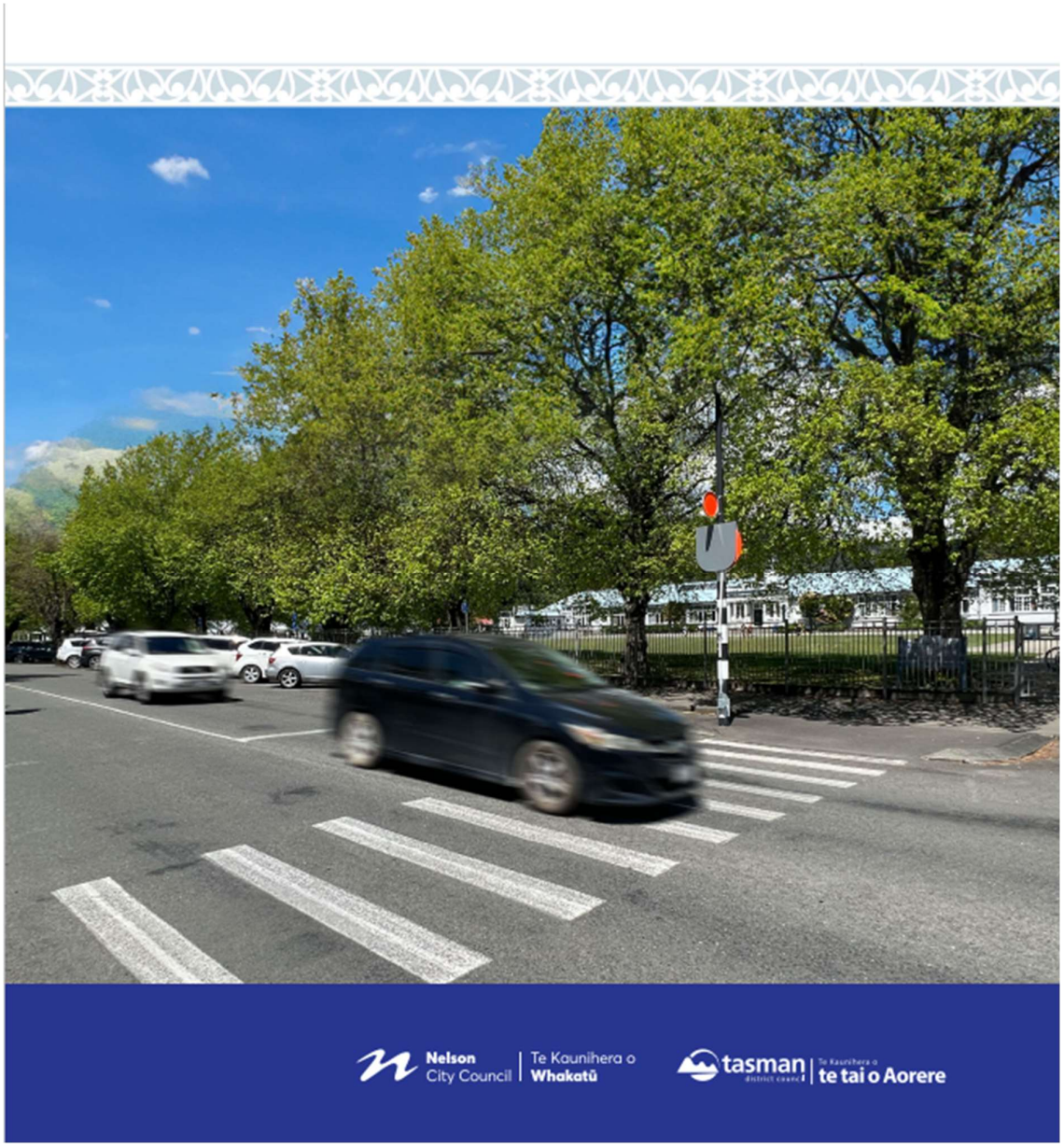
FINAL Nelson Tasman Speed Management Plan 2024-2034 [to be sent to designers]



PURPOSE

The purpose of this document is to create a balanced plan for implementation of safer speeds in Nelson Tasman recognising economic impacts and the views of local communities and road users are considered alongside safety. This plan excludes safer speeds on State Highways.

