
ORDINARY MEETING

OF

SAFER SPEEDS SUBCOMMITTEE

MINUTE ITEM ATTACHMENTS

Time: 9:15 am
Date: Thursday, 29 October 2015
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

Business

Page No.

2.1 Safer Speeds Subcommittee Oral Submissions

- | | |
|--|----|
| 1. Wayne Newman, Creswick Valley Residents' Association - Submission | 2 |
| 2. Peter Frater - Submission 329 | 12 |
| 3. Ellen Blake, Living Streets Aotearoa - Submission 339 | 13 |
| 4. Stewart McKenzie - Submission 142 | 14 |
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Plan to reduce speed limit: Northland shopping area

Submission of Creswick Valley Residents' Association

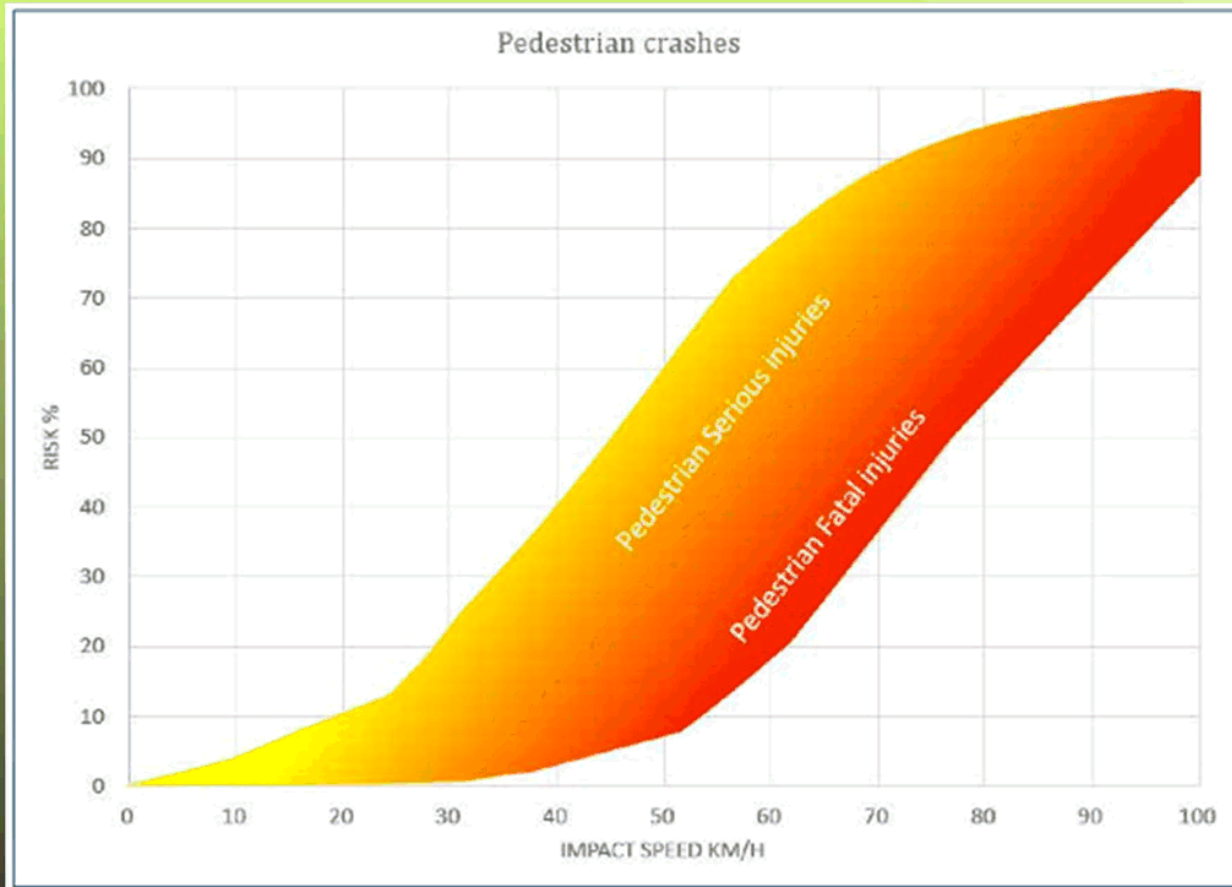
Northland shopping area

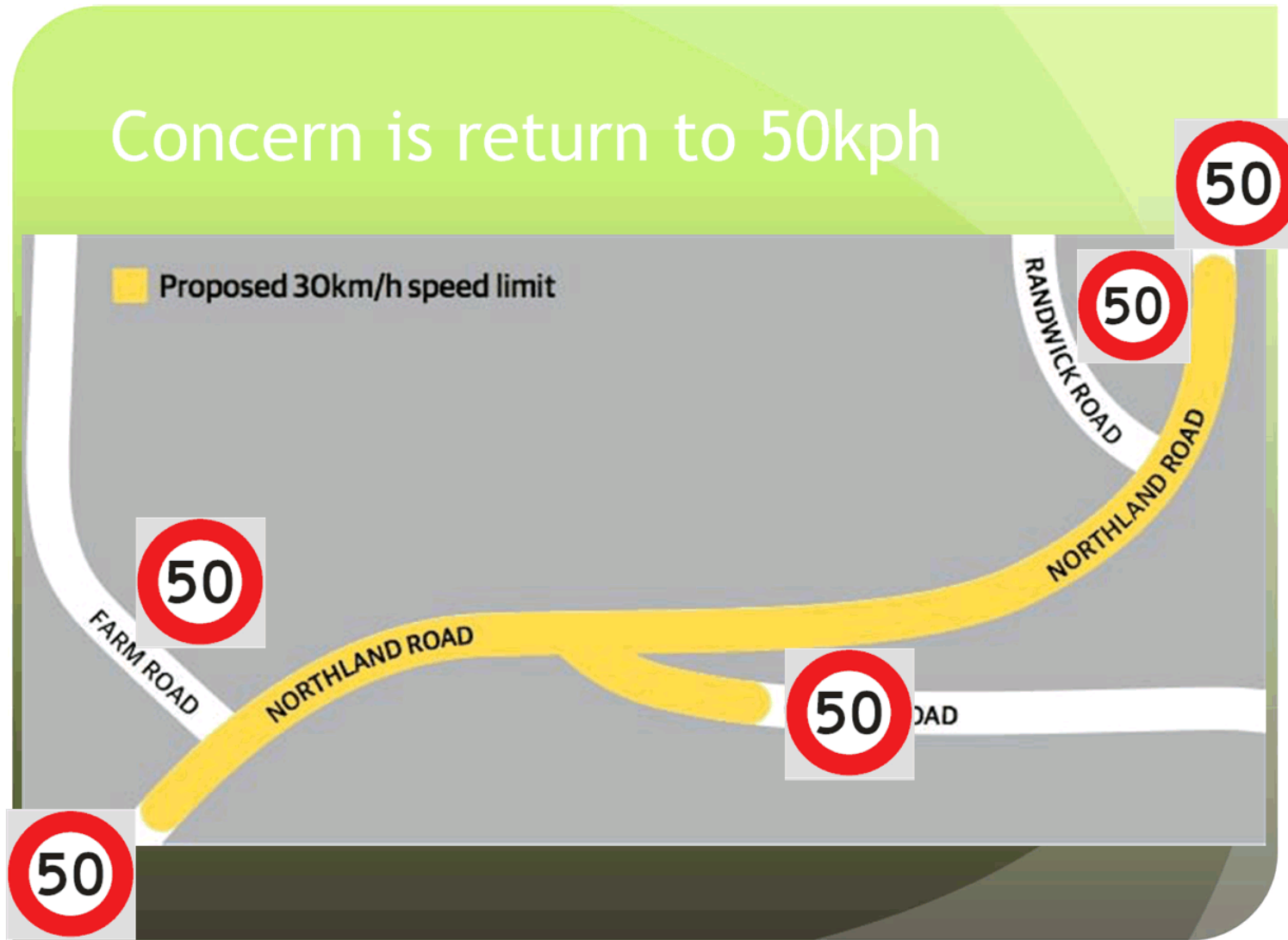


Reduced speed limit is needed

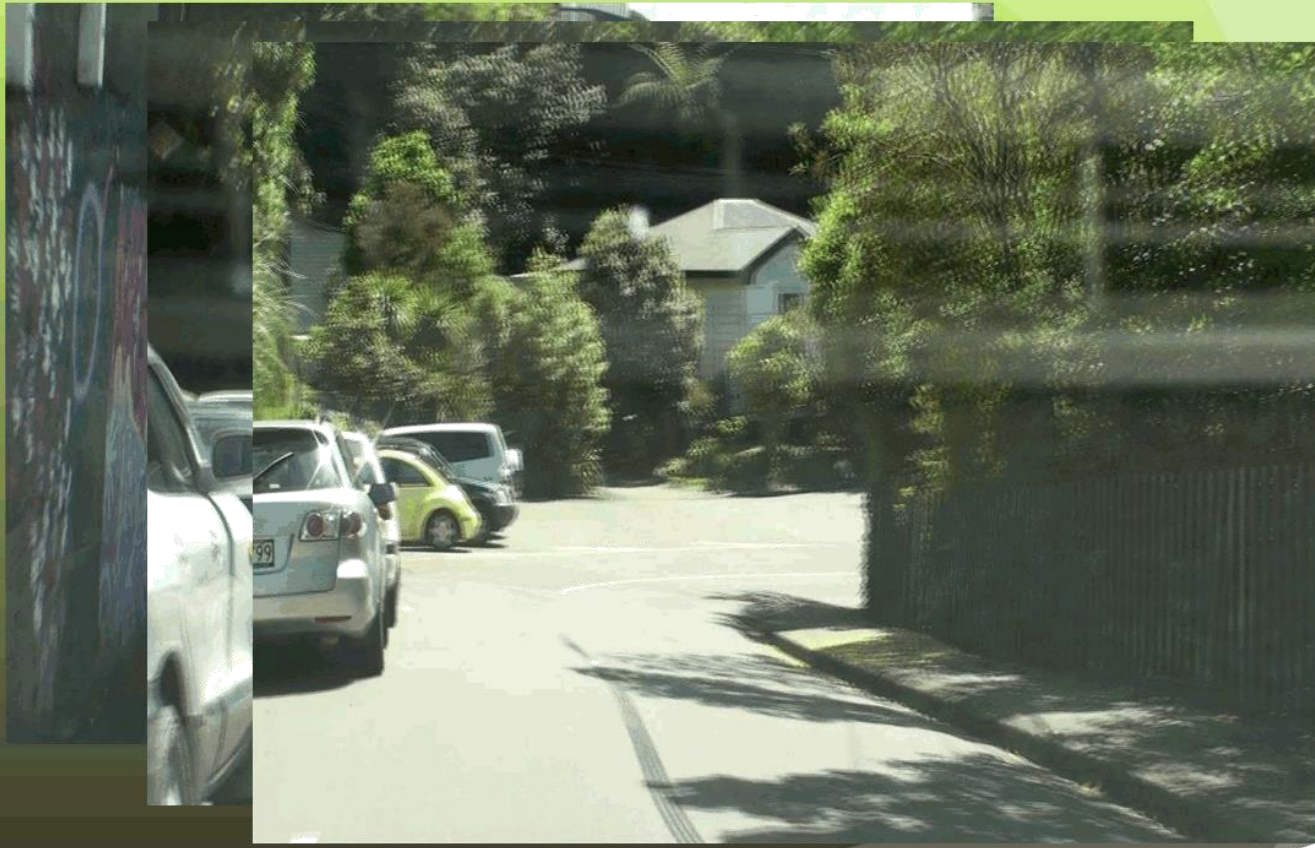


Reduced risk at reduced speed





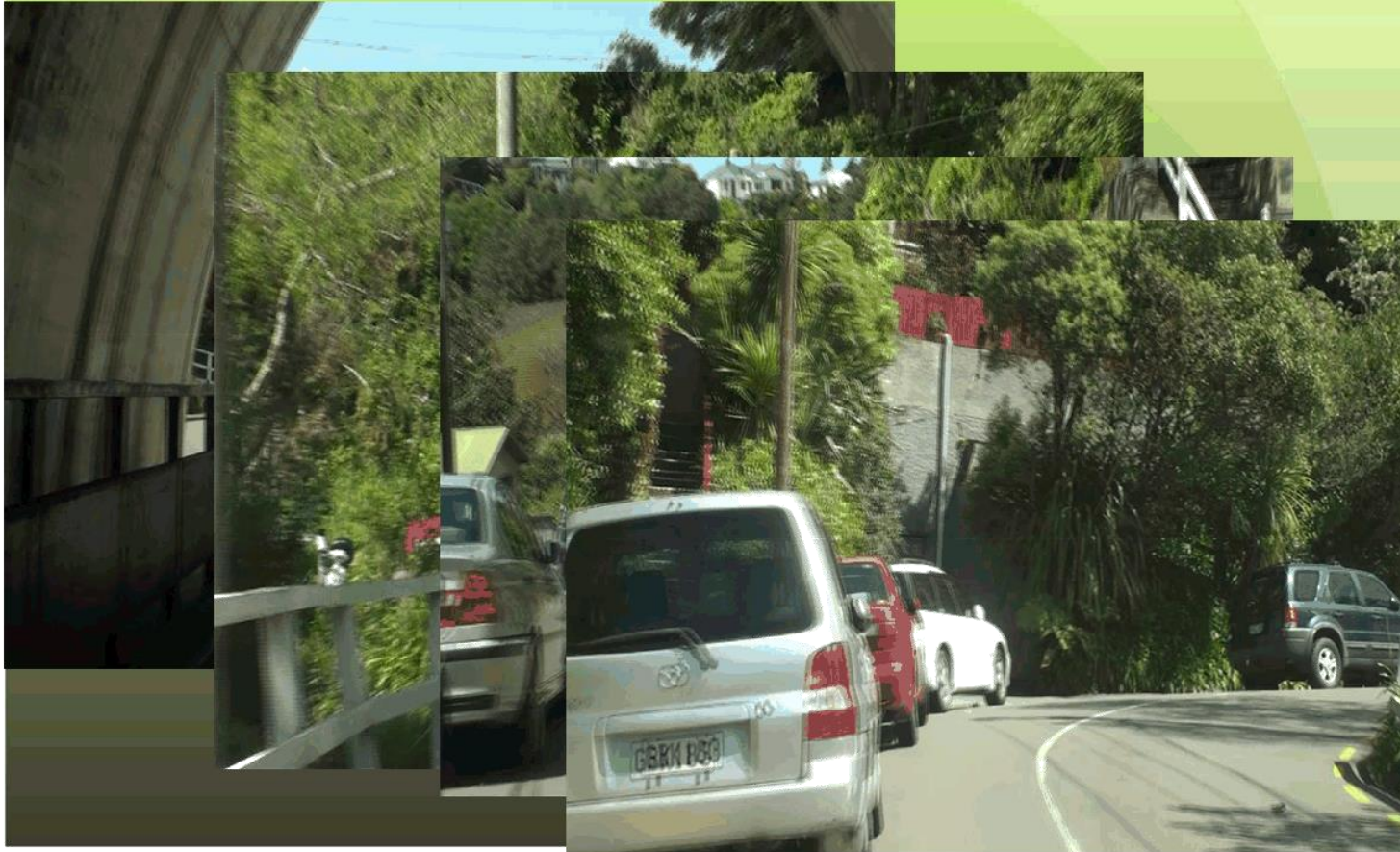
Garden Road



50kph is not credible or safe



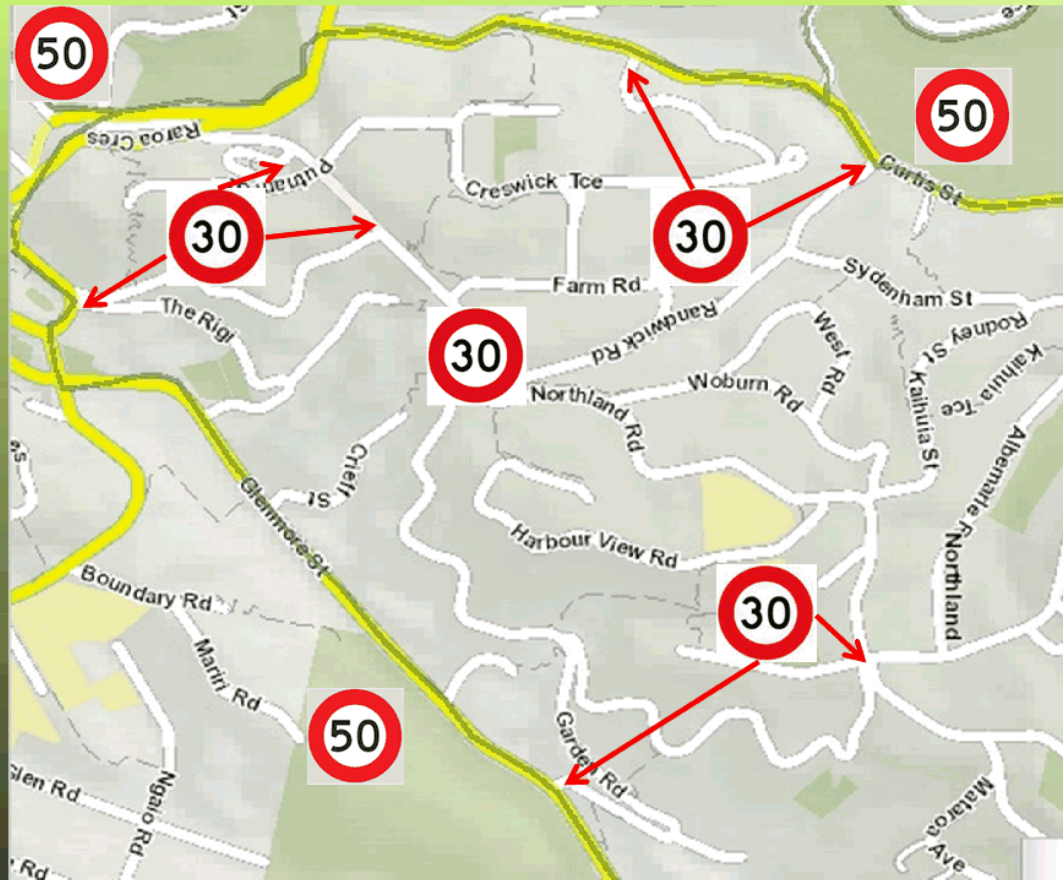
Northland Road



50kph unsafe on local roads



30kph limit for all Northland?



