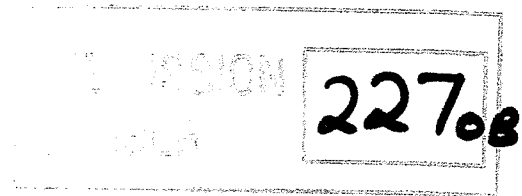


REPORT 1
*(1215/52/IM)***ORAL HEARINGS – LOWER SPEED LIMITS IN
MIRAMAR, SEATOUN & STRATHMORE PARK
SHOPPING AREAS, MIRAMAR PENINSULA &
ORIENTAL BAY**

Time	Name	Organisation	Submission Number	Page
9.40am	Alastair Smith	Cycle Aware Wgtn	227OB & 289M	4
9.50am	Michael Barnett	Individual	274M	14
10.00am	Senior Sergeant Richard Hocken	NZ Police	154M & 187OB	16
10.10am	Paula Warren	Individual	262M & 220OB	18
10.15am	Paul Franken	Strathmore Park Progressive & Beautifying Association Inc.	32M	28
10. 20am	10 Minute Buffer			
10 .30am	Morning Tea			
10.50am	Patrick Morgan	Individual	96OB & 91M	30
10.55am	Alex Gray	NZ Automobile Assoc	229OB	40
11.05am	Arthur Beasley	Individual	47OB	44
11.10am	Jody Seabright	Wellington Car Club Inc	17M	46
11.20am	Gavin Valentine	Individual	196OB & 168M	52
11.25am	Helen Youkhana	The Ancient Church of the East NZ Inc.	13M	56

11.30am	Claire Pascoe	Individual	160M & 192OB	58
11.40am	10 Minute Buffer			
11.50am	Constantin Palamidas	Individual	33M	60
11.55am	Michael Mellor	Living Streets Wellington	231OB & 300M	62
12.00pm	Russell Tregonning	Great Harbour Way Steering Committee	228OB & 292M	72
12.10pm	Jay Waters	Individual	225OB & 285M	76
12.20pm	Michael Taylor	Individual	232OB & 301M	78
Lunch				



Joelene Noble

From: alastair.smith@vuw.ac.nz
Sent: Thursday, 31 March 2011 11:24 a.m.
To: Joelene Noble
Subject: Lower Speed Limit - Oriental Bay

The following details have been submitted from the Lower Speed Limit - Oriental Bay form on the www.Wellington.govt.nz website:

First Name: Alastair
Last Name: Smith
Street Address: PO Box 27120
Suburb: Marion Square
City: Wellington
Phone: 021 036 4443
Email: alastair.smith@vuw.ac.nz

I would like to make an oral submission in early 2011: 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 to 40 km/h as indicated on the map:
Yes

Comments: General:

Research, and experience for example in the Golden Mile, indicates that lower speed reduces the frequency and severity of crashes. Lower vehicle speeds increase the confidence of pedestrians and bicyclists, making use of sustainable transport more attractive.

Lower speed limits are a very cost effective safety measure.

The lower speed limit areas, such as Aro Valley, that have been introduced have not created problems, and have been welcomed by residents.

Oriental Bay specifically:

Proposed limit is close to average speed, and impact on travel time will be minimal. Lower speeds will facilitate vehicles exiting from side streets, and the Freyberg parking area.

An attraction of Oriental Bay is the cafes on either side of the road so that pedestrians are frequently needing to cross to get to the shared cycle/walkway and the beach; lower speed limits will make this safer.



SUBMISSION
NUMBER 289M

Joelene Noble

From: alastair.smith@vuw.ac.nz
Sent: Thursday, 31 March 2011 11:33 a.m.
To: Joelene Noble
Subject: Lower Speed Limit - Northern Miramar Peninsula Coastal Route

The following details have been submitted from the Lower Speed Limit - Northern Miramar Peninsula Coastal Route form on the www.Wellington.govt.nz website:

First Name: Alastair
Last Name: Smith
Street Address: PO Box 27120
Suburb: Marion Square
City: Wellington
Phone: 021 036 4443
Email: alastair.smith@vuw.ac.nz

I would like to make an oral submission in early 2011: 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 to 40 km/h as indicated on the map:
Yes

Comments on Speed Limit: General:

Research, and experience for example in the Golden Mile, indicates that lower speed reduces the frequency and severity of crashes. Lower vehicle speeds increase the confidence of pedestrians and bicyclists, making use of sustainable transport more attractive.

Lower speed limits are a very cost effective safety measure.

The lower speed limit areas, such as Aro Valley, that have been introduced have not created problems, and have been welcomed by residents.

Northern Miramar Peninsula Coastal Route specifically:

The nature of this route is that it is not a through route, and any reduction in travel time will not be important.

This is a key part of the Great Harbour Way/ Te Aranui o Pōneke, and lower speeds will make the route more attractive to walkers and cyclists.

While this is not part of the current proposal, it would be good to see this route as shared space where pedestrians, bicyclists and motor vehicles coexist. A useful initiative would be to occasionally close the road to motor vehicles, for example on one Sunday a month.

We acknowledge that the 40km/hr limit could possibly limit the speed that competitive cyclists achieve on this popular route. We believe that this will be offset to some extent by a reduced need for traffic calming measures such as speed bumps, which disrupt pelotons of cyclists.

However the Council could consider the peninsula route as one where traffic rules are varied at scheduled times to facilitate non-motorised recreation: this could include closure to motor vehicles as suggested above, or higher speed limits for non-motorised users such as competitive cyclists.



Do you agree with the proposal to introduce speed cushions on the Northern Peninsula coastal route: Yes

Comments on Speed Cushions: Implementation of speed cushions should be discussed with competitive cyclists to minimise impact on peleton cycling.

Do you agree with the proposed speed cushion locations as indicated on the related map: Yes

Comments on Cushion Locations: Implementation of speed cushions should be discussed with competitive cyclists to minimise impact on peleton cycling.

Joelene Noble

From: alastair.smith@vuw.ac.nz
Sent: Thursday, 31 March 2011 11:38 a.m.
To: Joelene Noble
Subject: Lower Speed Limit - Miramar Shopping Area

The following details have been submitted from the Lower Speed Limit - Miramar Shopping Area form on the www.Wellington.govt.nz website:

First Name: Alastair

Last Name: Smith

Street Address: PO Box 27120

Suburb: Marion Square

City: Wellington

Phone: 0210364443

Email: alastair.smith@vuw.ac.nz

I would like to make an oral submission in early 2011: 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 to 30 km/h as indicated on the map:
Yes

Comments on Speed Limit: General:

Research, and experience for example in the Golden Mile, indicates that lower speed reduces the frequency and severity of crashes Lower vehicle speeds increase the confidence of pedestrians and bicyclists, making use of sustainable transport more attractive.

Lower speed limits are a very cost effective safety measure.

The lower speed limit areas, such as Aro Valley, that have been introduced have not created problems, and have been welcomed by residents.

Miramar shopping area specifically:

These areas will be more attractive to shoppers if they become a low speed environment where pedestrians can easily cross roads Lower speed limits will encourage nearby residents to walk or bicycle to the shops, encouraging the use of sustainable transport for short trips.

Joelene Noble

From: alastair.smith@vuw.ac.nz
Sent: Thursday, 31 March 2011 11:42 a.m.
To: Joelene Noble
Subject: Lower Speed Limit - Seatoun Shopping Area

The following details have been submitted from the Lower Speed Limit - Seatoun Shopping Area form on the www.Wellington.govt.nz website:

First Name: Alastair

Last Name: Smith

Street Address: PO Box 27120

Suburb: Marion Square

City: Wellington

Phone: 021 036 4443

Email: alastair.smith@vuw.ac.nz

I would like to make an oral submission in early 2011: 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 to 30 km/h as indicated on the map:
Yes

Comments on Speed Limit: General:

Research, and experience for example in the Golden Mile, indicates that lower speed reduces the frequency and severity of crashes. Lower vehicle speeds increase the confidence of pedestrians and bicyclists, making use of sustainable transport more attractive.

Lower speed limits are a very cost effective safety measure.

The lower speed limit areas, such as Aro Valley, that have been introduced have not created problems, and have Seatoun shopping area specifically:

This area will be more attractive to shoppers if it becomes a low speed environment where pedestrians can easily cross roads. Lower speed limits will encourage nearby residents to walk or bicycle to the shops, encouraging the use of sustainable transport for short trips.

Joelene Noble

From: alastair.smith@vuw.ac.nz
Sent: Thursday, 31 March 2011 11:46 a.m.
To: Joelene Noble
Subject: Lower Speed Limit - Strathmore Park Shopping Area

The following details have been submitted from the Lower Speed Limit - Strathmore Park Shopping Area form on the www.Wellington.govt.nz website:

First Name: Alastair
Last Name: Smith
Street Address: PO Box 27120
Suburb: Marion Square
City: Wellington
Phone: 021 036 4443
Email: alastair.smith@vuw.ac.nz

I would like to make an oral submission in early 2011: 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 to 30 km/h as indicated on the map:
Yes

Comments on Speed Limit: General:

Research, and experience for example in the Golden Mile, indicates that lower speed reduces the frequency and severity of crashes. Lower vehicle speeds increase the confidence of pedestrians and bicyclists, making use of sustainable transport more attractive.

Lower speed limits are a very cost effective safety measure.

The lower speed limit areas, such as Aro Valley, that have been introduced have not created problems, and have been welcomed by residents.

Strathmore Park shopping area specifically:

This area will be more attractive to shoppers if it becomes a low speed environment where pedestrians can easily cross roads.

Lower speed limits will encourage nearby residents to walk or bicycle to the shops, encouraging the use of sustainable transport for short trips.

Tell us what you think

SUBMISSION
NUMBER

274M

Wellington City Council would like your feedback on these proposals.

To have your say, please fill out this submission form and post it back to us by **5pm Friday 1 April** (no stamp required), or comment online in the 'public input' section at Wellington.govt.nz

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.

Your details

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

First name(s) Michael

Last name BARNETT

Street address 299 KARAKA BAY ROAD, KARAKA BAYS

Phone 04 970 5487 Email mbarnett@paradise.net.nz

I am writing this submission (tick box)

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

Would you like to make an oral submission to the committee considering the proposal in April?

Yes No

Proposed 30km/h speed limit in suburban shopping areas

Do you believe it is appropriate to reduce the speed limit to 30km/h as indicated on the maps for the shopping areas listed below?

Miramar shopping area	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Seatoun shopping area	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Swathmore Park shopping area	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

Comments:

To me Swathmore Park shopping area is a particular problem area, particularly ~~for~~ when one parks on the north side and seeks to cross the road to the shops. Speeding traffic makes this a hazard. In addition to the proposed lowering of the speed limit I would like to suggest re-aligning the chicane at the eastern entry to the carpark, and providing angle parking on the south side of the road.

 ENTERED

Proposed 40km/h speed limit on the Northern Peninsula coastal route

Do you believe it is appropriate to reduce the speed limit to 40km/h as indicated on the related map?

Yes No

Comments:

I live on Karaka Bay Rd and am conciously aware of the high speed of a lot of the Traffic that passes by my house. Lowering of the speed limit and installation of speed cushions as proposed will be of high benefit

Fold here

Speed cushions

Do you agree with the proposal to introduce speed cushions on the Northern Peninsula coastal route?

Yes No

Comments:

See above

Do you agree with the proposed speed cushion locations as indicated on the related map?

Yes No

Comments:

Fold here

FreePost Authority Number 2199

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

PO Box 2199, WELLINGTON, NEW ZEALAND



Freepost WCC
Miramar Peninsula Speed Limit Changes (KCIF02)
Wellington City Council (CAB2)
PO Box 2199
Wellington

ENTERED



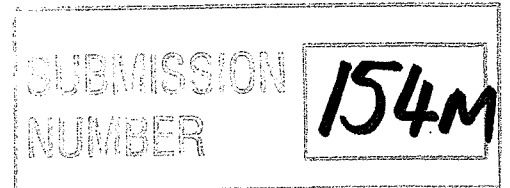
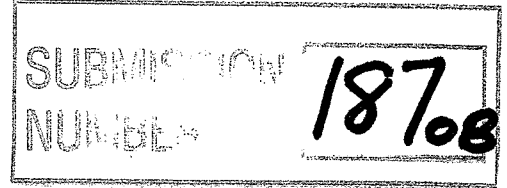
Wellington District Headquarters
PO Box 693
Wellington

8 March 2011

Wellington City Council
Po Box 2199
WELLINGTON

Attn Paul Barker

Dear Sir



Re your letter dated 24 February 2011, Proposed Speed Changes Miramar and Oriental Parade

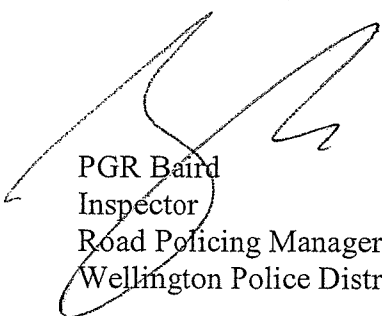
Thank you for the opportunity to make a submission in respect to the intended speed changes within the city of Wellington.

