

Kelly Rumens

From: Wellington City Council [saferroads@wcc.govt.nz]
Sent: Tuesday, 4 February 2014 5:59 p.m.
To: Safer Roads
Subject: Central City Safer Speed Limit - Submission

Submitter Details:

First Name: Julian
Last Name: Boorman
Street Address: 327 Willis Street
Suburb: Te Aro
City: Wellington
Phone: 0210 688 951
Email: julianboorman@yahoo.com
I would like to make an oral submission: Yes I am giving this feedback: as an individual
Organisation Name:

Questions / Comments:

Do you agree with the introduction of a 30km/h speed limit in central Wellington as shown on the map?

Yes

Please provide the reason(s) for your position I am a commuter cyclist in Wellington. A 30km/h speed limit in Central Wellington will make it safer and more pleasant for me, for other cyclists and for pedestrians to travel in central Wellington. It will also make travel for motorists safer.

The lower speed limit will make being on the streets more relaxed and enjoyable for all.

The lower speed limit will encourage more people to cycle as they perceive that it is safer to do so. This will lower Greenhouse Gas Emissions which increase Climate Change.

More people cycling will also improve the general health and fitness of the population which will, in turn, reduce health costs for the community.

I also expect that retail businesses will benefit financially from lower speed limits as it becomes easier for pedestrians to cross roads to shops.

If your position is 'yes, with amendments', what alterations would you make to the current proposal and why?



HAVE YOUR SAY ABOUT A SAFER SPEED LIMIT IN WELLINGTON'S CENTRAL CITY. SUBMISSION FORM



Wellington City Council would like your feedback on its proposal to reduce the speed limit in the central city to 30km/h. The main routes in the city will remain at 50km/h.

To have your say, please make a submission online at Wellington.govt.nz/haveyoursay or fill out this submission form and post it back to us by Sunday 9 March 2014 (no stamp required).

TELL US WHAT YOU THINK	
<input checked="" type="radio"/> Mr / <input type="radio"/> Mrs / <input type="radio"/> Ms / <input type="radio"/> Miss / <input type="radio"/> Dr (Please circle which applies)	
First name* JOHN	Last name* GORDON
Street address* 15 SHOTTER ST	
Suburb KARORI	City WELLINGTON
Phone/mobile 4767081	Email johanne15@xtra.co.nz

* Mandatory fields

I am making a submission As an individual On behalf of an organisation

Name of organisation

I would like to make an oral submission to the committee considering the proposal in March. Yes No

QUESTIONS – HAVE YOUR SAY

Do you agree with the introduction of a 30km/h speed limit in central Wellington as shown on the map? Yes No Yes, with amendments

Please provide the reason(s) for your position

THE PROPOSED AREA IS OVERKILL. GRIDLOCK WILL OCCUR FOR TRAFFIC ON SEVERAL OF THE SHORTER STREETS. ACCIDENTS WILL ARISE FROM FRUSTRATED TRAFFIC (MOTORISTS AND CYCLISTS) TAKING UNDUE RISKS.

If your position is 'yes, with amendments', what alterations would you make to the current proposal and why?

LEAVE EXISTING 30km/h FROM RAILWAY STN TO COURTENAY PLACE
 ADD FEATHERSTON ST FROM RAILWAY STN TO LAMBTON QUAY AT HUNTER ST.
 WITH FEATHERSTON ST AT 30 km/h THIS WOULD REGULATE THE SPEED IN THE ADJOINING STREETS BUT PERMIT SPEEDS UP TO 50 km/h OVERNIGHT, OR WHEN THE LEVEL OF TRAFFIC IS VERY LOW.

Privacy statement
 Please be aware that 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. Submitters have the right to access and correct personal information.

SUBMISSION NUMBER 233

Any other comments you wish to make:

YOU STATE "THAT PEDESTRIANS HIT BY A VEHICLE TRAVELLING AT 30km/h HAVE A 90% CHANCE OF SURVIVING." THEREFORE 10% MAY NOT SURVIVE. IF YOU PERMIT TO JAYWALK WHILST NOT LOOKING AT ALL WHETHER THERE IS ANY TRAFFIC APPROACHING (AND WHILST LISTENING THROUGH EARPHONES TO THEIR RADIO OR OTHER EQUIPMENT) YOU WILL STILL HAVE FATALITIES. IF COUNCIL WISH TO REDUCE FATALITIES THEY SHOULD POLICE JAYWALKING AND IMPOSE SEVERE FINES FOR JAYWALKERS

If you would like to make an oral presentation in support of your written submission, please complete the appropriate details on the other side of this submission form.

1st fold here - fasten here once folded

2nd fold here

Free Post Authority Number 2199

Absolutely
POSITIVELY
ME HEKE KI PŌNEKE
WELLINGTON CITY COUNCIL **Wellington**
PO Box 2199, Wellington, New Zealand

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>>> GOT A QUESTION? **Free**  **CO.NZ/HELP** <<<<

Freepost WCC
Central City safer speed limit change (KCIF02)
Wellington City Council (CAB5)
PO Box 2199
Wellington 6140

Paul Barber
CAB5

Kelly Rumens

From: Wellington City Council [saferroads@wcc.govt.nz]
Sent: Monday, 24 February 2014 2:43 p.m.
To: Safer Roads
Subject: Central City Safer Speed Limit - Submission

Submitter Details:

First Name: Lorraine
Last Name: Allison
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City: Wellington
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I would like to make an oral submission: Yes I am giving this feedback: as an individual
Organisation Name:

Questions / Comments:

Do you agree with the introduction of a 30km/h speed limit in central Wellington as shown on the map?

No

Please provide the reason(s) for your position

If your position is 'yes, with amendments', what alterations would you make to the current proposal and why?

Kelly Rumens

From: Wellington City Council [saferroads@wcc.govt.nz]
Sent: Friday, 7 March 2014 5:54 p.m.
To: Safer Roads
Subject: Central City Safer Speed Limit - Submission

Submitter Details:

First Name: Alastair
Last Name: Smith
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City: Wellington
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I would like to make an oral submission: Yes I am giving this feedback: as an individual Organisation Name:

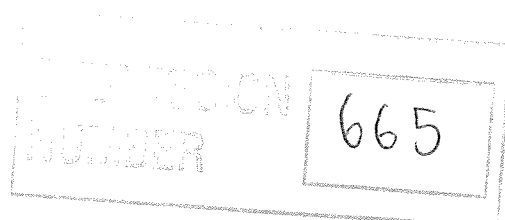
Questions / Comments:

Do you agree with the introduction of a 30km/h speed limit in central Wellington as shown on the map?

Yes

Please provide the reason(s) for your position Speed reductions are proven to be the best way to reduce both the number and severity of accidents, particularly for bicycle riders and pedestrians. The proposed speed reductions will have little effect on travel time within the CBD for motor vehicles. Arterial routes, such as the Quays, will provide faster routes for drivers needing them.

If your position is 'yes, with amendments', what alterations would you make to the current proposal and why?



Catharine Underwood

22 Taft Street

Brooklyn

Wellington 6021

Email: kt@danzat.co.nz Please use email as I don't have an answer phone.

Phone: 04 389 2534

Proposed Speed Limit in Wellington City

I am making this submission as an individual.

I would like to make an oral submission

I do not agree or support the proposed changes to the speed limit through the Golden Mile.

I do a lot of driving through the city and suburbs. I am continually amazed by the arrogance of pedestrians who wander/saunter/stroll/meander/dilly dally across the road. The road is not an extension of the footpath. It is something that should be crossed with purpose. It is the realm of cars, bikes, buses, trucks – vehicles in other words.

Pedestrians walk out without looking, run out without looking, have earplugs in their ears so can't hear what's coming, they don't stop before stepping out onto the road, they don't look, they give you the fingers if you toot to warn them you are coming. When a pedestrian sees a crossing they just walk out. There is no stopping, waiting or looking. It is their right to be on that space even if a car is just about to drive over it.

Bus speeds have already been lowered and still pedestrians walk in front of them. The changes to the Manners Street, Cuba Street areas were introduced to speed up buses and make passing through the city faster. Then the council slows the buses down to protect pedestrians because a few couldn't stop, look right, look left, look right, look left then cross safely and quickly. So much for making bus travel faster through the city.

Just about everything that has been done has been at the expense of drivers and cyclists. None of the measures have required pedestrians to take more responsibility themselves. There need to be consequences for pedestrians apart from injury, hospitalisation and death. While it is sad that they get injured, there is usually no one to blame but themselves. These buses, cars that have been involved in accidents have been where pedestrians were on the road, not cars and buses on the footpath! Crossing the road while talking on the phone, crossing without looking, listening to music so can't hear cars coming, being arrogant enough to think that they won't get hit because it is the drivers fault regardless and drivers will take all action possible to avoid charges of hitting a pedestrian. Pedestrians need to be responsible. Slowing the speed limit will only make them less careful.

What you could do to improve things is restore the automatic green man for pedestrians on intersections where cars have a green light to turn left if there are no pedestrians. If there are no pedestrians crossing, then the cars can go. If there are people waiting to cross, then cars wait. Having it any other way, just encourages people to cross when there is a gap and not wait for the green man. An example is the Brandon/Featherston Street intersection

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when crossing from the coffee place to the travel agent across Featherston St. There is no need to have pedestrians push a button. Or as in Karori where you have to stand on a pad and wait for the lights to change. What is it is raining – are you expecting pedestrians to stand in the cold and wet just to change the lights?

I only support the lower speed limit if it is between 8am and 6pm Monday to Friday and includes Jervois Quay and Vivian Street. It is not necessary at 8pm on a Friday or 10am on a Sunday.



The NZ Climate & Health Council
www.orataiao.org.nz

9 March 2014

Wellington City Council
c/- Kelly Rumens, Project Coordinator, City Networks
saferroads@wcc.govt.nz

Dear Wellington City Council

Central City Safer Speed Limit submission

This brief submission to Wellington City Council on the proposed Central City Safer Speed Limit (<http://wellington.govt.nz/have-your-say/public-input/public-inputs/consultations/open/central-city-safer-speed-limit>) has been prepared by members of OraTaiao: The New Zealand Climate and Health Council living in Wellington city.

OraTaiao: The New Zealand Climate and Health Council **strongly supports** the Wellington City Council's proposal to reduce the speed limit in Wellington central city to 30km/h for most roads. **We wish to be able to make an oral submission.**

In summary, reducing traffic speeds has significant climate and health benefits, by creating a more effective central business district (CBD) to encourage active transport modes, specifically walking and cycling. This is through:

1. Reduced vehicle-induced emissions, including mode shift through greater uptake of cycling
2. Increased health by greater physical activity
3. Improved safety

It is for these reasons we strongly support lower speed limits in the Wellington city CBD. Our full reasons are as follows

1. Climate change

The Wellington City Council, in its Climate Action Plan (2010), listed land transport as a major cause of Wellington's GHG emissions. Slower CBD speeds in Wellington city are part of reducing vehicular emissions and hence climate risk.

OraTaiao: The New Zealand Climate and Health Council considers the safer reduced speeds in the Wellington CBD important for both immediate health gains and longer term health gains related to climate change.

OraTaiao: The New Zealand Climate and Health Council (www.orataiao.org.nz) comprises more than 200 senior doctors and other health professionals in New Zealand highly concerned about the impact of climate change on health and health services. Climate change is widely recognised by world health authorities and leading medical journals to be the biggest global health threat of the 21st century [see references 1,2,3,4]. Major threats—both direct and indirect—to global health from climate change will occur through water and food insecurity, threats to shelter and human settlements, population displacement and migration, extreme climatic events, changing patterns of disease, risks to security (e.g. war), and loss of economic potential. Further details are available in the New Zealand College of Public Health Medicines (NZCPHM)'s policy statement on climate change [reference 1].

OraTaiao: The New Zealand Climate and Health Council is therefore advocating on behalf of our patients and communities, where climate change has become a real, urgent and fundamental threat to health and wellbeing, yet mitigation offers large opportunities to improve health. Based on the need to limit global warming to 2°C by 2100, and taking into account our cumulative emissions and capacity to mitigate, New Zealand should very rapidly and profoundly reduce its greenhouse gas emissions, more than halving our emissions by 2020 [5,6]. Healthy transport choices must be part of this [7,8].

The transport sector has a key role to play in reducing New Zealand's overall emissions, where road transportation causes 1/6th of New Zealand's total gross greenhouse gas emissions [9]. Road traffic proposals for the Wellington CBD must keep climate change at the forefront. Reduced speeds in the Wellington CBD should help reduce emissions through lessened emissions per vehicle kilometres, and encouraging greater take-up of cycling (hence e.g. less single-occupant commuter vehicular traffic). OraTaiao supports sustainable transport environments where active travel and public transport are prioritised and are realistic and safe.

2. Active transport (walking and cycling) create significant health gains

Physical inactivity contributes to cardiovascular disease, diabetes, obesity, and musculoskeletal disease (degenerative arthritis of the spine and major joints) – with perhaps 4000 disability-adjusted years of life (DALYs) lost in the Wellington region each year [10], with cost estimates of up to \$141 million annually for the region [11].

