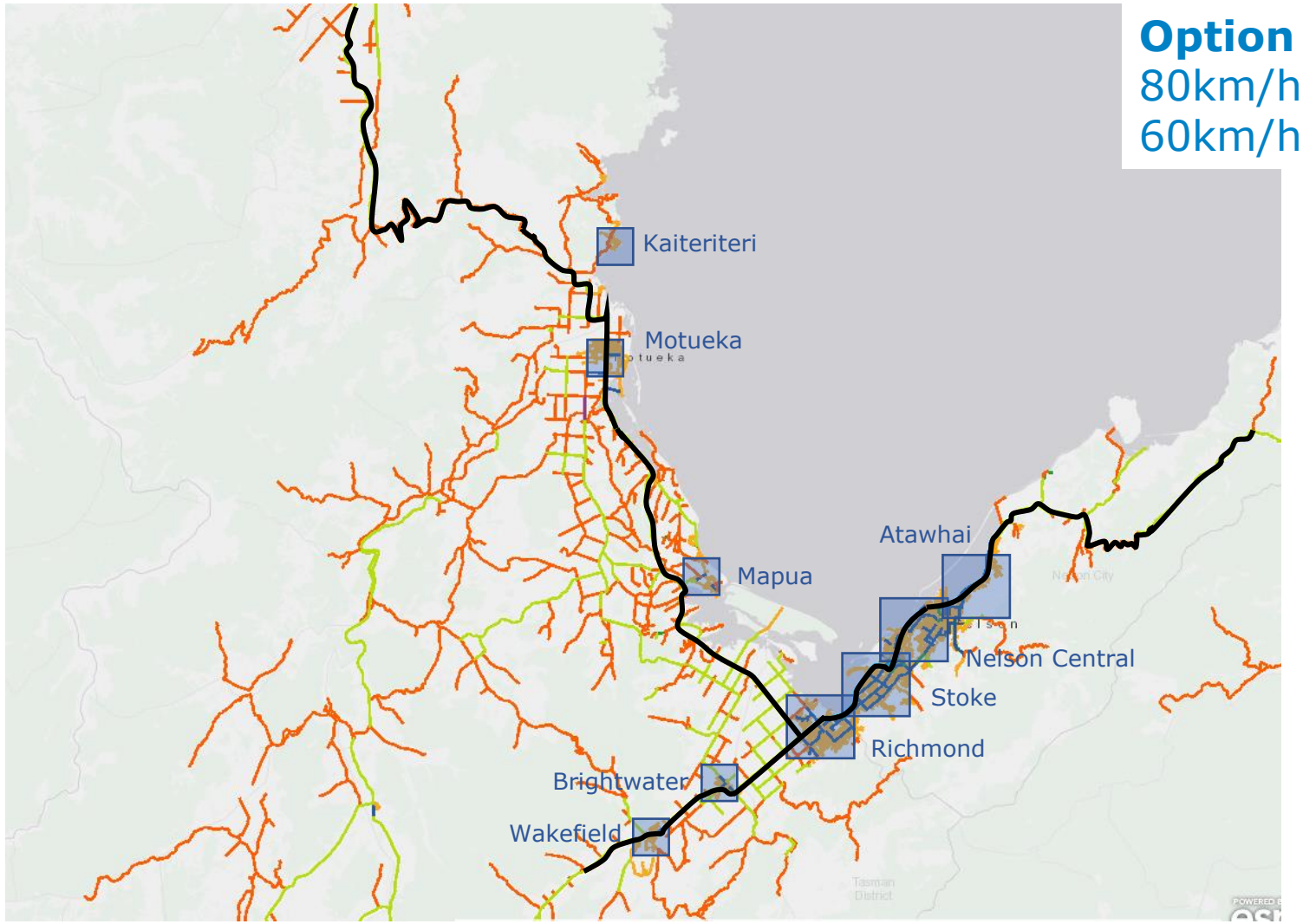


80 km/h 60 km/h 50 km/h Town area

Option B:
80km/h on all sealed rural roads
60km/h on unsealed rural roads

Tasman Rural: Central Section

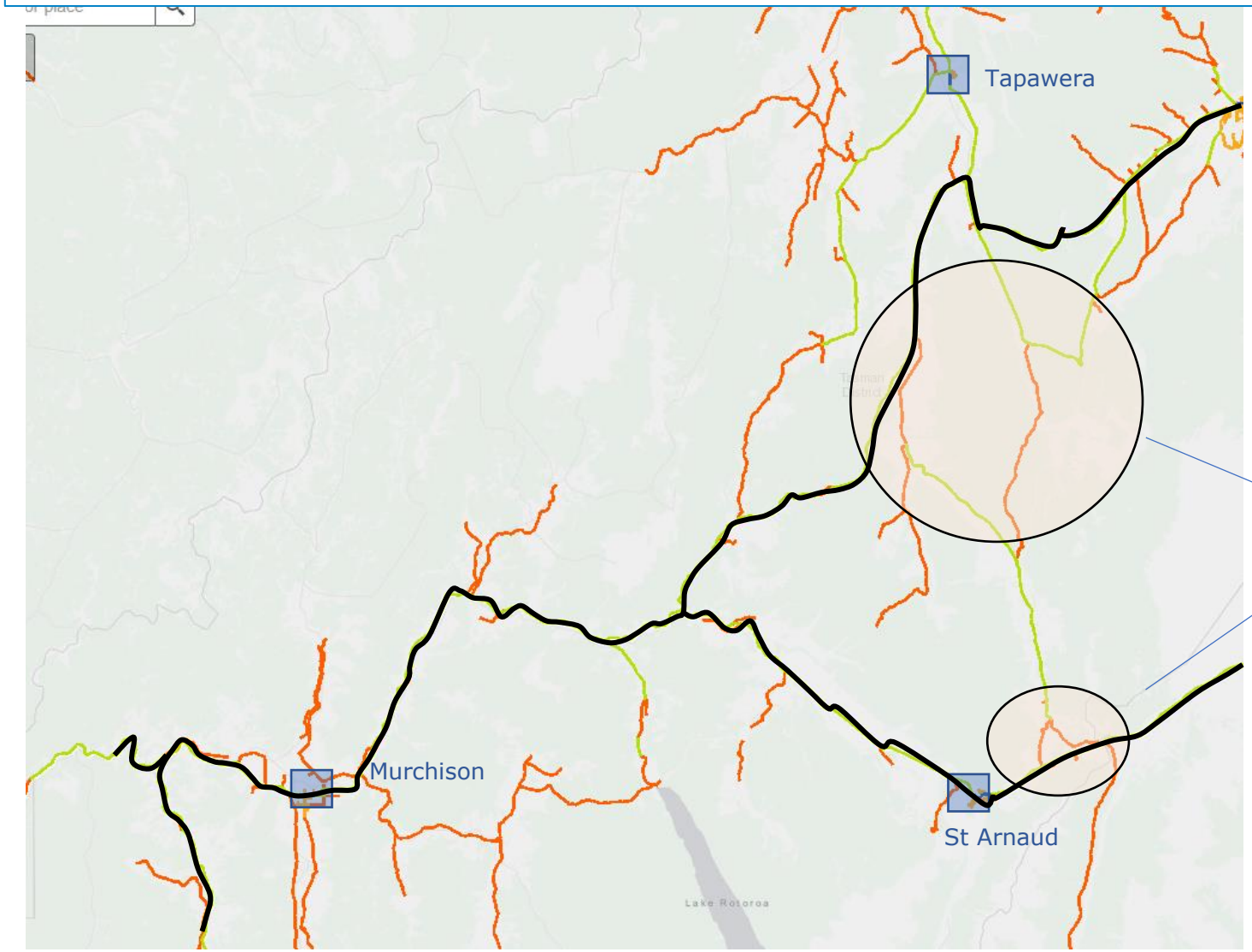
Option A: Safe and Appropriate Speeds according to SAAS Framework



Option B:
80km/h on all sealed rural roads
60km/h on unsealed rural roads

Tasman Rural: Southern Section

Option A: Safe and Appropriate Speeds according to SAAS Framework

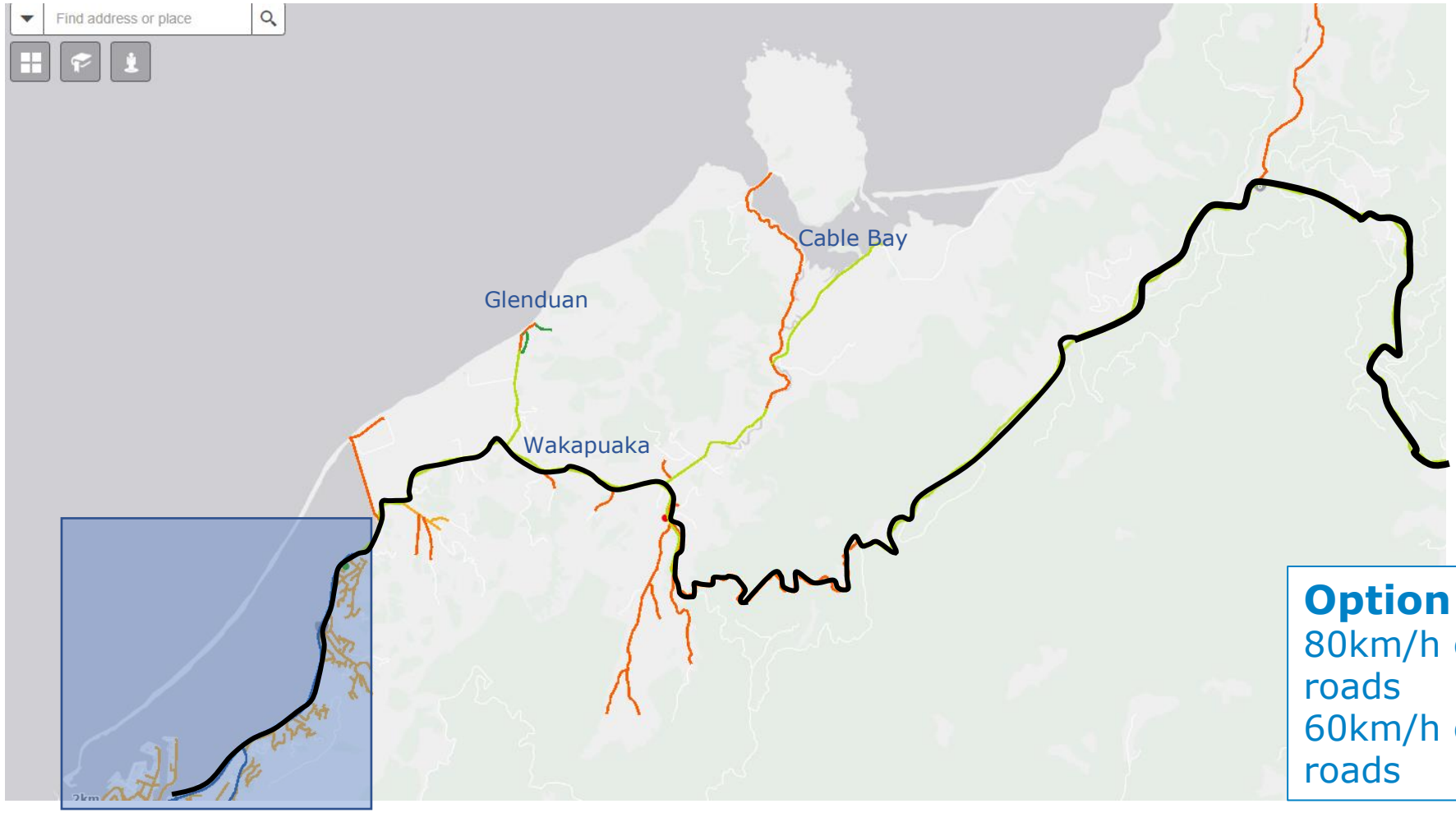


Option B:
80km/h on all sealed rural roads
60km/h on unsealed rural roads

Speed limits may be adjusted or safety improvements implemented to provide route consistency

