

Joelene Noble

From: mike.mellor@livingstreets.org.nz
Sent: Thursday, 27 August 2009 11:35 p.m.
To: Joelene Noble
Subject: Lower Speed Limit in Tinakori Road

The following details have been submitted from the Lower Speed Limit in Tinakori Road form on the www.Wellington.govt.nz website:

First Name: Michael
Last Name: Mellor
Street Address: 11 Newport Terrace
Suburb: Seatoun
City: Wellington
Phone: 027 684 1213
Email: mike.mellor@livingstreets.org.nz



I would like to make an oral submission: Yes

I am making this submission: on behalf of an organisation

Organisation Name: Living Streets Wellington

Do you believe it is appropriate to reduce the speed limit on Tinakori Road to 30 km/h: Yes

Other comments: Living Streets Wellington fully supports 30 km/h speed limits in shopping areas in general, and in Tinakori Rd in particular. We agree the reasoning contained in the supporting documentation. We note that lowered traffic speeds will greatly enhance public safety, both by increasing the ability for pedestrians to judge when crossing a street is safe, and also reducing the risk of mortality or serious injury in the event of a crash. We also note that reduced traffic speeds will make these shopping centres more attractive for pedestrians. That will increase the likelihood that people will choose to walk (rather than taking a car), and the likelihood that people will choose to use local shopping areas rather than travel to malls or the CBD.

We would encourage the Council to also look at other measures to make these shopping centres pedestrian-friendly. That might include greater use of kerb extensions, improved location of pedestrian crossings, re-location of carparking, widening footpaths, and adjustments to traffic light settings to reduce the time between pedestrian cycles.

We look forward to the introduction of 30 km/h speed limits in other shopping areas.

About Living Streets

Living Streets Aotearoa is New Zealand's national walking and pedestrian organisation, providing a positive voice for people on foot and working to promote walking friendly planning and development around the country. Our vision is "More people choosing to walk more often and enjoying public places".

The objectives of LSA are:

- 1821
- to promote walking as a healthy, environmentally-friendly and universal means of transport and recreation
 - to promote the social and economic benefits of pedestrian-friendly communities
 - to work for improved access and conditions for walkers, pedestrians and runners e.g. walking surfaces, traffic flows, speed and safety
 - to advocate for greater representation of pedestrian concerns in national, regional and urban land use and transport planning.

Living Streets Wellington is the local group based in the Wellington region which is working to make city and suburban centres in the region more walking-friendly.

For more information, please see: www.livingstreets.org.nz.

SUBMISSION
NUMBER

126A

Joelene Noble

From: mike.mellor@livingstreets.org.nz
Sent: Thursday, 27 August 2009 11:32 p.m.
To: Joelene Noble
Subject: Lower Speed Limit in Aro Valley

The following details have been submitted from the Lower Speed Limit in Aro Valley form on the www.Wellington.govt.nz website:

First Name: Michael
Last Name: Mellor
Street Address: 11 Newport Terrace
Suburb: Seatoun
City: Wellington
Phone: 027 684 1213
Email: mike.mellor@livingstreets.org.nz



ENTERED

I would like to make an oral submission: Yes

I am making this submission: on behalf of an organisation

Organisation Name: Living Streets Wellington

Do you believe it is appropriate to reduce the speed limit on Aro Street to 30 km/h: Yes

Comments: Living Streets Wellington fully supports 30 km/h speed limits in shopping areas in general, and in Aro St in particular. We agree the reasoning contained in the supporting documentation. We note that lowered traffic speeds will greatly enhance public safety, both by increasing the ability for pedestrians to judge when crossing a street is safe, and also reducing the risk of mortality or serious injury in the event of a crash. We also note that reduced traffic speeds will make these shopping centres more attractive for pedestrians. That will increase the likelihood that people will choose to walk (rather than taking a car), and the likelihood that people will choose to use local shopping areas rather than travel to malls or the CBD.

We would encourage the Council to also look at other measures to make these shopping centres pedestrian-friendly. That might include greater use of kerb extensions, improved location of pedestrian crossings, re-location of carparking, widening footpaths, and adjustments to traffic light settings to reduce the time between pedestrian cycles. In Aro St, we suggest that the 30 km/h zone is extended to the east to include the area up to Aro Park.

We look forward to the introduction of 30 km/h speed limits in other shopping areas.

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15/04

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SUBMISSION
NUMBER

182T

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31 August 2009

Wellington City Council
P O Box 2199
Wellington

Attention: Stuart Bullen

Proposed 30 km per hour speed limits Tinakori Road and Aro Street -
Wellington City Council



1. Introduction

30 km per hour limits have been used in the United Kingdom (as 20 mph limits) since 1991. They were initially introduced to address the serious problem of child pedestrian accidents occurring in and around residential areas. Since then they have been extended to a number of town centres and a small number of 20 mph zones have also been used in rural areas.

The NZ Automobile Association (AA) strongly supported the introduction of the 30km per hour speed limit in Lambton Quay and Willis Street due to the very high number of pedestrians, the accident history and the large number of buses using the route.

The original Council paper in June 2009 proposing 30km per hour speed limits in suburban shopping centres stated "bringing the legal limit down to 30km per hour will reduce the severity and incidence of crashes with little effect on travel time and therefore no inconvenience for most drivers". The AA will be examining the evidence for this somewhat sweeping statement on every 30km per hour limit that Council proposes to introduce in suburban shopping centres.

As this proposal is the first of 20 proposed 30 km per hour speed limits to suburban shopping centres, we think it is important to consider whether this is an appropriate measure for Wellington City. Our City unlike many others has limited road options due to the topography which means that many roads have dual functions of both serving a shopping centre and acting as a significant through road. In many cases such as Tinakori Road, this is the main and only route for Karori residents to access either the motorway or northern parts of the city.

We wish to quote the part of the original WCC report (11 June 2008) titled "Lower Speed Limits in Suburban Shopping Centres".

"It is expected that lowering the speed limits in certain suburban shopping areas will enhance safety for vulnerable road users, reduce the severity of crashes and reduce pollution which will create a more pleasant shopping and business environment"

However, after analysing all the 309 pedestrian injury accidents from 2003 to 2008 there are several of the suburban shopping centres listed for 30km per hour speed limits that have recorded **nil pedestrian accidents** in the shopping area. These are:



TS81

Brooklyn, Haitaitai, Ngaio, Northland, Seatoun and Wadestown. Several other suburban streets which include shopping centres have only 1 or 2 pedestrian accidents over this period.

Figure 1 shows the most dangerous streets in Wellington for pedestrian injury accidents. Of the 20 most dangerous streets, 16 are in the Central Business District (CBD), 3 are in Newtown, and 1 is in Mount Cook

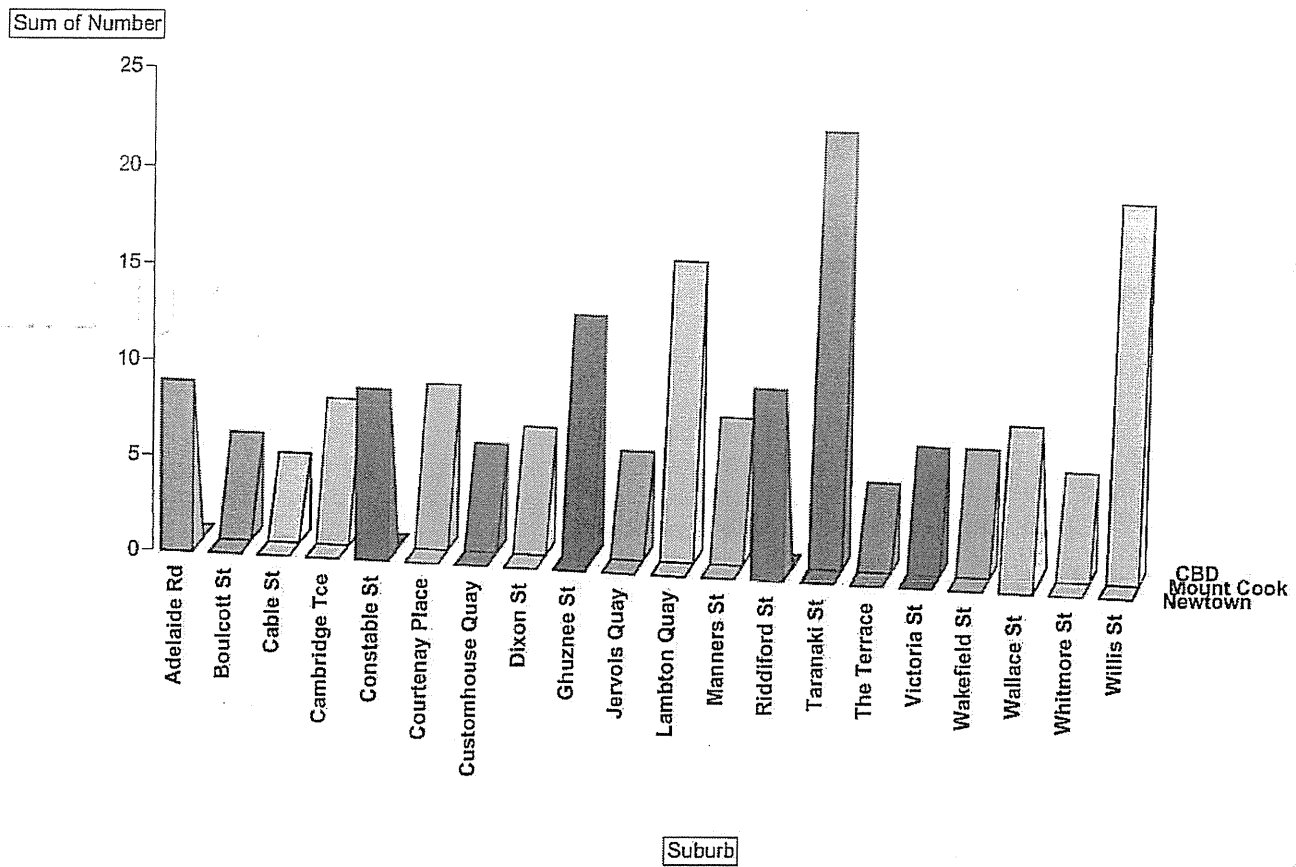


Figure 1 Twenty Most Dangerous Streets In Wellington for Pedestrian Injury Accidents

Overall 52% or 155 of the 309 of pedestrian injury accidents occur in the CBD including the worst street Taranaki Street with 22 accidents. Accepting that Council has taken steps to reduce accidents on Willis St and Lambton Quay by introducing a 30km per hour speed limit this still leaves 12 city streets that are more dangerous for pedestrians than any suburban shopping centre.

