

# Additional Questions on 3.1 Approach to Speed Management

Pūroro Āmua | Planning and Environment Committee  
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Do we have statistics for serious injuries and deaths by age, gender and ethnicity, and how many kids killed on our roads?

Out of the crashes that occurred throughout Wellington City over the 10 years 2012 to 2021 that resulted in 3992 fatal, serious and minor injuries:

- Not all crash records include an age field, but most did (3888 out of 3992)
- 455 involved people recorded as 18 years of age or younger
  - 455 breaks down to 274 male, 180 female, 1 unknown
- 376 of those occurred on local roads (those for which the Council is the Road Controlling Authority)
  - 376 breaks down to 227 male, 148 female, 1 unknown
- 65 resulted in serious or fatal injuries, including 2 fatal
  - 65 breaks down to 48 male, 16 female, 1 unknown
- 455 breakdown by ethnicity: 235 unknown, 126 European, 53 Maori, 17 Pacific Island, 14 Asian, 9 other, 1 Indian.

The key message is that faster speeds result in more crashes and more serious injuries. Safer speeds will reduce this toll.

Request officers to prioritise reducing speed from 40k to 30k in Newtown. Can you please advise on an amendment in regard to the request of the last Public participant?

The recommended approach to speed management is to prepare a draft speed management plan which proposes a citywide view. Therefore, a review of all speed limits in Newtown will be included. As such, an amendment is not necessary to the officers' recommendations.

I have many residents in Roseneath who would applaud the recommendation (30 km outside schools and 40 km in residential), probably in Hataitai too because the streets are narrow and on hills, making 50 km unsafe for most (but not all e.g. Moxham Avenue). But less so in parts of Miramar and Kilbirnie where the roads are wider, not hilly. As I have signalled last night, I'd prefer to amend to address schools (ASAP) but then have a community led process where we listen to what each community wants. Could that be part of the consultation for the Speed Management Plan?

The community must be consulted on a draft speed management plan. A community led process for the development of the plan may lead to significant inconsistencies of desired speed limits throughout various communities, and if implemented may create a significant confusion from drivers encountering a variety of speed limits. The recommended city-wide approach manages expectations and will ensure greater consistency.

Further, could we make the rule (30 km/hr within 200 metres of a school) with immediate effect and follow with implementation/enforcement later – could we use TMP's, with temporary raised crossings, to install transitory speed changes?

- The Rule section 5.1 states “a road controlling authority may determine –
  - (a) what sections of the road under its control are a road outside a school, having regard to—
    - (i) typical or expected routes for pedestrians to access the school; and
    - (ii) the purpose of making people feel safer to walk to and from school (or travel to and from school on cycles or mobility devices) and encouraging them to do so; and
  - (b) what are the school travel periods for a school, having regard to any guidance provided by the Agency about school travel periods.”
- The Rule requires speed reduction around schools with the goals to improve safety outcome and to make walking, cycling and scooting appealing for school travel. To achieve those goals, the street environment needs to consistently support those modes not only at destinations (such as around schools) but also in the neighbourhoods along the route to the school.
- Research evidence shows that reasonable distances for walking to school are up to 1 km for primary school children and up to 2.25 km for secondary school children. Reasonable distances for cycling to school are greater.

I think this is an important paper and probably needs a workshop and a full week to consider. Can we defer this?

The officers have brought this decision to the Council now for two reasons:

- We did not want the first time that this was brought to Councillors to be after the engagement process. The mandated speed management plan will have a significant impact on the city and its people which warrants democratic oversight and decisions before entering the regional process.
- The officers need time to prepare the draft speed management plan for consultation in 2023 to align with a regional process. With the delay of the Local Election period this would have left little time for that preparation if decisions were to be made by the new Council following the election, particularly in view of the statutory time frames involved (requirement to use best endeavours to reduce speed limits around at least 40% of schools by 30 June 2024).