Road safety risk can be reduced by improving infrastructure to make a road safer at current speeds, or by managing travelling speeds down through a combination of road function, design, enforcement and education on safe behaviour. We are taking an approach that recognises people make mistakes, people are vulnerable, we need to share responsibility and we need to strengthen all parts of the system.

The Speed Management Plan sets out what work needs to be done in the next three years to improve safety on our roads by managing speeds.

Our communities have been asking for changes for some time, so we are proceeding with speed management changes as a result of consultation.

WHAT IS SPEED MANAGEMENT?

Speed management is about achieving safe vehicle speeds that reflect the road's function, design, safety and use. People and goods need to move efficiently around our transport network; however, we also need to see a reduction in deaths and serious injuries on the network. Other benefits gained from the implementation of appropriate vehicle speeds include enabling more active ways in how we get to where we need to go, such as letting children walk, or bike to school.

WHAT IS A SPEED MANAGEMENT PLAN?

Our Speed Management Plan includes short-term and long-term road safety goals, speed limits, and future improvements to roads to support changes in speed limits if and when required. This is to ensure vehicle speeds are appropriate for the areas where we live and travel. This Plan is part of our commitment to reducing deaths and serious injury on our roads.

Our Speed Management Plan relates to legal roads we have control over, which doesn't include roads through council reserves or State Highways.

Following the adoption of the Land Transport Rule: Setting of Speed Limits 2022, speed limits on local authority roads are now set by speed management plans, and recorded on a national speed limit register, rather than being set by a bylaw as in the past. These plans can include a 10-year vision for speed, and a three year action plan to implement speed limits and associated speed management activities, such as traffic calming. In June 2024, a draft Speed Limit Setting Rule was introduced. The Draft Land Transport Rule: Setting of Speed Limits Rule 2024 (Draft Rule) gives effect to the Government objectives which includes a vision for a land transport system that boosts productivity and economic growth and allows New Zealanders to get to where they want to go, quickly and safely. The draft Rule proposes a more balanced approach to setting speed limits to ensure economic impacts and the views of local communities and road users are considered alongside safety. The draft rule enables a targeted approach to reducing speed limits that focuses on high crash areas and public acceptability. The Draft Rule amends school treatments and introduced different speed bands for road classifications. This Plan is consistent with the intent of the draft rule.

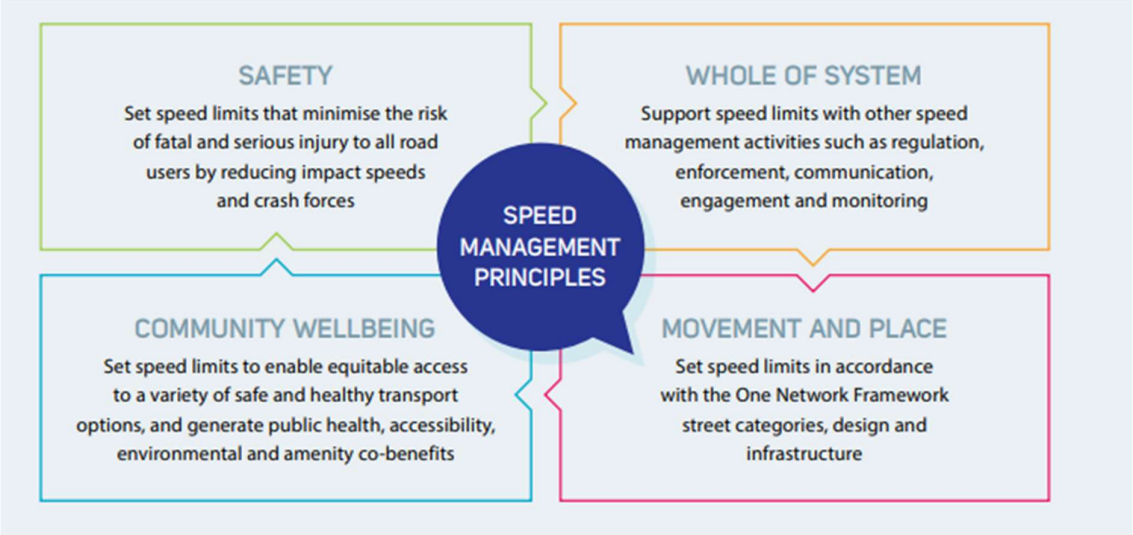
This Speed Management Plan (2024 – 2034) sets out a 10-year vision with a three-year implementation plan (starting in 2024), and will be reviewed every three years. All speed limit records are now held in the National Speed Limit Register and any change to an existing speed limit must conform to the changes included in the speed management plan to enable it to become operative. There are also provisions in the Setting of Speed Limits Rule (the Rule) to enable speed limits to be changed when circumstances change, such as the development of new subdivisions or construction of a new school.

