

Have your say about lowering speed limits at Kelburn shopping area

Wellington City Council would like your feedback on the plan to lower the speed limit at Kelburn shopping area from 50km/h to 30km/h. To have your say, fill out this submission form and post it back by 5pm Friday 26 November (no stamp required) or comment online in the public input section at Wellington.govt.nz

All submissions, including name and contact details are published and made available to elected members and the public. Personal information will also be used for the administration of the consultation process. All information collected will be held by Wellington City Council, 101 Wakefield Street, Wellington. Submitters have the right to access and correct personal information.

Tell us what you think

SUBMISSION
NUMBER

94K

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

First name(s)

Bernard

Last name

O'Shaughnessy

Street address

239 / 320 Mansfield St NEWTOWN

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

BAB, BAC, HART

NPFFTA, OWK.

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

Yes

No

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

Yes

No

Any other comments:

But make it 40 km over all of
city, 20 km by hospitals & schools
and also BARROWS!
Also carry Rode to Reagin.

FreePost Authority Number 2199

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

PO Box 2199, WELLINGTON, NEW ZEALAND

Free 



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



ENTERED

Have your say about lower speed limits at Brooklyn shopping area

Wellington City Council would like your feedback on the plan to lower the speed limit at Brooklyn shopping area from 50km/h to 30km/h. To have your say, fill out this submission form and post it back by 5pm Friday 26 November (no stamp required) or comment online in the public input section at Wellington.govt.nz

All submissions, including name and contact details are published and made available to elected members and the public. Personal information will also be used for the administration of the consultation process. All information collected will be held by Wellington City Council, 101 Wakefield Street, Wellington. Submitters have the right to access and correct personal information.

Tell us what you think

SUBMISSION NUMBER **20B**

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

First name(s) BERNARD

Last name O'SHAUGHNESSY

Street address APT 239 / 320 Mansfield St Newtown

Phone 021 1888-289 Email Bernard Cat 011@yahoo.co.nz

I am writing this submission (tick box)

As an individual On behalf of an organisation Name of organisation CAT, HART, NPFFTA, BAG, BAB, OWK.

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

Yes No

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

Yes No

Any other comments:

YES, BUT MAKE 40km over
all city (except SH1)
& 20 km by schools / hospitals
AND BHPROW! Also carry people to Resign!

FreePost Authority Number 2199



PO Box 2199, WELLINGTON, NEW ZEALAND



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



Have your say about lowering speed limits at Kelburn shopping area

Wellington City Council would like your feedback on the plan to lower the speed limit at Kelburn shopping area from 50km/h to 30km/h. To have your say, fill out this submission form and post it back by 5pm Friday 26 November (no stamp required) or comment online in the public input section at Wellington.govt.nz

All submissions, including name and contact details are published and made available to elected members and the public. Personal information will also be used for the administration of the consultation process. All information collected will be held by Wellington City Council, 101 Wakefield Street, Wellington. Submitters have the right to access and correct personal information.

SUBMISSION NUMBER **82K**

Tell us what you think

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

First name(s)

JAN & JOHN

(NB SUBMISSION IS FOR BOTH OF US)

Last name

HASSAN

Street address

59 UPLAND ROAD, KELBURN

Phone

475 7222

Email

john.hassan@extra.co.nz

I am writing this submission (tick box)

As an individual

On behalf of an organisation

Name of organisation _____

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

Yes No

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

Yes No

Any other comments:

PLEASE SEE ATTACHED AS TO WHY ZONE NEEDS TO BE EXTENDED FROM BOUNDARY ROAD TO CHEN ROAD/GROVE ROAD.

FreePost Authority Number 2199



PO Box 2199, WELLINGTON, NEW ZEALAND



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



ATTACHMENT TO SUBMISSION BY JJM & JE HASSAN: LOWER SPEED LIMIT
PROPOSED AT KELBURN SHOPPING AREA

We are residents of 59 Upland Road, and our 5 year old Ari is a pupil of Kelburn Primary School. We strongly support the Council's intended safety initiative of lowering the speed limit to 30 kph.

However, to be successful, the zone needs to be extended further either side of the Village area. We seek the zone be between Boundary Road and Glen Road/Grove Road.

The key issue is safety, and the proposed length of 30 kph as between St Michaels Crescent and Plunket Street is simply too short. We are concerned that this could actually aggravate present unsafe conditions, particularly for school children. For a length of just 150 metres, some drivers will simply ignore the zone. Others will be tempted to speed up just as they approach Kelburn Normal school.

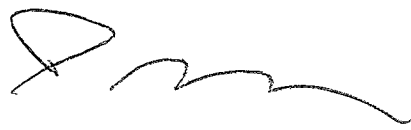
We witness significant morning and school pedestrian traffic using three crossings in the vicinity - adjacent the school, at the Village, and at Glen Road.

On several occasions, we have seen cars failing to stop for pedestrians at the Glen Road crossing, near our house. A couple of weeks ago, Jan saw a motorbike plough through the school crossing while the Stop barriers were out.

In this section more or less between Glen Road and Boundary road, the road camber, curves, narrow footpaths in some locations, and very heavy traffic flows create an environment that is often unsafe and certainly unfriendly for pedestrians. We have to fold our wing mirrors in and hug against the car to be safe from traffic flows when we park outside our place.

A safer walk or bike to school, university, and work environment also has benefits in reduced road use, and hence environmental and residential amenity benefits. A 30 kph speed zone of sufficient length will significantly assist this. There is a high pedestrian usage of Upland Road and the Council should weigh the issue of pedestrian equity. Cycling use is impeded by the adverse safety of the road at present, and again the lower speed zone will assist significantly.

There is an associated issue of heavy road wear, which we are sure is aggravated by heavy fast vehicle flows along the cambered and curved road. Only last year, the Council decided to re-seal our section of road and it is already severely rutted and damaged, particularly at the curves where the chip seal has simply peeled away.