Police are again supportive of the councils intention to reduce speeds as a means of improving both motorist and pedestrian safety and it is pleasing to see from your brochure that alternative measures such as speed cushions are being considered.

I advise that while Police are willing to support this initiative, the primary means of ensuring motorist compliance is both environmental and engineering design as opposed to the deployment of Police staff as a deterrence to speed offending.

Given Wellington Police have a number of objectives which are required to be meant, which include speed around schools, intersection and drink drive offending, further loadings of Police deployments against new locations depletes what work is currently being undertaken. The expansion of speed limited zones will need to be balanced against these other duties

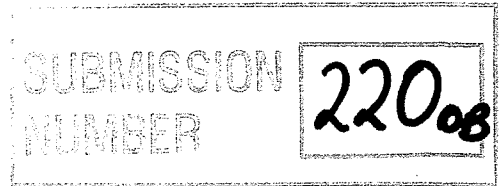
Yours faithfully


PGR Baird
Inspector
Road Policing Manager
Wellington Police District

CC: Insp S Perry, Wellington Area Commander



ENTERED



Joelene Noble

From: pwarren58@yahoo.co.nz
Sent: Wednesday, 30 March 2011 6:03 p.m.
To: Joelene Noble
Subject: Lower Speed Limit - Oriental Bay

The following details have been submitted from the Lower Speed Limit - Oriental Bay form on the www.Wellington.govt.nz website:

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

I would like to make an oral submission in early 2011: Yes

I am making this submission: as an individual

Do you believe it is appropriate to reduce the speed limit to 40 km/h as indicated on the map:
Yes

Comments: BUT
I think the limit should be 30kph, the same as in the CBD, for two reasons. This is an area with very high pedestrian use, and a lower limit will greatly reduce the potential risks to pedestrians in a crash. Also having multiple limits through the city will just create further confusion. We should have three limits for areas other than a few designated arterial routes that pedestrians are largely separated from: a very low speed in shared streets like Lower Cuba Street; a 30kph in areas that are town centres or important pedestrian zones; and 40kph in the rest of the city.

I would also like to be sure that the Herd Street limit (or a lower, shared street limit preferably) would also apply to any traffic that was allowed to move from the end of the street onto the wharves.

I strongly support including the side streets in this, as well as the Parade itself.

There is a need to make other changes to Oriental Parade to make it feel more like a recreational space and less like a highway.





Joelene Noble

From: pwarren58@yahoo.co.nz
Sent: Wednesday, 30 March 2011 6:31 p.m.
To: Joelene Noble
Subject: Lower Speed Limit - Northern Miramar Peninsula Coastal Route

The following details have been submitted from the Lower Speed Limit - Northern Miramar Peninsula Coastal Route form on the www.Wellington.govt.nz website:

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

I would like to make an oral submission in early 2011: Yes

I am making this submission: as an individual

Do you believe it is appropriate to reduce the speed limit to 40 km/h as indicated on the map:
Yes

Comments on Speed Limit: BUT

I would prefer a limit of at least as low as 30km/hr (possibly lower - see my comments about the GHW below).

This would:

1. reduce significantly the risk to pedestrians in a crash
2. make this area far more attractive for recreational use
3. ensure that those who drive there for recreation can have a slow, view-filled trip, without being pressured by vehicles behind to go faster
4. be consistent with a logical approach (see my submission on Oriental Parade).

AND ANOTHER BUT

I don't understand why it doesn't apply from the intersection with Miramar Ave and with Awa Road. Why these strange distances? Why at the Karaka Bay end doesn't it go as far as the bus stop?

Do you agree with the proposal to introduce speed cushions on the Northern Peninsula coastal route: Yes

Comments on Speed Cushions: Yes isn't really what I think, but you don't give the option of maybe.

Having done the David Engwicht course, I am not sure that speed cushions are the best approach. I would like to see some serious thinking about ways to make this feel like a recreational destination rather than a road, and I think speed humps of any sort cut across that approach. But if you aren't going to do anything else, then they probably are necessary.



The route is part of the Great Harbour Way, and it needs to be made primarily a walkway/cycleway, with car use a secondary function. There are almost no business needs for car access, so in fact it could be closed to most cars if necessary (entry by permit for people like NIWA). But I don't think that is necessary or desirable. What is necessary is to ensure that cars realise they have to fit with the needs of pedestrians and cyclists. Given the narrowness of the road corridor, that means either making the road one way and creating a walkway/cycleway that is separate (which would encourage higher speeds), or making this a real shared road. If the latter, then a lower speed limit than 30 may be desirable, and some days when all car use is banned and beginner cyclists can feel safe. Either way, a serious redesign so it looks like a walkway/cycleway rather than a road.

Do you agree with the proposed speed cushion locations as indicated on the related map: Yes

Comments on Cushion Locations: No real view on where they should be, given my comments above.

Joelene Noble

From: pwarren58@yahoo.co.nz
Sent: Wednesday, 30 March 2011 6:44 p.m.
To: Joelene Noble
Subject: Lower Speed Limit - Strathmore Park Shopping Area

The following details have been submitted from the Lower Speed Limit - Strathmore Park Shopping Area form on the www.Wellington.govt.nz website:

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

I would like to make an oral submission in early 2011: Yes

I am making this submission: as an individual

Do you believe it is appropriate to reduce the speed limit to 30 km/h as indicated on the map:
Yes

Comments on Speed Limit: I strongly support having a lower speed limit in shopping centres. This will make them more attractive places for pedestrians, and reduce the risk of serious injury or death when a pedestrian is hit by a car. It will also encourage car drivers to feel they are in a different place.

I believe that it is vital that these speed limits are accompanied by changes to the design of our shopping centres so they feel more pedestrian-oriented, and are more obviously a shopping centre rather than just some shops located on a piece of road for no particular reason.

This is particular vital for Strathmore, given that most people driving through would probably not even notice it, and the design of Broadway says "major road, please drive fast".

Joelene Noble

From: pwarren58@yahoo.co.nz
Sent: Wednesday, 30 March 2011 6:39 p.m.
To: Joelene Noble
Subject: Lower Speed Limit - Miramar Shopping Area

The following details have been submitted from the Lower Speed Limit - Miramar Shopping Area form on the www.Wellington.govt.nz website:

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

I would like to make an oral submission in early 2011: Yes

I am making this submission: as an individual

Do you believe it is appropriate to reduce the speed limit to 30 km/h as indicated on the map:
Yes

Comments on Speed Limit: I strongly support having a lower speed limit in shopping centres. This will make them more attractive places for pedestrians, and reduce the risk of serious injury or death when a pedestrian is hit by a car. It will also encourage car drivers to feel they are in a different place.

I believe that it is vital that these speed limits are accompanied by changes to the design of our shopping centres so they feel more pedestrian-oriented, and are more obviously a shopping centre rather than just some shops located on a piece of road for no particular reason.

Joelene Noble

From: pwarren58@yahoo.co.nz
Sent: Wednesday, 30 March 2011 6:38 p.m.
To: Joelene Noble
Subject: Lower Speed Limit - Seatoun Shopping Area

The following details have been submitted from the Lower Speed Limit - Seatoun Shopping Area form on the www.Wellington.govt.nz website:

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

I would like to make an oral submission in early 2011: Yes

I am making this submission: as an individual

Do you believe it is appropriate to reduce the speed limit to 30 km/h as indicated on the map:
Yes

Comments on Speed Limit: I strongly support having a lower speed limit in shopping centres. This will make them more attractive places for pedestrians, and reduce the risk of serious injury or death when a pedestrian is hit by a car. It will also encourage car drivers to feel they are in a different place.

I believe that it is vital that these speed limits are accompanied by changes to the design of our shopping centres so they feel more pedestrian-oriented, and are more obviously a shopping centre rather than just some shops located on a piece of road for no particular reason.





Tell us what you think

SUBMISSION
NUMBER

32M

Wellington City Council would like your feedback on these proposals.

To have your say, please fill out this submission form and post it back to us by **5pm Friday 1 April** (no stamp required), or comment online in the 'public input' section at Wellington.govt.nz

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.

Your details

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

First name(s)

Paul

Last name

Franken.

Street address

1/83 Monorgan Rd Strathmore Park Wellington 6022

Phone

04 976 8338

Email

paulfranken@paradise.net.nz

I am writing this submission (tick box)

As an individual

On behalf of an organisation

Name of organisation

Strathmore Park Progressive +
Beautifying Assn Inc

Would you like to make an oral submission to the committee considering the proposal in April?

Yes

No

Proposed 30km/h speed limit in suburban shopping areas

Do you believe it is appropriate to reduce the speed limit to 30km/h as indicated on the maps for the shopping areas listed below?

Miramar shopping area

X

Yes

No

Seatoun shopping area

X

Yes

No

Strathmore Park shopping area

Yes

No

X No specific comment although feel
X the general comment of 40kph
applies

Comments:

I'll confine my remarks to Strathmore Park.

We consider that a 40kph limit covering a wider area to
include the schools + kindergartens (up Strathmore Ave and Monorgan Rd)
from 7am to 7pm to be more effective + practicable

A modern car travelling from Seatoun along Broadway may well
compromise its braking ability by travelling < 30kph
May be energy of passing cars over a energising speed bumper
cushion could light up warning lights.

I doubt if any lives will be saved in any of the areas.
if 30 kph is mandatory after 7 pm and before 7 am any day

ENTERED

Proposed 40km/h speed limit on the Northern Peninsula coastal route

Do you believe it is appropriate to reduce the speed limit to 40km/h as indicated on the related map?

Yes No

Comments:

Could well be combined with similar speed limit around all (local) schools

Fold here



Speed cushions

Do you agree with the proposal to introduce speed cushions on the Northern Peninsula coastal route?

Yes No

Comments:

yes, why not?

Do you agree with the proposed speed cushion locations as indicated on the related map?

Yes No

Comments:

Some pragmatic judicial judgement should indicate optimum effectiveness.

Fold here

FreePost Authority Number 2199



PO Box 2199, WELLINGTON, NEW ZEALAND

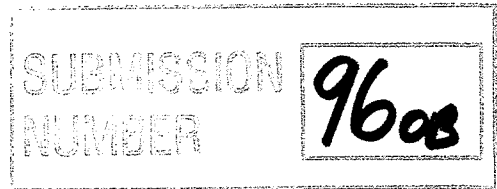
01 MAR 11 810-11 019 11



Freepost WCC
Miramar Peninsula Speed Limit Changes (KCIF02)
Wellington City Council (CAB2)
PO Box 2199
Wellington



ENTERED



Joelene Noble

From: patrick@can.org.nz
Sent: Monday, 7 March 2011 5:39 p.m.
To: Joelene Noble
Subject: Lower Speed Limit - Oriental Bay

The following details have been submitted from the Lower Speed Limit - Oriental Bay form on the www.Wellington.govt.nz website:

First Name: Patrick
Last Name: Morgan
Street Address: 23-381 Adelaide Rd
Suburb: Newtown
City: Wellington
Phone: 04 210 4967
Email: patrick@can.org.nz

I would like to make an oral submission in early 2011: Yes

I am making this submission: as an individual

Do you believe it is appropriate to reduce the speed limit to 40 km/h as indicated on the map:
Yes

Comments: 30 km/h is my preference, as on Golden Mile.
Angle parking makes this route particularly hazardous for people on bicycles. Suggest this is replaced by parallel parking.





Joelene Noble

From: patrick@can.org.nz
Sent: Monday, 7 March 2011 5:45 p.m.
To: Joelene Noble
Subject: Lower Speed Limit - Northern Miramar Peninsula Coastal Route

The following details have been submitted from the Lower Speed Limit - Northern Miramar Peninsula Coastal Route form on the www.Wellington.govt.nz website:

First Name: Patrick
Last Name: Morgan
Street Address: 23-381 Adelaide Rd
Suburb: Newtown
City: Wellington
Phone: 04 210 4967
Email: patrick@can.org.nz

I would like to make an oral submission in early 2011: Yes

I am making this submission: as an individual

Do you believe it is appropriate to reduce the speed limit to 40 km/h as indicated on the map: Yes

Comments on Speed Limit: This is long overdue. Let's do it. Why not continue to Owhiro Bay?