Lowering the speed limit to 30KPH through the crossroads of the Berhampore Suburban Centre

Thank you for the opportunity to speak to my submission on the creation of a lower and safer vehicle speed limit through the crossroads of the Berhampore Suburban Centre.

I am a long term resident of Britomart Street, Berhampore.

While I am pleased that Council has been listening to the concerns of the residents and shopkeepers of Berhampore about the speed of vehicles travelling through the Berhampore crossroads and is proposing a 30 KPH speed zone I am aghast that Britomart Street between Adelaide Road and Stanley Street appears to have been left out of the proposed lower speed zone.

Britomart Street is the fourth street of an offset crossroads that as well as connecting the CBD with the South Coast also connects the hill suburbs of Brooklyn, Vogeltown and Mornington with Newtown and the eastern suburbs and is just as busy as Luxford Street and has similar speeding problems as Adelaide Road. The lower section of Britomart Street narrows as it approaches Adelaide Road with vehicles travelling downhill too fast causing frequent damage to car mirrors. It contains part of the Berhampore Suburban Centre. It is also a school zone. It has the potential of three speed zones in a few hundred metres.

That is, Britomart Street should be included in the proposed 30KPH zone.

It would also make a considerable improvement to the Berhampore Suburban Centre if the street lighting were to be improved, signage installed that defines the Berhampore shops and directional signs to the surrounding suburbs. The Berhampore Suburban Centre deserves a better identity than it currently gets.