 Jan E Hassan
28 October 2010

SUBMISSION
NUMBER

84B

Joelene Noble

From: blair.nicky@xtra.co.nz
Sent: Thursday, 4 November 2010 8:43 a.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: Blair
Last Name: Hiscoke
Street Address: 32 Cleveland Street
Suburb: Brooklyn
City: Wellington
Phone: 0274523129
Email: blair.nicky@xtra.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: No

If no, what speed limit do you think is appropriate: Keep the 50km/hr but use road calming measures. The average speed limit during peak use is lower than 30km/hr. Speed is an issue when the centre is not busy. and signs up will not reduce the speed. This would be a great chance to use kerb extensions to see if they will make a difference in the speed through the site. Kerb extensions may help with the crazy parking on a thursday, Friday and Saturday night diner time rush hour



Submission on lowering the speed limit in the Kelburn Shopping Area

Submission Contact Details

From Georgina Preston on behalf of Kelburn Playcentre
17 Kowhai Rd, Kelburn
T. 939 8140 (Playcentre) T.970 6123 (G Preston home)

This Submission was approved at the Kelburn Playcentre Business Meeting on Thursday 4 November 2010.

We would like to make an oral submission to the committee.

1. Background

Kelburn Playcentre has over 40 member families. Over half live in Kelburn /Highbury with the rest mainly in nearby suburbs such as Northland, Aro Valley, Karori and the Central City.

Kelburn Playcentre is situated in Kowhai Rd adjacent to Kelburn Normal School and the Kelburn /Northland Plunket Rooms.

2. We support the proposed speed limit of 30km/h in Kelburn Shopping Area.

We are delighted that that the Council is planning to lower the speed in the Kelburn Shopping Area. We believe this will save lives and reduce injuries.

We also believe the area covered should be extended.

3. Proposed Slow Zone

Upland Rd is a major route to the City from the Western suburbs. 13,954 vehicles per day¹ use it. It is also heavily used by pedestrians including families.

We propose the 30km/h zone should extend from the Upland Rd/St Michaels intersection along Upland Rd as far as Boundary Rd. It should also include Kowhai Rd, except where the limit is already 15km/h at the raised road crossing.

The council consultation documents states: "Consideration was given to extending the area to include the school but this was discarded as we believe there will be more benefit

¹ WCC Lower Speed Limits in Suburban Shopping Centres 11 June 2009

in installing an "active school warning sign" that would be operated when children were present rather than a permanent speed zone. A programme is currently being developed to roll these out throughout Wellington over the coming years."

No explanation of the basis of this belief is given.

4. Upland Rd is used by child pedestrians throughout the day

The proposal has failed to take into account the fact that the school is not the only destination for children walking in the area. There are children moving around the area in Kowhai Rd and Upland Rd throughout the day not just at school start and finish times.

In Kowhai Rd, Kelburn Playcentre has families coming and going throughout the day. We have morning sessions every day and afternoon sessions twice a week. Children arrive for morning sessions between 9 and 9:30 am and leave between 11:45 and 12:45. Children arrive for afternoon sessions from 12 to 12:30 and leave from 2:30 to 4pm

Our members use a variety of means of transport to get to Playcentre including:

- walking with children also walking
- walking with children in buggies / backpacks
- walking with children with scooters or bikes
- busses
- bicycles (with child carrier)
- cars

Another playgroup also uses our premises after school once a week.

The Plunket rooms, also in Kowhai Rd, serves the Kelburn and Northland areas. The nurse is there two to three days a week seeing families at half hourly intervals. Some walk there (including from Northland). Otherwise they park in either Kowhai or Upland roads and walk carrying babies and young children with older preschoolers walking.

When the mobile dental clinic visits Kelburn School, preschoolers from throughout Kelburn visit there during the day for appointments. These appointments are held in holidays as well as school terms.

An active school warning sign costs approximately \$25,000 per school. The council is only planning to fund three per year².

It would be much simpler and more cost effective with a far more immediate impact on pedestrian safety to reduce the speed throughout Upland Rd and Kowhai Rd.

"A pedestrian hit at 45 km/h has roughly a 50 percent chance of survival. At 30 km/h the chances of survival are 90 percent. Children and the elderly are more vulnerable."³

² WCC Speed Limit Reduction Programme 5 Aug 2010

³ WCC Speed Limit Reduction Programme 5 Aug 2010

"The City of Hull in England introduced a 20 mph (32 km/h) speed limit on over a quarter of its urban roads, which contributed to a 90 percent reduction in fatal and serious injury crashes."⁴

The current speed through Kelburn is an average of 32 km/h⁵. Dropping the speed limit to 30 km/h will have minimal effect on most drivers, especially the responsible ones. Our experience is that unfortunately a number of drivers are not responsible and are inclined to speed past the school and ignore the pedestrian crossing.

5. Why the slow zone needs to be extended

We have several major concerns with the proposal as it stands:

1. Cars driving west will speed up after Plunket St just as they are approaching the school/Playcentre /Plunket zone. This may lead to further accidents
2. The pedestrian crossing on Upland rd adjoining Kowhai Rd is frequently ignored by motorists. They drive straight through in the non school patrol times even when pedestrians are clearly waiting to cross. This is likely to be exacerbated if they are speeding up as they come out of the 30km/h zone
3. Upland Rd is particularly narrow by Kowhai Rd and again round the curve towards the Viaduct. Visibility for drivers is poor especially when cars are parked on the roadside (most of the time).
4. Kelburn Normal School has an entrance on Boundary Rd as well as Kowhai Rd. This means children are approaching the school from multiple directions.
5. Because the shops are so close to Kowhai Rd parents often use them before and after Playcentre and School pickups/dropoffs leading to increased pedestrian traffic in both directions as people double back.
6. Unlike most other primary schools in Wellington, Kelburn Normal School is immediately adjacent to a shopping area. It is also part of a larger educational enclave including a Playcentre and Plunket rooms. This means that road safety for the shopping and school/preschool areas need to be considered jointly rather than as separate unrelated decisions.

We would like to extend the 30 km/h zone to the Boundary Rd intersection.

