

ORDINARY MEETING

OF

SAFER SPEEDS SUBCOMMITTEE

AGENDA

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

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 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.

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.

2. General Business

SAFER SPEEDS SUBCOMMITTEE ORAL SUBMISSIONS

Purpose

1. To provide a copy of the submissions and a list of submitters making oral submissions in support of their written submissions on the review of the Traffic Bylaw.

Summary

2. On 9 September 2015 the Transport and Urban Development Committee agreed to consult on safer speed limits for the areas of Berhampore, Happy Valley, Khandallah, Ngaio, Northland and Wadestown. Consultation ran from Tuesday 8 September to Monday 13 October 2015.
3. In total three hundred and eighty eight submissions were received with twenty two submitters indicating they wished to be heard. A schedule of submitters and a copy of all submissions received is attached as attachment 1.

Recommendations

That the Safer Speeds Subcommittee:

1. Receive the oral submissions.

Attachments

Attachment 1.	Safer Speeds Subcommittee Oral Hearing Schedule	Page 9
Attachment 2.	Safer Speed Subcommittee Oral Hearings Submissions Received	Page 11

Authors	Lindsey Hill, Project Coordinator Charles Kingsford, Principal Traffic Engineer
Authoriser	Anthony Wilson, Chief Asset Officer

Submitter Number	Submitter Name & Organisation	Start Time	End Time	Page Number
18	Chloe Bisley-Wright	29/10/2015 9:20:00 a.m.	29/10/2015 9:25:00 a.m.	11
331	Wayne Newman	29/10/2015 9:25:00 a.m.	29/10/2015 9:35:00 a.m.	34
162	Matthew Grubi	29/10/2015 9:35:00 a.m.	29/10/2015 9:40:00 a.m.	18
62	Ron Gall	29/10/2015 9:40:00 a.m.	29/10/2015 9:45:00 a.m.	16
271	Mark Potter	29/10/2015 9:45:00 a.m.	29/10/2015 9:50:00 a.m.	21
278	Chris Sadler	29/10/2015 9:55:00 a.m.	29/10/2015 10:00:00 a.m.	22
361	Tracy Street - Owhiro Bay Residents Association	29/10/2015 10:00:00 a.m.	29/10/2015 10:10:00 a.m.	49
337	Jude Ball - Public Health Authority Wellington Branch	29/10/2015 10:10:00 a.m.	29/10/2015 10:20:00 a.m.	40
280	Janen Vigar	29/10/2015 10:20:00 a.m.	29/10/2015 10:25:00 a.m.	26
193	Patrick Morgan - CAN - Cycling Advocates Network	29/10/2015 10:25:00 a.m.	29/10/2015 10:35:00 a.m.	19
289	Roderick Boys	29/10/2015 10:50:00 a.m.	29/10/2015 10:55:00 a.m.	27
306	Pam Johnston	29/10/2015 10:55:00 a.m.	29/10/2015 11:00:00 a.m.	29
352	Steve Cosgrove	29/10/2015 11:00:00 a.m.	29/10/2015 11:05:00 a.m.	43
360	Andy Gow	29/10/2015 11:05:00 a.m.	29/10/2015 11:15:00 a.m.	45
71	John Niland	29/10/2015 11:15:00 a.m.	29/10/2015 11:20:00 a.m.	17
387	Margaret Dick	29/10/2015 11:25:00 a.m.	29/10/2015 11:30:00 a.m.	69

Item 2.1 Attachment 1

Submitter Number	Submitter Name & Organisation	Start Time	End Time	Page Number
37	Derek Robertson	29/10/2015 11:30:00 a.m.	29/10/2015 11:35:00 a.m.	13
329	Peter Frater	29/10/2015 11:35:00 a.m.	29/10/2015 11:40:00 a.m.	33
379	Brian Burrell	29/10/2015 11:40:00 a.m.	29/10/2015 11:45:00 a.m.	67
378	Lizzie Chambers and Kerry Betteridge	29/10/2015 11:45:00 a.m.	29/10/2015 11:55:00 a.m.	60
339	Ellen Blake - Living Streets Aotearoa	29/10/2015 11:55:00 a.m.	29/10/2015 12:05:00 p.m.	41
279	Willemijn Vermaat	29/10/2015 12:05:00 p.m.	29/10/2015 12:10:00 p.m.	24
377	Scott Metcalfe	29/10/2015 12:10:00 p.m.	29/10/2015 12:15:00 p.m.	54
364	Peter Carter	29/10/2015 12:15:00 p.m.	29/10/2015 12:20:00 p.m.	51
328	Lynda Griggs	29/10/2015 12:25:00 p.m.	29/10/2015 12:30:00 p.m.	31

Submitter Details

First Name: **Chloe**
Last Name: **Bisley-Wright**
Organisation: **Island Bay Resident**
Street: **7 The Parade**
Suburb: **Island Bay**
City: **Wellington**
Country: **Aotearoa**
PostCode: **6023**
Daytime Phone: **0212935086**
Mobile: **0212935086**
eMail: **chloebwright@gmail.com**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both

Submission

Berhampore Shopping Area

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 area indicated on the map is not extensive enough. It should be extended along the length of Adelaide Rd from Dover St where it meets The Parade. As a cyclist who travels to all suburbs for work and commutes to the city daily, the most dangerous part of my journey is ALWAYS Adelaide road. There are many risk factors that a 30 km speed would reduce. The road is double lined on the rise near Grandville flats yet people consistently take risks to pass and put my life on the line if a vehicle appears in the opposite direction. A culture of awareness and respect needs to be formed on this stretch. Areas of the road narrow, but car parks have not been restricted e.g. near the sports field so cars jut out onto the road forcing me to ride in the middle of the road and when cars still want to pass in this area, again it is risky for me - they are more likely to swerve into me than hit the approaching vehicle.

Happy Valley Road

Do you believe it is appropriate to reduce the speed limit to 50km/h as indicated on the map?

- Yes
 No

Any other comments

Khandallah shopping area

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

- Yes
- No

Any other comments

Northland shopping area

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

- Yes
- No

Any other comments

Ngaio shopping area

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

- Yes
- No

Any other comments

Wadestown shopping area

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

- Yes
- No

Any other comments

Attached Documents

File
Safer Speed Limit

Submitter Details

First Name: **Derek**
Last Name: **Robertson**
Street: **Owhiro Bay**
Suburb: **Wellington**
City: **Wellington**
Country: **New Zealand**
PostCode: **6023**
Daytime Phone: **021 464 717**
Mobile: **021 464 717**
eMail: **derek.robertson@holmesfire.com**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both

Submission

Berhampore Shopping Area

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

- Yes
 No

Any other Comments

Happy Valley Road

Do you believe it is appropriate to reduce the speed limit to 50km/h as indicated on the map?

- Yes
 No

Any other comments

I am of the opinion that the proposal to reduce the speed limit is a very good one. As a frequent user of this stretch of road it is appropriate for the speed to reduce once south of Landfill Road where the nature of the surroundings returns (if travelling north to south, i.e. from the city) from a free flowing commercial/industrial area to a suburban area. Factors that make this even more sensible are: The presence of a school (Owhiro Bay Primary and Owhiro Bay Kindergarten) and playing fields, both heavily used by children, in the area immediately to the south of Murchison Street. The lowering of the speed limit will improve the safety of children who cross the road to get to and from the playing fields or school. The intersection at Murchison Street and Happy Valley Road has limited visibility for traffic turning from Murchison Street on to Happy Valley Road, the current limit of 70 km/h means those making that turn often encounter fast (70 km/h+) moving traffic that appears at the instant they commit to making a turn. This visibility is likely to reduce over time

with the maturing of planting along the neighbouring stream. The sub-division and construction and occupation of Rarangi Way (serving approximately 40 residential sections and potential households of which around 20 are currently occupied) adds a new significant intersection to this stretch of road which would benefit in terms of safety from a lower speed limit as proposed. In particular there is an issue with south-bound traffic turning right from Happy Valley Road into Rarangi Way. If there is oncoming (north-bound) traffic one must sit stationary on this 70 km/h stretch of road and await a clear path. The road at that point is around a bend (so has limited visibility from the north) and too narrow for cars to safely pass on the inside (left) and thus fast moving traffic approaches from behind with reduced visibility and travelling downhill. Under such circumstances this following traffic must often make a very hard stop to pull up in time behind the right turning traffic. If it is wet and/or dark and there is oncoming (north-bound) traffic I will not make this turn as I deem it is too risky. Instead I drive to Murchison Street and must make a U turn on Murchison Street and go through that intersection (i.e. turn right) to get onto the left hand side of the road to be able to make a safer (but still very sharp) left turn into Rarangi Way. A very brief look at the Google Street View shots from the Murchison Street intersection looking north should be compelling evidence that the speed limit for the area should be no more than 50 km/h.

Khandallah shopping area

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

- Yes
- No

Any other comments

Northland shopping area

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

- Yes
- No

Any other comments

Ngaio shopping area

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

- Yes
- No

Any other comments

Wadestown shopping area

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

- Yes
- No

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Any other comments

Attached Documents

File

Safer Speed Limit

Have your say about a safer speed limit in Khandallah shopping area

Wellington City Council would like your feedback on its plan to reduce the speed limit in Khandallah shopping area from 50km/h to 30km/h.

To have your say, please fill out this submission form and post it back to us (no stamp required), or make a submission online in the public input section at Wellington.govt.nz, by **5pm Monday 12 October 2015**.

Please be aware that 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	
Mr / Mrs / Miss / Ms / Dr (circle which applies)	
First name(s) RON	Last name GALL
Street address 13, NICHOLSON ROAD, KHANDALLAH	
Phone 4793653	Email gallfamily@tra.co.nz
I am writing this submission (tick box)	
<input checked="" type="checkbox"/> As an individual	<input type="checkbox"/> On behalf of an organisation Name of organisation:
Would you like to make an oral submission to the Committee considering the proposal in December?	
<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No <i>If I thought anyone would listen which I expect is unlikely</i>
Do you believe it is appropriate to reduce the speed limit to 30km/h as indicated on the map?	
<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Any other comments	
<i>I have lived in Khandallah for over 40 years & have never seen speed in excess of 50km per hour in the areas proposed for a reduction. This is another example of unwise use of ratepayers funds & another hair brained scheme of council. Money would be far better spent on improving public transport</i>	

CSW/10/178

>>> GOT A QUESTION? VISIT WWW.NZPOST.CO.NZ/HELP <<<

FreePost Authority Number 2199

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Wellington City Council
 Me Heke Ki Pōneke



FreePost WCC
 Khandallah Speed Limit Consultation (KCIF02)
 Wellington City Council
 PO Box 2199
 Wellington

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Have your say about a safer speed limit in Northland shopping area

Wellington City Council would like your feedback on its plan to reduce the speed limit in Northland shopping area from 50km/h to 30km/h.

