



AGENDA

**Meeting of the Nelson City Council
to Deliberate on Submissions to the**

Speed Limits Bylaw Amendment 2013

**Tuesday 6 August 2013
Commencing at 9.00am
Council Chamber
Civic House
110 Trafalgar Street, Nelson**

Membership:

His Worship the Mayor Aldo Miccio, Councillors Ian Barker, Ali Boswijk (Deputy Mayor), Gail Collingwood, Ruth Copeland, Eric Davy, Kate Fulton, Paul Matheson, Jeff Rackley, Pete Rainey, Rachel Reese, Derek Shaw and Mike Ward

6 August 2013

1561235

Page No.

Opening Prayer

Apologies

1. Interests

- 1.1 Updates to the Interests Register
- 1.2 Identify any conflicts of interest in the agenda

2. Confirmation of Order of Business

3. Confirmation of Minutes – 16 July 2013

4-6

Document number 1554986

Recommendation

THAT the minutes of the meeting of the Nelson City Council to Hear Submissions to the Speed Limits Bylaw Amendment 2013, held on 16 July 2013, be confirmed as a true and correct record.

4. Amendment to the Speed Limits Bylaw 2011 (210) - Deliberations

7-32

Document number 1535163

Recommendation

THAT the report Amendment to the Speed Limits Bylaw 2011 (210) – Deliberations (1535163) and its attachments (1493126 and 1544801) be received;

AND THAT the Speed Limits Bylaw 2011 (210) be amended to reflect the Council decisions on submissions;

AND THAT the first 40 metres of Tosswill Road, measured from its intersection with Tahunanui Drive, be included as a variable speed limit in the Speed Limits Bylaw 2011 (210);

AND THAT Schedule A of the draft Speed Limits Bylaw 2011 (210) be corrected pursuant to section 156(2)(a) of the Local Government Act 2002 to indicate that the State Highway network is not controlled by the Council;

AND THAT provision be made in the 2014/15 Annual Plan to investigate improving the safety of the pedestrian crossing outside Auckland Point School, including the implications of reducing Haven Road to a single lane in each direction;

AND THAT the amended Speed Limits Bylaw 2011 (210) be brought to Council for adoption.

Note:

- **This meeting will be followed by the Council – Community Services meeting.**

**Minutes of a meeting of the Nelson City Council to Hear
Submissions to the Speed Limits Bylaw Amendment 2013**

Held in the Council Chamber, Civic House, Trafalgar Street, Nelson

On Tuesday 16 July 2013, commencing at 9.02am

Present: Councillors A Boswijk (Chairperson), I Barker, G Collingwood, E Davy, K Fulton, J Rackley, P Rainey, R Reese, D Shaw, and M Ward

In Attendance: Chief Executive (C Hadley), Executive Manager Support Services and Acting Executive Manager Community Services (H Kettlewell), Executive Manager Strategy and Planning (M Schruer), Executive Manager Network Services (A Louverdis), Executive Manager Regulatory (R Johnson), Executive Manager Kaihautū/Community Relations (G Mullen), Manager Community Relations (A Ricker), Manager Administration (P Langley), Principal Adviser Transport and Roading (R Palmer), Policy Adviser (P Harrington), and Administration Adviser (L Laird)

Apology: His Worship the Mayor (A Miccio), and Councillors R Copeland and P Matheson

1. Apologies

Resolved

THAT apologies be received and accepted from His Worship the Mayor, and Councillors Copeland and Matheson.

Boswijk/Davy

Carried

2. Interests

There were no updates to the Interests Register, and no conflicts of interest with any agenda items were declared.

3. Confirmation of Order of Business

There was no change to the order of business.

4. Submissions to the Speed Limits Bylaw Amendment

Document numbers 1540020, 1540002 and 1523386

4.1 Angelina Bryant

The submitter spoke in support of the proposed variable speed zones and in general supported any measures to improve pedestrian safety in areas with schools and kindergartens.

4.2 Angelina Bryant and Joy Shackleton (Tahunanui Community Centre Inc)

The submitters spoke on behalf of the Tahunanui Community Centre, in support of the proposed variable speed zone on Tahunanui Drive.

The submitters also noted the decrease in parking in the area, and said that since the School's car park had closed, more parents were using car park spaces at the Community Centre and the Kindergarten.

In response to a question, the submitters said the School had regular walk to school days.

4.3 Joy Shackleton

Ms Shackleton re-iterated the comments made in previous submissions about the pressure on car parking in the area. She spoke in support of all measures to increase safety in the area around Tahunanui School.

Ms Shackleton said, in her opinion, there was a need for more safe crossings to the School.

In response to a question, Ms Shackleton said the flashing lights on Centennial Road/Rawhiti Street were not as obvious as those on Muritai Street, and if they were they would make people aware of the variable speed zone at an earlier opportunity.

4.4 Nelson Youth Councillors

Youth Councillors spoke in support of all proposed amendments to the Bylaw. In particular, they asked the Council to consider improving the crossing on Van Diemen Street adjacent to the pedestrian exit from Fairfield Park. The submitters said the traffic moves quickly along this part of the road.

In response to a question, the submitters said many students from both Girls and Boys College cross the road at this point to access each school.

4.5 Craig Welsh

Mr Welsh spoke in support of the proposed changes to the speed limits on Tahunanui Drive. He said safety improvements were required at the intersection of Tamaki Street and Tahunanui Drive.

4.6 Kendall Wills

Mr Wills spoke on behalf of the submission from Rutherford Street Kindergarten. He said the Kindergarten has asked Council to consider the addition of part of Rutherford Street to the Bylaw.

He said traffic on Rutherford Street was often heavy, particularly around pick-up and drop-off times for parents.

4.7 Bill Revell

Mr Revell spoke about the impacts of the proposed amendment on the streetscape value of the city. He said creating variable speed zones around schools resulted in the erection of many signs, and it appeared there had been a proliferation of signage and road-works across the city in general.

It was the opinion of Mr Revell that this degraded the streetscape value of the city. Mr Revell said he did support safety around schools but asked the Council to approach safety issues bearing in mind the affect on streetscape. He suggested the Council consider a lower speed generally through areas that have schools.

There being no further business the meeting ended at 9.44am.

Confirmed as a correct record of proceedings:

_____ Chairperson _____ Date

6 August 2013

REPORT 1535163

Amendment to the Speed Limits Bylaw 2011 (210) - Deliberations

1. Purpose of Report

- 1.1 To provide information to support the consideration of submissions on the 16 May 2013 Statement of Proposal – Amendment to the Speed Limits Bylaw 2011 (210).

