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**REPORT 4**  
(1215/52/IM)

## **PROPOSED SPEED LIMIT REDUCTION: MIRAMAR PENINSULA AND ORIENTAL BAY**

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### **1. Purpose of Report**

To seek the Committee's agreement to recommend to Council that it approves lowering the speed limit on the roads in Oriental Bay and in the suburban centres and northern coastal route on the Miramar Peninsula.

Committee is also asked to give consideration to installing traffic calming (speed cushions) on the coastal roads around the Peninsula.

### **2. Executive Summary**

The current Transport Strategy has as one of its long term outcomes:

*2.5 Safer: Wellington will seek to improve the safety and security of its citizens as they move around the city and region.*

This was put into Policy through the walking and cycling policies which include actions to:

- Regulate for lower speed limits in local streets to provide alternatives to busy main roads where appropriate
- Actively manage speed limits in high pedestrian areas.

In June 2009 the Committee agreed in principle and approved that consultation be undertaken on a safer speed limit of 30km/h in 21 suburban centres, this included the three suburban centres of Miramar, Strathmore Park and Seatoun. In August 2010 the Committee agreed to a forward programme of lower speed limits that reconfirmed the suburban centre programme and introduced an initiative for safer speed limits on our recreational routes including Oriental Bay and the Northern Peninsula coastal route.

Consultation as required under the speed limit setting rule and bylaw, including the ability for submitters to be heard by Committee, has been undertaken. There is clear majority community support for each of these proposals.

Officers are of a view that there were no issues raised through the consultation process to not approve a safer speed limit for each of these areas.

This outcome was a key focus of the Councils approved walking and cycling policies.

### 3. Recommendations

Officers recommend that the Committee:

1. *Receive the information.*
2. *Recommend to Council that it makes a resolution under Part 6 of the Wellington City Consolidated Bylaw to set the speed limit as stated in the table below on the following sections of road.*

**Table 1: Proposed speed limit for suburban shopping centres**

<b>Street</b>	<b>Legal description</b>	<b>Speed limit</b>	<b>Distance</b>
<b>Miramar Avenue</b>	<i>From its intersection with Tauhinu Road to a point 35 metres east of its intersection with Hobart Street</i>	<i>30km/h</i>	<i>360 metres</i>
<b>Tauhinu Road</b>	<i>From its intersection with Miramar Avenue to a point 45 metres north of its intersection with Miramar Avenue</i>	<i>30km/h</i>	<i>45 metres</i>
<b>Portsmouth Road</b>	<i>For its entire length</i>	<i>30km/h</i>	<i>Entire length</i>
<b>Park Road</b>	<i>From its intersection with Miramar Avenue to a point 75 metres north of its intersection with Byron Street</i>	<i>30km/h</i>	<i>312 metres</i>
<b>Hobart Street</b>	<i>From its intersection with Miramar Avenue to a point 55 metres south of its intersection with Miramar Avenue</i>	<i>30km/h</i>	<i>55 metres</i>
<b>Stone Street</b>	<i>From its intersection with Miramar Avenue to a point 85 metres south of its intersection with Miramar Avenue</i>	<i>30km/h</i>	<i>85 metres</i>
<b>Broadway</b>	<i>From a point 35 metres west of its intersection with Wilberforce Street to a point 65 metres west of its intersection with Strathmore Avenue</i>	<i>30km/h</i>	<i>192 metres</i>

<b>Ira Street</b>	<i>From its intersection with Broadway to a point 45 metres north of its intersection with Broadway</i>	30km/h	45 metres
<b>Strathmore Avenue</b>	<i>From its intersection with Broadway to a point 85 metres south of its intersection with Broadway</i>	30km/h	85 metres
<b>Dundas Street</b>	<i>From its intersection with Ventnor Street to a point 65 metres east of its intersection with Falkirk Avenue</i>	30km/h	175 metres
<b>Falkirk Avenue</b>	<i>From its intersection with Forres Street to a point 45 metres south of its intersection with Dundas Street</i>	30km/h	160 metres

**Table 2: Proposed speed limit for safer walking and cycling**

<b>Street</b>	<b>Legal description</b>	<b>Speed limit</b>	<b>Distance</b>
<b>Shelly Bay Road</b>	<i>From a point 60 metres north of its intersection with Miramar Avenue to the point where it joins Massey Road</i>	40km/h	2.8km
<b>Massey Road</b>	<i>For its entire length</i>	40km/h	3.5km
<b>Karaka Bay Road</b>	<i>From where it joins Massey Road to a point 45 metres north of its intersection with Awa Road</i>	40km/h	1.8km
<b>Oriental Parade</b>	<i>From its intersection with Cable Street to a point 60 metres west of its intersection with Carlton Gore Road</i>	40km/h	1.4km
<b>Herd Street</b>	<i>For its entire length</i>	40km/h	Entire length
<b>Oriental Terrace</b>	<i>For its entire length</i>	40km/h	Entire length
<b>Hay Street</b>	<i>For its entire length</i>	40km/h	Entire length
<b>Baring Street</b>	<i>For its entire length</i>	40km/h	Entire length
<b>Grass Street</b>	<i>For its entire length</i>	40km/h	Entire length
<b>Telford Terrace</b>	<i>For its entire length</i>	40km/h	Entire length
<b>Wilkinson Street</b>	<i>For its entire length</i>	40km/h	Entire length

3. *Note the results of the public consultation process.*
4. *Note that the process to change a speed limit as described in both the Land Transport Rule: Setting of Speed Limits (2003) and Part 6 (Speed Limits) of the Wellington City Consolidated Bylaw, has been followed.*
5. *Note that in accordance with the Land Transport Rule: Setting of Speed Limits (2003) and Part 6 (Speed Limits) of the Wellington City Consolidated Bylaws, the resolution will be recorded in the Register of Speed Limits and the relevant speed limits on the Council's Speed Limit Plans cease to have effect.*

6. *Agree to the installation of an additional 8 sets of speed cushions on the route around the northern part of the Miramar Peninsula, noting the results of the e-petition presented to Strategy and Policy Committee on 14 April requesting speed humps be installed on Karaka Bay Road and the submissions received by Council on its proposal.*
7. *Request that officers work with the Wellington Car Club to install speed cushions that are able to be removed as necessary to facilitate the running of approved club events.*

## **4. Background**

### **4.1 Context**

In June 2009 the Committee approved a programme of lower speed limits through 21 of its suburban shopping centres. The first two suburban centres of Tinakori Road and Aro Valley proceeded through the Committee later that year. This was followed by approval to lower speed limits in the shopping centres in both Island Bay and Kilbirnie which came in to effect in September 2010. More recently a lower speed limit has been approved for the shopping centres in both Brooklyn and Kelburn. The speed limit through the Newtown shopping area had previously been reduced through the SaferRoads programme.

For a number of years there have been requests from local communities, schools, businesses, police and residents associations, for a reduction in the speed limit through suburban shopping centres. In line with Council's walking and cycling policies which were adopted in November 2008 and the SaferRoads programme, officers developed a proposal using NZTA's criteria, to lower the speed limits in a number of suburban shopping centres to 30km/h, with a four year implementation programme. It is expected that by lowering the speed limits in suburban shopping centres we will enhance safety for vulnerable road users, reduce the severity of crashes and reduce pollution which will create a more pleasant shopping and business environment.

More recently, SPC considered a report in August 2010 on a city-wide programme of speed reductions. In approving this report, Committee reconfirmed its commitment to suburban centre lower speed limits.

The August 2010 report also recommended that officers pursue safer speed limits in line with councils walking and cycling policies to support the vision of "The Great Harbour Way".

### **4.2 Setting speed limits**

The Land Transport Rule: Setting of Speed Limits (2003) allows road controlling authorities to set enforceable speed limits, including permanent speed limits less than 50km/h, on roads within their jurisdiction.

The speed limit bylaw allows the Council to make amendments to speed limits by way of resolution on all roads under its control and in certain designated locations specified in the Bylaw.

### 4.3 Process

The process to change speed limits is defined in the Rule and Part 6 of the Bylaws. In summary, the process requires the following:

- A review of the areas to determine the suitability of the proposed speed limits.
- Consultation with affected parties and stakeholders.
- Formal adoption by the road controlling authority and notification of the changes before the new speed limit takes effect.
- Notification of the changes before the new speed limit takes effect.

### 4.4 Traffic survey and crash history

Traffic surveys were carried out through all five of the proposed safe speed areas. The recorded speed data will be used to determine the success of the proposed measures in reducing traffic speed.

**Table 3: Traffic volumes and speed data**

	<b>Daily traffic count</b>	<b>Mean speed</b>
<b>Miramar shopping area</b>		
Miramar Avenue	15,437	35km/h
<b>Strathmore Park shopping area</b>		
Broadway	11,405	33km/h
<b>Seatoun shopping area</b>		
Dundas Street	3275	34km/h
<b>Miramar Peninsula coastal route</b>		
Shelly Bay Road	1030	51km/h
Massey Road	675	35km/h
Karaka Bay Road	1351	45km/h
<b>Oriental Bay</b>		
Oriental Parade	19,000	42km/h

The proposal is to reinforce these low speeds by reducing the legal speed limit from 50km/h to either 30 or 40km/h as recommended. The appropriate education, enforcement and engineering measures will be required to coincide with any change to the current speed limit.

**Table 4: Reported crashes 2006-2010**

	<b>Reported crashes</b>	<b>Serious</b>	<b>Minor injury</b>	<b>Pedestrian injury</b>	<b>Non injury</b>

<b>Miramar shopping area</b>	65	1	18	3	43
<b>Strathmore Park shopping area</b>	21	0	7	1	13
<b>Seatoun shopping area</b>	4	0	0	0	4
<b>Miramar Peninsula coastal route</b>	19	2	6	2	11
<b>Oriental Bay</b>	93	2	6	8	11

## 5. Discussion

In this section officers have tallied submissions for each of the five areas and have summarised comments made by submitters. Officers have provided a brief commentary and feedback on the general themes of the submissions in 5.6.

### 5.1 Oriental Bay

Public consultation was carried out in March 2011 proposing to lower the speed limit on Oriental Parade and adjoining streets from 50km/h to 40km/h.

The consultation was carried out in accordance with clause 7.1 of the Setting of Speed Limits Rule.

A total of 238 submissions were received. A summary of the submissions is shown in the graphs below.