We are also concerned that Council has been publishing wrong and misleading information regarding the proposed 30 km per hour speed limit. In the Dominion Post Council article dated 11 August 2009 Council Traffic Engineer Stuart Bullen said "In Wellington City 100 pedestrians are injured each year and 80 per cent of these accidents occur in suburban shopping centres.

The 309 accidents in the past 5 years is an average of **62 accidents per year not 100**. Of these 52 % occurred in the CBD so this only leaves 48% for the remainder of Wellington City. From our analysis of the accident statistics less than 10% of pedestrian injury accidents have occurred in suburban shopping centres not the 80% quoted in the Dominion Post.

2. Proposed 30km per hour speed limit in Tinakori Road

2.1 Traffic Counts and local Environment

Tinakori Road is a significant collector road with a daily traffic count of 12,800 vehicles per day. As mentioned previously this is a main route for traffic from Karori and Northland to access the motorway and northern suburbs of Wellington. Council have recognised the importance of this route by implementing a morning peak clearway on the approach to the Bowen Street traffic lights.

The environment in Tinakori Road shopping area is different from many other shopping areas. There is no dairy or grocery store but there are several small boutique shops and restaurants. There is one tavern and one small café. There are no schools or community facilities in close proximity to this shopping centre and proposed 30km per hour speed zone.

The number of pedestrians in this proposed zone is low. We have visited Tinakori Road at several times of the day on various days of the week and as shown on photo 1 there are normally few pedestrians using the footpaths.

The road is straight with a gentle downhill grade travelling northward. There are 3 intersecting roads onto the proposed 30km per hour zone, but because they are all short no exit roads the turning and traffic movements generated by these side roads is minimal.

The other observation we made was that as the traffic flow is limited by the traffic light sequences at Bowen or Harriet St junctions there are plenty of opportunities for pedestrians to cross the road. However, we noted there are no central islands for pedestrians to shelter mid-stream of the traffic. The road width of 9-10 metres precludes this unless parking is limited on one side of the road.

Despite this high traffic flow the speed of traffic on Tinakori Road is less than many other similar roads in Wellington. This is probably due to the traffic lights at Bowen Street and the motorway on/off ramps which limit the opportunity for cars to exceed 50 km per hour. The 7 day mean speed is 36 km per hour.

During the morning and evening peaks due to congestion 42% of vehicles are travelling at less than 30 km per hour. This congestion reduces the speed of most vehicles and reduces the risk of pedestrian injury accidents at the busiest time of the day.

Speed km per hour	0-15	15-30	30-40	40-50	50-60	60-70	Mean Speed
Northbound Traffic %	1	22	42	31	3	0.2	36
Southbound Traffic %	3	46	35	14	2	0.2	36

Figure 2 shows the range of speeds travelled by all traffic on Tinakori Road over 7 days

Note that 76% of the northbound traffic on Tinakori Road is currently travelling faster than the proposed 30 km per hour speed limit.

2.2 Pedestrian Injury Accidents on Tinakori Road

We have looked at the position and circumstances of the 4 pedestrian injury accidents that are listed for Tinakori Road over the past 5 years:

The first accident occurred in May 2008, 60 metres north of Bowen Street within the proposed 30km zone. A northbound car hit a 54 year old pedestrian who was waiting in the middle of the road at 6.30pm at night in heavy rain.

The second accident occurred in February 2008, 100 metres north of Bowen Street within the proposed 30km zone. At 2.25pm a northbound car hit a driver who had opened the car door into the path of oncoming traffic. Weather conditions were fine and clear

The third accident in June 2007 occurred at the junction with Bowen Street which is outside the proposed 30km zone. A pedestrian (age 45) crossing Bowen Street was hit by a turning vehicle at 6.40 pm in dark and wet conditions.

The fourth accident in October 2008 occurred at the junction with Harriet Street (opposite motorway ramps) which is outside the proposed 30km zone. A southbound SUV hit a pedestrian (age 30) crossing from the right side at 7.50 am in overcast dry conditions.



Tinakori Road looking north 7.45am weekday morning.



Tinakori Road looking south 7.45am weekday morning

2.3 Legislative Requirements

Council will be aware that all speed limits it sets must comply with the relevant provisions of Land Transport Rule Setting of Speed Limits 2003 and subsequent amendments. We quote from 2 clauses which we consider are relevant to setting of speed limits:

Clause 2.6 (a)

A road controlling authority must consider the safe and appropriate speed limit for a road with regard to the function, nature and use of the road, its environment, land use patterns and whether the road is an urban traffic area or a rural traffic area.

From the Guidelines for setting speed limits and procedures for calculating speed limits

Section 2.4 Speed limits of 20, 30 and 40 km/h

Speed limits of 20, 30 or 40 km/h may be set for local roads or minor collector roads in urban traffic areas where the road is used by motorised traffic and pedestrians or cyclists (eg shared zones) and a speed limit less than 50km per hour is necessary for safety purposes. Speed limits of 20, 30 or 40 km/h are generally not suitable for roads serving a significant collector or arterial function.

These limits can only be set if the calculated speed limit for the road is 50km/h and appropriate and safe traffic engineering techniques are applied to ensure that the mean operating speed of motorised traffic is kept to within 5km/h of the speed limit.

3. Conclusion for Tinakori Road Proposed 30km per hour Limit

We have carefully examined and debated all the relevant factors for the proposed 170 metre length of 30 km per hour speed limit in Tinakori Road. We have concluded that Wellington City Council has failed to demonstrate that the 30km per hour proposed limit is the safe and appropriate speed limit for this road with regard to the function, nature and use of the road, its environment, and land use patterns. (Setting of Speed Limits Rules 2003 section 3.2(5)).

The key reasons why we consider this stretch of Tinakori Road does not require a lower limit are:

- The pedestrian injury accident record is low with only two injury accidents in 5 years. With 12,113 vehicle movements per day this represents a risk factor of 1 pedestrian injury accident every **11 million vehicle movements**. This is a very low risk. We do not consider implementing a short stretch of 30 km per hour speed limit will be likely to increase the safety of pedestrians, cyclists or other road users.
- During the morning and evening peak 42% of vehicles are already travelling at less than 30 km per hour due to congestion. By default there is already a speed limit close to 30 km per hour operating during this period.
- The number of pedestrians using the proposed 30km per hour zone is low at all times of the day when we have visited the Road. It is not a suburban shopping centre in the normal sense of the word. There is no dairy, superette or greengrocer. There are no school or community facilities near the zone.

- The existing traffic lights at Bowen Street and Harriet Street (Motorway on ramps) reduce the opportunity for speeds well in excess of 50km per hour. Only 3.5% of vehicles currently exceed the 50 km per hour speed limit.
- Tinakori Road is a significant collector road in the Wellington roading network. It is the main route between the large suburb of Karori and access to the motorway, and the northern suburbs of Wellington. Section 2.4 of the guidelines for Setting of Speed Limits states that "Speed limits of 20, 30 or 40 km per hour are generally not suitable for roads serving a significant collector or arterial function."
- The AA agrees that pedestrians struck by motor vehicles at 30km per hour are much more likely to survive than if hit at 50km per hour. However, most pedestrian vs. motor vehicle crashes in urban areas are already much less than 50 km per hour as the driver reacts and brakes to a slower speed before impact.

For the above reasons we request that Council do not approve the proposed 30km per hour limit and leave the speed limit on this stretch of Tinakori Road at 50 km per hour.

4. Proposed 30km per hour speed limit in Aro Street

4.1 Traffic Counts and Local Environment

Aro Street is a collector road in the Wellington roading network with an average of 9,920 vehicles per day. It is a significant route from the southern end of Willis St to the suburbs of Northland, Wilton and Karori. Due to congestion on the other route through Kelburn Parade to the City traffic has increased in Aro Street over recent years.

