

**ORDINARY MEETING**

**OF**

**SAFER SPEEDS SUBCOMMITTEE**

**AGENDA**

Time: 9:15 am  
Date: Friday, 20 November 2015  
Venue: Committee Room 1  
Ground Floor, Council Offices  
101 Wakefield Street  
Wellington

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**MEMBERSHIP**

Mayor Wade-Brown

Councillor Ahipene-Mercer  
Councillor Foster (Chair)  
Councillor Free  
Councillor Lee  
Councillor Sparrow

**Have your say!**

*You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 803-8334, emailing [public.participation@wcc.govt.nz](mailto:public.participation@wcc.govt.nz) or writing to Democratic Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number and the issue you would like to talk about.*

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## **AREA OF FOCUS**

The Subcommittee has responsibility to hear submissions on 30KM/H Suburban Speed limits for the next set of suburban shopping centre speed limits in Berhampore, Northland, Wadestown, Ngaio, and Khandallah, together with the extension of the 50km/h area northwards along Happy Valley Road to just north of the intersection with Landfill Road and report the results of oral hearings and final recommendations to the Transport and Urban Development Committee.

**Quorum:** The Quorum shall be a majority of the members.

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## 1 Meeting Conduct

### 1.1 Apologies

The Chairperson invites notice from members of apologies, including apologies for lateness and early departure from the meeting, where leave of absence has not previously been granted.

### 1.2 Conflict of Interest Declarations

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

### 1.3 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 3.23.3 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting concerned, and subsequently approved by the Chairperson.

### 1.4 Items not on the Agenda

The Chairperson will give notice of items not on the agenda as follows:

***Matters Requiring Urgent Attention as Determined by Resolution of the Safer Speeds Subcommittee.***

1. The reason why the item is not on the agenda; and
2. The reason why discussion of the item cannot be delayed until a subsequent meeting.

***Minor Matters relating to the General Business of the Safer Speeds Subcommittee.***

No resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Safer Speeds Subcommittee for further discussion.



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## 2. General Business

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### SAFER SPEEDS SUBCOMMITTEE REPORT

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#### Purpose

1. To present the results of public consultation and to seek the Subcommittee's agreement to recommend to the Transport and Urban Development Committee to lower the speed limit to 30 km/h for the set of suburban shopping centres in Berhampore, Khandallah, Northland, Ngaio, and Wadestown. Agreement to extend the 50 km/h speed limit northwards along Happy Valley Road to just north of the intersection with Landfill Road is also sought.

#### Summary

2. In total three hundred and ninety one submissions were received and twenty-six requested to be heard by the Subcommittee. All twenty-six were contacted, invited and scheduled to be heard at the Subcommittee hearing. Nineteen submitters attended and presented at the hearings on 29 October 2015.
3. The New Zealand Police have not responded in writing but have given verbal agreement to these proposals based on the principles of Safer Speeds-Safer roads.
4. New Zealand Transport Agency (NZTA) are generally supportive of lowering the speed limits subject to appropriate and safe engineering treatments are installed.
5. The New Zealand Automobile Association (AA) were also generally supportive of lowering the speed limits in the proposed shopping areas, however they do suggest a variable speed limit be applied in Berhampore. They do not support the proposed change on Happy Valley Road, although are willing to consider a very short extension of the current 50km/h limit up to the new housing development and suggest a review is undertaken of speed limits over the whole stretch of Happy Valley Road.
6. The Road Transport Forum were supportive of all proposals.

#### Recommendations

That the Safer Speeds Subcommittee:

1. Receive the information provided in this report which includes a summary of the oral hearings presented to the Subcommittee on the 29 October 2015 and the written submissions received.
2. Note the results of the public consultation process and that 391 submissions were received.

3. Note that the process to change a speed limit as described in both the Land Transport Rule: Setting of Speed Limits (2003) and Part 6 (Speed Limits) of the Wellington City Consolidated Bylaw, has been followed.
4. Note that in accordance with the Land Transport Rule: Setting of Speed Limits (2003) and Part 6 (Speed Limits) of the Wellington City Consolidated Bylaws, the resolution will be recorded in the Register of Speed Limits and the relevant speed limits on the Councils Speed Limit Plans will cease to have effect.
5. Recommend to the Transport and Urban Development Committee that it makes Speed Limit bylaw resolutions for each of these areas under Part 6 of the Wellington City Consolidated Bylaw to set the speed limit to cover the roads as stated in Table 1 in Berhampore, Khandallah, Northland, Ngaio, and Wadestown, and Happy Valley Road.