The CBA summary doesn't give sufficient data. Could I see the crash data that shows the injuries and deaths associated with kids going to school in Wellington?

During the 2010-2019 period, there was a total of 128 recorded crashes during school pick up and drop off hours in Wellington city, including no fatal crashes, 20 serious crashes and 108 minor crashes (Speed Management Background Paper, September 2020).

The report assumes that the barrier to school children commuting is safety – I understand that parental fear of abduction also plays a role, especially since the Karla Kardno abduction. Have officers considered this?

We acknowledge that there is no specific New Zealand data on the effects of stranger danger on parental decisions allowing children to walk or cycle to school or other local activities.

Most previous research related to safety of active transport to school did not differentiate traffic versus personal safety concerns but rather examined them together under the concept of “safety”.

Recent New Zealand research showed that adolescents’ perceptions of perceived walking safety was the strongest correlate of active transport to school (Pocock et al., 2018), and similar to the previous research, this research did not look at traffic and personal safety separately.

### What is ‘AIMSUN’?

AIMSUM is a transport model of the Wellington network that is also being used to support LGWM analysis.

How has the effect of slower journeys for service delivery vehicles been accounted for? A 40% reduction in speeds will likely mean a need for more delivery vehicles to maintain current schedules.

Slower speeds have been accounted for by applying speed reductions to the network. The value of time for different trip purposes has followed Waka Kotahi Monetised Costs and Benefits Manual.

During the Island Bay cycleway debate, I advocated for slowing speeds but was told it would upset the bus timetable – has GWRC and their contractors been consulted – surely slower speeds will similarly mean a need for more vehicles.

No one has yet been consulted as a draft speed management plan has not been prepared.

During the debate on the Cobham Drive crossing I pointed out that deceleration and acceleration caused by the crossing would result in the use of more diesel and petrol. During that debate, this argument was not seen as important. Now you are telling us that a 30 km/h speed will reduce acceleration and deceleration – why is there an inconsistency?

Overall, lower speed throughout the whole network will improve traffic flow and as a result reduce the need for acceleration and deceleration. At a local scale this is not significant, at a network level this is significant.

Are officers aware that most vehicles are designed to operate most efficiently (i.e. burn less fuel) at speeds between ~50 km/h and 80 km/h? [What's Your Car's Sweet Spot? \(parade.com\)](#); [The Speed Sweet Spot | NRDC](#); [What speed should I drive to get maximum fuel efficiency? | HowStuffWorks](#)

Yes.

Have the police advised on the enforcement aspects?

Consultation with the police regarding the enforcement aspects will be part of the development of the draft speed management plan.

What was the mandate / approval of the WCC governing body and or Executive Leadership team to extend the scope of the work for safer speeds around school areas to cover the whole city?

A budget for speed management was included in the LTP 2021-2031 in anticipation that the Rule change was under development.

Given that the new Rule came into effect on 19 May 2022, this is the first opportunity to bring this matter before the Council.

What was the specific resolution passed by this Council to give effect to the work contained within this paper?

There was no specific resolution.

Why did this paper not include options on the scope of the work/consultation along with relevant phasing ie first phase areas around schools?

The paper summarises nine options for the approach to speed management. Options 1a, 1b, 2a and 2b considered speed limit reductions only outside schools. These options did not have as high safety benefits compared to area-wide approaches.

Clause 1: I note there is no strategic alignment of the proposal with a key priority area- ie Fit for purpose community

The paper shows alignment with four of the six strategic priorities.