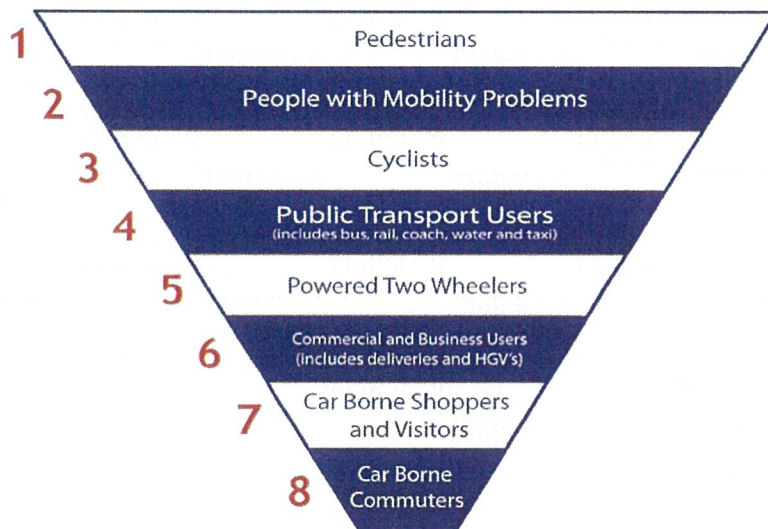
The latter figure derives from the Wellington Regional Strategy Committee, which last year joined Auckland and Waikato Councils to examine the full costs of physical inactivity in their regions [11]. The study reported physical inactivity to be costing the country approximately \$1.3 billion, or 0.7% of total GDP (2010), including \$141 million in Wellington. The study concluded that “Physical inactivity is as serious a risk factor as smoking or obesity in causing a range of chronic diseases like heart disease, cancer and diabetes. Physical inactivity is globally recognised as the fourth-leading cause of death and a global public health priority. Local government plays an important role in motivating and providing the infrastructure for people's physical activity, including providing transport infrastructure, active transport opportunities such as cycling, walking, public transport, walking buses, urban design and land use planning.”

Encouraging active transport will provide major health benefits [8,12,13]. Increasing physical exercise is well known to reduce the current epidemics of obesity, diabetes, cardiovascular disease and some cancers. Regular exercise also gives health co-benefits for those increasing

numbers of people suffering from the common causes of disability like musculoskeletal disease (back and neck pain and arthritis) and psychological disorders.

Lower speed limits in the Wellington CBD should encourage greater uptake of walking and cycling. For cycling, recently-released projections indicate that transforming New Zealand's urban roads over the next 40 years, using best practice physical separation on main roads and bicycle-friendly speed reduction on local streets, would yield benefits 10-25 times greater than costs (Macmillan et al. 2014 <http://ehp.niehs.nih.gov/1307250> [14]). Similar health gains might be expected with increased uptake of walking.

Further detail on the reasons behind OraTaiao's stance on active transport is provided in the NZCPHM's policy statement on Transport at http://www.nzcp hm.org.nz/media/64538/2013_08_02_transport_policy_statement.pdf [12]. OraTaiao supports the Ministry of Transport's pressing for the adoption of lower speed limits in urban areas [15 – pp19-20] and the NZCPHM's calls [12] for the development of sustainable transport environments where active travel and public transport are prioritised and with walking and cycling modes predominant in transport hierarchies. This is because active and sustainable modes of transport such as walking and cycling positively affect health.



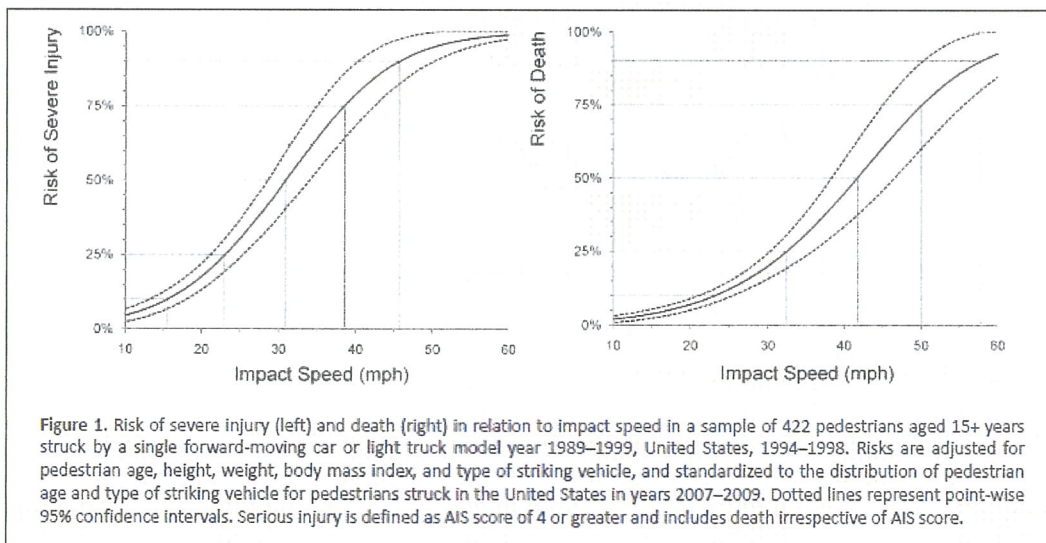
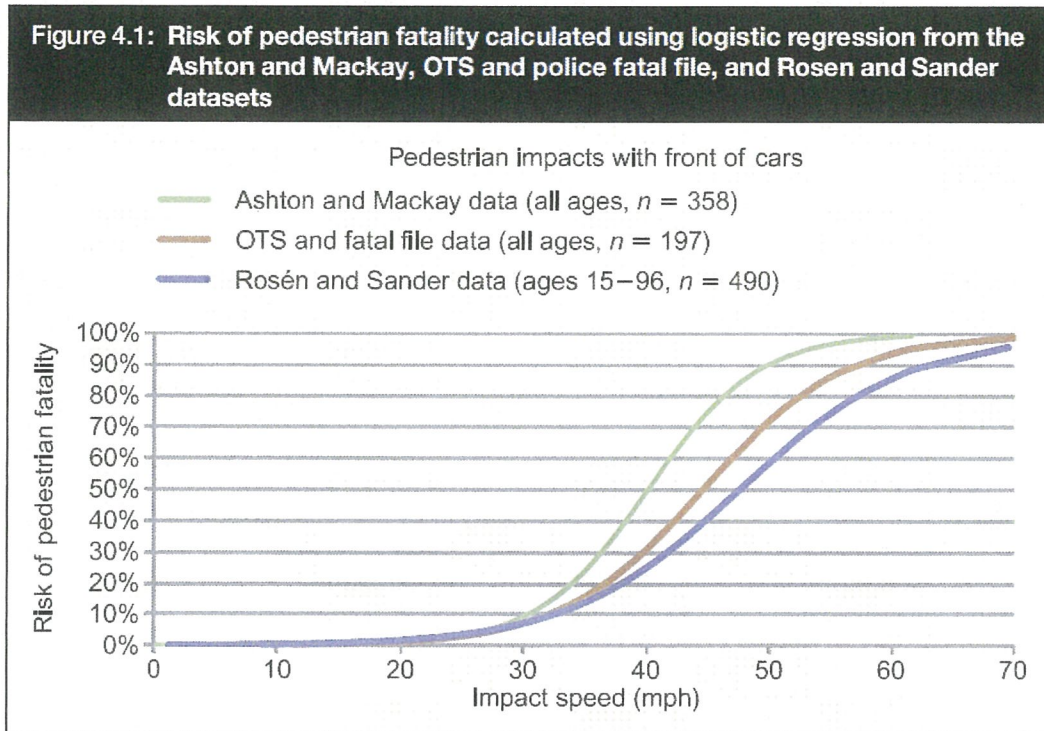
* Note: Pedestrians with mobility problems are given the highest priority

3. Preventing injury and death

We note the injury mortality and morbidity data and mean road speeds provided by the Council in the supporting data (<http://wellington.govt.nz/~media/have-your-say/public-input/files/consultations/2014/central-city-safer-speed-limit/supporting-data.pdf>), where road traffic injuries and fatalities cause considerable disease burden in New Zealand.

We agree with the Ministry of Transport's analysis [15 – pp19,38, used in the WCC consultation document] that higher vehicle velocities induce greater harm to non-motor-vehicular road users in the event of collision. Survival rates of 50% for pedestrians hit by a vehicle travelling at 45 km/h compare poorly with 90% survival at 30km/h. This means that mortality rates at 45 km/h are 500% that of 30 km/h for merely a 50% increase in speed

(mortality (1-50%)/(1-10%) versus speed 45/30). This is because the force imparted on the collidee will be proportional to the square of that speed (velocity) as well as the mass of the motor vehicle*, and therefore collision-fatality rates inevitably increase exponentially with speed. The sigmoid relationship between speed and impact severity (probability of severe injury or death) is illustrated in the following figures from the UK and US, where at high velocities death is 100% certain [16,17,18]:



sources: Richards 2010 [16], Tefft 2011[17]

* where $E_k = \frac{1}{2} mv^2$,

kinetic energy (force) therefore being a product of (and directly proportional to) mass and velocity

Reduced speed limits will not reduce the weight of the motor vehicle (the mass component in the equation*), but they will dramatically (i.e. exponentially, not linearly) reduce the speed component of that force; hence both lessened fatalities but also the severity of non-fatal injury per collision.

The risks of collisions occurring increase with speed partly because speed affects stopping distances (the Council document states 28m for a car travelling at 50km/h, versus 13m at 30km/h). The severity of crashes is reduced by shortened stopping distances, where stopping distance both lessens the changes of that collision occurring, and reduces the severity of residual collisions by having slower terminal speed at point-of-impact. In addition to the effect on stopping distances, perception times are affected by speed – the faster the speed, the less likelihood there is of seeing potential hazards (e.g. non-motor-vehicular road users) as space/time effects contract, and then responding to those hazards (as time contracts). Hence both the likelihood of reacting, and then reaction times themselves, are impaired with speed.

Final comments

OraTaiao: The New Zealand Climate and Health Council strongly supports reduced speed limits in Wellington city centre.

Aside from wider issues around climate change and health, our sole concern specifically with the proposal itself is with its language. The proposal appears to contrast ‘pedestrians’ and ‘cyclists’ with ‘road users’. We consider there needs to be greater emphasis on ‘pedestrians’ and ‘cyclists’ as non-motor-vehicular road users; we are all simply fellow road users, albeit not always confined inside motorised vehicles. All car users will need to walk in the CBD at some stage on reaching that destination and terminating their journey, even if short distances, unless they always transit through.

OraTaiao: The New Zealand Climate and Health Council is grateful for this opportunity to make this submission, and we hope to have the opportunity to speak directly to these issues with the Transport and Urban Development Committee. **We wish to be able to make an oral submission.**

Yours sincerely

Mr Russell Tregonning MBChB, FRACS,
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OraTaiao: The New Zealand Climate and Health Climate Council
www.orataiao.org.nz

References:

1. New Zealand College of Public Health Medicine. Policy statement on climate change. Wellington: New Zealand College of Public Health Medicine, 2013. [http://www.nzcpmh.org.nz/media/67575/2013_11_6_climate_change_substantive_policy_final-corrected .pdf](http://www.nzcpmh.org.nz/media/67575/2013_11_6_climate_change_substantive_policy_final-corrected.pdf)
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road transportation ÷ 72834.9 Mt CO₂-e total gross emissions for New Zealand in 2011 (17.3%)

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<http://www.healthmetricsandevaluation.org/sites/default/files/country-profiles/GBD%20Country%20Report%20-%20New%20Zealand.pdf>; Martin Tobias (personal communication. In New Zealand, 4.2% of the 955,000 total DALYs lost in 2010 were linked with physical inactivity, being approximately 40,110 DALYs. The Wellington region comprises around 1/10th of the NZ population.
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Kelly Rumens

From: Wellington City Council [saferroads@wcc.govt.nz]
Sent: Sunday, 9 March 2014 11:49 p.m.
To: Safer Roads
Subject: Central City Safer Speed Limit - Submission

Submitter Details:

First Name: Liz
Last Name: Springford
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Suburb: BErhampore
City: Wellington
Phone: 021 0617 638
Email: liz.springford@gmail.com

I would like to make an oral submission: Yes I am giving this feedback: as an individual
Organisation Name:

Questions / Comments:

Do you agree with the introduction of a 30km/h speed limit in central Wellington as shown on the map?

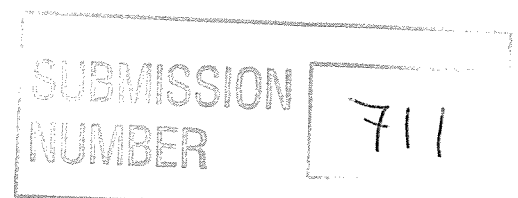
Yes

Please provide the reason(s) for your position Introduction

I whole-heartedly agree with Wellington City Council's proposal to reduce the speed limit to 30kph throughout the designated CBD area.