We want our children and families to feel safe manoeuvring around our preschool and school area and believe that both the knowledge of a reduced speed zone and the reality of cars going past children slower will result in children feeling more secure and safe in their environment. Feeling as well as being more secure will lead to more families and children walking more often.

⁴ WCC Speed Limit Reduction Programme 5 Aug 2010

⁵ WCC Lower Speed Limits in Suburban Shopping Centres 11 June 2009

Extending the speed limit beyond Plunket St to Boundary Rd and including Kowhai Rd would make it safer for all pedestrians especially primary and pre-school children. Other pedestrians in the area throughout the day include students walking to Victoria University, commuters walking to the central city, tourists walking from the Cable Car to Zealandia/Karori Sanctuary and locals walking to the shops.

6. Council Policy

Wellington City Council has stated policies of encouraging walking and making it safer and easier. For example:

WCC Transport Strategy (2006)

“2.1 More liveable: Wellington will be easy to get around, pedestrian-friendly and offer quality transport choices” (p6)

*“2.4 (b) Healthier: Wellington’s transport system will contribute to healthy communities and social interaction.
(...) promoting walking and cycling and reduced dependence on motor vehicles for short trips through the travel demand management programme”(p7)*

WCC Walking Policy (2008)

“The policy also seeks to increase walking activity in suburban centres by encouraging people to walk to their local services rather than taking the car. It also seeks to make walking to schools more attractive for children. This is important in promoting walking as a lifelong activity. (my italics) (p1)”

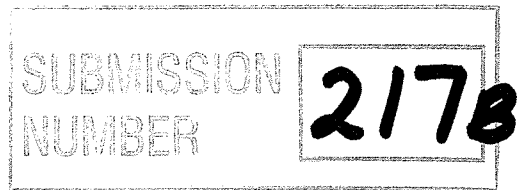
Extending the slower zone along Upland Rd as far as Boundary Rd will make it safer and easier for children to walk to Playcentre and school and for families to attend Plunket appointments on foot. This helps with “promoting walking as a lifelong activity” and other council walking policies.

7. No disadvantage to drivers

As drivers our members have used the lower speed zones in Tinakori Rd, Aro Valley, Kilbirnie and Newtown. It has no discernable impact on journey time. As local residents, we are the group who will be most impacted by the slower zone outside school hours. We see no disadvantage to driving through Kelburn at a slower speed.

8. Conclusion

We believe traffic safety for the wider Kelburn community will best be enhanced by extending the 30 km/h zone. The boundaries should be from the Upland Rd/St Michaels Crescent intersection along Upland Rd at least as far as Boundary Rd. It should also include Kowhai Rd, except where the limit is already 15km/h at the raised road crossing. We urge Wellington City Council to extend the 30km/h zone accordingly.



Joelene Noble

From: alastair.smith@vuw.ac.nz
Sent: Thursday, 25 November 2010 8:51 a.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: Alastair
Last Name: Smith
Street Address: PO Box 27120
Suburb: Marion Square
City: Wellington
Phone: 463 5785
Email: alastair.smith@vuw.ac.nz

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

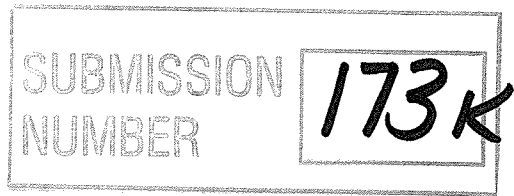
I am making this submission: on behalf of an organisation

Organisation Name: Cycle Aware Wellington

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

Other comments: Lowering speed limits reduces both frequency and severity of accidents, for all road users, including cyclists.
In the selected areas, impact on journey times will be minimal, and may improve journey times for vehicles entering from side streets.
The urban environment in these areas will be improved, encouraging people to walk or bicycle to local shops rather than use motor vehicles, and benefiting local businesses.
We would advocate for extensions of the 30km/hr area: on Upland Road to the Glenmore Street bridge, making it safer for for students to cycle to Kelburn School, and providing making the narrow bend on Upland road safer for cyclists.





Joelene Noble

From: alastair.smith@vuw.ac.nz
Sent: Thursday, 25 November 2010 8:54 a.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: Alastair
Last Name: Smith
Street Address: PO Box 27120
Suburb: Marion Square
City: Wellington
Phone: 463 5785
Email: alastair.smith@vuw.ac.nz

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

I am making this submission: on behalf of an organisation

Organisation Name: Cycle Aware Wellington

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

Other comments: Lowering speed limits reduces both frequency and severity of accidents, for all road users, including cyclists.
In the selected areas, impact on journey times will be minimal, and may improve journey times for vehicles entering from side streets.
The urban environment in these areas will be improved, encouraging people to walk or bicycle to local shops rather than use motor vehicles, and benefiting local businesses.
We would advocate for extensions of the 30km/hr area: on Upland Road to the Glenmore Street bridge, making it safer for for students to cycle to Kelburn School, and providing making the narrow bend on Upland road safer for cyclists.

SUBMISSION
NUMBER

15K

Joelene Noble

From: pwarren58@yahoo.co.nz
Sent: Wednesday, 27 October 2010 11:10 a.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: Paula
Last Name: Warren
Street Address: Flat 2, 1 Wesley Road
Suburb: Kelburn
City: Wellington
Phone: 471 3118
Email: pwarren58@yahoo.co.nz

I would like to make an oral submission in early 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: I theoretically live in Kelburn, so this should be my shopping centre. In fact I have seldom visited it, despite it having a lovely bakery. One of the reasons I don't go is that the walk there seems onerous. It isn't far, and apart from the short bit from home to the Cable Car, it isn't hilly. What puts me off is the walk from there to the shopping centre. Too much traffic moving too fast to make it a nice walk.

So I would like to see the entire length of road from the Cable Car to the shopping centre included. That would also get over the problem of the Police saying they effectively won't enforce short ones.

There should also be active connection of the centre and the top of the Botanic Gardens, particularly by providing signage to tell visitors that there is a shopping centre a short walk away.