#### **Breakdown of submissions received:**

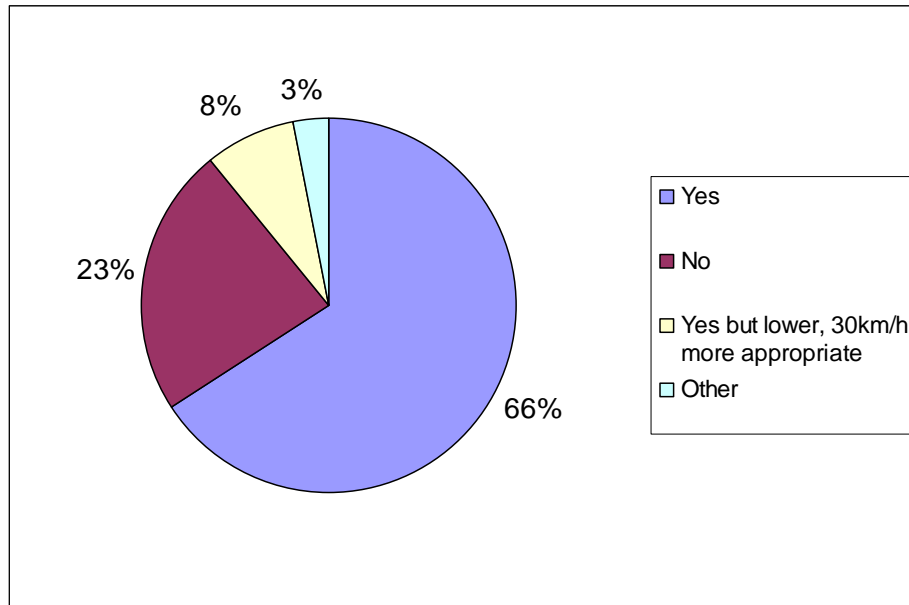
*Individual submissions: 226*

*Organisation submissions: 12*

- S & L International
- Curtis Family Body Corporate
- Oriental Bay Residents' Association
- John Hodge Trust
- NZ Police
- NZ Transport Agency
- NZ Automobile Association
- Greater Wellington Regional Council
- Regional Public Health
- Great Harbour Way Steering Committee
- Cycle Aware Wellington
- Living Streets Wellington

**Summary of response to question asked in the consultation:**

1. Do you believe it is appropriate to reduce the speed limit to 40km/h as indicated on the map on a 1.4km section of Oriental Parade and Herd Street, Oriental Terrace, Hay Street, Baring Street, Grass Street, Telford Street and Wilkinson Street for their entire lengths?



Comments made by the 66% that are in favour are:

- It will make the area more attractive and safer for pedestrians and cyclists
- It will make it safer for cyclists so they may choose to cycle on the road instead of the footpath
- It will make using the pedestrian crossings safer
- It will reduce vehicle noise
- The proposed limit is close to average speed, and impact on travel time will be minimal
- It will make it safer and easier to get in and out of the angle car parks.

Comments made by the 23% that are against are:

- If vehicles already travel at the lower speed then there is no need to lower the speed limit
- Speed is self regulating here, late at night when there is very little traffic 50km/h is safe
- It will increase car journey times and driver frustration
- Unnecessary. Drivers drive to the conditions.
- Enforcement of the current speed limit is enough
- Angle parking is the real issue here for cyclists, not vehicle speeds
- Waste of time and ratepayers money
- Controlled pedestrian crossings would be a better alternative
- An excuse to gather revenue
- It will increase congestion.

Comments made by the 8% who support a 30km/h speed limit:

- An area wide 30km/h speed limit would save confusion and reduce the amount of signage required
- It will make the area more attractive and safer for pedestrians and cyclists
- This is a heavy pedestrian area. A lower limit will greatly reduce the potential risks to pedestrians in a crash
- The 30km/h speed limit should be consistent through all of Wellington's shopping areas.

The 3% (other) is made up of:

- 1 submitter agreed with the 40km/h speed limit but wanted the area extended
- 1 submitter agreed but wanted Herd Street lowered to 20 or 30km/h
- 2 submitters agreed with the lower speed limit but only at specified times
- 1 submitter agreed with lowering the limit to 40km/h on all proposed streets except for Oriental Parade
- 1 submitter agreed with the permanent lower speed limit on all streets but Oriental Parade only at specified times
- 1 submitter agreed that Oriental Parade should be lowered to 40km/h and the other proposed streets to 30km/h.

Submitters were also given an opportunity to have their submission heard and 12 chose to do so. Submissions were presented to the Strategy and Policy Committee on Thursday 7<sup>th</sup> April 2011 by:

- Alastair Smith on behalf of Cycle Aware Wellington
- Senior Sergeant Richard Hocken on behalf of NZ Police
- Paula Warren as an individual
- Patrick Morgan as an individual
- Alex Gray on behalf of the NZ automobile Association
- Arthur Beasley as an individual
- Gavin Valentine as an individual
- Claire Pascoe as an individual
- Michael Mellor on behalf of Living Streets Wellington
- Russell Tregonning on behalf of the Great Harbour Way Steering Committee
- Jay Waters as an individual
- Michael Taylor as an individual

A summary of the oral submitter's comments and questions from the Committee is provided in Appendix 1.



## 5.2 Seatoun shopping area

Public consultation was carried out in March 2011 proposing to lower the speed limit in the Seatoun shopping area from 50km/h to 30km/h.

The consultation was carried out in accordance with clause 7.1 of the Setting of Speed Limits Rule.

A total of 163 submissions were received. A summary of the submissions is shown in the graph below.

### **Breakdown of submissions received:**

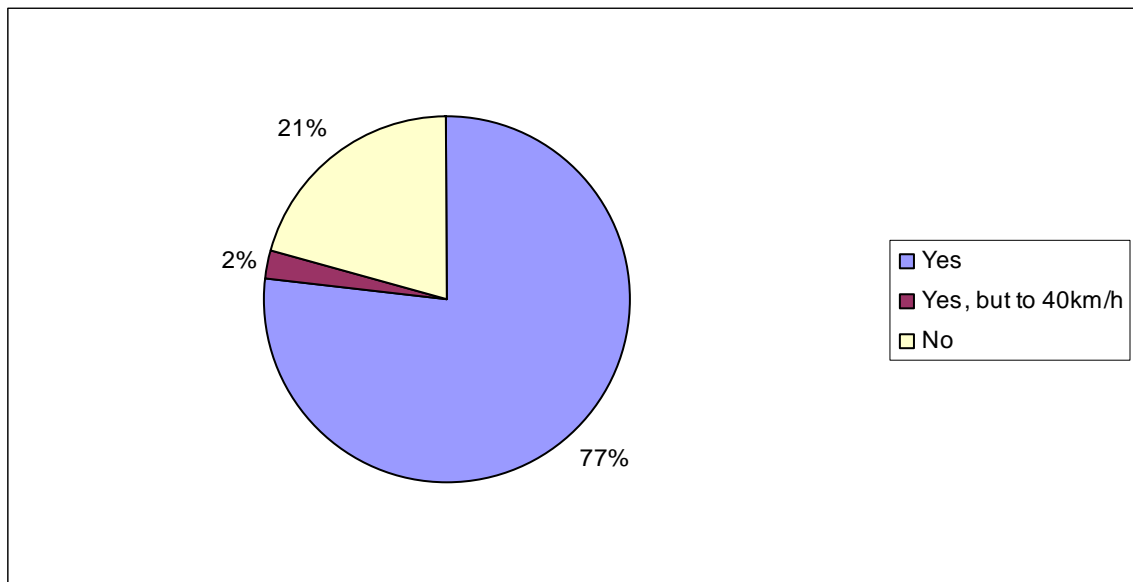
*Individual submissions:* 151

*Organisation submissions:* 12

- The Ancient Church of the East Inc.
- Port Nicholson Block Settlement Trust
- Camperdown Structures Ltd
- D & N Daji Trusts
- NZ Police
- NZ Transport Agency
- Dahya Daji, Nani Daji & Ray Dahya Partnership
- Greater Wellington Regional Council
- Regional Public Health
- Gospel Hall Trust Board
- Cycle Aware Wellington
- Living Streets Wellington

### **Summary of response to question asked in the consultation:**

1. Do you believe it is appropriate to reduce the speed limit in the Seatoun shopping area from 50km/h to 30km/h as indicated on the map?



Comments made by the 77% in favour were:

- It will make the area more attractive and safer for residents, pedestrians and cyclists
- It will lead to a reduction in emissions
- It will improve safety and quality of life in the area
- Lower speed limits fit within the Safer Systems approach outlined in the Ministry of Transport strategy Safer Journeys 2020
- It will reduce the risk of serious injury or death when a pedestrian is hit by a car
- Low speeds are consistent with the village-type environment.

Comments made by the 21% against were:

- If vehicles already travel at the lower speed then there is no need to lower the speed limit
- It will increase journey times
- 30km/h is a non viable speed limit to maintain
- Driving in this area is generally safe
- It will increase congestion and fuel costs
- A waste of ratepayers money
- Adequate pedestrian crossings in these areas naturally reduce the general speed
- It will create confusion for drivers.

Comment made by the 2% who support a 40km/h speed limit:

- More appropriate than 30km/h.

Submitters were also given an opportunity to have their submission heard and six chose to do so. Submissions were presented to the Strategy and Policy Committee on Thursday 7<sup>th</sup> and 14<sup>th</sup> April 2011 by:

- Alastair Smith on behalf of Cycle Aware Wellington
- Senior Sergeant Richard Hocken on behalf of NZ Police
- Paula Warren as an individual
- Patrick Morgan as an individual
- Michael Mellor on behalf of Living Streets Wellington
- Robin Boldarin on behalf of the Miramar/Maupuia Progressive Association

A summary of the oral submitter's comments and questions from the Committee is provided in Appendix 1.

### **5.3 Strathmore Park shopping area**

Public consultation was carried out in March 2011 proposing to lower the speed limit in the Strathmore Park shopping area from 50km/h to 30km/h.

The consultation was carried out in accordance with clause 7.1 of the Setting of Speed Limits Rule.

A total of 172 submissions were received. A summary of the submissions is shown in the graph below.

**Breakdown of submissions received:**

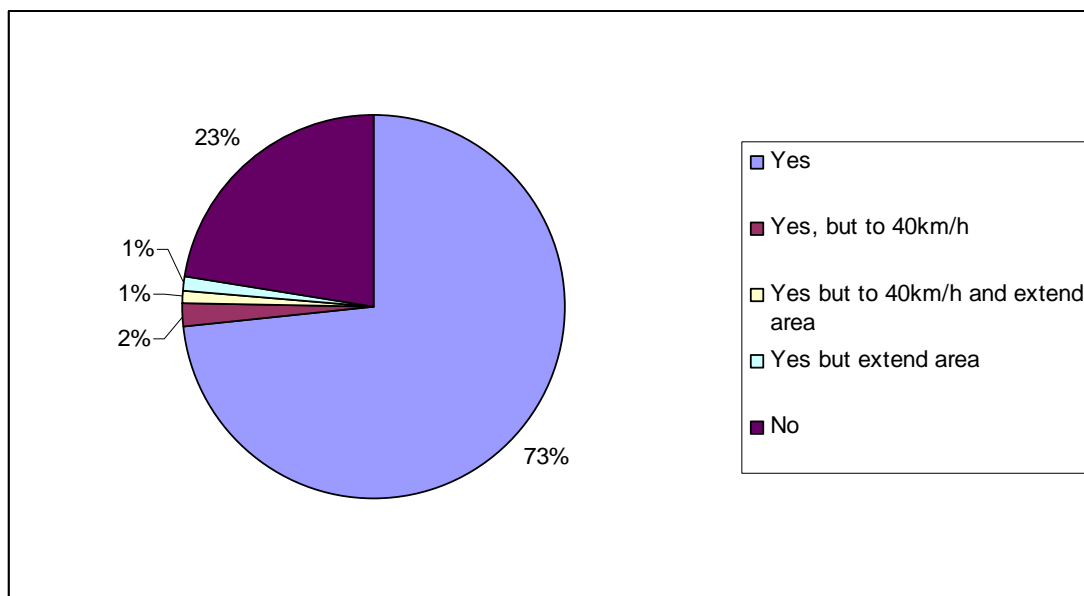
*Individual submissions:* 160

*Organisation submissions:* 13

- The Ancient Church of the East Inc.
- Port Nicholson Block Settlement Trust
- Camperdown Structures Ltd
- D & N Daji Trusts
- NZ Police
- NZ Transport Agency
- Dahya Daji, Nani Daji & Ray Dahya Partnership
- Greater Wellington Regional Council
- Regional Public Health
- Gospel Hall Trust Board
- Cycle Aware Wellington
- Living Streets Wellington
- The Strathmore Park Progressive and Beautifying Association (Inc.)