Table 1: Areas for proposed speed limits

<b>Area</b>	<b>Affected roads/streets</b>	<b>Proposed speed limit</b>
<i>Berhampore</i>	<i>Adelaide Rd – From 35m north of its intersection with Palm Gr to 75m south of its intersection with Herald St Palm Grv – All of the road Luxford St – From its intersection with Adelaide Rd to 105m east of Adelaide Rd Herald St – From its intersection with Adelaide Rd to the foot of the steps by 60 and 67 Herald St</i>	<i>30km/h</i>
<i>Khandallah</i>	<i>Ganges Rd – From its intersection with Agra Cres to a point 95m south of Dekka St Dekka St – From its intersection with Ganges Rd to its intersection with Nicholson Rd Agra Cres – From its intersection with Nicholson Rd to a point 60m east of Ganges Rd</i>	<i>30km/h</i>
<i>Northland</i>	<i>Northland Rd – From 25m south of Farm Road to 115m north of its intersection with Randwick Rd Garden Rd – From its intersection with Northland Rd to a point 25m east of Northland Rd</i>	<i>30km/h</i>
<i>Ngaio</i>	<i>Khandallah Rd – From 55m north of Colway St to its intersection with Ottawa Rd Ottawa Rd – From its intersection with Khandallah Rd to 255m south of this intersection</i>	<i>30km/h</i>
<i>Wadestown</i>	<i>Lennel Rd – From its intersection with Pitt Street and Wadestown Rd to a point 30m east of Wadestown Rd. Wadestown Rd – From its intersection with Lennel Rd and Pitt St to a point 40m west of Hanover St</i>	<i>30km/h</i>
<i>Happy Valley Road</i>	<i>Happy Valley Rd - North of Landfill Road intersection (85m) to the existing 50km/h speed limit south of Murchison Street intersection</i>	<i>50km/h</i>



## Background

1. In June 2009 the Strategy and Policy Committee approved a programme of lower speed limits through 21 of its suburban shopping centres. Following this, the speed within shopping areas in the following suburbs have been lowered to 30km/h – Thorndon, Hataitai, Te Aro, Island Bay, Kilbirnie, Brooklyn, Kelburn, Miramar, Strathmore and Seatoun. The speed limit through the Newtown shopping area has also been reduced through the Safer Roads programme to 40km/h.
2. The Transport and Urban Development Committee agreed to consult on safer speed limits for the areas of Berhampore, Khandallah, Ngaio, Northland, Wadestown, and Happy Valley Road. Consultation was undertaken from Tuesday 8 September 2015 to Monday 13 October 2015.
3. The proposed speed limit reductions comply with the criteria specified in the Land Transport Rule: Setting of Speed Limits (2003).

## Discussion

1. The public consultation carried out in September / October 2015 showed strong support for the proposed speed limit reduction for all the six areas.
2. Table 1 below provides a summary of submissions and Attachment 1 gives a comprehensive breakdown of submissions received.

*Table 1: Results of submissions - Do you believe it is appropriate to reduce the speed limit to 30/50 km/h as indicated on the map?*

<b>Area</b>	<b>Yes</b>	<b>No</b>
<i>Berhampore</i>	133 (82%)	30 (18%)
<i>Khandallah</i>	112 (82%)	25 (18%)
<i>Northland</i>	93 (85%)	17 (15%)
<i>Ngaio</i>	99 (78%)	28 (22%)
<i>Wadestown</i>	118 (86%)	20 (14%)
<i>Happy Valley Road</i>	93 (76%)	29 (24%)

2. There were a number of requests for further considerations as follows:
  - 2.1 Extension of 30 km/h areas in the following suburban shopping areas:
    - Berhampore - Extend up Britomart Street past Berhampore School to Stanley Street.
    - Northland - Extend the zone the full length of Garden Road and include the tunnel.
    - Ngaio - Extend further down Ottawa Road, at least to the library.

- Wadestown - Extend the zone to the east down the hill past the Wadestown library (Moorhouse Street intersection) to include pedestrian crossing and bus stop area.
- 2.2 Extension of 50 km/h on Happy Valley Road northwards from current proposal.
- 2.3 Enhanced speed limit boundary / entrance features to include suburban shopping area naming - Northland and Berhampore.
- 2.4 Adjacent urban speed considerations recognising topography, alignment, on-street parking demands and visibility constraints – Northland (Garden Road).
- 2.5 Linking speed limit proposals to cycling strategic network planning – Berhampore in particular.

### Next Actions

1. Officers to prepare a report for the Transport and Urban Development Committee in liaison with the Chair of the Subcommittee based on the agreed outcomes of this Subcommittee.
2. The Transport and Urban Development Committee will consider the Subcommittee's recommendations on 9 December 2015.
3. If the Transport and Urban Development Committee agree to the proposed speed limits, these will come into effect in February and March 2016 when the new limits are implemented on site in the agreed / proposed locations.

### Attachments

Attachment 1.	Summary of Safer Speeds Written and Oral Submissions	Page 12
Attachment 2.	Maps of proposed safer speed boundaries	Page 26

Authors	Lindsey Hill, Project Coordinator Charles Kingsford, Principal Traffic Engineer
Authoriser	Steve Spence, Chief Transport Planner

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## **SUPPORTING INFORMATION**

### **Consultation and Engagement**

Public consultation ran from 8 September to 13 October 2015.

### **Treaty of Waitangi considerations**

There are no Treaty of Waitangi considerations.

### **Financial implications**

There are no financial implications at this point. The cost of the implementation works has been budgeted within the 2015-2016 Minor Safety budget (CX171).

### **Policy and legislative implications**

This report is consistent with existing Wellington City Council policy.

### **Risks / legal**

Legal advice has been sought in the past when preparing the consultation for the draft changes. Changing a speed limit has significant implications for motorists. Consequently the Council is required to carry out a rigorous procedure to change a speed limit.

### **Climate Change impact and considerations**

There are not impacts to climate change to consider.

