

Submission form

Tell us what you think. Wellington City Council would like your feedback on the proposed speed-limit change to 30kmh on Courtenay Place, Manners Street, including what is now Manners Mall, Inglewood Place and parts of Willis, Boulcott, Victoria, Dixon, Taranaki and Tory streets and 10kmh on lower Cuba Street. Fill out this submission form and post it back to us by Friday 16 July 2010 (no stamp required) or comment online at Wellington.govt.nz

Privacy statement – All submissions (including name and contact details) are published and made available to elected members of the Council and the public. Personal information supplied will be used for the administration and reporting back to elected members of the Council and the public as part of the consultation process. All information collected will be held by Wellington City Council, 101 Wakefield Street, Wellington. Submitters have the right to access and correct personal information.

Tell us what you think

SUBMISSION NUMBER **28**

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

First name(s) BERNARD Last name O'SHAGHNESSY

Street address 320 (APT 239) Mansfield St NEW TOWN

Phone 021-1888-289 Email Bernardboss@yahoo.co.uk

I am writing this submission (tick box)

As an individual On behalf of an organisation Name of organisation HART, RATRS, BAB

Would you like to speak (make an oral submission) to the Committee considering the proposal in August?

Yes No

Do you believe it is appropriate to reduce the speed limit to 30kmh as indicated on the map on Courtenay Place, Manners Street, including what is now Manners Mall, parts of Willis, Boulcott, Victoria, Dixon, Taranaki and Tory streets and Inglewood Place?

Yes No

If no, what speed limit do you think is appropriate? _____

Do you believe it is appropriate to reduce the speed limit to 10kmh in the planned lower Cuba Street shared zone (between Wakefield and Manners)?

Yes No

If no, what speed limit do you think is appropriate? _____

Because lower cuba st
should not be a shared
space

 ENTERED

SUBMISSION
NUMBER

84

Joelene Noble

From: frocksonbikes@gmail.com
Sent: Friday, 16 July 2010 5:10 p.m.
To: Joelene Noble
Subject: Lowering the Speed Limit in the Golden Mile

The following details have been submitted from the Lowering the Speed Limit in the Golden Mile form on the www.Wellington.govt.nz website:

First Name: Isabella
Last Name: Cawthorn
Street Address: 4 Durham Crescent
Suburb: Aro Valley
City: Wellington
Phone: 021 1497941
Email: frocksonbikes@gmail.com

I would like to make an oral submission in August: Yes

I am making this submission: on behalf of an organisation

Organisation Name: Frocks On Bikes

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

Do you believe it is appropriate to reduce the speed limit to 10 km/h in the planned lower Cuba Street shared zone: Yes

Other comments: Increasing numbers of Wellingtonians are getting on bikes to travel into and around the city. A particular increase is in women using bikes for short to medium-length trips through the inner city. Women are cycling more, both as commuters (between city and suburbs), and to travel around the inner city (to meet friends, shop, go to meetings and or entertainment events). This is the kind of trend Wellington would be wise to encourage, for several reasons. When Wellingtonians choose to cycle instead of drive, they are saving themselves money. This disposable income can be spent in the local economy or saved. International experience shows strongly that increased cycle-friendliness in city planning and design means greater pedestrian-friendliness. An appealing, prosperous Golden Mile is one that is accessible to real people to meet, shop, eat, and move around; which is pleasant, safe and free from noise and air pollution. This means a Golden Mile with out fast-moving traffic, and with fewer physical obstructions from large areas of parked private cars.

Planning for and encouraging increased use of bikes and other inexpensive transport is a sensible strategic decision for Wellington given all these reasons, but also because of population growth projections and the slowly but steadily rising price of oil.

The Council and Regional Council's efforts to promote cycling in Wellington are laudable, and lower speeds will make cycling a less nerve-wracking experience for Wellington's cyclists.

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A policy that fully backs and resources a progressive transport strategy for Wellington, which actively encourages and provides for increased urban cycling, will leave a legacy that will be celebrated for generations to come.