1. OraTaiao submission support

I support the points made in the submission by OraTaiao: The New Zealand Climate and Health Council regarding safety considerations and the importance of increasing active travel on foot and by cycle for both immediate health gains and to reduce the all too real threats to our health and wellbeing from the changing global climate. This is urgent: our changing climate is a global emergency which New Zealand ignores at a high cost. Wellingtonians will not thank the Council if climate change is ignored or inadequately managed over the next few years. Leadership matters.



2. Additional benefits

I would also like to make the political point that everyone gains from the new 30kph speed limit so the proposed change is likely to have widespread support from Wellington city residents. These are some examples of the benefits additional to the OraTaiao submission:

(i) Local economy and businesses

From the perspective of Wellington's business community and our local economy, reducing the speed of four wheel vehicles creates a much more attractive retail environment throughout our CBD. Shoppers enter shops on foot not in vehicles. A pedestrian-friendly environment that encourages relaxed browsing is good for business.

Increasing the safety and attractiveness of road use for Wellingtonians enjoying travel on foot or on two-wheeled vehicles (bicycles), increases the health of Wellingtonians – which is also likely to benefit their employers through both greater productivity on the job and less time away from work.

Decreased fuel consumption has three types of economic benefits – less expenditure by Wellingtonians on fuel which potentially means more productive expenditure or saving, less dependence on overseas oil imports with the economic vulnerability and debt costs that entails, and reduced carbon emissions (emissions cost NZ dearly through increasing damage to our key export sectors and future penalties if an international climate treaty is settled).

A safer cycling environment which encourages more Wellingtonians to switch to two-wheeled vehicles rather than four-wheeled for transport will have even stronger economic benefits (as above). An additional benefit is less wear and tear on our roads through less four wheeled vehicle traffic, which means less demand on both taxes and rates paid by Wellingtonians.

(ii) Equity of CBD access

Unless a four-wheeled vehicle is passing through Wellington's CBD (in which case the main routes through the city are preferable), everyone who travels by four wheeled vehicle is a pedestrian within the CBD too. Wellingtonians vary in physical mobility and speed, whether child or parent pushing pushchair, or residents with a temporary or permanent physical disability which impairs mobility. Slower vehicle speed increases the safety and sense of security of everyone, especially less mobile residents.

(iii) Safety in the context of pedestrian dominance

The large numbers of people who stroll through our CBD streets create a sense of pedestrian dominance over vehicular traffic. Although public education attempts to curb poor road-crossing techniques, sensible vehicle speeds are likely to be more effective in reducing injury (note the exponential increase in injury from increased speed and slower reaction times).

(iv) Consistent speed and safety

In practise, especially during busy periods, the speed of four-wheel vehicles is considerably less than 50kph, so pedestrians must also try to remember to respond to variable vehicle speeds of anywhere from 5kph to 50kph. The 30kph speed limit helps make vehicular speed more consistent and easier to manage. This also has economic benefits (as outlined above) through reduced fuel consumption. The other point to note about consistent speed is that the current 50kph limit throughout much of the city encourages variable fuel-inefficient driving speeds. Anecdotally, it appears that the time taken during Wellington's most popular travel times to travel by two wheeled or four wheeled vehicles is quite similar – cyclists are passed by car drivers only to overtake those same drivers when stopped yet again at traffic lights.

(v) Time savings

Much is made of the economic benefits to the Wellington economy from a few

minutes saved by four wheeled vehicle drivers from proposed major motorway construction with high price tags. Less attention has been given to the potentially greater time savings by Wellingtonians encouraged by healthy transport infrastructure and well-designed regulation to choose more active modes of transport. The Ministry of Health recommends at least thirty minutes a day of regular exercise for adults and sixty minutes a day for children

<http://www.health.govt.nz/your-health/healthy-living/food-and-physical-activity/physical-activity/how-much-activity-recommended> When the city transport environment is designed to make the healthy choices the easy choices, Wellingtonians can save between thirty and sixty minutes each day by integrating their daily exercise requirements into their regular travel. Greater physical activity also potentially translates into less health sector costs to fund (which benefits all Wellington taxpayers), and/or better health services. <http://www.health.govt.nz/your-health/healthy-living/food-and-physical-activity/physical-activity/how-much-activity-recommended>

(vi) Personal interest

From a family perspective, I would love to see a safe environment for cycling. I am glad my spouse cycles daily to his job in the CBD. I know that he is better off cycling for health and longevity, but I wish he didn't face such a high risk of injury. I don't enjoy hearing stories of the careless driver who didn't see him one day or the bus driver who forced him off the road another day. Those stories are too frequent - and never heard when he travels somewhere by car. It's not an even travelling field on Wellington roads for all road users - safety is disproportionately skewed. One of our family had a near death experience several years back as a young teenager when a car driver passed within inches of him. As a parent, I was horrified and would like to have reported that driver to the police for careless driving risking death. That has not helped interest in cycling subsequently. For myself, I tried cycling into the CBD for climate change reasons and found I enjoyed the exercise and felt fitter. But too often I felt frightened and angry by the driving behaviour around me, so I haven't cycled on Wellington roads for some years. But like 92% of people surveyed by NZ AA (and maybe some councilors?), I would love to commute by cycle. That would also free up one more space on the bus.

3. Next steps

I hope councillors will feel encouraged to widen the 30kph speed limit over a much greater city area within months of this sensible decision. There are also

substantial gains for Wellingtonians from 30kph speed limits in suburban shopping areas, main commuter routes and the numerous narrow streets which wrap around our city's hilly suburbs. Much of this city was not built for speed nor for a multitude of four-wheeled vehicles. Many of the points above also apply to the wider city area, and a steady speed is much easier to manage, markedly more fuel efficient, encourages co-existence of cycling and walking, and above all, helps protect our climate. I note that Dunedin City Council converted some city streets to 30kph several years ago. The Council may like to ask for a report on the experiences of other cities both in New Zealand and overseas in switching to 30kph/20mph speed limits as part of the preparation for a widespread 30kph speed limit.

If your position is 'yes, with amendments', what alterations would you make to the current proposal and why?

Kelly Rumens

From: Wellington City Council [saferroads@wcc.govt.nz]
Sent: Friday, 28 February 2014 9:13 a.m.
To: Safer Roads
Subject: Central City Safer Speed Limit - Submission

Submitter Details:

First Name: Russell
Last Name: Tregonning
Street Address: 5 Anne St
Suburb: Wadestown
City: Wgtn
Phone: 4995668
Email: rutrego@gmail.com
I would like to make an oral submission: Yes I am giving this feedback: as an individual
Organisation Name:

Questions / Comments:

Do you agree with the introduction of a 30km/h speed limit in central Wellington as shown on the map?

Yes

Please provide the reason(s) for your position I am an orthopaedic surgeon of 40 years experience. I have treated many road traffic accident victims. I have listened to my patients' stories of how exactly their accidents happened--excessive speed of the vehicle is a common theme.

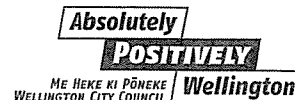
The road traffic accident rate has been shown in many places world-wide to be lower, and the injuries less with lower car speeds. It's logical: less force with any collision means less injury.

Wellington CBD has narrow streets and a dense population during the working week. Accidents are inevitable. The rate and severity can be reduced by reducing the legal speed to 30kph, a measure which I strongly support.

If your position is 'yes, with amendments', what alterations would you make to the current proposal and why?

HAVE YOUR SAY ABOUT A SAFER SPEED LIMIT IN WELLINGTON'S CENTRAL CITY.

SUBMISSION FORM



Wellington City Council would like your feedback on its proposal to reduce the speed limit in the central city to 30km/h. The main routes in the city will remain at 50km/h.

To have your say, please make a submission online at Wellington.govt.nz/haveyoursay or fill out this submission form and post it back to us by Sunday 9 March 2014 (no stamp required).

TELL US WHAT YOU THINK	
Mr / Mrs / Ms / Miss / Dr (Please circle which applies)	
First name* BERNARD	Last name* O'SHAUGHNESSY
Street address* 139 a Daniel St NEWTON	
Suburb NEWTON	City WELLINGTON
Phone/mobile -	Email Bernardfree13@gmail.com

* Mandatory fields

I am making a submission As an individual On behalf of an organisation

Name of organisation

I would like to make an oral submission to the committee considering the proposal in March. Yes No

QUESTIONS - HAVE YOUR SAY

Do you agree with the introduction of a 30km/h speed limit in central Wellington as shown on the map? Yes No Yes, with amendments

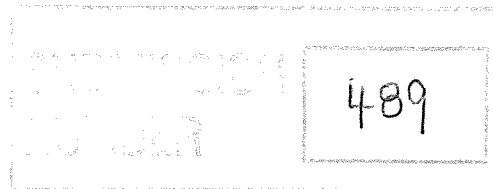
Please provide the reason(s) for your position **ALSO TAKE CARS OUT OF CBD DURING PEAK BUS HOURS. HAVE ALL BUSES TURN ON HAZARD LIGHTS IN CBD TO STOP INJURING PERSONS.**

If your position is 'yes, with amendments', what alterations would you make to the current proposal and why?

HAVE ALL SUBURBS AND CBD 30kmph. 20kmph by all school, hospitals, Rest homes.

Privacy statement

Please be aware that 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. Submitters have the right to access and correct personal information.



Any other comments you wish to make:

1/22 HEAPS. YOU (OFFICERS + COUNCILLORS) SPENT \$10 million
to dig up MANNERS MALL to make the buses go
30 seconds faster, now you want to slow them down.
YOU spent \$50 million on a "Dud" sports centre in
Kilbirnie, YOU stuffed up the Kilbirnie shopping
centre, you stuffed up Tolm st, CURTIS Dene.
& on it goes. Ratepayers deserve more

If you would like to make an oral presentation in support of your written submission, please complete the appropriate details on the other side of this submission form.

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Absolutely

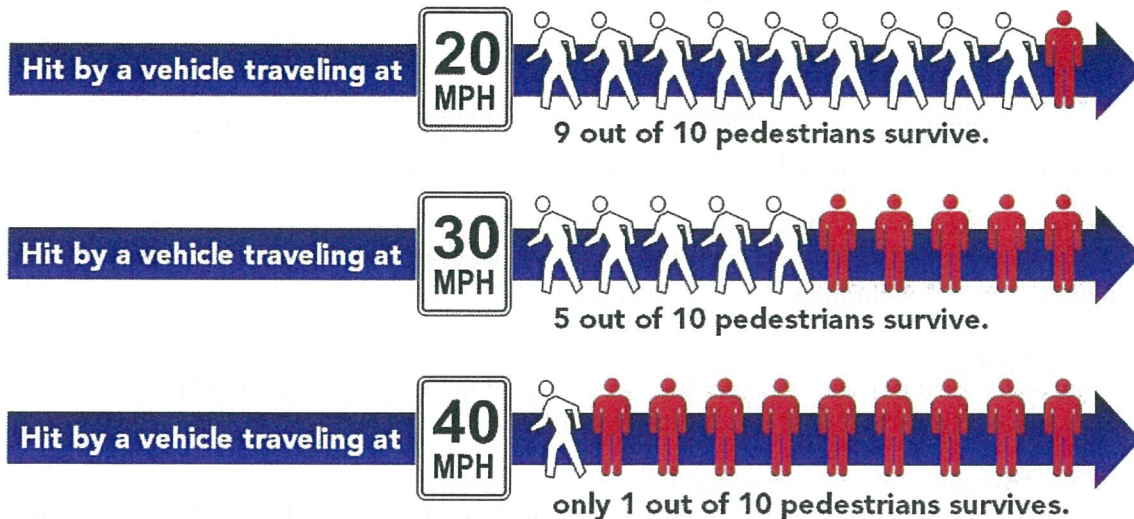
POSITIVELY

ME HEKE KI PŌNEKE
WELLINGTON CITY COUNCIL **Wellington**

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Wellington City Council (CAB5)
PO Box 2199
Wellington 6140



Central City Safer Speed Limit

12 February 2014

Cycling Advocates Network supports the Council's proposal to improve pedestrian, cyclist and motorist safety in the CBD by lowering the speed limit to 30km/h.

Safety

The Safer Journeys strategy (Ministry of Transport 2010) states that: "Pedestrians currently account for 10 percent of all road deaths and cyclists 3 percent. However, in urban areas, pedestrians and cyclists account for 30 percent of all road deaths. The majority of crashes involving a cyclist or pedestrian and a motor vehicle occur on urban roads, particularly busy urban arterials where vehicle speeds tend to be higher."

The evidence shows that the most obvious way to improve safety for pedestrians and cyclists, especially in urban areas, is to reduce vehicle speeds. The faster a driver is going the harder it is for them to avoid hitting someone in their path. The speed at which a cyclist or pedestrian is hit determines how seriously they will be injured."