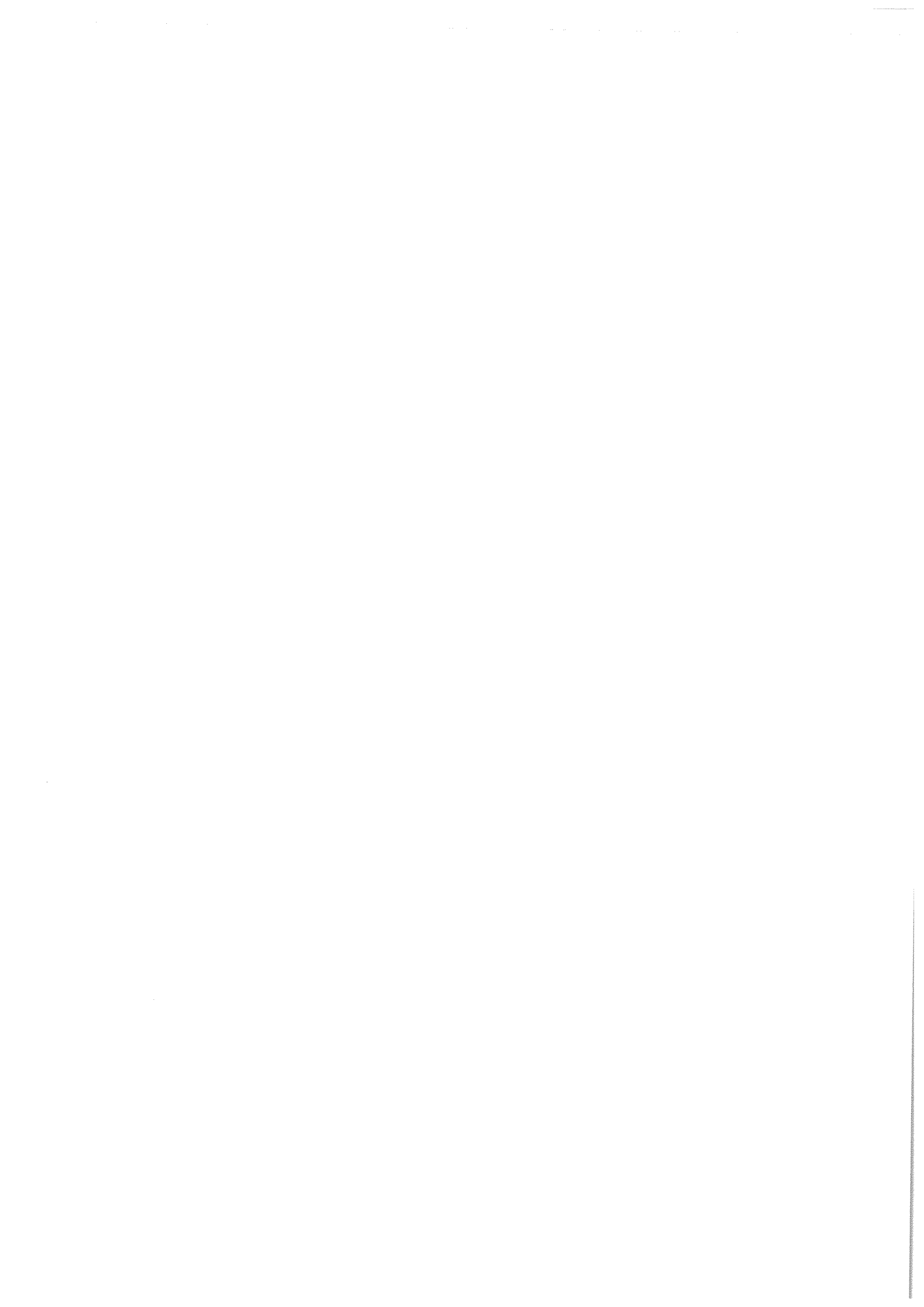
Do you agree with the proposal to introduce speed cushions on the Northern Peninsula coastal route: Yes

Comments on Speed Cushions: Scorching Bay cushions work well. Cushions are preferred to speed humps.

Do you agree with the proposed speed cushion locations as indicated on the related map: Yes

Comments on Cushion Locations: Let's try them out. If these locations don't work, we can change them.





Joelene Noble

From: patrickmorgan1@gmail.com
Sent: Monday, 7 March 2011 5:54 p.m.
To: Joelene Noble
Subject: Lower Speed Limit - Miramar Shopping Area

The following details have been submitted from the Lower Speed Limit - Miramar Shopping Area form on the www.Wellington.govt.nz website:

First Name: Patrick
Last Name: Morgan
Street Address: 23-381 Adelaide Rd
Suburb: Newtown
City: Wellington
Phone: 04 210 4967
Email: patrickmorgan1@gmail.com

I would like to make an oral submission in early 2011: Yes

I am making this submission: as an individual

Do you believe it is appropriate to reduce the speed limit to 30 km/h as indicated on the map:
Yes

Comments on Speed Limit: Agree. 30 km/h is an appropriate speed for traffic in this shopping area.



Joelene Noble

From: patrick@can.org.nz
Sent: Monday, 7 March 2011 5:55 p.m.
To: Joelene Noble
Subject: Lower Speed Limit - Seatoun Shopping Area

The following details have been submitted from the Lower Speed Limit - Seatoun Shopping Area form on the www.Wellington.govt.nz website:

First Name: Patrick
Last Name: Morgan
Street Address: 23-381 Adelaide Rd
Suburb: Newtown
City: Wellington
Phone: 04 210 4967
Email: patrick@can.org.nz

I would like to make an oral submission in early 2011: Yes

I am making this submission: as an individual

Do you believe it is appropriate to reduce the speed limit to 30 km/h as indicated on the map:
Yes

Comments on Speed Limit: Agree. 30 km/h is an appropriate speed for traffic in this shopping area. Why not extend it to all Seatoun residential streets?

Joelene Noble

From: patrick@can.org.nz
Sent: Monday, 7 March 2011 5:56 p.m.
To: Joelene Noble
Subject: Lower Speed Limit - Strathmore Park Shopping Area

The following details have been submitted from the Lower Speed Limit - Strathmore Park Shopping Area form on the www.Wellington.govt.nz website:

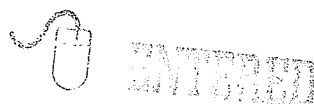
First Name: Patrick
Last Name: Morgan
Street Address: 23-381 Adelaide Rd
Suburb: Newtown
City: Wellington
Phone: 04 210 4967
Email: patrick@can.org.nz

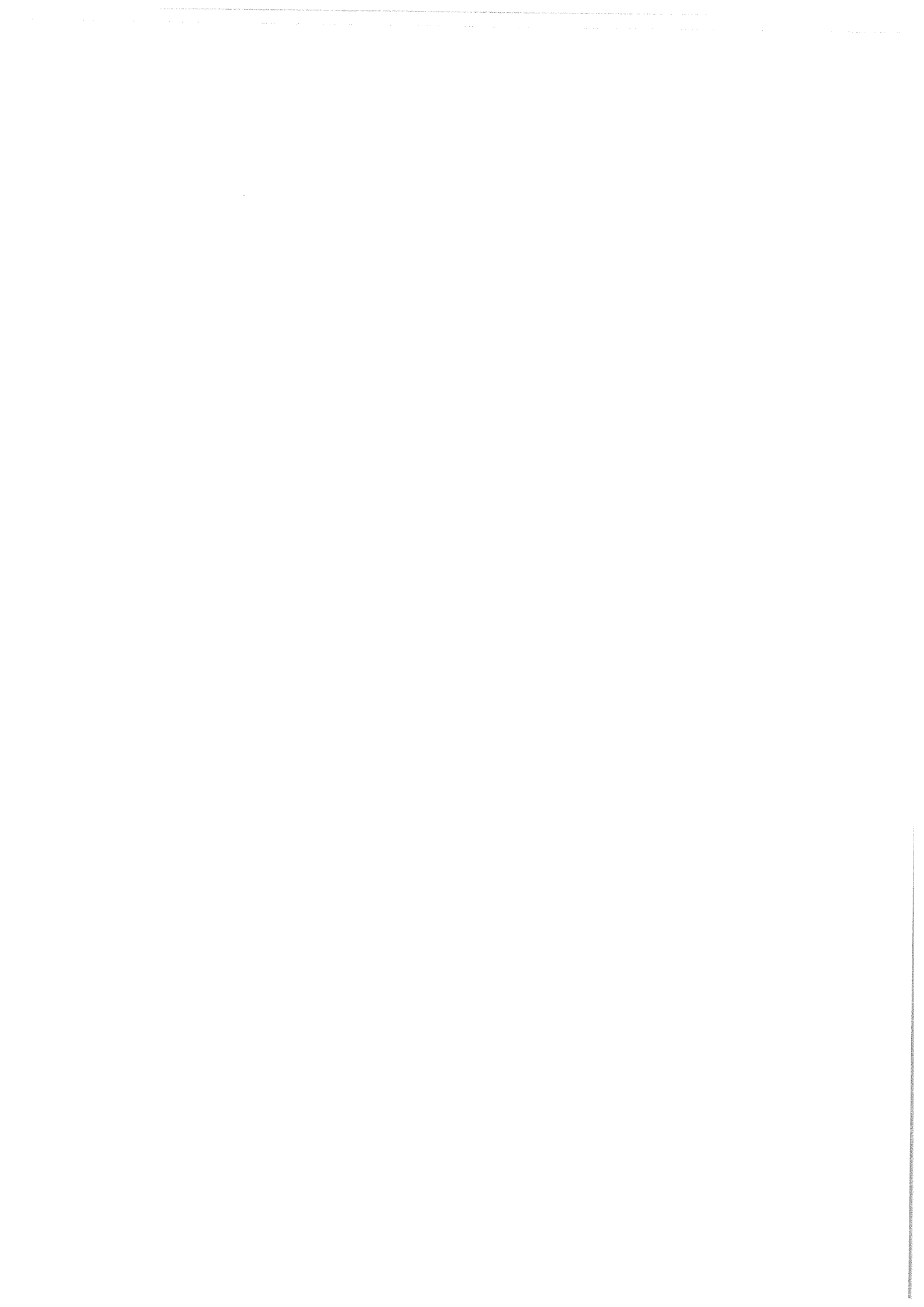
I would like to make an oral submission in early 2011: Yes

I am making this submission: as an individual

Do you believe it is appropriate to reduce the speed limit to 30 km/h as indicated on the map:
Yes

Comments on Speed Limit: Agree. 30 km/h is an appropriate speed for traffic in this shopping area.







THE NEW ZEALAND
AUTOMOBILE
ASSOCIATION
INCORPORATED

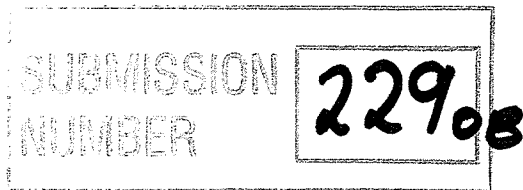
342-352 Lambton Quay
Wellington
New Zealand
PO Box 1
Wellington
New Zealand

T. +64 4 931 9999
F. +64 4 931 9960

30 March 2011

Wellington City Council
P O Box 2199
Wellington

Attention Paul Barker



Proposed 40 km per hour speed limit Oriental Parade

1. Traffic Counts and Local Environment

Oriental Parade is a significant arterial road with a daily traffic count of 18,800 vehicles per day measured north of Cable St and 14,200 vehicles per day measured north of Grass St. This is a main route for traffic for Roseneath and Evans Bay suburbs and from Miramar and Kilbirnie during peak hours. The peak hours of 8am to 9am and 5pm to 6pm record over 1500 vehicles per hour using this route in both directions. This equates to **25 vehicles per minute!** Council should be aware that introducing a lower speed limit may increase congestion in peak hours on this busy route.

This very high traffic count is a direct result of the Mount Victoria Tunnel being jammed with almost stationary traffic during the morning and evening peaks. In the morning peak the stationary traffic stretches back to the end of Kilbirnie Park. When this occurs large volumes of traffic then turn right along Evans Bay Parade to access Wellington city.