80 km/h 60 km/h 40 km/h Town area

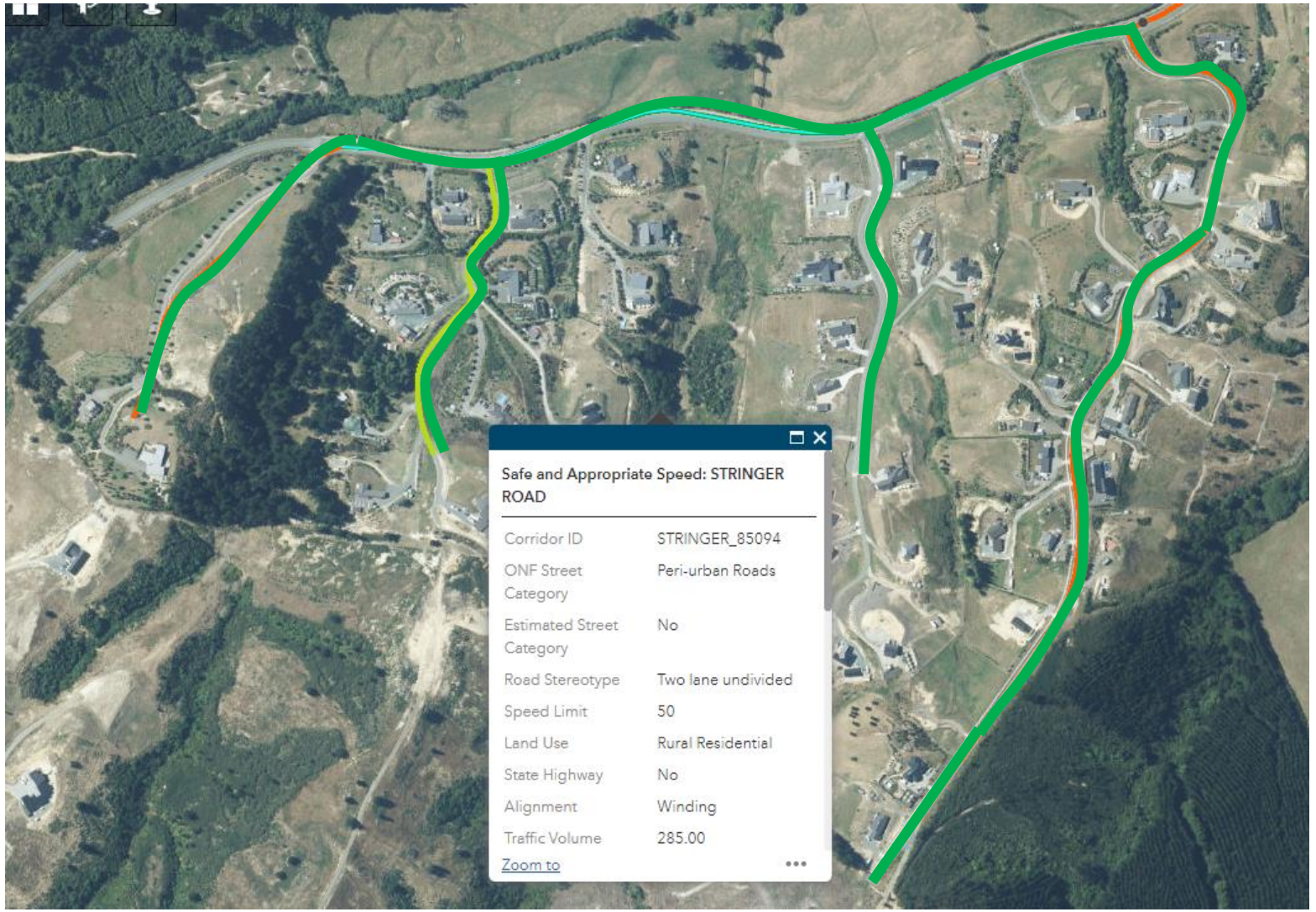
Nelson Rural: Northern Section
Option A: Safe and Appropriate Speeds according to SAAS Framework



Option B:
80km/h on all sealed rural roads
60km/h on unsealed rural roads

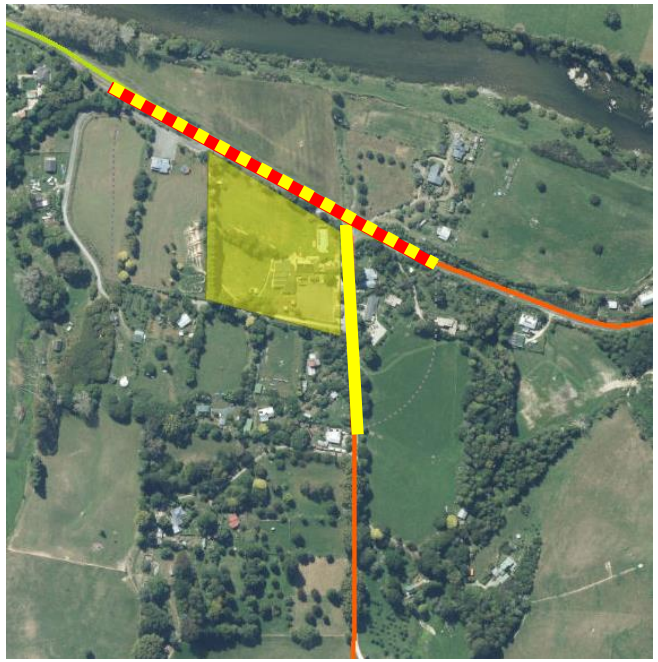
80 km/h 60 km/h 40 km/h 30 km/h Town area

Example of Rural Residential / Peri-urban Tasman



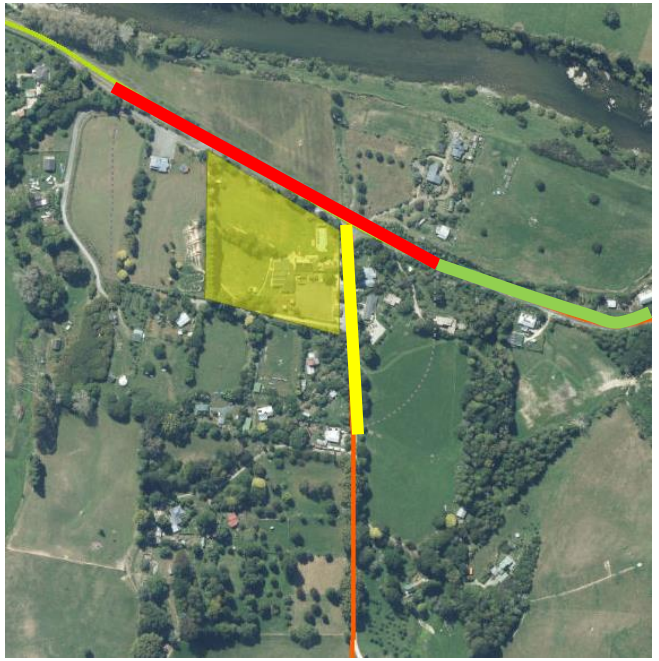
Rural School Area Treatment (Example: Ngatimoti)

Note that direct engagement with each urban and rural school is required



Option A:
30km/h school variable
60km/h underlay

Option B:
60km/h

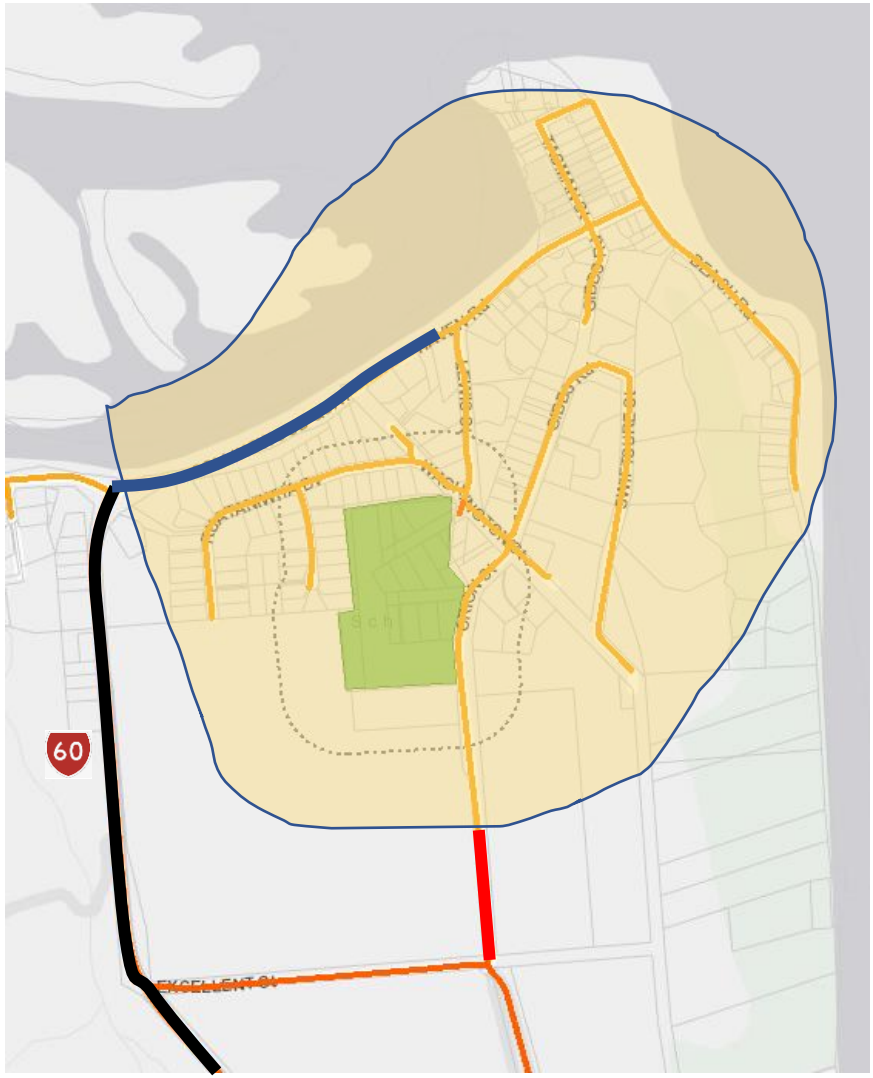


Option C:
60km/h underlay
80km/h surrounding area

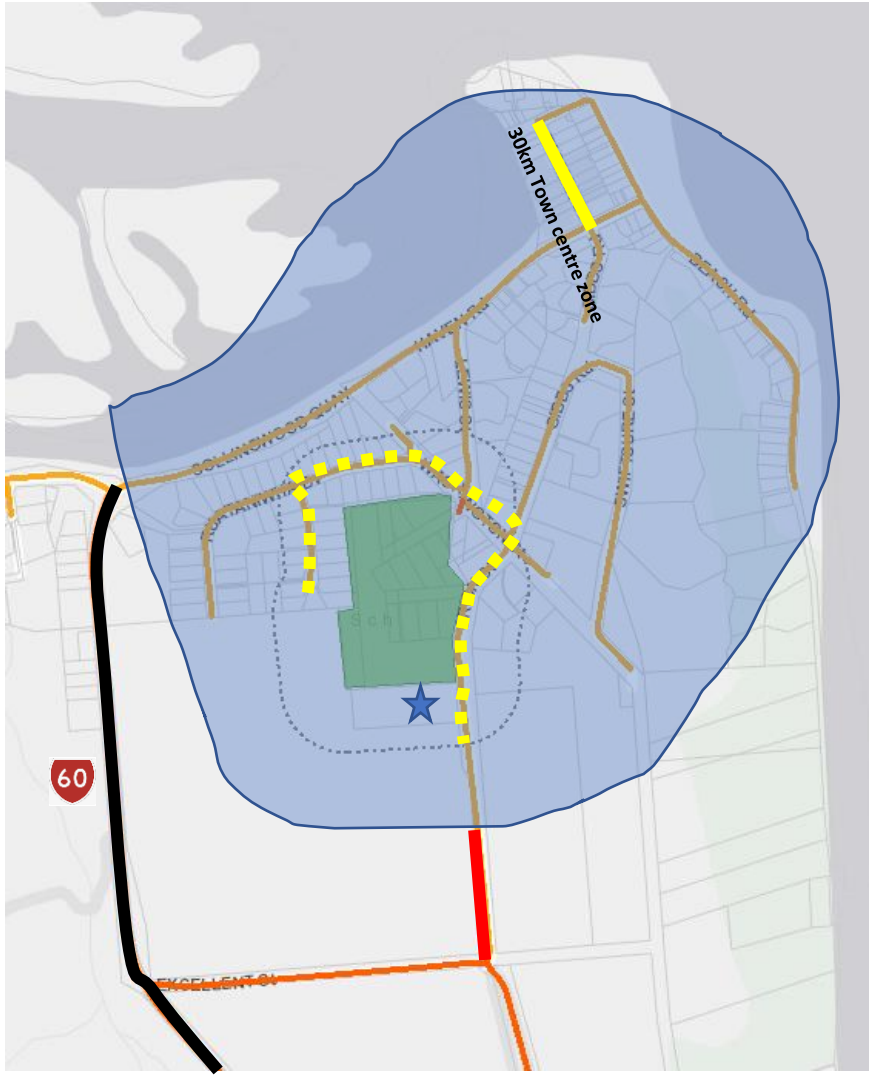
80 km/h 60 km/h 30 km/h permanent 30 km/h variable School area