### **Communications Plan**

A marketing and communications plan for the amended speed limits coming into effect will be managed by the Marketing and Communications teams. These changes are not of a nature that will require public education.

**Attachment 1.**

**1. Summary of Written Submissions**

**Categories:**

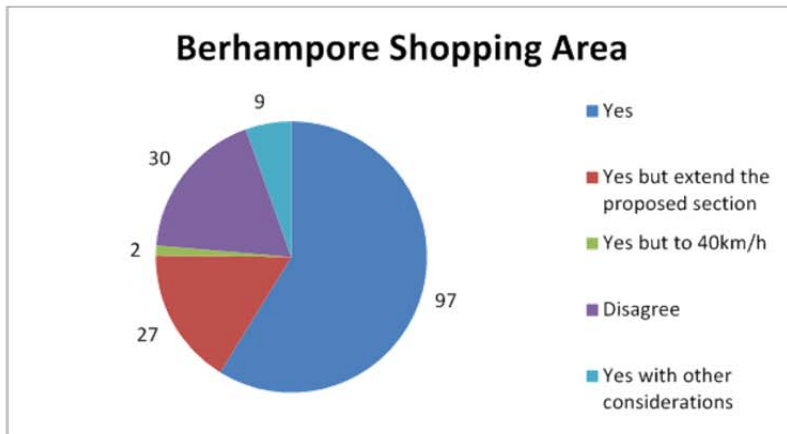
**Yes** – submitters agreed with the entire proposal and support the speed limit being reduced

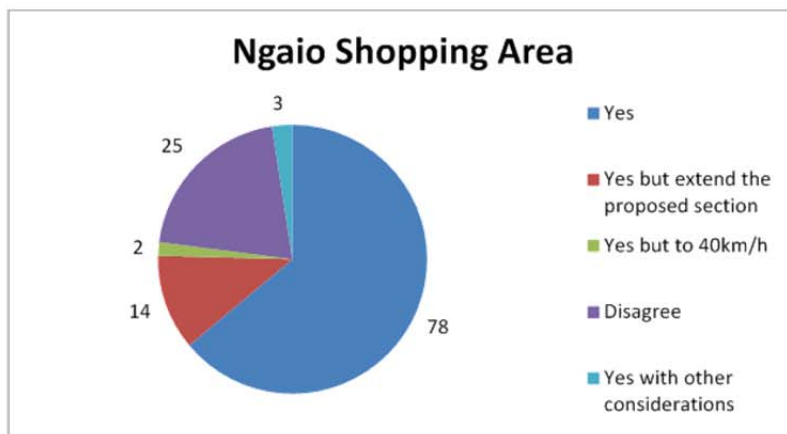
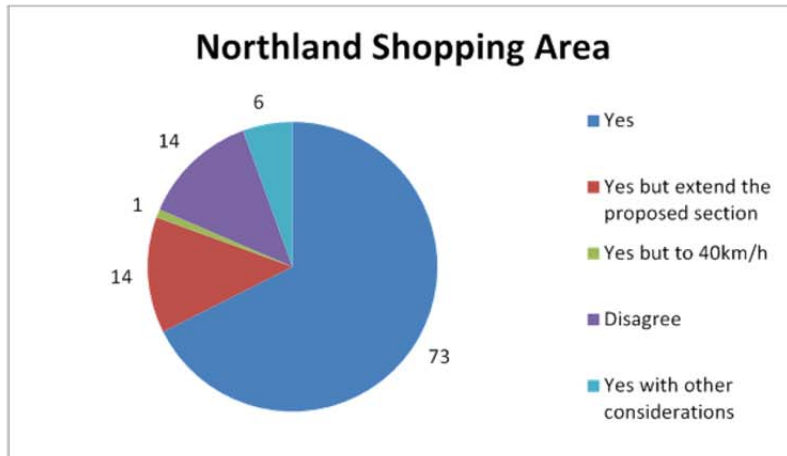
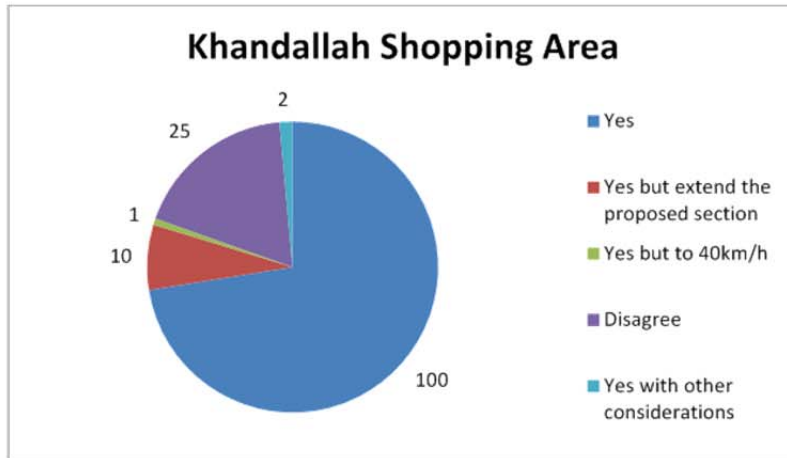
**Yes but extend the proposed section** – submitters agreed that the speed limit should be reduced and also suggested extending the proposed area