**Summary of response to question asked in the consultation:**

1. Do you believe it is appropriate to reduce the speed limit in the Strathmore Park shopping area from 50km/h to 30km/h as indicated on the map?



Comments made by the 73% that are in favour are:

- It will make the area more attractive and safer for residents, pedestrians and cyclists

- It will make it safer for children which there are a large number of in the area
- It will enhance safety and usability of the shopping area
- A reduced speed limit meets the Regional Land Transport Strategy objectives of increased safety for pedestrians and cyclists and improved road safety. Lower speed limits fit within the Safer Systems approach outlined in the Ministry of Transport strategy Safer Journeys 2020.
- It will reduce the risk of serious injury or death when a pedestrian is hit by a car.

Comments made by the 23% that are against are:

- It will increase journey times, congestion and fuel costs
- You can't drive through the area at more than 30km/h most of the time anyway
- 30km/h is a non viable speed to maintain
- Driving in this area is generally safe and responsible and additional speed restrictions are not necessary
- These areas already have pedestrian crossings and roundabouts, which impact on traffic speeds
- Speeding and volume of traffic is not an issue here
- As this is a main route, especially through to Seatoun, with no practical alternative route, I feel a speed limit reduction is not practical
- The daily traffic volumes and mean speed do not support a speed restriction
- Want to see a 40km/h blanket limit for all of Strathmore Park.

Comment made by the 1% who supports a 40km/h speed limit with the area extended:

- A 40km/h covering a larger, wider area to include the schools and kindergartens (up Strathmore Ave & Monorgan Road) from 7am - 7pm to be more effective and practicable
- A 40km/h restriction should be applied over a longer portion of Broadway from the intersection with Bentinck Avenue to the Monorgan Road intersection.

Comments made by the 1% who support a 30km/h speed limit but with the area extended:

- It should be extended beyond the junction of Broadway and Wilberforce Street to allow for driver reaction time
- Go further east on Broadway to include and go a short distance past Wilberforce Street.

Submitters were also given an opportunity to have their submission heard and seven chose to do so. Submissions were presented to the Strategy and Policy Committee on Thursday 7<sup>th</sup> and 14<sup>th</sup> April 2011 by:

- Alastair Smith on behalf of Cycle Aware Wellington
- Senior Sergeant Richard Hocken on behalf of NZ Police
- Paula Warren as an individual
- Paul Franken as an individual

- Patrick Morgan as an individual
- Michael Mellor on behalf of Living Streets Wellington
- Robin Boldarin on behalf of the Miramar/Maupuia Progressive Association

A summary of the oral submitter's comments and questions from the Committee is provided in Appendix 1.

#### **5.4 Miramar shopping area**

Public consultation was carried out in March 2011 proposing to lower the speed limit in the Miramar shopping area from 50km/h to 30km/h.

The consultation was carried out in accordance with clause 7.1 of the Setting of Speed Limits Rule.

A total of 198 submissions were received. A summary of the submissions is shown in the graph below.

#### **Breakdown of submissions received:**

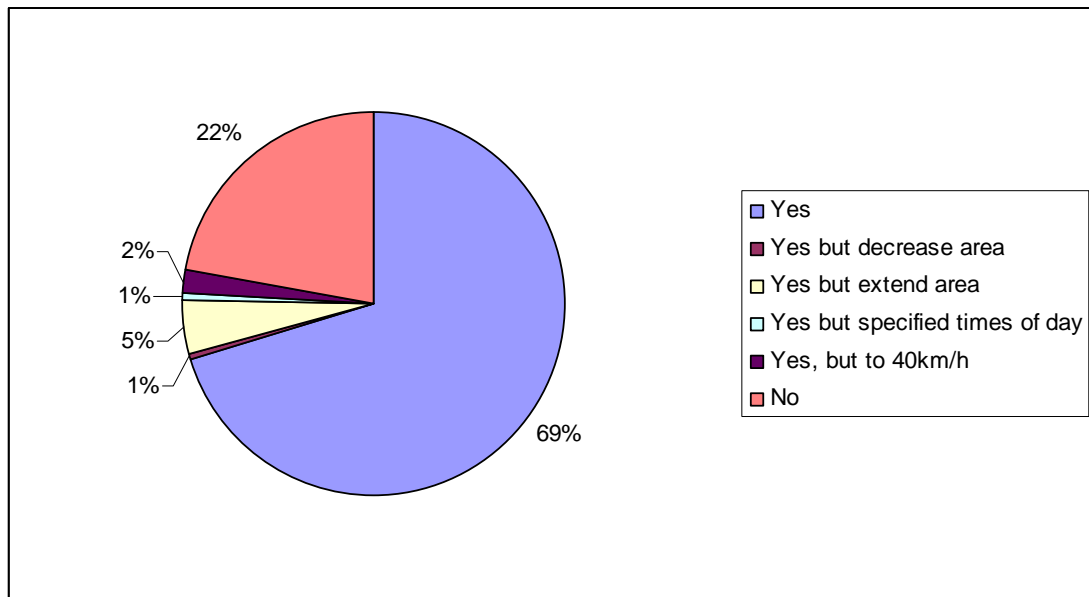
*Individual submissions:* 184

*Organisation submissions:* 14

- The Ancient Church of the East Inc.
- Ballinger Industries Ltd
- Port Nicholson Block Settlement Trust
- Camperdown Structures Ltd
- D & N Daji Trusts
- NZ Police
- NZ Transport Agency
- Dahya Daji, Nani Daji & Ray Dahya Partnership
- Greater Wellington Regional Council
- Regional Public Health
- Gospel Hall Trust Board
- Cycle Aware Wellington
- Living Streets Wellington
- Miramar/Maupuia Progressive Association

#### **Summary of response to question asked in the consultation:**

1. Do you believe it is appropriate to reduce the speed limit in the Miramar shopping area from 50km/h to 30km/h as indicated on the map?



Comments made by the 69% that are in favour are:

- It will make the area more attractive and safer for residents, pedestrians and cyclists
- With the number of children and schools in the area this is an excellent initiative to improve pedestrian safety
- It will enhance safety and usability of the shopping area
- A reduced speed limit meets the Regional Land Transport Strategy objectives of increased safety for pedestrians and cyclists and improved road safety. Lower speed limits fit within the Safer Systems approach outlined in the Ministry of Transport strategy Safer Journeys 2020
- It will reduce the risk of serious injury or death when a pedestrian is hit by a car
- Have always felt 50km/h is too fast for built-up areas and in Park Road are several schools and pre-schools which need extra consideration.

Comments made by the 22% that are against are:

- It will increase journey times, congestion and fuel costs
- You can't drive through the area at more than 30km/h most of the time anyway
- Driving in this area is generally safe and responsible and additional speed restrictions are not necessary
- 30km/h is a non viable speed limit to maintain
- It will push cars away from this area into the surrounding roads which are already suffering the consequences of this area traffic jams
- Doesn't believe there will be any safety advantages by lowering the speed limit
- It is the responsibility of pedestrians and cyclists to conduct themselves according to the commonly accepted speed limit of 50km/h
- There are roundabouts which slow traffic at both ends
- You will create a greater risk by adding more signage and changing the normal traffic flow.

Comments made by the 5% who supports a 30km/h speed limit with the area extended:

- Consider extending to include the full length of Stone Street to reduce the speed of traffic as it makes its way to the blind corner opposite the Studio complex
- Should be increased to include the Maupuia Road/Miramar Avenue intersection, cars travel very quickly through here
- Miramar Avenue - extend further east past Hobart Street due to speeding at times
- Should start from the first roundabout before the Miramar Wharf
- Tauhinu Road, the 30km/h zone should be extended northwards beyond Tahi Street to reduce the hazards to traffic
- Include the full length of Miramar Avenue as fast northbound traffic from Ira Street is a hazard to vehicles using the intersection of Para Street/Chelsea Street/Miramar Avenue
- Also include the roundabout at the start of Miramar North Road to the end of Park Road to include Weta Workshops
- It should extend further north along Tauhinu Road so that it includes the entrance and exit to the Miramar Metro retail plaza (which is opposite Tahi Street).

Comment made by the 2% who support a 40km/h speed limit:

- 40km/h would be more practical.

Comment made by the 1% who support the 30km/h but want the proposed area decreased:

- Although I agree with Miramar shopping area - I don't agree it should extend down Park Road.

Comment made by the 1% who support the 30km/h but at specified times only:

- I would agree to this proposal if it was limited to certain times of day, eg. 7am – 8pm.

Submitters were also given an opportunity to have their submission heard and six chose to do so. Submissions were presented to the Strategy and Policy Committee on Thursday 7<sup>th</sup> and 14<sup>th</sup> April 2011 by:

- Alastair Smith on behalf of Cycle Aware Wellington
- Senior Sergeant Richard Hocken on behalf of NZ Police
- Paula Warren as an individual
- Patrick Morgan as an individual
- Michael Mellor on behalf of Living Streets Wellington
- Robin Boldarin on behalf of the Miramar/Maupuia Progressive Association

A summary of the oral submitter's comments and questions from the Committee is provided in Appendix 1.

## **5.5 Northern Peninsula coastal route**

Public consultation was carried out in March 2011 proposing to lower the speed limit to 40km/h and introduce eight sets of speed cushions on the Northern Peninsula coastal route.

The consultation was carried out in accordance with clause 7.1 of the Setting of Speed Limits Rule.

A total of 269 submissions were received. A summary of the submissions is shown in the graph below.