PROPOSAL TO LOWER THE SPEED LIMIT **Submission form**

Mr
First name(s): Michael
Last name: Taylor
Street address: 10 Laurent Place, Kingston, Wellington 6021
Phone: 3898071
Email: mgtaylor@kol.co.nz

SUBMISSION NUMBER	83
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I am writing this submission (tick box)
As an individual

Would you like to speak (make an oral submission) to the Committee considering the proposal in August?
Yes

Do you believe it is appropriate to reduce the speed limit to 30kmh as indicated on the map on Courtenay Place, Manners Street, including what is now Manners Mall, parts of Willis, Boulcott, Victoria, Dixon, Taranaki and Tory streets and Inglewood Place?

If no, what speed limit do you think is appropriate?

For the proposed Manners Street & Courtenay Place limits I would prefer a limit of 0 for motorised vehicles except for buses, meaning private motor vehicles would be prohibited. However, I believe that it outside the scope of this particular consultation and so for the moment would support a limit for motorised vehicles of 30 km/h or 20km/h for those proposals plus the additional sections of Willis, Boulcott, Victoria, Dixon, Taranaki and Tory streets and Inglewood Place. Certainly motor vehicles should not be allowed to travel more than 30km/h here.

For the revoked Manners Mall section I ask that the speed limit for motorised vehicles (i.e. buses) initially be 10 km/h. This will otherwise be a particularly dangerous section of the route. According to the March 2008 survey it has the highest pedestrian flow (3476 per hour) in the area. For over thirty years pedestrians have wandered at will through this area and it will take time for us to become accustomed to watching out for motor traffic here. As this section is short with "signalised intersections" at both ends and also includes a compulsory eastbound bus stop, the effect of 10km/h on overall transit times will not be great. If it is found to have introduced significant delays there should be a review in say six months time. By that stage pedestrians would be more accustomed to buses driving through and so the balance between safety and transit time may have changed.

Do you believe it is appropriate to reduce the speed limit to 10kmh in the planned lower Cuba Street shared zone (between Wakefield and Manners)?

If no, what speed limit do you think is appropriate?

I would prefer a limit of 0 for motorised vehicles, meaning it would be a pedestrian mall. However, I believe that it outside the scope of this particular consultation and so for the moment would accept a limit for motorised vehicles of 10 km/h. Certainly it would be unreasonable to allow them to travel at higher speeds.

 **ENTERED**

Submission form

Tell us what you think. Wellington City Council would like your feedback on the proposed speed-limit change to 30kmh on Courtenay Place, Manners Street, including what is now Manners Mall, Inglewood Place and parts of Willis, Boulcott, Victoria, Dixon, Taranaki and Tory streets and 10kmh on lower Cuba Street. Fill out this submission form and post it back to us by Friday 16 July 2010 (no stamp required) or comment online at Wellington.govt.nz

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Tell us what you think

SUBMISSION
NUMBER

35

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

First name(s) Benjamin MORLAND Last name ERSTON

Street address PO Box 24415 MANNERS ST WELLINGTON

Phone 027 390 2169 Email the-political-busker@yahoo.com

I am writing this submission (tick box)

As an individual

On behalf of an organisation

Name of organisation _____

Would you like to speak (make an oral submission) to the Committee considering the proposal in August?

Yes

No

Do you believe it is appropriate to reduce the speed limit to 30kmh as indicated on the map on Courtenay Place, Manners Street, including what is now Manners Mall, parts of Willis, Boulcott, Victoria, Dixon, Taranaki and Tory streets and Inglewood Place?

Yes

No

OTHER

If no, what speed limit do you think is appropriate? IF CONSULTATION IS TO BE A RESPECTED PROCESS THE INFORMATION ON THE BENEFIT COST RATION SHOULD BE SECURED THROUGH REPORT ON THE GOLDEN MILE MUST BE HONORED. IF COUNCIL SENDS OTHER INFORMATION IT MUST BE SECURED THROUGH APPROPRIATE WORKING. AT THE MOMENT COUNCIL APPEARS TO BE PLAYING GAMES WITH PUBLIC PARTICIPATION.

