

TE WAIORA



Nelson Marlborough
Health

Waka Kotahi's SH6 Upper Tākaka to Tākaka Speed Consultation

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Introduction

1. Nelson Marlborough Health (Nelson Marlborough District Health Board) (NMH) is a key organisation involved in the health and wellbeing of the people within Te Tau Ihu. NMH appreciates the opportunity to comment from a public health perspective on the Waka Kotahi's consultation on SH6 Upper Tākaka to Tākaka.
2. NMH makes this submission in recognition of its responsibilities to improve, promote and protect the health of people and communities under the New Zealand Public Health and Disability Act 2000 and the Health Act 1956.

General support

3. NMH continues to advocate that the legal speed limit is based on the road type rather than having the same open road speed limit for all roads.
4. Road crashes and injuries have major impact on people and communities. The average 2018 social cost is estimated at \$5.07 million per fatal crash, \$525,600 per serious crash, \$29,900 per minor crash, this includes estimated cost of loss of life and life quality, loss of output, medical cost, property damage costs and legal and court costs incurred.¹
5. Speed affects the likelihood and the severity of its consequences. Small reductions in impact speeds greatly increase the chances of surviving a crash. World Health Organisation states that an increase of 1 km/h in mean vehicle speed results in an increase of 4-5% of fatal crashes.² The Ministry of Transport's Safer Journey report³ states that there is a 10% probability of death for car drivers in frontal impact collisions travelling at 70km limit compared with 30% probability for car drivers travelling at 95km/h and 50% probability for drivers travelling at 105 km/h.
6. NMH is supportive of the objectives of the Ministry of Transport's Safer Journey Strategy to improve the roads so that each type of road has recognisable and distinctive set of self-explaining features such as signage, lane width, road markings and speed limits. This will encourage people to travel at speeds that best fit the design and function of the road.
7. Speed also has adverse effects on levels of environmental and noise pollution⁴. Lower vehicle speeds and volumes lead to reduced noise, vibration and emissions in the environment. Residents in neighbourhoods with good street environments tend to walk

¹ <https://www.transport.govt.nz/mot-resources/road-safety-resources/roadcrashstatistics/social-cost-of-road-crashes-and-injuries/report-overview/>

² <http://apps.who.int/iris/bitstream/10665/254760/1/WHO-NMH-NVI-17.7-eng.pdf?ua=1>

³ <http://www.saferjourneys.govt.nz/assets/Safer-journeys-files/SaferJourneyStrategy.pdf> page 19

⁴ <http://apps.who.int/iris/bitstream/10665/254760/1/WHO-NMH-NVI-17.7-eng.pdf?ua=1>

and cycle more, take public transport more and drive less than comparable households in other areas⁵ which has environmental impacts.

8. NZ is the third worst OECD country for road deaths of those aged 0–14 years. Maori children showed a disproportionately high rate of injury from motor vehicle traffic crashes, and Pacific Island children had the highest rate of non-fatal injuries as pedestrians.⁶ In order to make our streets safer for those who are the most vulnerable in our communities, we must reduce road speeds.

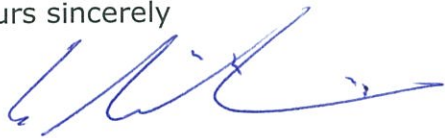
Specific Comments

9. Safe and appropriate speed limits needs to be applied to roads in Nelson/Tasman. Waka Kotahi's Speed management guidelines state that speeds of 100km/h should only be applicable to roads that have good alignment, central and roadside protection and have a 4 Star KiwiRAP rating.⁷ Given that the SH6 between Upper Tākaka and Tākaka does not meet the 4 Star rating, then NMH would support a reduction of speed from 100km/hour to 80km/hour.
10. As noted in the proposal, this area has regular pedestrian and cyclist activity to and from Tākaka. NMH would like speeds reduced to 80km to reduce the risk of fatalities and serious injuries.

Conclusion

11. NMH strongly supports Waka Kotahi's goal of improving safety on State Highway 6 near Tākaka and thanks Waka Kotahi for the opportunity to comment.

Yours sincerely



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⁵ <https://www.nzta.govt.nz/assets/userfiles/transport-data/Traffic%20Calming.pdf>

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[http://www.moh.govt.nz/notebook/nbbooks.nsf/0/05ED778EE1B2C6D6CC257F4C007A779C/\\$file/Safekids%20Aotearoa%20Databook%20CIP%20NZ%20and%20Prevention%20Strategies.pdf](http://www.moh.govt.nz/notebook/nbbooks.nsf/0/05ED778EE1B2C6D6CC257F4C007A779C/$file/Safekids%20Aotearoa%20Databook%20CIP%20NZ%20and%20Prevention%20Strategies.pdf)

⁷ <https://www.nzta.govt.nz/assets/Safety/docs/speed-management-resources/speed-management-toolbox-and-appendices-201611.pdf> pg 21