The environment in the Aro Street shopping area is quite different from Tinakori Road. There are significant numbers of pedestrians at most times during the day. The range of shops is larger including a superette, greengrocer, video shop, fish and chip shop and 3 cafes. In addition the Te Aro School is close to Aro St and some parents walk their young children along Aro St through the park to the school. There is also are community facilities in Aro St including a Citizens Advice Bureau and Playcentre.

The road width is about 9 metres (same as Tinakori Road) with a gentle downhill gradient. However, the road is not straight with a bend opposite the park that restricts a longer distance view of the shopping area when driving towards Karori.



Aro Street Opposite Park, 7.30am weekday morning. Note bend in road before shops



Aro Street Looking West towards shops 7.30am weekday morning

Council has carried out 2 recent sets of traffic speeds and counts. One was taken outside the shops and one just east of Aro Park. Enclosed is the speed summary for both sites.

Speed km per hour	0-15	15-30	30-40	40-50	50-60	60-70	Mean Speed
Westbound at shops %	4	38	40	16	1.6	0.1	33
Westbound at park %	0.3	4	28	59	9	0.5	43
Eastbound at shops %	1	26	46	24	2.7	0.2	35
Eastbound at park %	0.5	4	25	59	11	0.7	43

The speed of traffic in Aro Street by the park is a concern. The actual mean or average speed of traffic in Aro Street by the park is currently 43 km per hour. **Only 29%** of vehicles currently travel eastbound at less than **40 km per hour**. 59% of vehicles travel between 40 and 50 km per hour and a disturbing 11% travel between 50 and 60 km per hour.

The high average speed on Aro Street by the park appears to be due to a number of factors. Firstly, apart from the pedestrian crossing by the shops there are few reasons why a vehicle on Aro Street would need to stop. There are no raised thresholds or other speed control measures. Vehicles travelling from Karori have a long gradual downhill from Holloway Road heading towards the city and may easily exceed 50km per hour. Vehicles heading up Aro Street go at a similar speed despite the uphill gradient. Maybe this is due to the time they have spent at the Victoria St and or Willis St traffic lights and a desire to make up some lost time.

4.2 Pedestrian Injury Accidents on Aro Street

Over the past 5 years there have been 3 pedestrian injury accidents. However, only one of these accidents occurred in the proposed 30km per hour zone.

The first accident in the proposed zone occurred at 11.15 am in December 2008, 20 metres east of Alameda Terrace when a west bound (uphill direction) car collided with a 12 year child who was running across the road heedless of traffic.

The second accident occurred in May 2008, 100 metres east of Devon Street which is 30 metres outside the proposed 30km per hour zone. At 11.50pm a car travelling eastbound hit a

21 year old pedestrian. Causative factors were listed as pedestrian visibly intoxicated playing on the road or unnecessarily on the road.

The third accident occurred in November 2005, 50 metres east of Holloway Road. At 7.18pm an eastbound car hit a 53 year old pedestrian. Causative factors were listed as pedestrian crossing road, running heedless of traffic.

5. Conclusion for Aro Street Proposed 30km per hour Limit

Our first concern is the high speed of traffic on Aro Street adjacent to the park. With a mean speed of 43 km per hour and 12% of traffic exceeding 50 km per hour we consider there is an urgent need to reduce traffic speeds over a significant length of Aro Street. However, with nearly 10,000 vehicles per day using this road there is likely to be significant objections to installing judder bars which are usually used on residential rather than collector routes.

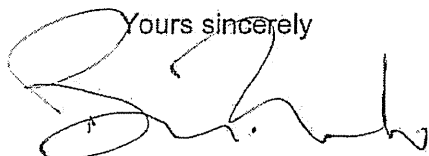
We consider Council should install threshold treatments similar to those used at Ngaio with large signs saying "Aro Valley Slow zone". We suggest the length of the slow zone should start at Aro Park (before the bend) and finish half way between Epuni Street and Durham Street.

Although there are significant numbers of pedestrians in Aro Street, they are still very small in numbers compared to Lambton Quay and Willis Street. Therefore we consider the imposition of a 130 metre long length of 30 km per speed limit is not warranted in Aro Street especially as there has only been 1 pedestrian accident in the proposed zone over the past 5 years.

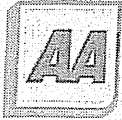
If the threshold treatments alone do not reduce the traffic speeds sufficiently we would then be prepared to consider a 40km per hour speed limit but over a longer length from the pedestrian crossing east of the park to midway between Epuni Street and Devon Street.

The NZ Automobile Association wishes to nominate NZAA Councillors John Christianson and Alex Gray to present our submission orally to the Council Sub-Committee on 17 September. This submission was prepared by NZAA Councillor Alex Gray.

Yours sincerely



John Christianson
Wellington District Chairman
NZ Automobile Association Inc



SUBMISSION
NUMBER

155A

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31 August 2009

Wellington City Council
P O Box 2199
Wellington

Attention: Stuart Bullen

Proposed 30 km per hour speed limits Tinakori Road and Aro Street -
Wellington City Council



ENTERED

1. Introduction

30 km per hour limits have been used in the United Kingdom (as 20 mph limits) since 1991. They were initially introduced to address the serious problem of child pedestrian accidents occurring in and around residential areas. Since then they have been extended to a number of town centres and a small number of 20 mph zones have also been used in rural areas.

The NZ Automobile Association (AA) strongly supported the introduction of the 30km per hour speed limit in Lambton Quay and Willis Street due to the very high number of pedestrians, the accident history and the large number of buses using the route.

The original Council paper in June 2009 proposing 30km per hour speed limits in suburban shopping centres stated "bringing the legal limit down to 30km per hour will reduce the severity and incidence of crashes with little effect on travel time and therefore no inconvenience for most drivers". The AA will be examining the evidence for this somewhat sweeping statement on every 30km per hour limit that Council proposes to introduce in suburban shopping centres.

As this proposal is the first of 20 proposed 30 km per hour speed limits to suburban shopping centres, we think it is important to consider whether this is an appropriate measure for Wellington City. Our City unlike many others has limited road options due to the topography which means that many roads have dual functions of both serving a shopping centre and acting as a significant through road. In many cases such as Tinakori Road, this is the main and only route for Karori residents to access either the motorway or northern parts of the city.

We wish to quote the part of the original WCC report (11 June 2008) titled "Lower Speed Limits in Suburban Shopping Centres".

"It is expected that lowering the speed limits in certain suburban shopping areas will enhance safety for vulnerable road users, reduce the severity of crashes and reduce pollution which will create a more pleasant shopping and business environment"

However, after analysing all the 309 pedestrian injury accidents from 2003 to 2008 there are several of the suburban shopping centres listed for 30km per hour speed limits that have recorded **nil pedestrian accidents** in the shopping area. These are:



22

Brooklyn, Hataitai, Ngaio, Northland, Seatoun and Wadestown. Several other suburban streets which include shopping centres have only 1 or 2 pedestrian accidents over this period.

Figure 1 shows the most dangerous streets in Wellington for pedestrian injury accidents. Of the 20 most dangerous streets, 16 are in the Central Business District (CBD), 3 are in Newtown, and 1 is in Mount Cook

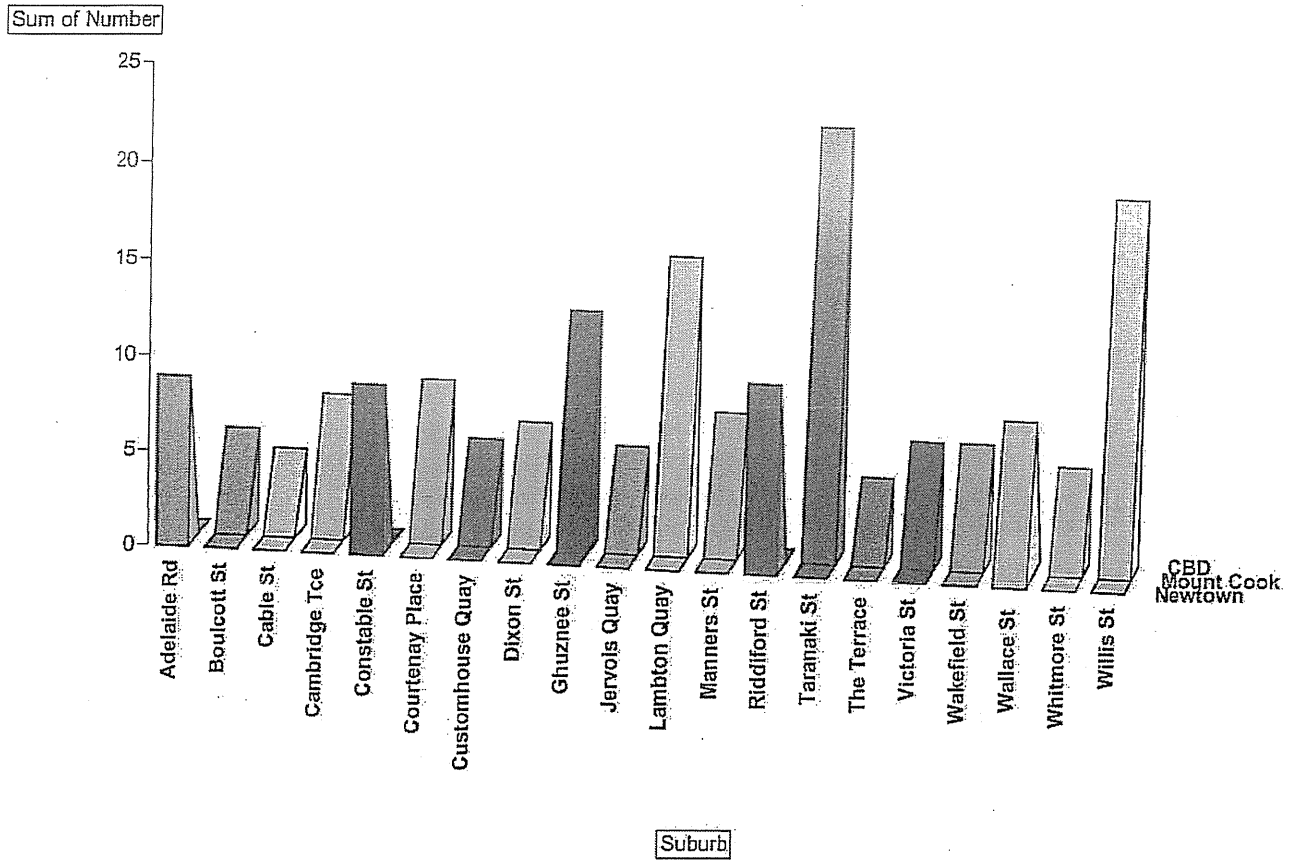


Figure 1 Twenty Most Dangerous Streets In Wellington for Pedestrian Injury Accidents