Good for Wellington

Apart from the compelling safety benefits, a 30 km/h CBD will be good for business, retail, property values and will boost Wellington's competitive advantage as a liveable city.

We would like the Council to consider the following points.

1. Safety

Lower speeds reduce both the likelihood and severity of crashes.

SUBMISSION
NUMBER 721

2. Safer bus routes

CAW runs Being Cycle Aware workshops with Wellington region bus drivers (<http://can.org.nz/being-cycle-aware>) It is a half-day facilitated road safety workshop, which aims to give participants an understanding of the issues that people cycling face every day. It also aims to give cyclists an understanding of issues facing bus drivers. We found that bus driving is a demanding occupation, especially in the CBD. Lower traffic speeds reduce the workload demands on the driver and thus reduce the likelihood of crashes.

3. No fences

We do not support the fencing of footpaths. This is not a proven safety measure. Apart from blocking escape routes for pedestrians, fences also block a last-ditch escape route for people on bikes who are squeezed towards the curb by overtaking vehicles.

4. Popular

It's a vote winner. Once speed has been reduced, it's hard to find anyone living or working in a 30 km/h area who wants it back at 50.

5. Well supported

We note that previous safer speed proposals have support from NZ Bus, Greater Wellington Regional Council, Police, ACC and NZ Transport Agency.

6. Many benefits

Overseas experience shows that a safer speed limit also benefits drivers. From 20 is Plenty (UK campaign for safer speeds)

Far from being anti-motorist, slower limits give drivers many advantages. That's why 72% of drivers believe 20's Plenty on residential streets.

Drivers save money, and are healthier when authorities adopt community-wide default slower limits without humps. Average trips take less than 40 seconds extra. Driver benefits include:

1 Fewer injured car users. Overall there were 22% fewer casualties in Portsmouth: drivers had 23% fewer and passengers 31% fewer. Elderly drivers had 50% fewer injuries and 40% fewer injured passengers.

2 Fuel use, CO2 and costs fall 12%.

3 Less Congestion. At lower speeds more cars occupy the same road space due shorter gaps between them, easing traffic 'flow'. Intersections are more efficient as drivers can merge into shorter gaps. Less risk encourages sustainable travel and public transport.

4 Easier parking. Fewer unnecessary car trips frees up road space and parking.

5 Cleaner air quality especially benefits motorists. They breathe in-car air which is three times more polluted than at the pavement. Standing traffic, which produces unnecessary fumes, reduces as traffic flow becomes smoother. Less fuel is burnt due to less acceleration and the transfer of some trips away from cars towards walking, cycling and public transport.

6 Motoring costs drop. As crashes fall in severity and frequency, so do legal and repair bills.

7 Repair bills fall. Vehicles maintain value from fewer crashes, less brake and tyre wear.

8 Stress reduces as drivers have more time to see and react to hazards. Fewer road rage incidents occur due to more considerate driving styles, including less dangerous overtaking and it is easier to pull out.

9 Less parents' taxi duty. Road danger reduction brings safer independent child travel, improves

their life skills, and frees up parents for more productive activities than driving.

10 Society benefits. Fewer road victims frees up facilities for other health needs. Fewer work days are lost. Active travel cuts obesity and heart disease. Inequalities reduce as less children die. Fewer potholes. Quality of life rises.

References

CAN's policy on speed: <http://can.org.nz/canpolicy/speed-limits-for-urban-areas>

ACC's Down with Speed <http://can.org.nz/library/down-with-speed-0>

Slow movement: http://en.wikipedia.org/wiki/Slow_Movement

Twenty is Plenty <http://www.20splentyforus.org.uk/>

About CAN

CAN is New Zealand's national network of cycling advocates. We work with government, local authorities, business and the community on behalf of cyclists, for a better cycling environment.

CAN aims to:

- Promote the benefits of cycling
- Improve safety for cyclists.
- Encourage the creation of a good cycling environment.
- Promote cycle tourism.
- Advocate for integrated cycle planning.
- Increase the number of cyclists on our roads

The Cycling Advocates' Network (CAN) was formed in 1997 as New Zealand's national network of cycling advocate groups. It is a voice for everyday cyclists - recreational, commuter and touring.

Patrick Morgan

Project Manager

CAN – Cycling Advocates Network

Tel 04-210-4967, Mob 027-563-4733, skype: patrick.morgan.can twitter: @patrickmorgan

PO Box 25-424, 2 Forresters Lane, opposite Tory St Bunnings, Wellington

Join us: <http://can.org.nz/> [Find us on Facebook](#) *More people on bikes, more often*



To be circulated.



732

Wellington Central City Safer Speed Limit

NZAA submission

The New Zealand Automobile Association Incorporated
342-352 Lambton Quay
PO Box 1
Wellington 6140
NEW ZEALAND

7 March 2014

732

7 March 2014

Central City Safer Speed Limit Submissions
Kelly Rumens, Project Coordinator, City Networks
Wellington City Council
PO Box 2199
Wellington 6140
saferroads@wcc.govt.nz

Dear Kelly,

CENTRAL CITY SAFER SPEED LIMIT – SUBMISSION

The New Zealand Automobile Association (the AA) Wellington District appreciates the opportunity to comment on the Central City Safer Speed Limit proposal. The AA has over 1.4 million Members and the AA Wellington District council represents the interests of Members in this region.

The AA wishes to speak in support of this submission and, due to the scale of the survey and analysis we have undertaken, we request an extended time slot for this.

Summary

The AA opposes the proposal to reduce the speed limit on many central city streets to 30km/h.

We do not believe that this proposal will achieve any significant road safety improvements and has a range of flaws. The AA does not consider WCC has presented evidence justifying a 30km/h limit, and it does not have a mandate from Wellington motorists to proceed with its proposal. We have reached this conclusion because:

- The number of crashes involving vehicles travelling above 30km/h is relatively few and we believe that many of these would still have occurred with a lower limit.
- The proposal does not consider any measures to try and improve safety beyond changing the speed limit.
- It is unlikely that simply lowering the speed limit will result in a corresponding reduction in actual travel speeds, especially outside peak travel times. Only engineering treatments achieve that;
- Wellington AA members have strongly divided views on reducing the speed limit to 30km/h; and are not convinced that it would improve road safety or be complied with outside of peak times.

The AA would also like to register its disappointment with the poor quality of policy and data analysis undertaken by Wellington City Council (WCC) for this significant proposal, and consequently with the misleading impression provided to Wellingtonians as part of the public consultation.

Recommendation

The AA's Wellington Council wants a safe city that allows citizens to move safely and effectively through the CBD. Our Members are motorists, but also pedestrians, public transport users and cyclists. All must play a part in improving road safety. Significantly reducing the harm from crashes requires all road users to act with care and consideration towards each other.

Rather than simply proposing to change the speed limit, the AA would like to see the council taking a holistic approach to improving road safety that investigates road layout changes, route changes, technological solutions, education and enforcement. Public support is crucial to achieving behaviour change and a comprehensive package of measures that the public see as logical and beneficial is required.

Some of the options we would like WCC to investigate are:

- Innovative approaches to variable speed limits
- Upgrading pedestrian crossings with time remaining countdowns
- Adding red light cameras on key dangerous intersections
- Physical features to encourage pedestrians to cross in safer areas and reduce jay walking
- More awareness and education campaigns to encourage people to keep themselves and others safe
- Encourage cyclists to use hi-visibility clothing, lights and helmets
- Visible enforcement measures against high-risk behaviour by all road users
- Signposting entrances to the city promoting a safe city with a maximum speed limit

Introduction

The New Zealand Automobile Association (AA) is an incorporated society with over 1.4 million Members. The AA's advocacy and policy work mainly focuses on protecting the freedom of choice and rights of motorists, keeping the cost of motoring fair and reasonable, and enhancing the safety of all road users.

The AA represents the interests of motorists who collectively pay over \$2 billion in taxes each year through fuel excise duties, road user charges, registration fees, ACC levies, and GST, and also represents the mobility needs of AA Members as multi-modal users of the land transport system. The AA Wellington District Council – comprising 10 volunteer local AA Members – represents the interests of our 165,000 Members in the Wellington region as far east as Upper Hutt and as far north as Kapiti.

The AA supports the safe system approach set out in New Zealand's *Safer Journeys Road safety Strategy 2011-20*. The AA wants roads to be as safe as possible while also delivering efficient mobility for the people, communities and businesses they serve.

The AA takes an evidence-based approach in our advocacy work, and in preparing our position on the proposals, we analysed five years of crash data on the proposed streets and surveyed our Wellington-based Members for their views.

Crash data analysis

The AA has undertaken its own analysis of central city crash data. We used the NZ Transport Agency's *Crash Analysis System* to look at all the crashes from 2008-2012 that occurred on the streets included in the proposal (see Appendix 1). We excluded any crashes that did not involve injury or occurred on the Golden Mile.

Our analysis shows that on the streets being considered for a 30km/h limit over the five-year period from 2008-2012 there were:

- 15 serious injuries and 45 minor injuries from crashes at speeds of over 30kph or where the speed was uncertain. This compared to 9 serious injuries and 72 minor injuries from crashes at speeds of 30kph or below. These injuries were suffered by pedestrians, drivers, motorcyclists, cyclists, skateboarders and passengers.

Among those 15 serious injuries and 45 minor injuries, there were:

- 8 serious injuries to pedestrians or cyclists from crashes involving a vehicle speed above 30km/h or at an uncertain speed. This equates to an average of 1.6 serious injuries a year
- 19 minor injuries to pedestrians or cyclists from crashes involving a vehicle speed above 30km/h or at an uncertain speed. This equates to an average of 3.8 minor injuries a year

It's pleasing to note that there are few accidents involving cyclists; most of which occur below 30km/h. This evidence indicates there is not a serious cycling safety problem in the CBD involving speed.

The data also showed that in 2012, there wasn't a single cyclist or pedestrian injured on the proposed roads where a crash involved speeds above 30km/h, illustrating that it is possible to not have injuries from road crashes at the current speed limit. In the same year there were 12 injuries to cyclists or pedestrians at speeds at or below 30km/h.

We believe it is misleading to suggest that lowering the speed limit will "eliminate" the dozen or so injury accidents that currently occur above 30km/h each year. There is no evidence that these accidents won't still occur at lower speeds, although it's possible the consequences of the accidents may be less severe. It would be similarly misleading to suggest that, if the limit was reduced, all traffic would comply with the posted limit. This doesn't happen now. Lowering speed limits without engineering treatments has limited effect on actual travel speeds.

The 2006 literature review and research report 'Speed Management Change for New Zealand Roads' by Associate Professor Sam Charlton from the University of Waikato and Peter Baas from TERNZ states: "The traditional approach of placing simple speed restriction signs at speed change thresholds, or even large speed countdown signs, does not significantly reduce speeds by itself, but may be effective in conjunction with other measures". A 2012 progress and monitoring report from Hamilton, which has lowered the speeds on many urban streets from 50km/h to 40km/h, found that the average reduction in mean speed in the areas evaluated was 1.33km/h and the 85th percentile speed had reduced by an average of 1km/h.

The AA predicts similar outcomes in Wellington. WCC has produced no evidential data to support its belief that accidents involving traffic speeds above 30km/h will be eliminated; how much the accident

rate will fall; or that mean traffic speeds at off-peak times (without enforcement or engineering) will actually reduce.

Misleading crash data supplied to the public

The AA is concerned that the information the WCC provided to the public was misleading.

The flyer posted to every ratepayer prominently stated that there had been 766 crashes in the central city from 2008-2012. Any right-thinking Wellingtonian would be concerned about this seemingly high number of crashes and likely draw a conclusion that they involve vehicles travelling above 30km/h.

The AA considers the figure of 766 was inappropriate because:

- it includes crashes that did not result in any injuries;
- it includes crashes that took place on streets that already have a 30km/h limit; and
- it includes crashes where vehicles were travelling at or below 30km/h.

In fact, the three types of crashes listed above make up the vast majority of the 766 figure quoted. It is totally misleading for WCC to give the impression that this proposal will have any impact on these crashes. We note that the WCC media release and supporting data document on its website excluded crashes on the Golden Mile but referenced 531 crashes in the central city from 2008-2012. Again, the majority of crashes in this figure did not result in any injuries or involved a vehicle travelling at or below 30km/h; in fact just 60 involved crashes above 30km/h on the proposed streets in that five year period.

