



## **Statement of Proposal**

# **AMENDMENT TO THE SPEED LIMITS BYLAW 2011 (210)**

**14 December 2018**

## Nelson City Council's proposed changes to its Speed Limit Bylaw 2011 (210)

Nelson City Council (the Council) would like to know what you think of proposed amendments to the Speed Limit Bylaw 2011 (210). The purpose of the proposed changes are to improve road safety on Waimea Road, especially with the introduction of a new intersection for the Princes Drive subdivision.

### 1. Introduction

The Speed Limits Bylaw 2011 (210) (the Bylaw) came into effect on 24 November 2011.

This Statement of Proposal proposes to change the speed limit from 70km/h to 50km/h for a section of Waimea Road. This would be managed by removing this section of road from Schedule H (70km/h speed limit zones) and adding it to Schedule F (50km/h speed limit zones).

Schedule A, which includes maps of the city's speed limit zones, and Schedules F and H, are the only parts of the Bylaw proposed to be amended.

**The full Speed Limit Bylaw can be found on the Council's website.**

<http://www.nelson.govt.nz/search/?q=speed%20limit%20bylaw>

### 2. The proposal

Waimea Road is an important and busy road in Nelson's transport network. The current speed limit along Waimea road is 50km/h except between 240m south of Market Road (Market Road) and 200m north of the Beatson Road roundabout (Beatson Road Roundabout) where the speed limit is 70km/h. This section is 1.3km long.

The reasons for this proposal are to provide:

- improved road safety on this section of Waimea Road
- a workable speed environment for the proposed intersection of Princes Drive with Waimea Road.

In reviewing this speed limit, matters the Council must have regard to include those set out in r4.2(2) of the Land Transport Rule: Setting of Speed Limits 2017.

#### Waimea Road safety

##### Speed related crashes

The proposed reduced speed limit aims to reduce the risk of fatal or serious injury accidents. Two speed related crashes (one serious and one minor) happened on this section of Waimea Road in 2018. Two crashes also happened in 2017 (including a serious one) as shown in the following table.

| Speed Related Crashes Waimea Road | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 To Date (March) |
|-----------------------------------|------|------|------|------|------|----------------------|
| Fatal                             |      |      |      |      |      |                      |
| Serious                           |      |      |      |      | 1    | 1                    |
| Minor                             |      |      |      | 1    |      | 1                    |
| Non-injury                        | 1    |      |      |      | 1    |                      |

Total

|   |   |   |   |   |   |
|---|---|---|---|---|---|
| 1 | 0 | 0 | 1 | 2 | 2 |
|---|---|---|---|---|---|

### Other crashes

There was one fatality (attributed to alcohol impairment) on this section of Waimea Road in 2018. While speed was not a cause of the crash itself, it was a factor in the outcome. As the vehicle were travelling in the higher speed (70km/h), there were greater impact forces that resulted in the fatality.

### Speed management framework

When considering Waimea Road in terms of the New Zealand Transport Agency (NZTA) Speed Management Guide, the safe and appropriate speed for an area of this type is 50km/h based on:

- the corridor's personal<sup>1</sup> risk rating of Medium in general, and Medium-High at both the Ridgeway intersection and the Beatson Road roundabout. Personal risk is defined as the danger to each individual using the road and is measured by the number of serious and fatal crashes relative to the traffic volume and distance travelled;
- the surrounding residential area (with low density residential to the east)
- the presence of five intersections and another one to be constructed (to connect with Princes Drive)
- mean traffic speeds (existing) of 50-60km/h
- the new Princes Drive intersection will lower traffic speeds between Market Road and Beatson Road.

### Implications for traffic flows

Waimea Road is a busy road, with an average of 24,000 vehicles per day. Reducing the speed limit from 70km/h to 50km/h will add 30 seconds to the journey time through this section when traffic can travel at the speed limit. It will add up to 15 seconds when traffic is travelling at existing mean speeds and have no effect on traffic speeds at peak times when the road is congested.