Do you believe it is appropriate to reduce the speed limit to 10kmh in the planned lower Cuba Street shared zone (between Wakefield and Manners)?

Yes

No

If no, what speed limit do you think is appropriate? _____

NOT APPLICABLE - THROUGH COURT.



ENTERED

Submission form

Tell us what you think

Any other comments?

THE BODY COUNCIL NEEDS TO BE ABLE TO CONSIDER FACT OVER POLICY AND HAVE INTEGRITY FOR DECISIONS ESTABLISHING FACT.

TO EXERCISE A DISCRETION OVER THE ESTABLISHMENT OF SAFETY MINIMUMS IS DISGRACEFUL.

Absolutely

POSITIVELY

ME HEKE KI PŌNEKE
WELLINGTON CITY COUNCIL

Wellington

V V V V V Carried by V V V V V
V V V NEW ZEALAND POST V V V
05 JUL 10 910-11 01827

Free



Freepost WCC
Golden Mile Speed Limit Changes (KCIF02)
Wellington City Council (CAB2)
PO Box 2199
Wellington

SUBMISSION
NUMBER

34

Joelene Noble

From: j.plinton@xtra.co.nz
Sent: Monday, 5 July 2010 7:40 p.m.
To: Joelene Noble
Subject: Lowering the Speed Limit in the Golden Mile

The following details have been submitted from the Lowering the Speed Limit in the Golden Mile form on the www.Wellington.govt.nz website:

First Name: Jamie
Last Name: Linton
Street Address: 152 Oban Street
Suburb: Wadestown
City: Wellington
Phone: 473 5853
Email: j.plinton@xtra.co.nz

I would like to make an oral submission in August: Yes

I am making this submission: as an individual

Do you believe it is appropriate to reduce the speed limit to 30 km/h as indicated on the map: No

If no, what speed limit do you think is appropriate: Leave it as it is. To formally/legally reduce speeds in areas where vehicles currently are not exceeding safe speeds is heavy-handed and unnecessary bureaucracy. Your map of what you term are "crashes" - an emotive choice - when 'collision', 'accident' or 'vehicle contact' would almost certainly be more accurate and more appropriate, demonstrates an inappropriate attitude and 'smacks' of a deliberate attempt to 'manipulate' public opinion. Your map is meaningless unless it is accompanied by detailed information as to the nature of each and every so-called 'crash', together with the totally relevant information as to what speeds the respective vehicles were traveling at the time of contact. I would hazard a guess that many of these 'collisions' occurred at no more than 10-15 km/h. Logically does this mean the Council is later going to reduce the speed limit to 10 km/h or less? In addition, there will always be the irrespo nsible person who will drive too fast regardless of any speed limit signs and your proposal will have absolutely no effect whatsoever on these people.

Do you believe it is appropriate to reduce the speed limit to 10 km/h in the planned lower Cuba Street shared zone: No

If no, what speed limit do you think is appropriate: At least 20km/h or more. As a result of the bizarre change putting buses through Manners Mall with a major increase in hazards to pedestrian safety, where the roadway is too narrow to allow buses to easily pass stopped or broken down buses, or will result in drivers being unwilling to do so because it would mean they would have to drive possibly at least halfway over the footpath area and for a distance of 10 or more metres in amongst all the pedestrians, the Council has added to, not reduced, trip times because now, instead of the current two, there will be three phases to the lights at the intersection of Cuba Street and Manners Street. Worse, by allowing general traffic - cars, taxis, vans, trucks, etc to join the buses and travel from Taranaki Street to Cuba Street with a right turn down lower Cuba Street as their only option, these vehicles will completely block and bring



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to a standstill half the public transport in Wellington while they wait for their right-turn arrow and their progressing down lower Cuba Street to thus 'free-up' Manners Street northbound so that buses can continue.

For the sake of public transport it is therefore essential to minimize the delays the Council has created by its decision by ensuring that all non-bus vehicles can clear the area as quickly as possible. 10 km/h will not do it and would delay public transport even further.