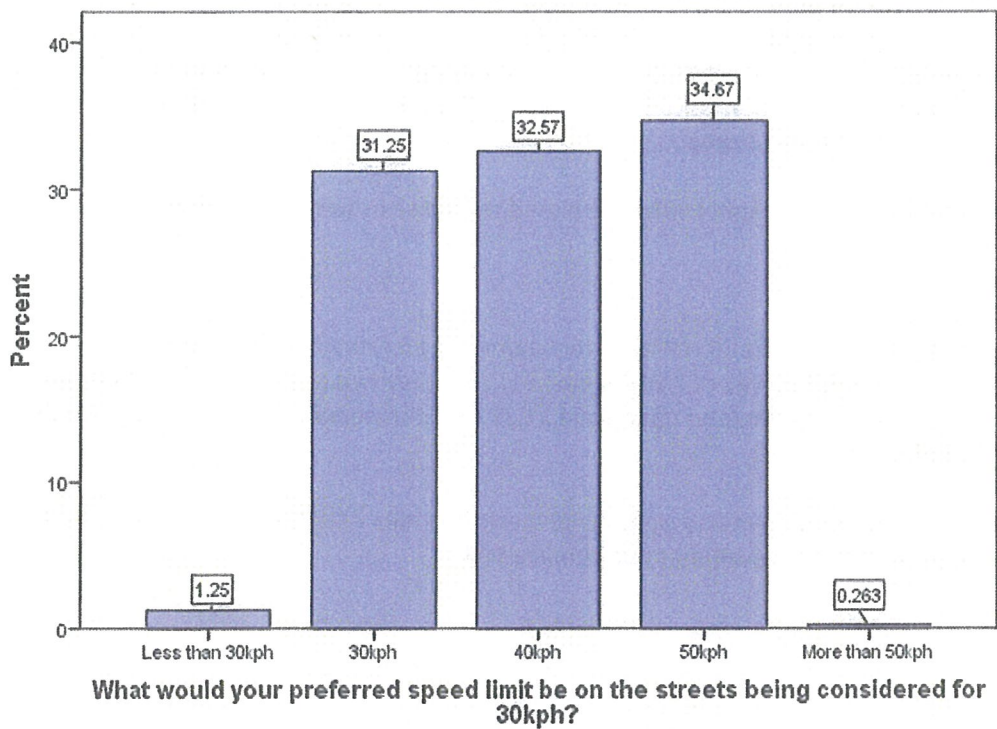
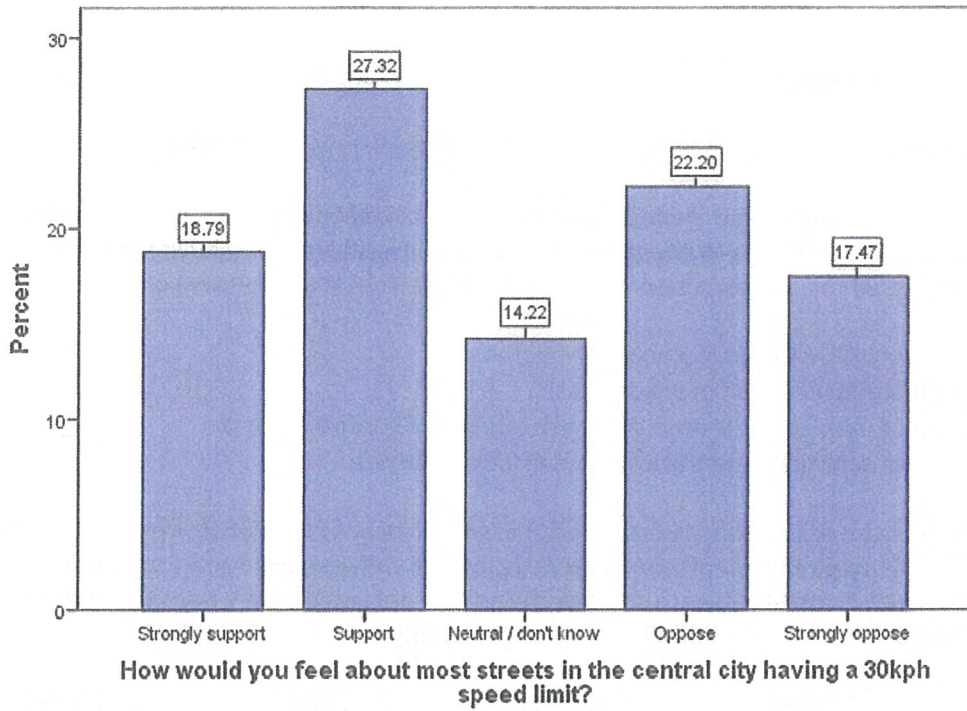
The AA is also extremely disappointed that the most misleading data has been put in the most prominent places, in the flyer and on the WCC website, and that the correct information has not subsequently been provided to the public despite our recommendation that WCC do so. Consequently WCC and the public have relied on data which has overstated the crash numbers, accident and injury risk, and the safety benefits of a lower speed.

We have concerns that the data presented will have biased the views of some submitters.

AA Member survey

The AA represents 165,000 motorists in the Wellington region. To ascertain their views on the WCC proposal, we conducted an email survey of 7,814 Members. The survey was sent to all Members we have an email address for in the Wellington region and 21,237 read the email. This is a response rate of 36.8%, with a margin of error of 1.1%.

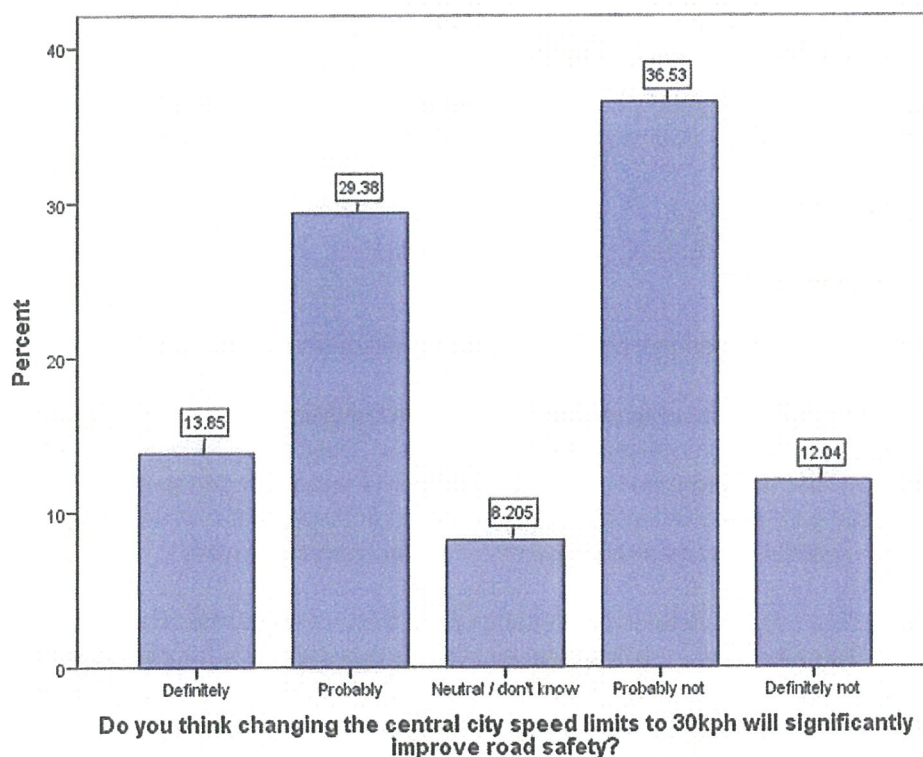
The results showed that respondents are strongly divided over the idea of a 30km/h speed limit and are not convinced it will improve road safety or be complied with.



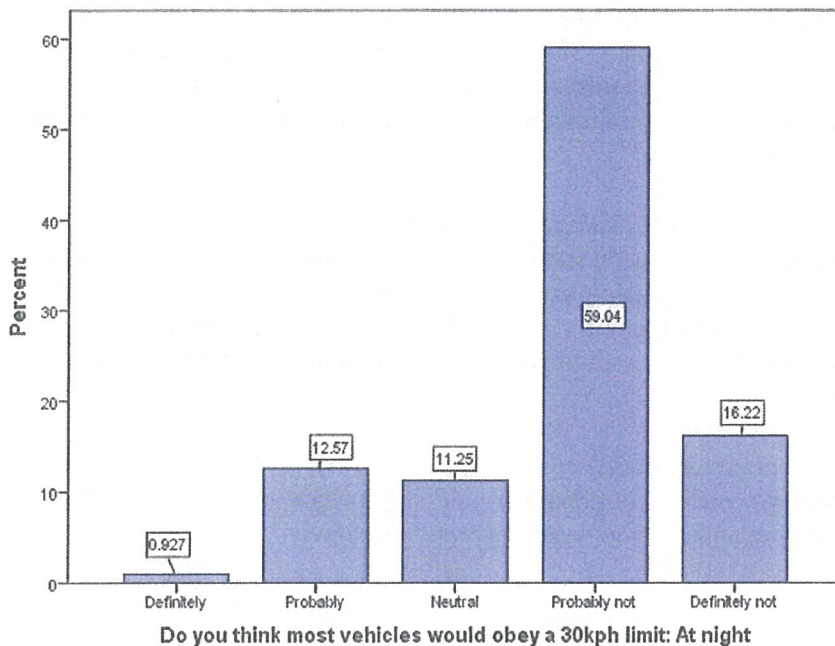
The survey allowed us to break-down people's answers depending on the reason they visit Wellington CBD and the method of transport they use. When asked to choose their preferred speed limit, 50km/h remained the most common choice amongst almost all the different groups, including those that live in the area and those that walk there regularly. The only groups that did not favour 50km/h were people who said they never visit the CBD and the small number of people that cycle there regularly, although 24% of the latter still favoured 50kph.

An interesting point among the results was that driving was the most popular method of travelling to, or through, the CBD. 77.5% of respondents drove at least a few times a month in the area and more than half drove at least a few times a week. Walking was similarly popular, with 73.1% walking within the area being considered at least a few times a month. There were 30.9% of respondents that travelled by bus in the area at least a few times a month and 6.3% of respondents that cycled in the area at least a few times a month.

In terms of whether the proposal would significantly improve road safety, 48.5% thought it probably or definitely would not. 43.2% thought it probably or definitely would. The majority of respondents (63.5%) thought the proposal would significantly increase frustration for drivers.



Perhaps most tellingly, while the majority of respondents thought that most vehicles would obey a 30km/h limit on weekdays, 61.5% thought most vehicles wouldn't obey the limit on weekends, and 75.2% thought most vehicles wouldn't obey it at night.



Taking all of these into account, our survey shows there is no overwhelming support for a 30kph limit and we conclude that WCC does not have a mandate from the public to change the current limit.

Full survey results are attached as Appendix 2.

30km/h is impractical at off-peak times

WCC data shows the mean vehicle speed on most of the proposed roads is already about 30km/h.

We requested further data from WCC to show the range of speeds that vehicles were travelling at and how this changed at different times but did not have this provided to us. Despite not being given this information, we feel confident that the nature of the city congestion will mean that during weekdays the speeds vehicles are travelling at will be around 30km/h. So a lower limit would likely not change anything during these times – which is also when the majority of injury crashes take place.

The number of crashes is significantly less between 6pm-6am and on the weekends, when traffic and pedestrian volumes are low. The AA believes a 30km/h speed at these times would be impractical and not “self-explain” to motorists. This will simply put motorists at risk of being ticketed for breaching an unrealistic and unnaturally low limit at weekends and evenings, with marginal safety gain.

Furthermore, driving for a sustained period at 30km/h is actually quite hard to achieve when traffic is light. This is particularly true for automatic vehicles and approximately 80% of light vehicles on NZ roads are automatics. In the Drive setting, vehicles have a natural cruising speed above 30km/h and the vehicle will try and reach this. During off-peak times it will be unnatural and difficult for drivers to constantly apply the brakes to remain below 30km/h when the road is clear in front of them and there is no physical reason for a car to slow down. The only way for automatic vehicles to practically maintain lower speeds is to put the car in a lower gear, e.g. 2, which will unnecessarily increase fuel consumption and emissions at off-peak times. Many manual cars will likely need to remain in second

gear to stay below 30km/h and our experience trialling this found drivers will need to look at their speedometer much more frequently to avoid their vehicle inadvertently breaching the limit. If they have not done so already, we suggest all Wellington City Councillors try driving on the proposed streets at 30km/h during an evening or weekend. We believe that the fact that drivers will struggle to keep their vehicle to 30km/h when the traffic conditions do not require it will mean that many will not obey the limit, thereby making the change ineffective.

Unintended consequences

The AA is also concerned that a lower speed limit throughout the CBD may lead to an increase in risky behaviour by pedestrians. From 2008-2012, 47.2% of the injury crashes involving pedestrians resulted from someone heedlessly crossing the road.

We only have to look at the Golden Mile, which has had a 30km/h limit in place since the end of 2010, to confirm that the lower limit does not eliminate crashes. In the two years (2011-12) of full crash data available since the Golden Mile became 30km/h, there was 1 death, 10 serious injuries and 14 minor injuries (all involving vulnerable road users), most of which involved buses. Only two serious injuries involved cars.

Lower speed limits (whether or not they are complied with) may lull more pedestrians into thinking it is safer to cross roads heedless of traffic or pedestrian signals because of the expectation that all traffic will be travelling slower. But, although the consequences may be less severe, accidents at 30km/h are hardly 'safe', especially for the young or elderly, or in collisions with heavy vehicles with less forgiving frontal designs. If the WCC is serious about reducing accidents involving vehicles and pedestrians or cyclists, it needs to invest in proven treatments that achieve this and not default to the 'cheap' option of ineffective speed reductions which don't – but which do impose unreasonable travel time and traffic infringement costs on motorists.