ENTERED

SUBMISSION
NUMBER

66B

Joelene Noble

From: pwarren58@yahoo.co.nz
Sent: Wednesday, 27 October 2010 11:37 a.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: Paula
Last Name: Warren
Street Address: Flat 2, 1 Wesley Road
Suburb: Kelburn
City: Wellington 6012
Phone: 471 3118
Email: pwarren58@yahoo.co.nz

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

I am making this submission: on behalf of an organisation

Organisation Name: Living Streets Wellington

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

Other comments: As we have said in relation to other speed limit changes, lower speeds are essential to make areas more attractive, to make road crossings easier, and to reduce the death risk from pedestrian/car crashes.

We would like the area to be extended, however, so that Ohiro Road is included as far as the entrance to Central Park. Creating an attractive and safe route for pedestrians from the park is an essential part of re-creating the park and making it a core commuter route from the city to Brookly.

We are pleased to note that the roads that include the community centres are included in the area, as well as the core shopping area and the area around the cinema.



ENTERED

SUBMISSION
NUMBER

14 K

Joelene Noble

From: pwarren58@yahoo.co.nz
Sent: Wednesday, 27 October 2010 11:03 a.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: Paula
Last Name: Warren
Street Address: Flat 2, 1 Wesley Road
Suburb: Kelburn
City: Wellington 6012
Phone: 471 3118
Email: pwarren58@yahoo.co.nz

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

I am making this submission: on behalf of an organisation

Organisation Name: Living Streets Wellington

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

Other comments: As we have said in relation to other speed limit changes, lower speeds are essential to make areas more attractive, to make road crossings easier, and to reduce the death risk from pedestrian/car crashes.

The area encompassed is far too small. There are two reasons for including a wider area:

1. Kelburn needs to be connected to the Cable Car by a route that is safe and pleasant. The route at the moment is not, and car speed is one of the factors making the walk less attractive. The proposal should include all of Upland Road from the Cable Car to the village.
2. The area included does not cover the route from the school to the village. It should extend at least as far as Kowhai Road.
3. The Police comments on enforcement of the other areas in Wellington where speeds have been lowered suggests that for these areas to be effective, they need to be large enough to ensure that by the time the centre of the town centre is reached, traffic has slowed. Very short areas appear to be less likely to achieve their objectives.

SUBMISSION
NUMBER

210B

Joelene Noble

From: janineford@xtra.co.nz
Sent: Tuesday, 23 November 2010 6:33 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: Janine
Last Name: Ford
Street Address: 8 Dorking Road
Suburb: Brooklyn
City: Wellington
Phone: 027 2492968
Email: janineford@xtra.co.nz

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

I am making this submission: on behalf of an organisation

Organisation Name: St Bernards School, Brooklyn

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: The reduction in the speed limit should be extended to include Ohiro Road down to Butt St.

Other comments: The children who attend the school walk along Ohiro Road to and from school are always at risk with the speed of the cars and trucks that travel up and down that busy road. Not far down Ohiro Road it's 70km zone and a lot of north bound vehicles fail to slow down sufficiently. Making Ohiro Road a 30km zone from Butt St intersection to Cleveland St intersection will encourage drivers to slow down and make it safer for our children. When traffic is on its way to the landfill with a full load and travelling at 50km it can drop some of the load which makes it dangerous for the children on the narrow footpath. Also, when trying to come out of Taft St onto Ohiro Rd it can be like dicing with death. Especially when vans and cars are parked on Ohiro Rd close to the Taft St intersection affecting visibility. Just a month or so ago there was a crash there that children witnessed involving a police car turning onto Ohiro Rd. If Ohiro Rd traffic was travelling at 30km it would be much safer to exit Taft St.



ENTERED

Have your say about lowering speed limits at Kelburn shopping area

Wellington City Council would like your feedback on the plan to lower the speed limit at Kelburn shopping area from 50km/h to 30km/h. To have your say, fill out this submission form and post it back by 5pm Friday 26 November (no stamp required) or comment online in the public input section at Wellington.govt.nz

All submissions, including name and contact details are published and made available to elected members and the public. Personal information will also be used for the administration of the consultation process. All information collected will be held by Wellington City Council, 101 Wakefield Street, Wellington. Submitters have the right to access and correct personal information.

Tell us what you think

SUBMISSION NUMBER **122K**

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

First name(s) Fiona Rustom

Last name Jagose

Street address 24a Rarua Road, Kelburn, Wellington 6012

Phone (04) 9739330 / 021-2125676 Email fionajagose@yahoo.com

I am writing this submission (tick box)

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

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

Yes No

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

Yes No

Any other comments:

I believe the speed limit should be extended to beyond the area indicated. As with previous communications to the council, I advocate speed cameras / law enforcement measures along Rarua Road

FreePost Authority Number 2199

Absolutely
POSITIVELY
ME HEKE KI PŌNEKE
WELLINGTON CITY COUNCIL **Wellington**
PO Box 2199, WELLINGTON, NEW ZEALAND

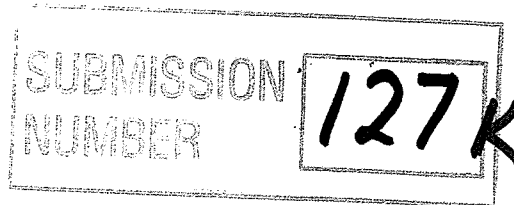
WELLINGTON
6 NOV 2010
201
NZ
NOV 2010
BY:

Free 
New Zealand Post

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



ENTERED



Joelene Noble

From: nicola.wills@chambers.co.nz
Sent: Friday, 5 November 2010 12:41 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: Nicola
Last Name: Wills
Street Address: 7 Rimu Rd
Suburb: Kelburn
City: Wellington
Phone: 0274455016
Email: nicola.wills@chambers.co.nz

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

I am making this submission: on behalf of an organisation

Organisation Name: Kelburn Normal School

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

Other comments: I am the Chairperson of Kelburn Normal School. The Board considers that if the speed limited is going to be imposed, it is vital that the zone is extended along Upland Road as far as Boundary Road - ie past the School. As currently proposed motorists will be accelerating out of the zone just as they approach the school. The stretch of road along Upland Road to Boundary Road is narrow and becomes particularly congested around school pick-up and drop-off times. The school strongly urges the Council to extent the zone along Upland Road as far as Boundary Road.