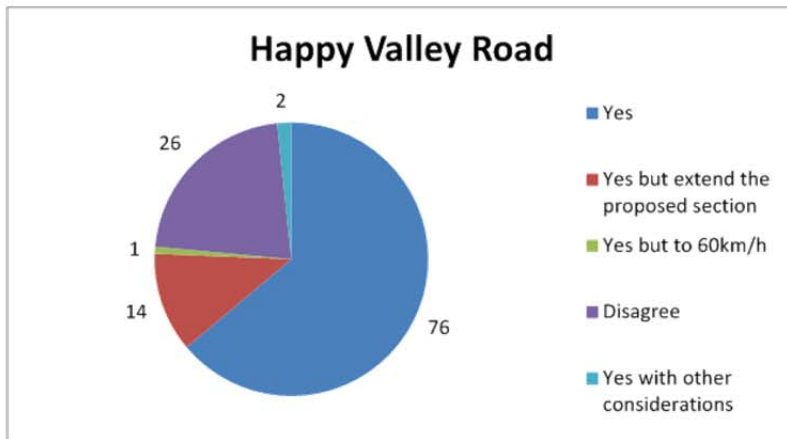
**Yes but to 40km/h in shopping areas or 60km/h on Happy Valley Road**

**Disagree** – submitters were against the entire proposal to reduce the speed limit.

**Yes with other considerations** - submitters agreed with the proposal to lower speed limit but alongside other considerations to reduce speed, such as speed bumps.







## 2. Categories of Written Submissions

### 2.1 Extension of Speed Limit Boundaries Requested

#### Berhampore

- Extension from MacAlister Park to Wakefield Park on Adelaide Road, up to Britomart Street to beyond Stanley St and to SWIS on Rintoul Street. Better to have a larger 40km zone rather than a smaller 30km zone.
- Extended along the length of Adelaide Road from Dover Street where it meets The Parade.
- Extend limit up Britomart Street, maybe to Stanley Street.
- Area should go near the school zone as well, to include the pedestrian crossing on Britomart Street.
- Should be lengthened to include the pedestrian crossing.

- Larger zone and continue further south along Adelaide Road to the corner of Chilka Street.
- Include lower end of Britomart Street that connects to Adelaide Road.
- Extend onto Britomart Street past the intersection with Stanley Street.
- Include zebra crossing across Adelaide Road linking Herald Street and Britomart Street on the northern part of these roads.
- Include the zebra crossing.
- Extended up Britomart Street which has a school, pedestrian crossing and childcare centre.
- Include the lower part of Britomart Street.
- Extend up Briomart Street to Stanley Road to cover the main school route.
- Extend further along Adelaide Road (city-side).
- Extend up Britomart Street to include Berhampore School.
- Apply to Britomart Street as far as the corner beyond Stanley Street.
- Include section of Britomart Street between Adelaide Road and Stanley Street to encompass Berhampore School.
- Extend to Britomart Street between Adelaide Road and Stanley Street.
- Extended eastwards up Britomart up to the Berhampore School, Southward until past the Centenary flats and Northward until MacAlister Park.
- Extend to include the pathway from Adelaide Road up to Berhampore School. Include Britomart Street from the intersection with Adelaide Road to the intersection with Stanley Street so that it includes the main entrance to Berhampore School.
- Should go from Adelaide/Chilka pedestrian, Stanley and Britomart corner down to Adelaide, Berhampore shops area. Luxford to Rintoul corner to include Berhampore Schools.
- Include lower section of Britomart Street from Adelaide Road to Stanley Street.
- Extend to the full length of Luxford Street and along Rintoul Street to the intersection of Waripori Street.
- Extend up Britomart Street to the Berhampore School.
- Extend up Britomart Street past Berhmapore School to Stanley Street.
- Extend to surrounding streets, particularly the path of Luxford to Waripori to Russell Terrace.
- Extend past the footpath entrance to Berhampore School to the south.
- Extend southwards to the Wakefield Park area to the start of the new Island Bay Cycleway, and perhaps northwards to MacAlister Park.
- Extend past Waipori Street.

#### **Khandallah**

- Extension of Dekka Street through intersection to Clutha Ave for 60 metres.
- Include part of Nicholson Road between the intersections with Agra and Dekka Streets.



- Part of Nicholson Road between the intersections with Agra Crescent and Dekka Street.
- Apply to the full length of Ganges Road to Everest Street and the full length of Nicholson Road from Agra Crescent to Everest Street.
- Extend it over all of Ganges Road.
- Extend from junction of Station Road, Cashmere Avenue and Delhi Crescent and Agra Crescent.
- Extend area to Nicholson Road between Agra Crescent and Dekka Street.
- 30km limit for all of Ganges Road.
- Extend to Clutha Avenue.
- Start the 30km zone at the Everest Street/Ganges Road intersection.