Because lower speed limits in themselves do not result in lower actual speeds if the roads do not self-explain these speeds, the AA is also very concerned that there will be an increased risk of people caught speeding at off-peak times when traffic volumes and pedestrian numbers are low. In the event of a crash, motorists may also face severe charges such as careless driving if they are travelling above 30km/h on streets that are designed for 50km/h, and at times when a higher speed is self-explaining and the risks to other road users are low.

An arbitrary speed limit reduction requires enforcement to effect compliance whereas self-explaining roads will achieve the desired speed outcomes at all times without alienating the driving public.

Yours sincerely



Michael Gross
Chairman AA Wellington District Council

APPENDIX 1:

AA analysis into injury crashes on streets being considered for 30km/h speed limits in Wellington CBD

Total number of injuries (all road users) on streets being considered for 30km/h					
Year	Fatal	Serious		Minor	
		Where speed above 30km/h or uncertain	Where speed 30km/h or less	Where speed above 30km/h or uncertain	Where speed 30km/h or less
2008	0	4	2	14	21
2009	0	2	2	12	16
2010	0	3	2	7	13
2011	0	4	2	10	11
2012	0	2	1	2	11
Total	0	15	9	45	72

Average of 3 serious injuries and 9 minor injuries per year, where crash speed was above 30km/h or uncertain. Includes vehicle passengers, pedestrians and cyclists.

Number of injuries to <i>pedestrians</i> on streets being considered for 30km/h					
Year	Fatal	Serious		Minor	
		Where speed above 30km/h or uncertain	Where speed 30km/h or less	Where speed above 30km/h or uncertain	Where speed 30km/h or less
2008	0	3	2	2	9
2009	0	1	1	3	8
2010	0	2	2	4	7
2011	0	1	1	5	6
2012	0	0	1	0	6
Total	0	7	7	14	36

Average of 1.4 serious injuries and 2.8 minor injuries to pedestrians per year, where crash speed was above 30km/h or uncertain.

Number of injuries to <i>cyclists</i> on streets being considered for 30km/h					
Year	Fatal	Serious		Minor	
		Where speed above 30km/h or uncertain	Where speed 30km/h or less	Where speed above 30km/h or uncertain	Where speed 30km/h or less
2008	0	0	0	2	6
2009	0	0	1	2	4
2010	0	0	0	1	3
2011	0	1	1	0	0
2012	0	0	0	0	5
Total	0	1	2	5	18

Average of 0.2 serious injuries and 1 minor injury to cyclists per year, where crash speed was above 30km/h or uncertain.

Data sourced from NZTA Crash Analysis System from 2008-2012 inclusive

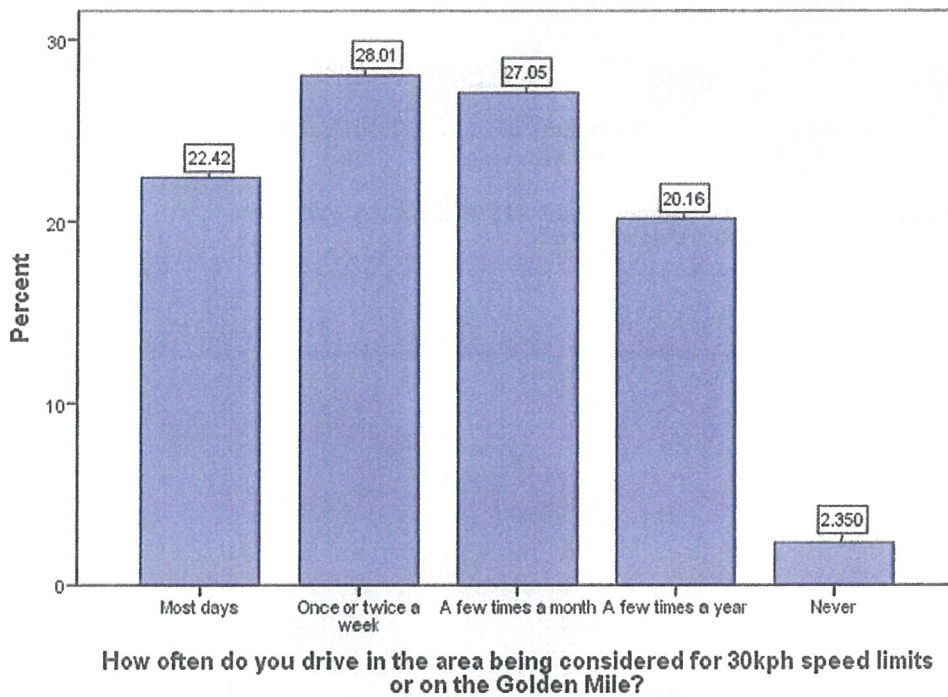
APPENDIX 2:

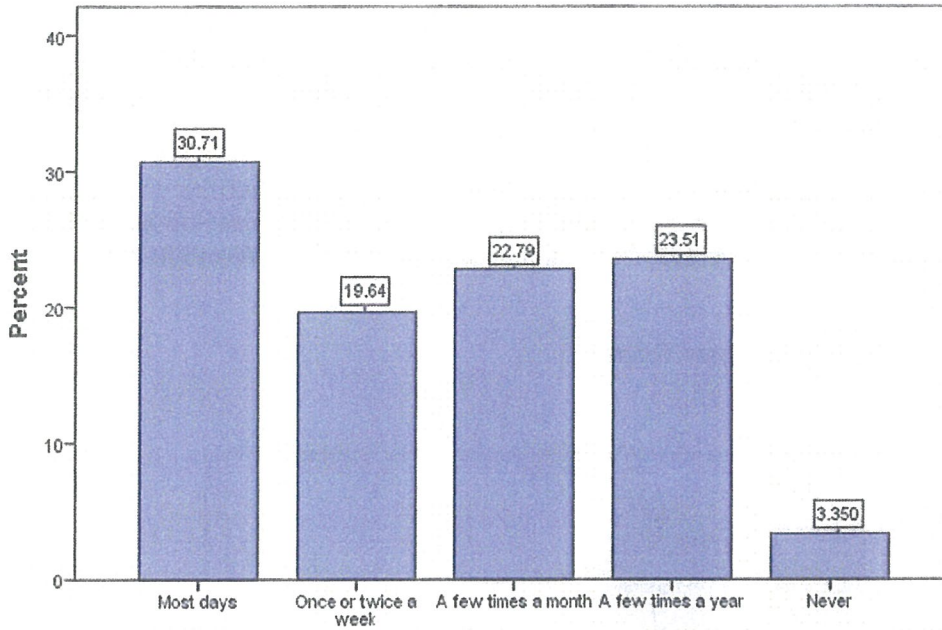
AA Member Survey

We sent our survey to all AA Members we have an email address for in the Wellington region and 21,237 read the email. 7,814 Members completed the survey, which gives a response rate of 36.8%. The survey margin of error is +/- 1.1%.

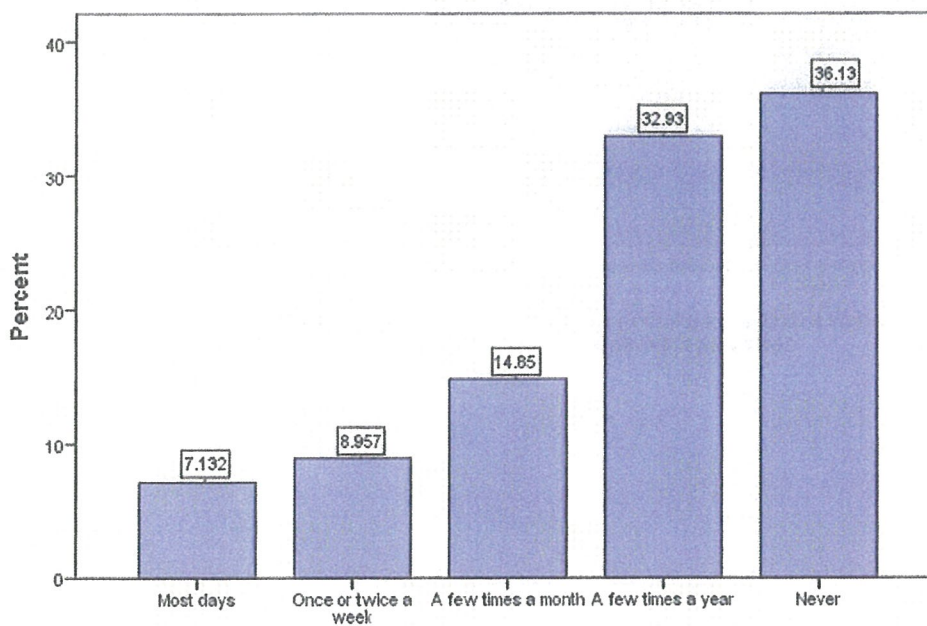
The survey questions were not leading, and the data presented was obtained from WCC and the NZTA Crash Analysis System. As a result, the AA survey results are representative of the views of Wellington-based AA members and of a significant portion of the Wellington public at large.

A full list of the questions and responses follows:

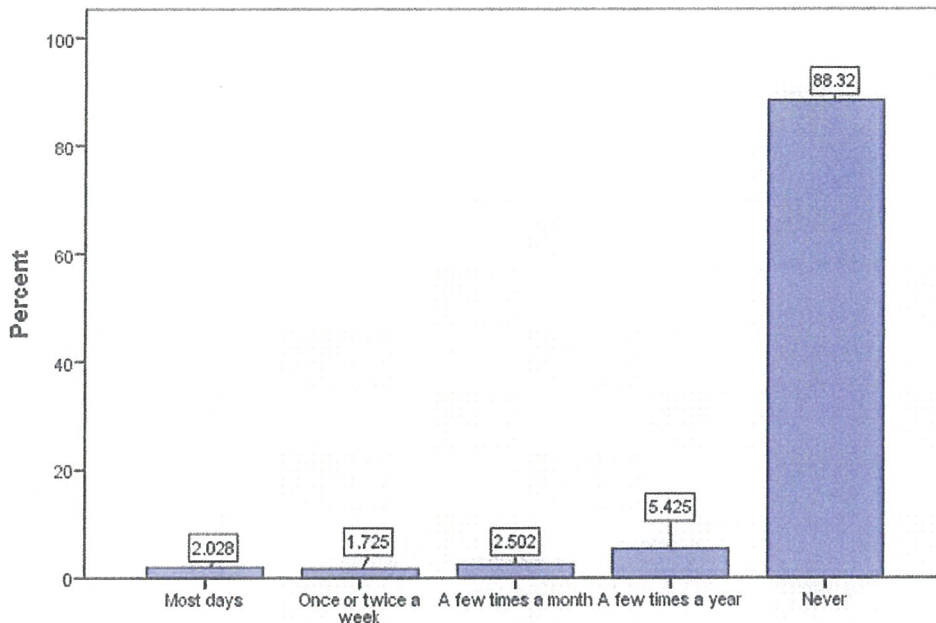




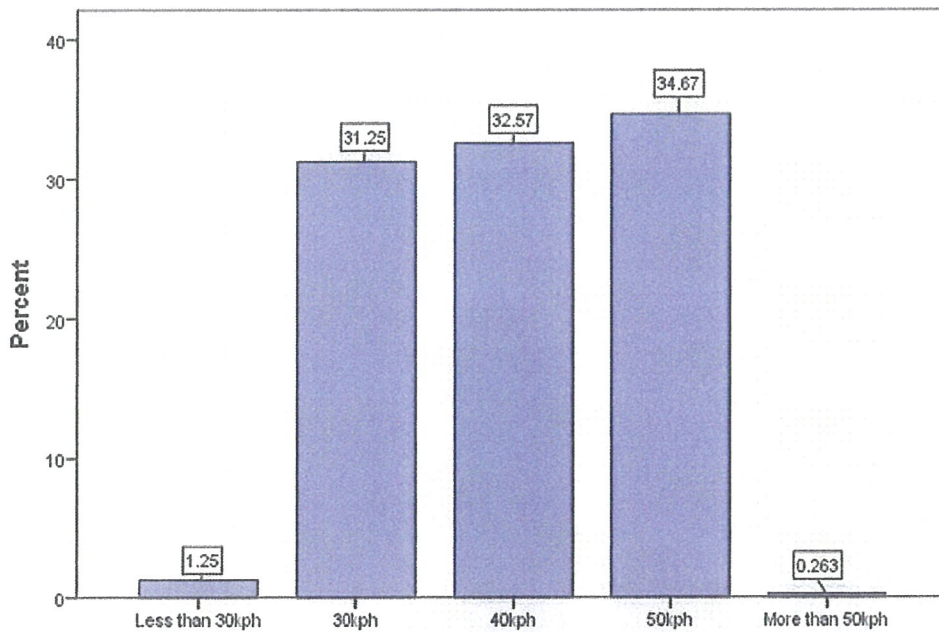
How often do you walk in the area being considered for 30kph speed limits or on the Golden Mile?