Collingwood

Option A: 30km/h



Option B: 40km/h

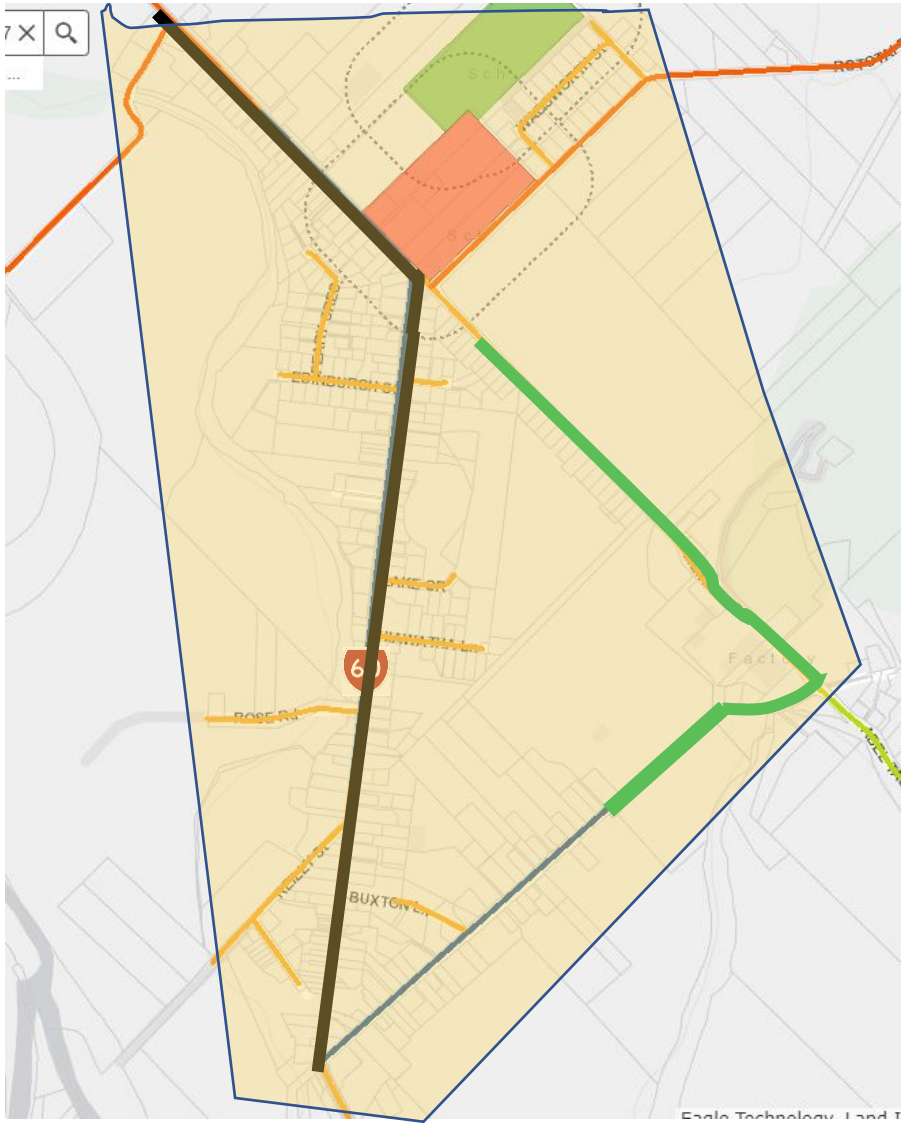


School area

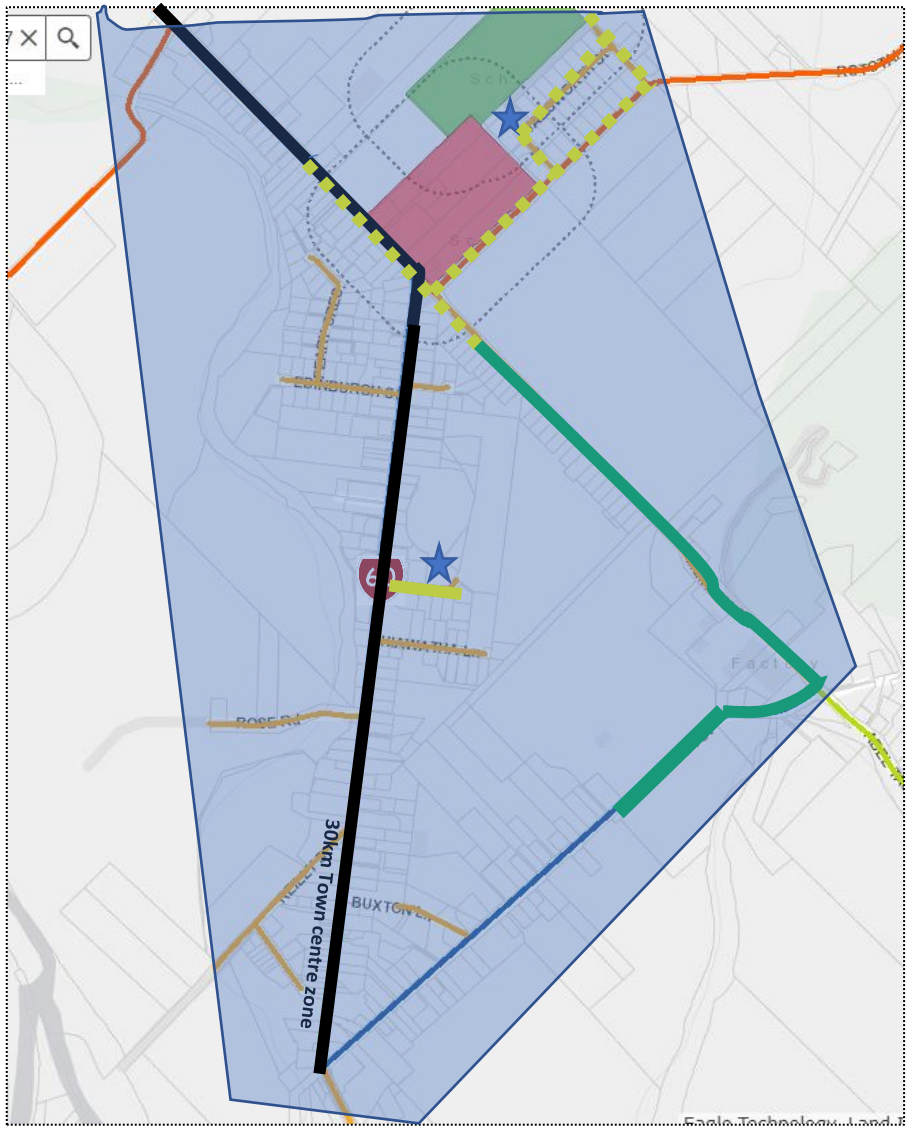
60 km/h | 50 km/h (with separated cycle way) | 40 km/h | 30 km/h | 30 km/h variable school zone | ECE/Kindy | State Highway

Takaka

Option A: 30km/h

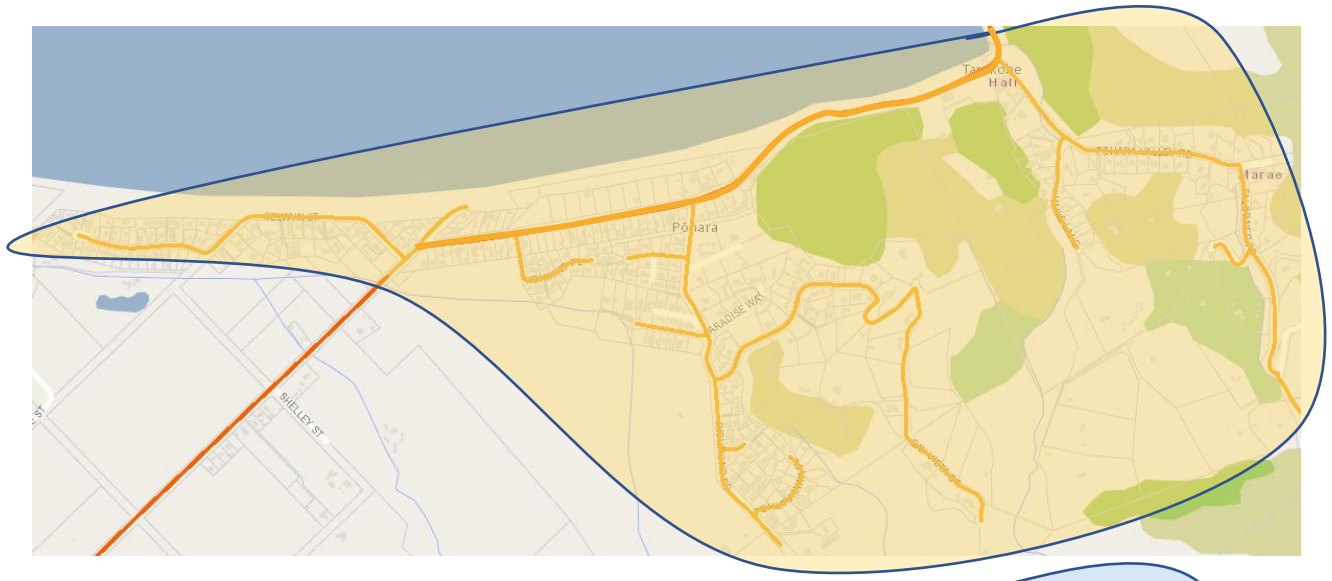


Option B: 40km/h

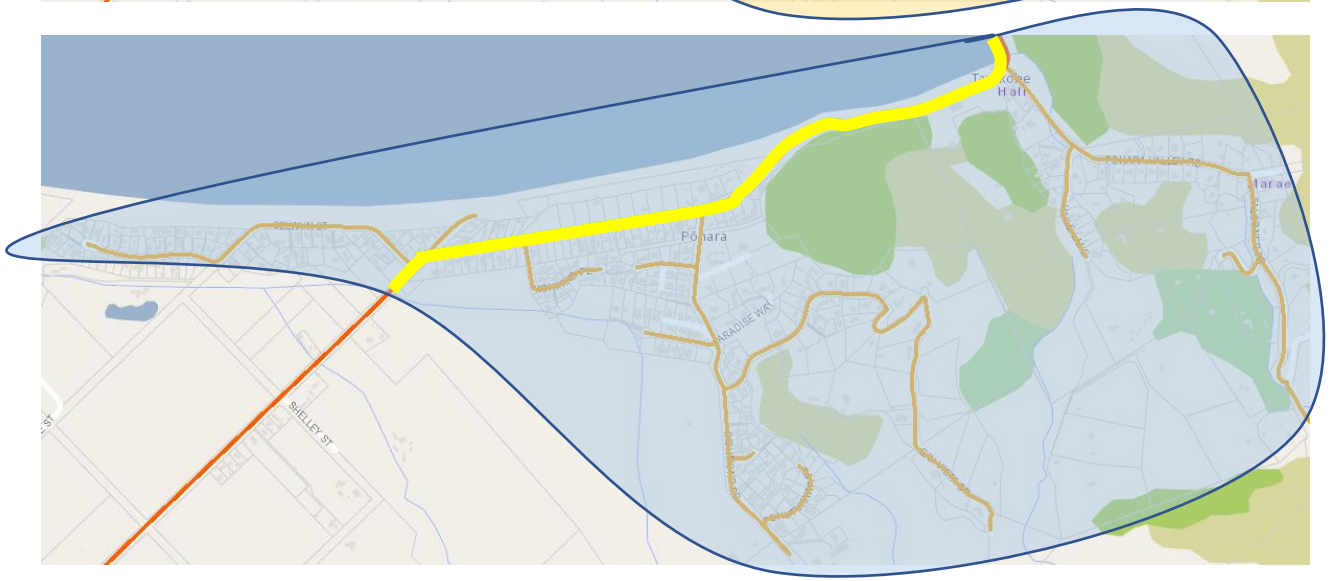


60 km/h | 50 km/h (with separated cycle way) | 40 km/h | 30 km/h | 30 km/h variable school zone | ECE/Kindy | State Highway