Overall 52% or 155 of the 309 of pedestrian injury accidents occur in the CBD including the worst street Taranaki Street with 22 accidents. Accepting that Council has taken steps to reduce accidents on Willis St and Lambton Quay by introducing a 30km per hour speed limit this still leaves 12 city streets that are more dangerous for pedestrians than any suburban shopping centre.

We are also concerned that Council has been publishing wrong and misleading information regarding the proposed 30 km per hour speed limit. In the Dominion Post Council article dated 11 August 2009 Council Traffic Engineer Stuart Bullen said "In Wellington City 100 pedestrians are injured each year and 80 per cent of these accidents occur in suburban shopping centres.

The 309 accidents in the past 5 years is an average of **62 accidents per year not 100**. Of these 52 % occurred in the CBD so this only leaves 48% for the remainder of Wellington City. From our analysis of the accident statistics less than 10% of pedestrian injury accidents have occurred in suburban shopping centres not the 80% quoted in the Dominion Post.

2. Proposed 30km per hour speed limit in Tinakori Road

2.1 Traffic Counts and local Environment

Tinakori Road is a significant collector road with a daily traffic count of 12,800 vehicles per day. As mentioned previously this is a main route for traffic from Karori and Northland to access the motorway and northern suburbs of Wellington. Council have recognised the importance of this route by implementing a morning peak clearway on the approach to the Bowen Street traffic lights.

The environment in Tinakori Road shopping area is different from many other shopping areas. There is no dairy or grocery store but there are several small boutique shops and restaurants. There is one tavern and one small café. There are no schools or community facilities in close proximity to this shopping centre and proposed 30km per hour speed zone.

The number of pedestrians in this proposed zone is low. We have visited Tinakori Road at several times of the day on various days of the week and as shown on photo 1 there are normally few pedestrians using the footpaths.

The road is straight with a gentle downhill grade travelling northward. There are 3 intersecting roads onto the proposed 30km per hour zone, but because they are all short no exit roads the turning and traffic movements generated by these side roads is minimal.

The other observation we made was that as the traffic flow is limited by the traffic light sequences at Bowen or Harriet St junctions there are plenty of opportunities for pedestrians to cross the road. However, we noted there are no central islands for pedestrians to shelter mid-stream of the traffic. The road width of 9-10 metres precludes this unless parking is limited on one side of the road.

Despite this high traffic flow the speed of traffic on Tinakori Road is less than many other similar roads in Wellington. This is probably due to the traffic lights at Bowen Street and the motorway on/off ramps which limit the opportunity for cars to exceed 50 km per hour. The 7 day mean speed is 36 km per hour.

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Northbound Traffic %	1	22	42	31	3	0.2	36
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Figure 2 shows the range of speeds travelled by all traffic on Tinakori Road over 7 days

Note that 76% of the northbound traffic on Tinakori Road is currently travelling faster than the proposed 30 km per hour speed limit.

2.2 Pedestrian Injury Accidents on Tinakori Road

We have looked at the position and circumstances of the 4 pedestrian injury accidents that are listed for Tinakori Road over the past 5 years:

The first accident occurred in May 2008, 60 metres north of Bowen Street within the proposed 30km zone. A northbound car hit a 54 year old pedestrian who was waiting in the middle of the road at 6.30pm at night in heavy rain.

The second accident occurred in February 2008, 100 metres north of Bowen Street within the proposed 30km zone. At 2.25pm a northbound car hit a driver who had opened the car door into the path of oncoming traffic. Weather conditions were fine and clear

The third accident in June 2007 occurred at the junction with Bowen Street which is outside the proposed 30km zone. A pedestrian (age 45) crossing Bowen Street was hit by a turning vehicle at 6.40 pm in dark and wet conditions.

The fourth accident in October 2008 occurred at the junction with Harriet Street (opposite motorway ramps) which is outside the proposed 30km zone. A southbound SUV hit a pedestrian (age 30) crossing from the right side at 7.50 am in overcast dry conditions.



Tinakori Road looking north 7.45am weekday morning.



Tinakori Road looking south 7.45am weekday morning

2.3 Legislative Requirements

Council will be aware that all speed limits it sets must comply with the relevant provisions of Land Transport Rule Setting of Speed Limits 2003 and subsequent amendments. We quote from 2 clauses which we consider are relevant to setting of speed limits:

Clause 2.6 (a)

A road controlling authority must consider the safe and appropriate speed limit for a road with regard to the function, nature and use of the road, its environment, land use patterns and whether the road is an urban traffic area or a rural traffic area.

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These limits can only be set if the calculated speed limit for the road is 50km/h and appropriate and safe traffic engineering techniques are applied to ensure that the mean operating speed of motorised traffic is kept to within 5km/h of the speed limit.

3. Conclusion for Tinakori Road Proposed 30km per hour Limit

We have carefully examined and debated all the relevant factors for the proposed 170 metre length of 30 km per hour speed limit in Tinakori Road. We have concluded that Wellington City Council has failed to demonstrate that the 30km per hour proposed limit is the safe and appropriate speed limit for this road with regard to the function, nature and use of the road, its environment, and land use patterns. (Setting of Speed Limits Rules 2003 section 3.2(5)).

The key reasons why we consider this stretch of Tinakori Road does not require a lower limit are:

- The pedestrian injury accident record is low with only two injury accidents in 5 years. With 12,113 vehicle movements per day this represents a risk factor of 1 pedestrian injury accident every **11 million vehicle movements**. This is a very low risk. We do not consider implementing a short stretch of 30 km per hour speed limit will be likely to increase the safety of pedestrians, cyclists or other road users.
- During the morning and evening peak 42% of vehicles are already travelling at less than 30 km per hour due to congestion. By default there is already a speed limit close to 30 km per hour operating during this period.
- The number of pedestrians using the proposed 30km per hour zone is low at all times of the day when we have visited the Road. It is not a suburban shopping centre in the normal sense of the word. There is no dairy, superette or greengrocer. There are no school or community facilities near the zone.

- The existing traffic lights at Bowen Street and Harriet Street (Motorway on ramps) reduce the opportunity for speeds well in excess of 50km per hour. Only 3.5% of vehicles currently exceed the 50 km per hour speed limit.
- Tinakori Road is a significant collector road in the Wellington roading network. It is the main route between the large suburb of Karori and access to the motorway, and the northern suburbs of Wellington. Section 2.4 of the guidelines for Setting of Speed Limits states that "Speed limits of 20, 30 or 40 km per hour are generally not suitable for roads serving a significant collector or arterial function."
- The AA agrees that pedestrians struck by motor vehicles at 30km per hour are much more likely to survive than if hit at 50km per hour. However, most pedestrian vs. motor vehicle crashes in urban areas are already much less than 50 km per hour as the driver reacts and brakes to a slower speed before impact.

For the above reasons we request that Council do not approve the proposed 30km per hour limit and leave the speed limit on this stretch of Tinakori Road at 50 km per hour.

4. Proposed 30km per hour speed limit in Aro Street

4.1 Traffic Counts and Local Environment

Aro Street is a collector road in the Wellington roading network with an average of 9,920 vehicles per day. It is a significant route from the southern end of Willis St to the suburbs of Northland, Wilton and Karori. Due to congestion on the other route through Kelburn Parade to the City traffic has increased in Aro Street over recent years.

The environment in the Aro Street shopping area is quite different from Tinakori Road. There are significant numbers of pedestrians at most times during the day. The range of shops is larger including a superette, greengrocer, video shop, fish and chip shop and 3 cafes. In addition the Te Aro School is close to Aro St and some parents walk their young children along Aro St through the park to the school. There is also are community facilities in Aro St including a Citizens Advice Bureau and Playcentre.

The road width is about 9 metres (same as Tinakori Road) with a gentle downhill gradient. However, the road is not straight with a bend opposite the park that restricts a longer distance view of the shopping area when driving towards Karori.