VISION FOR NELSON TASMAN (10-year period)

Imagine Nelson Tasman as a region with improved road safety, where both rural and urban roads are operating safely and efficiently for all road users with substantially reduced deaths and serious injury, kids are safe to walk and bike to school and older people don't feel vulnerable walking to the local shop or to visit friends and family.

OUR PRINCIPLES

We have used the four principles below in the development of this plan These principles are drawn from international best practice. The four principles are designed to be applied together and complement each other.



The Rule requires Road Controlling Authorities (RCAs) to have regard to the Speed Management Guide developed by Waka Kotahi.

ROLE OF SPEED

The role and impact of speed in crashes is often underestimated. The speed that a vehicle is travelling at does not always cause the crash, however it has a direct effect on the severity of the crash.

Higher vehicle speeds increase the probability of a crash in several ways:

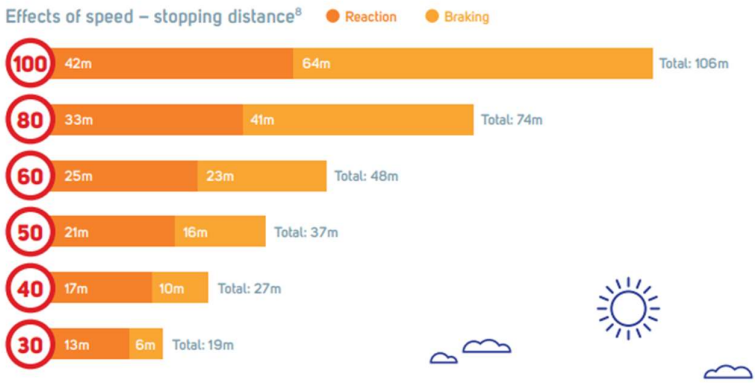
- By reducing the ability of a driver/vehicle to stop in time;
- By reducing manoeuvrability in evading a problem;
- By reducing the ability to negotiate curves;
- By reducing the driver's field of vision; and
- By causing other drivers to misjudge gaps.

The table below shows the total stopping distance of an average car on a dry road. This stopping distance is made up of two parts. Reaction distance is the distance the car travels in the time it takes the driver to notice the hazard, realise they need to brake, and then move their foot to the brake pedal. Braking distance is the distance it takes the car to stop once the brakes have been hit.

If a child steps out 20m in front of a car travelling at 30km/h, that car is likely to stop before it hits the child. If that car is travelling at 50km/h the driver has probably not got their foot on the brake (or started any other evasive manoeuvre) in 20m, and so hits the child at 50km/h. Pedestrians, cyclists or motorcyclists are particularly exposed to vehicle impacts, especially at speeds above the limits of human tolerance. Older people and children are more vulnerable to being injured in a crash than road users in other age groups.

Death and injury risk percentages for a car versus pedestrian crash[6]

IMPACT SPEED km/h	DEATH Percentage risk	SERIOUS INJURY Percentage risk	SLIGHT INJURY Percentage risk
60	95%	3%	2%
50	80%	3%	17%
40	30%	26%	42%
30	10%	15%	75%



CRASH DATA

URBAN CRASHES

In Nelson Tasman over the last ten years[1] crash data shows that of the total 171 fatal and serious injuries in urban areas, 121 (73%) involved people outside of motor vehicles (46 cyclists, 36 pedestrians, and 39 motorcyclists). People outside of motor vehicles are particularly vulnerable to death or serious injury in crashes with motor vehicles at speeds greater than 30km/h. This is shown in the table below which presents the crash data based on the worst injury on the left hand side of the table and the total number of injuries on the right hand side.