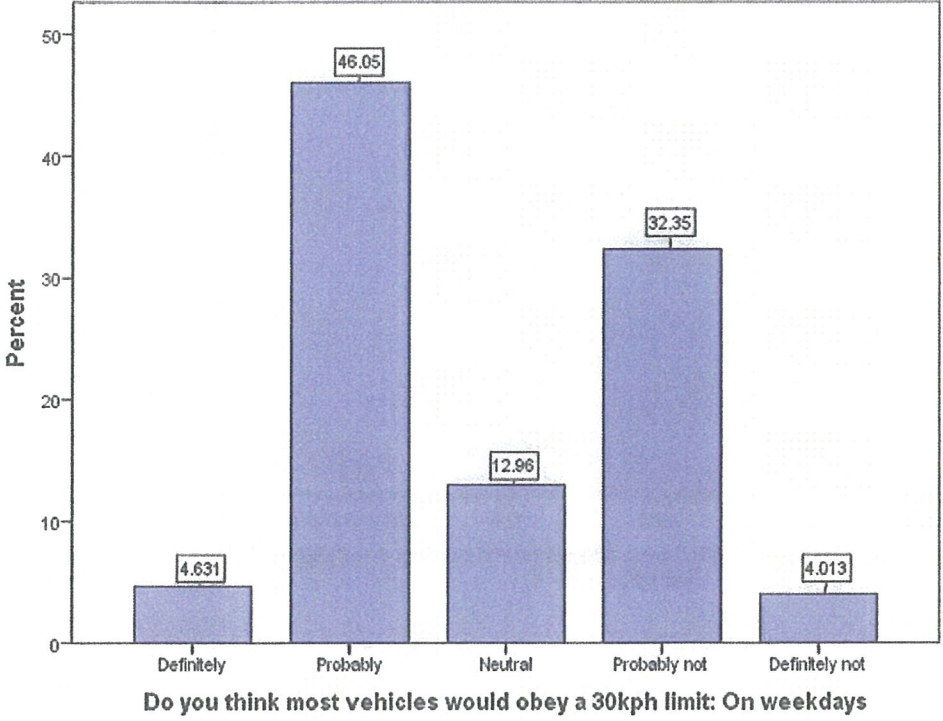
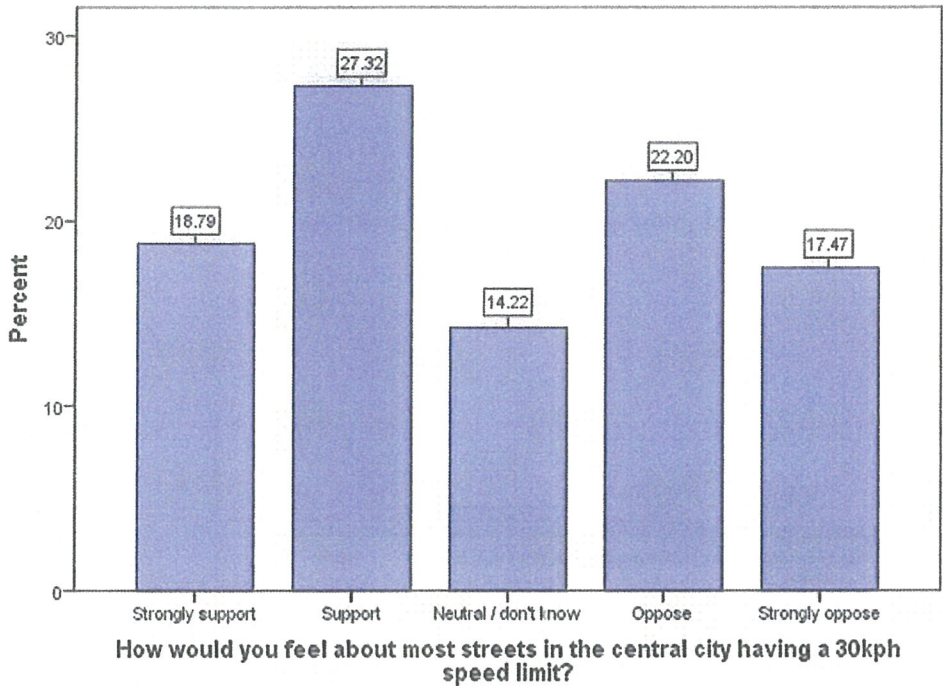
How often do you travel by bus in the area being considered for 30kph speed limits or on the Golden Mile?

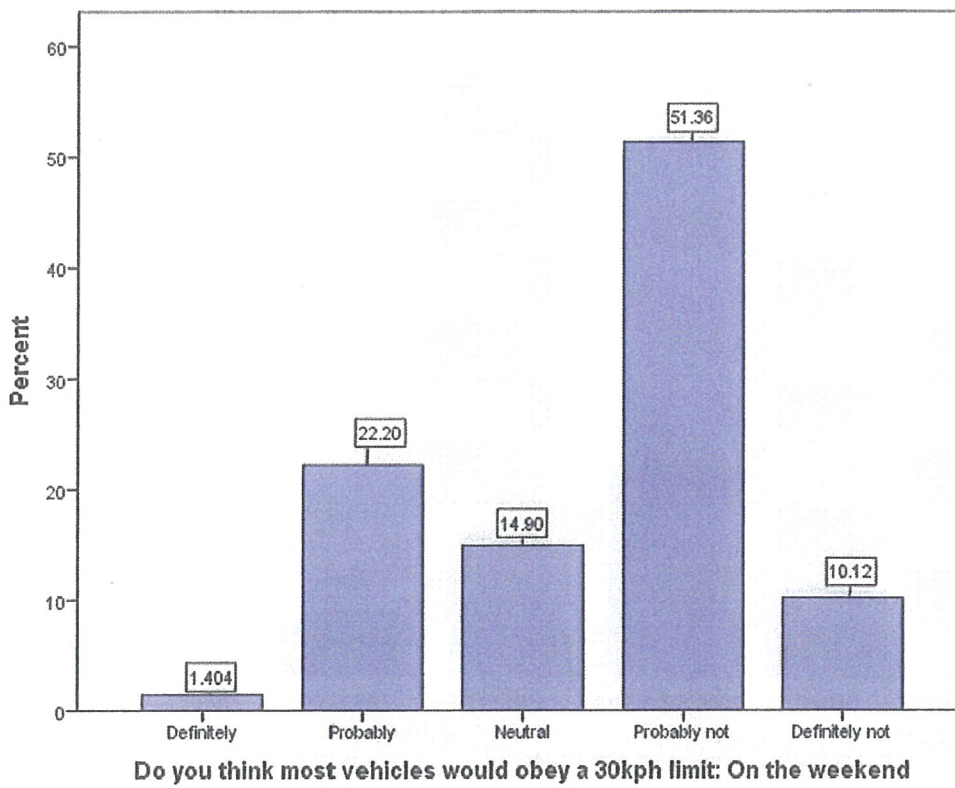
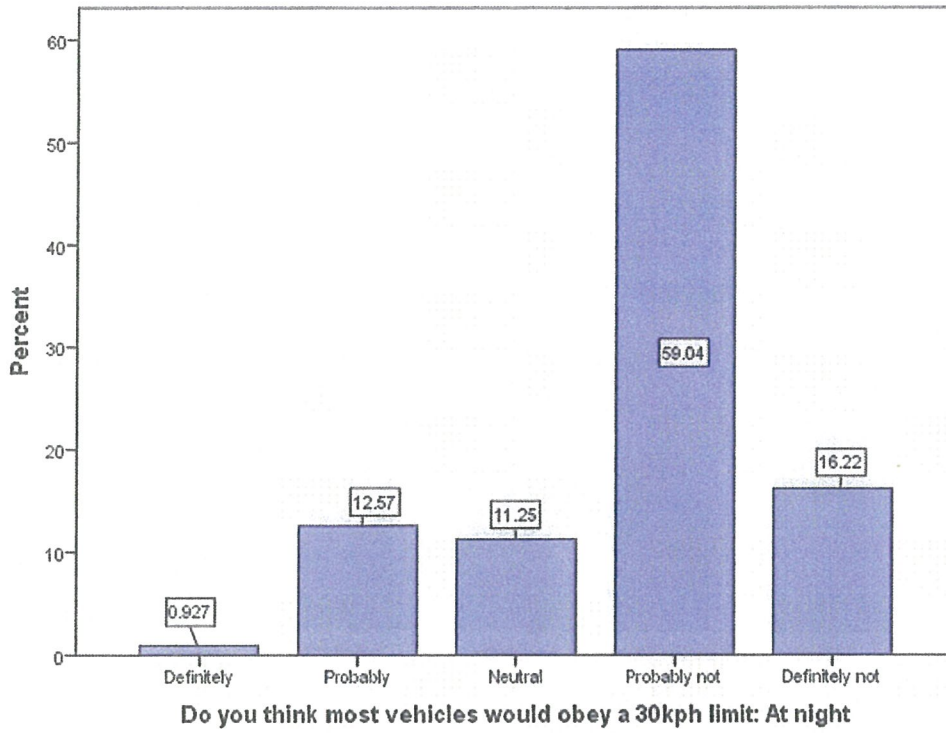


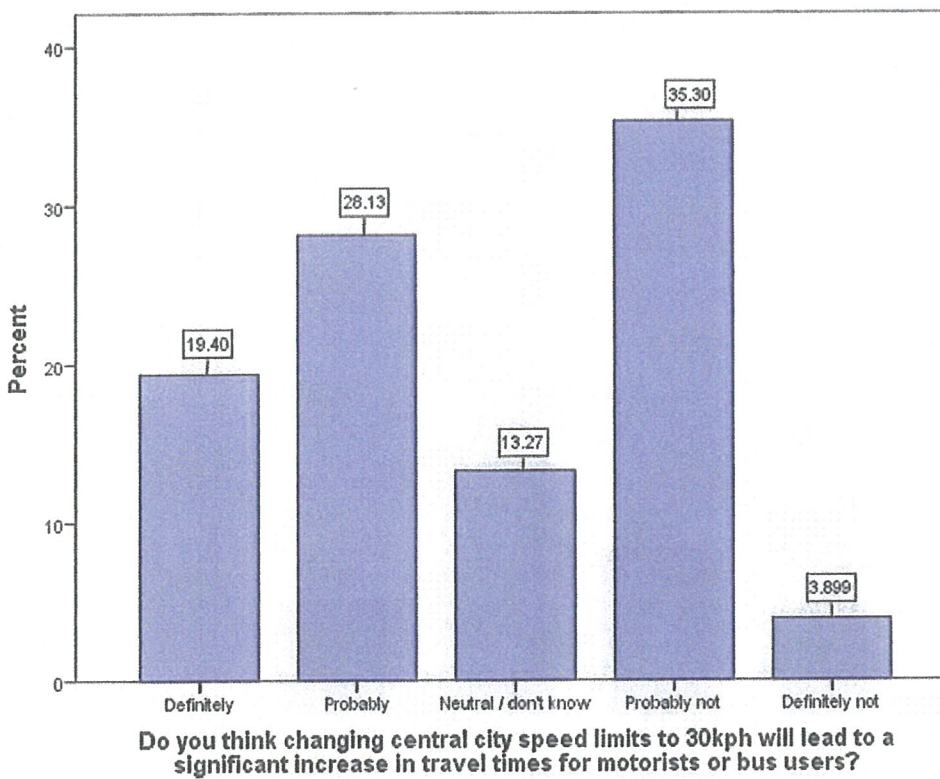
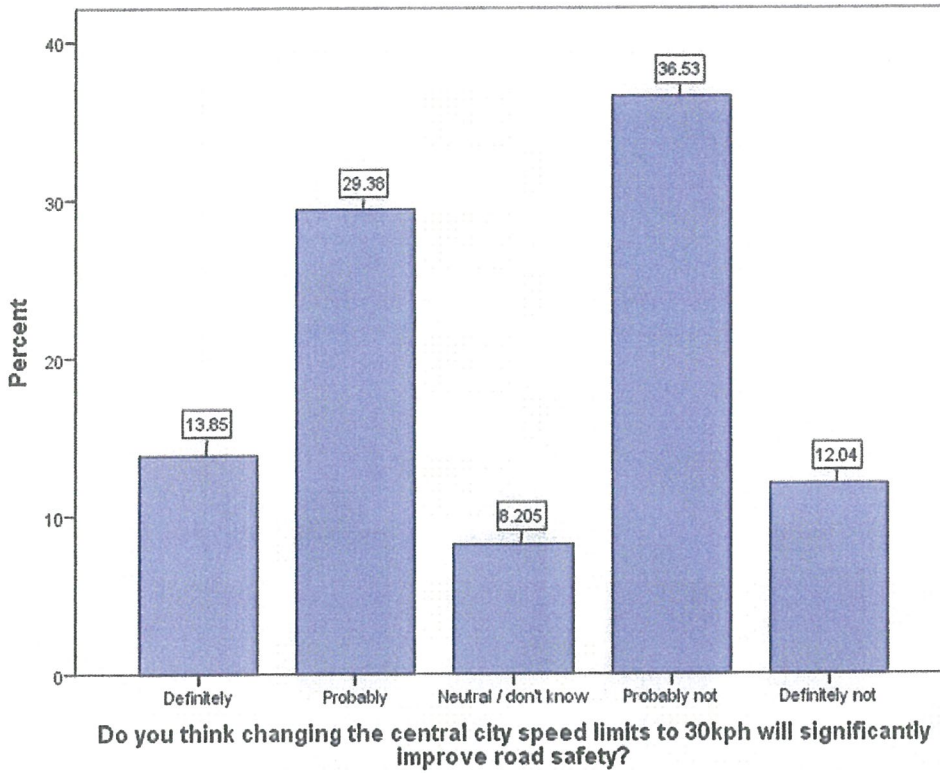
How often do you cycle in the area being considered for 30kph speed limits or on the Golden Mile?