### **Breakdown of submissions received:**

*Individual submissions:* 251

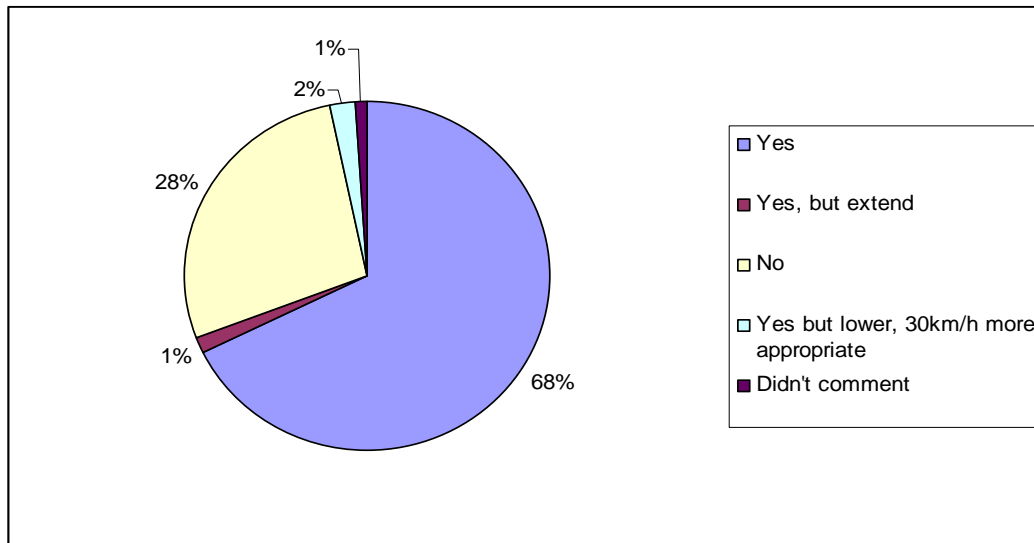
*Organisation submissions:* 18

- The Ancient Church of the East Inc.
- Port Nicholson Block Settlement Trust
- Camperdown Structures Ltd
- D & N Daji Trusts
- Wellington Car Club Inc.
- PNP Cycling Club
- Wellington Triathlon Club
- Great Harbour Way Steering Committee
- Fedude Sports
- NZ Police
- NZ Transport Agency
- Dahya Daji, Nani Daji & Ray Dahya Partnership
- Greater Wellington Regional Council
- Regional Public Health
- Gospel Hall Trust Board
- Cycle Aware Wellington
- Living Streets Wellington
- Miramar/Maupuia Progressive Association

### **Summary of response to questions asked in the consultation:**

1. Do you believe it is appropriate to reduce the speed limit from 50km/h to 40km/h as indicated on the map?





Comments made by the 68% that are in favour:

- The Peninsula is primarily used for recreation; walking, sitting, biking, swimming, etc. A lower speed limit would make this more attractive and safer
- Make it safer for cyclists/runners/walkers by encouraging motorists to be aware of other people using the road
- Urgent need for this especially at weekends
- It will make it safer for all road users
- The mean speed of 45km in Karaka Bay Road doesn't include night time (unobserved) traffic which travels considerably faster on all of the peninsula route
- The majority of motorists are sightseeing and this speed is sensible
- Reducing the speed limit is completely appropriate due to the narrow, winding nature of the road, and the amount of recreational use
- Supporting community expectations with legal infrastructure shows great leadership on the part of the Council
- The road is very narrow and cars speeding is very dangerous
- Anything to reduce vehicle speeds and improve road safety is welcomed
- A lot of cars speed around here and it is a narrow, windy road
- A reduced speed limit meets the Regional Land Transport Strategy objectives of increased safety for pedestrians and cyclists and improved road safety. Lower speed limits fit within the Safer Systems approach outlined in the Ministry of Transport strategy Safer Journeys 2020
- Very appropriate, however without the speed humps I fear it will make no difference
- It's a practical way of sharing the road
- A speed reduction would greatly enhance the use of this area by all active transport enthusiasts, and also contribute to Wellington's image as an outdoor activity centre
- The Miramar Peninsula has become a race track and the traffic needs to be slowed down by any means possible
- Agree but not as important as it is to put speed cushions down

- This is a key part of the Great Harbour Way, and lower speeds will make the route more attractive to walkers and cyclists
- 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.

Comments made by the 28% that are against:

- It will increase congestion which will mean increased travel times and increased fuel costs
- Not necessary. Use the money to build a dedicated cycle/pedestrian footpath
- Driving in this area is generally responsible anyway, and should be treated as a normal suburban zone
- Too extreme
- 50km/h is quite safe if you are an aware, competent driver
- Traffic on this section of the road is 35km/h and therefore question whether a change in speed limit will make any noticeable difference to road user behaviour in the area
- Current speed limit is fine
- Generally traffic on this route travels at or below the existing 50km/h speed limit. The offenders are 100% 'boy racer' types usually later at night
- Would reduce the speed differential, particularly between cyclists and motorists
- Too slow for some occasions and speed humps and islands should be placed instead
- It disrupts driving and would have minimal effect on safety
- Annoying and a waste of money
- It won't deter boy racers
- This is not a built-up area, so doesn't warrant a reduction in speed limit
- The road pacifying measures act as a major road hazard for cyclists, creating narrow passage ways and making it harder to safely pass. Traffic pacifiers and inappropriately placed roundabouts and traffic lights eliminate routes for all organised club and other events without expensive and otherwise difficult traffic safety implementation
- Install speed cameras instead
- 40km/h will lead to slow cars and bikes sitting directly behind them making it extremely dangerous for cyclists
- A 40km/h limit would make most competitive cycling events in breach of the speed limit and the speed cushions would be a hazard for such events
- It will prevent cyclists from doing fast interval training and races
- I think we need to enforce the current speed limit. People just simply drive too fast. Lowering the limit won't conquer that
- I have lived in Karaka Bay since 1974. In this long time I have not been aware of any general problems with speed or road usage
- Speed limits really only work if policed 24/7 otherwise if you are going to speed no amount of signage will prevent that
- New speed limit signs along the route will detract from the rural feel of this unique and pristine coast

- If you have the vehicles restricted to 40km/h, we could have cyclists (in and out of events) trying to overtake cars due to the speed the cars are going.

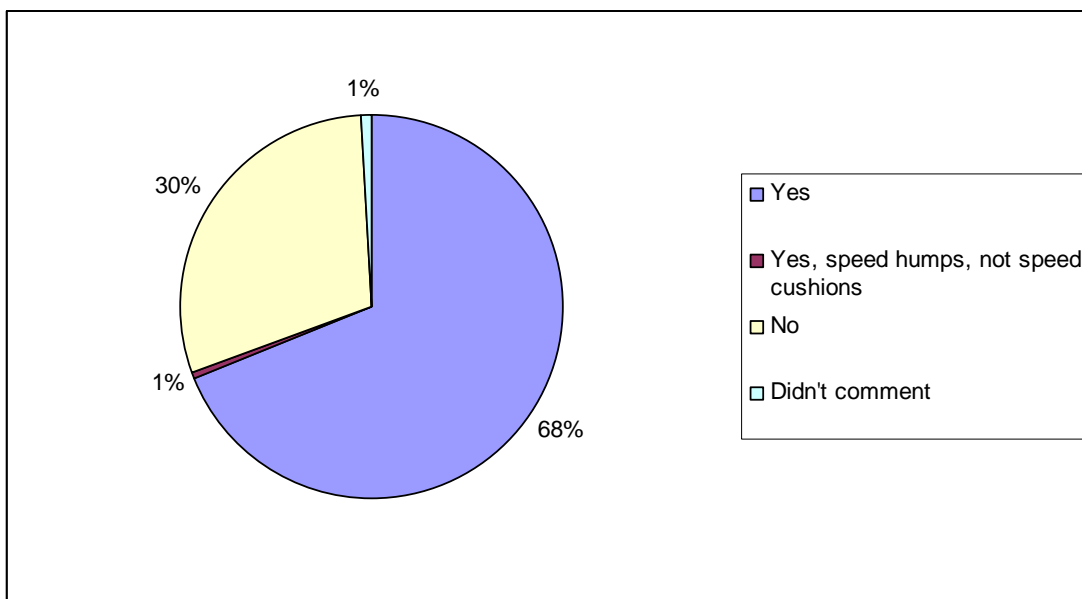
Comments made by the 1% who support a 40km/h speed limit with the area extended:

- Extend around Worser Bay from Seatoun Jetty to Awa Road
- Continue along Marine Parade, Inglis Street and around Breaker Bay to Lyall Bay (route used by cyclists and unfortunately boy racers)
- Serious consideration should be given to extending the restriction south past Awa Road and including the Awa intersection and past the Worser Bay Boating Club and beach.

Comments made by the 2% who support a 30km/h speed limit:

- I would prefer 30km/h. Many cyclists use the roads. Countless times I have just about been run off the road by a speeding driver
- This should be a consistent 30km/h then there would be no need for the speed humps.

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



Comments made by the 68% that are in favour:

- Agree this is a good idea as there is a lot of speeding in this area
- Slows any traffic exceeding the present legal limit, but concern these will have on sporting events eg triathlons and motor car rally
- This would be the most effective way to slow down the boy racers and would not unduly affect law abiding drivers
- Very important on this route
- Speedsters present a real danger to pedestrians and the local penguin colonies we are trying to protect

- Important to reinforce the speed restriction
- As a cyclist I feel these are ok and we can easily ride around / avoid during training and racing
- These will cut the ability to speed in the area
- 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.

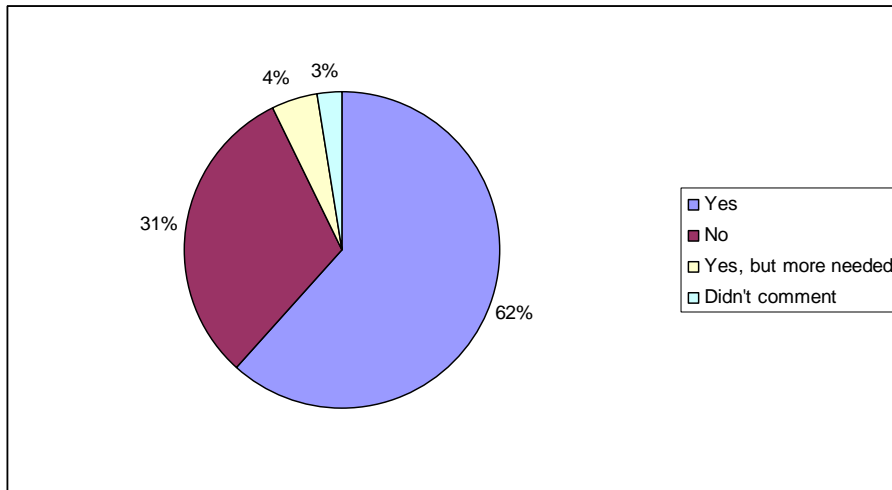
Comments made by the 30% that are against are:

- The lower speed limit is sufficient
- They are a nuisance and are noisy
- Place unnecessary stress on our fragile vehicles
- Introducing a plethora of additional "speed cushions would tend to reduce an enjoyable serene drive to a bear of break-slow-to-a-crawl-BUMP-accelerate and thus, destroy this beautiful, simple and fun coast road
- Unnecessary
- The younger drivers just accelerate after the speed cushion causing a lot of extra noise
- They are a major aggravation for motorists
- Don't know enough about their effectiveness to want them introduced
- These are incompatible with motorsport events. If 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
- They are dangerous for cyclists
- They are a hazard for emergency response vehicles responding to the area. They will lower response times and potentially damage equipment and patients.
- Traffic calming "cushions" are difficult to see and avoid when riding in a group and in my experience add to erratic vehicle behaviour
- A waste of ratepayers money
- Drivers swerve to avoid these, edging close to the centre line to do so. We believe this to be a dangerous practice (as do cyclists)
- As a cyclist the speed cushions and judder bars disrupt your natural flow around the coastline - we are accepting of what is there now, but the suggestion of putting in another 8 sets of cushions in an 8k zone just seems over the top.