On weekends Oriental Parade is a busy recreational area especially during the summer months. Often on a fine summer weekend traffic is reduced to a crawl as large numbers of cars and pedestrians congregate. However, at busy periods traffic generally drives to the conditions. Considering the volumes of traffic the number of pedestrian injury accidents is extremely low with only 4 over the past 5 years—and one of those was hit by a cyclist.

The environment in Oriental Parade is unusual compared with many Wellington streets. The footpath on the seaward side is generally quite wide—up to 6 metres and is used by large numbers of pedestrians, runners, cyclists, roller bladers and other recreational users.

By comparison on the landward side the footpath is little used although there are four pedestrian crossings interspersed at regular intervals along the Parade.

The road is reasonably wide for a Wellington street and curves around the Bay with a number of minor intersections to adjoining streets like Oriental Terrace and Grass Street. The road is generally flat and visibility is not impaired by any sharp bends.



ENTERED



10:55

Angle Parking is allowed along most of the seaward side with parallel parking on the landward side. At peak times parking is at a premium especially on weekends. However and probably fortunately this peak does not occur during the morning and evening peak periods when large volumes of traffic are using this route to access the city.

The speed of traffic on Oriental Parade is listed below based on the 7 day count summaries recorded near Grass Street:

							Mean	85th
Speed km per hour	0-15	15-30	30-40	40-50	50-60	60-70	Speed	Percentile speed
Northbound Traffic %	0.5	6	22	58	13	0.4	43	49
Southbound Traffic %	4	8	22	59	8	0.2	41	48

Figure 1 shows the range of speeds travelled by all traffic on Oriental Parade over 7 days

Note that 71% of northbound traffic and 67% of southbound traffic is currently travelling faster than the proposed 40 km per hour speed limit.

2. Pedestrian Injury Accidents on Oriental Parade

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

The first accident occurred in September 2005 occurred 320 metres east of Herd St. at 7.50am. A van eastbound on Oriental Parade hit the rear of a second car which had slowed for a pedestrian. The second car hit the pedestrian. Crash factors were listed as van failed to notice car in front slowing

The second accident occurred in September 2005 occurred 320 metres east of Herd St. at 7.50am. A van eastbound on Oriental Parade hit the rear of a second car which had slowed for a pedestrian. The second car hit the pedestrian. Crash factors were listed as van failed to notice car in front slowing

The third accident in February 2007, 50 metres East of Hay St. At 4.30pm an eastbound car failed to give way at a pedestrian crossing and hit a 24 year old pedestrian. Weather conditions were fine and clear

The fourth accident in August 2008, 100 metres east of Herd St. A westbound van failed to stop at a pedestrian crossing and hit an 18 year old pedestrian. The accident occurred at 7.15pm at night in light rain.

3. Cycle Injury Accidents On Oriental Parade.

There are a total of 19 cycle injury accidents recorded in the crash statistics over the past 5 years. Rather than list every accident we have separated them into causal factors:

- 4 accidents were caused by parked motorists opening doors and hitting a passing cyclist.
- 2 accidents were cause by motorists reversing out of angle parks and colliding with a passing cyclist
- 4 accidents were caused by cars executing a U turn or right turn in front of passing cyclists
- 3 accidents were caused by motorists hitting cyclists when changing lanes or merging
- 1 accident was a road rage incident where a motorist in a SUV deliberately hit a cyclist
- 1 accident was due to a drunk driver hitting a cyclist
- 1 accident was due to a cyclist riding on the footpath being hit by a car exiting a driveway
- 1 accident was due to a cyclist riding the wrong way up a 1 way street(junction of Cable Street)

- 1 accident was due to a cyclist losing control turning right on a right hand bend
- 1 accident was due to a car hitting the rear of a slow moving cyclist

4. 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.

5. Conclusion for Oriental Parade Proposed 40km per hour Limit

We have carefully examined and debated all the relevant factors for the proposed 1400 metre length of 40 km per hour speed limit in Oriental Parade. We have concluded that Wellington City Council has failed to demonstrate that the 40km 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 Oriental Parade does not require a lower limit are:

- The pedestrian injury accident record is low with only three injury accidents caused by motor vehicles in 5 years. With 18,800 vehicle movements per day this represents a risk factor of 1 pedestrian injury accident every **11.4 million vehicle movements**. This is a very low risk.
- As two of the pedestrian injury accidents were due to vehicles failing to give way on pedestrian crossings we consider Council should consider traffic light controlled pedestrian crossings as motorists are more likely to stop for these crossings.
- At first glance the 19 cyclist injury accidents would seem to support the case for a lower speed limit. However, a close examination of the causal factors concluded that 16 of the 19 accidents would still have occurred with a lower speed limit. This is due to 50% of the accidents occurring at low speeds eg parking and turning and the rest a variety of causes that are not speed related.
- We suggest that Council should be educating both cyclists and motorists to watch out for each other instead of imposing an unnecessary lower speed limit
- Close analysis of the pedestrian and cyclist accident reports do not indicate as Council has suggested that lowering the speed limit will significantly reduce the risk of injury faced by the many pedestrians and cyclists that use the road.

- We understand apart from 40 km speed signs and similar road markings that no specific measures are included to indicate to the motorist or cyclist that they are in a 40km per hour area. This is contrary to accepted practice for lower speed limit areas which are supposed to be self explaining and self enforcing.
- During the morning and evening peak travel thousands of motorists a day use Oriental Parade to access the city. If the speed limit is changed from 50km per hour to 40 km per hour each vehicle will take nearly ½ a minute longer to travel the 1400 metres proposed for the new speed limit. Over a 1 year period this compounds to an additional **3 hours** travel for each and every motorist (if they adhere to the new limit). Has the Council taken this into account and do they think the additional travel time is justified?

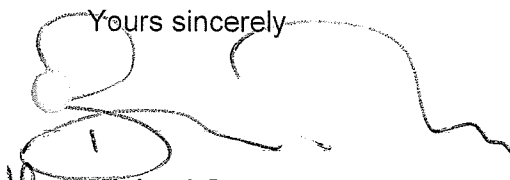
For the above reasons we request that Council do not approve the proposed 40km per hour limit and leave the speed limit at 50km per hour on this 1400 metre stretch of Oriental Parade.

Doubtless Council will receive numerous submissions in support of this lower speed limit from local residents. However, we doubt if many of the over 10,000 vehicle users per day from outside the area who use this route will make submissions. Many of them are AA members and have supported our view that there is no need for a lower speed limit. Drivers of motor vehicles and other road users are expected to adjust their speed to the road conditions at the time. In the early morning and evening peak (Monday to Friday) a speed of 50km per hour may be entirely appropriate. On a fine summer weekend with lots of pedestrians including children a speed of 20km per hour may be too high.

Before making a final decision on this issue we ask all Councillors to look beyond just the local residents views and decide what is best for the City overall. Oriental Parade is a key arterial route carrying nearly 19,000 vehicles per day, yet in the past 5 years there have only been 3 pedestrian injury accidents caused by motor vehicles. Two of these were caused by motorists not giving way at pedestrian crossings. The cyclist injury accidents have multiple causal factors but most were caused by motorists opening doors, parking and turning. All of these are low speed manoeuvres which will still occur with a lower speed limit.

The Automobile Association wishes to nominate Councillor Alex Gray to present our submission orally to the forthcoming Council Sub-Committee.

Yours sincerely



Michael Gross
Wellington District Chairman
Automobile Association

Lower speed limit in Oriental Bay


SUBMISSION
NUMBER

470B

Wellington City Council would like your feedback on its plan to lower the speed limit in Oriental Bay from 50km/h to 40km/h. To have your say, please fill out this submission form and post it back to us by **5pm Friday 1 April** (no stamp required), or comment in the public input section online at Wellington.govt.nz

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.

Tell us what you think

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

First name(s) ARTHUR WYNYARD

Last name BEASLEY

Street address 37 HAY STREET ORIENTAL BAY

Phone 384 5414 Email alwynbeasley@hotmail.com

I am writing this submission (tick box)

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

Would you like to make an oral submission to the Committee considering the proposal in April?

Yes No

Do you believe it is appropriate to reduce the speed limit to 40km/h as indicated on the map?

Yes No

Any other comments: Your statistics record 93 crashes in 5 years, i.e. 19 per year, or one every 18.6 days. With 19 000 vehicles using these streets each day, that is one crash per 360 000 vehicles, which does not indicate a localised problem. The 8 crashes involving pedestrians represent one per 4 500 000 vehicles, again not abnormally high.

Having driven in this area on a daily basis for 50+ years, I can report a remarkable readiness to adapt vehicle speeds to conditions [with the notable exception of the occasional Telford Tce Mercedes-driver who uses Hay Street as a test track].

To propose a limit based on the assertion that it is *never* safe to drive along Oriental Pde at 50kph is the worst sort of Big-Brotherism.

FreePost Authority Number 2199



PO Box 2199, WELLINGTON, NEW ZEALAND



FreePost WCC
Oriental Bay Speed Limit Changes (KCIF02)
Wellington City Council (CAB2)
PO Box 2199
Wellington

11:05



ENTERED

Tell us what you think

SUBMISSION
NUMBER

117M

Wellington City Council would like your feedback on these proposals.

To have your say, please fill out this submission form and post it back to us by **5pm Friday 1 April** (no stamp required), or comment online in the 'public input' section at Wellington.govt.nz

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Your details

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

First name(s)

JODY

Last name

SEABRIGHT

Street address

14 GREY FRIARS CRESCENT TAWA

Phone

021 717676

Email

jody@seabrightmotorsport.co.nz

I am writing this submission (tick box)

As an individual

On behalf of an organisation

Name of organisation

WELLINGTON CAR CLUB INC.

Would you like to make an oral submission to the committee considering the proposal in April?

Yes

No

Proposed 30km/h speed limit in suburban shopping areas

Do you believe it is appropriate to reduce the speed limit to 30km/h as indicated on the maps for the shopping areas listed below?

Miramar shopping area

Yes

No

Seatoun shopping area

Yes

No

Strathmore Park shopping area

Yes

No

Comments:

WE HAVE NO COMMENTS TO MAKE ON THIS ASPECT OF THE PROPOSAL.

Proposed 40km/h speed limit on the Northern Peninsula coastal route

Do you believe it is appropriate to reduce the speed limit to 40km/h as indicated on the related map?

Yes No

Comments:

PLEASE REFER TO THE ATTACHED
SUBMISSION

Fold here

Speed cushions

Do you agree with the proposal to introduce speed cushions on the Northern Peninsula coastal route?

Yes No

Comments:

PLEASE REFER TO THE ATTACHED

Do you agree with the proposed speed cushion locations as indicated on the related map?

Yes No

Comments:

PLEASE REFER TO THE ATTACHED

Fold here

FreePost Authority Number 2199



PO Box 2199, WELLINGTON, NEW ZEALAND



Freepost WCC
Miramar Peninsula Speed Limit Changes (KCIF02)
Wellington City Council (CAB2)
PO Box 2199
Wellington





WELLINGTON CAR CLUB (INC.)

P O Box 9072
WELLINGTON
www.carclub.co.nz

Club Rooms
Russell Terrace
Newtown

14 March 2011

Submission on Miramar Peninsular Speed Limit Changes

Background

Wellington Car Club runs an annual motorsport sprint event on Massey Road, from Scorching Bay to Shelly Bay, and as such we have a particular interest in changes being proposed in this area. Please refer to the attached map for an overview of our event.

The Shelly Bay Sprint (as our event is known), is a timed speed event where the competition is based on individual timed runs. The competitor with the fastest time being the winner. We have run this event since the mid 1990s, and it is now established as one of the premier motorsport events in the Wellington region. It attracts competitors from the wider region as well as the lower half of the north island.

Our Shelly Bay event makes up one half of a trophy series, partnered with the annual Alexandra Road hillclimb on Mt Victoria. These two events are the last significant motorsport events to be held in Wellington, due to a lack of suitable venues. Therefore we (and the wider motorsport community) are very concerned to ensure that this event can continue.

Comments on the Proposal

Because our interest is in the part of Massey Road we use for our event our submission relates specifically to this part of the overall proposal.

Lower Speed Limit

In order to run our event we obtain a road closure under the 10th Schedule of the Local Government Act, and as such any proposed speed limit will not affect our event.

We do note however that the average speed of normal traffic on this section of road is 35km/hour and therefore question whether a change in the speed limit will make any noticeable difference to road user behaviour in this area.