Pohara



Option A: 30km/h



Option B: 40km/h

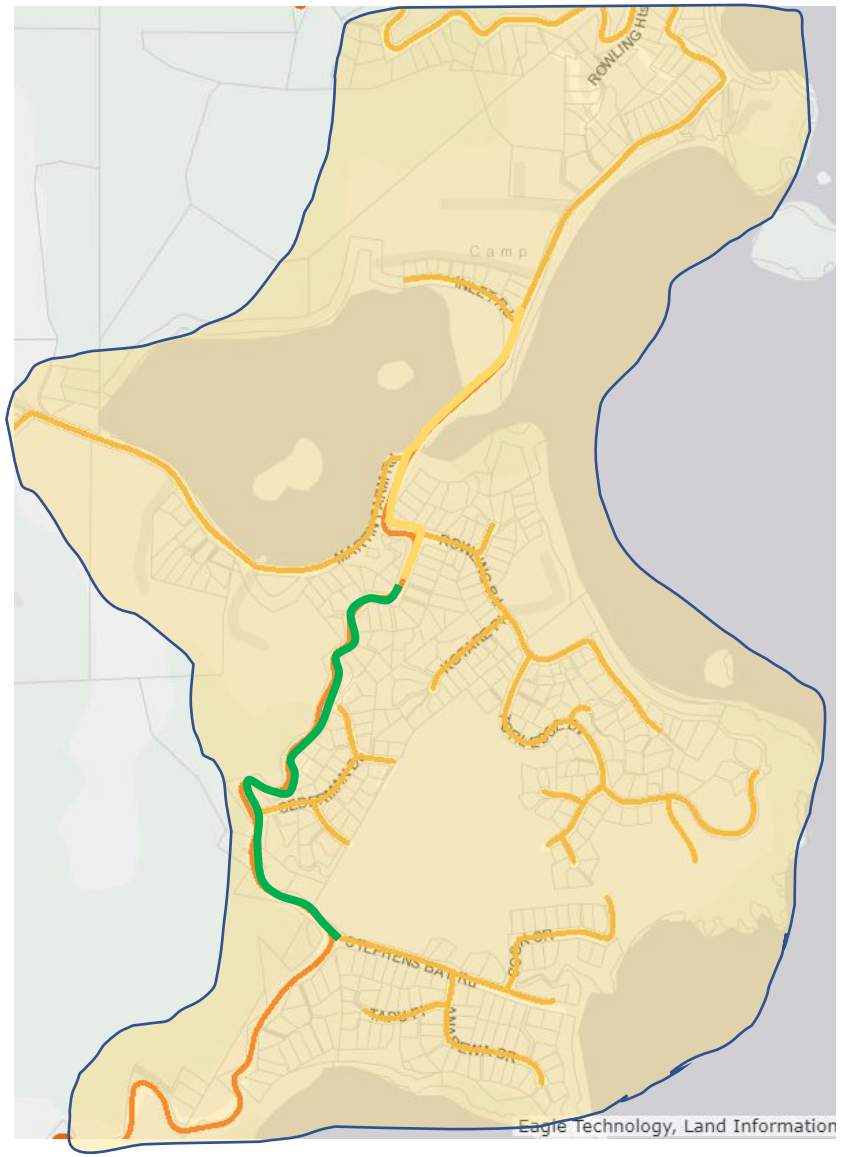
Option B1

Pohara, Tata and Liger Bay would have a 30km/h limit during the summer season

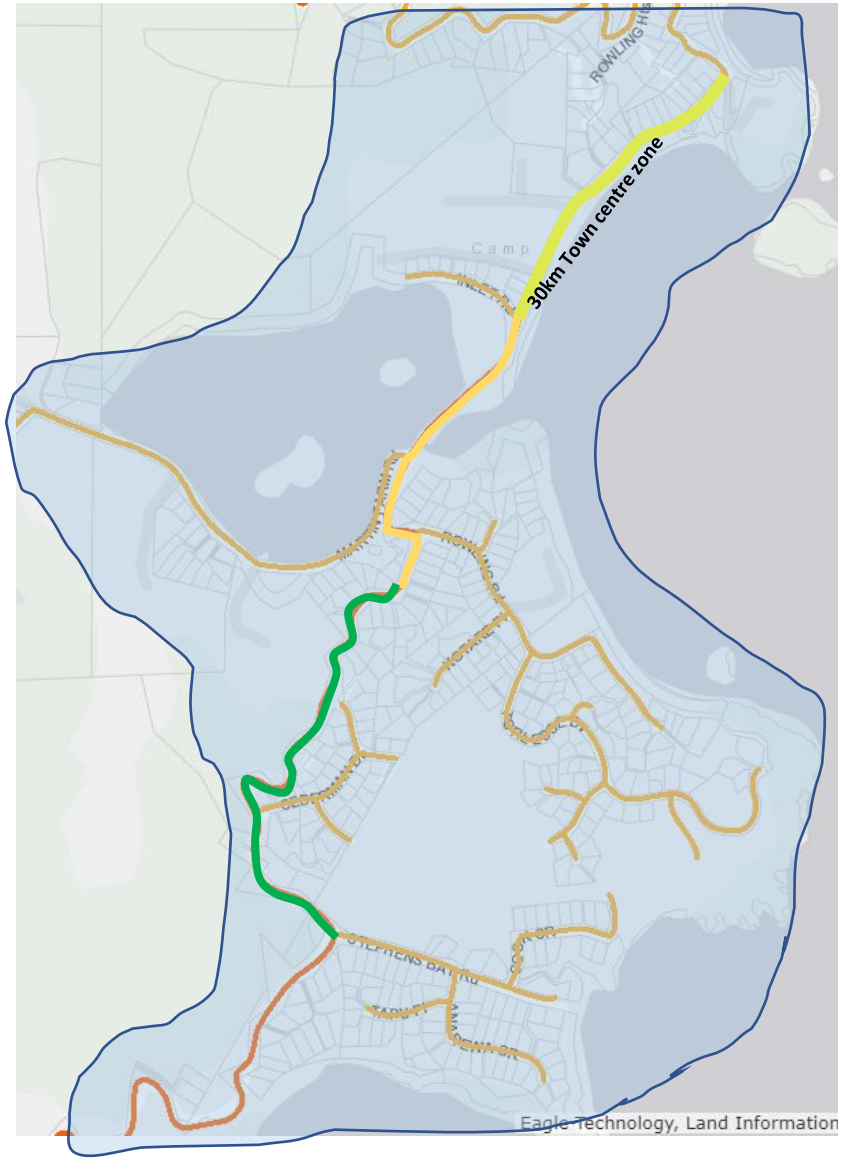
60 km/h | 50 km/h (with separated cycle way) | 40 km/h | 30 km/h | 30 km/h variable school zone | ECE/Kindy | State Highway

Kaiteriteri

Option A: 30km/h



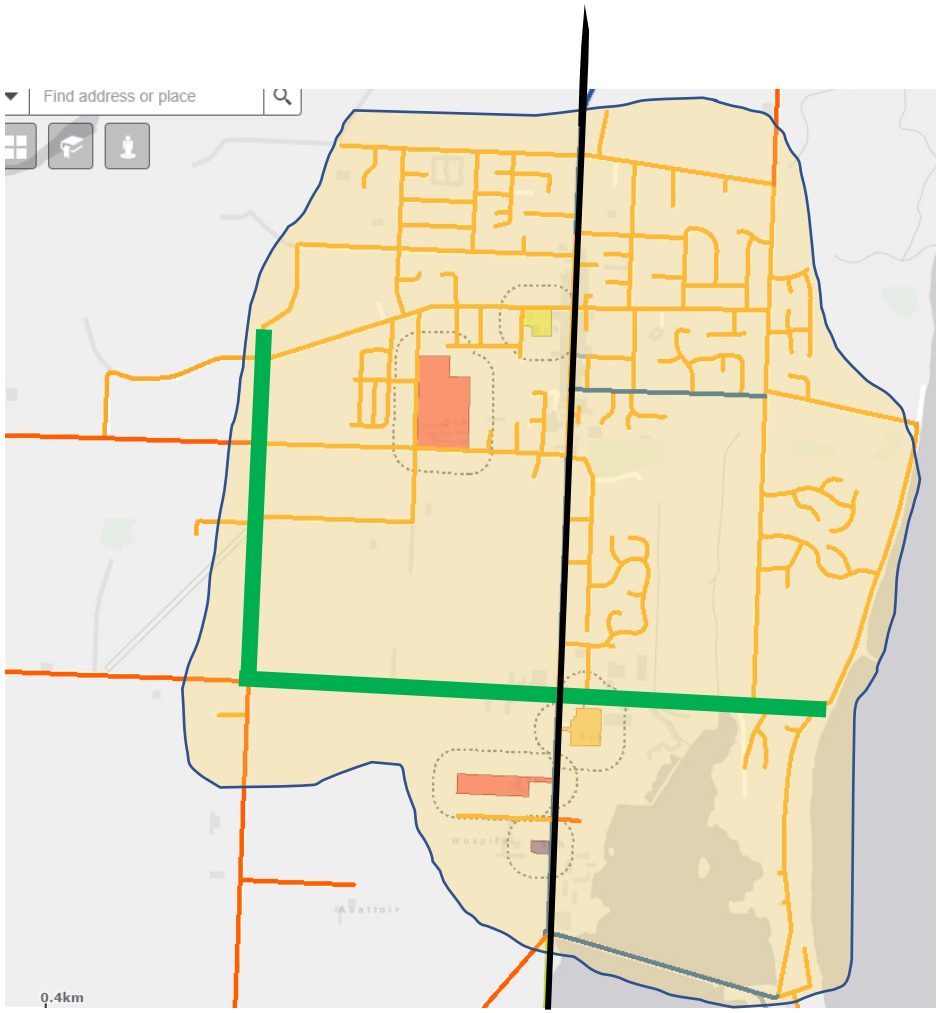
Option B: 40km/h



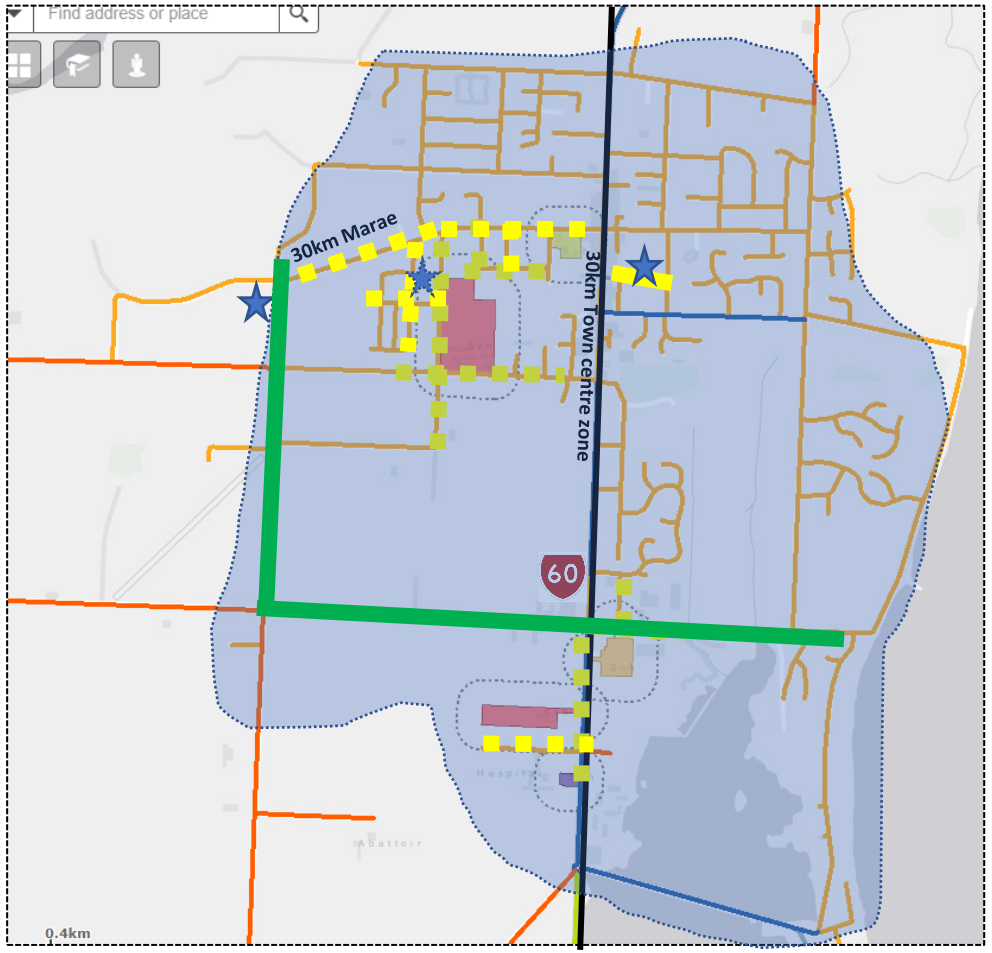
60 km/h | 50 km/h (with separated cycle way) | 40 km/h | 30 km/h | 30 km/h variable school zone | ECE/Kindy | State Highway

Motueka

Option A: 30km/h



Option B: 40km/h

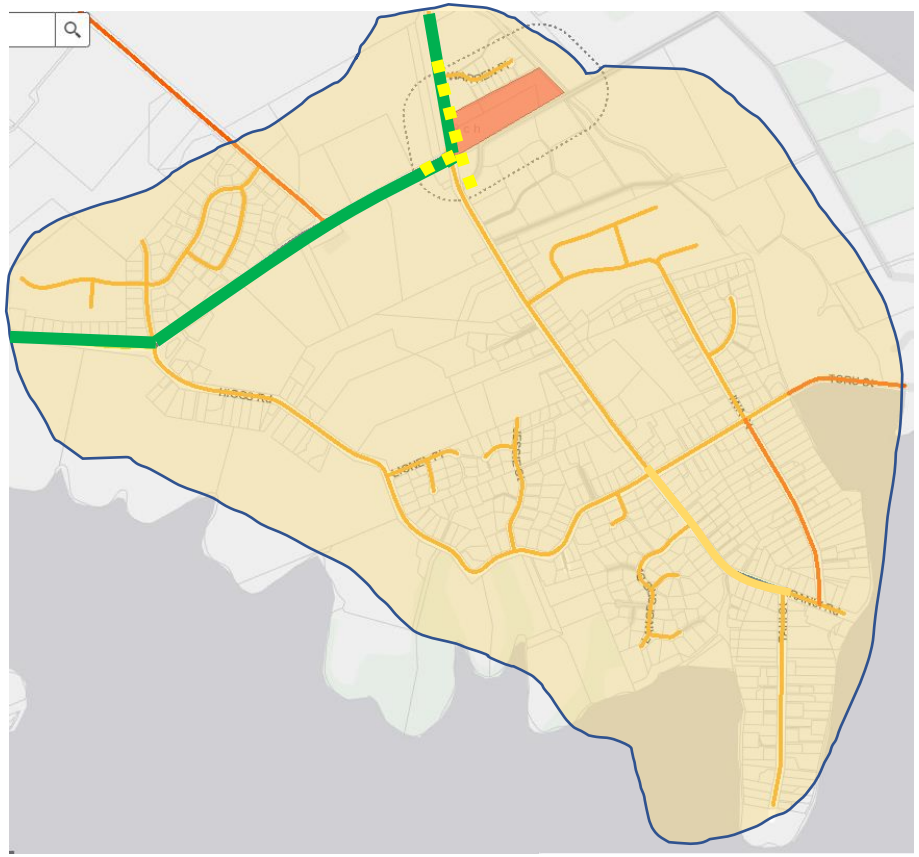


School area

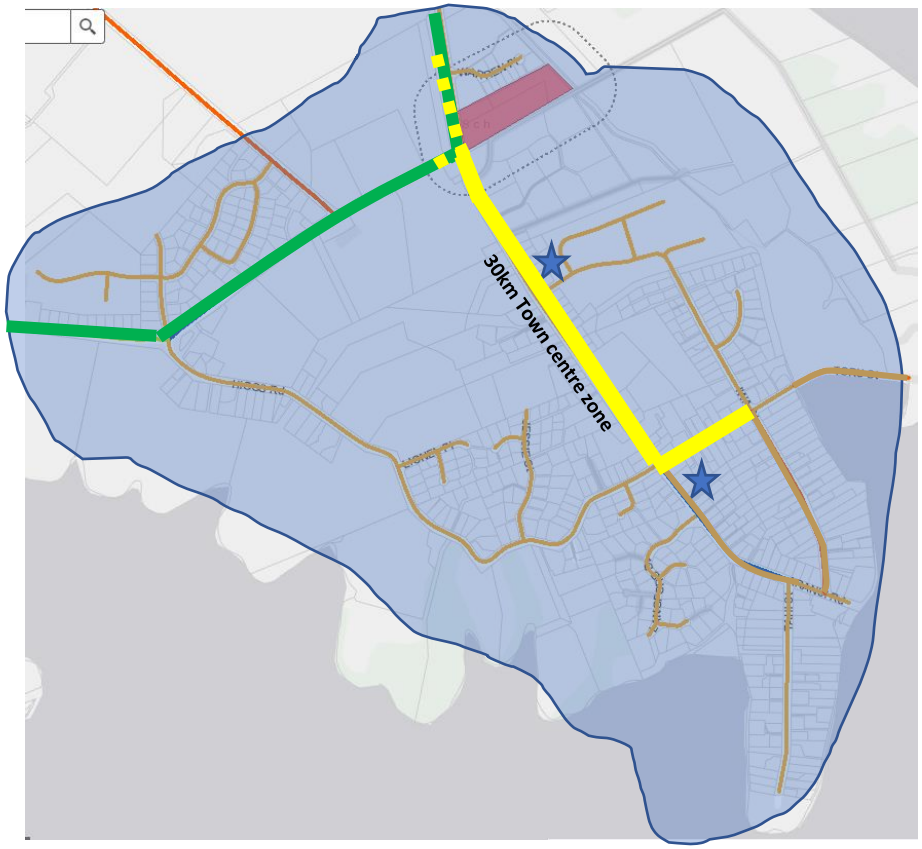
60 km/h | 50 km/h (with separated cycle way) | 40 km/h | 30 km/h | 30 km/h variable school zone | ECE/Kindy | State Highway

