



SUBMISSION NUMBER 2198
174K

23 November 2010

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Wellington City Council
PO Box 2199
WELLINGTON

**PROPOSED SPEED LIMIT CHANGES: BROOKLYN AND KELBURN
SHOPPING AREAS - WELLINGTON**

Thank you for the opportunity to make a submission in respect of the proposed speed changes within the shopping precincts of Brooklyn and Kelburn from 50kph to 30 kph. The two proposals are a continuation of speed reviews in suburban shopping areas within Wellington City.

Police are supportive of council's intention to reduce speeds as a means to improving both vehicular and pedestrian safety.

It is significant to note that speed surveys indicate an 85% compliance with the proposed speed in accordance with the speed setting rule. Police consider it vital that the environment reflects the intended speed as opposed to enforced compliance. The existing deployment objectives include speed reduction but undue expansion of problem locations cannot detract from those competing duties.

I also reiterate that police support of the lower speeds is predicated on the condition that adequate 'gateways' are erected to signal both the speed and the nature of the environment. The curb extensions and large signs, with red road treatment used to date on the shopping areas and the Golden Mile meet this expectation, and provide a consistent message to motorists.

I have visited each location and given careful consideration to the proposed locations, distances, speeds and the adjacent communities.

Safer Communities Together

WELLINGTON CENTRAL POLICE STATION

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Brooklyn Shopping Area

- The proposed location in Cleveland is supported as it is in good sight-line from a turn from Washington Avenue but before the proposed speed might be reached by turning traffic. It encompassed the library, Jefferson and Harrison Streets, and a natural walking route to Brooklyn Primary School.
- I can report a pleasing speed reduction on Ohiro Road at the camera site in the vicinity of Butt Street, and this augurs well for a lower speed through the Cleveland Street lights-controlled intersection.
- The proposed locations of signage north of McKinley Street and south of the private access way at 168 / 171 Ohiro Road provide good coverage from the theatre through the intersection and adjacent shops while optimising site lines and natural slowing distances from both directions while protecting vulnerable road users.
- The Todman Street distance at 50 metres from the intersection recognises that there is limited retail business other than on the immediate corners, while providing a safer environment with an adequate slowing distance. However I question the suitability of the signage location, and suggest that it may require a variation westward.

Kelburn Shopping Area

- The physical area containing the Kelburn shops is tightly contained between St Michaels Crescent and Plunket Street. Police support a lower speed limit in this area.
- North of the Plunket Street intersection (and outside the shopping area) is a narrow section of Kelburn Parade that is heavily shaded by overhanging trees, and Kelburn Normal School. Due to its proximity to the shopping area and the congested nature of the road a case could be made to extend the lower speed zone to the north side of the existing pedestrian crossing, or south of Boundary Road.
- Police have a neutral view on extending the zone to include the school, but point out that to extend the zone both dilutes the veracity of the environmental signage (Kelburn Shops) and overrides the decision to manage speed around schools with speed indicator signs rather than blanket speed reductions.



Richard HOCKEN
Senior Sergeant
Strategic Traffic Unit

Joelene Noble

From: mgtaylor@kol.co.nz
Sent: Friday, 26 November 2010 12:13 p.m.
To: Joelene Noble
Subject: Lowering the Speed Limit in Brooklyn

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

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

I would like to make an oral submission in early December: 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

If no, what speed limit do you think is appropriate: ... but not precisely "as indicated on the map" - see my next comment.

Other comments: I generally support reduction in maximum motor vehicle speeds within the city and suburbs. That, as the report indicates, the average speed is close to the proposed maximum is not particularly significant as many drivers obviously go faster than the average and it is they who create a disproportionate amount of danger and the unpleasantness for pedestrians and others. In future proposals the report could be improved by including more detail of the speed distribution (e.g. minimum speed of the fastest 25% and fastest 10%). For this particular proposal, as Brooklyn is the location of my local library and also, since the demise of the Kingston shops, my local shopping centre, I visit the area regularly, generally by pedal cycle, occasionally by foot, and so am familiar with it. I strongly support the proposed 30kph limit.