Aro Street Opposite Park, 7.30am weekday morning. Note bend in road before shops



Aro Street Looking West towards shops 7.30am weekday morning

Council has carried out 2 recent sets of traffic speeds and counts. One was taken outside the shops and one just east of Aro Park. Enclosed is the speed summary for both sites.

Speed km per hour	0-15	15-30	30-40	40-50	50-60	60-70	Mean Speed
Westbound at shops %	4	38	40	16	1.6	0.1	33
Westbound at park %	0.3	4	28	59	9	0.5	43
Eastbound at shops %	1	26	46	24	2.7	0.2	35
Eastbound at park %	0.5	4	25	59	11	0.7	43

The speed of traffic in Aro Street by the park is a concern. The actual mean or average speed of traffic in Aro Street by the park is currently 43 km per hour. **Only 29%** of vehicles currently travel eastbound at less than 40 km per hour. 59% of vehicles travel between 40 and 50 km per hour and a disturbing 11% travel between 50 and 60 km per hour.

The high average speed on Aro Street by the park appears to be due to a number of factors. Firstly, apart from the pedestrian crossing by the shops there are few reasons why a vehicle on Aro Street would need to stop. There are no raised thresholds or other speed control measures. Vehicles travelling from Karori have a long gradual downhill from Holloway Road heading towards the city and may easily exceed 50km per hour. Vehicles heading up Aro Street go at a similar speed despite the uphill gradient. Maybe this is due to the time they have spent at the Victoria St and or Willis St traffic lights and a desire to make up some lost time.

4.2 Pedestrian Injury Accidents on Aro Street

Over the past 5 years there have been 3 pedestrian injury accidents. However, only one of these accidents occurred in the proposed 30km per hour zone.

The first accident in the proposed zone occurred at 11.15 am in December 2008, 20 metres east of Alameda Terrace when a west bound (uphill direction) car collided with a 12 year child who was running across the road heedless of traffic.

The second accident occurred in May 2008, 100 metres east of Devon Street which is 30 metres outside the proposed 30km per hour zone. At 11.50pm a car travelling eastbound hit a

21 year old pedestrian. Causative factors were listed as pedestrian visibly intoxicated playing on the road or unnecessarily on the road.

The third accident occurred in November 2005, 50 metres east of Holloway Road. At 7.18pm an eastbound car hit a 53 year old pedestrian. Causative factors were listed as pedestrian crossing road, running heedless of traffic.

5. Conclusion for Aro Street Proposed 30km per hour Limit

Our first concern is the high speed of traffic on Aro Street adjacent to the park. With a mean speed of 43 km per hour and 12% of traffic exceeding 50 km per hour we consider there is an urgent need to reduce traffic speeds over a significant length of Aro Street. However, with nearly 10,000 vehicles per day using this road there is likely to be significant objections to installing judder bars which are usually used on residential rather than collector routes.

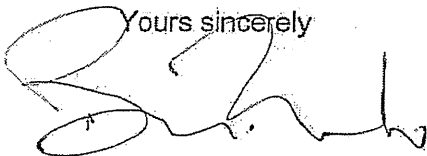
We consider Council should install threshold treatments similar to those used at Ngaio with large signs saying "Aro Valley Slow zone". We suggest the length of the slow zone should start at Aro Park (before the bend) and finish half way between Epuni Street and Durham Street.

Although there are significant numbers of pedestrians in Aro Street, they are still very small in numbers compared to Lambton Quay and Willis Street. Therefore we consider the imposition of a 130 metre long length of 30 km per speed limit is not warranted in Aro Street especially as there has only been 1 pedestrian accident in the proposed zone over the past 5 years.

If the threshold treatments alone do not reduce the traffic speeds sufficiently we would then be prepared to consider a 40km per hour speed limit but over a longer length from the pedestrian crossing east of the park to midway between Epuni Street and Devon Street.

The NZ Automobile Association wishes to nominate NZAA Councillors John Christianson and Alex Gray to present our submission orally to the Council Sub-Committee on 17 September. This submission was prepared by NZAA Councillor Alex Gray.

Yours sincerely



John Christianson
Wellington District Chairman
NZ Automobile Association Inc

Lowering the speed limit through the Tinakori Road shopping area

Wellington City Council would like your feedback on the plan to lower the speed limit through the Tinakori Road shopping area from 50km/h to 30km/h. Fill out this submission form and post it back to us by Friday 28 August (no stamp required) or comment in the public input section online at www.Wellington.govt.nz

All submissions, including name and contact details are published and made available to elected members and the public. Personal information will also be used for the administration of the consultation process. All information collected will be held by Wellington City Council, 101 Wakefield Street, Wellington, with submitters having the right to access and correct personal information.

Tell us what you think

SUBMISSION
NUMBER

12T

Mr / Mrs / Miss / Ms / Dr (circle which applies)

Sir

First name(s)

Michael

Last name

Fowler

Street address

277 ~~Hobson~~ Tinakori Rd - Gallery

Phone

499-9991

Email

michael.fowler@Xtra.co.nz

I am writing this submission (tick box)

As an individual

On behalf of an organisation

Name of organisation

Would you like to present your submission to the Committee considering the proposal in September?

Yes

No



ENTERED

Do you believe it is appropriate to reduce the speed limit on Tinakori Road to 30km/h as indicated on the map?

Yes

No

If no, then what speed do you feel is appropriate? (km/h)

Any other comments:

splendid proposal

FreePost Authority Number 2199



PO Box 2199, WELLINGTON, NEW ZEALAND



Freepost WCC
Tinakori Road Speed Limit Changes
Wellington City Council (Cab2)
Po Box 2199
Wellington

Lowering the speed limit through the Tinakori Road shopping area

Wellington City Council would like your feedback on the plan to lower the speed limit through the Tinakori Road shopping area from 50km/h to 30km/h.

Fill out this submission form and post it back to us by Friday 28 August (no stamp required) or comment in the public input section online at

www.Wellington.govt.nz

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Tell us what you think

SUBMISSION
NUMBER

92T

Mr / ~~Mrs~~ / ~~Miss~~ / ~~Ms~~ / ~~Dr~~ (circle which applies)

First name(s)

PETER NOEL

Last name

ISAAC

Street address

129 GRANT RD, THORNDON

Phone

499 2797

Email

PETER@ISAACXTRA.CO.NZ

I am writing this submission (tick box)

As an individual

On behalf of an organisation

Name of organisation

Would you like to present your submission to the Committee considering the proposal in September?

Yes

No



ENTERED

Do you believe it is appropriate to reduce the speed limit on Tinakori Road to 30km/h as indicated on the map?

Yes

No

If no, then what speed do you feel is appropriate? (km/h)

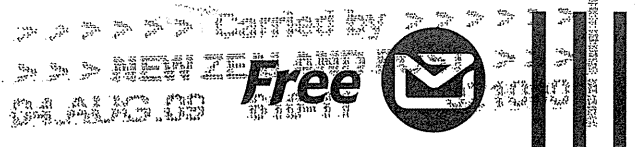
Any other comments:

AS PREVIOUSLY NOTED BY DOBBILL WATER
THERE SHOULD BE SPEED BORDS ON GRANT
ROAD - ANOTHER NARROW HIGH SPEED HAZARD

FreePost Authority Number 2199



PO Box 2199, WELLINGTON, NEW ZEALAND



FreePost WCC
Tinakori Road Speed Limit Changes
Wellington City Council (Cab2)
Po Box 2199
Wellington

SUBMISSION
NUMBER

135A

Joelene Noble

From: alastair.smith@vuw.ac.nz
Sent: Thursday, 27 August 2009 1:10 p.m.
To: Joelene Noble
Subject: Lower Speed Limit in Aro Valley

The following details have been submitted from the Lower Speed Limit in Aro Valley form on the www.Wellington.govt.nz website:

First Name: Alastair
Last Name: Smith
Street Address: 5 Durham Crescent
Suburb: Aro Valley
City: Wellington 6021
Phone: 934 8315 H 463 5785 W
Email: alastair.smith@vuw.ac.nz



I would like to make an oral submission: Yes

I am making this submission: as an individual

Do you believe it is appropriate to reduce the speed limit on Aro Street to 30 km/h: Yes

Comments: I make this submission as an Aro Valley resident who walks, cycles, and drives along Aro Street.

As noted in the brochure, there is strong evidence that reduced speed enhances pedestrian and cyclist safety.

With the current 50 km/hr limit cars, particularly travelling east (downhill) may underestimate braking distance and fail to stop at the shopping centre pedestrian crossing. A 30Km/hr limit would make the crossing safer. The crossing is used by children on their way to Te Aro School, and Wellington High School, so it is important that this is a safe crossing.

A 30 km/hr limit would be safer for bicycles since passing speeds would be lower. A lower speed limit would also assist other vehicles to pass cyclists in Aro Street: cyclists following the Road Code recommendation to travel at least 1m out from parked cars cannot be passed without going into the opposing lane, and this will be safer if opposing traffic is travelling at a slower speed.

The proposed 30 km/hr area should be extended to Willis St and to Holloway Road. This will cover an area where the road is narrow and parked cars make overtaking cyclists difficult, and would include the pedestrian crossing at Aro Park, and the Ohiro Bay Road and Durham Street intersections where vehicle turning movements can be dangerous for cyclists and pedestrians.

Lowering the speed limit through the Aro Valley shopping area

Wellington City Council would like your feedback on the plan to lower the speed limit through the Aro Valley shopping area from 50km/h to 30km/h.