To have your say, please fill out this submission form and post it back to us (no stamp required), or make a submission online in the public input section at Wellington.govt.nz, by **5pm Monday 12 October 2015**.

Please be aware that 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	
Mr / Mrs / Miss / Ms / Dr (circle which applies)	
First name(s) JOHN	Last name NILAND
Street address 64 NORTHLAND ROAD, NORTHLAND	
Phone 04 4757736	Email INFO@OTISANDLOUIE.COM
I am writing this submission (tick box)	
<input type="checkbox"/> As an individual	<input type="checkbox"/> On behalf of an organisation Name of organisation:
Would you like to make an oral submission to the Committee considering the proposal in December?	
<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Do you believe it is appropriate to reduce the speed limit to 30km/h as indicated on the map?	
<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Any other comments	
<p>WE STRONGLY BELIEVE THAT THE 30K RESTRICTION SHOULD EXTEND FROM FARM ROAD TO 68-70 NORTHLAND ROAD. WE'VE BEEN CONCERNED ABOUT THE INTERSECTION RANDWICK ROAD FOR SOME TIME. SLOWER SPEEDS WILL HELP T HELP OUR BUSINESSES</p>	

CSNOC10726

410-07 14 SEP 15 CARRIED BY NEW ZEALAND POST <<<

>>> GOT A QUESTION? VISIT WWW.NZPOST.CO.NZ/HELP <<<

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 Northland Speed Limit Consultation (KCIF02)
 Wellington City Council
 PO Box 2199
 Wellington

Item 2.1 Attachment 2

Have your say about a safer speed limit in Northland shopping area

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Wellington City Council would like your feedback on its plan to reduce the speed limit in Northland shopping area from 50km/h to 30km/h.

To have your say, please fill out this submission form and post it back to us (no stamp required), or make a submission online in the public input section at Wellington.govt.nz, by **5pm Monday 12 October 2015**.

Please be aware that 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	
Mr / Mrs / Miss / Ms / Dr (circle which applies)	
First name(s) <i>Matthew</i>	Last name <i>Grubi</i>
Street address <i>76 Northland Road</i>	
Phone <i>0274525220</i>	Email <i>mattd@edgearrival.co.nz</i>
I am writing this submission (tick box)	
<input checked="" type="checkbox"/> As an individual	<input type="checkbox"/> On behalf of an organisation Name of organisation:
Would you like to make an oral submission to the Committee considering the proposal in December?	
<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Do you believe it is appropriate to reduce the speed limit to 30km/h as indicated on the map?	
<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Any other comments	
<i>30 km Restriction should start at the crossing outside Northland School just after Harbour View rd.</i>	

CSM00101786

FreePost Authority Number 2199

410-07 17 SEP 15 CARRIED BY NEW ZEALAND POST <<<

>>> GOT A QUESTION? VISIT [WWW.NZPOST](http://WWW.NZPOST.CO.NZ) FOR HELP <<<

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Freepost WCC
 Northland Speed Limit Consultation (KCIFO2)
 Wellington City Council
 PO Box 2199
 Wellington



Antoinette Bliss

From: Patrick Morgan <patrick@can.org.nz>
Sent: Tuesday, 8 September 2015 2:15 p.m.
To: Safer Speed Limit
Subject: Safer speed limits submission Sept 2015

Cycling Advocates' Network supports the Council's proposal to improve pedestrian, cyclist and motorist safety in Wellington suburbs by lowering speed limits.

We would like the Council to consider the following points.

1. Lower speeds reduce both the likelihood and severity of crashes.
2. Cycling Advocates' Network runs Being Cycle Aware workshops with Wellington region bus and truck drivers (<http://can.org.nz/being-cycle-aware>) It is a half-day facilitated road safety workshop, which gives participants an understanding of the issues that people cycling face every day. It also gives cyclists an understanding of issues facing bus and truck drivers. We found that bus driving is a demanding occupation. Lower speeds reduce the workload demands on the driver and thus reduce the likelihood of crashes.
3. Good urban design works. Drivers, cyclists and pedestrians can have visual cues that a main bus route is crossing a pedestrian area. Safer speed limits often need accompanying physical works.
4. It's a vote winner. Once speed has been reduced, it's hard to find anyone living in a 30 km/h area who wants it back at 50.
5. We note that previous proposals had support from NZ Bus, Greater Wellington Regional Council, Police, ACC and NZ Transport Agency.
6. Support from NZTA: 20 km/h when passing a stationary school bus <http://www.nzta.govt.nz/traffic/students-parents/school-bus/speed-limit...> This suggests that 20 km/h is a good idea anywhere with lots of stopping buses and pedestrians – especially where some of those buses carry schoolchildren.
7. Overseas experience shows that a lower speed limit also benefits drivers. From 20 is Plenty (UK campaign for safer speeds) <http://www.20splentyforus.org.uk/> Far from being anti-motorist, slower limits give drivers many advantages. That's why 72% of drivers believe 20's Plenty on residential streets. Note this refers to 20 mph, but these points still apply.
8. Drivers save money, and are healthier when authorities adopt community-wide default slower limits without humps. Average trips take less than 40 seconds extra. Driver benefits include:
 - 8.1 Fewer injured car users. Overall there were 22% fewer casualties in Portsmouth: drivers had 23% fewer and passengers 31% fewer. Elderly drivers had 50% fewer injuries and 40% fewer injured passengers.
 - 8.2 Fuel use, CO2 and costs fall 12%.
 - 8.3 Less Congestion. At lower speeds more cars occupy the same road space due shorter

gaps between them, easing traffic 'flow'. Junctions are more efficient as drivers can merge into shorter gaps. Less risk encourages sustainable travel and public transport.

8.4 Easier parking. Fewer unnecessary car trips frees up road space and parking.

8.5 Cleaner air quality especially benefits motorists. They breathe in-car air which is three times more polluted than at the pavement. Standing traffic, which produces unnecessary fumes, reduces as traffic flow becomes smoother. Less fuel is burnt due to less acceleration and the transfer of some trips away from cars towards walking, cycling and public transport.

8.6 Motoring costs drop. As crashes fall in severity and frequency, so do legal and repair bills.

8.7 Repair bills fall. Vehicles maintain value from fewer crashes, less brake and tyre wear.

8.8 Stress reduces as drivers have more time to see and react to hazards. Fewer road rage incidents occur due to more considerate driving styles, including less dangerous overtaking and it is easier to pull out.

8.9 Less parents' taxi duty. Road danger reduction brings safer independent child travel, improves their life skills, and frees up parents for more productive activities than driving.

8.10 Society benefits. Fewer road victims frees up facilities for other health needs. Fewer work days are lost. Active travel cuts obesity and heart disease. Inequalities reduce as less children die. Fewer potholes. Quality of life rises.

We would appreciate an opportunity to present this submission.

--

Patrick Morgan
Project Manager
CAN – Cycling Advocates Network
Tel 04-210-4967, Mob 027-563-4733, skype: patrick.morgan.can twitter: @patrickmorgan
@CyclingANZ
PO Box 25-424, 2 Forrester Lane, opposite Tory St Bunnings, Wellington
Join us: <http://can.org.nz/> [Find us on Facebook](#) *More people on bikes, more often*

Have your say about a safer speed limit in Berhampore shopping area 271

Wellington City Council would like your feedback on its plan to reduce the speed limit in Berhampore shopping area from 50km/h to 30km/h.

Please be aware that 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.

To have your say, please fill out this submission form and post it back to us (no stamp required), or make a submission online in the public input section at Wellington.govt.nz, by **5pm Monday 12 October 2015**.

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	
<input checked="" type="radio"/> Mr / <input type="radio"/> Mrs / <input type="radio"/> Miss / <input type="radio"/> Ms / <input type="radio"/> Dr (circle which applies)	
First name(s) MARK	Last name POTTER
Street address 105 BRITOMART ST, BERMAMPORE, WELLINGTON	
Phone 04 3899391	Email principal@berhampore.school.nz
I am writing this submission (tick box)	
<input type="checkbox"/> As an individual <input checked="" type="checkbox"/> On behalf of an organisation Name of organisation: BERHAMPORE SCHOOL	
Would you like to make an oral submission to the Committee considering the proposal in December?	
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Do you believe it is appropriate to reduce the speed limit to 30km/h as indicated on the map?	
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Any other comments	
<p>THE SPEED RESTRICTION IN HERALD STREET IS REDUNDANT, THAT SECTION IS TOO SHORT FOR ANY NECESSITY TO REDUCE THE SPEED.</p> <p>OFF MORE CONCERN IS THE DANGEROUS SPEEDS REACHED BY SOME MOTORISTS ON THE OPPOSITE SIDE IN BRITOMART ST BETWEEN ADELAIDE RD + STANLEY ST. CHILDREN HAVE BEEN HIT BY VEHICLES IN THIS SECTION OF RD. EXTENDING THE 30KM/H ZONE UP BRITOMART ST MAY CONTRIBUTE TO A SAFER CYCLING OPTION BEING DEVELOPED IN THIS AREA AS PHASE 2 OF THE CBD CYCLEWAY.</p>	

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 Berhampore Speed Limit Consultation (KCIF02)
 Wellington City Council
 PO Box 2199
 Wellington



Submitter Details

First Name: **Chris**
Last Name: **Sadler**
Street: **219 Happy Valley Road**
Suburb: **Owhiro Bay**
City: **Wellington**
Country:
PostCode: **6023**
Daytime Phone: **021780587**
Mobile: **021780587**
eMail: **bonnie3@paradise.net.nz**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both

Submission

Berhampore Shopping Area

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

- Yes
 No

Any other Comments

Happy Valley Road

Do you believe it is appropriate to reduce the speed limit to 50km/h as indicated on the map?