Speed Cushions

Artificial measures to reduce speeds, such as speed humps, or speed cushions are incompatible with motorsport events. Because they are a sudden change in the road surface they pose a significant danger to competitors and their cars. Previous experience has shown that - in a competition environment - speed humps or cushions are very difficult to judge and negotiate. Hitting them at speed places extreme forces on even competition vehicles, and they have in the past caused major damage or even crashes.

Therefore, if permanent speed cushions were installed on Massey Road we would not be able to run our event in the future.

Ideally we do not want speed cushions to be installed on the Massey Road section of the proposal at all.

However, if the council considers that speed cushions in this area are vitally important, then we would suggest a compromise where removable speed cushions are installed, so that these can be taken up when we run our event.

Conclusions

Wellington Car Club is supportive of initiatives to make our roads safer. Our members share the same concerns about road safety and road user behaviour that the rest of the community does. Plus we are very aware of what can happen to vehicles travelling at high speed. As such our members choose to play in a controlled environment where appropriate safety measures are in place.

To maintain an appropriate level of safety at this event we would not be able to run it with speed cushions in place.

We therefore ask that either speed cushions are not installed on this section of road, or that removable cushions be installed so these can be taken off the road to allow our event to run.

We also note that the measured average speed on Massey Road is only 35km/hr. Therefore we would ask the council to seriously consider if speed cushions are required on this section of road.

We are also very conscious that traffic calming devices can in some situations have the opposite effect, or cause unanticipated consequences. We would suggest that Massey Road could well become one of those situations. Therefore, if the council does decide to install removable speed cushions, we are happy to assist in providing information on our experience of the road and to potentially suggest locations that are less likely to contribute to accidents.

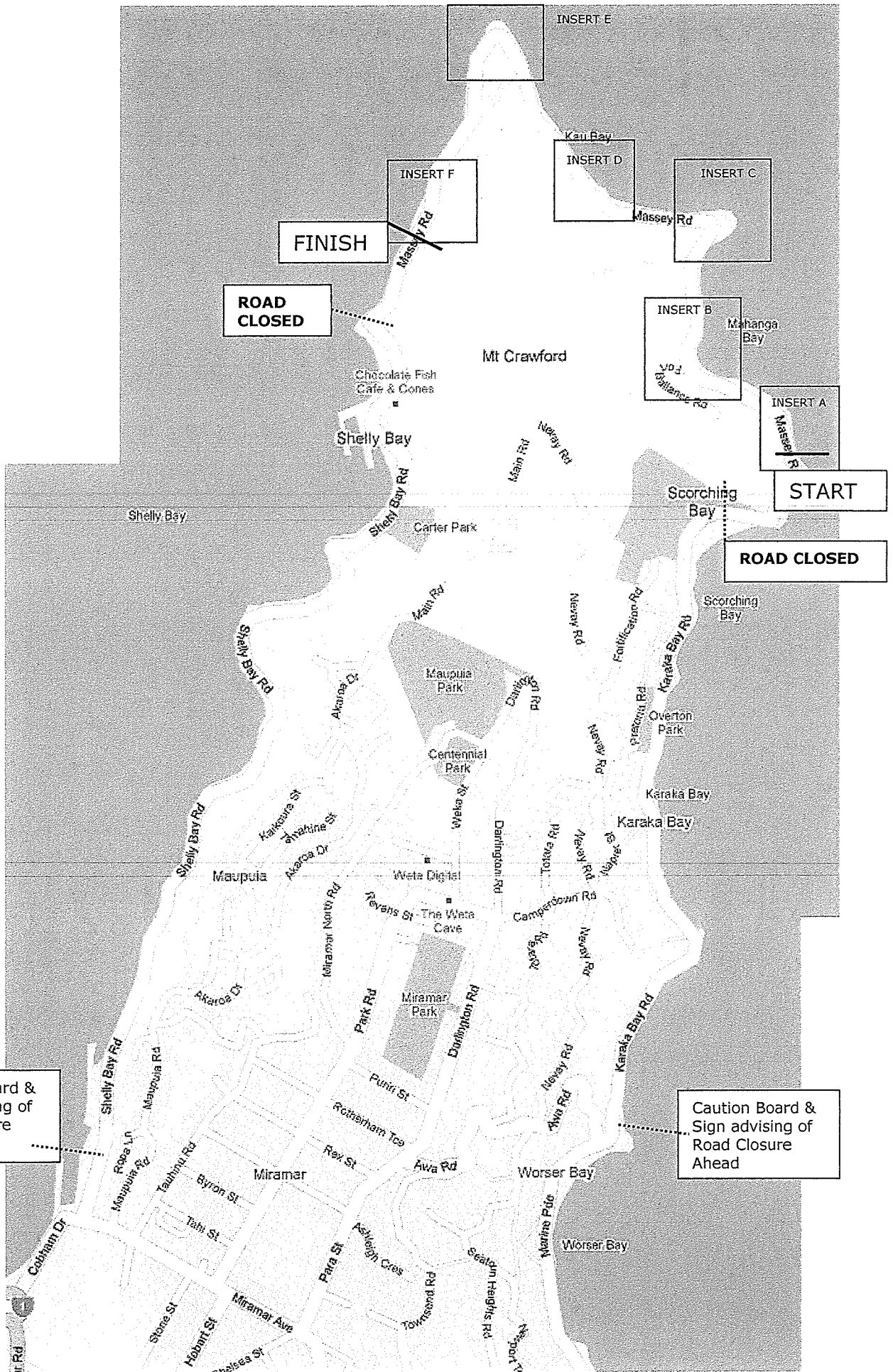
Thank you for considering our submission and we hope to be able to work with the council in order to obtain a suitable resolution that suits all parties.

On behalf of the Wellington Car Club Executive Committee



Jody Seabright
Club Secretary

SHELLY BAY ROAD BENT SPRINT (MASSEY ROAD) HEALTH AND SAFETY PLAN EVENT MAP





The following details have been submitted from the Lower Speed Limit - Northern Miramar Peninsula Coastal Route form on the www.Wellington.govt.nz website:

First Name: Gavin
 Last Name: Valentine
 Street Address: 36 Amritsar St
 Suburb: Khandallah
 City: Wellington
 Phone: 021 842 846
 Email: gavin.valentine@paradise.net.nz



I would like to make an oral submission in early 2011: Yes

I am making this submission: as an individual

Do you believe it is appropriate to reduce the speed limit to 40 km/h as indicated on the map: Yes

Comments on Speed Limit: I ride around there 4-6 times a week and can assure you that a lowering of the speed limit around there would be a very welcome contribution to cyclists' safety. It's not worth much though without enforcement. The limit's already only 30 at Shelley Bay and that's simply ignored by most cars. Enforcement at the Thorndon Quay morning clearway is very poor as well.

Do you agree with the proposal to introduce speed cushions on the Northern Peninsula coastal route: No

Comments on Speed Cushions: I don't know the research around them but my own experience is that the type at Scorching Bay are not helpful to cycles. The inside gap is too narrow for anything but single file and the outside gap means moving right out to the middle of the road. The type at Shelley Bay is even worse of course.

Do you agree with the proposed speed cushion locations as indicated on the related map: No

Comments on Cushion Locations: No. At the risk of sounding cheeky, did a road cyclist contribute to the design? Doesn't look like it.

Depending on the wind decent cyclists will be doing about 25-30kmh in one direction and about 35-40kmh in the other, often in small



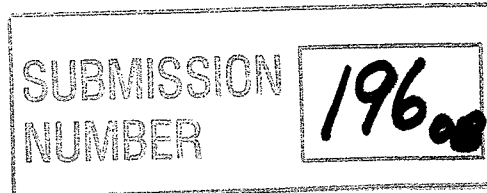
bunches. What's being proposed is that the council will deliberately put concrete obstacles in the middle of those roads. Mad.

Scorching Bay is fine(ish) for the speed cushions because bikes slow down there anyway because of the tight bend at the Northern entrance, reverse-out angle parks (also madness), foot traffic over to the cafe, and narrow road on the Southern exit.

I'd greatly prefer that you spend any money you'd set aside for this improving the disgraceful road surface in the same areas.

The following details have been submitted from the Lower Speed Limit - Oriental Bay form on the www.Wellington.govt.nz website:

First Name: Gavin
Last Name: Valentine
Street Address: 36 Amritsar St
Suburb: Khandallah
City: Wellington
Phone: 021 842 846
Email: gavin.valentine@paradise.net.nz



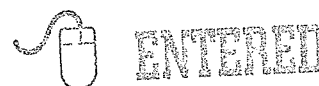
I would like to make an oral submission in early 2011: Yes

I am making this submission: as an individual

Do you believe it is appropriate to reduce the speed limit to 40 km/h as indicated on the map: Yes

Comments: I ride around there 4-6 times a week and can assure you that a lowering of the speed limit around there would be a very welcome contribution to cyclists' safety (as would reversal of the reverse-out angle parks - very scary). It's not worth much though without enforcement. The limit's already only 30 at Shelley Bay and that's simply ignored by most cars. Enforcement at the Thorndon Quay morning clearway is very poor as well.

11:20



Tell us what you think

SUBMISSION
NUMBER

13m

Wellington City Council would like your feedback on these proposals.

To have your say, please fill out this submission form and post it back to us by **5pm Friday 1 April** (no stamp required), or comment online in the 'public input' section at Wellington.govt.nz

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Your details

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

First name(s) The Ancient Church of The East NZ INC

Last name _____

Street address 66/AMIS AV STRATHMORE PARK

Phone 04-3882222 Email _____

I am writing this submission (tick box)

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

Would you like to make an oral submission to the committee considering the proposal in April?

Yes No

Proposed 30km/h speed limit in suburban shopping areas


Do you believe it is appropriate to reduce the speed limit to 30km/h as indicated on the maps for the shopping areas listed below?

Miramar shopping area Yes No

Seatoun shopping area Yes No

Strathmore Park shopping area Yes No

Comments:

 ENTERED

Proposed 40km/h speed limit on the Northern Peninsula coastal route

Do you believe it is appropriate to reduce the speed limit to 40km/h as indicated on the related map?

Yes No

Comments:

Fold here

Speed cushions

Do you agree with the proposal to introduce speed cushions on the Northern Peninsula coastal route?

Yes No

Comments:

Do you agree with the proposed speed cushion locations as indicated on the related map?

Yes No

Comments:

Fold here

FreePost Authority Number 2199



PO Box 2199, WELLINGTON, NEW ZEALAND



Freepost WCC
Miramar Peninsula Speed Limit Changes (KCIF02)
Wellington City Council (CAB2)
PO Box 2199
Wellington



The following details have been submitted from the Lower Speed Limit - Oriental Bay form on the www.Wellington.govt.nz website:

First Name: Claire
Last Name: Pascoe
Street Address: 100 Brougham St
Suburb: Mt Victoria
City: Wellington
Phone: 027 306 1853
Email: claire.pascoe@gmail.com



I would like to make an oral submission in early 2011: Yes

I am making this submission: as an individual

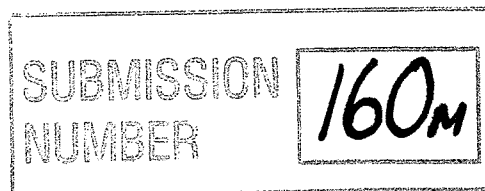
Do you believe it is appropriate to reduce the speed limit to 40 km/h as indicated on the map: Yes

Comments: Although, in this particular area I think 30km would be more suited. Either that or reduce speed to 40km and remove all the angle parking. I watched three weeks ago as a minivan turned into an angle park, completely wiping out a cyclist on their way. Not sure if it got reported by the cyclist who looked like he went into shock, picked up and took off, but it was a visual reminder of how dangerous those angle parks are.



The following details have been submitted from the Lower Speed Limit - Northern Miramar Peninsula Coastal Route form on the www.Wellington.govt.nz website:

First Name: Claire
 Last Name: Pascoe
 Street Address: 100 Brougham St
 Suburb: Mt Victoria
 City: Wellington
 Phone: 027 306 1853
 Email: claire.pascoe@gmail.com



I would like to make an oral submission in early 2011: Yes

I am making this submission: as an individual

Do you believe it is appropriate to reduce the speed limit to 40 km/h as indicated on the map: Yes

Comments on Speed Limit: This is such a lovely, scenic place to ride a bike, walk or run but can be pretty frightening when a car speeds by so lowering the speed limit is a great first step to making the whole experience a lot more pleasant. Given there are no houses along that road, it would be amazing to have it a one way road with a whole lane for people on foot or bike to enjoy.

Do you agree with the proposal to introduce speed cushions on the Northern Peninsula coastal route: Yes

Comments on Speed Cushions: Lowering the limit is one thing, but that will be hard to enforce without some physical measures in place.