Mapua

Option A: 30km/h



Option B: 40km/h

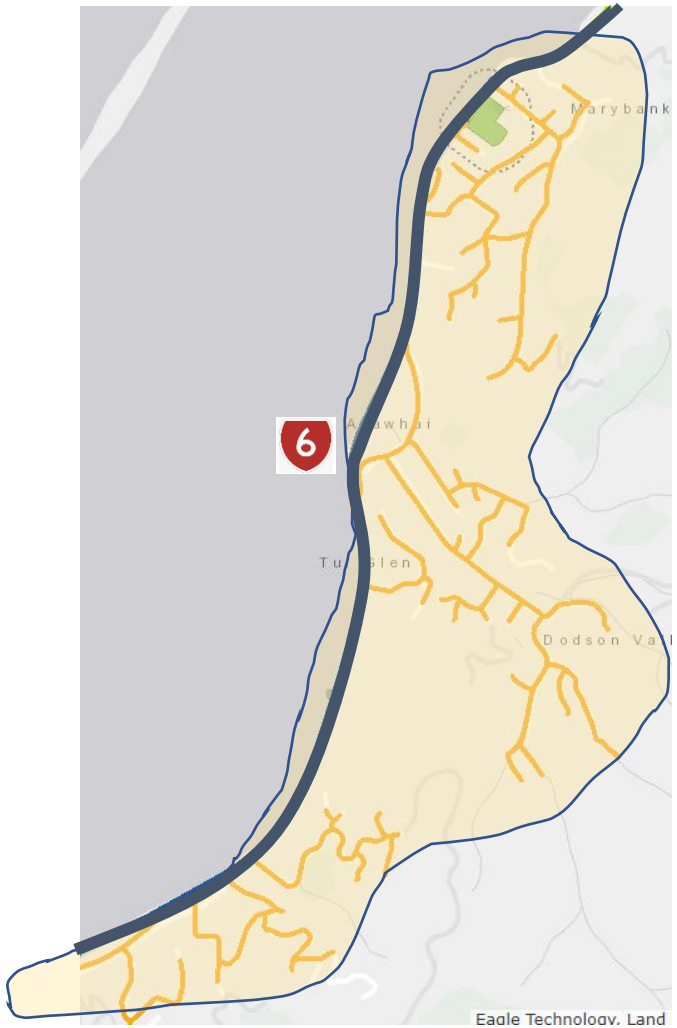


School area

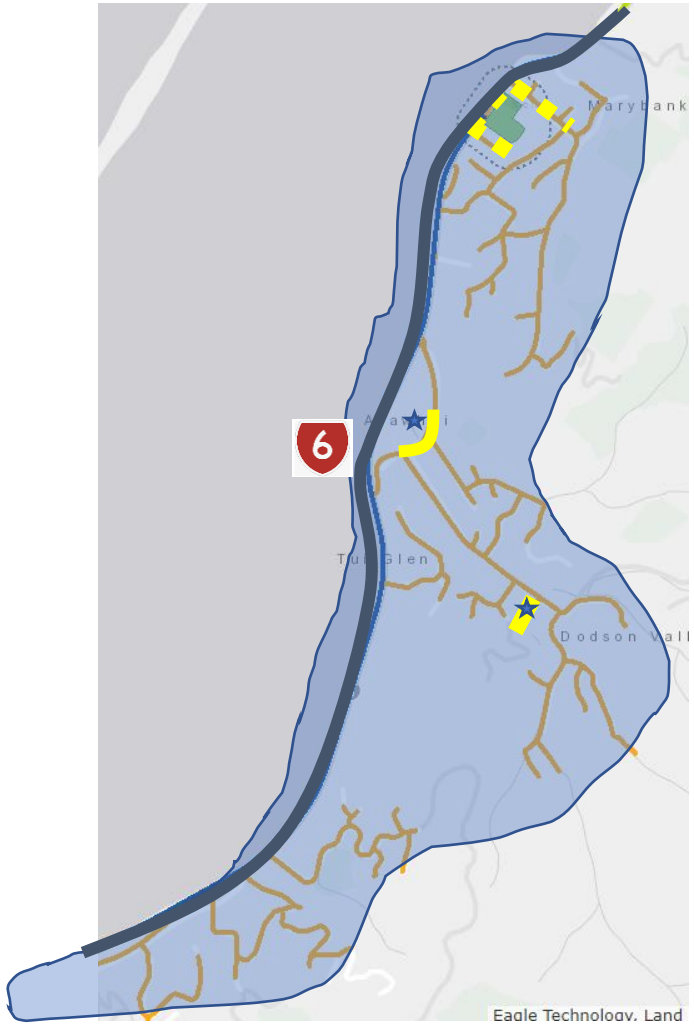
60 km/h | 50 km/h (with separated cycle way) | 40 km/h | 30 km/h | 30 km/h variable school zone | ECE/Kindy | State Highway

Atawhai

Option A: 30km/h



Option B: 40km/h

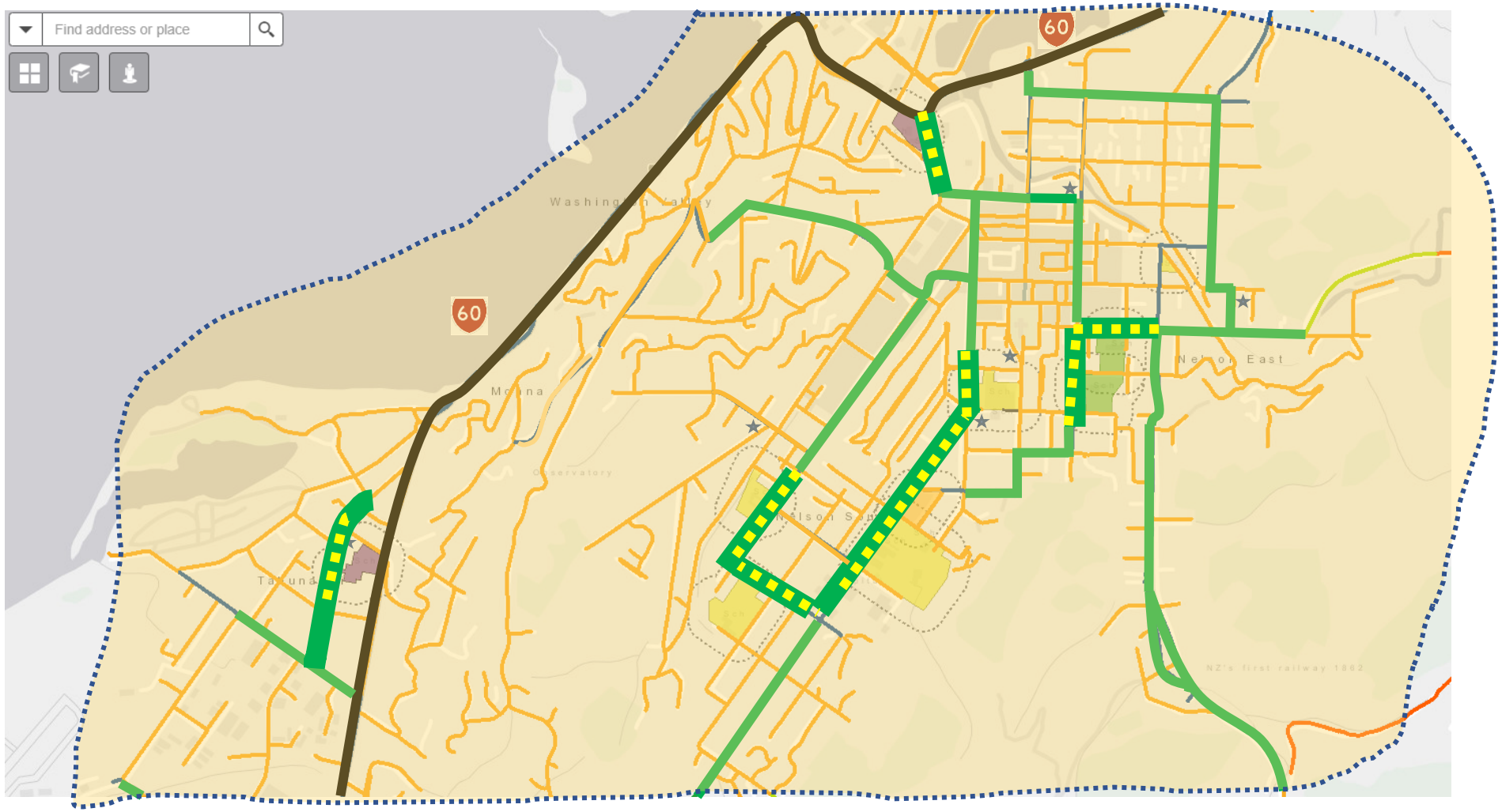


School area

60 km/h | 50 km/h (with separated cycle way) | 40 km/h | 30 km/h | 30 km/h variable school zone | ECE/Kindy | State Highway

Nelson Central

Option A: 30km/h

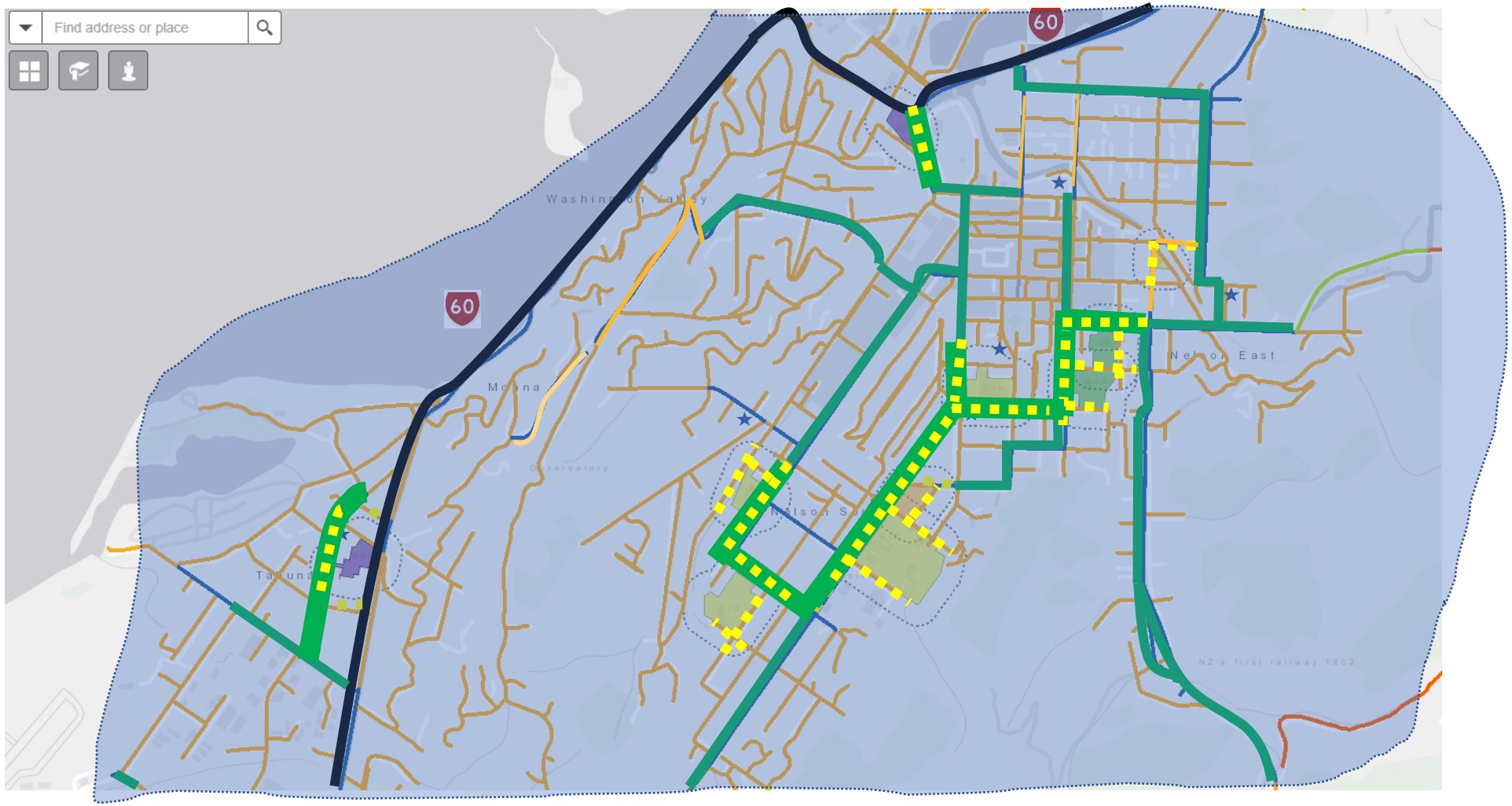


School site

60 km/h | 50 km/h (with separated cycle way) | 40 km/h | 30 km/h | 30 km/h variable school zone | ECE/Kindy | State Highway