Comments made by the 1% who support speed humps, not speed cushions:

- Speed humps should be installed instead. There is no reason for buses and trucks to be able to straddle the cushions. They are part of the vehicles and hence of the traffic. Buses and trucks can be dangerous, particularly for cyclists. So there is no reason for them to escape the measures set in place
- It would be safer to have full speed humps similar to those already in place at Shelly Bay.

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



Comments made by the 68% that are in favour:

- These seem to be well positioned to reduce likely higher speed areas
- This would create a consistent deterrent for speeding drivers.

Comments made by the 30% that are against:

- Place unnecessary stress on our fragile vehicles
- The speed bumps you've indicated would permanently destroy the northern peninsula coastal road as a relaxing way to unwind for the average citizen driver
- Don't know enough about their effectiveness to want them introduced
- Not appropriate to be placed anywhere
- Dangerous for cyclists
- The ideal speed cushion spots would be: the corner of 331 Karaka Bay - cars constantly pulling out of parking bay onto blind corner and bottom of Onehunga Path - dangerous speed corner
- No, on the basis you have not provided any justification for why these locations will reduce speed
- Stricter road policing of the area is needed instead
- Potentially dangerous on such narrow sections of road
- No. But if implemented speed cushions should be discussed with competitive cyclists to minimise impact on peloton cycling

Comments made by the 4% that agree but want more or less:

- I think more should be put in if cars are to keep to 40km/h
- There are long stretches of road in between proposed cushions where it would still be very easy to speed
- I think there needs to be another speed cushion after the Burnham Wharf and between the next proposed cushion. Every Friday and Saturday nights this bit of road is used for car races or burnouts
- Would like more - especially outside 279 area Karaka Bay (that's where the boy racers speed up)
- An additional cushion could be placed on the straight between the existing Miramar Wharf one and the next designated spot

- Think you should extend to Seatoun Wharf
- Would like to see far more put in
- And one south of Awa Road on Marine Parade
- Also on Breaker Bay
- Also the southern bays including south Breaker Bay and around to airport
- Reduce the number of speed cushions to one at 309 Karaka Bay Road, Overton Park, north of Scorching Bay, east of north point and two listed south of Shelly Bay
- 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.

Submitters were also given an opportunity to have their submission heard and 18 chose to do so. Submissions were presented to the Strategy and Policy Committee on Thursday 7<sup>th</sup> and 14<sup>th</sup> April 2011 by:

- Alastair Smith on behalf of Cycle Aware Wellington
- Senior Sergeant Richard Hocken on behalf of NZ Police
- Paula Warren as an individual
- Patrick Morgan as an individual
- Jody Seabright on behalf of Wellington Car Club
- Gavin Valentine as an individual
- Claire Pascoe as an individual
- Michael Mellor on behalf of Living Streets Wellington
- Russell Tregonning on behalf of the Great Harbour Way Steering Committee
- Jay Waters as an individual
- Michael Taylor as an individual
- Robin Boldarin on behalf of the Miramar/Maupuia Progressive Association
- David Rowlands as an individual
- Stuart Prior as an individual
- Wayne Wilkey as an individual
- Malcolm Allen as an individual
- Ian Jensen as an individual
- Felicity Hall as an individual

A summary of the oral submitter's comments and questions from the Committee is provided in Appendix 1.

## **5.6 Officer's comments**

Submitters have raised many points often with opposite and contradictory comments to that of other submitters. Rather than respond to all comments and

issues raised in each of the five areas officers have commented on general themes below.

➤ *If vehicles already travel at the lower speed then there is no need to lower the speed limit*

The introduction of a safer speed limit will see a slight reduction in the mean speed but leads to a narrowing of the speed distribution curve i.e. most drivers are travelling at or close to the proposed limit but those drivers that choose to travel at or above the posted speed limit will need to reduce their speeds more, leading to an overall improvement to the road safety performance in each of the safer speed areas. This is the pattern of behaviour found with such schemes.

➤ *It will increase car journey times and driver frustration*

There is no evidence to suggest that there is any significant increase in travel times as a result of the suburban centre speed limits that have been introduced in other parts of the city. Journey times are more affected by intersection delays, parking manoeuvres and breaking/accelerating rather than the posted speed limit.

➤ *Angle parking is the real issue here for cyclists, not vehicle speeds*

This comment relates specifically to Oriental Parade and was made by a number of submitters including the AA. In developing the city's Cycling Policy consideration was given to changing the type of angle parking. At that time it was felt that we should retain the common practice of drive in angle parking. This was considered again more recently as part of the Thorndon Quay improvements and again rejected. A recent review of parking practices here and overseas shows that some cities are converting to or considering converting to reverse angle parking as there is evidence that it is safer for cyclists, however there also appears to be a backlash where reverse angle parking has been introduced as drivers have greater difficulty using reverse angle parking and choose to park elsewhere.

Changes to the parking arrangement on Oriental Parade would be costly as the kerbline would need to be adjusted and careful consideration would have to be made before making such change. At this stage it is not proposed to alter the layout of parking on Oriental Parade.

➤ *Controlled pedestrian crossings would be a better alternative*

Again this comment relates to Oriental Parade. Officers agree that if the speed limit were to remain at 50km/h we would consider the introduction of traffic signals at all five pedestrian crossings on Oriental Parade, however at a cost of at least \$120,000 each it is felt that setting a safe speed limit commensurate with pedestrian movements is more beneficial.

➤ *It will create confusion for drivers.*

Officers are mindful that speed limits should be easily understood by all drivers, it is for this reason we are looking for consistency through all of our suburban shopping centres and have resisted requests to extend speed limits outside of the "shopping precinct" as we have done in Aro Valley and now Kelburn. Some

submitters have argued that Strathmore Park and Seatoun are too small to justify the change to a safer speed limit, however by being selective as to which suburban centres we change is likely to lead to more confusion.

- *The mean speed of 45km in Karaka Bay Road doesn't include night time (unobserved) traffic which travels considerably faster on all of the peninsula route*

We are aware that the coastal route around the Miramar Peninsula has many types of users most of which for various reasons travel at an appropriate speed for the area hence the low measured mean speed, however there are a large number of drivers that travel considerably faster than what is considered to be a safe speed, some of these will be influenced by the proposed speed limit but there are also antisocial drivers that will continue to drive at unacceptable speeds regardless of the speed limit. For this reason we have proposed to install a series of speed cushions.

- *A speed reduction would greatly enhance the use of this area by all active transport enthusiasts, and also contribute to Wellington's image as an outdoor activity centre*
- *This is a key part of the Great Harbour Way, and lower speeds will make the route more attractive to walkers and cyclists*

These comments are applicable to both Oriental Bay and the Miramar Peninsula coastal route. The lower speed limit in these areas will help to improve the safety of both walkers and cyclists, but we must also be mindful that there will be considerable gains in safety for all road users, with an estimated up to a 20% reduction in crashes.

- *Not necessary. Use the money to build a dedicated cycle/pedestrian footpath*

This comment relates to the Miramar Peninsula coastal route. If we were to create a dedicated off road facility for walking and cycling there would still be considerable merit in reducing the speed limit to 40kmh. While no detailed analysis has been undertaken to calculate the cost of creating an off road shared walking and cycling path around the Peninsula, a similar facility is currently being built between Seaview and Eastbourne by the Hutt City Council at a cost of \$5-\$10M.

- *The road pacifying measures act as a major road hazard for cyclists, creating narrow passage ways and making it harder to safely pass.*
- *Traffic pacifiers and inappropriately placed roundabouts and traffic lights eliminate routes for all organised club and other events without expensive and otherwise difficult traffic safety implementation*
- *A 40km/h limit would make most competitive cycling events in breach of the speed limit and the speed cushions would be a hazard for such events*
- *Traffic calming "cushions" are difficult to see and avoid when riding in a group and in my experience add to erratic vehicle behaviour*
- *It will prevent cyclists from doing fast interval training and races If you have the vehicles restricted to 40km/h, we could have cyclists (in and out of events) trying to overtake cars due to the speed the cars are going*



- *As a cyclist the speed cushions and judder bars disrupt your natural flow around the coastline - we are accepting of what is there now, but the suggestion of putting in another 8 sets of cushions in a 8k zone just seems over the top.*

These comments certainly highlight the challenge in providing a network for all users, officers believe that the proposal is a good balance of a host of competing needs while still providing an overall improvement to the safety performance and therefore encouraging more casual users.

Council's Cycling Policy specifically states that we are to use cycle friendly traffic calming techniques to encourage slower vehicle speeds and improve cycle safety, and as we are dealing here with public roads, the needs of other road users can be seen as a priority over competitive/racing cyclists.

- *These are incompatible with motorsport events. If 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*

Officers agree and will work with motorsport to ensure traffic calming elements can be installed that can be removed temporarily to facilitate closed road events.

- *This should be a consistent 30km/h then there would be no need for the speed humps.*

30km/h would provide additional benefits and further supports the needs of vulnerable road users, however there does not appear to be significant community desire for long lengths of 30km/h as would be needed in both Oriental Parade and on the Miramar Peninsula coastal route. Compliance with the speed limit over a long length would be low and would need to be further reinforced with traffic calming.

- *A waste of ratepayers money*

There is a clear community benefit to implementing all five safe speed areas. The total cost of reported crashes in the five areas averages over \$3M annually. Assuming a very conservative 10% reduction we can calculate that there will be a saving to the community of \$300,000 in the first year, over 25 years the savings is calculated at \$2.4M. The cost to install signs and markings has been estimated at \$210,000 of which we receive 53% subsidy from the NZ Transport Agency. A benefit cost analysis gives the proposals a B/C of 11.3

- *Stricter road policing of the area is needed instead*

Unfortunately Police resources are scarce and focused on areas, activities and issues that have been identified as high risk in our city.

- *Think you should extend to Seatoun Wharf*

- *Also the southern bays including south Breaker Bay and around to airport*

Officers agree, in the 4 August 2010 report to the Strategy and Policy Committee it was recommended that depending on the outcome of the proposal to lower the speed limit on the northern section of the Peninsula we would then consider an extension to the remainder of the Peninsula.

## **6. Conclusion**

The proposal to implement safer speed limits in each of the five areas and to install traffic calming on the Miramar Peninsula coastal route is consistent with Council policy, is consistent with the NZ Road Safety Strategy and is a proven best practice approach in reducing crashes . Consultation as required under the speed setting rule and bylaw including ability for submitters to be heard by Committee has been undertaken. There is clear community support for each of these proposals.

Officers are of the view that there were no issues raised through the consultation process that would give reason to not approving a safer speed limit for each of these areas.

Contact Officer: *Paul Barker, Manager Safe & Sustainable Transport*

## **Supporting Information**

**1) Strategic Fit / Strategic Outcome**

The project supports the overall goal that Wellington will seek to improve the safety and security of its citizens as they move around the city and region.

**2) LTCCP/Annual Plan reference and long term financial impact**

The project is contained in the Council Plan # CX171 Minor Safety Improvements and #CX112 Cycle Policy Implementation.

**3) Treaty of Waitangi considerations**

There are no direct treaty considerations

**4) Decision-Making**

This is not a significant decision. The consultation process showed that the majority of respondents were in favour of reducing speed limits

**5) Consultation**

There is a formal consultation process which was carried out for this project.

**6) Legal Implications**

Changing a speed limit has significant legal implications for motorists. Consequently the Council is required to carry out a rigorous procedure to change a speed limit.