Do you agree with the proposed speed cushion locations as indicated on the related map: Yes

Comments on Cushion Locations: They look fine to me!

 A small icon of a computer mouse cursor with a hand pointing towards the word "ENTERED".

ENTERED

Tell us what you think

SUBMISSION
NUMBER

33M

Wellington City Council would like your feedback on these proposals.

To have your say, please fill out this submission form and post it back to us by **5pm Friday 1 April** (no stamp required), or comment online in the 'public input' section at Wellington.govt.nz

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Your details

Mr Mrs Miss Ms Dr (circle which applies)

First name(s) CONSTANTIN ~~PAUL~~

Last name PALAMIDAS

Street address 7A THE QUADRANT, MIRAMAR, Wg

Phone 04 3882266 Email _____

I am writing this submission (tick box)

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

Would you like to make an oral submission to the committee considering the proposal in April?

Yes No

Proposed 30km/h speed limit in suburban shopping areas

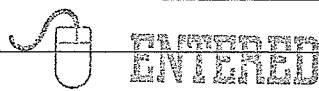
Do you believe it is appropriate to reduce the speed limit to 30km/h as indicated on the maps for the shopping areas listed below?

Miramar shopping area Yes No

Seatoun shopping area Yes No

Northmore Park shopping area Yes No

Comments:



Proposed 40km/h speed limit on the Northern Peninsula coastal route

Do you believe it is appropriate to reduce the speed limit to 40km/h as indicated on the related map?

Yes No

Comments:

Fold here

Speed cushions

Do you agree with the proposal to introduce speed cushions on the Northern Peninsula coastal route?

Yes No

Comments:

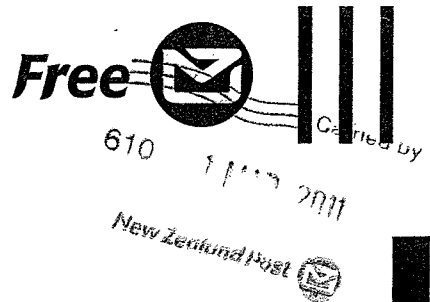
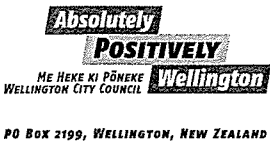
Do you agree with the proposed speed cushion locations as indicated on the related map?

Yes No

Comments:

Fold here

FreePost Authority Number 2199



Freepost WCC
Miramar Peninsula Speed Limit Changes (KCIF02)
Wellington City Council (CAB2)
PO Box 2199
Wellington



SUBMISSION
NUMBER

23108

Joelene Noble

From: mmellor1@gmail.com
Sent: Friday, 1 April 2011 1:30 p.m.
To: Joelene Noble
Subject: Lower Speed Limit - Oriental Bay

The following details have been submitted from the Lower Speed Limit - Oriental Bay 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: mmellor1@gmail.com

I would like to make an oral submission in early 2011: 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 to 40 km/h as indicated on the map:
Yes

Comments: Living Streets Wellington fully supports the proposed 40km/h speed limit along Oriental Bay. This stretch of road is popular with a wide variety of users, and we submit that it is important that the environment supports all people using this unique area. In particular, reducing the speed differential between motorised and non-motorised users will make it more attractive and safer for all.

We agree with the reasoning contained in the supporting documentation. We note that lowered traffic speeds will enhance public safety, by making it easier to judge when crossing the road is safe and by reducing the likelihood and severity of any crashes.

We would encourage the Council to also look at other measures to make this shopping centre pedestrian-friendly. That could include greater use of kerb extensions, improved location of pedestrian crossings, re-location of carparking and widening of footpaths.

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 Living Streets are:

- to promote walking as a healthy, environmentally-friendly and universal means of transport and recreation



53108

- 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, working to make the city more walking-friendly.

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

Joelene Noble

From: mmellor1@gmail.com
Sent: Friday, 1 April 2011 1:35 p.m.
To: Joelene Noble
Subject: Lower Speed Limit - Northern Miramar Peninsula Coastal Route

The following details have been submitted from the Lower Speed Limit - Northern Miramar Peninsula Coastal Route 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: mmellor1@gmail.com

I would like to make an oral submission in early 2011: 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 to 40 km/h as indicated on the map:
Yes

Comments on Speed Limit: Living Streets Wellington fully supports the proposed 40 km/h speed limit around the northern end of the Miramar Peninsula. This road is not a main through route, but it is very important as a popular recreational resource, serving attractions such as Shelly Bay, the Massey Memorial and Scorching Bay, and with the Great Harbour Way following it. It is narrow and largely without shoulders or footpaths, and is unfortunately subject to high-speed "boy racer" type activity.

We agree with the reasoning contained in the supporting documentation. We note that lowered traffic speeds in will enhance public safety, by making it easier to judge when crossing a street is safe and by reducing the likelihood and severity of any crashes.

We would encourage the Council to also look at other measures to make this stretch of road more user-friendly, in conjunction with the Great Harbour Way.

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 Living Streets are:

- to promote walking as a healthy, environmentally-friendly and universal means of transport and recreation

MOOE

- 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, working to make the city more walking-friendly.

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

Do you agree with the proposal to introduce speed cushions on the Northern Peninsula coastal route: Yes

Comments on Speed Cushions: Speed cushions will help to reduce the speed differential between motorised and non-motorised users, making the road safer and more attractive.

Do you agree with the proposed speed cushion locations as indicated on the related map: Yes

Joelene Noble

From: mmellor1@gmail.com
Sent: Friday, 1 April 2011 1:37 p.m.
To: Joelene Noble
Subject: Lower Speed Limit - Strathmore Park Shopping Area

The following details have been submitted from the Lower Speed Limit - Strathmore Park Shopping Area 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: mmellor1@gmail.com

I would like to make an oral submission in early 2011: 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 to 30 km/h as indicated on the map:
Yes

Comments on Speed Limit: Living Streets Wellington fully supports 30 km/h speed limits in shopping areas in general, and in Strathmore Park in particular. Broadway is a busy road, with many people parking on the north side of the road to access the shops on the south side, through traffic to/from the east, and busy bus stops and interchange.

We agree with the reasoning contained in the supporting documentation. We note that lowered traffic speeds in busy suburban centres will enhance public safety, by making it easier to judge when crossing a street is safe and by reducing the likelihood and severity of any crashes. We also note that reduced traffic speeds will make the shopping centre more attractive for people to use. That will increase the likelihood that people will shop here, and also make it more likely that people will walk or cycle, reducing pressure on parking.

We would encourage the Council to also look at other measures to make this shopping centre pedestrian-friendly. That could include greater use of kerb extensions, improved location of pedestrian crossings, re-location of carparking and widening of footpaths.

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 Living Streets are:



- 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, working to make city and suburban centres in the region more walking-friendly.

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

Joelene Noble

From: mmellor1@gmail.com
Sent: Friday, 1 April 2011 1:39 p.m.
To: Joelene Noble
Subject: Lower Speed Limit - Seatoun Shopping Area

The following details have been submitted from the Lower Speed Limit - Seatoun Shopping Area 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: mmellor1@gmail.com

I would like to make an oral submission in early 2011: 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 to 30 km/h as indicated on the map:
Yes

Comments on Speed Limit: Living Streets Wellington fully supports 30 km/h speed limits in shopping areas in general, and in Seatoun in particular. The Dundas St/Falkirk Avenue intersection is the focus of Seatoun, and low speeds are consistent with the village-type environment.

We agree with the reasoning contained in the supporting documentation. We note that lowered traffic speeds in busy suburban centres will enhance public safety, by making it easier to judge when crossing a street is safe and by reducing the likelihood and severity of any crashes. We also note that reduced traffic speeds will make the shopping centre more attractive for people to use. That will increase the likelihood that people will shop here, and also make it more likely that people will walk or cycle, reducing pressure on parking.

We would encourage the Council to also look at other measures to make this shopping centre pedestrian-friendly. That could include greater use of kerb extensions, improved location of pedestrian crossings, re-location of carparking and widening of footpaths.

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 Living Streets are:

- 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, working to make city and suburban centres in the region more walking-friendly.

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

Joelene Noble

From: mmellor1@gmail.com
Sent: Friday, 1 April 2011 1:41 p.m.
To: Joelene Noble
Subject: Lower Speed Limit - Miramar Shopping Area

The following details have been submitted from the Lower Speed Limit - Miramar Shopping Area 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: mmellor1@gmail.com

I would like to make an oral submission in early 2011: 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 to 30 km/h as indicated on the map:
Yes

Comments on Speed Limit: Living Streets Wellington fully supports 30 km/h speed limits in shopping areas in general, and in Miramar in particular. The road layout in Miramar is complex, with a number of busy vehicle accesses on both sides of Miramar Avenue, and a roundabout, bus stops, taxi rank, pedestrian crossing and angle parking all in close proximity. There is also the added attraction of the new cinema and associated businesses.

We agree with the reasoning contained in the supporting documentation. We note that lowered traffic speeds in busy suburban centres will enhance public safety, by making it easier to judge when crossing a street is safe and by reducing the likelihood and severity of any crashes. We also note that reduced traffic speeds will make the shopping centre more attractive for people to use. That will increase the likelihood that people will shop here, and also make it more likely that people will walk or cycle, reducing pressure on parking.

We would encourage the Council to also look at other measures to make this shopping centre pedestrian-friendly. That could include greater use of kerb extensions, improved location of pedestrian crossings, re-location of carparking and widening of footpaths.

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 Living Streets are:

- 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, working to make city and suburban centres in the region more walking-friendly.

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

SUBMISSION
NUMBER

22808

Joelene Noble

From: tregonning@xtra.co.nz
Sent: Thursday, 31 March 2011 7:47 p.m.
To: Joelene Noble
Subject: Lower Speed Limit - Oriental Bay

The following details have been submitted from the Lower Speed Limit - Oriental Bay form on the www.Wellington.govt.nz website:

First Name: Russell
Last Name: Tregonning
Street Address: 5 Anne St
Suburb: Wadestown
City: Wellington
Phone: 4995668
Email: tregonning@xtra.co.nz

I would like to make an oral submission in early 2011: Yes

I am making this submission: on behalf of an organisation

Organisation Name: Great Harbour Way Steering Committee

Do you believe it is appropriate to reduce the speed limit to 40 km/h as indicated on the map:
Yes

Comments: WCC has adopted policies to "first and foremost make cycling and walking safer and more convenient" (Walking and Cycling Tracks Recreation Activities policies, Dec. 2008). WCC also has a vision to be a carbon-neutral city (June 2007). By adopting reduced speed limits for motor vehicles on Wellington city's roads, WCC will be promoting both of these aims.

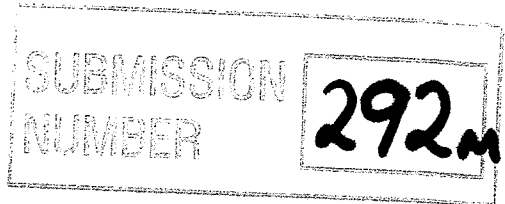
The Great Harbour Way (Te Aranui O Poneke)-GHW- promotes the provision of a safe, wide walking and cycling route around the Wellington harbour. WCC supports the GHW in its cycling and walking policies: it is therefore entirely consistent for Council to promote speed limits along the GHW route, part of which traverses Oriental Bay.

The GHW Coalition therefore strongly supports WCC in lowering the speed limit on Oriental Bay road.

Some points in favour of lower speed limits

- Encouragement of active modes of transport and reduction of vehicle emissions both increase the health of the community
- Because the road is a busy thoroughfare for cars and there are many activities for pedestrians along much of Oriental Bay, car speeds are already low on the street. A speed limit of 40kph will not therefore be an imposition on motorists.





Joelene Noble

From: tregonning@xtra.co.nz
Sent: Thursday, 31 March 2011 7:37 p.m.
To: Joelene Noble
Subject: Lower Speed Limit - Northern Miramar Peninsula Coastal Route

The following details have been submitted from the Lower Speed Limit - Northern Miramar Peninsula Coastal Route form on the www.Wellington.govt.nz website:

First Name: Russell
Last Name: Tregonning
Street Address: 5 Anne St.
Suburb: Wadestown
City: Wellington
Phone: 4995668
Email: tregonning@xtra.co.nz

I would like to make an oral submission in early 2011: Yes

I am making this submission: on behalf of an organisation

Organisation Name: Great Harbour Way Steering Committee

Do you believe it is appropriate to reduce the speed limit to 40 km/h as indicated on the map:
Yes

Comments on Speed Limit: GHW Coalition Steering Committee submission on lowering speed limits for Oriental Bay and Miramar Peninsula.