Nelson Central

Option B: 40km Urban Area

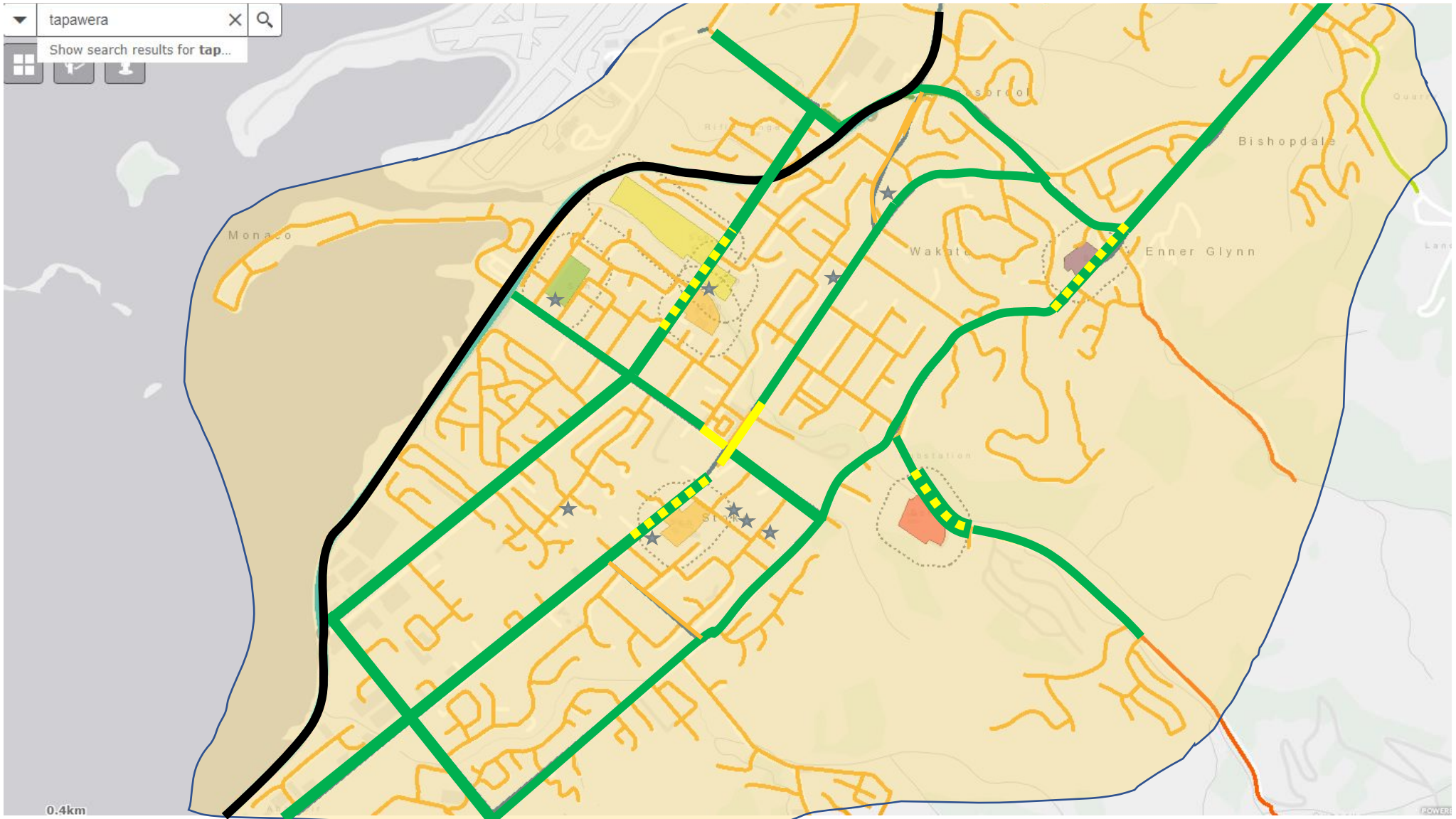


School area

60 km/h | 50 km/h (with separated cycle way) | 40 km/h | 30 km/h | 30 km/h variable school zone | ECE/Kindy | State Highway

Stoke

Option A: 30km/h

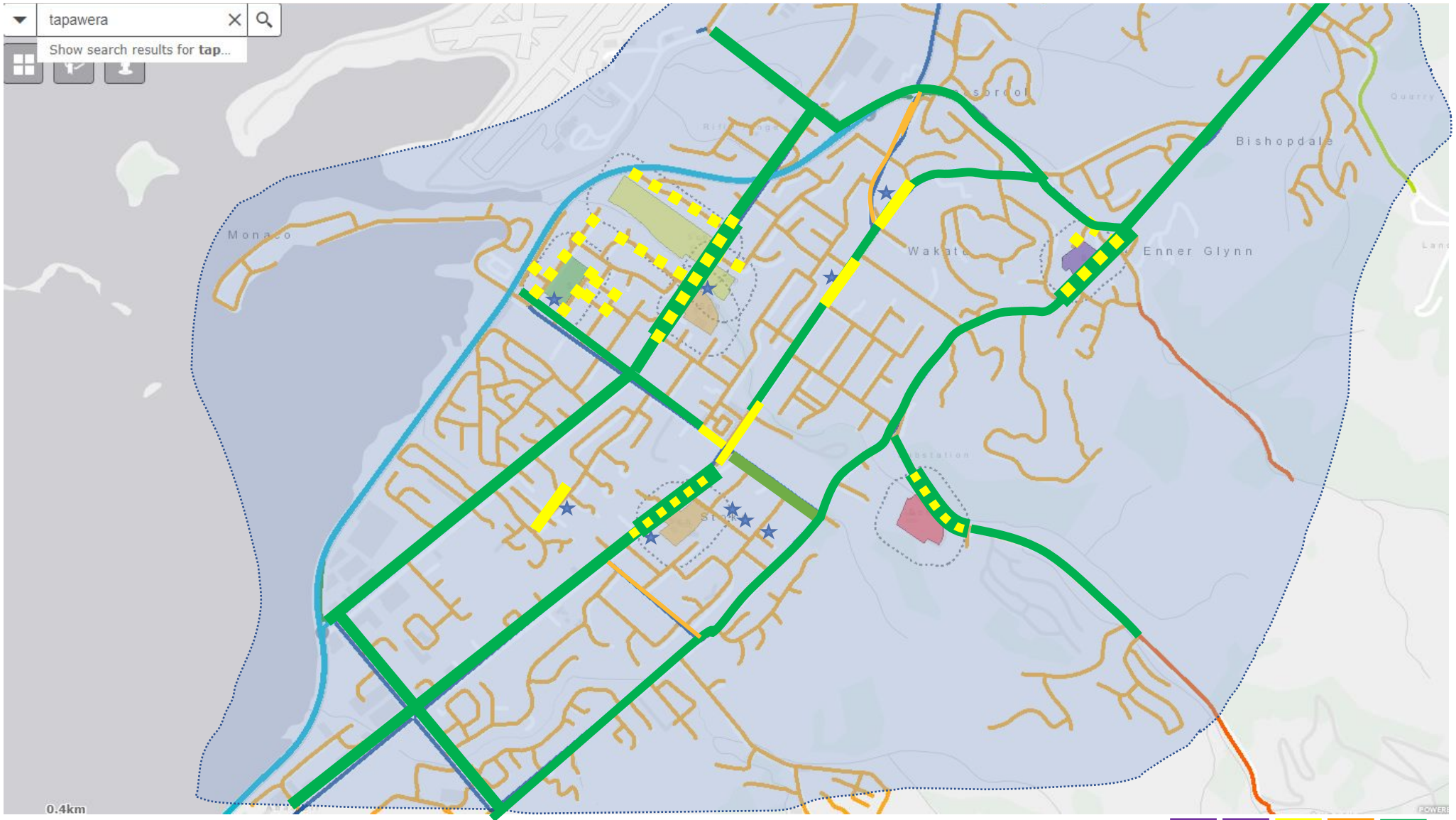


School area

60 km/h | 50 km/h (with separated cycle way) | 40 km/h | 30 km/h | 30 km/h variable school zone | ECE/Kindy | State Highway

Stoke

Option B: 40km/h

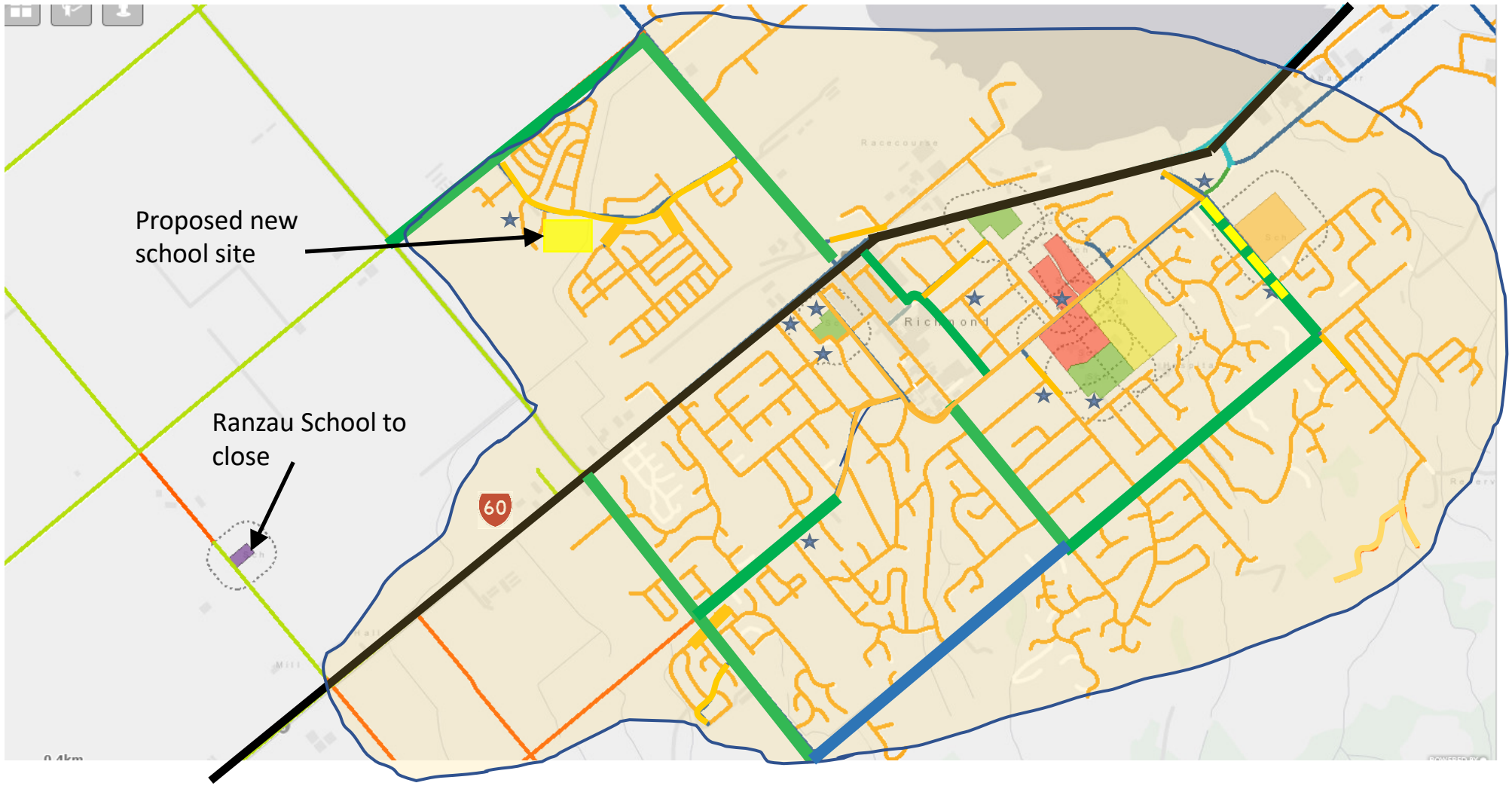


School area

60 km/h | 50 km/h (with separated cycle way) | 40 km/h | 30 km/h | 30 km/h variable school zone | ECE/Kindy | State Highway