Peter Frater
Britomart Street
Berhampore

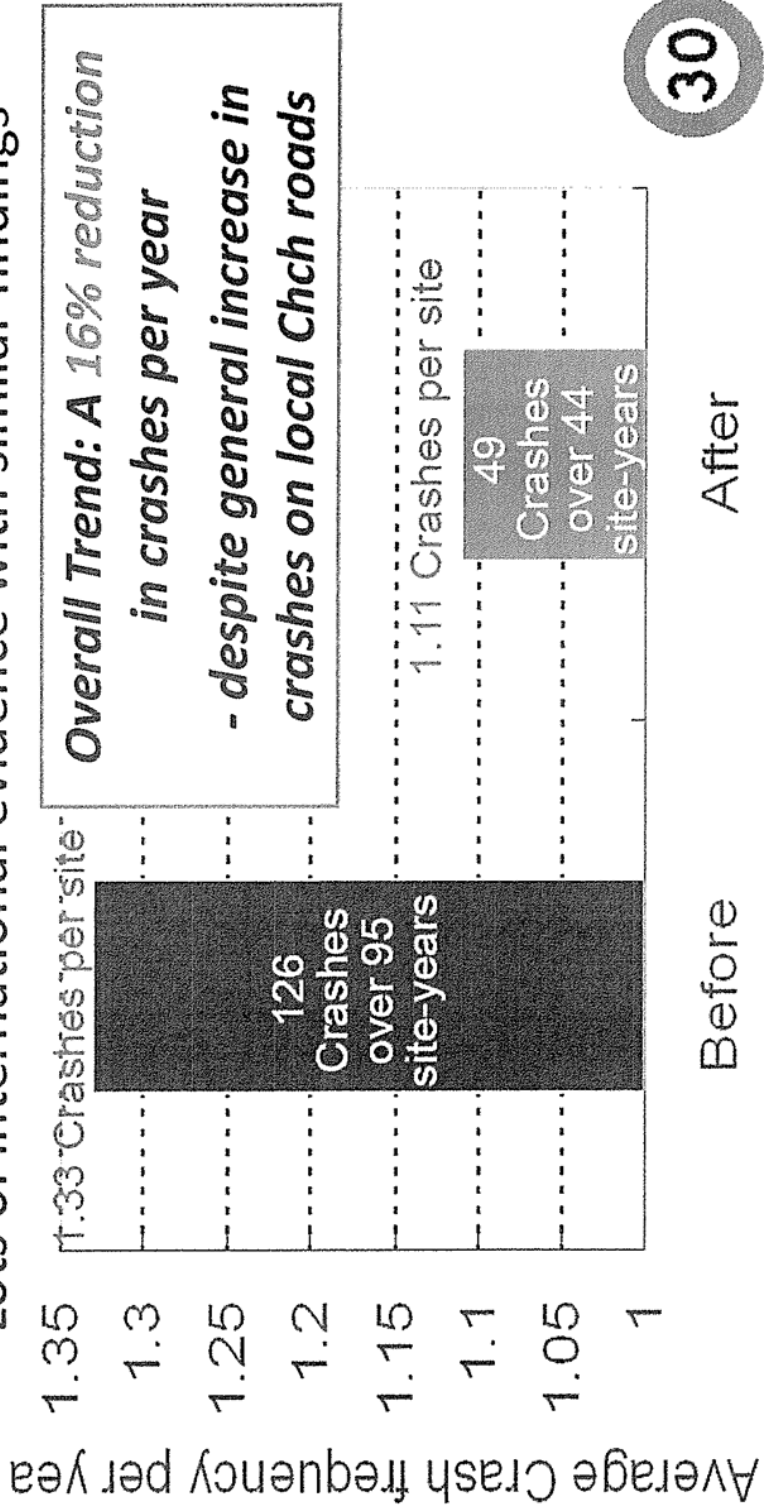
Wednesday, 28 October 2015

Ellen Blake
UC
UNIVERSITY OF
CANTERBURY
Te Whare Wānanga o Hāweke
ESTABLISHED 1863

Effect of Traffic Calming on Safety

- Crash Analysis from 19 Chch Sites (J.Mao 2009)

- Lots of international evidence with similar findings



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Oral submission in support of written submission - 29 October 2015