- Yes
 No

Any other comments

it too fast.. there have been several accidents and is dangerous to cross

Khandallah shopping area

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

- Yes
 No

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Any other comments

Northland shopping area

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

- Yes
- No

Any other comments

Ngaio shopping area

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

- Yes
- No

Any other comments

Wadestown shopping area

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

- Yes
- No

Any other comments

Attached Documents

File
Safer Speed Limit

Submitter Details

First Name: **Willemijn**
Last Name: **Vermaat**
Organisation: **Berhampore resident**
Street: **560 Adelaide Road**
Suburb: **Berhampore**
City: **Wellington**
Country:
PostCode: **6023**
Daytime Phone: **021 02970421**
eMail: **willemijn.sust@gmail.com**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both

Submission

Berhampore Shopping Area

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 would like to see the area extended, eastwards up Britomart up to the Berhampore School, Southward till past the Centenary flats and Northward till Macalister park. Also putting up a 30km reduce speed sign only has a limited effect on how drivers 'behave' in an urbanised area. More changes are needed to make this area safe and accessible to all its users (children, elderly, pedestrian, shop owners, cyclists, etc) Compared with the other suburban areas, the injury records show that this area has had the highest crash rate. Probably more needs to be done to make this area 'safe'.

Happy Valley Road

Do you believe it is appropriate to reduce the speed limit to 50km/h as indicated on the map?

- Yes
 No

Any other comments

Khandallah shopping area

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Item 2.1 Attachment 2

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

- Yes
- No

Any other comments

Northland shopping area

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

- Yes
- No

Any other comments

Ngaio shopping area

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

- Yes
- No

Any other comments

Wadestown shopping area

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

- Yes
- No

Any other comments

Attached Documents

File
Safer Speed Limit

Have your say about a safer speed limit in Berhampore shopping area 280

Wellington City Council would like your feedback on its plan to reduce the speed limit in Berhampore shopping area from 50km/h to 30km/h.

To have your say, please fill out this submission form and post it back to us (no stamp required), or make a submission online in the public input section at Wellington.govt.nz, by **5pm Monday 12 October 2015**.

Please be aware that 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

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

First name(s) JANEN

Last name VIGAR

Street address AG13 PALM GROVE, BERHAMPORE, WELLINGTON

Phone 022 357 1320

Email e.vigar@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 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

Berhampore shopping area is becoming increasingly busy during peak traffic especially school times. Traffic becoming blocked in the shopping area it becoming risky for both motorists & pedestrians hence there must be a 30km/h zone in place. Another suggestion, traffic lights need to be timed better especially congested traffic there has been accidents occurring involving some children

FreePost Authority Number 2199

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke



SUBMISSION NUMBER

FreePost WCC
 Berhampore Speed Limit Consultation (KCIF02)
 Wellington City Council
 PO Box 2199
 Wellington

RECEIVED
 05 OCT 2015
 BY: _____

Submitter Details

First Name: **Roderick**
Last Name: **Boys**
Organisation: **Wellington City Council**
Street: **Pukerua Bay**
Suburb: **Porirua**
City: **Porirua**
Country: **New Zealand**
PostCode: **5026**
Mobile: **0212278615**
eMail: **roderick.boys@wcc.govt.nz**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both

Submission

Berhampore Shopping Area

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

- Yes
 No

Any other Comments

Happy Valley Road

Do you believe it is appropriate to reduce the speed limit to 50km/h as indicated on the map?

- Yes
 No

Any other comments

As a regular commute cyclist on SH2, SH58 and most recently Happy Valley Road, based on my own experience of 'very near' misses in the last 5 years, I have had more on Happy Valley Road in the last 6 months than I had on SH2 (Wellington to Upper Hutt) and SH58 (Pukerua Bay to Upper Hutt) the 4.5 years prior. I define a 'very near' miss as a vehicle (usually a truck) being within one hand width or less of the handle bars as it passes. This has happened 3 times in the last 6 months on Happy Valley Road. It happened 3 times in the 4.5 years prior, on two of our region's most dangerous roads. As a result, I feel safer riding SH58 than Happy Valley Road. I submit that the 50km/hr speed limit must be extended to the entire length of Happy Valley Road as it is not about the width of the road in the proposed remaining 70km/hr zone, it is the speed that the traffic 'feels permitted' to travel in the adjacent zones, because the 70km/h zone is coming up. The partial reduction will do absolutely nothing for improving safety on this road north of Landfill Road.

Recently on a rare day when I did drive to work, I recently tailed a truck that flew past me coming out of Landfill Road to see how fast it was travelling, by the time it hit the 50km sign heading north, it was doing 100km/hr! It did not slow down. Further, despite my ability to travel at 50km/hr on my bike when going downhill (and when the southerly is not blowing me backwards), I regularly get overtaken by speeding motorists in the 50km/hr zone. Based on my own experience as a professional driver, I'd suggest that this is partly because motorists are already eagerly anticipating the 70km/hr zone (that is not even in sight yet) and partly because when you put any vehicle into 'Drive' or 5th gear, without much effort, a vehicle will easily roll well past 50km/hr down the hill. My view is that motorists allow themselves this relaxed driving behavior because they know the 70km/hr zone is coming and it feels 'less wrong' as a result. Who hasn't seen a speed zone sign and treated it like a target to hit, rather than the permission to increase speed (if safe to do so) that it represents?

Khandallah shopping area

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

- Yes
- No

Any other comments

Northland shopping area

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

- Yes
- No

Any other comments

Ngaio shopping area

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

- Yes
- No

Any other comments

Wadestown shopping area

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

- Yes
- No

Any other comments

Attached Documents

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Item 2.1 Attachment 2

Submitter Details

First Name: **Pam**
Last Name: **Johnston**
On behalf of: **N/A**
Street: **54 Weld Street**
Suburb: **Wadestown**
City: **Wellington**
Country:
PostCode: **6012**
Daytime Phone: **(04) 499 3882**
Mobile: **027 282 4787**
eMail: **pamelajohnston@xtra.co.nz**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both

Submission

Berhampore Shopping Area

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

- Yes
 No

Any other Comments

Happy Valley Road

Do you believe it is appropriate to reduce the speed limit to 50km/h as indicated on the map?

- Yes
 No

Any other comments

Khandallah shopping area

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

- Yes
 No

Any other comments

Northland shopping area

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

- Yes
 No

Any other comments

Ngaio shopping area

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

- Yes
 No

Any other comments

Wadestown shopping area

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

- Yes
 No

Any other comments

It is essential that the speed limit be reduced to 30 km/h through the Wadestown village area as the current speed limit is dangerous for both traffic and pedestrians because of the following issues: - there are 2 pedestrian crossings in the Wadestown shops area and traffic is often travelling too fast to stop safely - I am aware of at least one incident where someone has been hit on the pedestrian crossing by a car (the crossing by the dairy) as well as another incident just down the hill towards town at the pedestrian crossing by the library - there are 2 bus stops in this section of road where many school children, as young as 5 years old, board and disembark from buses daily - there is a bus turning area with parking for several cars in this section of road where cars are turning off and onto this section of road - there are a lot of cars parked adjacent to shops and the dairy making it difficult to manoeuvre through this narrow section of road - these cars also obscure views - there are a number of roads (Cecil, Weld, & Pitt) where cars are entering or exiting this section of Wadestown Road making it very busy for those turning onto Wadestown Road - particularly the turn from Cecil Road which requires a hairpin turn - with the suburban takeaway shops, dairy, bakery, doctor and cafe located in this strip of Wadestown Road a lot of cars are pulling in and out of this section of road - at different times of the year sun strike is a significant issue (coming up to the brow of the hill at Pitt St and going towards town in the early morning) - as there has been an increase in residential development in the Wadestown village area lately more cars are parking on the street limiting visibility - a lot of cars pull in and out and double park outside the dairy which adds to congestion in this section of road I thank you for your consideration of my submission. Thank you Pam Johnston Town Planner MNZPI -

Attached Documents

File
Safer Speed Limit

328

Item 2.1 Attachment 2

Submitter Details

First Name: **Lynda**
Last Name: **Griggs**
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Suburb: **Owhiro Bay**
City: **Wellington**
Country: **NZ**
PostCode: **6023**
Mobile: **(027) 644 7728**
eMail: **lynda.tuxie@gmail.com**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both

Submission

Berhampore Shopping Area

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

- Yes
 No

Any other Comments

Happy Valley Road

Do you believe it is appropriate to reduce the speed limit to 50km/h as indicated on the map?

- Yes
 No

Any other comments

Very strongly support the change. Current speed limit of 70km/h is dangerous to residents, children, pets, cyclists, motorists, and wildlife associated with the stream. There are too many residents in the area now for a 70 km/h limit. I visit Rarangi Way several times a week - going between Rarangi and Murchison is particularly hazardous.

Khandallah shopping area

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

- Yes

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No

Any other comments

Northland shopping area

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

Yes

No

Any other comments

Ngaio shopping area

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

Yes

No

Any other comments

Wadestown shopping area

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

Yes

No

Any other comments

Attached Documents

File
Safer Speed Limit

329

Have your say about a safer speed limit in Berhampore shopping area

Wellington City Council would like your feedback on its plan to reduce the speed limit in Berhampore shopping area from 50km/h to 30km/h.

To have your say, please fill out this submission form and post it back to us (no stamp required), or make a submission online in the public input section at Wellington.govt.nz, by **5pm Monday 12 October 2015**.

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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

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

First name(s) Peter Last name Frater

Street address 90 Britomart Street

Phone 027 442 1647 Email peter.frater@clear.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 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

Thank you for the opportunity to have a say about a safer speed limit in the Berhampore shopping area. While I am pleased that Council has been listening to the concerns of the residents and shopkeepers of Berhampore about the speed that vehicles travel through the Berhampore shopping area I am aghast that you do not include the lower section of Britomart Street from Adelaide Road to Stanley Street. Part of the Berhampore Suburban Centre actually extends into 94-98 Britomart Street and there is also a school zone from 84 Britomart Street to the Stanley Street intersection. This section of Britomart Street is also very narrow. That is, a safer speed limit in the Berhampore shopping area should include Britomart Street from Adelaide Road to Stanley Street. It would also make a considerable improvement to the Berhampore shopping centre if the street lighting were intensified and directional signs to the surrounding suburbs were installed at the same time.

FreePost Authority Number 2199

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 Wellington City Council
 PO Box 2199
 Wellington



Wellington City Council
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09 OCT 2015

SUBMISSION
NUMBER

Submission on plan to reduce the speed limit in Northland shopping area from 50km/h to 30km/h.

Title	Mr
First name(s)	Wayne
Last name	Newman
Street address	68 Curtis St
Phone	4758439
Email	wayne@cresmere.co.nz

I am writing this submission on behalf of: **Creswick Valley Residents' Association**

I would like to make an oral submission to the Committee considering the proposal in December.