Other comments: In view of the Council allowing work to proceed before and during the public consultation process on that very work - as I personally observed and experienced - in a gross denial and undermining of the democratic process and the Councilors' legal and constitutional requirements, in view of Councilor Foster, further undermining that democratic process by blocking and preventing the Council receiving crucial information that had a major bearing on the whole project - in other words, 9 or 10 Councilors don't want to know or hear the facts - it is absolutely certain that this current consultation/submission process is a complete waste of everybody's time because the Council's previous behaviour has demonstrated without question that this process is a sham and a complete farce and they will take not the slightest notice of public opinion, unless it fits their own, no notice of any arguments against their proposal and in fact will employ Council staff, as they

did with the Manners Mall, without relevant knowledge, experience, understanding or experience such as Teena Pennington, to 'rubbish' and dismiss without any reservations any and all objections or criticism.

If it was not such a farce, I would refer to the black circles on the map of "smashes" and comment that at the intersections of Taranaki and Manners, Manners and Victoria and Manners and Willis, there is every likelihood that the rate of "smashes" and also pedestrian injuries will increase as the result of this action by Council. For example, doubling from 2 phases to 4 phases in the light sequence at Victoria/ Manners, which of course will at least double the time involved when the Council claims it will be quicker, will result in longer waits for pedestrians and almost certainly more of them taking risks and crossing against the lights. This is compounded by the fact that the traffic will regularly be jammed and backup along Manners Street West and even back down Willis because the Council has failed to understand that by chopping down 3 trees and creating a park for only a single, right-turning no. 7,8 or 9 bus to go up Victoria Street, there are regularly 2 such buses nose-to-tail. In addition, seeing that unbelievably the Council has decided to let all general traffic, as described for Manners/ Cuba, come down Boulcott, cross Willis and join the buses along Manners Street West, when the only place for them to go is to join the 7,8 and 9 buses and turn right up Victoria Street, meaning more chaos, delays and hold-ups for all east-bound and south-bound public transport - when 9 Councilors have claimed it will be much faster and more efficient - and then when you add in the very significant fact that the width of roadway at this intersection is insufficient to guarantee safety and proper operation, passing and turning of buses meaning that collisions could occur - especially with the tail of a turning bus colliding with the side of another, meaning further delays - public transport and pedestrian and other vehicle behaviour will be so disorganised, result in so much frustration and anger that an environment will be created that will result in irrational or unsafe behaviour by enough drivers and pedestrians that an increase in accidents and injuries is almost certain.

Then when one considers the challenge of coping with even more chaos than has existed for years at the Manners/Willis/Boulcott intersection, where cars from Boulcott will block the intersection trying to get across Willis in to Manners, other cars, as happens regularly now, ending up in the buses-only lane through inattention, buses backed up from Manners West back down Willis, and especially 'tag-axle' buses trying to pass each other simultaneously 'head-on' on the Manners/Willis corner without collision, again foolish, unwise, impetuous, dangerous and unlawful behaviour by both frustrated and angry drivers and pedestrians is almost guaranteed with the expected outcomes of accidents and injuries. A quicker, more efficient public transport system? Yeah right!

Then we have the debacle that has already been created at the Taranaki/Manners intersection over the past 2-3 weeks by Steve Spence's extending of the kerbs as part of his 'traffic calming' programme and by so doing, removing the vital left lane for traffic turning from lower Taranaki

into Courtenay Place. This is something I and my colleagues believe is plain crazy and demonstrates that those involved in Wellington's public transport 'haven't got a clue'. Such turning vehicles have to give way to pedestrians crossing Manners Street and already, not only have I observed traffic backed up right down to Wakefield Street and beyond, I have been caught up in it myself. All traffic planning to go straight ahead up Taranaki Street could not move until the Courtenay-Place traffic had cleared while in the meantime the lights can go red again. Chaos, but 9 Councilors say this is faster and more efficient. These extra delays created by the Council will of course result in further exasperation, frustration and anger by drivers and pedestrians alike and as already stated will result in behaviour almost certain to lead to more accidents and injuries at an intersection that is already highly-rated for such events. Now it will be worse.