### Princes Drive intersection

Resource consents issued for the subdivision of the western side of Waimea Road at Bishopdale Hill have been granted to allow construction of a new road (Princes Drive extension) and an intersection onto Waimea Road. The consent was granted in 2016, but construction is planned for 2019. Detailed design is underway.

The speed limit will have an effect on the design of the new Princes Drive intersection. If a change to the speed limit is made before construction begins, the intersection will be designed to take account of the new speed limit so that it is fit for purpose for the future.

The Princes Drive intersection will change the Bishopdale Hill passing lanes into turning lanes for the new intersection. This change will remove a significant feature of the existing 70km/h speed environment.

Traffic signals are proposed to control turning movements at the new intersection.

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<sup>1</sup> Personal Risk is defined as the danger to each individual using the road and is measured by the number of serious and fatal crashes relative to the traffic volume and distance travelled

The Princes Drive intersection will not limit options for future development of Waimea Road to cater for traffic growth.

### **Vulnerable road users**

Cyclists are considered vulnerable road users on busy and fast moving roads. While there is an off road shared path available, many commuter cyclists prefer to stay on the road. Lowering the traffic speed will improve safety for them.

Footpaths are not available everywhere on this section of Waimea Road. The SPCA does not have a footpath connection so pedestrians have to cross or walk along Waimea Road mixing with the high speed traffic. Lowering the speed will improve safety for pedestrians, and allow for the possibility of future changes to the road layout to provide a footpath.

There is an underpass at Arthur Cotton Bridge for students and parents to get from the Beatson Road area to Enner Glynn School. The underpass is narrow and steep so it's not suitable for all users. Parents with wide push chairs are particularly vulnerable when they cross Waimea Road.

A southbound bus stop is provided opposite Ulster Street in the 70km/h zone. However it is not well used because patrons are reluctant to cross the high speed section of Waimea Road. Lowering the speed will improve safety for bus patrons using this bus stop, and allow for the possibility of future changes to the road layout to provide a footpath or a pedestrian refuge.

### **Draft amended Schedules A, F and H of the Bylaw**

The draft amended Schedules A, F and H of the Speed Limits Bylaw 2011 (210) are provided in Attachment 1.

### **Consideration under the Land Transport Act 1998 and the Local Government Act 2002 (LGA)**

This Statement of Proposal to amend the Speed Limits Bylaw 2011 (210) has been prepared in accordance with the following legislation:

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

Note: Section 156 of the LGA requires Council to use the special consultative procedure when amending a bylaw.

### **Determination under section 155 of the Local Government Act 2002 (LGA)**

The proposed amendment to the Speed Limits Bylaw 2011 is considered the most appropriate way of regulating speed limits on Waimea Road as it:

- is authorised by a statutory authority (the Land Transport Act 1998) and by the Land Transport Rule: Setting of Speed Limits
- is for the purpose of protecting, promoting and maintaining public safety (s145 of the LGA)
- is not considered to be in conflict with, or incompatible with, the general laws of New Zealand
- is certain, enforceable and provides clear direction
- is reasonable

- is not overly restrictive, onerous on any person, or impractical
- does not give rise to any implications under, nor is it inconsistent with, the New Zealand Bill of Rights Act 1990 (refer s155(2)(b) and s155(3) of the LGA 2002).

### Special Consultative Procedure

Outcomes of this special consultative procedure could include:

- adopting the proposal to reduce the speed from 70km/h to 50km/h for the affected section of Waimea Road; *or*
- retaining the current speed limit; *or*
- based on community feedback, adopting a different speed limit, which is one of the alternative options considered by Council and is outlined in section 3 of this Statement of Proposal.