I do not believe it is appropriate to reduce the speed limit to 30km/h as indicated on the map.

Proposal

The Council proposes to reduce the speed limit in the Northland shopping area and surrounding streets from 50km/h to 30km/h. This would apply to all vehicles at all times. The proposal affects: Northland Road from 25 metres south of Farm Road to 115 metres north of its intersection with Randwick Road; and Garden Road from its intersection with Northland Road to a point 25 metres east of Northland Road.

This proposal to reduce vehicle speeds will make Northland's streets safer and more pleasant for all road users. There will be little effect on motorists' travel times, as the average speed in this area is already close to 30km/h. From 2007–2014, a total of 10 injury crashes were reported in the area, one of which resulted in injuries to pedestrians. Studies show that reducing vehicle speeds significantly reduces the number and severity of injuries.

Submission

1. CVRA is aware of studies showing that reducing vehicle speeds significantly reduces the number and severity of injuries (see Appendix 1) and supports reducing vehicle speeds to make Northland's streets safer and more pleasant for all road users.
2. It is regrettable that the proposal has not made a more compelling case. By reporting that ten injury crashes have occurred when the average speed is already close to 30km/h, the putative benefits from the proposal appear weak. The proposal needed to identify that the injury crashes related to vehicles travelling through this area at above the average speed.
3. CVRA is concerned that the proposal as indicated on the map is too limited to make Northland's streets safer and more pleasant for all road users, and has the potential to reduce safety and amenity for some streets.

4. CVRA strongly supports a reduced speed limit within Northland shopping area (Creswick Village). The present pedestrian crossing is well located to serve pedestrians from north of the village, but there is no crossing to serve pedestrians coming from upper Creswick Terrace and Putnam Street, or Farm Road, and crossing to continue down Northland Road. Similarly, passengers alighting from public transport in the village and going to Governor Road tend to cross directly, as do those coming from Farm Road or upper Creswick Terrace to catch public transport into the city. Patients attending the medical practice in the village also generally cross directly, rather than walking up to the pedestrian crossing and back.
5. Given the relatively large numbers of pedestrian movements, placement of the public transport stops, the angle parking and three awkward intersections within 100 m, it might be asked whether even 30km/h is an appropriate speed limit within this area or whether it might function better as a shared zone at 20km/h.
6. The principal concern of CVRA, however, is with the limits of the proposal and the effect on Northland's streets. As proposed, at the intersections of Farm Road and Randwick Road with Northland road, and 25 metres south of Farm Road and 115 metres north of Randwick Road on Northland Road, and 25 metres east of Northland Road on Garden Road, the posted speed limit will revert to 50km/h. CVRA does not consider this to be a safe or appropriate speed limit for any of those locations.
7. The objective of speed limits policy is to balance the interests of mobility and safety by ensuring speed limits are safe, appropriate and credible for the level of roadside development and the category of road for which they are set.
8. Road users are more likely to comply with a speed limit if it is consistent with limits on other roads in the network with similar characteristics, and if limits in general reflect the factors that most influence speed choice. The level of roadside development and the function of a road are the primary determinants of the appropriate speed limit.
9. Although road geometry is also a factor in determining a speed limit, it is generally secondary to roadside development. In Northland, however, road geometry needs to be a primary consideration. Northland possesses a relatively high number of local roads and minor collector roads with challenging road geometry.

10. Garden Road is one example, while Northland Road below the intersection with Northland Tunnel Road is another, of narrow, winding local collector roads frequently reduced to single lanes by kerbside parking. In neither case is 50km/h a safe, appropriate or credible speed limit.
11. Farm Road, Norfolk Street, Creswick Terrace and Putnam Street, Woburn Road and West Street, Sydenham Street, Kaihuia Street, Rodney Street and Kaihuia Terrace are all residential local roads with an appropriate speed of less than 50km/h. There are frequent 'stop' and 'give way' traffic controls. Parked vehicles are frequently on both sides of the road for relatively long duration and impede or obstruct moving traffic. Where cyclists are encountered on these roads, they tend to impede other traffic, and there are several instances where one lane serves two-way traffic and where pedestrians must walk on the roadway.
12. Harbour View Road has similar characteristics, but also passes between Northland School and the school sports courts abutting Northland Park.
13. In any road situation there is a travel speed that is appropriate and includes a safety margin, and there is a higher threshold speed below which a crash is most unlikely and above which a crash rapidly becomes inevitable.
14. The appropriate travel speed is constantly changing depending on whether the road is dry, wet or icy, whether the weather is clear, rainy or foggy, and the sight distance in relation to potential collisions. The appropriate speed on the same section of road will be much lower outside the school with cars parked on both sides of the road and children crossing in drop-off and pick-up times than when there are no parked cars and sight distances are much longer.
15. Speed-related risk is determined by the appropriate speed and the speed individual drivers choose to travel at in relation to that appropriate speed. Travelling 10km/h above the appropriate speed (regardless of the speed limit) in an urban environment is reported to increase crash risk by about 800%. Injury is determined by the impact speed. The appropriate travel speed is one that on almost all occasions allows the driver to stop before an impact or swerve to avoid an impact, but failing that achieves an impact speed of less than 10km/h.
16. Speed limits are an imperfect indicator of the appropriate travel speed and along any type of road, or within any area, the appropriate speed varies from being higher than the posted

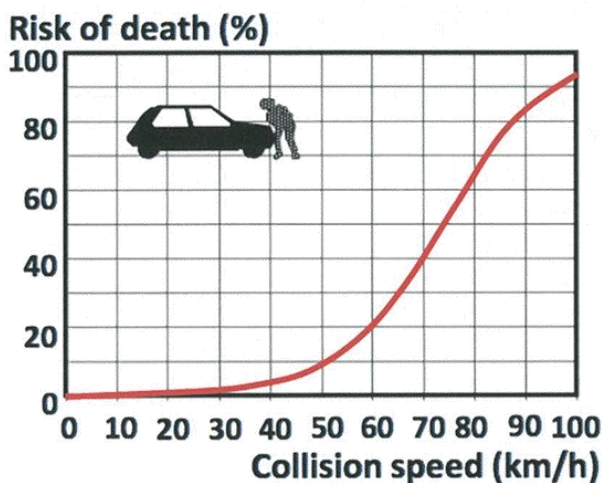
speed limit, to much lower than that limit. Nevertheless, the objective of speed limits policy remains to ensure speed limits are safe, appropriate and credible.

17. CVRA is concerned that the proposal to reduce the speed limit only on Northland Road in the village shopping area and first 25 metres of Garden Road from 50km/h to 30km/h while leaving surrounding streets and the remainder of Garden Road with posted speed limits of 50km/h will be taken to be an explicit statement that the Council regards speeds of up to 50km/h on these streets as appropriate and safe.
18. For Garden Road, CVRA believes extending the 30km/h speed limit through the entire length of this road is appropriate. The requirement for descending traffic to give way to ascending traffic has seen an increase in the number of vehicles ascending Garden Road at unsafe and inappropriate speeds for the geometry of this road.
19. Three other roads should also be similarly considered for reduced speed limits of 30km/h as being more credible for the road geometry: Orangi Kaupapa Road between Northland Road and Garden Road; Creswick Terrace between where it divides to become a one-lane road serving two-way traffic, with pedestrians having to use the roadway, and Curtis Street; and the short link between Putnam Street and Northland Tunnel Road.
20. For the remainder of Northland streets to the south and west of the intersection of Northland Road and Pembroke Road, extending to the intersection of 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, CVRA urges the Council to consider a generally lower speed limit of 30km/h to provide a consistent speed environment within streets with common geometry, function and character.
21. CVRA believes that motorists will recognise this lower speed limit as credible and appropriate if they encounter it as soon as they turn into the suburb from Glenmore Street or Curtis Street, or come through Northland Tunnel.
22. CVRA thanks the Council for the opportunity to make a submission on the proposed reduction to the speed limit within the Northland shopping area.

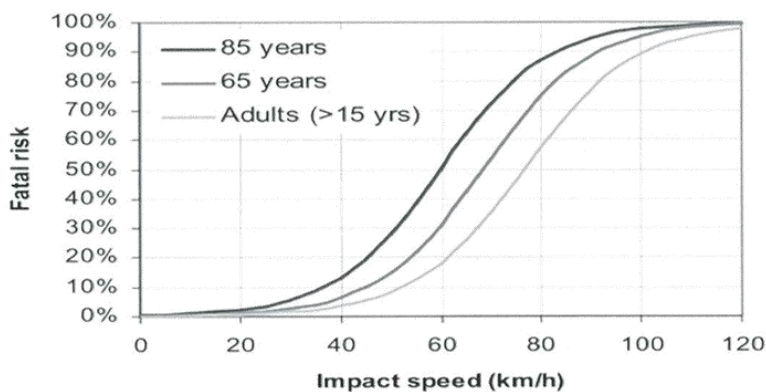
W. Newman
CVRA

APPENDIX 1

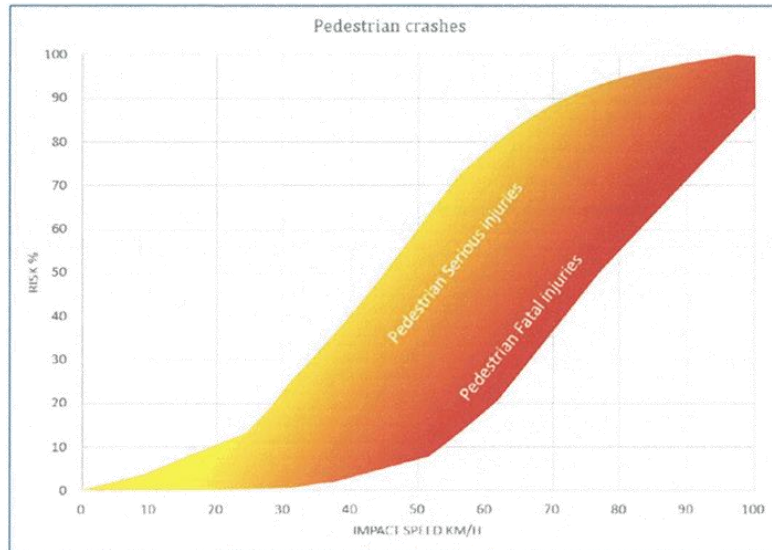
Reducing vehicle speeds significantly reduces the number and severity of injuries. Three graphic representations of the relationship of risk to impact speed from recent studies:



Rosén E., Sander U.: Pedestrian fatality risk as a function of car impact speed. Accident Analysis and Prevention 41 (2009) 536-542



Fredriksson R.: Priorities and potential of pedestrian protection. Karolinska Institutet (2011)



Mackie H. cited in *Safer journeys for people who cycle*. Cycling Safety Panel Final Report and Recommendations (2014) page 27

Submission on Safer Speed Limits

Public Health Association, Wellington Branch, 12 October 2015

We strongly support the introduction of safer speed limits in six suburban areas in Wellington as outlined in the WCC's proposal. We agree that reducing vehicle speeds will make these roads safer and more pleasant for all road users and will reduce the number and severity of injuries. We note that children and the elderly are particularly vulnerable road users, and that their safety must take high priority. The proposed change is aligned with WCC's new *Child Friendly City* initiative, and with the requirement in the Health Act 1956 (s23), which states that "it is the duty of every local authority to improve, promote and protect public health within the district".