It must be remembered that all of this chaos, all of this shambles, all these extra delays to public transport, all the extra hazards for drivers but particularly health and safety issues for pedestrians, are planned to be fully established in time for the World Rugby Cup! Can you believe it?

Joelene Noble

From: megan@alto.net.nz
Sent: Friday, 9 July 2010 3:48 p.m.
To: Joelene Noble
Subject: Lowering the Speed Limit in the Golden Mile

The following details have been submitted from the Lowering the Speed Limit in the Golden Mile form on the www.Wellington.govt.nz website:

First Name: Megan
Last Name: Salole
Street Address: 76 Coromandel Street
Suburb: Newtown
City: WELLINGTON
Phone: 021458845
Email: megan@alto.net.nz

I would like to make an oral submission in August: Yes

I am making this submission: on behalf of an organisation

Organisation Name: Frocks on Bikes

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

Do you believe it is appropriate to reduce the speed limit to 10 km/h in the planned lower Cuba Street shared zone: Yes

Other comments: I love cycling. I am not a 'cyclist', I am just an everyday New Zealander who recognizes that it is cheaper, healthier and better for the environment. Not to mention thrilling in a Wellington gale!

The more I cycle, the better it is for my health (and because there is zero pollution) the health of people in the city.

When Wellingtonians choose to cycle, they are saving our community a lot of money down the track. We would spend less dealing with respiratory illness from pollution, avoidable ETS costs, millions in roading upgrade and maintenance costs. We have to think about how we are going to get around our city in the future as the oil prices rise, signaling the end of cheap supply of oil.

Every time our council invests in safer roads for cyclists it is both an ethical and economically responsible decision. But the Council that fully backs and resources a progressive cycling strategy for Wellington will leave a legacy that will be celebrated for generations to come.

And of course, the more money cyclists save on transport and health costs, the more money they have to invest in the local economy.

Not only will 30kms per hour in the City be safer for pedestrians and cyclists, it will have the added co-benefits of lowering the cities carbon emissions (less are emitted, the slower the

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speeds) which will bode well for achieving carbon neutrality as well as making it a quieter, more pleasant place to work, shop and visit.

Anything we can do to improve the quality of cyclists experience and safety will be a win-win for Wellington.

Joelene Noble

From: gilbert.sanseau@gmail.com
Sent: Thursday, 8 July 2010 12:51 p.m.
To: Joelene Noble
Subject: Lowering the Speed Limit in the Golden Mile

The following details have been submitted from the Lowering the Speed Limit in the Golden Mile form on the www.Wellington.govt.nz website:

First Name: Gilbert
Last Name: Sanseau
Street Address: Unit 2/129 The Parade
Suburb: Island Bay
City: Wellington
Phone: 043838883
Email: gilbert.sanseau@gmail.com

I would like to make an oral submission in August: Yes

I am making this submission: as an individual

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

Do you believe it is appropriate to reduce the speed limit to 10 km/h in the planned lower Cuba Street shared zone: Yes

Joelene Noble

From: patrickmorgan1@gmail.com
Sent: Tuesday, 29 June 2010 3:13 p.m.
To: Joelene Noble
Subject: Lowering the Speed Limit in the Golden Mile

The following details have been submitted from the Lowering the Speed Limit in the Golden Mile form on the www.Wellington.govt.nz website:

First Name: Patrick
Last Name: Morgan
Street Address: 23-381 Adelaide Rd
Suburb: Newtown
City: Wellington
Phone: 04 385 4967
Email: patrickmorgan1@gmail.com

I would like to make an oral submission in August: Yes

I am making this submission: as an individual

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

Do you believe it is appropriate to reduce the speed limit to 10 km/h in the planned lower Cuba Street shared zone: Yes

Other comments: * Lower speeds has many benefits: less noise, fewer crashes, less severe crashes, more attractive to walkers and people on bikes, better for retailers, visitors and residents

* Area-wide traffic calming delivers more benefits than micro-calming such as Thorndon Quay

* The default urban speed limit of 50 km/h is generally too high and speed limits should be 30 km/h for town centres and most urban local streets.