**7) Consistency with existing policy**

This report is consistent with existing WCC policy.

## Appendix 1

A recap of those submitters that chose to make an oral submission on these proposals.

### ***Oriental Bay***

Submissions were presented to the Strategy and Policy Committee on Thursday 7<sup>th</sup> April 2011 by:

- 1) Alastair Smith on behalf of Cycle Aware Wellington
- 2) Senior Sergeant Richard Hocken on behalf of NZ Police
- 3) Paula Warren as an individual
- 4) Patrick Morgan as an individual
- 5) Alex Gray on behalf of the NZ automobile Association
- 6) Arthur Beasley as an individual
- 7) Gavin Valentine as an individual
- 8) Claire Pascoe as an individual
- 9) Michael Mellor on behalf of Living Streets Wellington
- 10) Russell Tregonning on behalf of the Great Harbour Way Steering Committee
- 11) Jay Waters as an individual
- 12) Michael Taylor as an individual

Alastair Smith spoke on behalf of Cycle Aware Wellington. Cycle Aware Wellington supports lowering the speed limit on Oriental Parade and adjoining streets.

They support lower speeds as it will make cycling on the road more attractive for fast and medium speed cyclists, lessening conflict on the shared path. It will also increase safety for vehicle movements out of the side streets and Freyberg parking and it will make it easier for pedestrians to cross between the beach and cafes.

Lowering speed limits also reduces the frequency and severity of crashes and promotes sustainable transport by increasing the confidence of cyclists and pedestrians.

Alastair was asked if we would be better off having a consistent lower speed limit throughout the CBD and urban areas. Alastair advised that New Zealand doesn't cope well with lower speed limits but thinks that a 30km/h speed limit across the CBD would be appropriate.

Senior Sergeant Richard Hocken spoke on behalf of the NZ Police.

They support the intentions of lowering the speed limit and as Oriental Bay currently stands it is a major thoroughfare and shared area for pedestrians and cyclists.

Paula Warren spoke as an individual.

She supports lowering the speed limit but would like to see it lowered to 30km/h, not 40km/h.

She spoke about having a simple system for speed limits, 30km/h where there are a lot of pedestrians and 40km/h or 50km/h for the rest of the city. Entrances into the lower speed areas need to be improved so they create a town centre feel.

Paula was asked if she thought the red paint used currently was sufficient. She advised we need to move towards environmental changes so that from a distance it looks like a shopping centre. It needs to send a signal to motorists that they are entering a busy area with a lot of people around.

Patrick Morgan spoke as an individual.

Patrick supports lowering the speed limit but feels 30km/h would be more appropriate.

Patrick advised that lowering the speed limit is in line with the Councils' walking and cycling policies. He also commented that it isn't just about putting up speed signs and lowering limits, the four E's (engineering, enforcement, education and encouragement).

Patrick advised that the NZ Automobile Association's statistics show the injury rate is low but Oriental Parade is a dangerous place to cycle as you are pushed aside by motorists and then put in the path of angle parked cars.

Also, the average speed appears to be okay but it is really the top end speed that we are trying to reduce by lowering the speed limit as this is where the crashes occur.

Patrick was asked if he knew of other reverse angle parking examples in New Zealand. Patrick wasn't aware of any and would need to look in to it.

Patrick was also asked about the speed of cyclists on the waterfront and if there were any other initiatives planned. Patrick advised that this is an ongoing concern and they are currently looking at a new campaign.

Alex Gray spoke on behalf of the NZ Automobile Association.

Alex advised that the AA takes lowering the speed limit very seriously.

They do not support lowering the speed limit on Oriental Parade and adjoining streets.

Oriental Parade is a dual use road, in the weekend it is a high use road, especially in summer. They believe lowering the speed limit to 40km/h won't increase safety in the long term. They have been through the list of cycle injury accidents and do not believe it justifies lowering the speed limit.

In the speed limit setting rule it advises that lower speed limits aren't suitable for collector or arterial roads.

The AA believes Council has failed to demonstrate that 40km/h is a safe and appropriate speed limit for this area. The injury rate is low for the number of vehicle movements. The AA has calculated that the motorist will lose three hours a year if the limit is lowered to 40km/h.

Alex was asked if they were aware the understanding of signage that 50km/h actually means 60km/h etc. Alex advised that the statistics show that a low percentage of vehicles are travelling at more than 50km/h.

Alex was asked if the AA supports the possibility of reverse angle parking. Alex advised that this could prove to be difficult as one would have to drive forward and then reverse in, sounding good in theory but isn't really practical.

Alex was asked about how accurate their accident figures are as generally a lot of accidents go unreported. He advised that he accepts not all accidents are reported.

Arthur Beasley spoke as an individual.

Arthur doesn't support lowering the speed limit. He advised that he is impressed with the way drivers drive in the area which he has driven on a daily basis for more than 58 years.

He doesn't want to see the signage overload that comes with implementing a new speed limit. Speed limits are based on conditions. Drivers are no more likely to observe a 30km/h or 40km/h sign if they don't already observe a 50km/h one.

Arthur was asked if he believed that different people may have a different view of what an appropriate speed was in certain conditions and that some drivers don't necessarily change their behaviour. Arthur advised that it is a spectrum of "would be" behaviour and that it comes down to driver education.

Gavin Valentine spoke as an individual.

Gavin is in support of lowering the speed limit to 40km/h. He is a commuter and recreational cyclist. Gavin advised that Oriental Parade is problematic for cyclists.

Gavin was asked what he thinks about reverse angle parking. He advised that he doesn't like the current drive in angle parking. It is extremely unsafe for cyclists and doesn't understand why we don't have them here as they are regular practice in other parts of the world.

Claire Pascoe spoke as an individual.

Claire thanked the councillors for the good work coming out of the Council at the moment in terms of cycle safety improvements.

Claire supports lowering the speed limit but would like to see it lowered to 30km/h, not 40km/h. She advised that lowering speed limits isn't futile and is one of the most valuable things you can do for cyclist and pedestrian safety. There are safety benefits in terms of crash reductions and it reduces the speed differential between a cyclist and driver.

Claire advised Oriental Bay is a people place; therefore priority should be given to them. Making changes to the current angle parking on Oriental Parade is extremely important for improving cyclist safety as well.

Claire was asked her view on the injury statistics as they are typically low on Oriental Parade. Claire advised they are still the highest in the city, and it isn't just about the injuries, it is about making it a pleasant place to be as well.

Claire was asked how Wellington compares with other cities in this country in terms of cyclist improvements. Claire advised that we are improving, that narrow lanes can be a benefit for cyclists and that a huge improvement could be made if the angle parking was changed to parallel on Oriental Parade.

Claire was asked if she thought changing parking to parallel would deprive people of using the area. She advised that yes it might but Council shouldn't shy away from removing parks.

Claire was also asked about the issue of the speed of cyclists on the footpath and waterfront. She advised that the lower speed limit would be better for cyclists

and will make them feel safer which will result in more cyclists on the road, not the footpath.

Mike Mellor spoke on behalf of Living Streets Wellington.

Living Streets Wellington supports lowering the speed limit to 40km/h.

This stretch of road is popular with a wide variety of users, and Living Streets submit that it is important that the environment supports all people using this unique area.

Mike advised that they understand the danger of angle parking and that it is a busy area and is safer to keep speeds down.

Russell Tregonning spoke on behalf of the Great Harbour Way Steering Committee. They strongly support the lower speed limit and believe 40km/h is a realistic speed to be travelling as Oriental Parade is a busy thoroughfare on the road and the foot/cycle path at most times, particularly on weekends. The road speeds are already low as cars have to negotiate a crowded street with angle parking, pedestrians etc.

Russell also commented that the physical separation between pedestrians and cyclists is important.

Jay Waters spoke as an individual.

Jay doesn't support lowering the speed limit. As a cyclist he sees it as a waste of time. It is the attitude of drivers which is the real issue. He sees that there could possibly be benefits to lowering the speed limit but still opposes it. Separate areas need to be created for drivers and cyclists to co-exist.

Jay was asked other than lowering the speed limit what can be done to make it safer. He advised that changing the angle parking would go a long way in improving safety for cyclists.

Michael Taylor spoke as an individual.

Michael supports lowering the speed limit but would like to see it lowered to 30km/h, not 40km/h.

A lower speed limit will encourage cyclists on to the road and off the footpath.

Michael supports 30km/h through shopping areas and would like to see a blanket 40km/h through the rest of Wellington.

Michael commented that the statistics can not be taken as completely accurate as a lot of accidents go unreported. On Oriental Parade there are 13.4 per cent of vehicles going over 50km/h which equates to over 2,000 vehicles per day.

### ***Seatoun shopping area***

Submissions were presented to the Strategy and Policy Committee on Thursday 7<sup>th</sup> and 14<sup>th</sup> April 2011 by:

- 1) Alastair Smith on behalf of Cycle Aware Wellington
- 2) Senior Sergeant Richard Hocken on behalf of NZ Police
- 3) Paula Warren as an individual
- 4) Patrick Morgan as an individual

- 5) Michael Mellor on behalf of Living Streets Wellington
- 6) Robin Boldarin on behalf of the Miramar/Maupuia Progressive Association

Alastair Smith spoke on behalf of Cycle Aware Wellington. Cycle Aware Wellington supports lowering the speed limit to 30km/h through the Seatoun shopping area.

A lower speed will make the area more attractive to shoppers and encourage bicycling and walking to the areas.

Alastair was asked about a blanket speed limit across the city and he advised that he would support 30km/h.

Senior Sergeant Richard Hocken spoke on behalf of the NZ Police.

They support the intentions and consistency of lowering the speed limit through shopping areas.

Richard was asked about differentiating the mini shopping centres from the larger ones and that having it in the mini ones may detract from the other areas. Richard advised he disagrees. They are large enough to be appropriate but we wouldn't do it for "every corner dairy". In these areas there is a large amount of activity often going on such as pedestrians crossing and deliveries being made.

Paula Warren spoke as an individual.

She supports lowering the speed limit to 30km/h in the Seatoun shopping area. She spoke about having a simple system for speed limits, 30km/h where there are a lot of pedestrians and 40km/h or 50km/h for the rest of the city.

Entrances into the lower speed areas need to be improved so they create a town centre feel.

Paula was asked if she thought the red paint used currently was sufficient. She advised we need to move towards environmental changes so that from a distance it looks like a shopping centre. It needs to send a signal to motorists that they are entering a busy area with a lot of people around.

Patrick Morgan spoke as an individual.

Patrick supports lowering the speed limit to 30km/h in the Seatoun shopping area.

Patrick advised that lowering the speed limit is in line with the Council's walking and cycling policies. He also commented that it isn't just about putting up speed signs and lowering limits, we should consider the four E's (engineering, enforcement, education and encouragement).

Mike Mellor spoke on behalf of Living Streets Wellington.

Living Streets Wellington supports lowering the speed limit to 30km/h in the Seatoun shopping area.

Seatoun has wide streets that don't discourage drivers from driving fast.

Lowering the speed limit to 30km/h will keep the village feel that the Seatoun shopping area has.

Robin Boldarin spoke on behalf of the Miramar/Maupuia Progressive Association.