#### **Northland**

- Extend to include the portion of Northland Road outside Northland School.
- Extend up past the school through to near Military Road.
- Extend from Farm Road to 68-70 Northland Road.
- Extend to the south to Northland Tunnel.
- Extend to side roads off Northland Road.
- Extend to Garden Road along its entire length.
- Should start at the crossing outside Northland School just after Harbour View Road.
- Extend the zone the full length of Garden Road.
- Extend as far along Northland Road as the intersections of Northland Road and Kaihuia Street and Military Road.
- Extend the 30km to the entire length of road. Include Orangi Kaupapa Road between Northland Road and Garden Road, extend to Creswick Terrace and Curtis Street. Also extending to Randwick Road with Curtis Street and the fork in Creswick Terrace and the intersections of Northland Road with Northland Tunnel Road and Glenmore Street, and Putnam Street.
- Extend further down Garden Road than currently shown and should extend along the entire length of Farm Road.
- Extend further north on Northland Road, to about 20m or so south of the intersection with Woburn Road. Also extend further south to the southern entrance to Northland tunnel.

#### **Ngaio**

- Extended south to include the Ngaio Town Hall and library.
- Extend up Awarua Street past the train station.
- Extend on Ottawa Road as far as the library at least.
- Extend further down Ottawa Road, at least to the library.
- Extend to shops at Crofton Road.
- Extend down Ottawa Road to the roundabout, or at least past the library.



- Extend up Khandallah Road such that it also includes the pedestrian crossing on Khandallah Road (between Colway Street and Awarua Street).
- Extend to just past the crossing on Waikowhai, extending along Crofton to include the shopping areas on Crofton Road and to end at approximately the intersection of Crofton and Kenya Street.
- Extend on Ottawa Road to the roundabout junction with Crofton, Waikowhai and Collingwood Streets.
- Make larger to cover further up Khandallah Road, up to the next roundabout turn off to Khandallah shops.
- Extend up the first part of Awarua Street and through past the other Ngaio roundabout.
- Lower the speed limit from the roundabout at the Ngaio Town Hall through to Colway Street.
- Extend to the next roundabout on Ottawa Road (Ottawa Road/Collingwood Road/Waikowhai Street).
- Extend zone north towards Tarikaka Street.

#### **Wadestown**

- Extend to the other shopping area at the intersection of Sefton Street, including the pedestrian crossing and Highland Park bus station.
- Should start from the Wadestown Library from Morehouse/Lennel Road.
- Increase area to outside the library until at or past the pedestrian crossing.
- Extend further along Lennel Road, 10-20 metres.
- Extend to Leslie Street.
- Include Oban Street between the intersection of Highland Crescent and to Lennel Road.
- Extend down Lennel Road another 50 metres or so to include the crossing near the library.
- Include Cecil Road as it passes Weld Street and in Mairangi Road near the Wadestown School.
- Extend to include the Sefton Street intersection where there is a busy pedestrian crossing.
- Extend at least down to the Wadestown library. Ideally, all roads on Wadestown and Highland Park (including side roads) should be 30km.
- Speed limit should be implemented at Wadestown School and Wadestown Side School too.
- Extend to the Moorhouse Street/Lennel Road intersection.
- Extend down to the Wadestown library.
- Suggest zone is longer and start east of Pitt Street on Lennel Road approximately outside Wadestown library.
- Extend the zone to the east down the hill past the Wadestown library (Moorhouse Street intersection) to include pedestrian crossing and bus stop area.

- Include Highland Park shops to Marquis Street.
- Extend from Pitt Street to Sefton Street.
- Extend slightly beyond Moorehouse Street by the Wadestown library.
- Extend beyond Leslie Street by about 50 metres.
- Extended further to encompass areas either side of the current proposal.
- Humps or change in the surface. There is no formal zebra crossing at the Plunket room end of Wadestown Road.
- Extend up Cecil Road.

#### **Happy Valley**

- Get rid of the 70km zone and make the speed limit for the whole road 50km.
- Make entire road 50km/h.
- Should be 50km all the way down Happy Valley Road.
- Apply to all of Happy Valley Road.
- Extend limit to the entire road.
- Reduce remaining 70km area north of the proposed change to 50km.
- Support reduction of 50 km to the full length of Happy Valley Road.
- Extend to the entire length of Happy Valley Road.
- One speed is best – 50km all the way.
- Consider making all of Happy Valley Road 50km.
- The whole road should be reduced to 50km.
- Extending from Brooklyn shops all the way to Owhiro Bay.
- Remove the 70km stretch completely, making it 50km for all of Ohiro/Happy Valley Road.
- Do away with the 70 km zone on this road entirely.
- Extend the 50km zone to the whole of Happy Valley Road.
- Support the 50km zone spreading even further down the road, potentially past the residential area.
- Improve off-street parking for school users rather than encourage it to expand onto busy main road.

#### **2.2 Additional Considerations Requested**

##### **Berhampore**

- Consider altering Adelaide Road in some way, such as adding low speed cushions.
- Not enough crossings, the one crossing is insufficiently marked and it needs lights.
- Speed humps on Stanley Street and a new bus stop at 500 Adelaide Road.

- Fund some decent size package of roading and road side features and amenities to reinforce our 'Berhampore Village' suburban identity and to build a sense of 'destination over thoroughfare'.
- Support installation of raised crossings and better lighting.
- Traffic calming measures, a "welcome to Berhampore" sign and beautification of the town centre.
- Better provisions for pedestrians crossing Adelaide Road at the Berhampore shops.
- A cross walk is needed near Wakefield Park so people can cross safely to the park.
- More needs to be done to make this area 'safe'.
- Traffic lights need to be timed better.
- Should be traffic-calmed too.
- Street lighting needs intensifying and directional signs to the surrounding suburbs installed.
- Speed humps just north of the traffic lights on the southward land (downhill).