Introduction

WCC has adopted policies to "first and foremost make cycling and walking safer and more convenient" (Walking and Cycling Tracks Recreation Activities policies, Dec. 2008). WCC also has a vision to be a carbon-neutral city (June 2007). By adopting reduced speed limits for motor vehicles on Wellington city's roads, WCC will be promoting both of these aims.

The Great Harbour Way (Te Aranui O Poneke)-GHW- promotes the provision of a safe, wide walking and cycling route around the Wellington harbour. WCC supports the GHW in its cycling and walking policies: it is therefore entirely consistent for Council to promote speed limits along the GHW route, part of which traverses Oriental Bay and the Northern Miramar Peninsular Coastal Route.

The GHW Coalition therefore strongly supports WCC in lowering the speed limits in these two areas.

Some points in favour of lower speed limits

- Encouragement of active modes of transport and reduction of vehicle emissions both increase the health of the community
- Because the roads are narrow or winding (or both) along much of Oriental Bay and Miramar Peninsula, car speeds are already low (the WCC proposal document records mean speeds along Massey Rd on Miramar Peninsula as 35 kph.)



- Reduced speed limits already in place in Wellington suburbs have met with general approval

Additions to lowering speed limits to increase safety

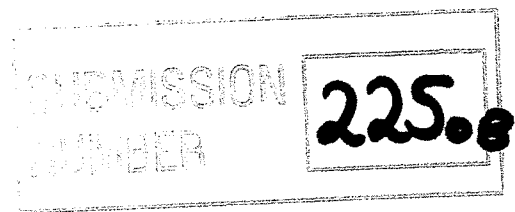
- We recommend that the road edge be made safer for walkers on the Northern Miramar Peninsula Route. This could be achieved by smoothing the current ridge, where it exists, between gravel and seal (by extending the seal outwards)
 - We believe that removing motor traffic entirely from the Miramar peninsula route at regular intervals on weekends should be investigated. This will allow car-free (and care-free) cycling and walking for recreation. We can see little down-side for motorists as there is no compelling need for traffic to use Shelley Bay Rd. and Massey Rd. from Shelley Bay to Scorching Bay. We suggest a trial of motor traffic closures for one Sunday a month, say 10am to 6pm, for one Sunday a month to gauge interest.
- GHW Coalition Steering committee.

Do you agree with the proposal to introduce speed cushions on the Northern Peninsula coastal route: No

Comments on Speed Cushions: • We prefer lowering the speed limit without the planned speed cushions. If they were installed, they should have wide gaps to make them entirely safe for cyclists.

Do you agree with the proposed speed cushion locations as indicated on the related map: No

Comments on Cushion Locations: See above



Joelene Noble

From: kiwijay@gmail.com
Sent: Thursday, 31 March 2011 1:41 p.m.
To: Joelene Noble
Subject: Lower Speed Limit - Oriental Bay

The following details have been submitted from the Lower Speed Limit - Oriental Bay form on the www.Wellington.govt.nz website:

First Name: Jay
Last Name: Waters
Street Address: PO Box 24398
Suburb: Manners Street
City: Wellington
Phone: 02108279542
Email: kiwijay@gmail.com

I would like to make an oral submission in early 2011: Yes

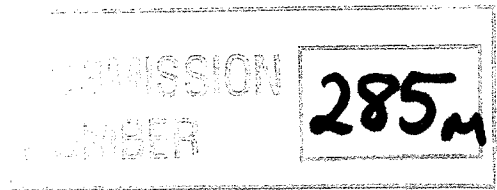
I am making this submission: as an individual

Do you believe it is appropriate to reduce the speed limit to 40 km/h as indicated on the map: No

Comments: As a volunteer who cycles with peoples with disabilities, I oppose the proposal to reduce the speed limit to 40 km/h in this area. Furthermore, as a cyclist who enjoys club racing and triathlons I also disagree with the proposal. A regular commuter and cyclist, I strongly believe one of the safest roads for cyclists in Wellington is State Highway 2, between Petone and Ngauranga George, and yet this is a 100km/h zone. I firmly believe that for cyclists, this 100 km/h road will still be safer than 40km/h around Oriental Bay. As a car owner, driver, and cyclist, I also firmly believe that lowering the speed limit simply avoids the real issue, which is that there are too many cars on the road. Furthermore, on-street parking and angle parking presents more of a hazzard to cyclists, and creates more problems for drivers. For this reason, it would be better to remove all angle parking, and create parallel parking and/or create addition safe space for cycl

ists, drivers, and all road users to use without undue conflict. Simply lowering the speed limit avoids this issue. Lowering the speed does not address the real issues that would make cycling safer (and create a safer environment for drivers and pedestrians) in Oriental bay.





Joelene Noble

From: kiwijay@gmail.com
Sent: Thursday, 31 March 2011 1:29 p.m.
To: Joelene Noble
Subject: Lower Speed Limit - Northern Miramar Peninsula Coastal Route

The following details have been submitted from the Lower Speed Limit - Northern Miramar Peninsula Coastal Route form on the www.Wellington.govt.nz website:

First Name: Jay
Last Name: Waters
Street Address: PO Box 24398
Suburb: Manners Street
City: Wellington
Phone: 02108279542
Email: kiwijay@gmail.com

I would like to make an oral submission in early 2011: Yes

I am making this submission: as an individual

Do you believe it is appropriate to reduce the speed limit to 40 km/h as indicated on the map: No

Comments on Speed Limit: As a volunteer who cycles with peoples with disabilities, I strongly oppose the proposal to reduce the speed limit to 40 km/h in this area. Furthermore, as a cyclist who enjoys club racing and triathlons I also disagree with the proposal. A regular commuter and cyclist, I strongly believe one of the safest roads for cyclists in Wellington is State Highway 2, between Petone and Ngauranga George, and yet this is a 100km/h zone. I firmly believe that this 100 km/h road will still be safer than a 40km/h around the Northern Peninsula.

Do you agree with the proposal to introduce speed cushions on the Northern Peninsula coastal route: No

Comments on Speed Cushions: These cushions create more of a hazzard for cyclists. They push us in to the gutter, or in to the middle of the road. for persons with disabilities, and recreational cyclists, they create more problems than they solve. The cushions at Schorching bay are horrible and make cycling in that area less pleasant.

Do you agree with the proposed speed cushion locations as indicated on the related map: No

Comments on Cushion Locations: The real issues is that there are too many cars on the road, and the existing laws are not appropriately enforced. Furthermore, matters such as on-street parking in narrow spots are particularly dangerous, for example Scorching Bay to Seaton and angle parking in Scorching bay and Lyall bay which presents a significant hazard to cyclists and all road users. Lowering the speed and installing more pacifying devices do not address the real issues that would make cycling safer in these areas, which is creating sufficient safe space for cyclists.



WELLINGTON
23208

Joelene Noble

From: mgtaylor@kol.co.nz
Sent: Friday, 1 April 2011 1:24 p.m.
To: Joelene Noble
Subject: Lower Speed Limit - Oriental Bay

The following details have been submitted from the Lower Speed Limit - Oriental Bay form on the www.Wellington.govt.nz website:

First Name: Michael
Last Name: Taylor
Street Address: 10 Laurent Place
Suburb: Kingston
City: Wellington
Phone: 3898071
Email: mgtaylor@kol.co.nz

I would like to make an oral submission in early 2011: Yes

Do you believe it is appropriate to reduce the speed limit to 40 km/h as indicated on the map: Yes

Comments: I am making submissions on several of the concurrently advertised lower speed limit proposals, will also email in overall comments (plus copies of my online submissions) and request to be heard, that I may explain further. For this particular proposal: Oriental Parade (plus side roads): I use this section of road several times every week. I support a change to 30km/h for the maximum speed on the roads specified in this proposal. If a different speed (from recently introduced 30km/h areas elsewhere) limit of 40km/h is to be used in the city, it should be a city wide setting rather than having such a varied approach and inevitable ongoing additions as we further reduce the risk from motor vehicles in our city.

Oriental Bay is the principal beach for the central city and attracts both locals and tourists, often including children. That, the very high level of use of the promenade and the danger from angled parking to cyclists make reducing the risk from motor vehicles particularly important here. The primary purpose and use of the area is leisure. In addition to the 30km/h limit I suggest that heavy vehicles (excluding buses) be allowed to use Oriental Parade and Evans Bay Parade only for access.

As a 40km/h limit is obviously more appropriate than retaining the existing 50km/h limit I have marked the Yes box for "Do you believe it is appropriate to reduce the speed limit to 40 km/h as indicated on the map?", but as explained above that is not the most appropriate change.



33708

C

C

SUBMISSION
NUMBER

30/m

Joelene Noble

From: mgtaylor@kol.co.nz
Sent: Friday, 1 April 2011 1:46 p.m.
To: Joelene Noble
Subject: Lower Speed Limit - Northern Miramar Peninsula Coastal Route

The following details have been submitted from the Lower Speed Limit - Northern Miramar Peninsula Coastal Route form on the www.Wellington.govt.nz website:

First Name: Michael
Last Name: Taylor
Street Address: 10 Laurent Place
Suburb: Kingston
City: Wellington
Phone: 3898071
Email: mgtaylor@kol.co.nz

I would like to make an oral submission in early 2011: Yes

I am making this submission: as an individual

Do you believe it is appropriate to reduce the speed limit to 40 km/h as indicated on the map:
Yes

Comments on Speed Limit: I am making submissions on several of the concurrently advertised lower speed limit proposals, will also email in overall comments (plus copies of my online submissions) and request to be heard, that I may explain further. For this particular proposal: On average I use these roads about once a week. In the short term I support a change to 30km/h for the maximum speed all along the coastal route as shown in the maps proposal, and indeed further around the coast. If a different speed (from recently introduced 30km/h areas and those now proposed elsewhere in the peninsula) limit of 40km/h is to be used in the city it should be a city wide setting rather than having such a varied approach and inevitable ongoing additions as we further reduce the risk from motor vehicles in our city.

The coastal road is primarily a scenic one – a way to see our harbour, the city and the hills at their best (and sometimes worst !) - used for recreation and leisure. Its primary purpose is not to provide a fast or commuting route from Seatoun toward the city, nor, despite the Council sometimes closing the road to allow it, for motor vehicles to race (officially or unofficially). The low (compared with other areas for which limit changes are proposed) traffic count probably reflects that purpose and use.

For much of the route's length it has an unusable margin on the landward side. On the seaward side there is generally no pavement and the grass or unsealed margin is inadequate for pedestrians – indeed in several places there is no such space. That is dangerous. Additionally there is little safety margin for cyclists if forced left by motorists leaving insufficient clearance as they overtake. That has happened to me a few times. Reducing motor vehicle speeds will substantially reduce the risk.

Restrictions on heavy vehicles (e.g. for access only, limited hours) should also be considered.

I feel council has misled the public by failing to say that the Great Harbour Way proposal is for a 30km/h limit and not 40km/h (e.g. as noted in 5.5 of Report 3, Speed Limit Reduction Programme, to 5th August 2010 meeting of SPC), in the brochure and on the web page



ENTERED

M108

(<http://www.wellington.govt.nz/haveyoursay/publicinput/2011-03-lowerspeed-northernpeninsula.html>). Those deliberately omit the actual speed when reporting "the GHW coalition included a proposal to reduce the speed limit on the coastal route around the Miramar Peninsula." and "the concept includes a proposal to reduce the speed limit on the northern peninsula coastal route" respectively.

I also ask that, in the medium term (say within 5 years), this road be made one way (anti-clockwise viewed from above i.e. Seatoun to Burnham Wharf) for motorised vehicles, with a vehicle lane on the landward side and provision for cyclists (possibly only those going clockwise viewed from above) and pedestrians separately on the coastal side.

[aside: Having the new bench seat at Point Halswell is excellent; my thanks go to the donors and yourselves, who doubtless facilitated its installation.]

As a 40km/h limit is obviously more appropriate than retaining the existing 50km/h limit I have marked the Yes box for "Do you believe it is appropriate to reduce the speed limit to 40 km/h as indicated on the map?", but as explained above that is not the most appropriate change.

Do you agree with the proposal to introduce speed cushions on the Northern Peninsula coastal route: Yes

Comments on Speed Cushions: I support the use of speed cushions, but they are not a complete substitute for enforcement. It is important that "They also allow cyclists to avoid the humps". In some Wellington streets humps and more generally the "lumpy" or very rough surfaces are a deterrent to cyclists (at any speed).