They disagree with lowering the speed limit in the Seatoun shopping area. There is clear vision down Dundas Street and Council should be more concerned about the speeds around Ferry Street.

### ***Strathmore Park shopping area***

Submissions were presented to the Strategy and Policy Committee on Thursday 7<sup>th</sup> and 14<sup>th</sup> April 2011 by:

- 1) Alastair Smith on behalf of Cycle Aware Wellington
- 2) Senior Sergeant Richard Hocken on behalf of NZ Police
- 3) Paula Warren as an individual
- 4) Paul Franken as an individual
- 5) Patrick Morgan as an individual
- 6) Michael Mellor on behalf of Living Streets Wellington
- 7) Robin Boldarin on behalf of the Miramar/Maupuia Progressive Association

Alastair Smith spoke on behalf of Cycle Aware Wellington. Cycle Aware Wellington supports lowering the speed limit to 30km/h through the Strathmore Park shopping area.

A lower speed will make the area more attractive to shoppers and encourage bicycling and walking to the areas.

Alex was asked about a blanket speed limit across the city and he advised that he would support 30km/h.

Senior Sergeant Richard Hocken spoke on behalf of the NZ Police.

They support the intentions and consistency of lowering the speed limit through shopping areas.

Richard was asked about differentiating the mini shopping centres from the larger ones and that having it in the mini ones may detract from the other areas. Richard advised he disagrees. They are large enough to be appropriate but we wouldn't do it for every "corner dairy". In these areas there is a large amount of activity often going on such as pedestrians crossing and deliveries being made.

Paula Warren spoke as an individual.

She supports lowering the speed limit to 30km/h in the Strathmore Park shopping area.

She spoke about having a simple system for speed limits, 30km/h where there are a lot of pedestrians and 40km/h or 50km/h for the rest of the city.

Entrances into the lower speed areas need to be improved so they create a town centre feel.

Paula was asked if she thought the red paint used currently was sufficient. She advised we need to move towards environmental changes so that from a distance it looks like a shopping centre. It needs to send a signal to motorists that they are entering a busy area with a lot of people around.

Paul Franken spoke as an individual.

He supports lowering the speed limit but believes 40km/h is more reasonable and wants to see it extended to include the schools.

Paul also suggested that the speed limits could be at specified times from 7am-7pm and then revert back to 50km/h outside these times.

Paul advised that he believes there are too many different speed limits in Wellington.

Paul was asked about having a consistent speed limit around Wellington and what he thought would be an appropriate speed. Paul advised 40km/h around schools and 50km/h everywhere else.

Patrick Morgan spoke as an individual.

Patrick supports lowering the speed limit to 30km/h in the Strathmore Park shopping area.

Patrick advised that lowering the speed limit is in line with the Councils' walking and cycling policies. He also commented that it isn't just about putting up speed signs and lowering limits, the four E's (engineering, enforcement, education and encouragement).

Mike Mellor spoke on behalf of Living Streets Wellington.

Living Streets Wellington supports lowering the speed limit to 30km/h in the Strathmore Park shopping area.

Strathmore Park shopping area is a busy area where there is a lot of activity going on.

Robin Boldarin spoke on behalf of the Miramar/Maupuia Progressive Association.

They disagree with lowering the speed limit in the Strathmore Park shopping area. The hazard here is pedestrians not using the pedestrian crossings provided and cars u-turning.

## ***Miramar shopping area***

Submissions were presented to the Strategy and Policy Committee on Thursday 7<sup>th</sup> and 14<sup>th</sup> April by:

- Alastair Smith on behalf of Cycle Aware Wellington
- Senior Sergeant Richard Hocken on behalf of NZ Police
- Paula Warren as an individual
- Patrick Morgan as an individual
- Michael Mellor on behalf of Living Streets Wellington
- Robin Boldarin on behalf of the Miramar/Maupuia Progressive Association

Alastair Smith spoke on behalf of Cycle Aware Wellington. Cycle Aware Wellington supports lowering the speed limit to 30km/h through the Miramar shopping area.

A lower speed will make the area more attractive to shoppers and encourage bicycling and walking to the areas.

Alastair was asked about a blanket speed limit across the city and he advised that he would support 30km/h.

Alastair was asked why we should reduce the speed limit here when there are already obstacles such as roundabouts and pedestrian crossings that slow traffic. Alastair advised that the engineering measures and lower speed limits go hand in hand.

Senior Sergeant Richard Hocken spoke on behalf of the NZ Police.

They support the intentions and consistency of lowering the speed limit through shopping areas.

Richard was asked about differentiating the mini shopping centres from the larger ones and that having it in the mini ones may detract from the other areas.

Richard advised he disagrees. They are large enough to be appropriate but we wouldn't do it for "every corner dairy". In these areas there is a large amount of activity often going on such as pedestrians crossing and deliveries being made.

Paula Warren spoke as an individual.

She supports lowering the speed limit to 30km/h in the Miramar shopping area. She spoke about having a simple system for speed limits, 30km/h where there are a lot of pedestrians and 40km/h or 50km/h for the rest of the city.

Entrances into the lower speed areas need to be improved so they create a town centre feel.

Paula was asked if having the lower speed limit on the main arterial into Miramar would have a negative impact. Paula advised that it wouldn't. The 50km/h or 30km/h doesn't make the difference to travel times and it would in fact make the journey more comfortable.

Paula was asked if she thought the red paint used currently was sufficient. She advised we need to move towards environmental changes so that from a distance it looks like a shopping centre. It needs to send a signal to motorists that they are entering a busy area with a lot of people around.

Patrick Morgan spoke as an individual.

Patrick supports lowering the speed limit to 30km/h in the Miramar shopping area.

Patrick advised that lowering the speed limit is in line with the Council's walking and cycling policies. He also commented that it isn't just about putting up speed signs and lowering limits, the four E's (engineering, enforcement, education and encouragement).

Mike Mellor spoke on behalf of Living Streets Wellington.

Living Streets Wellington supports lowering the speed limit to 30km/h in the Miramar shopping area.

Miramar shopping area is a busy area where speeds need to be kept down.

Mike was asked if having the lower speed limit would slow traffic in the area in a bad way. Mike advised it wouldn't. There are a lot of dangerous vehicle movements with vehicles going in and out of car parks in the area.

Robin Boldarin spoke on behalf of the Miramar/Maupuia Progressive Association.

The Association disagrees with lowering the speed limit in the Miramar shopping area. There has been no recognition in the information provided that roundabouts, pedestrian crossings and the large volume of traffic self enforces the speed of cars in this area.

Robin was asked how many members of the association contributed to the submission. Robin advised less than 10.

Robin was asked what she thought of having a blanket 40km/h everywhere.

Robin advised that a 40km/h speed limit isn't warranted.

Robin was asked from observations if it is normal that vehicles aren't doing more than 30km/h in the Miramar shopping area. Robin advised yes, that is correct.

Robin was asked what the downside of getting the faster drivers speeds down was. Robin advised it will make people rat run down the side streets to avoid the 30km/h area.

## **Northern Peninsula coastal route**

Submissions were presented to the Strategy and Policy Committee on Thursday 7<sup>th</sup> and 14<sup>th</sup> April 2011 by:

- 1) Alastair Smith on behalf of Cycle Aware Wellington
- 2) Senior Sergeant Richard Hocken on behalf of NZ Police
- 3) Paula Warren as an individual
- 4) Patrick Morgan as an individual
- 5) Jody Seabright on behalf of Wellington Car Club
- 6) Gavin Valentine as an individual
- 7) Claire Pascoe as an individual
- 8) Michael Mellor on behalf of Living Streets Wellington
- 9) Russell Tregonning on behalf of the Great Harbour Way Steering Committee

- 10) Jay Waters as an individual
- 11) Michael Taylor as an individual
- 12) Robin Boldarin on behalf of the Miramar/Maupuia Progressive Association
- 13) David Rowlands as an individual
- 14) Stuart Prior as an individual
- 15) Wayne Wilkey as an individual
- 16) Malcolm Allen as an individual
- 17) Ian Jensen as an individual
- 18) Felicity Hall as an individual

Alastair Smith spoke on behalf of Cycle Aware Wellington. Cycle Aware Wellington supports lowering the speed limit to 40km/h on the Northern Miramar Peninsula.

Key reasons for this are; it isn't a through route, it is a key part of Te Aranui o Pōneke/Great Harbour Way, it could become a shared space where pedestrians, cyclists and vehicles coexist and encourage non-motorised recreation e.g. cycling/walking only on first Sunday of month.

Alastair advised that he has spoken to some racing cyclists and they advised the speed limit shouldn't be too much of a barrier to them.

Alastair was asked how closing the road off one Sunday a month would affect people wanting to launch boats and picnic in the area. Alastair advised that it would make the area more attractive for picnickers and the boat launching isn't a big issue. There are alternative ramps that could be used for one day a month. Alastair was asked if the road was closed for one day a month how would you enforce fast bikers as there is a lack of warning to walkers. Alastair advised it is tricky to enforce bikes. The area would need to be seen as a shared space.

Alastair was asked if having a lower speed limit lulled people into a false sense of security. Alastair advised no it doesn't. It is the sense of threat from cars that stops people from cycling.

Alastair was asked if shutting the road for a day a month could be seen as shutting people out for exclusive activities. Alastair advised he didn't agree. It may encourage more people such as wheelchair users.

Senior Sergeant Richard Hocken spoke on behalf of the NZ Police.

The NZ Police supports lowering the speed limit on the Northern Peninsula coastal route and the introduction of speed cushions.

The Peninsula is regularly used by illegal street racers. It has a mixed use; slow drivers, walkers, pedestrians, serious multi-sport users. Some of these may have issues with exceeding a 40km/h limit but it will be more of an issue around organised events. These would be dealt with on a case by case basis and through traffic management plans.

Richard was asked if he thought engineering was more effective than a lower speed limit as people often ignore signs. Richard advised that the lower speed limit and speed cushions go hand in hand. It is important to have the change in environment.

Paula Warren spoke as an individual.

She supports lowering the speed limit to 40km/h on the Northern Peninsula coastal route and the introduction of speed cushions.

She spoke about having a simple system for speed limits, 30km/h where there are a lot of pedestrians and 40km/h or 50km/h for the rest of the city.

This is a proper part of the Great Harbour Way so it is important for cyclists, pedestrians and families to feel that they aren't threatened by cars.

Patrick Morgan spoke as an individual.

Patrick supports lowering the speed limit to 40km/h on the Northern Peninsula coastal route and the introduction of speed cushions.

Patrick advised that lowering the speed limit is in line with the Council's walking and cycling policies. He also commented that it isn't just about putting up speed signs and lowering limits, but needs to incorporate the four E's (engineering, enforcement, education and encouragement).

Patrick was asked his opinion on speed cushions as there has been a variety of opinion from cyclists. Patrick advised speed cushions are more effective than speed humps.

Jody Seabright spoke on behalf of the Wellington Car Club.

The club doesn't support lowering the speed limit or the introduction of speed cushions on the Northern Peninsula coastal route.

Jody gave a background to the club and advised the lack of race tracks there are available to them now. Drivers from all over New Zealand come to the event that they organise on the Northern Peninsula. To lose this as a venue would be a significant loss to their club.