		Number of Injuries per crash type			
Crash Type – Crash resulting in	Number of crashes	Death	Serious Injury	Minor Injury	Non-Injury
Death	9	9	3	1	6
Serious Injury	162		171	23	136
Minor Injury	773			874	867
Non Injury	2,087				4,155

RURAL CRASHES

The table below again shows the crash data based on the worst injury on the left hand side of the table and the total number of injuries on the right hand side for the Nelson Tasman region over the last ten years. The data highlights that you are more likely to be involved in a high severity crash outcome in the rural area than urban.

		Number of Injuries per crash type			
Crash Type – Crash resulting in	Number of crashes	Death	Serious Injury	Minor Injury	Non-Injury
Death	12	12	5	1	5
Serious Injury	90		96	46	43
Minor Injury	318			390	170
Non Injury	578				848

[1] Waka Kotahi Crash Analysis System database, 2013 – 2022

LOCAL EXAMPLES OF SPEED LIMIT REDUCTIONS REDUCING HARM

In 2018, the speed limit on SH60 Appleby Highway was reduced from 100km/h to 80km/h in response to safety concerns and relatively high numbers of people being killed or seriously injured. This has resulted in a 62% reduction in fatal and serious crashes. In 2020, the speed limit on SH6 between Nelson and Blenheim was reduced. This has resulted in a 93% reduction in fatal and serious crashes.

Crashes on SH60: Appleby Highway
(speed limit changed in December 2018)

CRASH SEVERITY	100km/h (4.5 years prior to change)	80km/h (4.5 years since change)*
Fatal	3	0
Serious injury	5	3
Minor injury	20	24
Non injury	24	25
Total	**53**	**52**

*Up to June 2023

Crashes on SH6: Nelson to Blenheim
(speed limit changed in December 2020)

CRASH SEVERITY	100km/h (May 2018 – Dec 2020, 20 months)	90km/h, 80km/h and 60km/h (Jan 2021 – Aug 2022, 20 months)**
Fatal	4	1
Serious injury	12	0
Minor injury	25	29
Non injury	65	48
Total	**106**	**78**

**Significant road works have occurred on this road since the August 2022 weather event and as such more recent data has not been included

SOCIAL COST OF CRASHES

On top of leaving a huge hole in the lives of families, friends, workplaces and communities, road crashes have a huge impact on our society. The value of statistical life was estimated at $12.5 million per fatality and $660,100 per serious injury at July 2021 prices.10 There are significant social costs resulting from fatalities and serious injuries. Death and serious injuries in Nelson Tasman have had a social cost of $429 million over the past 10 years. See page 14 for references.

IMPLEMENTATION COSTS

Nelson: $500k – $1 million for signs, $9 million for supporting infrastructure

Tasman: $1.5 million for signs, $3.5 million for supporting infrastructure.

Supporting infrastructure includes traffic calming measures. These can range from simple, comparatively low cost, measures, such as speed humps through to more expensive raised platforms, road narrowing, and landscaping.

ECONOMIC IMPACTS

An effective, efficient and safe land transport system plays a critical role in connecting our community by providing access to employment, education, recreation, and services, as well as enabling the movement of freight in support of business and industry.

The local climate allows us to produce high quality agricultural products which are sought after and transported nationally and around the world. In addition, secondary processing of many of these products has enabled value to be added. Given the lack of rail in the region, the efficiency of the road transport network is vitally important to the economy and people in our region.

Reducing speed limits has an impact on both the time it takes to get somewhere, and the cost of fuel and emissions produced to get there.

An NZTA Research Report[11] compared travel time and fuel consumption for three urban and three rural routes and found that there is a drop in productivity from lower speed limits. Travel times on the urban routes increased by 9% to 15%, and fuel consumption varied from no discernible change to a 5% reduction at an assumed speed limit of 40km/h compared to 50km/h. On the rural routes travel times increased by 9% to 14%, and fuel consumption reduced by 14% to 15% at an assumed speed limit of 80km/h compared to 100km/h.

A similar outcome is likely in the Nelson Tasman region as there are many locations where it is not possible to travel at the posted speed limit on both urban and rural roads around our region due to topography, congestion and places with restricted visibility.