Northland Village 30km/h speed limit proposal

1. Good afternoon chair, committee members. My name is Stewart McKenzie, I am a principal planner with the NZ Transport Agency and project manager of the Mt Victoria Tunnel and Terrace Tunnel Duplication Projects. I am a professionally qualified planner with 16-years experience in Transport Planning and related disciplines, including 6 years working as a transport planner for the London Boroughs of Camden and Lambeth and the Mayor of London's Office where I was involved with the planning and implementation of the 20mp/h or '20's plenty' speed limit in residential areas. I was also a member of the masterplanning team for several regeneration schemes in London and responsible for ensuring they were planned in accordance with sustainable transport principles. I am a resident of Harbour View Rd in Northland and father of a 2-year old, and I am making this submission as an individual and not on behalf of the Transport Agency.
2. Firstly I'd like to commend the Council on the proposed 30km/h speed limit in suburban Centres including Northland Village. I fully support the speed limit reduction along Northland Road and Garden Road as proposed - 50 km/h is far too fast at this location given the various factors that influence and constrain the road environment including high turnover diagonal parking; high trip generating activities such as convenience stores, takeaway outlets and community activities; horizontal and vertical curvature; a pedestrian crossing; bus stops; and several residential driveways and side roads.
3. Reducing speed is by far the most effective measure for improving road safety at locations such as this. Achieving lower speeds should be a priority given the function of Northland Rd at this location and should take precedence over the speed of through traffic. The evidence is overwhelming that lower speeds improve safety for all road users, and is the single most effective measure for improving road safety. I could provide evidence to substantiate this claim from both NZ and UK sources but I know Council Officers and their advisers will be

aware of this. In simple terms, the 30km/h speed limit as proposed for Northland Village and other suburban centres is a no brainer.

4. There is an assumption however that 30 km/h speed limits are self-enforcing in locations such as this given the various factors that influence the road environment as outlined. Based on my experience in planning and implementing such speed limits in London, and based on anecdotal evidence from Aro Valley and Kelburn that already have 30km/h speed limits in place and which I travel through regularly, this is not the case.
5. 30km/h speed limits are typically implemented with threshold treatments including signs either with or without accompanying build outs from the curb, and a painted red square on the road. Although these measures are suitable for introducing the lower speed limit they do little to actually reduce speed. Anecdotally I would contend that the median operating speed is between 40km/h and 50 km/h in the existing 30km/h areas in Wellington. The red painted squares are also virtually invisible at night.
6. Additional physical measures are required to ensure a 30km/h operating speed will be achieved and maintained. There are a range of measures available including:
 - Texturised pavement treatments and materials that create a high friction surface with increased noise and resonance;
 - Raised pedestrian crossings;
 - Additional build outs and planted areas that physically narrow the road width but not necessarily the carriageway (they have the appearance of reducing carriageway width);
 - Speed cushions, which are effective for cars but dependant on design do not affect busses or other heavy vehicles;
 - Raised tables on side roads and at intersections that introduce shared space principles;
 - Cycle lanes and increased footpath width that physically narrow the road width; and
 - Additional signage, not necessarily regulatory but advisory, encouraging social driving behaviour and lower speeds.
7. In the case of Northland Road, particularly the northern approach to Northland Village, there are some obvious existing physical factors that will prevent the 30kmm/h restriction from being self-enforcing.

8. Northland Road is a moderate to steep grade at this location and features a sweeping right hand downhill bend immediately prior to the intersection with Randwick Road and the pedestrian crossing in Northland Village. As a result turning traffic from Randwick Road and pedestrians using the pedestrian crossing have highly constrained sight visibility to the north. Northland Road is also an extremely generous 16m in width at the apex of the corner of Randwick Road, which has the indirect effect of encouraging higher speeds.

9. A combination of physical measures will therefore be required to both achieve and maintain the 30km/h speed limit along this section of Northland Road. I would recommend texturised pavement treatments, planted build outs, raising the pedestrian crossing and cycle lanes as appropriate measures at this location. This is also a golden opportunity to meet other Council objectives in relation to cycling and improved amenity, and I would encourage improvements be considered in an integrated manner.

10. Finally, I'd just like to take this opportunity to highlight the hair raising driver behaviour and speeds witnessed on Garden Road, which I walk up and down daily. Garden Road is not unusual for Wellington in that it is narrow and winding with a succession of blind corners, however it does carry far higher traffic volumes than many residential roads of this nature. Rather than addressing the safety issue through the thorny issue of parking controls, I would encourage consideration of advisory signage on Garden Road to encourage lower speeds and more social driving behaviour. It's potentially an easy and inexpensive way to reduce speeds and the risk of accidents on Garden Road, and could be a forerunner for similar approaches on other roads in the City.

Stewart McKenzie