Reducing speed limits will improve, promote and protect public health in a number of ways:

1. Reducing vehicle speeds reduces the number and seriousness of injuries caused by crashes, and the number of people killed. The association between speed and severity of crash outcomes is well established in the literature:

"The relationship between speed and injury severity is particularly critical for vulnerable road users such as pedestrians and cyclists. For example, pedestrians have been shown to have a 90% chance of survival when struck by a car travelling at 30 km/h or below, but less than 50% chance of surviving an impact at 45 km/h. Pedestrians have almost no chance of surviving an impact at 80 km/hr".¹

2. The perception of danger associated with fast traffic discourages walking and cycling. Reducing vehicle speeds makes areas more pleasant and encourages active transport, which provides daily physical activity that is vital for mental and physical health.²

3. In particular, parents are more likely to let their children walk, bike or scooter where traffic speeds are lower. This provides physical activity and independence for young people – both important for healthy development.

4. More trips on foot and by bike in suburban areas may significantly reduce suburban traffic congestion, especially around schools at peak times. As well as improving safety, this is also likely to improve air quality.

5. Research shows that areas with lower traffic speed and density tend to be more socially cohesive because streets become social spaces. Incidental social interaction also increases when people walk and cycle more. Research shows that social support and social cohesion are important for population health and disaster resilience.³

References

1. World Health Organization (2004) *Road safety – speed. Factsheet*. Geneva: WHO. Retrieved October 2015: http://www.who.int/violence_injury_prevention/publications/road_traffic/world_report/speed_en.pdf
2. Crombie, H (2002) *The Impact of Transport and Road Traffic Speed on Health*. Health Development Agency. National Health Service. Retrieved October 2015: http://www.nice.org.uk/proxy/?sourceUrl=http%3A%2F%2Fwww.nice.org.uk%2Fnicemedia%2Fdocument%2Froad_traffic_issues+270302.pdf
3. Litman T (2014) *Social cohesion as a transport planning objective*. Victoria Transport Policy Institute. <http://www.vtpi.org/cohesion.pdf>



Submission from Living Streets Aotearoa – Wellington
on Safer Speeds for Berhampore, Khandallah, Ngaio, Northland, Owhiro Bay and
Wadestown

Contact person: **Ellen Blake**
Email: wellington@livingstreets.org.nz
Phone: **021 106 7139**
Date: **11 October 2015**

Thank you for the opportunity to make this submission.

We support the proposal to reduce speed to 30 km hour in all six areas.

Lower speeds are safer and more pleasant for pedestrians, and improve traffic flow for all modes of travel. Reducing speeds is the single most effective measure to improve the urban environment for all road users.

Berhampore – we support extending the 30 km hour zone up Britomart Street to the Berhampore School. This would provide a significant safety improvement to some of our most vulnerable road users. The distance involved is small and would have the added advantage of preparing Britomart Road vehicle users for slower speeds along the main road.

Happy Valley Road – we support extending the 50 km hour zone from Brooklyn shops all the way to Owhiro Bay. There is no justification for having large or any vehicles speeding along this route when many children use it as a school route. This would be future looking if a camp ground is approved in Owhiro Road to calm and make more pleasant this easy walking route.

We would like to be heard in support of our submission.

About Living Streets

Living Streets Aotearoa is New Zealand’s national walking and pedestrian organisation, providing a positive voice for people on foot and working to promote walking friendly planning and development around the country. Our vision is “More people choosing to walk more often and enjoying public places”.

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The objectives of Living Streets Aotearoa are:

- to promote walking as a healthy, environmentally-friendly and universal means of transport and recreation
- to promote the social and economic benefits of pedestrian-friendly communities
- to work for improved access and conditions for walkers, pedestrians and runners including walking surfaces, traffic flows, speed and safety
- to advocate for greater representation of pedestrian concerns in national, regional and urban land use and transport planning.

For more information, please see: www.livingstreets.org.nz

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Item 2.1 Attachment 2

Submitter Details

First Name: **Steve**
Last Name: **Cosgrove**
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Mobile: **0221516772**
eMail: **steve@rata.co.nz**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both

Submission

Berhampore Shopping Area

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 drive through Berhampore regularly. It is a narrow, short, space, with poor visibility. Driving at a speed that I consider safe for the conditions sometimes results in resentment, and impatient, sometimes rude, behaviour from other road users. Please lower the speed limit in this area, so that I can drive a safe speed, without this reaction. The people of Berhampore deserve a safe environment, and this will help.

Happy Valley Road

Do you believe it is appropriate to reduce the speed limit to 50km/h as indicated on the map?

- Yes
 No

Any other comments

Khandallah shopping area

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

- Yes
- No

Any other comments

Northland shopping area

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

- Yes
- No

Any other comments

Ngaio shopping area

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

- Yes
- No

Any other comments

Wadestown shopping area

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

- Yes
- No

Any other comments

Attached Documents

File
Safer Speed Limit

360

Item 2.1 Attachment 2

Submitter Details

First Name: **Andy**
Last Name: **Gow**
On behalf of: **Cycle Aware Wellington**
Street: **101 The Ridgeway**
Suburb: **Mornington**
City: **Wellington**
Country: **New Zealand**
PostCode: **6141**
Daytime Phone: **02040137231**
eMail: **andy.gow@gmail.com**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both

Submission

Berhampore Shopping Area

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

- Yes
 No

Any other Comments

Berhampore has the highest injury rate of the proposed areas. Given the traffic volume, road width, and lack of good alternatives for cycling, we consider it critical that this is made a 30 km/h zone.

Happy Valley Road

Do you believe it is appropriate to reduce the speed limit to 50km/h as indicated on the map?

- Yes
 No

Any other comments

Khandallah shopping area

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

- Yes

360

No

Any other comments

Northland shopping area

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

Yes

No

Any other comments

Ngaio shopping area

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

Yes

No

Any other comments

We believe Ngaio to be particularly important as the second highest injury rate recorded by WCC.

Wadestown shopping area

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

Yes

No

Any other comments

Attached Documents

File
Safer Speed Limit



Cycle Aware Wellington

www.caw.org.nz
info@caw.org.nz
(04) 934 8315 or 021 036 4443
<https://twitter.com/CycleAwareWgtn>
post office box: 27 120 Wellington

Safer Speed Limits – Cycle Aware Wellington submission

We would like to make an oral submission. Please contact andy.gow@gmail.com

Cycle Aware Wellington is a voluntary, not-for-profit organisation aimed at improving conditions for existing cyclists and encouraging more people to bike more often. We advocate for cyclists who use their bikes for recreation and transport. Since 1994, we have worked constructively with local and central government, NZTA, businesses, and the community on a wide variety of cycle projects. We represent around 1000 members and supporters.

Key points of our submission

- We strongly support the WCC proposal for safer speed limits in the six areas.
- The council's own statistics make it clear that a drastic reduction in the injury rate can be achieved as a result of lower speed limits.
- The proposed areas have not yet benefited from other improvements to facilitate safer cycling - please consider the new WCC cycling framework when implementing the zones.
- We additionally propose that the change in Happy Valley extends to the whole current 70 km/h zone, as the proposed change leaves only a small section of road at 70 km/h.

It's just safer - please do it.

The Council's own statistics make it clear that reduced 30km/h limits make a massive difference to injury rates in crashes. The [Analysis of crash data comparing statistics from 2007-2009 to statistics from 2012-2014](#) showed:

- 82% reduction in injury crashes within the shopping centres where the 30km/h speed restriction has been introduced, but:
- 24% reduction in the shopping areas where 30km/h restrictions have been approved but not introduced.

All of the proposed areas for speed limit reduction are currently busy and narrow with limited or no alternative routes for cyclists. Our experience of riding in existing 30 km/h zones such as Aro valley and Miramar is that car drivers tend to treat other road including cyclists with more respect, and dangerous overtaking is much less common - a key reason is that bike riders tend to be going much

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closer to the speed of the cars.

We would like to emphasise the importance of lower speeds for Ngaio and Berhampore. Both are narrow, busy roads as well as being local centres for shopping/services. Ngaio is signed as a 'slow zone' but does not yet have a speed limit to make this effective. Berhampore is a key connecting route for cyclists, but does not have any safe biking infrastructure and has the highest injury rate of the six areas.

Please consider the WCC Cycling Framework on implementation of the zones.

None of the six proposed areas have yet benefited from any improvements to facilitate easier cycling, and we still strongly recommend the WCC to consider cycle provisions in these areas in accordance with the [WCC Cycling Framework 2015](#), with the addition of the 30 km/h limit.

For example, where these zones would already be best designated as a 'Shared 30 km/h zone' under that framework, then the 30 km/h area should be designed as such, in accordance with the principles outlined in Appendix B of that document.

Where other alternatives (quiet routes, protected lanes, alternative routes) are possible we recommend that these are built expediently in addition to the 30 km/h zone. We would expect that Happy Valley Road in particular would be amenable to another cycle option.

Please consider extending the 50 km/h zone to the whole of Happy Valley Road.

We want the WCC to consider extending [the proposed 50km/h limit for Happy Valley Road](#) to fill the whole of the current 70 km/h zone. Under the current proposal, a mere 700m or so will be left at 70km/h, so time savings for drivers will be negligible - a maximum of approximately 12 seconds benefit vs a full 50 km/h zone, even when the driver is enthusiastic with the throttle and brake. Heavy vehicles heading to and from the landfill are a particular concern. Harsh acceleration from these vehicles creates clouds of diesel smoke, and braking from higher speeds is more likely to require noisy engine braking.