Internal combustion engine vehicles are typically most efficient at a constant speed of 70 to 90km/h. However vehicles often do not travel at a constant speed, with fuel used accelerating to a higher speed. This reduces the travel time cost advantage in travelling at a higher speed particularly in environments which involve frequent deceleration and acceleration.

In April 2024, we commissioned a cost benefit analysis to estimate the economic impacts for our four urban and four rural consultation options. This looked at the expected reductions in crashes and casualties, expected impacts on travel times, expected changes in vehicle operating costs (VOC) and expected changes in vehicle emissions. The results of the cost benefit analysis for urban option A and rural options 1 and 2 are shown in the table below:

Table Economic Assessment Results – Urban Option A, Rural Options 1 &2 (the options most closely matched to the proposal)

	Urban Option A - Schools	**Rural Option 1 - Schools**	**Rural Option 2**
Crash savings	$185k to $310k	$240k to $360k	$7,180k to $10,765k
Travel Time changes	-$1,220k to -$2,480k	-$480k to -$1,270k	-$2,450k to -$3,950k
Vehicle Operating Costs	-$53k to -$128k	$31k to $55k	$320k to $435k
Emission changes	-$12k to -$25k	-$1k to -$5k	$6k to $8k
Combined Benefits	-$1,100k to -2,320k	-$211k to -$857k	$5,050k to $7,250k
Sign Install Cost	$1,100k	$500k	$1,000k
Benefit Cost Ratio (MBCM)[2]	--1.0 to -2.1	-0.4 to -1.7	5.1 to 7.3
Benefit Cost Ratio (SLSR)[3]	0.08 to 0.09	0.24 to 0.20	2.1 to 2.2

[2] Estimated using methodology in NZTA's Monetised Benefits and Costs Manual
[3] Estimated using proposed methodology in draft Setting of Speed Limits Rule

While none of the four urban options consulted on delivered nett positive benefits (in terms of changes to Deaths and Serious Injuries (DSIs), travel times, vehicle operating costs, and emissions) Urban Option A produced the best benefit cost ratio. However, it should be noted that in urban areas, other less quantifiable benefits are likely to be apparent from reduced speeds, particularly in relation to likely mode shift to active modes.

Three of the four rural draft speed management plan options delivered nett positive benefits and while Options 3 and 4 provide the greatest benefits Rural Option 2 showed a high level of benefit and had broader community support.

A separate cost benefit analysis was carried out on just the high-risk rural connector roads between Richmond and Motueka. The results of this analysis showed that the reduction in speed on these roads is expected to result in significant crash benefits and reinforces the balanced approach of making selective speed changes where high crash risk exists. These are shown in the table below.

Table Economic Assessment Results High Risk Roads

	Moutere Highway	**Motueka Valley Highway**	**Neudorf Rd / Dovedale Rd**
Crash savings	$960k to $1,440k	$3,000k to $4,500k	$125k to $190k
Travel Time changes	-$185k to -$320k	-$650k to -$750k	<$5k
Vehicle Operating Costs	$30k to $50k	$100k to $115k	<5k
Emission changes	$1k to $2k	$3k to $4k	<5k
Combined Benefits	$800k to $1,200k	$2,400k to $3,900k	$125k to $190k
Sign Install Cost	$8k	$20k	$8k
Benefit Cost Ratio (MBCM)[2]	100 to 150	125 to 200	17 to 25
Cost Benefit Ratio (SLSR)[3]	4 to 5	5 to 6	17 to 25

SPEED LIMITS UNDER THE DRAFT 2024 SPEED RULE

The 2024 draft rule specifies speed limit ranges for the following road classifications:

URBAN STREETS (e.g. Putaitai Street, Moffatt Street) Residential and neighbourhood streets, and streets that provide access to and support business, shops, on-street activity and services. **50km/h**

URBAN CONNECTORS (e.g. Hart Road) provide for the movement of people and goods between different parts of urban areas, with low levels of interaction between the adjacent land use and the street **50-80km/h**

PERI-URBAN ROADS (RURAL) (e.g. White Road) primarily provide access from residential property on the urban fringe, where the predominant adjacent land use is residential, but usually at a lower density than in urban residential locations. **50-80km/h**

RURAL ROADS (e.g. Stringer Road) primarily provide access to rural land for people who live there, and support the land-use activities being undertaken. **80-100km/h**