#### **Happy Valley**

- Large mirror for turning right out of Rarangi Way onto Happy Valley Road.
- Requires appropriate signage and road markings immediately outside Owhiro Bay School and Kindergarten.

#### **Khandallah**

- Clutha Avenue needs to have speed bumps or reduced speed limit.
- A raised area on the corner of Dekka Street and Nicholson Road.
- Reduce area closer to shopping centre, omit Dekka Street.
- Roundabout dissecting Khandallah Road/Awarua Street and Ottawa Road requires judderbars/sleeping policemen.
- Put in a roundabout at the intersection of Nicholson Road and Dekka Street.

#### **Northland**

- Zone would benefit from a raised platform, cobbled section or some other tactile road treatment at the entry and exit to the safe speed zone.
- More yellow-lined areas need so traffic can move smoothly on Garden Road.
- Should not be a car park on the Northland shops side, right next to the pedestrian crossing.
- Support introduction of speed bumps.
- Inclusion of one or two speed bumps around Northland shops, particularly near the pedestrian crossing.
- Include something on or around the traffic island adjacent to the old fire station to physically prevent cars parking on it.

- Should be traffic-calmed too.
- Need better pedestrian crossing place on Northland Road near the end of Farm Road.

#### **Ngaio**

- Like to see safer road crossing system in place at the bottom of Colway Street for the primary school children at Ngaio School.
- Additional zebra crossing close to the library.
- A traffic light installed on Crofton Road at the pedestrian crossing between where Abbott and Kenya intersect with Crofton Road.
- Slower speed limit should be accompanied by electronic speed sign, rather than just a 30km sign. Flashing sign at end of Khandallah Road and one coming up Ottawa Road from the south.
- Urgent need to make Colway Street and Ngatoto Street parking on one side of the street only.
- Extend past the library.

#### **Wadestown**

- More traffic calming measures.
- Speed humps, especially on blind corners, especially the section above the library.
- Lennel Road/Moorhouse Street needs better signage to slow down.
- Disallow parking near the pedestrian crossing near the dairy.
- More signage around school to alert motorists of children.
- Extend to Lennel Road and Sefton intersection.
- Require road markings to indicate speed restriction rather than notices/signs.
- Speed humps could be put either side of each of the pedestrian crossings on Wadestown Road and Lennel Road.
- Consider putting in one or more of the big round mirrors at intersection of Pitt Street, Wadestown Road and Lennel Road.
- Some road engineering measures are necessary to deter crossing the road centre line on Lennel Road and Wadestown Road.

### **3. Summary of Oral Submissions Presented to Safer Speeds Subcommittee**

Submitters were also given the opportunity to have their submission heard and 19 chose to do so. Submissions were heard by the Safer Speeds Subcommittee on 29 October 2015:

#### **Berhampore Shopping Area**

Chloe Bisley (as an individual):



- Extend the 30km/h speed limit along the length of Adelaide Road from Dover St where it meets The Parade.

Mark Potter (on behalf of Berhampore School):

- Extend the 30km/h speed limit up Britomart St to Stanley St to include school pedestrian crossing.
- Proposal would give Berhampore a sense of place with slower moving traffic.

Steve Cosgrove (as an individual):

- Helps bring people in touch with the environment and appreciate the city.
- Increases safety and gives permission for motorists to drive at slower speeds without adverse reactions from other road users.

Margaret Dick (as an individual):

- Extend 30km/h further along Adelaide Rd as she has issues backing out of her house while traffic is travelling at 50km/h.
- Would like a bike track through Berhampore.

Peter Frater (as an individual):

- Extend 30km/h to include the lower section of Britomart St from Adelaide Road to Stanley St to include the school zone.
- Include intensifying the street lighting, and placing signs to indicate you are in Berhampore and directing traffic to surrounding suburbs.

Scott Metcalf and Liz Springford (as individuals):

- Strongly support the safer 30km/h speed limit which will encourage more walking and cycling in the area.
- Extend southwards to the Wakefield Park area to the start of the new Island Bay Cycleway, and perhaps extending northwards to MacAlister Park.
- Extend limit northwards along Adelaide Rd.
- Will create a more people-friendly space and safer for children to walk and scoot to school.

**Officer's response for Berhampore shopping area:**

Extending the 30km/h speed limit up Britomart St to Stanley St to include school pedestrian crossing is not included in the current 30 km/h, as this road is not associated with the suburban shopping centre. Britomart is covered by Child Active Warning signs that operate in the am and pm school entry and leaving school times which promote at these specific times warning to drivers and heightens awareness to the presence of school students adjacent to and crossing the road.

**Khandallah Shopping Area**

Ron Gall (as an individual):

- Opposes lowering the speed limit in Khandallah.
- Drivers cannot reach 50km/h as the road layout and traffic calming measures already in place does not allow this.

**Officer's response to Khandallah Shopping Area:**

50km/h is being promoted for all the 21 suburban shopping centres and Khandallah and immediate surrounds to the shopping centre should be included. This is a consistent approach throughout the Wellington City Council area.