### 3. Alternatives considered by Council

In reviewing the Waimea Road Speed Limit, Council also considered the following options.

| <b>Retain the current 70km/h speed limit.</b>   |  |
|---|--|
| Advantages  | <ul style="list-style-type: none"> <li>• Does not require a special consultative procedure.</li> <li>• Shorter travel times along Waimea Road, at times of low congestion.</li> </ul>  |
| Disadvantages   | <ul style="list-style-type: none"> <li>• Continued increasing crash trend.</li> <li>• Continued increasing crash severity.</li> <li>• Challenging design of the new Princes Drive intersection with Waimea Road.</li> </ul>                      |
| <b>Adopt a different speed limit (for example 60km/h). Adopting this speed limit would also mean amending the design for the new intersection for a 60km/h speed environment.</b> |  |
| Advantages  | <ul style="list-style-type: none"> <li>• Decreased speeds result in less severe crashes.</li> </ul>  |
| Disadvantages   | <ul style="list-style-type: none"> <li>• Slower travel times along Waimea Road at times of low congestion.</li> <li>• Challenging design of the new Princes Drive intersection with Waimea Road.</li> </ul>                                      |
| <b>Adopt a 50km/h speed limit for the minimum length required for the new Princes Drive Intersection and retain 70km/h where possible.</b>  |  |
| Advantages  | <ul style="list-style-type: none"> <li>• Shorter travel times along Waimea Road, at times of low congestion.</li> <li>• Lowers the speed limit through the new Princes Drive intersection.</li> </ul>  |
| Disadvantages   | <ul style="list-style-type: none"> <li>• This length of road with a 70km/h speed limit may be rejected by NZTA as too short for effective implementation. Between 500m and 800m is the minimum length needed to retain a 70km/h zone.</li> </ul> |

**Adopt a 50km/h speed limit to be implemented on the day the traffic signals at Princes Drive become operational.**

|               |   |
|---------------|---|
| Advantages    | <ul style="list-style-type: none"><li>• Retain the shorter travel times along Waimea Road, at times of low congestion for as long as possible.</li><li>• Sets the design parameters for the Princes Drive intersection.</li><li>• Lowers the speed limit through the new Princes Drive.</li></ul> |
| Disadvantages | <ul style="list-style-type: none"><li>• Additional advertising required before implementation of the speed change.</li><li>• Potential for confusion because the intersection change and speed change occur together and delayed after the decision making process.</li></ul>                     |

## 4. Submission

Anyone may make a submission about any aspect of Council's proposal and the other options which have been considered. Council, in making its decision, will take account of all submissions made.

A submission form is included at the end of this document.

All submissions, including the name and contact details of the submitter, will be made available to the public and media on Council's website, unless you specifically request that your contact details be kept private and explain why it is necessary to protect your privacy. Council will not accept any anonymous submissions.

Submissions can be made:

- online at [nelson.govt.nz](http://nelson.govt.nz)
- by post to Speed Limit Bylaw, Nelson City Council, PO Box 645, Nelson 7040
- by delivering your submission to Civic House, 110 Trafalgar Street, Nelson.

**Submissions must be received no later than 15 February 2019.**

**Any person who wishes to speak in support of their submission will be given the opportunity to address the Council at a hearing on 6 March 2019.**



## DRAFT FOR CONSULTATION

### Draft amendment to the Speed Limits Bylaw 2011 (210)

#### Proposal Summary Map (does not form part of Speed Limit Bylaw)

Refer attached Speed Limit Review for Waimea Road between Market Road and Beatson Road.

#### Schedule A – Speed Limit Maps

**Replace** map 6 in Schedule A with the following map 6.

#### Schedule F – 50km/h speed limits

**Add** the following road to Schedule F – 50km/h speed limits

| Road name   | Length   |
|-------------|--|
| Waimea Road | Waimea Road, 300m north of its intersection with the northern end of Beatson Road to a point 130m west of Tuckett Place. |

#### Schedule H – 70km/h speed limits

**Remove** the following road from Schedule H – 70km/h speed limits

| Road name   | Length   |
|-------------|--|
| Waimea Road | Waimea Road, 300m north of its intersection with the northern end of Beatson Road to a point 130m west of Tuckett Place. |