The road is popular with recreational cyclists (especially at the weekend) as well as commuters. The remaining 70km/h zone under the proposal includes Carlucciland, houses, two bus stops, and the bicycle exit for the Wharangi track. We cannot see the sense in leaving such a short section with a higher speed limit.

Nā mātou noa, nā Cycle Aware Wellington
12 October 2015

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Item 2.1 Attachment 2

Submitter Details

First Name: **Tracy**
Last Name: **Street**
Organisation: **Owhiro Bay Residents Association**
On behalf of: **Owhiro Bay Community**
Street: **176 Owhiro Bay Parade**
Suburb: **Owhiro Bay**
City: **Wellington**
Country:
PostCode: **6023**
Daytime Phone: **027 470 1110**
Mobile: **027 470 1110**
eMail: **owhirobayresidentsassoc@gmail.com**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both

Submission

Berhampore Shopping Area

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

- Yes
 No

Any other Comments

Happy Valley Road

Do you believe it is appropriate to reduce the speed limit to 50km/h as indicated on the map?

- Yes
 No

Any other comments

We do not think that the speed restriction goes far enough. Given the amount of vehicular and pedestrian traffic at Carlucciland we would support the 50k zone spreading even further down the road, potentially past the residential area.

Khandallah shopping area

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

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- Yes
- No

Any other comments

Northland shopping area

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

- Yes
- No

Any other comments

Ngaio shopping area

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

- Yes
- No

Any other comments

Wadestown shopping area

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

- Yes
- No

Any other comments

Attached Documents

File
Safer Speed Limit

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Item 2.1 Attachment 2

Submitter Details

First Name: **Peter**
Last Name: **Carter**
Organisation: **resident**
Street: **94 Happy Valley rd**
Suburb: **Owhiro Bay**
City: **Wellington 6023**
Country:
PostCode: **6241**
Mobile: **021 265 8915**
eMail: **petercarter950@hotmail.com**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both

Submission

Berhampore Shopping Area

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

- Yes
 No

Any other Comments

Happy Valley Road

Do you believe it is appropriate to reduce the speed limit to 50km/h as indicated on the map?

- Yes
 No

Any other comments

Would like my submission to be considered.

Khandallah shopping area

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

- Yes
 No

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Any other comments

Northland shopping area

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

- Yes
 No

Any other comments

Ngaio shopping area

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

- Yes
 No

Any other comments

Wadestown shopping area

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

- Yes
 No

Any other comments

Attached Documents

File
Safer Speed Limit

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Antoinette Bliss

From: peter carter <petercarter950@hotmail.com>
Sent: Monday, 12 October 2015 4:07 p.m.
To: Safer Speed Limit
Subject: Happy valley road speed limit

Hi My name is Peter Carter I have lived in this area (next to the school) for nearly 20 years and am a rate payer: I wish to make a submission to the proposed speed limit changes to Happy valley road near Murchison street.

I am concerned with the safety aspects of road design and have recently successfully lobbied to have a safety fence built on the south side of the Murchison street bridge. While I agree that the speed limit should be lowered at that intersection I believe it should be simplified to just two zones..the present 50kmh running up to Happy valley park should be kept and it could be then changed to just 60kph right up to where it meets with Ohiro road on the way to Brooklyn. Having just two zones will mean less confusion and a better compliance by drivers.

I believe this is now necessary due to the recent opening of a shop near the turn off to the C and D landfill and the other popular activities on that stretch of road , horse riding and carlucci land..

The difference between 70kph and 60kph is significant in terms of both reaction time, and therefore breaking time available to drivers and the anticipation of all road users. This would greatly improve safety at the Murchison street intersection and other busy traffic areas, while not compromising the heavily used inter-urban role of this route between Brooklyn and the Eastern suburbs of Wellington.

I also believe that any further restriction of the road outside Owhiro Bay school is not consistent with or being fair to recreational cyclists who use this route in large numbers year round. I think recent changes to on-road parking for the School are not well designed and are in practice, unsafe regardless of the speed limit. The proper answer is to improve off-street parking for school users rather than encourage it to expand onto this busy main road.

I wish to make an oral submission to the council on these proposals.

many thanks

P. C.

Safer speed limit proposed for Berhampore shopping area

Individual submission by Dr R Scott Metcalfe and Ms Liz Springford

16 Chatham Street, Berhampore, Wellington 6023 ph 9709 126

liz.springford@gmail.com 021 0617 638, scott.metcalfe2@gmail.com 021 2010 440

Monday 12 October 2015

Please note we welcome the opportunity to present this submission in person to the Council in December.

1. Proposal and Reasons

We strongly support the safer 30kph speed limit for the Berhampore shopping area.

In addition, we recommend that the 30kph speed limit be extended southwards to the Wakefield Park area to the start of the new Island Bay Cycleway, and perhaps extending northwards to MacAlister Park.

Berhampore priority - safer for school children

Of the all the suburbs where a new 30kph limit is proposed, the top priority is Berhampore – based on the reported 28 injury crashes over the seven years 2007-2014, 9 of which resulted in injuries to pedestrians. Although our three children are now young adults, we strongly support Berhampore School's campaign for the 30kph speed limit so that local children are safer to walk and scoot to school.

Better for local businesses

Over the 27 years we have lived in Berhampore, we have also watched the changes in our suburb's shopping area. The four new cafes, bakery and Seido Karate centre create more reasons to slow down and create a people-friendly space around the Berhampore shopping area. The shopping area is currently stymied by the narrow road and fast speeds, which discourage motorists from stopping to shop there and discourages pedestrian enjoyment.

Slower transit speeds through the shopping may well, counter intuitively, increase the odds of those shops being patronised by giving greater view time to commuter traffic en route to/from Island Bay, raising the profile of the shops as further choices for south Wellington residents; and slower speeds will increase likelihood of cars being able to slow down sufficiently to more easily take advantage of carparks. Bicycling will be less frightening, as cyclists will need to contend less with impatient traffic passing too closely or attempting to pass over the double-yellow lines.

Extend 30kph zones for cycle safety along narrow roads

Although the Island Bay Cycleway will become part of a joined-up safe cycleway to the CBD, the Berhampore section has yet to be built. The southern section of Adelaide Road in Berhampore is very narrow heading up from Wakefield Park to Berhampore shops, and the slope affects both cyclist speed and driver visibility.

Watching cyclists, especially school students or parents with pre-schoolers in bike-seats, navigate this stretch of the southern route can be hair-raising. So until a safe cycleway is established in the next year or so for this area, we propose that the speed there be reduced to 30kph too.

There is probably also a good case for extending the 30kph limit northwards along Adelaide Road for the same reasons, along the steep stretch from the Berhampore shops up to the southern end of MacAlister Park – a very narrow road which cyclists and drivers are expected to share with parked vehicles. Several years ago Adelaide Road residents near the Stoke Street intersection were reported

in the media complaining that wing mirrors were recurrently snapped off their parked cars by passing vehicles because of the narrowness of the road.

That stretch is complicated too by being a steep uphill slope northwards that makes bicycling uphill safely (without wobbling) challenging for bicycles and for following motor vehicles behind them (needing to either crawl behind, pass much too closely - noting the 1.5m recommended safe passing distance between cars and bicycles- or cross the centre line to pass illegally). Likewise, downhill traffic driving southwards into the Berhampore shops picks up speed down the steep slope as it enters the Adelaide Rd/Luxford Street intersection; at the least, speed humps just north of the traffic lights on the southward land (downhill) would help ease this hazard.

The more we have continuous stretches of 30kph along our busy narrow roads, the easier it is for drivers to keep to a steady speed, complying with the regulations. Simplicity makes adherence easier.

2. Health evidence supports slower speeds

Reducing traffic speeds has significant climate and health benefits, by encouraging active transport, including walking and cycling. This is through:

- i. Reduced vehicle-induced emissions, including mode shift through greater uptake of cycling
- ii. Increased health by greater physical activity
- iii. Improved safety

i. Reduced vehicle-induced emissions, including mode shift through greater uptake of cycling

Climate change is the biggest challenge of our times. Climate change is being described as 'a medical emergency', a slow crash of enormous proportions – and an unprecedented opportunity for real immediate health gains [1-8]. Climate-damaging transport emissions are the fastest growing source of emissions in New Zealand [9].

In a world headed towards a zero emissions future as fast as possible, our transport priorities must be creating high quality public transport and active travel infrastructure. According to the Council's own survey, most Wellingtonians would cycle more if they felt safer – reducing speeds is important in creating safer cycling environments.

ii. Increased health by greater physical activity

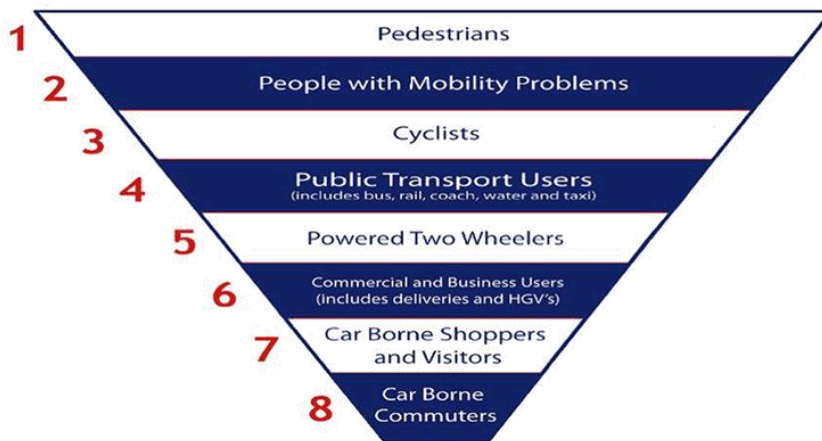
The Wellington Regional Strategy Committee, with Auckland and Waikato Councils examined the full costs of physical inactivity in their regions [11]. The 2013 study reported physical inactivity as costing the country approximately \$1.3 billion, or 0.7% of total GDP (2010), including \$141 million in Wellington.

The study concluded that "Physical inactivity is as serious a risk factor as smoking or obesity in causing a range of chronic diseases like heart disease, cancer and diabetes. Physical inactivity is globally recognised as the fourth-leading cause of death and a global public health priority. **Local government plays an important role in motivating and providing the infrastructure for people's physical activity**, including providing transport infrastructure, active transport opportunities such as cycling, walking, public transport, walking buses, urban design and land use planning."