Fill out this submission form and post it back to us by Friday 28 August (no stamp required) or comment in the public input section online at

www.Wellington.govt.nz

All submissions, including name and contact details are published and made available to elected members and the public. Personal information will also be used for the administration of the consultation process. All information collected will be held by Wellington City Council, 101 Wakefield Street, Wellington, with submitters having the right to access and correct personal information.

Tell us what you think

SUBMISSION
NUMBER

149A

Mr / Mrs / Miss / Ms / Dr (circle which applies)

First name(s)

Karen

Last name

MacIntyre

Street address

65 Aro Street

Phone

973 5355

Email

kmacintyre@slingshot.co.nz

I am writing this submission (tick box)

As an individual

On behalf of an organisation

Name of organisation

Would you like to present your submission to the Committee considering the proposal in September?

Yes

No



ENTERED

Do you believe it is appropriate to reduce the speed limit on Aro Street to 30km/h as indicated on the map?

Yes

No

If no, then what speed do you feel is appropriate? (km/h)

Only recieved this in letter box on Friday 28th August.

Any other comments:

The 30km zone needs to be extended to the new pedestrian crossing next to the park. Many people including children still cross at Aro on the bend by the toilet on Aro at St John's St & the new pedestrian crossing is dangerous with many vehicles speeding as they come down & around that bend

FreePost Authority Number 2199

Absolutely
POSITIVELY
ME HEKE KI PŌHEKE
WELLINGTON CITY COUNCIL **Wellington**

PO Box 2199, WELLINGTON, NEW ZEALAND



FreePost WCC

Aro Valley Speed Limit Changes

Wellington City Council (Cab2)

Po Box 2199

Wellington

SUBMISSION
NUMBER

134A

Joelene Noble

From: pwarren58@yahoo.co.nz
Sent: Thursday, 27 August 2009 2:09 p.m.
To: Joelene Noble
Subject: Lower Speed Limit in Aro Valley

The following details have been submitted from the Lower Speed Limit in Aro Valley form on the www.Wellington.govt.nz website:

First Name: Paula
Last Name: Warren
Street Address: 2/1 Wesley Road
Suburb: KELBURN
City: WELLINGTON
Phone: 471 3118
Email: pwarren58@yahoo.co.nz



ENTERED

I would like to make an oral submission: Yes

I am making this submission: as an individual

Do you believe it is appropriate to reduce the speed limit on Aro Street to 30 km/h: Yes

Comments: I don't visit the Aro Shopping area often, partly because it is not an attractive area. While it has some good shops, the traffic makes the area quite unappealing. So although I could walk there from home, I only go if there is a good reason to be there (e.g. if attending courses at Inverlochy).

As well as making the area more attractive, lower speed limits will improve public safety, both by increasing the ability for pedestrians to judge when crossing a street is safe, and also reducing the risk of mortality or serious injury in the event of a crash. Reduced traffic speeds will also make it easier for people to visit a shop on one side of the road, then quickly and safely cross the other to look at another shop, and back - the sort of behaviour that is normal in a shopping street.

As well as setting a lower speed limit, there should be other work to improve the attractiveness and utility of the area for pedestrians. Kerb extensions, reduced on-street parking, and wider footpaths would all help.

Joelene Noble

From: pwarren58@yahoo.co.nz
Sent: Thursday, 27 August 2009 2:16 p.m.
To: Joelene Noble
Subject: Lower Speed Limit in Tinakori Road

The following details have been submitted from the Lower Speed Limit in Tinakori Road form on the www.Wellington.govt.nz website:

First Name: Paula
Last Name: Warren
Street Address: 2/1 Wesley Road
Suburb: Kelburn
City: Wellington
Phone: 471 3118
Email: pwarren58@yahoo.co.nz



I would like to make an oral submission: Yes

I am making this submission: as an individual

Do you believe it is appropriate to reduce the speed limit on Tinakori Road to 30 km/h: Yes

Other comments: I live on the other side of the Botanic Gardens, so the shopping centre is very close. It also has some of my favourite shops - Milwood Gallery and Bookshop for example. But it still isn't an attractive destination. One of the reasons is the traffic, which makes crossing the road to visit multiple shops difficult.

As well as making the area more attractive, lower speed limits will improve public safety, both by increasing the ability for pedestrians to judge when crossing a street is safe, and also reducing the risk of mortality or serious injury in the event of a crash. Reduced traffic speeds will also make it easier for people to visit a shop on one side of the road, then quickly and safely cross the other to look at another shop, and back - the sort of behaviour that is normal in a shopping street.

As well as setting a lower speed limit, there should be other work to improve the attractiveness and utility of the area for pedestrians. The lights at the Bowen Street intersection need to have more frequent pedestrian cycles - it can take a long time to get from the gardens to the shopping centre. Most on-street parking should be removed, allowing the footpaths to be widened, and making it easier for pedestrians to cross the road. Wider footpaths or at least significant kerb extensions make it easier for a pedestrian to keep wandering down the street, and then cross quickly when a gap in the traffic occurs. Alternatively, a central island (with trees) would achieve the same thing and make it clear that this section of Tinakori Road is different.

There need to be immediate changes to make the boundary of the low speed area clear - perhaps a different road colour, or a chicane?

Lowering the speed limit through the Tinakori Road shopping area

Wellington City Council would like your feedback on the plan to lower the speed limit through the Tinakori Road shopping area from 50km/h to 30km/h. Fill out this submission form and post it back to us by Friday 28 August (no stamp required) or comment in the public input section online at www.Wellington.govt.nz

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SUBMISSION
NUMBER

1667

Tell us what you think

Mr / Mrs / Miss / Ms / Dr (circle which applies)

First name(s) SMILY KINE + SAM GRAY + TESS GRAY

Last name KINE + GRAY GRAY

Street address 9 UPTON TCE

Phone 04-4999033 Email _____

I am writing this submission (tick box)

As an individual On behalf of an organisation Name of organisation _____

Would you like to present your submission to the Committee considering the proposal in September?

Yes No

Do you believe it is appropriate to reduce the speed limit on Tinakori Road to 30km/h as indicated on the map?

Yes No

If no, then what speed do you feel is appropriate? (km/h)

Any other comments:

The proposed area is too limited to be an effective safety measure. Suggest it extends from the main off-ramp & Grant Rd intersection to calm traffic, initially but should cover all off & on-ramps approaches in the vicinity.

FreePost Authority Number 2199



PO BOX 2199, WELLINGTON, NEW ZEALAND



Freepost WCC
Tinakori Road Speed Limit Changes
Wellington City Council (Cab2)
Po Box 2199
Wellington

**SUBMISSION
NUMBER**

60A

Joelene Noble

From: graeme.speden@clear.net.nz
Sent: Wednesday, 5 August 2009 10:02 p.m.
To: Joelene Noble
Subject: Lower Speed Limit in Aro Valley

The following details have been submitted from the Lower Speed Limit in Aro Valley form on the www.Wellington.govt.nz website:

First Name: Graeme
Last Name: Speden
Street Address: 35 Tinakori Road
Suburb: Northland
City: Wellington
Phone: 475 8789 (day)
Email: graeme.speden@clear.net.nz

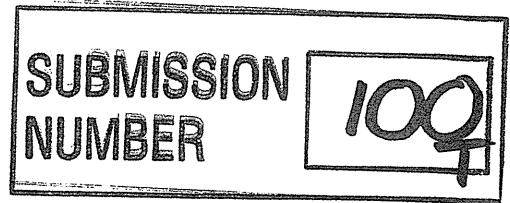


I would like to make an oral submission: Yes

I am making this submission: as an individual

Do you believe it is appropriate to reduce the speed limit on Aro Street to 30 km/h: Yes

Comments: A 30km limit should apply through all suburban centres. Many drivers currently do not check their speed at all when passing through these areas, regardless of the obvious risks from vehicles pulling in and out of carparks, and pedestrians (including children and the elderly) crossing the road. Many of these areas are narrow, with no safety margin for cyclists, and speeds above 30kmh are simply unsafe. Aro Street is a prime example. Vehicles travelling at 50kmh+ through these areas detract significantly from their amenity values for people on the street.



Joelene Noble

From: graeme.speden@clear.net.nz
Sent: Wednesday, 5 August 2009 10:00 p.m.
To: Joelene Noble
Subject: Lower Speed Limit in Tinakori Road

The following details have been submitted from the Lower Speed Limit in Tinakori Road form on the www.Wellington.govt.nz website:

First Name: Graeme
Last Name: Speden
Street Address: 35 Kaihuia Street
Suburb: Northland
City: Wellington
Phone: 4713046 (day)
Email: graeme.speden@clear.net.nz



I would like to make an oral submission: Yes

I am making this submission: as an individual

Do you believe it is appropriate to reduce the speed limit on Tinakori Road to 30 km/h: Yes

Other comments: A 30km limit should apply through all suburban centres. Many drivers currently do not check their speed at all when passing through these areas, regardless of the obvious risks from vehicles pulling in and out of carparks, and pedestrians (including children and the elderly) crossing the road. Many of these areas are narrow, with no safety margin for cyclists, and speeds above 30kmh are simply unsafe. Tinakori Road is a prime example. Vehicles travelling at 50kmh+ through these areas detract significantly from their amenity values for people on the street.