**Northland Shopping Area**

Wayne Newman (Creswick Valley Residents' Association):

- Strongly supports reducing the speed limit in Northland.
- Extend the 30km/h speed limit through entire length of Garden Rd.
- Extend the 30k/h to the south and west of the intersection of Northland Rd and Pembroke Rd, to the intersection of Randwick Rd with Curtis St; and the short link between Putnam St and Northland Tunnel Rd.
- No crossing to serve pedestrians coming from upper Creswick Tce and Putnam St, or Farm Rd, and crossing to continue down Northland Rd.
- Shopping area may function better as a shared zone at 20km/h.
- Limiting the 30km/k speed limit to only on Northland Rd and first 25 metres of Garden Road will be an explicit statement that the Council regards speeds of up to 50km/h on surrounding streets with challenging road geometry as appropriate and safe.

John Niland (as an individual):

- Extend the 30km/h from Farm Rd to 68-70 Northland Rd as concerned with safety at the intersection of Randwick Rd for some time.
- Locals would like to see speed restrictions near the Northland Tunnel.
- Raised pedestrian crossing or use of tactile material to slow drivers downon Randwick Rd.
- Clear signage is required.
- Keep the boundaries tight around the village so people do not forget they have entered into a slower zone.

Steward McKenzie (as an individual):

- Handout given.
- Extend 30km/h along the entire length of Garden Rd, a dangerous road with high traffic volumes.

- Additional physical measures area required to ensure a 30km/h speed will be achieved and maintained, such as texturised pavement treatments and materials, raised pedestrian crossings, building outs and planted areas, speed cushions.
- Advisory signage and visual cues, as well as 'children around' signs.
- Lower limits knock top speeds down.
- Seize opportunity to grow suburb and make it a more attractive place to socialise.

**Officer's response for Northland Shopping Area:**

Extending the 30km/h is outside the bounds of the suburban shopping centre where there is expected to be a higher concentration of pedestrian users throughout the day other than the morning and evening 30-45mins associated with the school users.

Red antiskid surfaces will be used at the entry points and midblock as required, together with entry and exiting 30 km/h signs.

**Ngaio Shopping Area**

Lizzie Chambers and Kerry Betteridge (on behalf of Ngaio residents):

- Support for the proposal in both Ngaio, provided that the return to 50km/h does not occur outside the library in Ngaio.
- Strong support by Ngaio residents to extend the proposal to include Crofton St and Kenya St and consider Ngaio village as a broader area.
- Link the speed reduction with traffic calming measures that lower speeds.
- Introduce more signage.

**Officer's response to Ngaio Shopping Area:**

We cannot extend the 30km/h area with current proposal.

**Happy Valley Road**

Roderick Boys (as an individual):

- Supports the proposal as he has experienced 3 'very near' misses while cycling along Happy Valley Road in the last 6 months.
- Extend the 50km/h speed limit to the entire length of Happy Valley Road – partial reduction will do nothing for improving safety on this road north of Landfill Rd as traffic 'feels permitted' to travel faster in the adjacent zones as the 70km/h is coming up.

Derek Robertson (as an individual):

- Handout given – photographs of Murchison St and Rarangī Way intersections.

- Supports reducing the speed limit to 50km/h on the proposed portion of Happy Valley Road due to the presence of a school and kindergarten in the area immediately to the south of Murchison St.
- There is limited visibility for traffic turning from Murchison St on to Happy Valley Rd and encounter fast moving traffic, and issues with south-bound traffic turning right from Happy Valley Rd into Rarangī Way.

Peter Carter (as an individual):

- The existing 50km/h speed limit should remain and should change to 60km/h up to where it meets Ohiro Rd. This would create less confusion and a better compliance by drivers.

Brian Burrell (as an individual):

- Fully support the reduced lower speed proposal.
- Extend the 30km/h speed limit all the way down Happy Valley Road.

All other areas

- Signage positioning is important – do not place too close to the area in which the reduced speed is which will allow drivers to slow down before reaching the reduced speed limit.

**Officer's response to Happy Valley Road:**

50 km/h will vastly improve safety and entry and exiting movements to side roads. Other points are noted and will be monitored.

**All areas - Berhampore, Happy Valley, Khandallah, Northland, Ngaio, Wadestown**

Jude Ball (on behalf of Public Health Association, Wellington Branch):

- Strongly support reducing the speed limit in all six areas and making Wellington a child friendly city.
- Parents are more likely to let their children walk, bike or scooter where traffic speeds are lower. More trips on foot and by bike in suburban areas may significantly reduce suburban traffic congestion, especially around schools at peak times.
- Shopping areas can be used as shared zones creating social spaces with slower traffic moving through them.

Patrick Morgan (on behalf of Cycling Advocates Network):

- Supports proposal- it can relieve congestion by making it safer to encourage people to want to walk and bike.



- Safer speeds often need accompanying physical works, use signage, street furniture.
- 30km/h is the right speed to in all shopping areas.
- 30km/h is world best practice in urban and shopping areas.
- Bringing down the average speeds brings down the top speeds too.
- Create more people friendly places and make areas more attractive to general public.

Andy Gow (on behalf of Cycle Aware Wellington):

- Supports a lower speed limit in all areas, particularly Berhampore which has the highest injury rate of the proposed areas.
- Proposals are in line with WCC cycling framework.
- Extend 50km/h to the entire length of Happy Valley Road.