The proposed speed cushions are incompatible with the event they run. Traffic calming measures don't mix with a speed event. It would create significant safety issues for the club. Jody advised that they use this venue once a year and that a compromise would be removable humps.

Jody advised that racers that already speed around the Peninsula will speed up between the cushions and that this will cause a death trap for them.

Jody was asked how many racers come from out of Wellington to attend this event. Jody advised two or three from up the north island. The greater Wellington region makes up the majority of competitors.

Jody was asked if he was happy for the speed cushions to be implemented if they are removable. Jody asked who would cover the cost of removing them for an event. He advised that if they are the option then removable would be a solution. Council would need to consider the road surface and how they are fixed down as it is different. Jody advised they would be happy to work with Council to get suitable locations for the cushions.

Gavin Valentine spoke as an individual.

Gavin doesn't support lowering the speed limit or the introduction of speed cushions on the Northern Peninsula coastal route.

Gavin advised that he is a commuter cyclist and recreational cyclist who rides around here two to three times a week. He advised Wellington is making progress on safer arterials for cyclists but is not sure if compliance has improved.

Gavin was asked if he has seen any enforcement around the Peninsula when there. Gavin advised he hadn't.

Claire Pascoe spoke as an individual.

Claire is in support of lowering the speed limit and the introduction of speed cushions on the Northern Peninsula coastal route.

Claire advised that there has been a lot of good coming out of council in terms of improving safety for cyclists. She advised that lowering the speed limit isn't futile and makes you feel safer as a cyclist. It is one of the most valuable things you can do for cycle and pedestrian safety. The safety benefits are a reduction in crashes and reducing the speed differential between a cyclist and driver.

The Miramar Peninsula is more of a people place and on a Saturday morning you will find more pedestrians and cyclists than cars. Claire suggested we lower speeds over Wellington all at once instead of doing them bit by bit. Claire supports the removable speed cushions.

Claire was asked how Wellington compares with other cities in New Zealand in terms of cycling. Claire advised that we are improving. The narrow lanes can be a benefit.

Mike Mellor spoke on behalf of Living Streets Wellington.

Living Streets Wellington supports lowering the speed limit and the introduction of speed cushions on the Northern Peninsula coastal route.

It isn't an easy place to walk and traffic moves fast on the straights and can be scary for walkers.

Mike was asked about Living Streets official position to using kerb extensions as cyclists don't like them. Mike advised they recognise the two interests aren't parallel but they can be dealt with on a case by case basis.

Russell Tregonning spoke on behalf of the Great Harbour Way Steering Committee.

The Great Harbour Way Steering Committee supports lowering the speed limit and the introduction of speed cushions on the Northern Peninsula coastal route. Russell advised that they support a lower speed limit as the road is narrow and winding and the only safe way for sharing is for cars to drive slowly, 40km/h is a realistic speed limit.

Russell advised that the physical separation of pedestrians and cyclists is important. Wellington is currently behind other cities in New Zealand eg Otago. Russell advised that the Committee supports closing the coastal route for one day a month for recreation purposes and it could be trialled this summer.

Russell was asked his view on having lower speed limits at set times. Russell advised it seems reasonable if policed.

Russell was asked what benefit would a 40km/h limit have other than an enforcement tool. Russell advised that it is important to get the mean speed down lower.

Russell was asked if they had given any thought to having the coastal route one way on Sundays. He advised they had discussed it briefly and that there was some support for this.

Jay Waters spoke as an individual.

Jay doesn't support lowering the speed limit or the introduction of speed cushions on the Northern Peninsula coastal route. As a cyclist he sees it as a waste of time. The attitude of drivers is the real issue. Jay advised that for a cyclist a speed bump is a pothole in reverse and that speed cushions are dangerous for cyclists. He advised that reducing the speed limit may be of some benefit but he still opposes it. Jay advised that we need to be creating separate areas for drivers and cyclists to co-exist. Jay advised that if the speed limit is lowered and speed cushions introduced you will no longer be able to have cycle racing events here and they will be forced to race on 100km/h roads. Jay was asked how we deal with making the area safer where there is no room. Jay advised that the coastal route is okay as it is.

Michael Taylor spoke as an individual. Michael supports lowering the speed limit on the Northern Peninsula coastal route but would like to see a 30km/h limit. He also supports the introduction of speed cushions. This area is a recreational area and a lower speed will be safer. Michael advised that the design of the speed cushions will be critical.

Robin Boldarin spoke on behalf of the Miramar/Maupuia Progressive Association. The Association disagrees with lowering the speed limit on the Northern Peninsula coastal route. Speed humps would be preferred over speed cushions.

David Rowlands spoke as an individual. David doesn't support lowering the speed limit or the introduction of speed cushions on the Northern Peninsula coastal route. As a cyclist for 22 years, David is against speed cushions and lowering the speed limit. These will cause problems for group cyclists. They will also disadvantage community events in the area. There aren't enough speed limit signs around the coast now reminding you of the speed limit so an increase in signage could be implemented. David's key point is that by introducing these measures it will put an end to cycling events in Wellington. David was asked if he would support removable cushions. He advised that the issue would be who would pay for this and remove them. David was asked where the middle ground would be as there is still a safety issue in the area. David advised an alternative would be road closures on a Saturday from 7am – 11am. David was asked if making it one way instead of a road closure would be helpful. He advised that speed cyclists and recreational cyclists have different views.

Stuart Prior spoke as an individual. Stuart doesn't support lowering the speed limit or the introduction of speed cushions on the Northern Peninsula coastal route. Stuart has been a resident in the area and has lived near the wharf since 1974 and is familiar with the area. Stuart doesn't see a problem here. The real problem is that there is no Police presence. It is well signed when there are events on. There are some minor improvements that could be made such as



wooden posts on the side of the road to show where the road goes as these are currently missing in a lot of places. The major disruption in the area is mostly from Peter Jackson. There are a large number of trade vehicles/WETA vans in the area upgrading houses. There could also be more 50km/h signs erected around the route to remind people of the speed.

Stuart was asked if he would like to comment on the petition recently presented for the installation of traffic calming. Stuart advised that these aren't the answer to the problem, more Police enforcement is required.

Stuart was asked if he sees vehicles travel more than 50km/h. He advised that any more than 50km/h is impossible to do safely. There is no problem with boy racers in his part of the bay.

Stuart was asked if he would support this if he knew that more enforcement wasn't an option. Stuart advised he wouldn't. The speeding is something that happens on rare occasions.

Wayne Wilkey spoke as an individual.

Wayne supports lowering the speed limit and the introduction of speed cushions on the Northern Peninsula coastal route.

He resides at 323 Karaka Bay Road and has done so since 1969. In front of his property is a dangerous corner and he has seen a large number of accidents here. Just a couple of days ago he saw boy racers driving at approximately 80-90km/h at 2pm in the afternoon. The race track behaviour is more active in the summer months.

Speed cushions are the only way to slow them down. It is currently too dangerous a place to cycle in the weekends. Wayne referred to it as the "suicide route". Wayne advised that the boy racer issue has increased substantially over the past 10 years.

Wayne was asked if he thought speed cameras would be effective. Wayne advised that permanent ones would be no good as people would know where to slow down. Moveable ones may have some effect.

Wayne was asked in practical terms are speed cushions the only option. Wayne advised that he knows they are a pain but if they slow people down then he is happy to have them.

Malcolm Allen spoke on behalf of the PNP Cycling Club.

The club doesn't support lowering the speed limit or the introduction of speed cushions on the Northern Peninsula coastal route.

Malcolm gave a background to the club and advised it has over 300 members. They have held 12 road races on the Peninsula over the last year and it is the only circuit left available in Wellington. The lower speed limit and cushions will have a negative impact on these events and are a safety issue for cyclists. It is dangerous to negotiate vehicles when they slow down for these and lowering the speed limit will in effect means they have to break the law as they often travel over 40km/h in a race.

Currently the humps that are there already are an issue for cyclists, so is the on-street parking. Alternatives to these measures would be more enforcement of the current speed limit, driver feedback signs and look at restricting the use of the road overnight. Malcolm advised that this action is being taken against a

small minority but will in fact affect the majority of road users. He sees this proposal decreasing safety in Wellington for cyclists which goes against policy. Malcolm was asked when racing how many abreast do they ride. He advised typically two abreast.

Malcolm was asked if they have issues with sight-seers at the moment. He advised they have had a few incidences in the past where they have had to pass cars.

Malcolm was asked about the on-road parking and that a lot of people in the area don't have off street parking. Malcolm advised that the main issue for cyclists is the parking in Scorching Bay.

Malcolm advised that when it comes to the installation of speed cushions there needs to be a balance for residents and cyclists. Look at alternative of enforcing the current speed limit and increasing the amount of signage along the route.

Malcolm was asked if speed cameras were to be installed how many did he think was reasonable. Malcolm advised three or four.

Malcolm was asked if he had seen any speeding issues while using the area. He advised that he hadn't.

Ian Jensen spoke as an individual.

Ian doesn't support lowering the speed limit or the introduction of speed cushions on the Northern Peninsula coastal route.

As an ex Wellington resident he doesn't support these. He noted that the mean speeds are lower than the proposed limit, particularly Massey Road.

Speed humps affect motorists and they slow down and then speed up between them. It is likely that drivers will still speed between humps.

More stringent enforcement is needed and moveable speed cameras would be more effective than stationary ones.

Ian advised that he has observed cyclists having to negotiate speed cushions and they are unsafe.

Comment was made that people who like to race often have speed hawks and can pick cameras up. Ian agreed that we may not be able to stop these but equally this should be policed by relevant authorities.

Ian was asked about the mean speed and the fact that there are still a lot of vehicles above this speed. Ian advised that he was going on the information provided in the brochure. He respects that it is a high use area for all types of users.

Felicity Hall spoke as an individual.

Felicity doesn't support lowering the speed limit or the introduction of speed cushions on the Northern Peninsula coastal route.

Felicity is a cyclist and a motorist and travels the area daily. 40km/h does not allow motorists to pass cyclists. The coast is a pristine area with very few signs.

The number of different speed limits around is becoming increasingly confusing. The speed cushions are unnecessary and uncomfortable. Felicity advised that she is less opposed to speed humps in the built up section.

Felicity was asked her view on closing the northern section overnight. Felicity advised that she isn't sure what the issue is, maybe it is boy racers. There was no mention of boy racers in the information provided in the brochure.

Felicity was asked what she thought a realistic speed limit would be. She advised all users need to have a limit they are comfortable with. 50km/h is a safe and realistic limit for this area.

Felicity was asked if she was aware of the physics of lowering speed limits. She advised that there is always going to be a risk of injury with a mixed use area.

Felicity was asked if she was aware how many areas in New Zealand are implementing lower speed limits and how else can we protect pedestrians and cyclists in recreational areas. Felicity advised that recreational users are more careful in this area. A pedestrian is more likely to be hit in the city.

Felicity advised that she didn't understand why this particular area was being picked on and that the rest of the city should be lowered as well.

Felicity was asked when driving around this route if she slowed down for cyclists. Felicity advised that on most of the road there is plenty of room to pass safely and most of the time you don't need to slow down. You can maintain 50km/h at most times.

Felicity was asked if the boy racer issue was mostly on a Thursday night. She advised yes it was.