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### Speed Limit Review

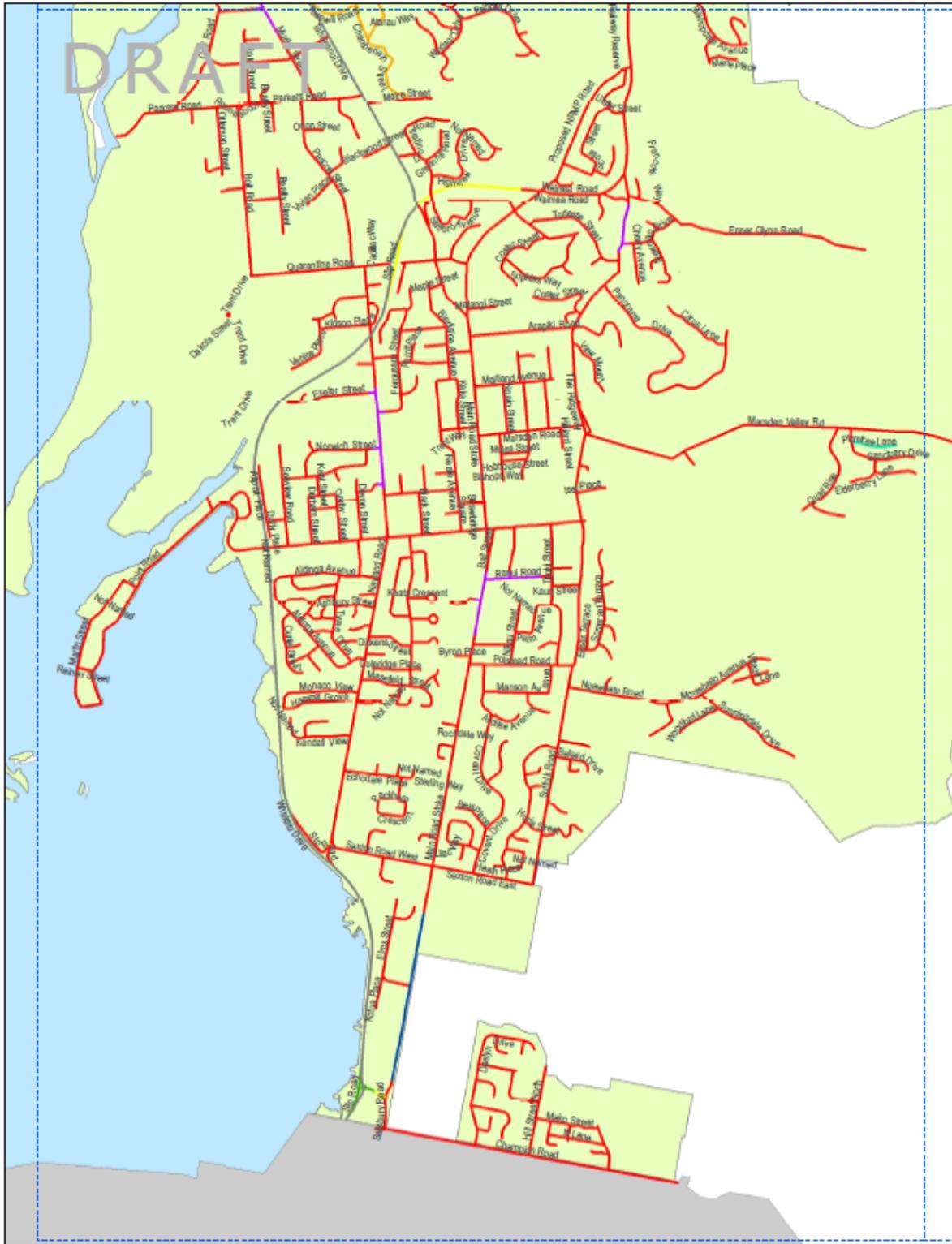
Waimea Road  
 Between Market Road and  
 Beatson Road



- Waimea Road Speed Limit Review - 70kph to 50kph
- Proposed Princes Drive Connection



File Ref: A2069574  
 MC. Original map size A4.

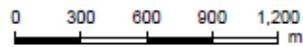


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**SPEED LIMITS BYLAW (210)**



- Variable
- 50 km/hr
- 80 km/hr
- 30 km/hr
- 60 km/hr
- 100 km/hr
- 40 km/hr
- 70 km/hr
- State Highway (Speed Limits not Shown)
- Urban Traffic Areas



October 2018  
MAP 06

File Ref: 1064653  
MO - Original mapsize A4.