



New Zealand Transport Agency's SH6 Hope to Wakefield Speed Review

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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 New Zealand Transport Agency (NZTA) SH6 Hope to Wakefield Speed Consultation.
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 support Waka Kotahi's speed reduction measures on State Highway 6 Hope to Wakefield.
4. 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.¹ The Ministry of Transport's Safer Journey report² 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.
5. 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.³

Specific Comments

6. Safe and appropriate speed limits needs to be applied to roads in Nelson/Tasman. NZTA'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.⁴ Given that the SH6 between Wakefield to Hope does

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

² <http://www.saferjourneys.govt.nz/assets/Safer-journeys-files/SaferJourneyStrategy.pdf> page 19

³ <https://www.transport.govt.nz/mot-resources/road-safety-resources/roadcrashstatistics/social-cost-of-road-crashes-and-injuries/report-overview/>

⁴ <https://www.nzta.govt.nz/assets/Safety/docs/speed-management-resources/speed-management-toolbox-and-appendices-201611.pdf> pg 21

not meet the 4 Star rating, then NMH would support a reduction of speed from 100km/hour to 80km/hour.

7. SH6 curves around the township of Brightwater and curves through Wakefield. The curvature of the road means that those living and working on the adjacent roads e.g. Lord Rutherford Road, Ellis Road and River Terrace can have trouble exiting and entering SH6 safely. NMH is pleased to hear that Waka Kotahi is continuing to work with local community regarding pedestrian accessibility across SH6 especially in regards to safe school journeys.

Recommendation: NMH would like speeds reduced to 60km around Brightwater to reduce the risk of fatalities and serious injuries.

8. River Terrace / Factory Road has become more industrialised in the last few years, and the intersections are seeing more crossing traffic than before, which is being compounded with heavy vehicle movements up to the new dam site. NMH recommends that turning movements are reviewed and consideration is given to reviewing the road layout to ensure that the risk of conflict is minimised.

Conclusion

9. NMH strongly supports NZTA's goal of improving safety on State Highway 6 between Wakefield and Hope and thanks NZTA for the opportunity to comment on existing issues from both a public and staff safety point of view.

Yours sincerely



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