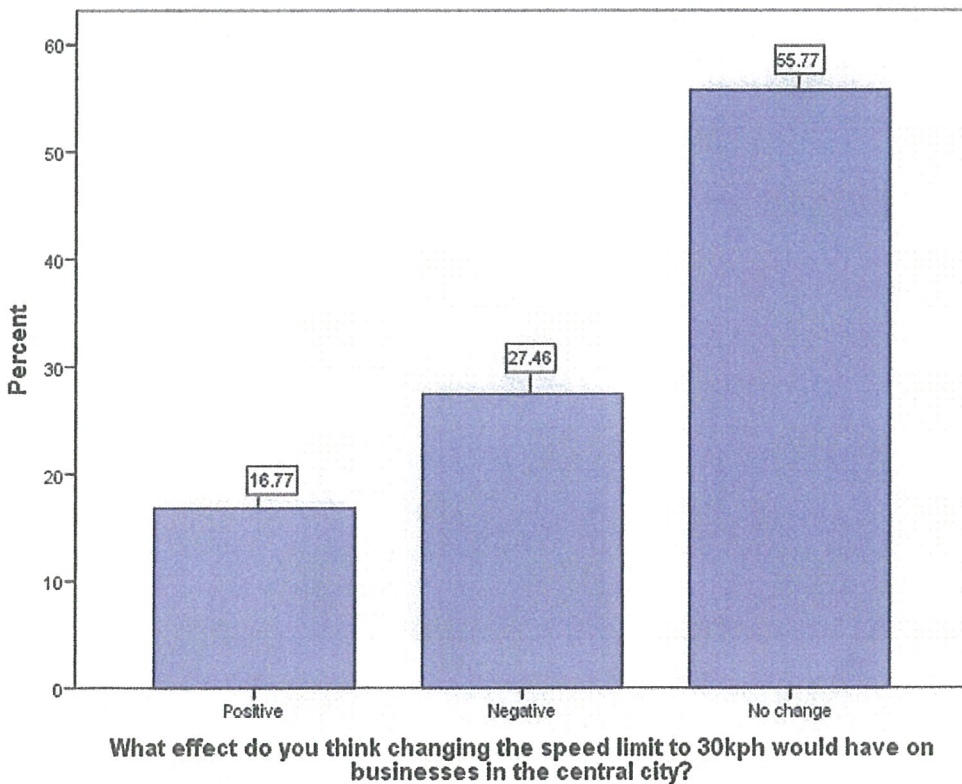
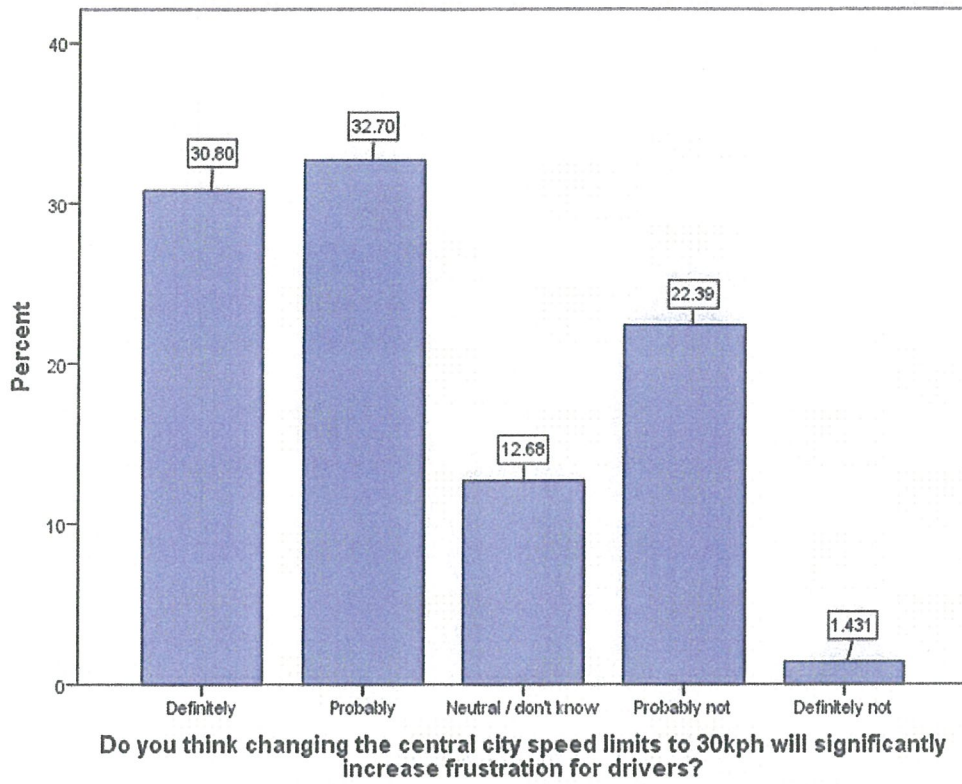


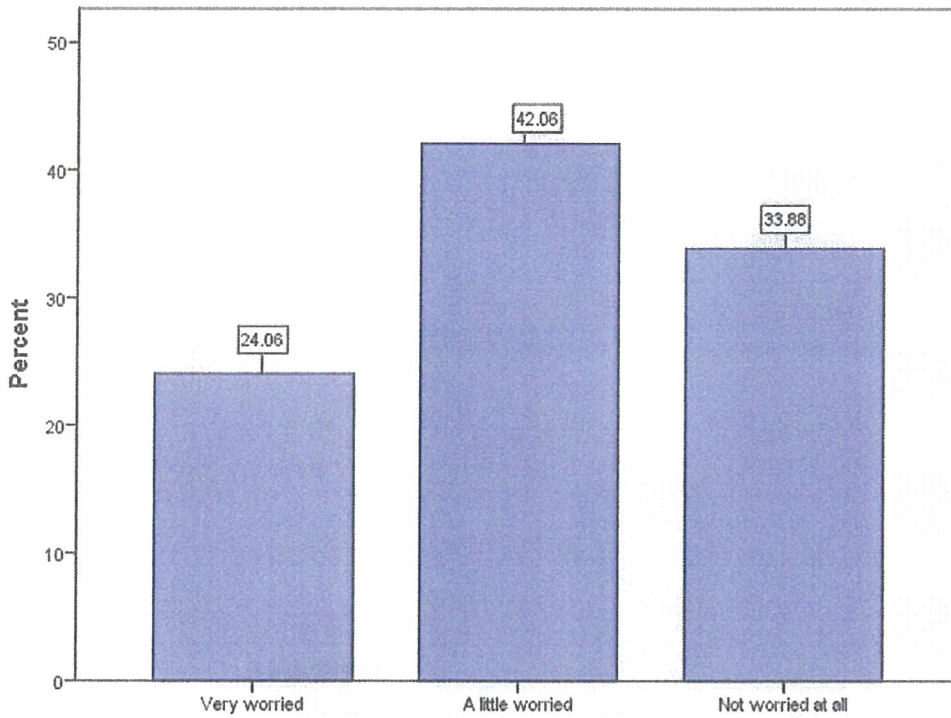
What would your preferred speed limit be on the streets being considered for 30kph?



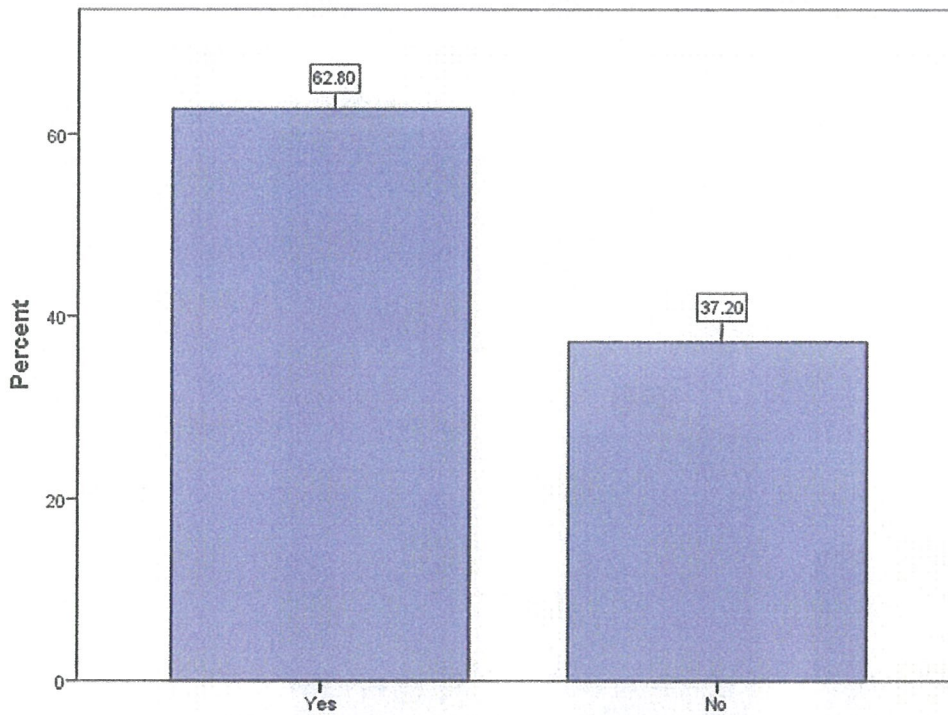




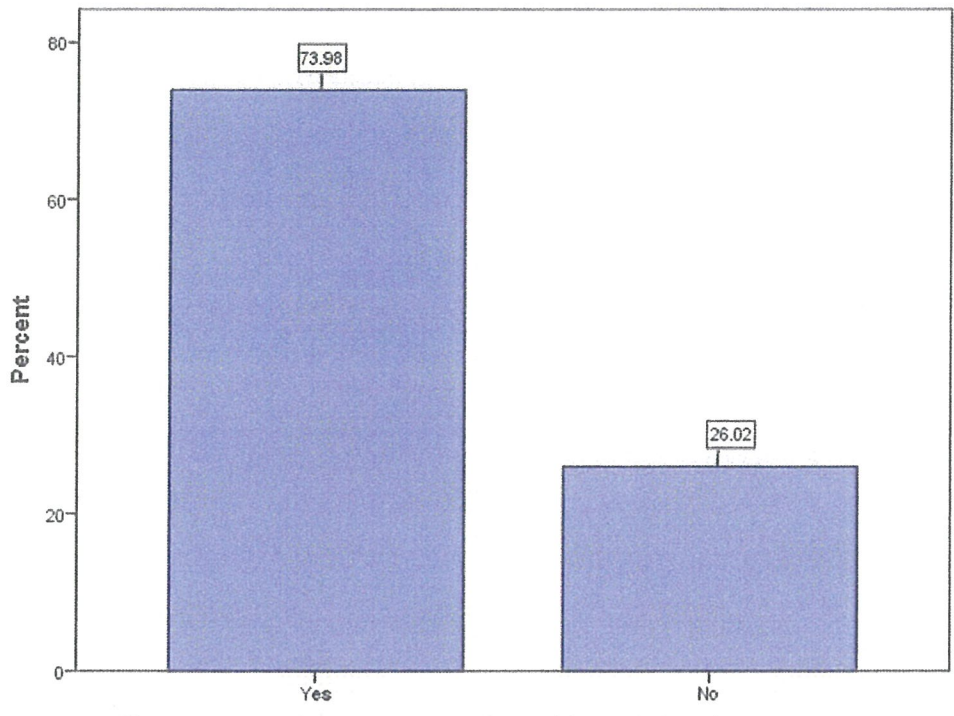




If you drive in the city, how worried about getting a speeding ticket would you be if the speed limit was 30kph on most city streets?



Were you aware before now that Wellington City Council is proposing to change the speed limit on most central city streets to 30kph?



Were you aware before now that the Golden Mile (Lambton Quay, part of Willis St, Manners St, Courtenay Place) has a 30kph limit?

PCL XL error

Warning: IllegalMediaSource