2. Recommendation

THAT the report Amendment to the Speed Limits Bylaw 2011 (210) – Deliberations (1535163) and its attachments (1493126 and 1544801) be received;

AND THAT the Speed Limits Bylaw 2011 (210) be amended to reflect the Council decisions on submissions;

AND THAT the first 40 metres of Tosswill Road, measured from its intersection with Tahunanui Drive, be included as a variable speed limit in the Speed Limits Bylaw 2011 (210);

AND THAT Schedule A of the draft Speed Limits Bylaw 2011 (210) be corrected pursuant to section 156(2)(a) of the Local Government Act 2002 to indicate that the State Highway network is not controlled by the Council;

AND THAT provision be made in the 2014/15 Annual Plan to investigate improving the safety of the pedestrian crossing outside Auckland Point School, including the implications of reducing Haven Road to a single lane in each direction;

AND THAT the amended Speed Limits Bylaw 2011 (210) be brought to Council for adoption.

3. Background

- 3.1 This proposal seeks to amend the Speed Limits Bylaw 2011 (210) by adding additional 40km/h variable speed school zones. The Statement of Proposal was publicly notified on 16 May 2013, and is provided as Attachment 1. Written submissions on the proposal closed on 17 June 2013, with 41 submissions received. Seven of the submitters made verbal presentations to a hearing on 16 July 2013. A summary of these submissions, together with recommendations on submissions, is provided as Attachment 2.

4. Consultation

- 4.1 There are two consultation procedures to be followed for the setting of speed limits: the Special Consultative Procedure undertaken to fulfil the requirements of the Local Government Act 2002 (LGA) when amending a bylaw, and the consultation required under the Land Transport Act 1998.
- 4.2 The Land Transport Rule: Setting of Speed Limits 2003 requires consultation with the Commissioner of Police, the Chief Executive Officer of the New Zealand Automobile Association, the Chief Executive Officer of the Road Transport Forum New Zealand, the New Zealand Transport Agency (NZTA), the District Road Policing Manager and the relevant schools.
- 4.3 These agencies were all informed of the proposal (together with local branches as appropriate) and feedback from the Police and the Automobile Association is incorporated in the submissions.

5. Submissions

- 5.1 The majority of submissions are in full support of the proposal and do not request any changes.
- 5.2 Many were in relation to Tahunanui Drive, and have accordingly been forwarded to the NZTA who are processing the corresponding speed limit change on the State Highway. Tahunanui Drive is discussed further in paragraphs 8.2 and 8.3, below.
- 5.3 Several submissions are in support of the proposal and also seek amendments to the proposed variable speed school zones. These submissions and officer recommendations are summarised in Table 1 (refer Attachment 2 for full discussion).
- 5.4 Some submitters sought action which lies outside of the scope of the Bylaw review. These requests are discussed further in Section 6 below and are not included in Table 1.

Table 1 Summary of submissions seeking changes with officer recommendations

Sub #	Submitter	Summary of submission
4	Bob Deakin	Support for Nelson College for Girls zone (particularly the main entrance area) and recommend further reducing limit to 30km/h. Recommendation: accept in part. Proceed with 40km/h variable speed school zone but do not reduce speed further. <i>Recommended amendment to Statement of Proposal: nil.</i>
5	Karina Murray (Rutherford Street Kindergarten)	Extend Nelson College/Hampden St/Nelson College for Girls zone to include Rutherford St Kindergarten (situated 50m further north). Recommendation: decline. Do not extend zone to include Rutherford Street Kindergarten. <i>Recommended amendment to Statement of Proposal: nil.</i>
6	Mark Preston Thomas (Road Safe Nelson Bays)	Support and seek further extension of the Victory School zone to include the intersection of Toi Toi Street and Vanguard Street. Recommendation: accept in part. Proceed with variable speed school zone but do not extend zone to include Toi Toi Street intersection. <i>Recommended amendment to Statement of Proposal: nil.</i>
29	Bill Revell	Support but change speeds permanently to 40km/h, rather than variable (include areas other than schools also). Recommendation: accept in part. Proceed with 40km/h variable speed school zone but do not reduce speed permanently. <i>Recommended amendment to Statement of Proposal: nil.</i>
37	Philip Wooding (New Zealand Police)	General support and request amendments regarding extent of the Nelson College/Hampden St School/Nelson College for Girls combined zone and extent of Nelson Intermediate zone. Recommendation: accept. Proceed with proposal as notified as it relates to St Josephs School, Victory School, Tahunanui School and the combined Nelson College/Hampden St School/Nelson College for Girls zone (accepting electronic repeater signs will be required), and amend the proposal as requested to reduce the size of the Nelson Intermediate variable speed zone. <i>Recommended amendment to Statement of Proposal: reduce the size of the proposed Nelson Intermediate zone so that the northern end terminates on Tipahi Street, south of Motueka Street.</i>
38	John-Paul Pochin (Bicycle Nelson Bays)	General support and suggest that Victory School zone is extended to include the intersection of Toi Toi St and Vanguard St and the pedestrian refuge further north on Vanguard St. Recommendation: accept in part. Proceed with variable speed school zone but do not extend zone to include Toi Toi Street intersection or pedestrian refuge on Vanguard Street. <i>Recommended amendment to Statement of Proposal: nil.</i>

5.5 Therefore the only change recommended to the Statement of Proposal following submissions is in response to Submitter 37 (New Zealand Police): that the size of the proposed Nelson Intermediate zone is reduced so that it ends on Tipahi Street, south of Motueka Street.

6. Submissions Seeking Changes outside the Scope of the Bylaw Amendment

6.1 The Statement of Proposal relates only to the geographic extent of the proposed variable speed limits, therefore these issues are technically outside of the scope of this consultation process, however the below comments are provided for information.

Submitter 2: Chris Roff

- 6.2 Mr Roff requests a driver education programme to address drivers approaching pedestrian crossings. Driver and pedestrian behaviour at pedestrian crossings is covered in the New Zealand Road Code, and controlled by the Land Transport (Road User) Rule 2004: a driver approaching a pedestrian crossing must give way to pedestrians on the crossing or obviously waiting to cross it.
- 6.3 Information regarding road safety is provided on the Council's website with a page dedicated to pedestrian crossings. From time to time similar information is provided in Live Nelson to maintain safety awareness.