* Traffic calming measures should be introduced to reduce speeds where necessary.

* Road user education should be implemented with a "share the road" emphasis.



SUBMISSION
NUMBER

31

Joelene Noble

From: julianne.genter@gmail.com
Sent: Wednesday, 30 June 2010 5:29 p.m.
To: Joelene Noble
Subject: Lowering the Speed Limit in the Golden Mile

The following details have been submitted from the Lowering the Speed Limit in the Golden Mile form on the www.Wellington.govt.nz website:

First Name: Julie Anne

Last Name: Genter

Street Address: 9 Mortimer Tce

Suburb: Aro Valley

City: Wellington

Phone: 021 061 1164

Email: julianne.genter@gmail.com

I would like to make an oral submission in August: Yes

I am making this submission: as an individual

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

Do you believe it is appropriate to reduce the speed limit to 10 km/h in the planned lower Cuba Street shared zone: Yes

Other comments: Lower speed limits should also be accompanied by streetscape design features that encourage lower speeds, such as "shared space" or "naked street" designs that remove some stop lights, narrow the carriageway, introduce nicer pedestrian-style paving and allow more opportunities for zebra pedestrian crossings.



ENTERED

Submission form

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Tell us what you think

SUBMISSION
NUMBER

62

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

First name(s) BRIAN Last name ROBERTS

Street address 342 LAMBTON QUAY WELLINGTON PO Box 1

Phone 931 9971 Email b.roberts@qa.co.nz

I am writing this submission (tick box)

As an individual

On behalf of an organisation

Name of organisation

NEW ZEALAND AUTO MOBILE ASSOCIATION INC

Would you like to speak (make an oral submission) to the Committee considering the proposal in August?

Yes

No

COUNCILLOR ALEX GRAY - PHONE 801 9021

Do you believe it is appropriate to reduce the speed limit to 30kmh as indicated on the map on Courtenay Place, Manners Street, including what is now Manners Mall, parts of Willis, Boulcott, Victoria, Dixon, Taranaki and Tory streets and Inglewood Place?

Yes

No

If no, what speed limit do you think is appropriate? _____

We agree with and support the proposal for the reduction to 30 km/hr in Courtenay Place and Manners Street, Manners Mall and Willis Streets. We do not support the proposal to reduce to 30 km/hr the short sections of Boulcott, Victoria, Dixon, Taranaki and Tory Streets and Inglewood Place. We would instead recommend appropriate signage on these streets approaching the new 30 km/hr streets of Courtney Place, Manners Street and Willis Street to alert motorists to the impending change in speed limit.

Do you believe it is appropriate to reduce the speed limit to 10kmh in the planned lower Cuba Street shared zone (between Wakefield and Manners)?

Yes

No

If no, what speed limit do you think is appropriate? _____

We do not support a 10 km/hr in any area as it is too difficult to monitor from a driver's perspective and impossible to enforce.



ENTERE

SUBMISSION
NUMBER

81

Joelene Noble

From: ellebla@paradise.net.nz
Sent: Friday, 16 July 2010 9:12 a.m.
To: Joelene Noble
Subject: Lowering the Speed Limit in the Golden Mile

The following details have been submitted from the Lowering the Speed Limit in the Golden Mile form on the www.Wellington.govt.nz website:

First Name: Ellen
Last Name: Blake
Street Address: 72 Majoribanks Street
Suburb: Mt Victoria
City: Wellington
Email: ellebla@paradise.net.nz

I am making this submission: on behalf of an organisation

Organisation Name: Living Streets Aotearoa, Wellington

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

Do you believe it is appropriate to reduce the speed limit to 10 km/h in the planned lower Cuba Street shared zone: Yes

Other comments: Living Streets Wellington fully supports 30 km/h speed limits in the Golden Mile. We agree with the reasoning contained in the supporting documentation.