Ellen Blake (on behalf of Living Streets Aotearoa):

- Handout given – there is good evidence to show that lower speeds equal lower crash rates.
- Strongly supports the reduction in speed limits for all six areas.
- Consider using other traffic calming devices in conjunction with lowering the speed limit.
- Extend the boundaries in Berhampore to include Britomart St.
- Extend the boundaries in Happy Valley Rd to the beach.
- Integrate other areas and standardise lower speeds around schools.

**Officer's response to all areas - Berhampore, Happy Valley, Khandallah, Northland, Ngaio, Wadestown:**

General acknowledgement of points raised, other than boundary extensions which are not possible with the current consultation that has been undertaken.

## Berhampore Shopping Area - Proposed 30km/h Speed Limit Boundaries





## Khandallah Shopping Area - Proposed 30km/h Speed Limit Boundaries



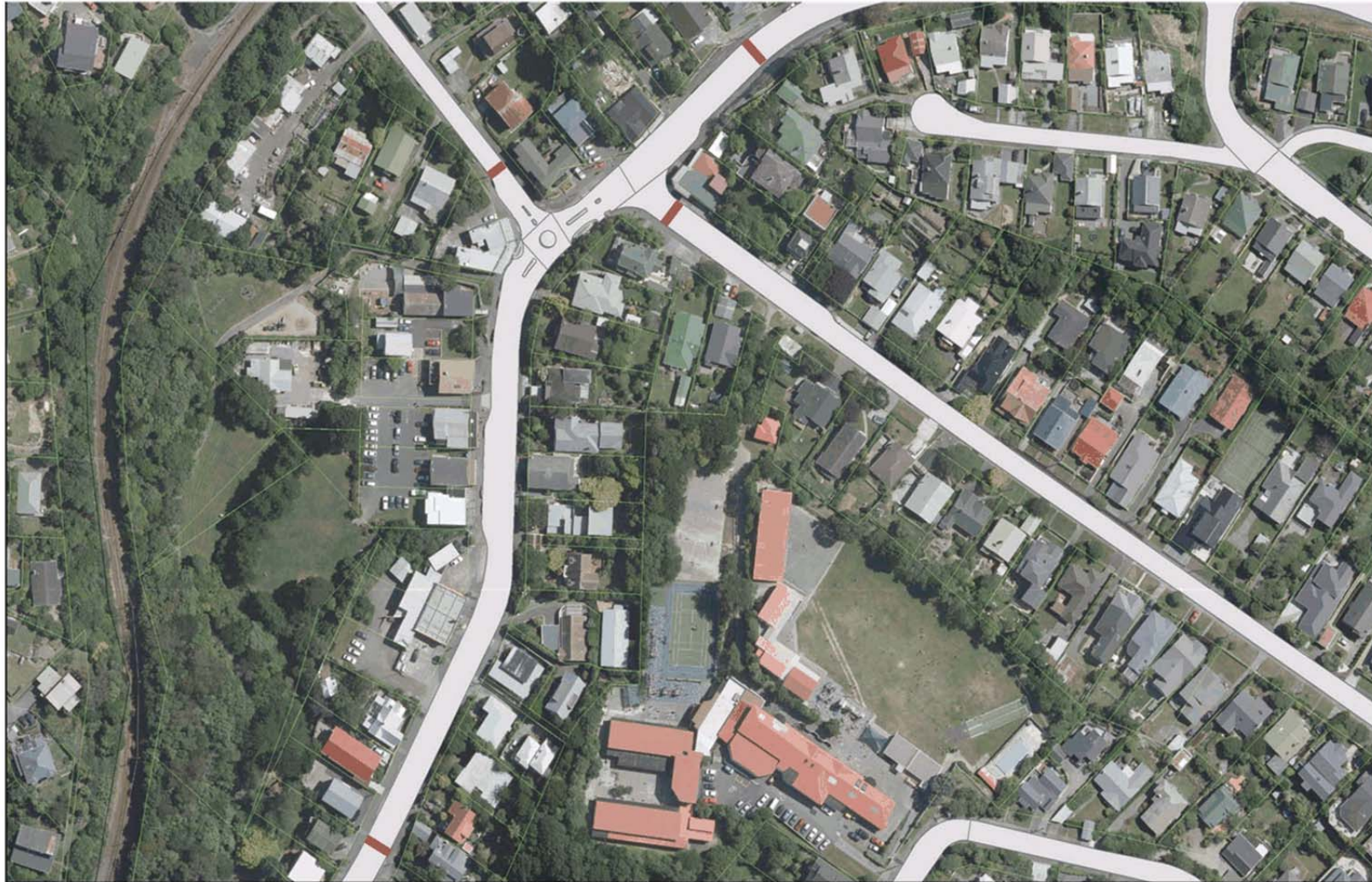


### Northland Shopping Area - Proposed 30km/h Speed Limit Boundaries





## Ngaio Shopping Area - Proposed 30km/h Speed Limit Boundaries





## Wadestown Shopping Area - Proposed 30km/h Speed Limit Boundaries





## Happy Valley Road - Proposed 50km/h Speed Limit Boundaries