Submitter 6: Mark Preston Thomas (Road Safe Nelson Bays)

- 6.4 Mr Thomas, on behalf of Road Safe Nelson Bays, requests that Council urgently consider some other treatment to make the Auckland Point School frontage more conspicuous to drivers and improve the safety at the pedestrian crossing on Haven Road.
- 6.5 Officers agree that this section of road poses a significant danger to all pedestrians, and also cyclists using this crossing as they travel from the Millennium Cycleway/Trafalgar Park area towards Wakefield Quay. This is particularly the case with the pedestrian crossing spanning four lanes of traffic, and this is discussed further in Section 7 below.

Submitter 19: Nelson Youth Council

- 6.6 The Nelson Youth Council requests a review of the intersection of Van Diemen Street and Rutherford Street, and the Van Diemen Street road crossing south of Fairfield Park where students often walk between the schools. Treatment for Van Diemen Street is on the Walk/Cycle/Schools work programme which will be brought back to the Active Transport Advisory Group in September. The Youth Council is represented on the Active Transport Advisory Group.

Submitter 38: John-Paul Pochin (Bicycle Nelson Bays)

- 6.7 Mr Pochin suggests other options for the placement of the sign outside 36 Motueka Street are considered as its current location will create a localised narrowing which can be dangerous for cyclists.
- 6.8 Technically, signage information is not included in the bylaw and the physical placement of signage is only finally determined once the most appropriate areas for the variable speed zone have been established through the consultation process (however the placement of signage can influence the extent of zones where, for example, engineering issues arise).
- 6.9 In this case the submitter notes the limitations the street presents for the placement of signage. Indeed, there is no location in either direction along Motueka Street that would provide a better outcome, therefore

moving the threshold of the speed zone would not produce an improvement for cyclists.

- 6.10 Moreover, the proposed signage is not considered to pose a significant issue for cyclists. The impact would be no greater than that of a parked car (which is not uncommon on this section of road).
- 6.11 It should be noted that a decision on submission 37 (New Zealand Police) will impact on the relevance of the Motueka Street signage component of this submission.

7. Haven Road outside Auckland Point School

- 7.1 Officers consider this section of road poses significant danger to pedestrians and cyclists using the pedestrian crossing and investigations show the most appropriate short term course of action to be the installation of active school warning signs, improving sight lines for pedestrians crossing Maori Road and the narrowing of Haven Road where it approaches the pedestrian crossing.
- 7.2 The NZTA do not support pedestrian crossings on roads carrying two lanes of traffic in one direction, with guidelines indicating the Haven Road situation should either be narrowed to one lane, have the crossing removed or have it controlled by signals. Chapter 15 of the NZTA Pedestrian Planning and Design Guide includes a table of unsuitable locations for zebra crossings. The first item is multi-lane or divided roads which note the following difficulties:
- Stationary vehicles can obscure pedestrians,
 - Some drivers will overtake a car stopped in another lane.
- 7.3 The preceding curves in the road exacerbate pedestrian visibility issues caused by vehicles already waiting at the crossing. This combined with high vehicle speeds as drivers jostle for lane position means the crossing operates dangerously.
- 7.4 This is a view supported by the Police, with comments from Senior Sergeant Phil Wooding (Acting Road Policing Manager for Tasman) included below:
- The high speed recorded at this site can be attributed to the openness of the road with large grass areas and low friction of side road influence on the east side of the road, but the biggest influence is the two lanes, encouraging motorists to try and pass other traffic.
 - Steps that may reduce the speed along this road and at the same time increase safety of all users of the pedestrian crossing outside the school could include:
 - o Active school signage,

- o Reducing the road to one lane prior to Maori Road on the west lanes and from the roundabout on the east lanes, then opening up to two lanes after the crossing point (both sides of the road),
 - o Minor traffic calming such as kerb build outs and lighting.
 - Police see no negative problems that would arise from these changes.
- 7.5 Data obtained from the Police shows that this section of road is among the highest in Nelson in terms of speed camera offences outside a school, at 6.03 per 100 vehicles.
- 7.6 Between 2006 and 2012 there have been 13 recorded crashes outside of Auckland Point School, of which four directly relate to the pedestrian crossing.
- 7.7 It is recommended that provision be made in the 2014/15 Annual Plan to investigate options to improve the safety of this pedestrian crossing. This would include undertaking a capacity analysis of the intersection of Haven Road and Queen Elizabeth Drive to understand if any congestion issues would arise from a reduction in lanes.

8. Other recommended amendments to the Bylaw

- 8.1 Through the consultation process officers have identified some minor issues with the proposal, and the existing Bylaw.

State Highway 6

- 8.2 Speed limits for State Highways should not be shown on the Bylaw maps (Schedule A), as they are not within the Council's jurisdiction. Officers have discussed this with staff at the NZTA and it was agreed the most appropriate course of action was to re-colour the State Highway network in grey. A resolution of Council is required under section 156(2)(a) of the LGA to correct errors in a bylaw. The State Highway network is not listed in the text of the Bylaw.
- 8.3 This has presented some ambiguity for residents submitting on the present Statement of Proposal, with more than half of submitters including content specific to Tahunanui Drive. However these submissions provide valuable input for the NZTA consultation regarding the proposed variable speed limit on the State Highway component of the zone, and they have accordingly been forwarded on to appropriate staff at the NZTA.

Tosswill Road

- 8.4 Tosswill Road was omitted from the Statement of Proposal, however the first 40 metres should have been included as it adjoins Tahunanui Drive and therefore provides for signage on the approach. This is considered a

minor amendment to the bylaw because the existing speed is already 40km/h and there is no access to residential properties from this section of road. A resolution of Council is required under section 156(2)(a) of the LGA to make minor changes to a Bylaw.

9. Conclusion

- 9.1 A Statement of Proposal was publicly notified on 16 May 2013 and seeks to amend the Speed Limits Bylaw 2011 (210) by adding additional 40km/h variable speed school zones. Submissions closed on 17 June 2013, with 41 submissions received and seven presenting to a hearing on 16 July 2013.
- 9.2 Information and recommendations are provided by officers to support the consideration of submissions.
- 9.3 There is weight of evidence that shows the pedestrian crossing at Auckland Point School across Haven Road is operating in a dangerous manner. The most appropriate mitigation measure is either traffic signals to control the crossing or to reduce Haven Road to a single lane. A capacity analysis to model the effects of the single lane option is recommended.

Paul Harrington
Policy Adviser

Attachments

- Attachment 1: Original Statement of Proposal including draft Amendment to Speed Limits Bylaw 2011 (No. 210) as notified 16 May 2013
[1493126](#)
- Attachment 2: Summary of Submissions, Recommendations and Discussion
[1544801](#)

Supporting information follows.