We note that lowered traffic speeds will greatly enhance public safety, both by increasing the ability for pedestrians to judge when crossing a street is safe, and also reducing the risk of mortality or serious injury in the event of a crash.

We also note that reduced traffic speeds will make the Golden Mile more attractive for pedestrians. That will increase the likelihood that people will choose to walk (rather than taking a car), and discourage car use, also facilitating bus use.

We suggest that the next logical step is to restrict private car traffic along the Golden Mile: this would help improve public transport, meeting the objectives of the Council's Urban Development and Transport Strategies, the Ngauranga-Airport Corridor Plan and the Bus Priority Plan.



ENTERED

CAW submission on the proposal Lowering the Speed Limit in the Golden Mile

Cycle Aware Wellington (CAW) supports lowering the speed limit through the Golden Mile to 30 km/h, as proposed, because it will make walking and cycling through central Wellington safer and more pleasant.

Lowering operating speeds and speed limits on most urban streets will:

- improve safety for all road users (not just cyclists)
- encourage more people to cycle in the central city, reducing car use
- make the city quieter and more pleasant
- have little or no effect on vehicle journey times
- be good for city businesses
- be consistent with WCC's cycling policy

Reducing motor vehicle speeds will have two benefits for pedestrians and cyclists:

- People struck by motor vehicles at lower speeds will be less likely to be killed or seriously injured,
- the chances of them being struck will be reduced as motorists have more chance to avoid hitting them, when travelling at lower speeds.

CAW agrees with the brochure when it states "for every 1km/h we lower the speeds, we can expect a two to three percent reduction in the number of crashes. Lowering the speed limit should also reduce the severity of the crashes that do happen. This is important when you consider that four of the city's 10 worst pedestrian accident black spots are in this area."

NZTA's national road safety strategy "Safer Journeys to 2020" notes that in a collision with a car, pedestrian and cyclist fatalities increase rapidly as vehicle speeds increase, such that "death is virtually certain" if the impact occurs at or above 60 km/h, whereas if pedestrians or cyclists are hit by motor vehicles travelling at 30 km/h or less, the probability of death is less than 10%. In Britain, 20 mph (32 km/h) is the standard speed for urban areas.

51% of fatal and serious crash casualties in Wellington in 2006 were pedestrians and cyclists. This compares with 27% for Auckland City and 32% for Christchurch City (Land Transport NZ, 2007). Although only 12 crashes involving cyclists in the Golden Mile have been recorded in 2005-09 (NZTA crash list detail report), this is likely to be an underestimate, and almost all involved either failing to give way or poor observation, factors which would be ameliorated by lower speeds.

The increase in safety will encourage more people to cycle, fewer people to drive, carbon emissions will be reduced, climate change will be mitigated, the fitness of Wellingtonians will increase and health costs will decrease. The changes will create a vibrant Golden Mile where reduced noise and pollution, and increased safety, will attract visitors and shoppers.

As well as supporting the 30 km/h zones proposed, CAW supports the 10 km/h speed limit in lower Cuba Street, as part of a shared zone.

Overseas, shared zones lead to fewer accidents, and an environment in which all road users treat each other with mutual respect. The argument that vehicle speedometers may not be accurate to 10 km/h is specious - 10 km/hr is about running speed, and a driver should be easily able to estimate this. CAW believes that with traffic calming measures and education the shared zone will be successful and the concept has potential to be adopted in other areas of the city.

Cyclists are already enjoying the reduced speed limits in places such as Lambton Quay, Newtown, Aro Street and Thorndon, but are concerned that speed limits could be better signed, for example by ensuring that speed limit signs are not obscured, as they are in the Aro Valley, and that the speed limit figure is marked on the road.

CAW supports the reduction of speed limits in the Golden Mile.

We would like to present an Oral Submission on this consultation.

References:

Down with Speed (from Chainlinks June 2010)

CAN Policy on Speed Limits for Urban Areas, 2010

Down with Speed, ACC, 2000