Encouraging active transport will provide major health benefits [8,12,13]. Increasing physical exercise is well known to reduce the current epidemics of obesity, diabetes, cardiovascular disease and some cancers. Regular exercise also gives health co-benefits for those increasing numbers of people suffering from the common causes of disability like musculoskeletal disease (back and neck pain and arthritis) and psychological disorders.

Lower speed limits in Berhampore (and elsewhere in Wellington) should encourage greater uptake of walking and cycling. For cycling, recently-released projections indicate that transforming New Zealand’s urban roads over the next 40 years, using **best practice physical separation on main roads and bicycle-friendly speed reduction on local streets, would yield benefits 10-25 times greater than costs** (Macmillan et al. 2014 <http://ehp.niehs.nih.gov/1307250> [14]). Similar health gains might be expected with increased uptake of walking [12].

We believe the inverted pyramid diagram below best expresses a health-promoting and climate-protecting approach to transport priorities:



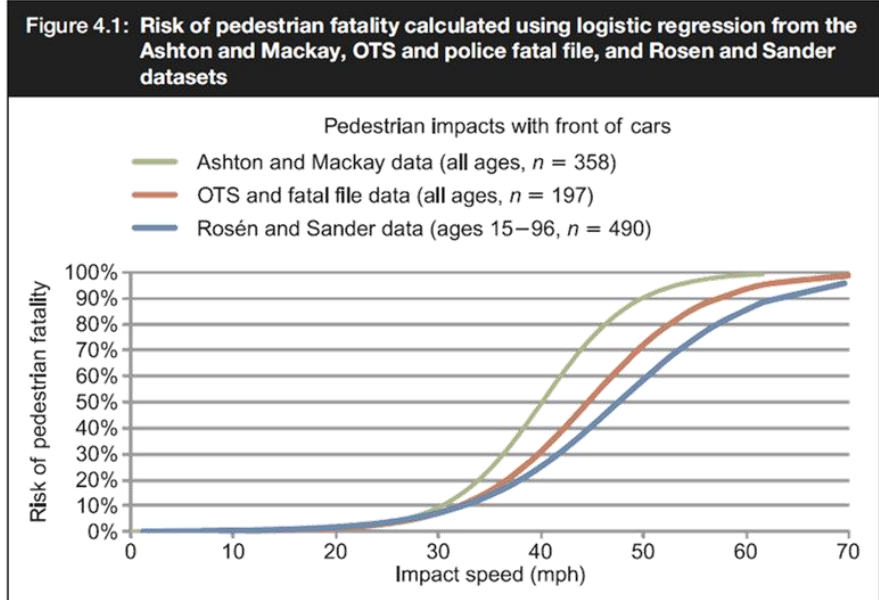
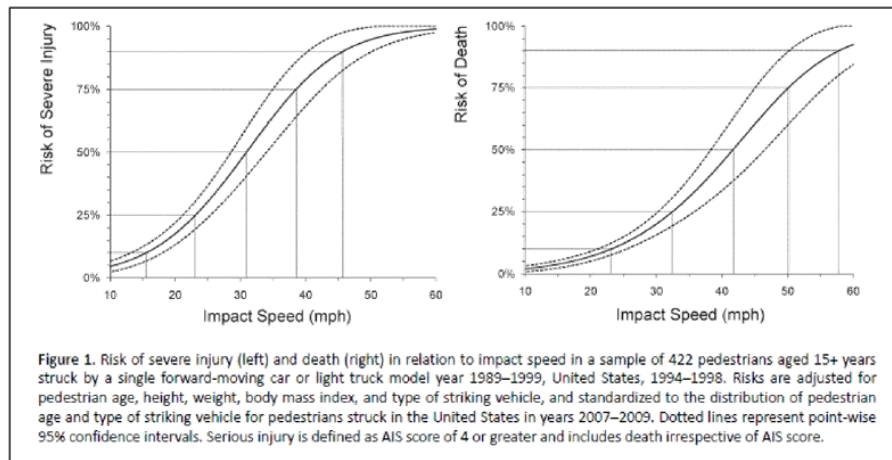
* Note: Pedestrians with mobility problems are given the highest priority

iii. Improved safety - preventing injury and death

The WCC (2014 consultation over safer CBD speeds, <http://wellington.govt.nz/~media/have-your-say/public-input/files/consultations/2014/central-city-safer-speed-limit/supporting-data.pdf>) has previously quoted the Ministry of Transport’s analysis that higher vehicle velocities induce greater harm to non-motor-vehicular road users in the event of collision. **Survival rates of 50% for pedestrians hit by a vehicle travelling at 45 km/h compare poorly with 90% survival at 30km/h.**

This means that **mortality rates at 45 km/h are five times (500%) that of 30 km/h for merely a 50% increase in speed** (mortality (1-50%)/(1-10%) versus speed 45/30). This is because the force imparted on the colliddee will be proportional to the square of that speed (velocity) as well as the mass of the motor vehicle*, and therefore collision-fatality rates inevitably increase exponentially with speed. The sigmoid relationship between speed and impact severity (probability of severe injury or death) is illustrated in the following figures from the UK and US, where at high velocities death is 100% certain [16,17,18]:

* where $E_k = \frac{1}{2} mv^2$, kinetic energy (force) therefore being a product of (and directly proportional to) linear mass and exponential velocity



Sources: Richards 2010 [16], Tefft 2011 [17]

Reduced speed limits will not reduce the weight of the motor vehicle (the mass component in the kinetic energy equation, see footnote *), but they will dramatically (i.e. exponentially, not linearly) reduce the speed component of that force. So both fatalities and the severity of non-fatal injury per collision are lessened.

The risks of collisions occurring increase with speed partly because speed affects stopping distances (the Council document states 28m for a car travelling at 50km/h, versus 13m at 30km/h). The severity of crashes is reduced by shortened stopping distances, where stopping distance both lessens the changes of that collision occurring, and reduces the severity of residual collisions by having slower terminal speed at point-of-impact.

In addition to the effect on stopping distances, perception times are affected by speed – the faster the speed, the less likelihood there is of seeing potential hazards (e.g. non-motor-vehicular road users) as space/time effects contract, and then responding to those hazards (as time contracts). Speed reduces the likelihood of reacting and the reaction time.

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From: [Lizzie Chambers](#)
To: [Safer Speed Limit](#)
Cc: [Kerry Betteridge](#)
Subject: Ngaio 30 km/hr consultation: Request for consideration of measures to reduce average speed on top of Ngaio gorge/ Kenya street on behalf of most residents.
Date: Monday, 12 October 2015 1:27:45 p.m.
Attachments: [CCF12102015_00000.pdf](#)
[CCF12102015_00001.pdf](#)

Dear Safer Speed Limit team

Please find attached a letter outlining significant concerns held by most residents at the top of Kenya Street/Ngaio Gorge.

We write to:

- 1) express our support for the proposed introduction of the 30 km/hour zones in both Ngaio and Khandallah, provided that the return to 50 km/hour does not occur outside the library, where children often exit at speed and without looking.
- 2) provide the attached letter about a different, dangerous area of road through Ngaio that this is not included in your current consultation, but which we believe to be relevant to that process, given the need to take a holistic approach.

Should you have any questions please feel free to contact either Kerry Cole or myself on the emails above, and please kindly acknowledge receipt of this email and both its attachments?

Kind regards Lizzie Chambers
021 247 4008

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Kerry Cole
64 Kenya St
Ngaio, Wellington
021 045 0625
kerry.betteridge@gmail.com

Lizzie Chambers
53 Kenya St
Ngaio, Wellington
021 247 4008
lizzie.chambers@carbonmatch.co.nz

15 September 2015

cc. **Andy Foster, City Councillor**

re. Road safety at top of Ngaio Gorge and Kenya St

Dear Councillors

We would like to bring to your attention the dangerous section of road we live on, from the top of Ngaio Gorge (from the Perth St intersection) through to 54 Kenya St. We believe this section of road is unsafe for pedestrians (especially children), cyclists and vehicle drivers. We request that Council consider introducing ways to make this section of road safer for residents and road users. We note the current submission process via which consideration is being given to establishing a 30 km/h zone in both the Ngaio and Khandallah village areas, and that the area we refer to in this letter is not included in that process.

Context

Vehicles often come up Ngaio Gorge very fast and when they turn into Kenya St they are suddenly confronted with an unexpectedly narrowed road due to parked residents cars on both sides. This can cause vehicles to slow suddenly and often, to swerve across the centre line. This creates risk for pedestrians, cyclists, oncoming traffic and parked vehicles.

We also observe many drivers using cell phones as they come around this corner, creating further risk.

Ngaio is home to a large number of children and is a school zone. There are many young children living and walking along this section of road everyday. There are also a large number of commuter cyclists using this road.

Many residents do not have access to off-street parking, or where they do, it is very close to the road. Some of us load and unload young children into cars parked on, or very close to, this busy road everyday. We do not feel safe walking along or crossing this road with our children.

Near Misses and Accidents Are Common

Just three months ago one of our parked cars was written off when hit by a bus that swerved to avoid a car travelling too fast on the wrong side of the road (see attached article in The Wellingtonian). The car was pushed over the footpath and into a driveway. We are thankful that no one was hurt, but are concerned that next time we may not be so lucky.

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We are aware of a number of recent incidents in this section of road in and believe that a lack of reporting likely understates the problem. Please see attached for examples.

Request for Consideration - Supported from our Community

We ask that Council consider:

- introducing traffic calming measures near the Ngaio Gorge Rd / Perth St to slow traffic down as it approaches the turn into Kenya St (e.g. conceptual narrowing - painted lines, roadside paving, planting etc.)
- introducing signage (e.g. Go slow - children, Residential area etc.)
- reducing the speed limit (e.g. 30km zone)
- removing the vehicle parks at the top of Kenya St (by nos. 68D & 57). (alternative parking is available in nearby Trelissic Crescent).
- better enforcement of existing traffic rules.




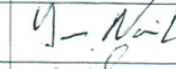
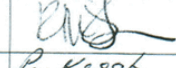
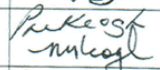
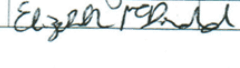
We would welcome the opportunity to meet to discuss these ideas further. Please let us know the best way to proceed. Please also see the extensive list of co-signatories below from other residents on our street.