THE NEW ZEALAND
AUTOMOBILE
ASSOCIATION
INCORPORATED

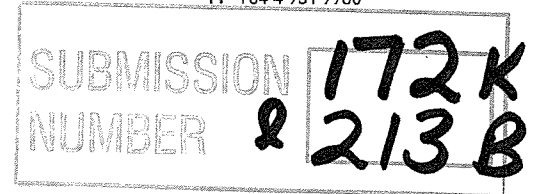
342-352 Lambton Quay
Wellington
New Zealand
PO Box 1
Wellington
New Zealand

23 November 2010

Wellington City Council
P O Box 2199
Wellington

Attention Stuart Bullen

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



Proposed 30 km per hour speed limits Brooklyn & Kelburn Shopping Centres

1. Introduction

The Automobile Association (AA) strongly supported the introduction of the 30km per hour speed limit in Lambton Quay and Willis Street due to the very high number of pedestrians, the accident history and the large number of buses using the route.

As you are aware the AA has objected to most of the previous 30km per hour limits proposed in other suburban shopping areas. Our main concerns were that the 30km per hour limits were being proposed for arterial routes like Tinakori Road and Aro Street. Neither of these streets had a significant accident history and also the Land Transport Rules for setting speed limits state "Speed limits less than 50km per hour are generally not suitable for roads serving a significant collector or arterial function."

A further objection to the earlier 30km per hour limits is that WCC did not propose to introduce any traffic calming or threshold treatments to these areas other than a 30km sign and some red asphalt at each end. This is a key issue for the AA. We believe that all roads should ideally be self explaining and self enforcing. In some areas of Wellington eg Ngaio Gorge to Wellington Railway Station via Aotea Quay there are 4 different speed limits within about a 3 km distance with no discernible difference in the road environment to indicate a change in speed limit.

Research in several OECD countries has shown that where physical measures have not been used extensively to influence speed that for 30km per hour limits the reduction in speed has only been on average 2 km per hour. This research has been confirmed in the recently introduced 30km per hour limit on Tinakori Road.

Prior to the introduction of the 30km limit the mean speed on Tinakori Road was 36 km per hour. In July 2010 well after introduction of the 30km limit it was 34 km per hour. Over 60% of the daily traffic on Tinakori Road is still travelling at more than 30 km per hour. Personal observation from some of our Councillors following other traffic is that very few vehicles slow significantly for the 30km limits on either Tinakori Road or Aro Street.



2. Proposed 30km per hour speed limit for Brooklyn Shopping Centre

2.1 The Local Environment

Cleveland Street is the main shopping street for Brooklyn with multiple shops and parking on both sides of the road. The street is relatively short with traffic lights at the western end and a T intersection at the eastern end. Our observations are that this is already a low speed environment. There have been no recorded accidents to vulnerable road users (ie pedestrian or cyclists) in this street in the past 5 years. The proposed 30km zone starts by the library and continues to the intersection of Todman & Ohiro Roads.

Similarly, Jefferson Street and Harrison Street are short dead end narrow residential streets again with no history of pedestrian or cycle user accidents.

Ohiro Road is a main arterial route for traffic travelling to Brooklyn, Brooklyn West and Happy Valley. Also, with the current congestion around the Basin Reserve, many Island Bay residents use Ohiro Rd to access their suburb during peak travel hours. The traffic count taken 40 metres north of Todman Street shows a daily weekday count of 10,885 vehicles. The current mean speed is 37km/h northbound and 29 km per hour southbound. This large difference is probably explained by the northbound traffic having just left the intersection with Cleveland Street and the southbound traffic slowing for the intersection. 88% of the current northbound traffic and 43% of the southbound traffic exceeds the proposed 30km/h limit.

There has only been one pedestrian injury accident in the vicinity of the Ohiro/Todman/Cleveland Streets intersection and no cyclist injury accidents in the past 5 years. In 2008 a pedestrian received a minor injury on Ohiro Rd 20 metres north of Cleveland St when crossing the road running or heedless of traffic. The risk of a pedestrian injury accident at this intersection with its current speed limit is therefore:

Daily traffic count x 365 days in year x 5 years of statistics

= 10,791 x 365 x 5 = 19.7 Million vehicle movements

ie the risk of an injury accident is approximately 1 in 20 million vehicle movements or 1 every 1825 days.

2.2 Conclusion for Brooklyn Shopping Centre Proposed 30km per hour Limits

The Automobile Association provisionally supports the introduction of the proposed 30km per hour limits for Cleveland, Jefferson and Harrison Streets as we believe that this speed limit is appropriate for a suburban shopping centre and two narrow dead-end residential streets.

We also support the start point of the 30km per hour limit on Cleveland Street being by the library as this is the beginning of the shopping area for Brooklyn.

However, this provisional support is dependent on WCC ensuring that the roading environment for the proposed 30km per hour zones is changed significantly from the surrounding 50km per hour streets. To achieve this difference a clear gateway needs to be formed at each end with traffic calming devices (eg raised platforms, judder bars etc) to indicate a low speed area.

If WCC is not prepared to install a self explaining and self enforcing low speed environment to these 3 streets we wish to object to the proposed 30km/h speed limit on the grounds that traffic is already moving slowly through these streets and there is no history of accidents to vulnerable road users.

The AA objects to the proposed 30km per hour speed limit on Ohiro Road (and the 50 metre length of Todman Street) on the grounds that this is an arterial route with no practical alternative route. Also, as indicated above there has only been one pedestrian injury accident

in the past 5 years. In the morning and evening peaks, traffic is already moving slowly due to heavy traffic volumes and the number of pedestrians etc. We do not see a need or justification for a 30km speed limit when there has only been one pedestrian injury accident in the past 5 years.