Supporting Information	
1. Fit with Purpose of Local Government	Controlling speed limits through a Bylaw fits the purpose of Council performing its regulatory functions.
2. Fit with Community Outcomes and Council Priorities	Reviewing the Bylaw helps achieve the following Community Outcome: Kind Healthy People by ensuring speed limits are current and operable.
3. Fit with Strategic Documents	The Bylaw is aligned with the strategic direction of the Regional Land Transport Strategy 2009.
4. Sustainability	The Bylaw ensures the risk to public safety is minimised and that vehicle travel speeds are reasonable and appropriate.
5. Consistency with other Council policies	The proposal does not raise any known consequential inconsistencies with any other Council policies.
6. Long Term Plan/Annual Plan reference and financial impact	A total of \$360,000 has been allocated for the installation of variable speed signs. This is split between the 2012/13 and 2013/14 financial years, with the majority projected for 2013/14.
7. Decision-making significance	This is not a significant decision in terms of the Council's Significance Policy.
8. Consultation	The special consultative procedure has provided the opportunity for public participation in the Bylaw amendment process. Additional consultation has also been undertaken as required by the Land Transport Act 1998 (specifically the Land Transport Rule: Setting of Speed Limits 2003)
9. Inclusion of Māori in the decision making process	Consultation with Māori has not been specifically included during the review of this Bylaw, but was provided through the special consultative procedure.
10. Delegation register reference	This is a decision of Council.



STATEMENT OF PROPOSAL

AMENDMENT TO THE SPEED LIMITS BYLAW 2011 (210)

16 May 2013

1. Background

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

The Bylaw includes provision for variable speed limit school zones through Schedule M. This Statement of Proposal proposes to add further variable speed limit school zones to this schedule. Schedules M and A (which includes maps of the city's speed limits) are the only parts of the Bylaw proposed to be amended.

2. Statement of Proposal

This Statement of Proposal includes:

- (i) the draft amended Schedule A and M of the Speed Limits Bylaw 2011 (210); and
- (ii) Council's consideration under the Local Government Act 2002 (LGA).

With regard to the sections above:

Draft amended Schedules A and M of the Bylaw

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

The reason for this proposal is to provide more of Nelson's schools with variable speed limit zones.

Consideration under the Local Government Act 2002

Section 156(1)(b) of the LGA provides for Council to amend a Bylaw and consultation will be undertaken on this proposal using the LGA (section 83) special consultative procedure.

Imposing reasonable and appropriate speed limits around schools contributes to a safe and efficient road network and the LGA provides for Councils to use bylaws for the purpose of protecting, promoting and maintaining public health.

This Bylaw is considered the most appropriate way of regulating variable speed limit school zones (section 155(2)(a) LGA) as it:

- is authorised by a statutory authority, by the Land Transport Rule: Setting of Speed Limits (section 1.2(c)) and section 145 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 LGA section 155 (2)(b) and (3)).

The Land Transport Act 1998

Consultation is also required under section 7.1 of the Land Transport Rule: Setting of Speed Limits 2003 (the Rule), and this will be carried out within the same timeframe as the special consultative procedure, as provided for by clause 7.1(8) of the Rule.

3. Making a submission

Submissions are to be in writing and forwarded to:

Amendment to Speed Limits Bylaw 2011 (210)
Nelson City Council
PO Box 645
Nelson 7040

Or emailed to submissions@ncc.govt.nz

Submissions must be received no later than **5pm Monday 17 June 2013**.

ATTACHMENTS

Attachment 1: Draft amendment to the Speed Limits Bylaw 2011 (210)

**Attachment 1:
Draft amendment to the Speed Limits Bylaw 2011 (210)**

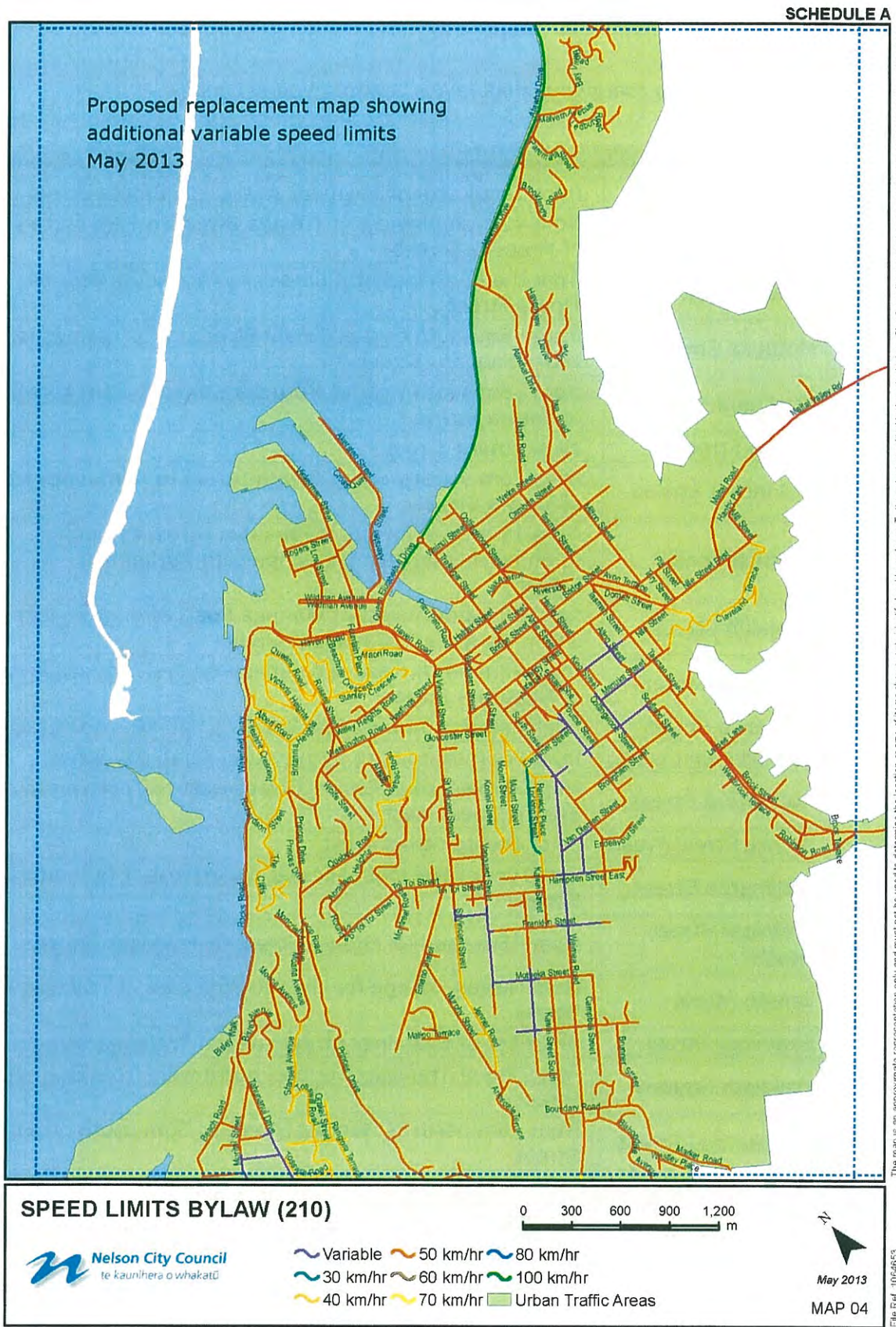
Proposed amendment to Schedule M – Variable Speed Limits