RURAL CONNECTORS (e.g. Moutere Highway) provide the links between rural roads and interregional connectors (state highways). **80-100km/h**

UNSEALED ROADS: Roads that are unsealed **60 – 80 km/h**

MOUNTAINOUS OR HILL CORRIDORS: Roads where the alignment is tortuous **60 – 80 km/h**

COUNCILS' ROLE AS A ROAD CONTROLLING AUTHORITY (RCA)

Tasman District Council and Nelson City Council are the RCAs responsible for managing and maintaining local roads within Nelson City and Tasman District. As the local road RCAs, we are responsible for planning, designing, constructing, maintaining and operating the local road network including the setting of speed limits. This table shows a summary of the road lengths within Nelson Tasman. There are some minor Road Controlling Authorities including the Department of Conservation, Port Nelson, Nelson Airport, and forestry operators. This Plan does not cover speeds on those roads however this will be reviewed for the 2027 Plan. The proportion of active travel (walking and cycling) to work and education in Nelson Tasman is higher than the New Zealand average. As a result there are more people walking and cycling in our urban areas than in many other places. Many streets, particularly older streets in hilly areas or close to our town centres, do not have pedestrian footpaths on either side of the road. The risk of harm to people walking or cycling is high when vehicles are travelling at speeds of 50km/h or higher.

ROAD TYPE	NELSON	TASMAN
Urban	**(km)**	**(km)**
Urban connectors	38.8	22.9
Activity streets	21.7	6.5
Main streets	1.4	2
Local streets	163.4	177.1
Civic spaces	0.1	1.1
Rural	**(km)**	**(km)**
Stopping places	0.1	8.6
Rural connectors	8.7	408
Peri-urban roads	7.2	50
Rural roads	32.7	1,006.4
Total network	**280.3**	**1,725.6**

ROAD TYPE	NELSON	TASMAN
Urban	**(km)**	**(km)**
Urban connectors	38.8	22.9
Urban streets	186.5	185.6
Civic Spaces	0.1	1.1
Rural		
Stopping places	0.1	8.6
Rural connectors	8.7	408
Peri-urban roads	7.2	50
Rural roads	32.7	1,0006.4
Total network	**280.3**	**1,725.6**

CENTRAL GOVERNMENT

RCAs have a key role in supporting the implementation of the Government's National Road Safety Strategy. The current strategy aims to reduce deaths and serious injuries on the country's roads by 40 percent by 2030. The present government has signalled that it intends to develop a new Road Safety Strategy. This had not been released at time of writing.

By fulfilling our responsibilities and actively supporting the national Road Safety Strategy, RCAs contribute significantly to reducing deaths and serious injuries on New Zealand roads. In addition to managing road infrastructure, the role of a RCA also includes promoting a culture of safety and responsibility among road users, thereby creating safer and more sustainable transport networks.

Speed Management Plans must with the Government Policy Statement (GPS) on land transport, which sets the Government's strategic priorities for land transport investment over a 10-year period. The GPS highlights that New Zealand's economic prosperity is underpinned by a transport network that enables people and freight to move around efficiently, quickly, and safely. The GPS also sets out how money from the National Land Transport Fund will be spent on activities such as road maintenance, public transport, state highway improvements, local roads and road safety. Transport spending needs to meet the strategic priorities as outlined in the GPS. Safety is one of these priorities.

Speed Management Plan alignment with the GPS priorities

GPS PRIORITY ALIGNMENT

Safety In line with the Road Safety Strategy and the GPS (2024-2034), the Plan is working towards a local transport network where harm is reduced.

Increasing maintenance and Resilience Speed reductions will lead to reduced crashes on the local transport network, making journeys more reliable.