3. Proposed 30km per hour speed limit for Kelburn Shopping Centre

3.1 The Local Environment

Upland Road is the main route through Kelburn and carries an average of 14,000 vehicles per day. It is the main route to the university from Karori and adjacent suburbs and a main route to the city for many Karori residents. The area proposed for the 30km speed limit is 150 metres long and covers the Kelburn shopping area which is bounded by the junctions with St Michaels Crescent and Plunket Street.

The mean speed northbound is 30 km/h and 32 km/h southbound. 50% of vehicles currently travel between 30 and 40 km per hour, 4% Northbound and 13% southbound travel between 40 and 50 km per hour. This stretch of Upland Road tends to be slow moving and congested in the morning and evening peaks which has the result of reducing the mean speed to the 30km value recorded.

There have been no pedestrian injury accidents recorded in the proposed 30km zone in the past 5 years but there have been 2 recorded cyclist injury accidents. In March 2006 a 12 year old cyclist incurred minor injuries in a collision with a car. The accident causes appeared to be a combination of the cyclist entering the road suddenly without giving way and sun strike dazzling the car driver.

In November 2008 a cyclist was hit by a van going westbound on Upland Road. The cause is listed as "van started in gear" indicating a stationary vehicle suddenly moving into the traffic lane.

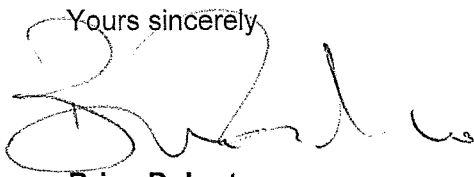
3.2 Conclusion for Upland Road Kelburn Proposed 30 km per hour Limit

Upland Road shopping centre presents a conundrum for deciding whether a 30km per hour speed limit is warranted. Doubtless many local residents will submit strongly in favour of a reduced 30km/h limit, but equally many of the 14,000 vehicles a day who travel this arterial route may have a contrary view especially if they travel off peak hours. The accident record for vulnerable road users is low with effectively only 1 injury accident in the last 5 years. This is a **1 in 25 million risk** of a vehicle hitting a vulnerable road user. Hardly a significant risk.

On balance, our view is the same as proposed for the Brooklyn Cleveland Street shopping centre. If WCC is prepared to install a clearly visible self enforcing 30km per hour limit we support such a move, but if they just propose the same patch of red asphalt and a couple of 30km signs we consider this is inadequate to warn motorists of a lower speed environment.

The Automobile Association wishes to nominate Councillor Alex Gray to present our submission orally to the Council Sub-Committee on 2 December 2010.

Yours sincerely



Brian Roberts
Central Regional Manager

Have your say about lower speed limits at Brooklyn shopping area

Wellington City Council would like your feedback on the plan to lower the speed limit at Brooklyn shopping area from 50km/h to 30km/h. To have your say, fill out this submission form and post it back by 5pm Friday 26 November (no stamp required) or comment online in the public input section at Wellington.govt.nz

All submissions, including name and contact details are published and made available to elected members and the public. Personal information will also be used for the administration of the consultation process. All information collected will be held by Wellington City Council, 101 Wakefield Street, Wellington. Submitters have the right to access and correct personal information.

Tell us what you think

SUBMISSION
NUMBER

18

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

First name(s)

Pip

Last name

Julian

Street address

21 Apuka St, Brooklyn

Phone

9760197

Email

nickpipjulian@paradise.net.nz

I am writing this submission (tick box)

As an individual

On behalf of an organisation

Name of organisation _____

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

Yes No

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

Yes No

Absolutely! Great idea.
Can sign be called "Brooklyn Village" as opposed to Ard St sign?

Any other comments:

I would also like the traffic lights at Ohio Rd/Todman/Cleveland intersection to be changed to pedestrian only i.e. a "Barnes Dance". This intersection is very unsafe for pedestrians - I was hit here, crossing on a "green man." !!!

FreePost Authority Number 2199

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

PO Box 2199, WELLINGTON, NEW ZEALAND

NEW ZEALAND
Free 

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

ENTERED



Have your say about lower speed limits at Brooklyn shopping area

Wellington City Council would like your feedback on the plan to lower the speed limit at Brooklyn shopping area from 50km/h to 30km/h. To have your say, fill out this submission form and post it back by 5pm Friday 26 November (no stamp required) or comment online in the public input section at Wellington.govt.nz

All submissions, including name and contact details are published and made available to elected members and the public. Personal information will also be used for the administration of the consultation process. All information collected will be held by Wellington City Council, 101 Wakefield Street, Wellington. Submitters have the right to access and correct personal information.

Tell us what you think

SUBMISSION
NUMBER

109B

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

First name(s) Werner

Last name Stutz

Street address 21 B. Colorado Grove, Kowhai Park

Phone 3854102 Email _____

I am writing this submission (tick box)

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

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

Yes No

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

Yes No

Any other comments:

I had a accident turning Ohio Road, because it was impossible to see traffic because of parked cars both sides of the intersection on Ohio Road. I worry someday somebody will be hurt

FreePost Authority Number 2199

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

PO Box 2199, WELLINGTON, NEW ZEALAND

NEW ZEALAND
03 NOV 10 Free 

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



ENTERED

SUBMISSION
NUMBER

210B

Joelene Noble

From: janineford@xtra.co.nz
Sent: Tuesday, 23 November 2010 6:33 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: Janine
Last Name: Ford
Street Address: 8 Dorking Road
Suburb: Brooklyn
City: Wellington
Phone: 027 2492968
Email: janineford@xtra.co.nz

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

I am making this submission: on behalf of an organisation

Organisation Name: St Bernards School, Brooklyn

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: The reduction in the speed limit should be extended to include Ohiro Road down to Butt St.

Other comments: The children who attend the school walk along Ohiro Road to and from school are always at risk with the speed of the cars and trucks that travel up and down that busy road. Not far down Ohiro Road it's 70km zone and a lot of north bound vehicles fail to slow down sufficiently. Making Ohiro Road a 30km zone from Butt St intersection to Cleveland St intersection will encourage drivers to slow down and make it safer for our children. When traffic is on its way to the landfill with a full load and travelling at 50km it can drop some of the load which makes it dangerous for the children on the narrow footpath.