Add the following roads to Schedule M - Variable Speed Limits

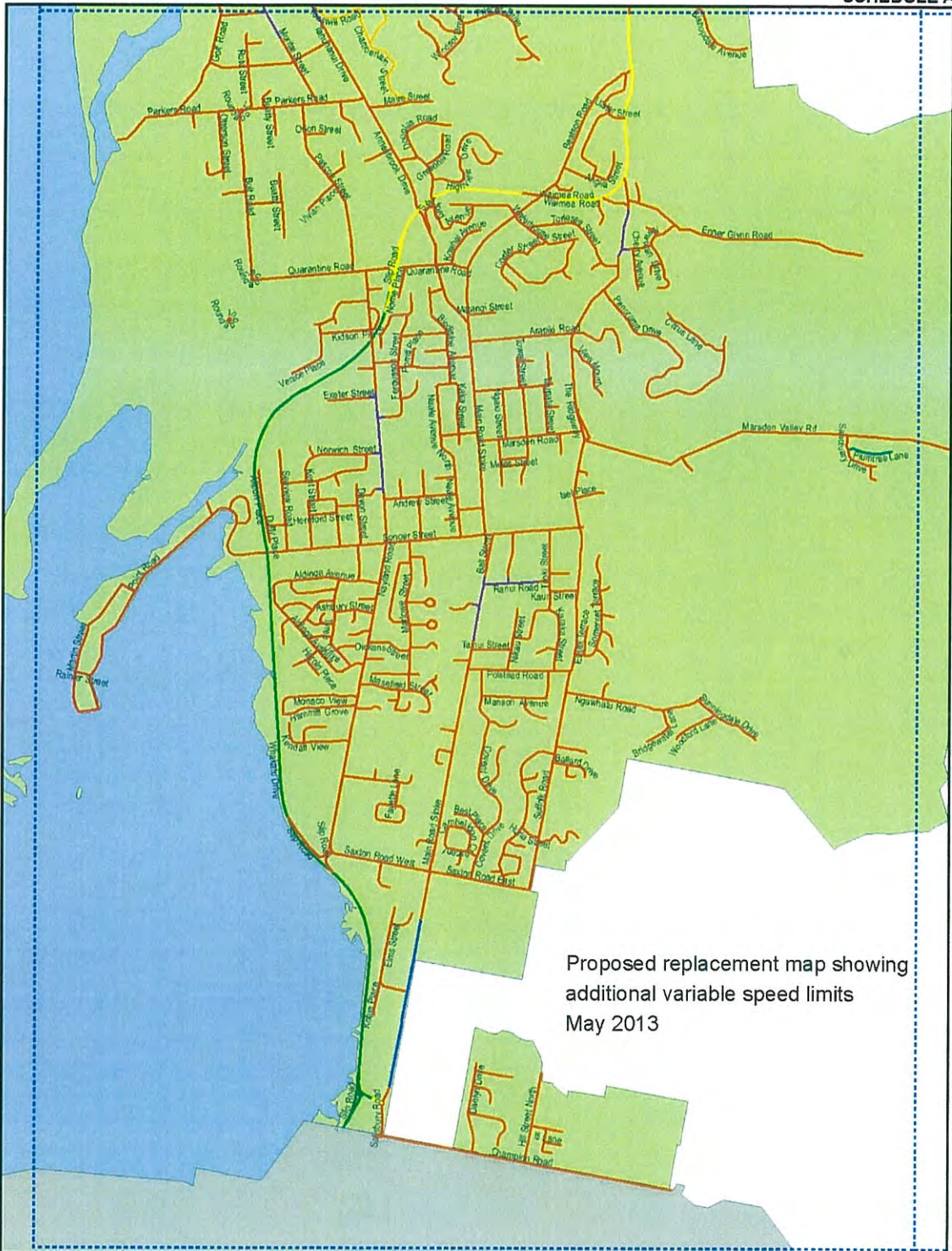
Road name	Length
Scotland Street	from 25m north of Seymour Avenue to Bronte Street
Tipahi Street	from 42m south west of Tukuka Street to 70m north east of Motueka Street
Tukuka Street	from the north west cul-de-sac to 44m south east of Tipahi Street
Motueka Street	from 56m south east of Tipahi Street to its intersection with Vanguard Street
Vanguard Street	from 36m south west of Motueka Street to 51m north east of Totara Street
Totara Street	all of Totara Street
St Vincent Street	from 25m south west of Totara Street to 40m north east of Totara Street
Waimea Road	from 112m south west of Franklyn Street through to and including its intersection with Rutherford Street
Franklyn Street	from 60m north west of Waimea Road through to its end, 210m south east of Waimea Road
Hampden Street	from 48m north west of Waimea Road to 73m south east of Ngatiawa Street
Ngatiawa Street	full length from Hampden Street to Van Diemen Street
Van Diemen Street	from Waimea Road to 82m east of Ngatiawa Street
Rutherford Street	from 78m south of Bronte Street west to 160m north of Bronte Street west
Bronte Street West	all of Bronte Street West
Wellington Street	first 10m of Wellington Street north west of Rutherford Street
Trafalgar Street South	from 45m south of Bronte Street to Trafalgar Square
Bronte Street	from Nelson College for Girls to 36m east of Trafalgar Street
Examiner Street	first 65m of Examiner Street west of Trafalgar Street south
Trafalgar Square	first 77m of Trafalgar Square, north west from Examiner Street
Collingwood Street	from 48m north of Manuka Street to 60m south of Bronte Street
Bronte Street	from 47m west of Collingwood Street to Scotland Street
Manuka Street	from Collingwood Street to 55m west of Tasman Street (measured along Manuka Street southern boundary)
Rui Street	first 36m of west of Tahunanui Drive
Rawhiti Street	all of Rawhiti Street

Proposed amendment to Schedule A – Speed Limit Maps

Replace maps 4 and 6 in Schedule A with the following maps 4 and 6.