Do you agree with the proposed speed cushion locations as indicated on the related map: Yes

Comments on Cushion Locations: I support the proposed locations but would not object to sensible adjustment of any by say up to 100 metres. I would support more, with one located midway between the two southernmost on the western side to reduce the comparatively straight and long, otherwise uninterrupted distance between those.

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Friday, 1 April 2011 1:20 p.m.
To: Joelene Noble
Subject: Lower Speed Limit - Miramar Shopping Area

The following details have been submitted from the Lower Speed Limit - Miramar Shopping Area form on the www.Wellington.govt.nz website:

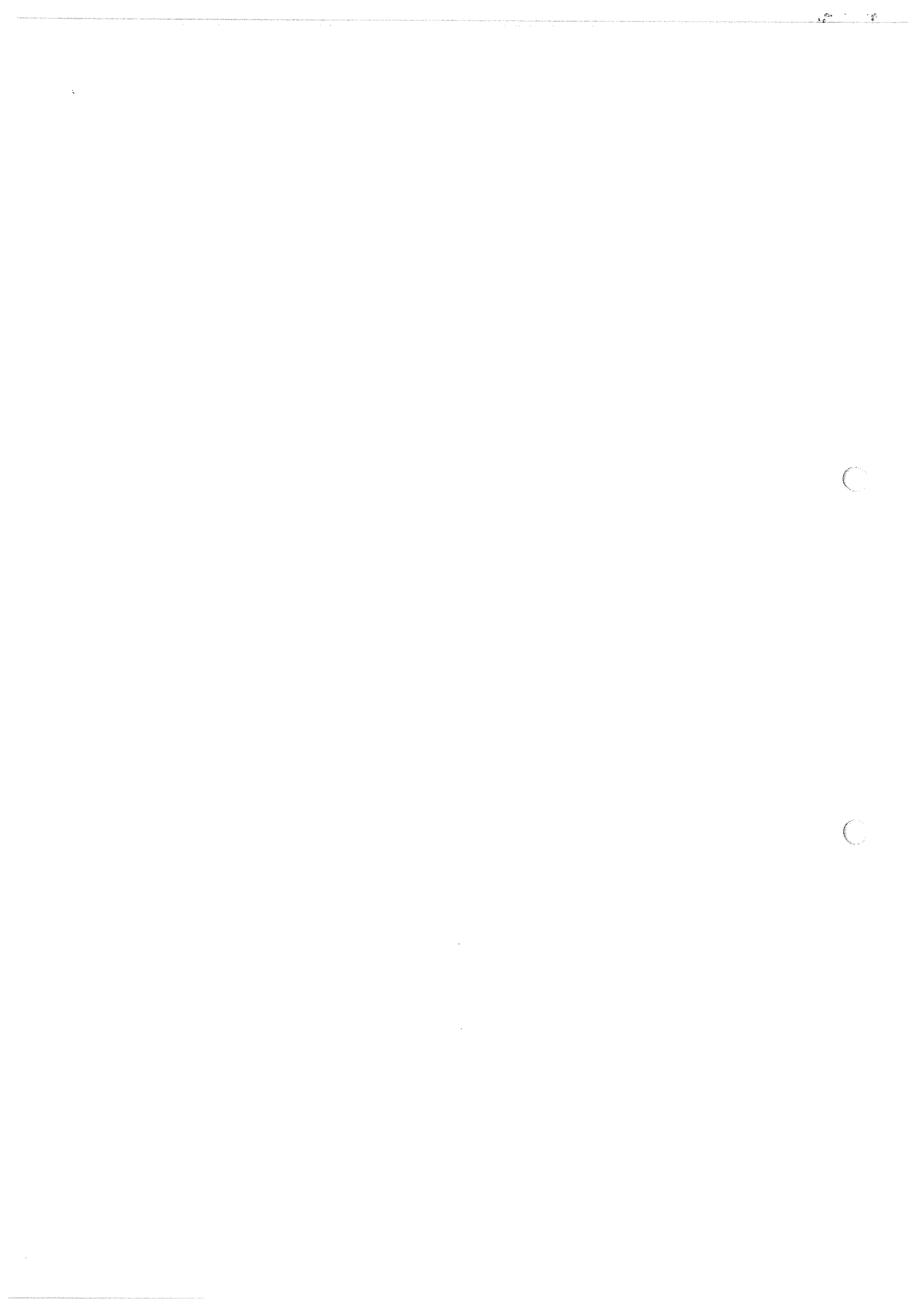
First Name: Michael
Last Name: Taylor
Street Address: 10 Laurent Place
Suburb: Kingston
City: Wellington
Phone: 3898071

I would like to make an oral submission in early 2011: Yes

I am making this submission: as an individual

Do you believe it is appropriate to reduce the speed limit to 30 km/h as indicated on the map:
Yes

Comments on Speed Limit: I am making submissions on several of the concurrently advertised lower speed limit proposals, will also email in overall comments (plus copies of my online submissions) and request to be heard, that I may explain further. For this particular proposal: On average I visit this area about once a week. I support the proposal. Having seen and benefited from the speed limit reduction to 30km/h in other areas (e.g. Brooklyn, "Golden Mile") it is logical to put the same limit here. It is good that genuine pedestrian ("zebra") crossings are used in this area rather than traffic light type crossings.



Wellington City Council,
101 Wakefield St, Wellington
email: paul.barker@wcc.govt.nz.

10 Laurent Place
Kingston, Wellington
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Various Speed Limit proposals

Dear Councillors,

Below is my personal submission on the current set of proposals to change some speed limits in Wellington. Although I have used the online submission forms, this submission covers more general issues with such speed limit proposals as well as providing a copy of my online submission with better formatting. I have been a Wellington resident and ratepayer for some thirty years. I have spent and continue to spend much time walking and cycling around our great city. I ask for the opportunity to speak to my submission, that I may answer any questions and provide further detail.

Yours faithfully,

Michael Taylor

Comments on each specific proposal

- (a) **Oriental Parade** (plus side roads): I use this section of road several times every week. I **support a change to 30km/h** for the maximum speed on the roads specified in this proposal. If a different speed (from recently introduced 30km/h areas elsewhere) limit of **40km/h is to be used in the city, it should be a city wide setting** rather than having such a varied approach and inevitable ongoing additions as we further reduce the risk from motor vehicles in our city.

Oriental Bay is the principal beach for the central city and attracts both locals and tourists, often including children. That, the very high level of use of the promenade, and the danger from angled parking to cyclists make reducing the risk from motor vehicles particularly important here. The primary purpose and use of the area is leisure. **In addition to the 30km/h limit I suggest that heavy vehicles (excluding buses) be allowed to use Oriental Parade and Evans Bay Parade only for access.**

As a 40km/h limit is obviously more appropriate than retaining the existing 50km/h limit I have marked the Yes box for "Do you believe it is appropriate to reduce the speed limit to 40 km/h as indicated on the map?", but as explained above that is not the most appropriate change.

- (b) **Northern Miramar Peninsula Coastal Route**: On average I use these roads about once a week. In the short term I **support a change to 30km/h** for the maximum speed all along the coastal route as shown in the maps proposal, and indeed further around the coast. If a different speed (from recently introduced 30km/h areas and those now proposed elsewhere in the peninsula) limit of **40km/h is to be used in the city it should be a city wide setting** rather than having such a varied approach and inevitable ongoing additions as we further reduce the risk from motor vehicles in our city.

The coastal road is primarily a scenic one – a way to see our harbour, the city and the hills at their best (and sometimes worst !) - used for recreation and leisure. Its primary purpose is not to provide a fast or commuting route from Seatoun toward the city, nor, despite the Council sometimes closing the road to allow it, for motor vehicles to race (officially or unofficially). The low (compared with other areas for which limit changes are proposed) traffic count probably reflects that purpose and use.

For much of the route's length it has an unusable margin on the landward side. On the

seaward side there is generally no pavement and the grass or unsealed margin is inadequate for pedestrians – indeed in several places there is no such space. That is dangerous. Additionally there is little safety margin for cyclists if forced left by motorists leaving insufficient clearance as they overtake. That has happened to me a few times. Reducing motor vehicle speeds will substantially reduce the risk. Restrictions on heavy vehicles (e.g. for access only, limited hours) should also be considered.

I support the use of speed cushions, but they are not a complete substitute for enforcement. It is important that “They also allow cyclists to avoid the humps”. In some Wellington streets humps and more generally the “lumpy” or very rough surfaces are a deterrent to cyclists (at any speed). In terms of speed cushion location I support the proposed locations but would not object to sensible adjustment of any by say up to 100 metres. I would support more, with one located midway between the two southernmost on the western side to reduce the comparatively straight and long, otherwise uninterrupted distance between those.

I feel council has misled the public by failing to say that the Great Harbour Way proposal is for a 30km/h limit and not 40km/h (e.g. as noted in 5.5 of Report 3, Speed Limit Reduction Programme, to 5th August 2010 meeting of SPC), **in the brochure and on the web page** (<http://www.wellington.govt.nz/haveyoursay/publicinput/2011-03-lowerspeed-northernpeninsula.html>). Those deliberately omit the actual speed when reporting “the GHW coalition included a proposal to reduce the speed limit on the coastal route around the Miramar Peninsula.” and “the concept includes a proposal to reduce the speed limit on the northern peninsula coastal route” respectively.

I also ask that, in the medium term (say within 5 years), **this road be made one way (anti-clockwise viewed from above i.e. Seatoun to Burnham Wharf) for motorised vehicles**, with a vehicle lane on the landward side and provision for cyclists (possibly only those going clockwise viewed from above) and pedestrians separately on the coastal side. [aside: Having the new bench seat at Point Halswell is excellent; my thanks go to the donors and yourselves, who doubtless facilitated its installation.]

As a 40km/h limit is obviously more appropriate than retaining the existing 50km/h limit I have marked the Yes box for “Do you believe it is appropriate to reduce the speed limit to 40 km/h as indicated on the map?”, but as explained above that is not the most appropriate change.

- (c) **Miramar Shopping Area:** On average I visit this area about once a week. **I support the proposal.** Having seen and benefited from the speed limit reduction to 30km/h in other areas (e.g. Brooklyn, “Golden Mile”) it is logical to put the same limit here. It is good that genuine pedestrian (“zebra”) crossings are used in this area rather than traffic light type crossings.
- (d) **Seatoun Shopping Area:** I am insufficiently familiar with the traffic patterns in this area to make specific comment from personal experience and did not fill in the online form. The vehicle and crash data numbers may seem rather low but accident numbers are often *under* reported. Those who use these streets are in a better position to comment on that and on dangers/safety in the area. If they support the proposal, the Council should go ahead with it.
- (e) **Strathmore Park Shopping Area:** I am insufficiently familiar with the traffic patterns in this area to make specific comment from personal experience and did not fill in the online form. The crash data numbers, which may be under reported, and vehicle count seem to justify this proposal. Certainly if those who use these streets and so are in the best position to comment on that and on dangers/safety in the area support the proposal, the Council must definitely go ahead with it.

Overall comments

- (f) I support Council taking measures to encourage “active mode” transport, including ones such as these proposals which reduce the risk to pedestrians and cyclists from motor vehicles and generally make their environment more friendly.
- (g) For the long term, accepting the need for more restrictions in the future, I feel it might be more effective, including from a cost to council (and so to ratepayers as there's no obvious way to get the motorists themselves to pay) point of view, to have a basic “city wide” 40km/h restriction with the northern boundary being the line of SH1 from Ngauranga to Porirua, with then only exceptions, such as 30km/h, needing to be distinguished. That would significantly increase safety, reduce the signage requirements, make enforcement simpler (fewer boundary issues), and provide a simpler, more uniform situation for drivers, who from my personal observation often seem to be unaware of or confused about speed limits.
- (h) In the “Vehicle and crash data” tables, it's unclear whether the “traffic count” is the sum of all modes, that is pedestrian, cycle and motor vehicle, or just the last. It would be helpful to have separate numbers for all three modes. Also the mean motor vehicle speed is not the only, and not necessarily the best, measure of the problem because many drivers obviously go faster than the average and those create a disproportionate amount of the danger and unpleasantness for pedestrians and others. So in future proposals and reports it would give a better “picture” of the situation to have the top ten and twenty-five percentile figures as well as the mean speed. In the event that a speed limit is changed, the change in those values is at least as significant in measuring success as that in the mean speed.