Richmond

Option A: 30km/h



School area

60 km/h | 50 km/h (with separated cycle way) | 40 km/h | 30 km/h | 30 km/h variable school zone | ECE/Kindy | State Highway

Richmond

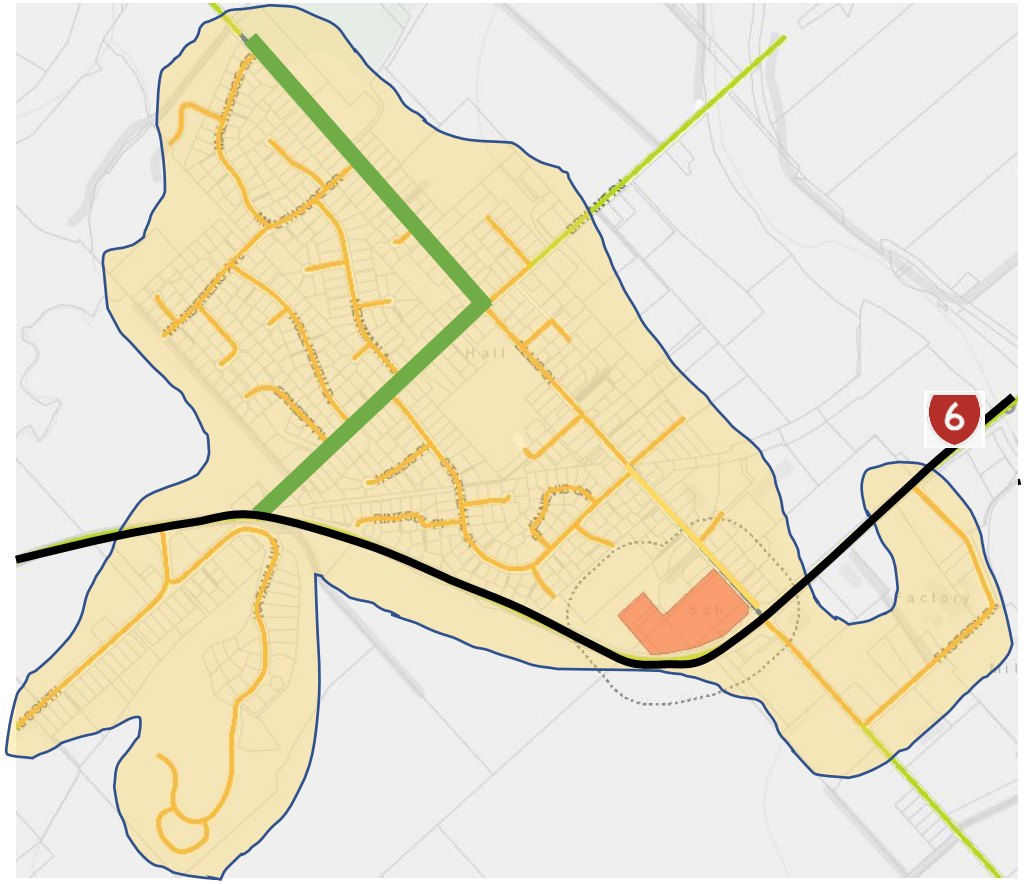
Option B: 40km/h

School area

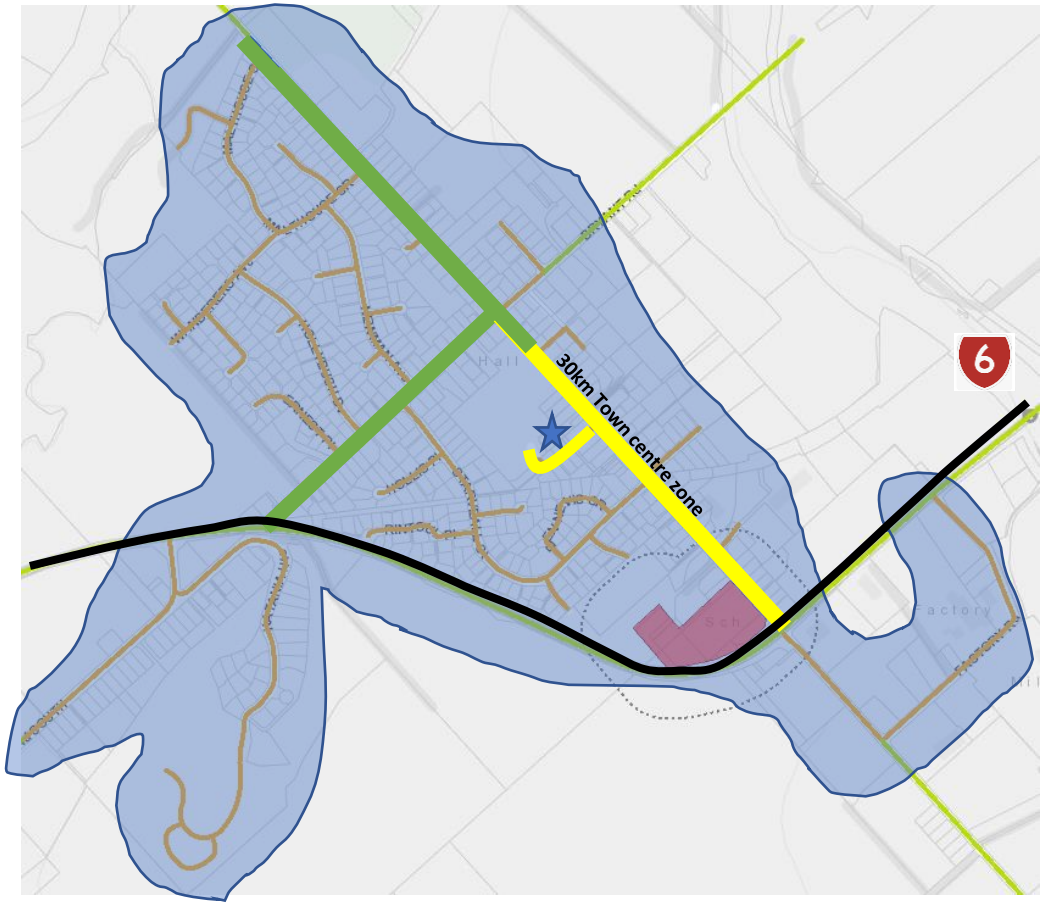
60 km/h | 50 km/h (with separated cycle way) | 40 km/h | 30 km/h | 30 km/h variable school zone | ECE/Kindy | State Highway

Brightwater

Option A: 30km/h



Option B: 40km/h

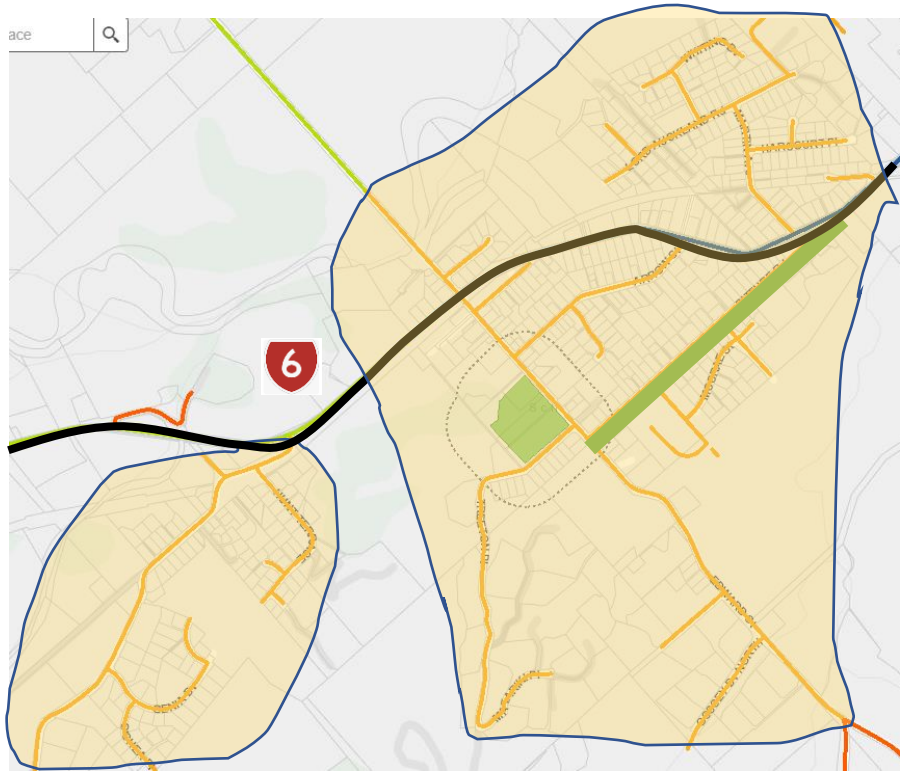


School area

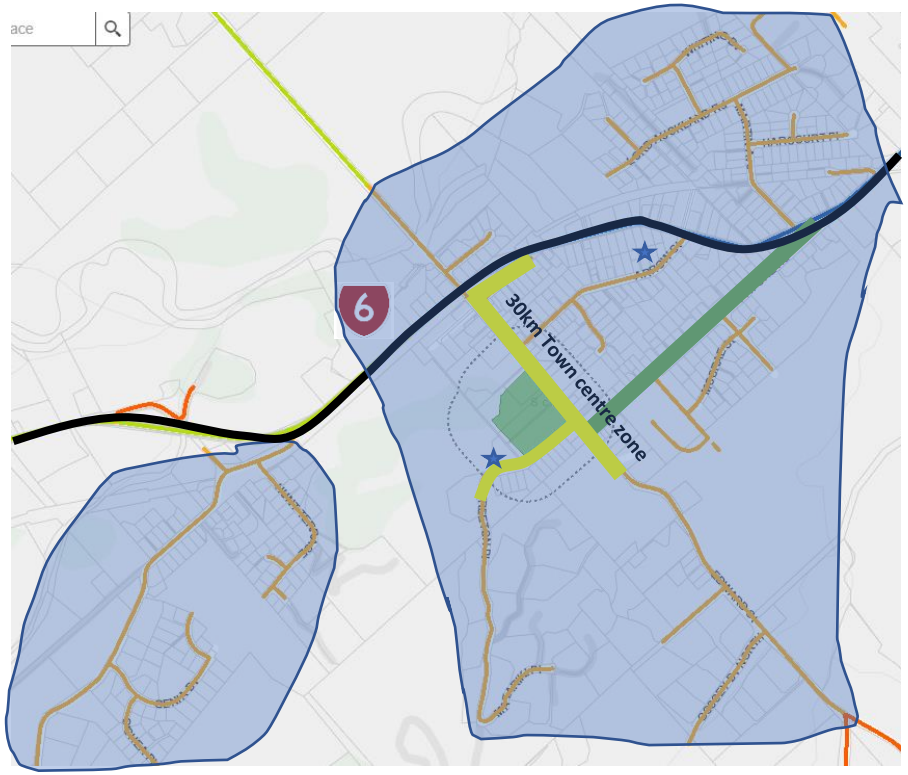
60 km/h | 50 km/h (with separated cycle way) | 40 km/h | 30 km/h | 30 km/h variable school zone | ECE/Kindy | State Highway