Also, when trying to come out of Taft St onto Ohiro Rd it can be like dicing with death. Especially when vans and cars are parked on Ohiro Rd close to the Taft St intersection affecting visibility. Just a month or so ago there was a crash there that children witnessed involving a police car turning onto Ohiro Rd. If Ohiro Rd traffic was travelling at 30km it would be much safer to exit Taft St.

SUBMISSION
NUMBER 211B

Joelene Noble

From: webcentre@wcc.govt.nz
Sent: Tuesday, 23 November 2010 9:58 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: Gabrielle
Last Name: Allen
Street Address: 177 Karepa St
Suburb: Brooklyn
City: Wellington
Phone: 027 644 8607

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: I would like to see this 30km proposed area extended down Ohiro Rd to Butt St in Brooklyn. I have three children that regularly walk down to St Bernard's school in Brooklyn and I've noticed how dangerous this road is with large trucks travelling at speed to the rubbish tip. I would like to see trucks and cars slowed down to a safer speed around schools and children.

Joelene Noble

From: James_Allen@clear.net.nz
Sent: Wednesday, 24 November 2010 5:15 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: James
Last Name: allen
Street Address: 177 Karepa St
Suburb: Brooklyn
City: Wellington
Phone: 0274348377
Email: James_Allen@clear.net.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

Other comments: I believe it needs to be reduced to 30km beyond Butt st as Trucks come through the lights at 50km ++ and maintain this speed through the highly built up area, making it almost impossible to pull out on to the main road from Taft St, where my three children attend school. I walk the children to school every morning and are shocked that the truck drivers of these very heavy trade trucks are driving them like cars, swerving around parked cars and potentially could not stop in time and impact would certainly mean disaster. I would like the area preventing visibility from Taft going north kept free of cars as parking in this area also makes this potentially dangerous. Brioken yellow lines need to be used close to the corner.

Joelene Noble

From: alastair.smith@vuw.ac.nz
Sent: Thursday, 25 November 2010 8:51 a.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: Alastair
Last Name: Smith
Street Address: PO Box 27120
Suburb: Marion Square
City: Wellington
Phone: 463 5785
Email: alastair.smith@vuw.ac.nz

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

I am making this submission: on behalf of an organisation

Organisation Name: Cycle Aware Wellington

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

Other comments: Lowering speed limits reduces both frequency and severity of accidents, for all road users, including cyclists.
In the selected areas, impact on journey times will be minimal, and may improve journey times for vehicles entering from side streets.
The urban environment in these areas will be improved, encouraging people to walk or bicycle to local shops rather than use motor vehicles, and benefiting local businesses.
We would advocate for extensions of the 30km/hr area: on Upland Road to the Glenmore Street bridge, making it safer for for students to cycle to Kelburn School, and providing making the narrow bend on Upland road safer for cyclists.

Joelene Noble

From: alastair.smith@vuw.ac.nz
Sent: Thursday, 25 November 2010 8:54 a.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: Alastair
Last Name: Smith
Street Address: PO Box 27120
Suburb: Marion Square
City: Wellington
Phone: 463 5785
Email: alastair.smith@vuw.ac.nz

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

I am making this submission: on behalf of an organisation

Organisation Name: Cycle Aware Wellington

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

Other comments: Lowering speed limits reduces both frequency and severity of accidents, for all road users, including cyclists.
In the selected areas, impact on journey times will be minimal, and may improve journey times for vehicles entering from side streets.
The urban environment in these areas will be improved, encouraging people to walk or bicycle to local shops rather than use motor vehicles, and benefiting local businesses.
We would advocate for extensions of the 30km/hr area: on Upland Road to the Glenmore Street bridge, making it safer for for students to cycle to Kelburn School, and providing making the narrow bend on Upland road safer for cyclists.



THE NEW ZEALAND
AUTOMOBILE
ASSOCIATION
INCORPORATED

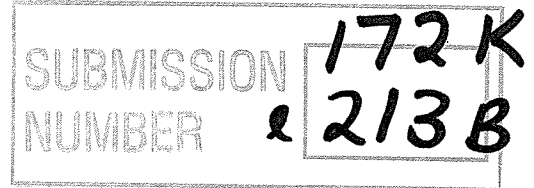
342-352 Lambton Quay
Wellington
New Zealand
PO Box 1
Wellington
New Zealand

23 November 2010

Wellington City Council
P O Box 2199
Wellington

Attention Stuart Bullen

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



Proposed 30 km per hour speed limits Brooklyn & Kelburn Shopping Centres

1. Introduction

The Automobile Association (AA) strongly supported the introduction of the 30km per hour speed limit in Lambton Quay and Willis Street due to the very high number of pedestrians, the accident history and the large number of buses using the route.

As you are aware the AA has objected to most of the previous 30km per hour limits proposed in other suburban shopping areas. Our main concerns were that the 30km per hour limits were being proposed for arterial routes like Tinakori Road and Aro Street. Neither of these streets had a significant accident history and also the Land Transport Rules for setting speed limits state "Speed limits less than 50km per hour are generally not suitable for roads serving a significant collector or arterial function."

A further objection to the earlier 30km per hour limits is that WCC did not propose to introduce any traffic calming or threshold treatments to these areas other than a 30km sign and some red asphalt at each end. This is a key issue for the AA. We believe that all roads should ideally be self explaining and self enforcing. In some areas of Wellington eg Ngaio Gorge to Wellington Railway Station via Aotea Quay there are 4 different speed limits within about a 3 km distance with no discernible difference in the road environment to indicate a change in speed limit.

Research in several OECD countries has shown that where physical measures have not been used extensively to influence speed that for 30km per hour limits the reduction in speed has only been on average 2 km per hour. This research has been confirmed in the recently introduced 30km per hour limit on Tinakori Road.

Prior to the introduction of the 30km limit the mean speed on Tinakori Road was 36 km per hour. In July 2010 well after introduction of the 30km limit it was 34 km per hour. Over 60% of the daily traffic on Tinakori Road is still travelling at more than 30 km per hour. Personal observation from some of our Councillors following other traffic is that very few vehicles slow significantly for the 30km limits on either Tinakori Road or Aro Street.