SCHEDULE A



Proposed replacement map showing additional variable speed limits May 2013

SPEED LIMITS BYLAW (210)



- Variable
- 30 km/hr
- 40 km/hr
- 50 km/hr
- 60 km/hr
- 70 km/hr
- 80 km/hr
- 100 km/hr
- Urban Traffic Areas



May 2013

MAP 06

This map is an approximate representation only and must not be used to determine the location or size of items shown, or to identify legal boundaries. To the extent permitted by law, the Nelson City Council, their employees, agents and contractors will not be liable for any costs, claims, damages or compensation of any kind or any liability or any kind is given as to the accuracy or completeness of the information represented. Nelson City Council information is licensed under a Creative Commons Attribution-NonCommercial 3.0 New Zealand License. Nelson City Council data must not be sold without prior written consent. For more information please contact us. Coastal information derived from the Land Information New Zealand. CROWN COPYRIGHT RESERVED.

Submitter 1: Melinda Harvey**Summary of submission**

General support for proposal.

Recommendation

Accept.

Recommended amendment to Statement of Proposal: nil.

Submitter 2: Chris Roff (Tahunanui School)**Summary of submission**

General support, particularly for Tahunanui School. Also recommends driver education programme.

Recommendation

Accept submission as it relates to proposed Bylaw amendment.

Recommended amendment to Statement of Proposal: nil.

Officer comments

Driver education programme is not within the scope of the current Bylaw amendment proposal, so cannot be accepted.

Submitter 3: Katherine Roff (Tahunanui School)**Summary of submission**

General support for proposal.

Recommendation

Accept.

Recommended amendment to Statement of Proposal: nil.

Submitter 4: Bob Deakin**Summary of submission**

Support for Nelson College for Girls zone (particularly the main entrance area) and recommend further reducing limit to 30km/h.

Recommendation

Accept in part. Proceed with 40km/h variable speed school zone but do not reduce speed further.

Recommended amendment to Statement of Proposal: nil.

Officer comments

In urban areas the only variable speed limit that is allowed to be set is 40km/h, so Council is unable to set a 30 km/h variable limit.

The intention of the variable speed school zones are to reduce speeds at certain times only. Permanent reduction of speeds, if considered appropriate, would require safe and appropriate traffic engineering measures to be installed beforehand so that the measured mean operating speed is within 5 km/h of the proposed speed limit. This is therefore not an option through the current bylaw amendment process.

Submitter 5: Karina Murray (Rutherford Street Kindergarten)**Summary of submission**

Extend the Nelson College for Girls zone to include Rutherford St Kindergarten (situated 50m further north).

Recommendation

Decline. Do not extend zone to include Rutherford Street Kindergarten.

Recommended amendment to Statement of Proposal: nil.

Officer comments

It is acknowledged that a 'desire line' exists outside the kindergarten (where people informally cross the road) and there is a crash history in the area. However pedestrian counts for adult, student and preschooler movements at the intersection of Rutherford Street and Examiner Street were undertaken on 14 February 2013 and very low numbers were recorded for preschoolers. The low numbers reflect the off street parking available at the kindergarten and, as was noted at the hearing, the arrival of most children by car. An extension to the zone would therefore require a dispensation from the NZTA.

In addition, the busiest kindergarten pick up and drop off time is at the midday change over when the variable signs would not be operating. The end of the kindergarten day occurs later than the school day so the afternoon times of operation would require extending.

It should be noted that for the zone to provide for the kindergarten it would need to be extended 150-250m further north of the entrance to the kindergarten (based on NZTA Traffic Note advice) which would potentially reach the intersection with Nile St West.

Refer Figure 1 for the location of Rutherford Street Kindergarten in relation to the proposed Nelson College for Girls zone.



Figure 1 Nelson College for Girls Zone and Rutherford Street Kindergarten

Submitter 6: Mark Preston Thomas (Road Safe Nelson Bays)

Summary of submission

Support and seek further extension of the Victory School zone to include the intersection of Toi Toi Street and Vanguard Street. Also request consideration of some other treatment for Auckland Point School.

Recommendation

Accept in part. Proceed with variable speed school zone but do not extend zone to include Toi Toi Street intersection.

Recommended amendment to Statement of Proposal: nil.

Officer comments

There is a crash history at the intersection of Vanguard Street and Toi Toi Street and an acknowledged 'desire line' exists crossing Vanguard Street at this intersection, however the predominant usage here is by college students who would naturally be crossing the street earlier than the proposed morning Victory School zone times and later than the proposed afternoon times.

Extending the zone to Toi Toi Street would mean a distance of around 300m from the entrance to the school, which is likely to require a dispensation from the NZTA. Traffic Note 37 recommends that zones "should be as short as practicable". The focus of the reduced speed zone should be outside school or the effect becomes diluted with drivers tending to ignore it. It is likely that electronic repeater signs would therefore be required. The south west corner of the Toi Toi Street/Vanguard Street intersection is being considered for improvements in future.

The treatment requested for Auckland Point School is not within the scope of the current Bylaw amendment proposal, however investigations are recommended to explore the most appropriate course of action for this section of road.

Refer Figure 2 for the location of the Toi Toi Street intersection in relation to the Victory School zone.



Figure 2 Victory School zone and Toi Toi area

Submitter 7: David Brown

Summary of submission

Support for Tahunanui School zone.

Recommendation

Accept.

Recommended amendment to Statement of Proposal: nil.

Officer comments

Submission forwarded to the New Zealand Transport Agency.

Submitter 8: Melanie Yeomans

Summary of submission

Support for Tahunanui School zone.

Recommendation

Accept.

Recommended amendment to Statement of Proposal: nil.

Officer comments

Submission forwarded to the New Zealand Transport Agency.

Submitter 9: Linda MacInnes

Summary of submission

General support.

Recommendation

Accept.

Recommended amendment to Statement of Proposal: nil.

Submitter 10: Ali Wood

Summary of submission

General support.

Recommendation

Accept.

Recommended amendment to Statement of Proposal: nil.

Submitter 11: Richard Newson (Tahunanui School Board of Trustees)

Summary of submission

Support for Tahunanui School zone.

Recommendation

Accept.

Recommended amendment to Statement of Proposal: nil.

Officer comments

Submission forwarded to the New Zealand Transport Agency.