LOCAL GOVERNMENT

Road infrastructure management: We are responsible for ensuring that the local roads within our jurisdiction are designed and maintained to high safety standards. This includes managing road maintenance, repair, and upgrades, as well as implementing safety measures like signage, road markings, and traffic calming measures. In many cases our rural roads have narrow lanes with only a painted centre line separating vehicles travelling in opposite directions, and multiple hazards, such as power poles, fences and steep banks in the roadside. In this environment a small mistake at 100km/h can have fatal consequences. It is very costly to install roadside and central barriers, and the terrain that many of our roads pass through make it very expensive to widen roads and make curves less severe. This is why lower speed limits are a key way to reduce harm without needing to raise rates significantly to pay for expensive road upgrades. In urban areas, design and infrastructure have an important role in both reducing operating speeds and providing safe and easy access for people using active modes such as walking or cycling. This Plan aligns with Activity Management Plans, Tasman District Council's Walking and Cycling Strategy, and Nelson City Council's E Tu Whakatū Active Transport Strategy

In recent years, both Nelson City Council and Tasman District Council have begun installing low-cost safety features such as raised crossing platforms in many school and central city areas so that pedestrians and cyclists can safely share the road with vehicles.

Road marking (paint) and signs are the cheapest items in the tool kit. Rural roads can be changed by adding edgelines to the road. In urban areas paint can be used to reduce the width of the driving lane by adding flush medians, shoulders, parking lanes and cycle lanes. Other items in the tool kit for urban areas include raised treatments, physically narrowing the road, or creating chicanes. These can further reduce vehicle speeds, however they can be costly.

Road user education: We support road safety education campaigns and initiatives aimed at raising awareness among road users about safe driving practices, pedestrian safety, and responsible road behaviour. We work with schools, community groups, iwi, and other councils and organisations such as ACC to promote road safety education with a focus on road users who are at higher risk of harm, e.g. motorcyclists.

Strengthening enforcement through road policing: Enforcement is a key element of an overall system response to reducing deaths and serious injuries. When implemented well, enforcement and the threat of sanctions (such as fines and potential loss of licence) deter road users from adverse behaviour. Effective deterrence requires public awareness of illegal behaviours, a belief that detection is probable and a belief that the consequences of detection will be negative. Nelson City Council and Tasman District Council will continue working closely with the police to achieve appropriate enforcement of speed limits and other road rules.

Collaboration and partnerships: We collaborate with various stakeholders, including Waka Kotahi NZTA, Police, emergency services, and community groups to share knowledge, resources, and expertise in order to improve road safety outcomes. We actively participate in regional and national road safety forums and contribute to the development of road safety policies and strategies.

FUNDING

The implementation costs of road safety initiatives on public roads, including speed management, is shared between Council and Waka Kotahi NZ Transport Agency (Waka Kotahi), as the agency responsible for distributing funds from the Fuel Excise Duty and Road User Charges. We assume that the standard funding assistance rate from Waka Kotahi of 51% will apply for this work. The guidelines for receiving government funding include supporting speed management and a reduction in death and serious injuries.

Regional Land Transport Plans feed into the National Land Transport Programme and the projects that Waka Kotahi approve in the Programme on local roads receive funding assistance. The National Land Transport Programme has a three yearly cycle, with 2024 – 2027 being the next cycle.

PARTNERSHIP WITH MAORI

We have held a series of meetings with our iwi partners regarding:

- Their interest in speed limits specific to cultural sites such as Marae, kōhanga reo and urupa; and
- Their interest in speed limits across the district.

Marae are social centres where activities occur almost every day. When tangihanga, or hui are held, the capacity of Marae grounds to hold all parked vehicles can be insufficient. The demand then overflows to any available on-road parking. Especially at tangihanga, people walk to and from their vehicles. It is important to engage with marae and kōhanga reo (within the vicinity of the marae) to ensure that this Speed Management Plan supports the desire of the community, improves road safety outcomes and reduces the impact of unsafe speed limits on all communities.

PROPOSAL WITHIN THIS PLAN

Within the consultation document, we put forward a range of different options for people to consider. There are four options for the urban area (A, B, C, D) and four options for the rural area (1, 2, 3, 4) shown in the consultation document.

SPEED LIMITS OUTSIDE SCHOOLS

The draft Setting of Speed Limits Rule has specific instructions about speed limits outside schools. The current speed limit on roads in the vicinity of urban schools within the towns of both districts are generally 50km/hr or 40km/hr for urban schools and for rural schools 70km/hr to 100km/hr depending on the location of the school. Under the draft rule, speeds limits are required to reduce outside schools to:

- Outside Category 1 schools (mostly in urban areas): 30km/h variable limits 300m outside the school gate between 8.00-9.30 and 2.30-4.00pm [aligned with new Rule]; and
  Exceptions will be
  - Cambridge Street, Richmond (permanent 30km/h)
  - Ellis Street, Brightwater (permanent 30km/h)
  - Edward Street, Wakefield between SH6 and Pitfure Road (permanent 30km/h)
  - Wadsworth Street (permanent 30km/h)
- Outside Category 2 schools (mostly in rural areas): 40-60km/h variable limits 600m outside the school gate between 8.00-9.30 and 2.30-4. 00pm

The draft rule requires road controlling authorities to use reasonable efforts to meet the new variable speed limits outside school gates by 31 December 2027.