2. Proposed 30km per hour speed limit for Brooklyn Shopping Centre

2.1 The Local Environment

Cleveland Street is the main shopping street for Brooklyn with multiple shops and parking on both sides of the road. The street is relatively short with traffic lights at the western end and a T intersection at the eastern end. Our observations are that this is already a low speed environment. There have been no recorded accidents to vulnerable road users (ie pedestrian or cyclists) in this street in the past 5 years. The proposed 30km zone starts by the library and continues to the intersection of Todman & Ohiro Roads.

Similarly, Jefferson Street and Harrison Street are short dead end narrow residential streets again with no history of pedestrian or cycle user accidents.

Ohiro Road is a main arterial route for traffic travelling to Brooklyn, Brooklyn West and Happy Valley. Also, with the current congestion around the Basin Reserve, many Island Bay residents use Ohiro Rd to access their suburb during peak travel hours. The traffic count taken 40 metres north of Todman Street shows a daily weekday count of 10,885 vehicles. The current mean speed is 37km/h northbound and 29 km per hour southbound. This large difference is probably explained by the northbound traffic having just left the intersection with Cleveland Street and the southbound traffic slowing for the intersection. 88% of the current northbound traffic and 43% of the southbound traffic exceeds the proposed 30km/h limit.

There has only been one pedestrian injury accident in the vicinity of the Ohiro/Todman/Cleveland Streets intersection and no cyclist injury accidents in the past 5 years. In 2008 a pedestrian received a minor injury on Ohiro Rd 20 metres north of Cleveland St when crossing the road running or heedless of traffic. The risk of a pedestrian injury accident at this intersection with its current speed limit is therefore:

Daily traffic count x 365 days in year x 5 years of statistics

= 10,791 x 365 x 5 = 19.7 Million vehicle movements

ie the risk of an injury accident is approximately 1 in 20 million vehicle movements or 1 every 1825 days.

2.2 Conclusion for Brooklyn Shopping Centre Proposed 30km per hour Limits

The Automobile Association provisionally supports the introduction of the proposed 30km per hour limits for Cleveland, Jefferson and Harrison Streets as we believe that this speed limit is appropriate for a suburban shopping centre and two narrow dead-end residential streets.

We also support the start point of the 30km per hour limit on Cleveland Street being by the library as this is the beginning of the shopping area for Brooklyn.

However, this provisional support is dependent on WCC ensuring that the roading environment for the proposed 30km per hour zones is changed significantly from the surrounding 50km per hour streets. To achieve this difference a clear gateway needs to be formed at each end with traffic calming devices (eg raised platforms, judder bars etc) to indicate a low speed area.

If WCC is not prepared to install a self explaining and self enforcing low speed environment to these 3 streets we wish to object to the proposed 30km/h speed limit on the grounds that traffic is already moving slowly through these streets and there is no history of accidents to vulnerable road users.

The AA objects to the proposed 30km per hour speed limit on Ohiro Road (and the 50 metre length of Todman Street) on the grounds that this is an arterial route with no practical alternative route. Also, as indicated above there has only been one pedestrian injury accident

in the past 5 years. In the morning and evening peaks, traffic is already moving slowly due to heavy traffic volumes and the number of pedestrians etc. We do not see a need or justification for a 30km speed limit when there has only been one pedestrian injury accident in the past 5 years.

3. Proposed 30km per hour speed limit for Kelburn Shopping Centre

3.1 The Local Environment

Upland Road is the main route through Kelburn and carries an average of 14,000 vehicles per day. It is the main route to the university from Karori and adjacent suburbs and a main route to the city for many Karori residents. The area proposed for the 30km speed limit is 150 metres long and covers the Kelburn shopping area which is bounded by the junctions with St Michaels Crescent and Plunket Street.

The mean speed northbound is 30 km/h and 32 km/h southbound. 50% of vehicles currently travel between 30 and 40 km per hour, 4% Northbound and 13% southbound travel between 40 and 50 km per hour. This stretch of Upland Road tends to be slow moving and congested in the morning and evening peaks which has the result of reducing the mean speed to the 30km value recorded.

There have been no pedestrian injury accidents recorded in the proposed 30km zone in the past 5 years but there have been 2 recorded cyclist injury accidents. In March 2006 a 12 year old cyclist incurred minor injuries in a collision with a car. The accident causes appeared to be a combination of the cyclist entering the road suddenly without giving way and sun strike dazzling the car driver.

In November 2008 a cyclist was hit by a van going westbound on Upland Road. The cause is listed as "van started in gear" indicating a stationary vehicle suddenly moving into the traffic lane.

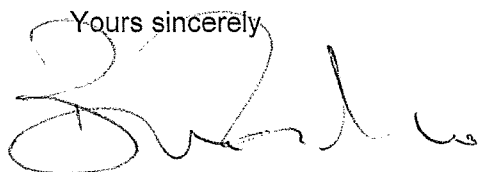
3.2 Conclusion for Upland Road Kelburn Proposed 30 km per hour Limit

Upland Road shopping centre presents a conundrum for deciding whether a 30km per hour speed limit is warranted. Doubtless many local residents will submit strongly in favour of a reduced 30km/h limit, but equally many of the 14,000 vehicles a day who travel this arterial route may have a contrary view especially if they travel off peak hours. The accident record for vulnerable road users is low with effectively only 1 injury accident in the last 5 years. This is a **1 in 25 million risk** of a vehicle hitting a vulnerable road user. Hardly a significant risk.

On balance, our view is the same as proposed for the Brooklyn Cleveland Street shopping centre. If WCC is prepared to install a clearly visible self enforcing 30km per hour limit we support such a move, but if they just propose the same patch of red asphalt and a couple of 30km signs we consider this is inadequate to warn motorists of a lower speed environment.

The Automobile Association wishes to nominate Councillor Alex Gray to present our submission orally to the Council Sub-Committee on 2 December 2010.

Yours sincerely



Brian Roberts
Central Regional Manager