Clause 10: Please provide the Waka Kotahi 2020 Assessment

- The image and chart below shows the infrastructure risk rating (IRR) on Wellington roads. Infrastructure risk rating is a road assessment methodology designed to assess road safety risk. The IRR does not take crash history into consideration but rather looks at the road type, alignment, traffic volume and land use into consideration. Roads are categorised into five categories – High, Medium High, Medium, Low Medium and Low, based on the risk factors.
- **Figure 1** shows that only 14% of Wellington roads can be grouped as Low or Low Medium risk, with the rest falling within the umbrellas of High, Medium High and Medium risks. These inputs from IRR are fed into the speed management process, which determines the safe and appropriate speeds for roads.
- **Figure 2** shows that roughly 80% of Wellington roads have speed limits that do not align with the safe and appropriate speed calculated for the road. This list includes all roads outside schools. Of the roads that does not align with safe and appropriate speeds, 98% of them demand a speed reduction while the rest would work more efficiently with a slightly higher speed.
- Note all this information is currently being updated by Waka Kotahi to take account of the new Rule and the change in the network classification system from One Network Road Classification (ONRC) to One Network Framework (ONF).

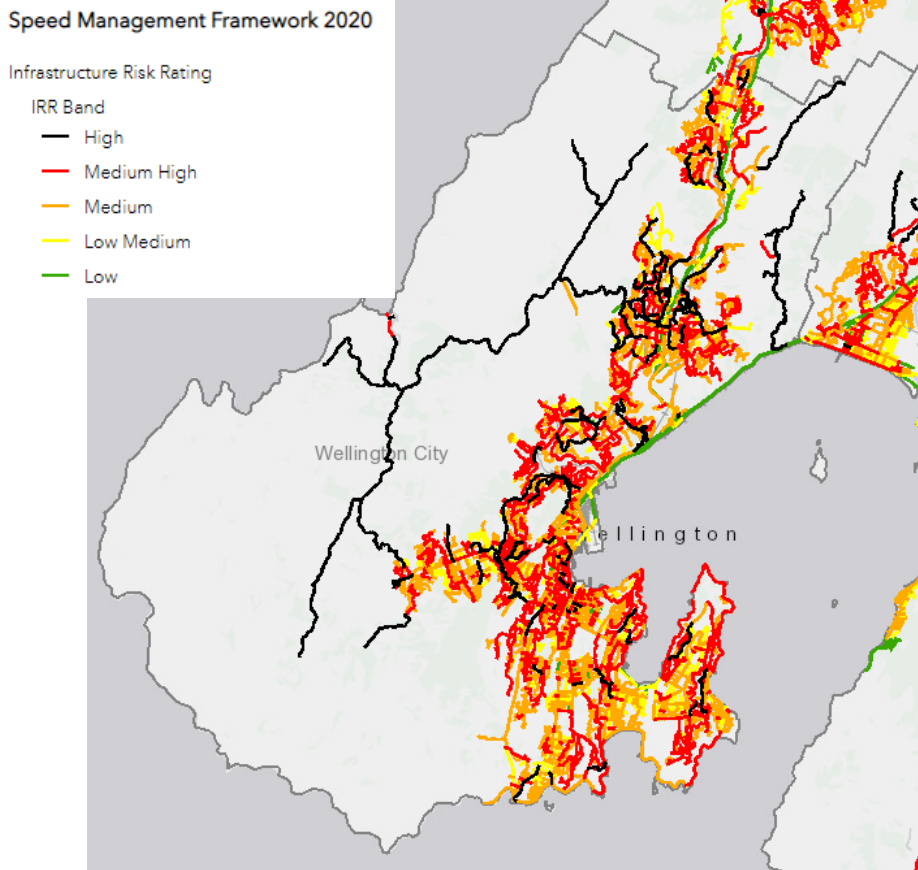


Figure 1. Infrastructure Risk Rating (IRR) for Wellington Roads

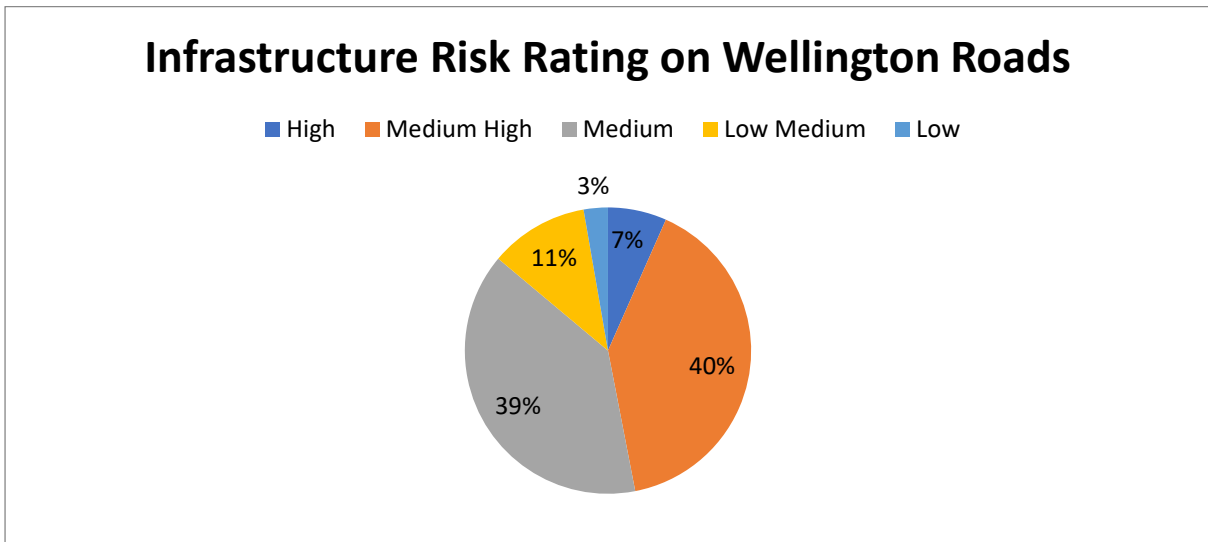
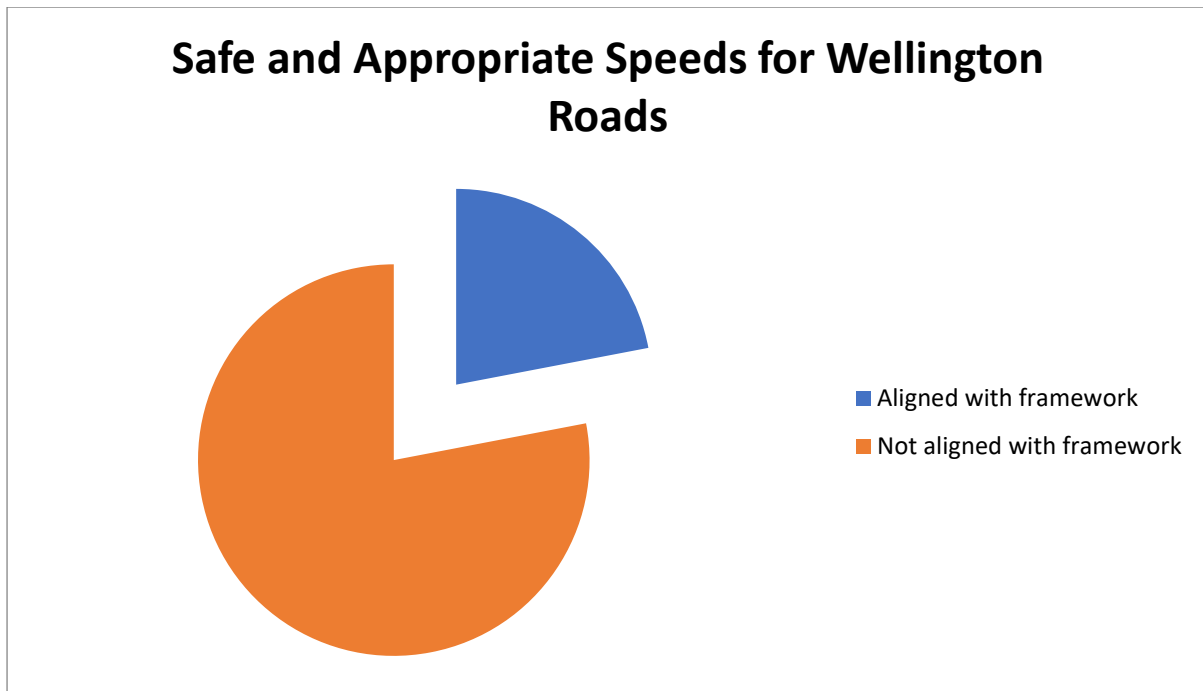