Wakefield

Option A: 30km/h



Option B: 40km/h

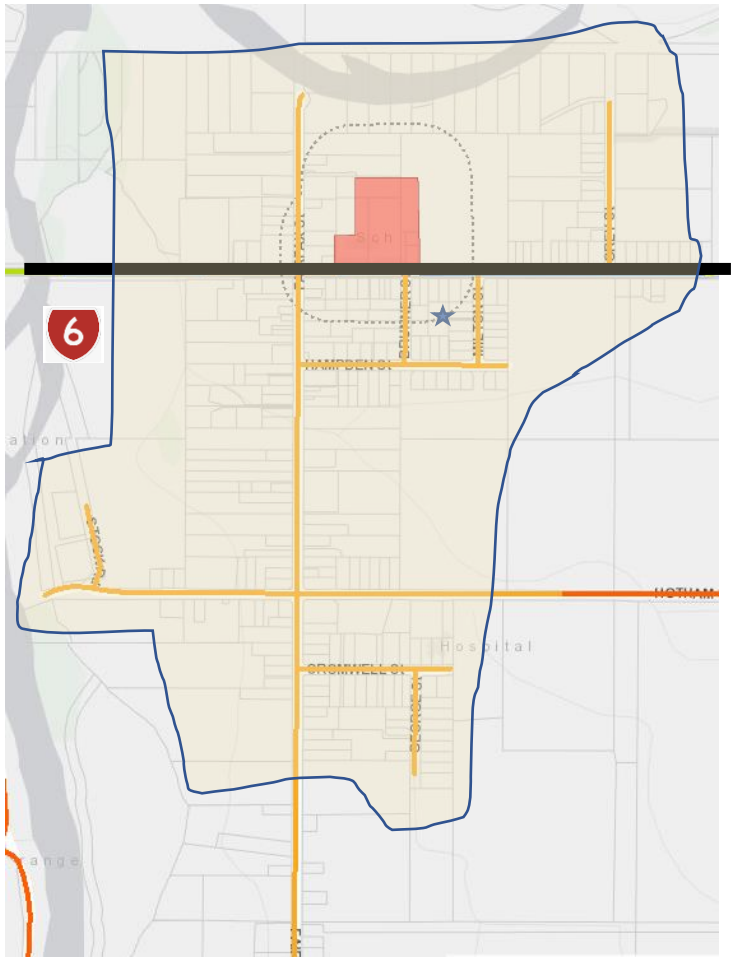


School area

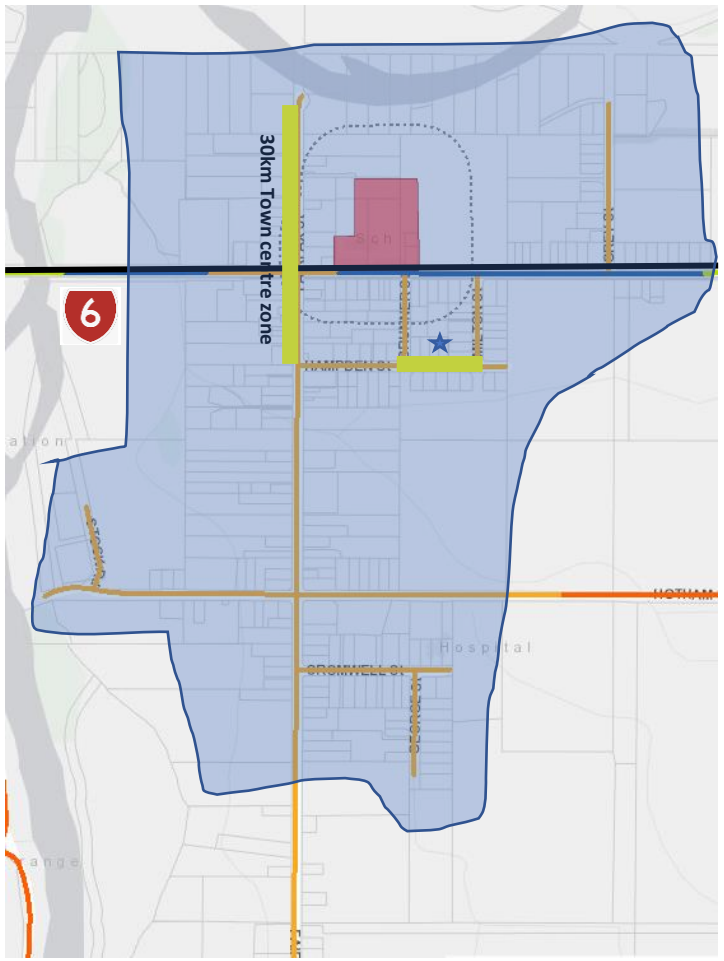
60 km/h | 50 km/h (with separated cycle way) | 40 km/h | 30 km/h | 30 km/h variable school zone | ECE/Kindy | State Highway

Murchison

Option A: 30km/h



Option B: 40km/h



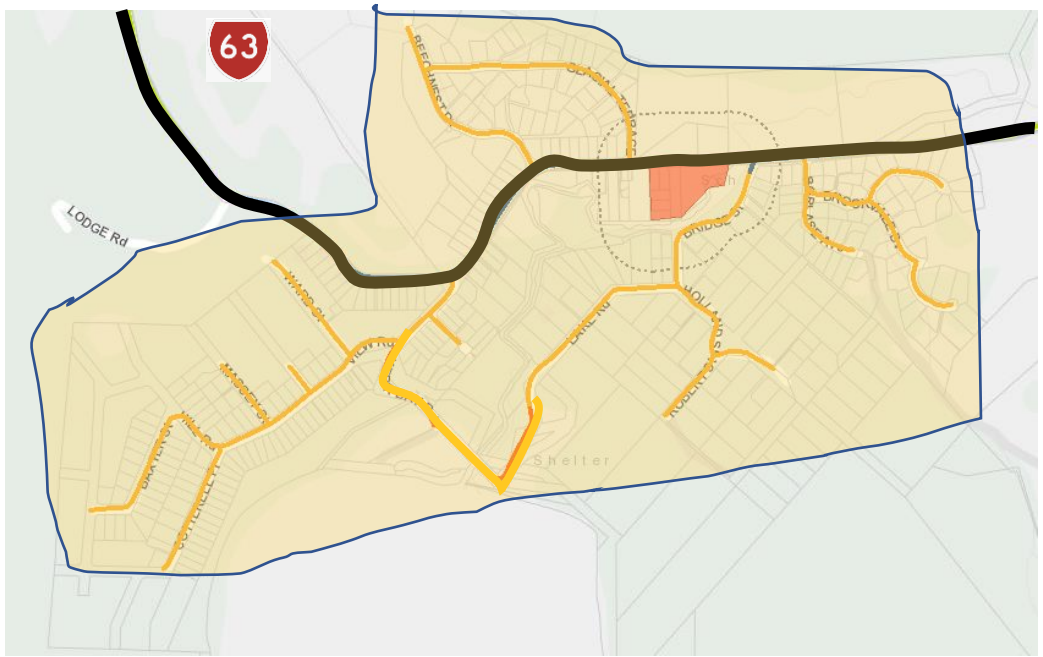
School area

60 km/h | 50 km/h (with separated cycle way) | 40 km/h | 30 km/h | 30 km/h variable school zone | ECE/Kindy | State Highway

St Arnaud

Option A: 30km/h

Option B: 40km/h



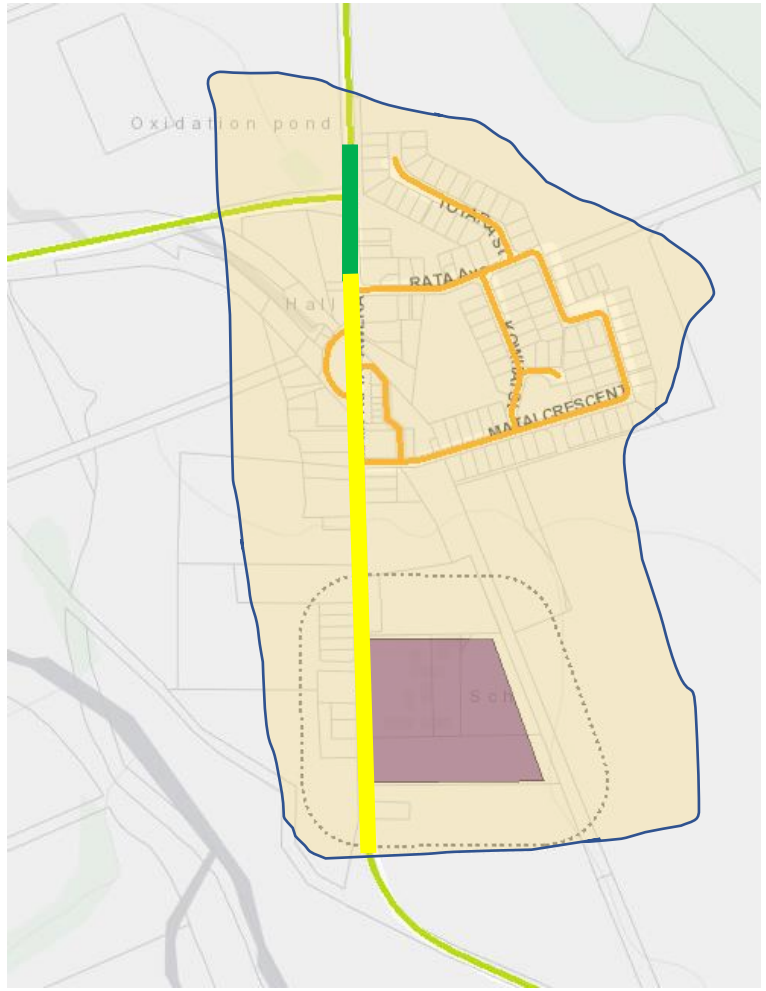
Note:
Current limit on St Arnaud local roads is 30km/h

School area

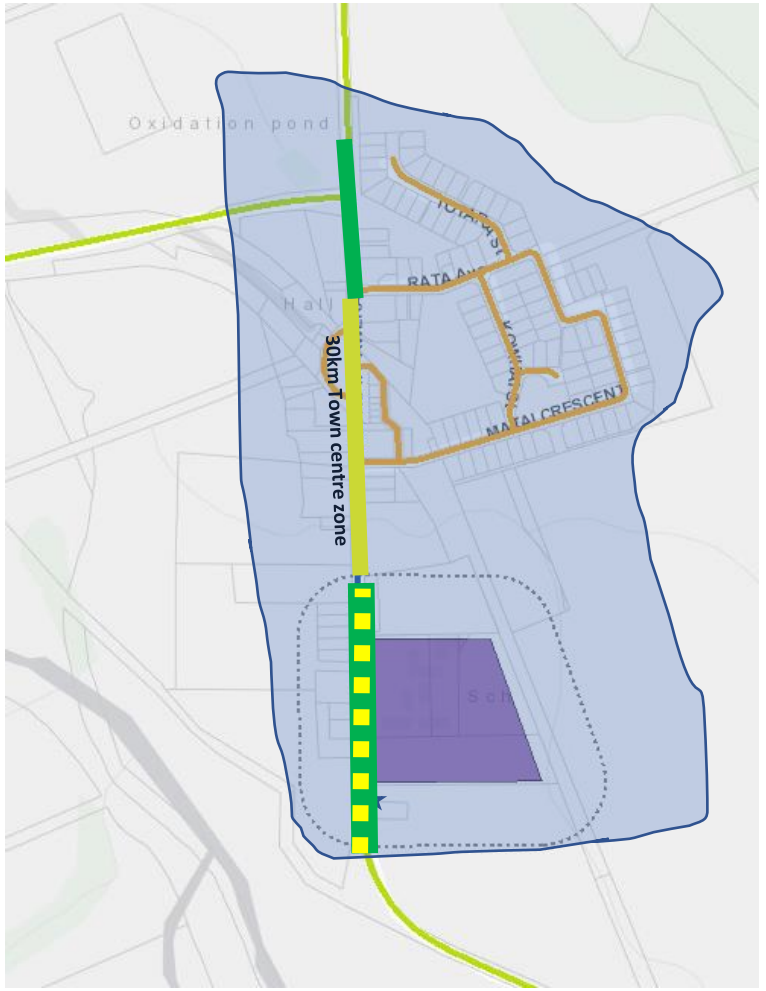
60 km/h | 50 km/h (with separated cycle way) | 40 km/h | 30 km/h | 30 km/h variable school zone | ECE/Kindy | State Highway

Tapawera

Option A: 30km/h



Option B: 40km/h



Safety treatments such as raised crossings are needed outside the school

School area

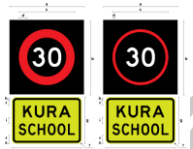
60 km/h | 50 km/h (with separated cycle way) | 40 km/h | 30 km/h | 30 km/h variable school zone | ECE/Kindy | State Highway

Indicative Cost Estimates

Notes:

These are high level indicative costs, and include the following assumptions:

- "Repeater" signs will not be required every 800m to 1km. If these are required it will add significantly to the signage costs on rural roads.
- Electronic variable signs will be installed for variable speed limits on urban connectors at schools



- Fixed signs will be installed for variable speed limits on local roads at schools

- Traffic calming at schools will consist of gateway treatments at each end of school zones, and will be a high priority
- Vehicle speeds will be monitored following speed limit changes, and traffic calming will be prioritised based on vehicle speeds and volumes, crash rates, and presence of pedestrians and cyclists.
- Costs of traffic calming measures vary significantly depending on measure chosen
- Construction of separated cycle facilities has not been included
- Measures to "Engineer up" local rural roads to suit higher speeds include seal widening, curve realignment, and installation of barriers. These are likely to have high cost, and have not been included.

Indicative Cost Estimates Nelson

	Option A	Option B
Nelson Rural		
Signage (2024 -27)	$6 - $10k	$6 – $10k
Signage (2027 – 34) (approx. for each change)	Nil	$6 – 10k
Nelson Urban		
Signage (2024 -27)	$800k - $1M	$900k - $1.1M
Signage (2027 – 34) (approx. for each change)	Nil	$300 - $400k
Traffic Calming at Schools (2024 -27)	$1 - $4M	$1 - $4M
Traffic Calming elsewhere (2027 -34)	$6 - $25M	$6 - $25M
Total Signage	**$800k - $1M**	**$1.2 – 1.5M**
Total Traffic Calming	**$7 - $29M**	**$7 - $29M**
Total	**$7.8 - $30M**	**$8.2 – 30.5M**

Indicative Cost Estimates Tasman

	Option A	Option B
Tasman Rural		
Signage (2024 -27)	$150 - $200k	$90 - $120k
Signage (2027 – 34)	Nil	$70 - $100k
Tasman Urban		
Signage (2024 -27)	$150 - $200k	$450k - $550k
Signage (2027 – 34) (approx. for each change)	Nil	$150k - $200k
Traffic Calming at Schools (2024 -27)	$750k - $3M	$750k - $3M
Traffic Calming elsewhere (2027 -34)	$3 - $12M	$3 - $12M
Total Signage	**$300 - $400k**	**$0.75 - $1.0M**
Total Traffic Calming	**$3.75 - $15M**	**$3.75 - $15M**
Total	**$4 – $15.5M**	**$4.5 - $16M**

Guidance Sought

Guidance Sought from RTC

Do you support, in principle:

- Consulting on two Speed limit options for different road categories in the 3 year implementation plan?
  A. Moving to Safe and Appropriate Speeds in 2024 – 27?
  B. Moving to Safe and Appropriate Speeds in stages ?
- 30km/h outside Early Childhood Education?

Do you have suggestions on **how to stage Option B**?
Please provide comments on specific maps