Submitter 12: Paul Drummond (Tahunanui School Staff)

Summary of submission

Support for Tahunanui School zone.

Recommendation

Accept.

Recommended amendment to Statement of Proposal: nil.

Officer comments

Submission forwarded to the New Zealand Transport Agency.

Submitter 13: Angelina Bryant

Summary of submission

Support for Tahunanui School zone.

Recommendation

Accept.

Recommended amendment to Statement of Proposal: nil.

Officer comments

Submission forwarded to the New Zealand Transport Agency.

Submitter 14: Jeanne Taylor

Summary of submission

Support for Tahunanui School zone.

Recommendation

Accept.

Recommended amendment to Statement of Proposal: nil.

Officer comments

Submission forwarded to the New Zealand Transport Agency.

Submitter 15: Robert

Summary of submission

Support for Tahunanui School zone.

Recommendation

Accept.

Recommended amendment to Statement of Proposal: nil.

Officer comments

Submission forwarded to the New Zealand Transport Agency.

Submitter 16: Sue Maxted-Massey

Summary of submission

Support for Tahunanui School zone.

Recommendation

Accept.

Recommended amendment to Statement of Proposal: nil.

Officer comments

Submission forwarded to the New Zealand Transport Agency.

Submitter 17: Tim Bayley

Summary of submission

Support for Tahunanui School zone.

Recommendation

Accept.

Recommended amendment to Statement of Proposal: nil.

Officer comments

Submission forwarded to the New Zealand Transport Agency.

Submitter 18: Kati Maeder

Summary of submission

General support.

Recommendation

Accept.

Recommended amendment to Statement of Proposal: nil.

Submitter 19: Nelson Youth Councillors (Nelson Youth Council)

Summary of submission

General support and request review of intersection of Van Diemen Street and Rutherford Street, and Van Diemen Street road crossing south of Fairfield Park where students often walk between the schools.

Recommendation

Accept submission as it relates to proposed Bylaw amendment.

Recommended amendment to Statement of Proposal: nil.

Officer comments

Review of intersection and road crossing is not within the scope of the Bylaw proposal but is being investigated as part of the Walk/Cycle/School R Funded package of projects.

Submitter 20: Ben Collis

Summary of submission

Support for Tahunanui School zone.

Recommendation

Accept.

Recommended amendment to Statement of Proposal: nil.

Officer comments

Submission forwarded to the New Zealand Transport Agency.

Submitter 21: Angelina Bryant (Tahunanui Community Centre Inc)

Summary of submission

Support for Tahunanui School zone.

Recommendation

Accept.

Recommended amendment to Statement of Proposal: nil.

Officer comments

Submission forwarded to the New Zealand Transport Agency.

Submitter 22: Ainslie Riddoch

Summary of submission

Support for Tahunanui School zone.

Recommendation

Accept.

Recommended amendment to Statement of Proposal: nil.

Officer comments

Submission forwarded to the New Zealand Transport Agency.

Submitter 23: Alec Woods

Summary of submission

General support.

Recommendation

Accept.

Recommended amendment to Statement of Proposal: nil.

Submitter 24: Sarah Downs (Accessibility for All)

Summary of submission

General support.

Recommendation

Accept.

Recommended amendment to Statement of Proposal: nil.

Submitter 25: Wendy Hunter**Summary of submission**

Support for Tahunanui School zone.

Recommendation

Accept.

Recommended amendment to Statement of Proposal: nil.

Officer comments

Submission forwarded to the New Zealand Transport Agency.

Submitter 26: David Moreton**Summary of submission**

Support for Tahunanui School zone.

Recommendation

Accept.

Recommended amendment to Statement of Proposal: nil.

Officer comments

Submission forwarded to the New Zealand Transport Agency.

Submitter 27: Andrew Harley (Harleys Pharmacy)**Summary of submission**

Support for Tahunanui School zone.

Recommendation

Accept.

Recommended amendment to Statement of Proposal: nil.

Officer comments

Submission forwarded to the New Zealand Transport Agency.

Submitter 28: Joy Shackleton**Summary of submission**

Support for Tahunanui School zone. Notes issues with signage visibility in some Tahunanui streets.

Recommendation

Accept.

Recommended amendment to Statement of Proposal: nil.

Officer comments

Comments forwarded to the New Zealand Transport Agency. Note that signage on Rawhiti Street would be changed through the proposed bylaw amendment.

Submitter 29: Bill Revell**Summary of submission**

Support but change speeds permanently to 40km/h rather than variable to improve streetscape (include areas other than schools also).

Recommendation

Accept in part. Proceed with 40km/h variable speed school zone but do not reduce speed permanently.

Recommended amendment to Statement of Proposal: nil.

Officer comments

Permanent reduction of the speed limit is an option that has been investigated previously and the effectiveness in reducing speeds is generally considered to be far greater if the speed limit is variable. Traffic Note 37 states "a study of the available literature, and experience with traffic behaviour outside New Zealand schools, suggests the uniform application of permanently displayed speed limits outside schools was unlikely to result in a change to speeds outside most schools".

Permanent reduction of speeds to 40km/h would require safe and appropriate traffic engineering measures to be installed beforehand so that the measured mean operating speed is within 5 km/h of the proposed speed limit. This is therefore not an option through the current bylaw amendment process, but could be considered in the future.

A distinction needs to be drawn between the intent of the variable speed zones outside of schools (which only intend to reduce speeds at certain times) and streetscape engineering in other areas such as the city centre which aims to reduce speed at all times. It is noted that the Land Development Manual 2010 reflects the importance of streetscape and examples exist where this has been incorporated into designs (e.g. residential shared zones).

Submitter 30: Tania Inwood**Summary of submission**

Support for Tahunanui School zone.

Recommendation

Accept.

Recommended amendment to Statement of Proposal: nil.

Officer comments

Submission forwarded to the New Zealand Transport Agency.

Submitter 31: Room 11, Tahunanui School**Summary of submission**

Support for Tahunanui School zone.

Recommendation

Accept.

Recommended amendment to Statement of Proposal: nil.

Officer comments

Submission forwarded to the New Zealand Transport Agency.

Submitter 32: Penny Thomas**Summary of submission**

Support for Tahunanui School zone.

Recommendation

Accept.

Recommended amendment to Statement of Proposal: nil.

Officer comments

Submission forwarded to the New Zealand Transport Agency.

Submitter 33: Craig Welsh

Summary of submission

Support for Tahunanui School zone.

Recommendation

Accept.

Recommended amendment to Statement of Proposal: nil.