Figure 2. Infrastructure Risk Rating (IRR) Statistics for Wellington Roads



**Figure 3. Safe and Appropriate Speed for Wellington Roads**

Clause 11 What was the cost of the Abley report?

\$35,181.78 excluding GST.

Please provide a copy of the Abley report and the terms of reference for the commissioned work

A copy of the report will be sent to the Councillors by email.

There was no formal terms of reference for this work. The work was started by a former employee and completed by that person and colleagues at Abley.

Clause 14: Was the Council’s submission to the Draft Land Transport Rule publicly consulted on by WCC prior to its submission?

No as there was insufficient time to bring the submission before a committee.

Clause 15: NZTA are publishing a Speed Management Guide that “provides guidance to road controlling authorities on how to establish, consult on and set speed limits” under the new rule. NZTA have published “Publication of this Guide has been delayed as we refine the final content.” Would it not be prudent to wait for this guide before Council determining its speed limits and where they are established?

The officers have attended many Waka Kotahi workshops on Speed Management Guidance in February-May 2022 which offered extensive information of the yet to be published guidance. The proposed approach to speed management takes into account the requirements of the new Rule as well as the speed management guidance discussed in Waka Kotahi’s workshops this year.

Clause 23: What guidelines/information from NZTA and or the Regional committee have been determined in terms of the land/road area to be covered by a safer speeds zone around a school or business area? If none, is it the intention of these bodies to provide consistent guidance?

None at this time. It is up to Road Controlling Authorities to define areas around schools.

Clause 27/28: How did you determine the criteria for the cost benefit analysis. Why is there no criteria covering economic, environment and social factors?

The cost benefit analysis followed guidance in Waka Kotahi's Monetised Costs and Benefits Manual.

Clause 34: Given this will be part of our regional consultation, what guidelines have been set around this process by the relevant regional committee? If none set, is it the intention of the appropriate regional committee applicable to all the territorial councils to set guidelines in approach and when?

According to the new Rule, the Regional Transport Committee acts as a facilitator of the consultation process for all Road Controlling Authorities in the region by coordinating regional consultation.

Does the Regional body need to agree on what is consulted on for WCC?

No. Speed management plans prepared by each Road Controlling Authority and compiled together to create a Regional Speed Management Plan.

Clause 41: Why is the consultation proposal and officers' recommendation more than what is currently funded ie \$8 million capex include in LTP but up to \$45m indicated in the options? (Noting that there is no recommendation to include additional funding)

The recommended approach is the one that would bring greatest benefits to the city in the long-term. The new Rule requires only signage to be put in place before new speed limits come in force. Monitoring of traffic speeds will follow. Where necessary, implementation of prioritised infrastructure changes will occur at a later stage, so no additional funding above the provision in the LTP is necessary at this time.

Clauses 49 and 51 (Risks): Clause 51 seems to cancel out clause 49?

The Council's agreement to the proposed approach to speed management is considered a low risk. Paragraph 51 acknowledges the challenge of bringing the community along on this journey and states the expectations for this to be supported at a national level with initiatives related to speed management and the Road to Zero vision.

Clause 50: Where is the risk about WCC getting out of sync from its regional partners?  
Also note my general comment in the first paragraph above.

Regional consultation on speed management is currently being considered for mid-2023. The officers need time to prepare a draft speed management plan for consultation as part of the regional process.