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Wednesday, 26 August 2009 10:48 p.m.
To: Joelene Noble
Subject: Lower Speed Limit in Tinakori Road

The following details have been submitted from the Lower Speed Limit in Tinakori Road form on the www.Wellington.govt.nz website:

First Name: Julian
Last Name: Boorman
Street Address: 1 Akatea Street
Suburb: Berhampore
City: Wellington
Phone: 0210688951



I would like to make an oral submission: Yes

I am making this submission: on behalf of an organisation

Organisation Name: Cycle Aware Wellington

Do you believe it is appropriate to reduce the speed limit on Tinakori Road to 30 km/h: Yes

Other comments: Cycle Aware Wellington (CAW) supports lowering the speed limit in Thorndon to 30 km/h, especially the 170m section of Tinakori Road indicated on the map in the brochure, because it will make walking and more so cycling on Tinakori Road safer and more pleasant.

CAW agrees with the brochure when it states "Studies show that pedestrians and cyclists struck by a vehicle at 30km/h receive significantly less severe injuries than at 50km/h." Indeed the national road safety strategy "Road Safety to 2010" by Land Transport NZ notes that in a collision with a car, pedestrian and cyclist fatalities increase rapidly as vehicle speeds increase, such that "death is virtually certain" if the impact occurs at or above 60 km/h, whereas if pedestrians or cyclists are hit by motor vehicles travelling at 30 km/h or less, the probability of death is less than 10%. 51% of fatal and serious crash casualties in Wellington in 2006 were pedestrians and cyclists. This compares with 27% for Auckland City and 32% for Christchurch City (Land Transport NZ, 2007).

Lowering operating speeds and speed limits on most urban streets will improve safety for all road users (not just cyclists) and encourage more people to cycle. Reducing motor vehicle speeds will have two benefits for pedestrians and cyclists. People struck by motor vehicles at lower speeds will be less likely to be killed or seriously injured, and also the chances of them being struck will be reduced as motorists have more chance to avoid hitting them, when travelling at lower speeds.

More people walking and cycling, which the reduced speed limit facilitates, reduces carbon emissions, increases fitness and aids community cohesion.

Cyclists in general don't like holding up traffic and being considered a nuisance, but this is an inevitable consequence when you have a comparatively narrow road like Tinakori Road catering

173

for the storage of private property (i.e. parked vehicles) as well as cycling and motor vehicle traffic. With a 30km/h speed limit, however, cyclists don't feel they're slowing traffic down so much (or not at all if the cyclist reaches 30km/h) and motorists are less likely to become angry and impatiently pass when they see half a chance.

The perceived increase in safety will encourage more people to cycle, fewer people to drive, carbon emissions will be reduced, climate change will be mitigated (albeit imperceptibly), the fitness of your average Wellingtonian will increase and health costs will decrease.

Cyclists are already enjoying the reduced speed limits in Newtown, such as on Riddiford Street, and CAW welcomes the reduction of speed limits, especially to 30km/h, elsewhere in Wellington.

SUBMISSION
NUMBER

123A

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Tuesday, 25 August 2009 1:07 a.m.
To: Joelene Noble
Subject: Lower Speed Limit in Aro Valley

The following details have been submitted from the Lower Speed Limit in Aro Valley form on the www.Wellington.govt.nz website:

First Name: Julian
Last Name: Boorman
Street Address: 1 Akatea Street
Suburb: Berhampore
City: Wellington
Phone: 0210688951

I would like to make an oral submission: Yes

I am making this submission: on behalf of an organisation

Organisation Name: Cycle Aware Wellington

Do you believe it is appropriate to reduce the speed limit on Aro Street to 30 km/h: Yes

Comments: Cycle Aware Wellington (CAW) supports lowering the speed limit in Aro Valley to 30 km/h, especially the 130m section of Aro Street indicated on the map in the brochure, because it will make walking and more so cycling on Aro Street safer and more pleasant.

CAW agrees with the brochure when it states "Studies show that pedestrians and cyclists struck by a vehicle at 30km/h receive significantly less severe injuries than at 50km/h." Indeed the national road safety strategy "Road Safety to 2010" by Land Transport NZ notes that in a collision with a car, pedestrian and cyclist fatalities increase rapidly as vehicle speeds increase, such that "death is virtually certain" if the impact occurs at or above 60 km/h, whereas if pedestrians or cyclists are hit by motor vehicles travelling at 30 km/h or less, the probability of death is less than 10%. 51% of fatal and serious crash casualties in Wellington in 2006 were pedestrians and cyclists. This compares with 27% for Auckland City and 32% for Christchurch City (Land Transport NZ, 2007).

Lowering operating speeds and speed limits on most urban streets will improve safety for all road users (not just cyclists) and encourage more people to cycle. Reducing motor vehicle speeds will have two benefits for pedestrians and cyclists. People struck by motor vehicles at lower speeds will be less likely to be killed or seriously injured, and also the chances of them being struck will be reduced as motorists have more chance to avoid hitting them, when travelling at lower speeds.

The pedestrian crossing across Aro Street at the corner with Devon Street will be even safer and more enjoyable (less courage needed) for pedestrians to use as the speed limit there is reduced from 50km/h to 30km/h. More people walking and using public transport (which the pedestrian crossing facilitates) reduces carbon emissions, increases fitness and aids community cohesion.

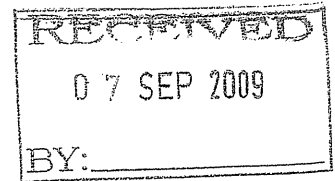


AE21

Cyclists in general don't like holding up traffic and being considered a nuisance, but this is an inevitable consequence when you have a comparatively narrow road like Aro Street catering for the storage of private property (i.e. parked vehicles) as well as cycling and motor vehicle traffic. With a 30km/h speed limit, however, cyclists don't feel they're slowing traffic down so much (or not at all if the cyclist reaches 30km/h) and motorists are less likely to become angry and impatiently pass when they see half a chance.

The perceived increase in safety will encourage more people to cycle, fewer people to drive, carbon emissions will be reduced, climate change will be mitigated (albeit imperceptibly), the fitness of your average Wellingtonian will increase and health costs will decrease.

Cyclists are already enjoying the reduced speed limits in Newtown, such as on Riddiford Street, and CAW welcomes the reduction of speed limits, especially to 30km/h, elsewhere in Wellington.



3 September 2008

The Road Safety Team
Infrastructure
Wellington City Council
PO Box 2199
WELLINGTON



Proposed Speed Limit Changes: Aro Street and Tinakori Road

In accordance with the Speed Setting Rule, New Zealand Police has been provided the opportunity to comment and make submissions on the proposal to reduce the speed limit from 50 kph to 30 kph on portions of Aro Street and Tinakori Road.

The two proposals are the first in a number of speed reviews in suburban shopping areas within Wellington City.

Aro Street

- The proposed Aro Street speed reduction covers a distance of approx. 130 metres from 70 metres east of it's intersection with Devon St to 20 m west of it's intersection with Epuni St.
- This would appear to equate to the existing brick-bordered raised gardens that extend from the normal curb line east of Alameda Terrace and west of Epuni Street in the vicinity of number 116 Aro Street.
- These curb extensions currently provide a measure of 'gating' for the shopping precinct and may contribute to an engineered speed reduction in that area, although police are unaware of any speed survey pre and post their introduction.
- The street carries a significant amount of through-traffic from Kelburn and the western suburbs. Currently during peak commuting times the volume and congestion leads to speeds below 50kph and this may contribute to the measured speeds that show that 85% of drivers travel well below the existing speed limit in this area. At other times there is no physical impediment to greater speeds.

Safer Communities Together

WELLINGTON CENTRAL POLICE STATION

39 Victoria Street, PO Box 693, DX SX11220, Wellington, New Zealand
Telephone: (04) 381 2000 Facsimile: (04) 470 1600 www.police.govt.nz

Tinakori Road

- The shopping precinct of Tinakori Road does not strictly conform to the proposal of approx. 170 metres from its intersection with Upton Terrace to its intersection with Lewisville Terrace. There are a number of shops and like businesses south of Lewisville Terrace but the environment there differs with minimal parking, a greater road width and lanes for the predominant movement of traffic to and from Bowen Street.
- Again the measured speeds may be a reflection of the traffic volume and commuter congestion created at this location by the proximity of the Bowen Street traffic signals rather than a general speed management or behaviour.
- Tinakori Road is an arterial route north from the city for many city residents with an on and off ramps to the motorway.
- Other than the narrowness and curbside parking on both sides north of the Bowen Street intersection there is currently nothing to signal an environment change, and from the north these conditions commence well north of Upton Terrace. Given the traffic volume and narrowness it could be argued that Hill Street is a natural northern boundary to this proposed speed change.
- Despite these observations Police agree that the proposed location best reflects that part of Tinakori Road where a speed reduction in respect of a suburban shopping area is warranted and practical to install.

It is generally agreed that changes to driver behaviour can be addressed with a combination of *engineering, education and enforcement*.

- There are limited *engineering* initiatives that council could implement to assist in reducing the mean speed on either of these roads due to the mixed traffic usage, but it is imperative that the built environment is the major contributor to effecting change and ongoing speed compliance. Standard pole mounted speed signs alone will not suffice.
- It is presumed that some form of "shopping zone" signage will be introduced, and police recommend that this along with the mandatory speed limit signs are placed as prominent 'gateways' to the shopping areas to provide significant visual and psychological clues to drivers.
- It is also recommended that texture and / or colour changes to the road surface be applied at the gateway entrance to signal the environment change.