SPEED LIMITS FOR COUNCIL OPERATED CAR PARKS

Speed limits within any Tasman District Council operated car parks will be 10km/h. Speed limits within any Nelson City Council operated car parks will be unchanged.

OUR PROPOSALS

The proposal changes speed limits across a diverse range of roads and communities in a way that balances the needs of people and freight to get to where they need to go efficiently, against the need for select roads to have slower speeds to reduce safety risks to both the people travelling and the communities they travel through.

The following is proposed:

Schools:

There will be variable limits for rural and urban schools. These limits will be outside of the school gates and will be between 8.00-9.30am and 2.30-4.00pm. The specific changes for each school are shown in Table 1 (Schedule of Speed Limit Changes)

Tortuous Unsealed Roads:

There are a number of unsealed roads in the district which have tortuous alignment, these roads are often winding and narrow. Whilst many of these roads are in remote areas of Tasman, some of them are on popular tourist routes such as Totaranui Road. The specific changes for each road are shown in Table 2 (Schedule of Speed Limit Changes)

Rural Residential/ Peri-urban Roads:

The region has had a strong period of growth since speed limits were last modified. Many areas have seen more residential living in the rural environment. These roads are typically short roads or cul-de-sacs that have no thorough traffic. The nature of these roads has become more urbanised in recent years. There have been a high number of requests to have the speed limits reduced here as many walkers, cyclists here share the road with vehicles. The specific changes for each road are shown in Table 3 (Schedule of Speed Limit Changes)

Urban Roads with No Footpaths

Nelson and Tasman have a number of roads in residential areas which have no footpaths. This means that vehicles are not separated from people walking and cycling putting people at risk. Communities have requested lower speeds on these types of roads. Nelson has been rolling out a number of speed reductions for this type of road and Tasman would like to align with this for regional consistency. The specific changes and indicative timing for each road are shown in Table 4 (Schedule of Speed Limit Changes)

Higher Risk Rural Roads

Rural Connectors in Tasman[4]are often narrow and winding compared to the State Highways. There have been a number of deaths and serious injuries on these roads. In areas which are high

[4] plus Cable Bay in Nelson

risk and there has been community demand for lower speeds, we will reduce the speeds. The specific changes and indicative timing for each road are shown in Table 5 (Schedule of Speed Limit Changes)

On Road Sections of the Great Taste Trail

Tasman has one of the country's most accessible Great Rides (the Great Taste Trail). Whilst the majority of this famous cycle ride is off-road, small portions are on-road. Where there are on-road sections which are over 80km/h, we seek to reduce speeds. The specific changes and indicative timing for each road are shown in Table 6 (Schedule of Speed Limit Changes)

Specific Roads

There are a small number of roads that require a speed reduction which do not fit into our other categories. The reason for these speed reductions are to reflect roadside hazards, recreational use, changes to the urban or peri-urban environment. In addition, there are 17 roads which staff have identified as errors in the National Speed Limit Register. The speed limit on these roads is inconsistent with the surrounding roads.

The specific changes and indicative timing for each road are shown in Table 7 (Schedule of Speed Limit Changes)

PUBLIC ENGAGEMENT AND CONSULTATION

Changing a speed limit is a legal process that includes a formal consultation step. This plan has been-refined using feedback gathered from the engagement. During this consultation stage, the public and stakeholders provided their local knowledge to inform this plan along with a change in government direction. Everyone who provided a submission will be updated on the outcome of the decision.

ONLINE MAP

For more information about specific places refer to our online map: shape.tasman.govt.nz/speed-review

FUTURE REVIEWS

Speed Management Plans may be reviewed every three years. The plan will also be reviewed when significant changes in development or funding occur necessitating a change to the plan.

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