Kind Regards,



Kerry Cole and Lizzie McDonald

Also Supported by and Signed by:

Address	Name	Signature	Contact
43 Kenya St	Alison & John Howell		4797804
43A Kenya St	Ann & Matt Hoy		972 5195
45 Kenya St	Rachel and Surinder		4794090
47 Kenya St	Tim & Karen Naisl		0272359101
49 Kenya St	Robyn & Andrew McInnes		0277159414
51 Kenya St	Mike and Penny Keogh		0272152060
53 Kenya St	Lizzie & Duncan McDonald		

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		<i>R.H.L.</i>	0211140289
	57 Kenya St	Jay and Ralph Matthes	<i>R.H.L.</i> 027 476 0500
	58 Kenya St		
	60 Kenya St	Victoria & Dominic Forrest	<i>Rogers</i> <i>Forrest</i> 0211050121
	62 Kenya St	Jack & Victoria Forrest	<i>Forrest</i> 021 0243 8226
	64 Kenya St	Kerry & Matthew Cole	<i>Matthew Cole</i> 021 0450625
	66 Kenya St	Ian & Catherine Sinclair	
<i>amekaw</i> <i>clear.net.nz</i>	68A Kenya St	Bill & Linda	<i>Linda</i> 0274577775
	68B Kenya St	Phil Martin Vikki Mills	<i>Phil Martin</i> 021417080
	68C Kenya St	Rini & Abhishek Pandyan Melissa Peach	<i>Rini</i> 0211771364 <i>Melissa Peach</i> 0274408090
<i>Sam. Prabhakaran</i> <i>@ hotmail.com</i>	68 D Kenya St	SAM PRABHAKARAN	<i>Sam</i> 021 23 69 420
	1 Ngaio Gorge Rd 313 NGR	Amelia & Mark	<i>Amelia</i> 021476769
	1A Ngaio Gorge Rd	Mary Corkill	<i>M. Corkill</i> 479 6505
	4 Ngaio Gorge Rd		
	6 Ngaio Gorge Rd		
<i>marion.walton</i> <i>@gmail.com</i>	Trelissich Gorge	Marion Walter	<i>Marion Walter</i>
	41-41 KENYA ST	Marilyn Baker	<i>Marilyn Baker</i> 04 4793538
	10 Ngaio Gorge Rd	Kirsten Clayton	<i>Kirsten Clayton</i> 021 2283539
	5 " " "	Sylvia Peck	<i>Sylvia Peck</i> 9397810
	7 Ngaio Gorge Rd	Mike	<i>Mike</i> 0272276380
	8 Ngaio Gorge Rd	David Ireland	<i>David Ireland</i> 021343615
	6A Ngaio Gorge Rd	Harry Ireland	<i>Harry Ireland</i> 0211577390

Evidence of incidents (top of Kenya St & Ngaio Gorge)

Details	Date	Reported?	Name & Contact Details
Parked car written-off when hit by bus swerving to avoid on-coming car driving fast on wrong side of road (from Ngaio Gorge direction). Parked car pushed by bus from roadside across pavement into driveway (47 Kenya St). No injuries. (See attached article in The Wellingtonian).	March 2015	Yes	Kerry & Matt Cole 021 045 0625
Mirror smashed by passing vehicle (outside 45 Kenya St)	Feb 2015	No	Andrew Burns (visitor) 04 479 5829
Major repairs needed when parked car hit by heavy vehicle, forced against curb. (Outside 54 Kenya St, behind bus stop). Front wheel damaged, front suspension damaged beyond repair. Repair cost approx. \$7000. Damage not discovered until following day, after owners had driven back to Levin and were told car very dangerous to drive.	Sept 2014	No	Graeme & Rowena Cole (visiting grandparents) 06 368 2983
Passenger door clipped on roadside as child being seat-belted (outside 49 Kenya St)	About 1 year ago	?	Robyn & Andrew McInnes
Mirror smashed by passing vehicle (outside 64 Kenya St)	Feb 2013	No	Kerry & Matt Cole
Two smashed mirrors (outside 49 Kenya St)	Within last 15 months		Robyn & Andrew McInnes
2 mirrors taken off (outside 45 Kenya St)	?	No	Rachel Sheldon
Mirror damaged (outside 62 Kenya St)	Within last 1 year	No	John & Alyson Howell
Mirror smashed by passing vehicle (outside 64 Kenya St)	Within last 1 year	No	Richard Cole
"Regularly nearly collected turning out of drive" (3/3 Ngaio Gorge Rd)	Ongoing	-	Amelia White
"Several people have knocked on our door after minor accidents Ngaio Gorge /	Ongoing	?	Marion Walton

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Item 2.1 Attachment 2

Trelissick Crescent as people don't slow down for the bend" (1 Trelissick Crescent)			
Have heard that a car was damaged by a house-moving trucks (this was further down the street and we don't have the details of this)	Within last 1 year	?	-
Small truck rolled down from driveway of 45 Kenya St, hitting and writing off car parked across road at 64 Kenya St	2010	Yes	Kerry & Matt Cole
5 mirrors smashed (outside 62 Kenya St)	Within last 20 years	No	Victoria & Jack Forrest
Mirror smashed by passing vehicle (outside 53 Kenya St)	?	No	Lizzie's parents
Right-hand side of car totally wrecked when hit by bus (outside 62 Kenya St)	10 years ago	?	Victoria & Jack Forrest
Car crashed into bedroom of no 64 (driving from North towards Gorge). An Amco crash barrier has been installed outside no 62 & 64 as a result.	1980s	Yes	Previous owners, no. 64.





Have your say about a safer speed limit in Berhampore shopping area 379

Wellington City Council would like your feedback on its plan to reduce the speed limit in Berhampore shopping area from 50km/h to 30km/h.

To have your say, please fill out this submission form and post it back to us (no stamp required), or make a submission online in the public input section at Wellington.govt.nz, by **5pm Monday 12 October 2015**.

Please be aware that 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	
<input checked="" type="radio"/> Mr / <input type="radio"/> Mrs / <input type="radio"/> Miss / <input type="radio"/> Ms / <input type="radio"/> Dr (circle which applies)	
First name(s) BRIAN	Last name BURDELL
Street address 38 MAREWA ROAD HATAITAI 6021	
Phone (04) 386 3582	Email n/a
I am writing this submission (tick box)	
<input checked="" type="checkbox"/> As an individual <input type="checkbox"/> On behalf of an organisation Name of organisation:	
Would you like to make an oral submission to the Committee considering the proposal in December?	
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Do you believe it is appropriate to reduce the speed limit to 30km/h as indicated on the map?	
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Any other comments	
<p>I AM CONCERNED THAT THE LOCATION OF THE SPEED REDUCTION SIGNAGE IS TOO CLOSE TO THE AREAS IN WHICH THE REDUCED SPEED IS. REQUEST FOR EXAMPLE THE EXISTING SITUATION AT THE "HATAITAI UCCAGE" LOCATION THE SIGNAGE AT THE WESTERN WAITOA ROAD REDUCTION POINT IS ALMOST AT THE UCCAGE - AND ON A DOWNWARD SLOPE, SUCH THAT UNLESS A DRIVER SLAMS ON THE BRAKES AT THE SPEED SIGN REDUCTION LOCATION IT IS UNLIKELY THAT THE 30km/h WCC BE ACHIEVED</p>	
FreePost Authority Number 2199 Free  	
Freepost WCC Berhampore Speed Limit Consultation (KCIF02) Wellington City Council PO Box 2199 Wellington	
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> RECEIVED 12 OCT 2015 BY: _____ </div>	

Item 2.1 Attachment 2

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Have your say about a safer speed limit in Happy Valley Road

Wellington City Council would like your feedback on its plan to reduce the speed limit in Happy Valley Road area from 70km/h to 50km/h.

To have your say, please fill out this submission form and post it back to us (no stamp required), or make a submission online in the public input section at Wellington.govt.nz, by **5pm Monday 12 October 2015**.

Please be aware that 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	
Mr / Mrs / Miss / Ms / Dr (circle which applies)	
First name(s) BRIAN	Last name BURDELL
Street address 38 MAREWA ROAD WATAHIA 6021	
Phone (04) 386 3582	Email N/A
I am writing this submission (tick box)	
<input checked="" type="checkbox"/> As an individual	<input type="checkbox"/> On behalf of an organisation Name of organisation:
Would you like to make an oral submission to the Committee considering the proposal in December?	
<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Do you believe it is appropriate to reduce the speed limit to 50km/h as indicated on the map?	
<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Any other comments	
<p>FULLY SUPPORT THE PROPOSAL. IT IS IN FACT THE SECTION OF HAPPY VALLEY ROAD WHICH SHOULD HAVE BEEN INCLUDED IN THE LAST / PREVIOUS PROPOSAL (A YEAR OR TWO AGO - AT THAT TIME I COULD NOT BELIEVE THAT THE ROAD TO THE LANDFILL AND NEAR BY INTERSECTIONS HAD NOT BEEN INCLUDED AND MADE THAT SUGGESTION IN MY SUBMISSION / FEEDBACK AT THAT TIME</p>	
<p>FreePost Authority Number 2199</p> <p>Absolutely Positively Wellington City Council Me Heke Ki Pōneke</p> <p>Free  </p>	
<p>FreePost WCC Happy Valley Road Speed Limit Consultation (KCIF02) Wellington City Council PO Box 2199 Wellington</p>	<p>RECEIVED 12 OCT 2015 BY: _____</p>

Have your say about a safer speed limit in Berhampore shopping area

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Wellington City Council would like your feedback on its plan to reduce the speed limit in Berhampore shopping area from 50km/h to 30km/h.

Please be aware that 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.

To have your say, please fill out this submission form and post it back to us (no stamp required), or make a submission online in the public input section at Wellington.govt.nz, by **5pm Monday 12 October 2015**.

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	
Mr / <u>(Mrs)</u> / Miss / Ms / Dr (circle which applies)	
First name(s) <i>Margaret</i>	Last name <i>Dick</i>
Street address <i>521 Adelaido Rd</i>	
Phone <i>022 070 2439</i>	Email <i>anmar@xtra.co.nz</i>
I am writing this submission (tick box)	
<input checked="" type="checkbox"/> As an individual	<input type="checkbox"/> On behalf of an organisation Name of organisation:
Would you like to make an oral submission to the Committee considering the proposal in December?	
<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Do you believe it is appropriate to reduce the speed limit to 30km/h as indicated on the map?	
<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Any other comments	

CSNOC101786

FreePost Authority Number 2199

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke



Freepost WCC
 Berhampore Speed Limit Consultation (KCIF02)
 Wellington City Council
 PO Box 2199
 Wellington



Item 2.1 Attachment 2