Officer comments

Submission forwarded to the New Zealand Transport Agency.

Submitter 34: Stef Haardtner (Tahunanui Primary School)

Summary of submission

Support for Tahunanui School zone.

Recommendation

Accept.

Recommended amendment to Statement of Proposal: nil.

Officer comments

Submission forwarded to the New Zealand Transport Agency.

Submitter 35: Kim Welsh

Summary of submission

Support for Tahunanui School zone.

Recommendation

Accept.

Recommended amendment to Statement of Proposal: nil.

Officer comments

Submission forwarded to the New Zealand Transport Agency.

Submitter 36: Olivia Leach & Matthew Whiu (Tahunanui School Student Council)

Summary of submission

Support for Tahunanui School zone.

Recommendation

Accept.

Recommended amendment to Statement of Proposal: nil.

Officer comments

Submission forwarded to the New Zealand Transport Agency.

Submitter 37: Philip Wooding (New Zealand Police)

Summary of submission

General support and request amendments regarding extent of the Nelson College/Hampden St School/Nelson College for Girls combined zone and extent of Nelson Intermediate zone.

Recommendation

Accept. Proceed with proposal as notified as it relates to St Josephs School, Victory School, Tahunanui School and the combined Nelson College/Hampden St School/Nelson College for Girls zone (accepting electronic repeater signs will be required).

Amend the proposal to terminate the Nelson Intermediate School variable speed zone on Tipahi St, south of Motueka St.

Recommended amendment to Statement of Proposal: reduce the size of the proposed Nelson Intermediate zone so that the northern end terminates on Tipahi Street, south of Motueka Street.

Officer comments

Nelson College/Hampden St School/Nelson College for Girls combined zone

The Police request that the Nelson College for Girls zone be separated from the Nelson College/Hampden St School zone, unless an electronic repeater zone is installed.

If the zone was split so that Nelson College for Girls was in a zone of its own, the northbound signage would need to be before Snow's Hill due to visibility issues. The resultant 50km/h area (between the two zones) would be very short, particularly when the 'shadow effect' is considered (time taken for drivers to speed up/slow down).

Paragraph 2.9 of the submission indicates that the installation of electronic repeater signage in place of the proposed static signage would provide a solution to concerns regarding the length of this zone, which is supported by officers. It is noted that this option is relatively cost neutral when compared to splitting the zone, which would require additional start-of-zone electronic signage.

Nelson Intermediate zone

Creating a safe area for school children around Motueka Street poses a challenge, particularly around its intersection with Tipahi Street where there are strong pedestrian flows crossing Motueka Street. Because of its narrow width, typical traffic calming and crossing options are generally not suitable.

Three options are provided below in response to the Police submission. Refer Figure 3 for an illustration of these options in relation to the Nelson Intermediate zone.

Option 1) Reject: proceed as notified.

The main advantage of this option is that the intersection of Motueka Street and Tipahi Street is included in the zone, so motorists will be required to slow their speed and be more aware of the safety issues when driving on Motueka Street. In addition some continuity is provided for motorists when compared to a situation where the zone 'stops and starts'.

The disadvantage is that the zone becomes too long and somewhat removed from the school frontage. Officers accept that the inclusion of the southern section of Vanguard Street and north western end of Motueka Street will dilute the effect of the zone and compliance may become an issue.

Option 2) Accept in part: terminate the zone on Motueka Street, north west of the intersection with Tipahi Street.

Again the principal advantage is that the intersection of Motueka Street and Tipahi Street is included in the zone, so motorists should slow their speed and be more aware of the safety issues. A minor benefit is that the timings of the zones would be able to operate independently.

The main disadvantage is that the zone becomes too short for through traffic on Motueka Street; motorists will effectively be able to see the 'end zone' signs at the beginning of the zone, which will limit the effect of the zone and its safety. It also creates a relatively short 50km/h area between the Nelson Intermediate and Victory zones.

Option 3) Accept submission: terminate zone on Tipahi Street.

The main advantages of this option are that the zone is kept relevant to the school, and at an appropriate length. A minor benefit is that the timings of the zones would be able to operate independently.

The primary disadvantage is that the intersection of Tipahi Street and Motueka Street is not included, which is considered a high risk area. Officers recommend Option 3. If the Victory and Intermediate zones are not to be connected then the intersection of Tipahi Street and Motueka Street would be best served by exploring other methods such as active school warning signs.



Figure 3 Nelson Intermediate zone

Submitter 38: John-Paul Pochin (Bicycle Nelson Bays)

Summary of submission

General support and suggest that Victory School zone is extended to include the intersection of Toi Toi St and Vanguard St and the pedestrian refuge further north on Vanguard St.

Recommendation

Accept in part. Proceed with variable speed school zone but do not extend zone to include Toi Toi Street intersection or the pedestrian refuge on Vanguard Street.

Recommended amendment to Statement of Proposal: nil.

Officer comments

There is a crash history at the intersection of Vanguard Street and Toi Toi Street and an acknowledged 'desire line' exists crossing Vanguard Street at this intersection, however the predominant usage is by college students who would naturally be crossing the street earlier than the proposed morning Victory School zone times and later than the proposed afternoon times.

Extending the zone to Toi Toi Street would mean a distance of around 300m from the entrance to the school, and further extension to the pedestrian refuge would add another 75m, which is likely to require a dispensation from the NZTA. The warrant for variable speed 40km/h zones is for schools rather than crossings and it is noted that the pedestrian refuge already provides a natural narrowing of the road. Traffic Note 37 recommends that zones "should be as short as practicable". The focus of the reduced speed zone should be outside school or the effect becomes diluted with drivers tending to ignore it. Electronic repeater signs are therefore likely to be needed.

The south west corner of the Toi Toi Street/Vanguard Street intersection is being considered for improvements in future.

Figure 2 (refer Submitter 6) shows the location of the Toi Toi Street intersection and pedestrian refuge in relation to the Victory School zone.

Submitter 39: Daniel Richardson (Victory Primary School Board of Trustees)

Summary of submission

General support, particularly Victory Primary School.

Recommendation

Accept.

Recommended amendment to Statement of Proposal: nil.

Submitter 40: Veronica Marlow

Summary of submission

Support for Tahunanui School zone.

Recommendation

Accept.

Recommended amendment to Statement of Proposal: nil.

Officer comments

Submission forwarded to the New Zealand Transport Agency.

Submitter 41: Gavin Calder (NZ Automobile Association Nelson District)

Summary of submission

General support.

Recommendation

Accept.

Recommended amendment to Statement of Proposal: nil.