Police has previously endorsed consistency in posted speed limits without frequent changes or short distances of different speeds, so these proposals appear to contradict that philosophy. We are satisfied that council is taking a considered and careful approach to applying appropriate speeds to different environments within Wellington City in the interests of all road users.

- Enforcement alone in these locations is unlikely to be sufficient to change driver behaviour, and neither location is such a risk as to justify the level of enforcement required to do so on an ongoing basis.
- However police will assist in both an initial educational role and some enforcement should it be required.
- The Police policy on speed enforcement generally allows a tolerance for motorists entering a lower speed zone. Given the short length of both proposed speed reductions (130 metres in Aro Street and 170 metres in Tinakori Road) the policy exceptions will apply, so that short distances at lower excess speeds only will be tolerated.

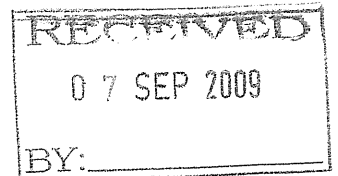
Police wish to contribute to a reduction of crash numbers and severity, both of which can be expected in a lower speed environment. However crash statistics alone need not be the driver for change, and could reasonably stem from a desire to enhance the built environment and the perceived safety of the public in those suburban shopping areas.

The distance and proposed speed at both of these locations should have an inconsequential effect on the travel time of motorists while enhancing road safety.

Provided effective 'gateway' engineering is installed, police support the proposed speed reductions at the given locations.

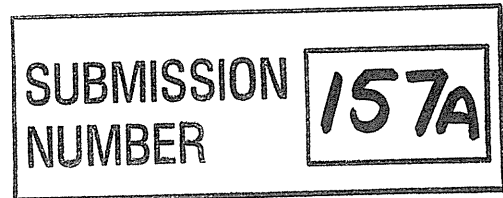


Richard HOCKEN
Senior Sergeant
Strategic Traffic Unit



3 September 2008

The Road Safety Team
Infrastructure
Wellington City Council
PO Box 2199
WELLINGTON



Proposed Speed Limit Changes: Aro Street and Tinakori Road

In accordance with the Speed Setting Rule, New Zealand Police has been provided the opportunity to comment and make submissions on the proposal to reduce the speed limit from 50 kph to 30 kph on portions of Aro Street and Tinakori Road.

The two proposals are the first in a number of speed reviews in suburban shopping areas within Wellington City.

Aro Street

- The proposed Aro Street speed reduction covers a distance of approx. 130 metres from 70 metres east of its intersection with Devon St to 20 m west of its intersection with Epuni St.
- This would appear to equate to the existing brick-bordered raised gardens that extend from the normal curb line east of Alameda Terrace and west of Epuni Street in the vicinity of number 116 Aro Street.
- These curb extensions currently provide a measure of 'gating' for the shopping precinct and may contribute to an engineered speed reduction in that area, although police are unaware of any speed survey pre and post their introduction.
- The street carries a significant amount of through-traffic from Kelburn and the western suburbs. Currently during peak commuting times the volume and congestion leads to speeds below 50kph and this may contribute to the measured speeds that show that 85% of drivers travel well below the existing speed limit in this area. At other times there is no physical impediment to greater speeds.

Safer Communities Together

WELLINGTON CENTRAL POLICE STATION

39 Victoria Street, PO Box 693, DX SX1 1220, Wellington, New Zealand
Telephone: (04) 381 2000 Facsimile: (04) 470 1600 www.police.govt.nz

Tinakori Road

- The shopping precinct of Tinakori Road does not strictly conform to the proposal of approx. 170 metres from its intersection with Upton Terrace to its intersection with Lewisville Terrace. There are a number of shops and like businesses south of Lewisville Terrace but the environment there differs with minimal parking, a greater road width and lanes for the predominant movement of traffic to and from Bowen Street.
- Again the measured speeds may be a reflection of the traffic volume and commuter congestion created at this location by the proximity of the Bowen Street traffic signals rather than a general speed management or behaviour.
- Tinakori Road is an arterial route north from the city for many city residents with an on and off ramps to the motorway.
- Other than the narrowness and curb-side parking on both sides north of the Bowen Street intersection there is currently nothing to signal an environment change, and from the north these conditions commence well north of Upton Terrace. Given the traffic volume and narrowness it could be argued that Hill Street is a natural northern boundary to this proposed speed change.
- Despite these observations Police agree that the proposed location best reflects that part of Tinakori Road where a speed reduction in respect of a suburban shopping area is warranted and practical to install.

It is generally agreed that changes to driver behaviour can be addressed with a combination of *engineering*, *education* and *enforcement*.

- There are limited *engineering* initiatives that council could implement to assist in reducing the mean speed on either of these roads due to the mixed traffic usage, but it is imperative that the built environment is the major contributor to effecting change and ongoing speed compliance. Standard pole mounted speed signs alone will not suffice.
- It is presumed that some form of “shopping zone” signage will be introduced, and police recommend that this along with the mandatory speed limit signs are placed as prominent ‘gateways’ to the shopping areas to provide significant visual and psychological clues to drivers.
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Police has previously endorsed consistency in posted speed limits without frequent changes or short distances of different speeds, so these proposals appear to contradict that philosophy. We are satisfied that council is taking a considered and careful approach to applying appropriate speeds to different environments within Wellington City in the interests of all road users.

- Enforcement alone in these locations is unlikely to be sufficient to change driver behaviour, and neither location is such a risk as to justify the level of enforcement required to do so on an ongoing basis.
- However police will assist in both an initial educational role and some enforcement should it be required.
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Police wish to contribute to a reduction of crash numbers and severity, both of which can be expected in a lower speed environment. However crash statistics alone need not be the driver for change, and could reasonably stem from a desire to enhance the built environment and the perceived safety of the public in those suburban shopping areas.

The distance and proposed speed at both of these locations should have an inconsequential effect on the travel time of motorists while enhancing road safety.

Provided effective 'gateway' engineering is installed, police support the proposed speed reductions at the given locations.



Richard HOCKEN
Senior Sergeant
Strategic Traffic Unit

Lowering the speed limit through the Aro Valley shopping area

Wellington City Council would like your feedback on the plan to lower the speed limit through the Aro Valley shopping area from 50km/h to 30km/h.

Fill out this submission form and post it back to us by Friday 28 August (no stamp required) or comment in the public input section online at

www.Wellington.govt.nz

All submissions, including name and contact details are published and made available to elected members and the public. Personal information will also be used for the administration of the consultation process. All information collected will be held by Wellington City Council, 101 Wakefield Street, Wellington, with submitters having the right to access and correct personal information.

SUBMISSION
NUMBER

2/A

Tell us what you think

Mr / Mrs / Miss / Ms / Dr (circle which applies)

First name(s)

Nicki Burrows

Last name

Street address

42 Devon St, Aro Valley

Phone

3522880

Email

nickiburrows@clear.net.nz

I am writing this submission (tick box)

As an individual

On behalf of an organisation

Name of organisation

ARO VALLEY

COMMUNITY COUNCIL

Would you like to present your submission to the Committee considering the proposal in September?

Yes

No

Do you believe it is appropriate to reduce the speed limit on Aro Street to 30km/h as indicated on the map?

Yes

No



ENTERED

If no, then what speed do you feel is appropriate? (km/h)

Any other comments:

We support the proposal & wish the speed limit to be extended past the Aro park pedestrian crossing.

FreePost Authority Number 2199



PO Box 2199, WELLINGTON, NEW ZEALAND

Free



Freepost WCC
Aro Valley Speed Limit Changes
Wellington City Council (Cab2)
Po Box 2199
Wellington

Joelene Noble

From: polka.ferrari@clear.net.nz
Sent: Thursday, 20 August 2009 9:57 a.m.
To: Joelene Noble
Subject: Lower Speed Limit in Aro Valley

The following details have been submitted from the Lower Speed Limit in Aro Valley form on the www.Wellington.govt.nz website:

First Name: Lynsey
Last Name: Ferrari
Street Address: 18 Palmer St
Suburb: Te Aro
City: Wellington
Phone: 04 384 5520
Email: polka.ferrari@clear.net.nz



ENTERED

I would like to make an oral submission: Yes

I am making this submission: as an individual

Do you believe it is appropriate to reduce the speed limit on Aro Street to 30 km/h: No

Comments: I am deeply concerned that the proposed lowered speed zone is not long enough, and may even increase the danger for pedestrians on the new crossing opposite the A.V. Community Centre.

The reduced speed zone should either extend to the new pedestrian crossing opposite the Community Centre or the crossing should be moved to a safer place.

This is currently an extremely dangerous crossing just around the bend from the shopping centre.

If the vehicle drivers who speed down Aro Valley are obliged to slow even more than usual at the shopping centre my guess is they will then accelerate more towards the corner.

The reason the new crossing is already dangerous is this. Near-misses occur on both sides but my experience is that drivers coming down the valley towards Willis St. frequently do not see pedestrians on that crossing. They drive through regardless of whether pedestrians are on the road or not, and are apparently oblivious to the fact that there is now a crossing there.

It's of special concern because this crossing is a direct route for school children and parents with small children from the nearby creche.