The choice of boundaries is good with the exception of the eastern boundary in Cleveland Street which I ask be set at its junction with Washington Avenue. I accept that the limit should not include the junction itself (i.e. apply to through vehicles on Washington Avenue). However, drivers going east should be slowing for the dangerous junction during the last 65 metres and those going west down Cleveland Street should not be encouraged to speed up briefly after negotiating the corner – that simply increases the chance that they will be exceeding the limit at the proposed boundary.



Joelene Noble

From: gilbert.sanseau@gmail.com
Sent: Friday, 26 November 2010 3:29 p.m.
To: Joelene Noble
Subject: Lowering the Speed Limit in Kelburn

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

First Name: Gilbert
Last Name: Sanseau
Street Address: 2/129 The Parade
Suburb: Island Bay
City: Wellington
Phone: 029 777 8815
Email: gilbert.sanseau@gmail.com

I would like to make an oral submission in early December: 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

Other comments: As a cyclist, I support lowering the speed limit in Kelburn and Brooklyn to 30 km/h, as proposed, because it will make walking and cycling through Wellington suburban centres safer and more pleasant.

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

- improve safety for all road users, and especially pedestrians and cyclists, some of them children,
- encourage more people to cycle and walk in suburban areas, reducing car use and the need for parking,
- make those areas quieter and more pleasant, and reinforce their community identity,
- have little or no effect on vehicle journey times, if not a positive one through congestion reduction,
- be good for local amenities and 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.

The increase in safety will encourage more people to walk and cycle, fewer people to drive, carbon emissions will be reduced, helping Wellington achieve her goal of being carbon neutral, the fitness of Wellingtonians will increase and health costs will decrease. The suburban centres will greatly benefit from this especially as Wellington is proud of its communities. When people walk and cycle to the dairy or the cafe, they get a feeling of belonging to the community that will

have positive effects on local life and businesses. I can also envision that getting people on their bike for local trips at first is a good beginning towards having more people commuting by bike or foot. If more people cycle, congestions should be reduced, making traffic more fluent, actually resulting in better journey times for those who really need a motor vehicle.

Cyclists and pedestrians are already enjoying the reduced speed limits in places such as Kilbirnie, Island Bay and Thorndon, but are concerned that speed limits could be better signaled, for example by ensuring that speed limit signs are not obscured, as they are at the north entrance of Island Bay. It would also be good to avoid a repeat of the Aro Valley situation where the speed limit increases to 50km/h even though there are cars parked on both sides of road and no safe place for cars to overtake cyclists. Thus cyclists often experience impatient motorists behind them as they head up the hill. It is not an issue going downhill as cyclists are then more likely to keep up with the traffic.

Research also shows that posting a speed limit will only be able to achieve a mean speed reduction of 5 km/h if no other street design is implemented (i.e. the average measured speed has to be around 35 for a limit to be enough to take it down to 30. The Island Bay shopping area is a good example, where I think the speed limit has achieved little). I think streets design ought to be improved to actually achieve a motor vehicle mean speed of 30 km/h. A few possibilities could be:

- The removal of lanes in the concerned areas. This way, drivers understand they are in a local community and not on a highway;
- Vertical and/or horizontal deflections (chicanes, islands, humps and platforms)
- By reducing the perceived width and length of the street in those areas, it is possible to reduce the speed without any adverse effect on safety. When drivers can't see far, or feel they are close to curbs and plants, they tend to drive more slowly. Of course, intersections should remain clear, but long stretches of street can be made to appear shorter through planting and realignment.
- Narrowing the street can be effective but extending curbs at the pedestrian crossing usually proves a trap for cyclists, as on the Parade in Island Bay.

In a perfect world, such speed limits would not even be needed as street design would make "safe speeds" obvious and speed limits self explanatory to road users. In the meantime, I support the reduction of speed limits in both Brooklyn and Kelburn.

I would like to present an oral submission on this consultation.
