
ORDINARY MEETING

OF

SAFER SPEEDS HEARING SUBCOMMITTEE

MINUTES

Time: 10:00am
Date: Tuesday, 12 May 2020
Venue: Virtual meeting

PRESENT

Councillor Calvert (via audiovisual link)
Councillor Condie (Chair) (via audiovisual link)
Councillor Foon (via audiovisual link)
Councillor Matthews (via audiovisual link)
Councillor Pannett (via audiovisual link)
Councillor Paul (via audiovisual link)
Councillor Rush (via audiovisual link)
Councillor Young (via audiovisual link)

IN ATTENDANCE

Councillor Sparrow (via audiovisual link)
Deputy Mayor Free (via audiovisual link)

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1. Meeting Conduct

1.1 Karakia

The Chairperson declared the meeting open at 10:01am and read the following karakia to open the meeting.

**Whakataka te hau ki te uru,
Whakataka te hau ki te tonga.
Kia mākinakina ki uta,
Kia mātaratara ki tai.
E hī ake ana te atākura.
He tio, he huka, he hauhū.
Tihei Mauri Ora!**

Cease oh winds of the west
and of the south
Let the bracing breezes flow,
over the land and the sea.
Let the red-tipped dawn come
with a sharpened edge, a touch of frost,
a promise of a glorious day

1.2 Apologies

No apologies were received.

1.3 Conflict of Interest Declarations

No conflicts of interest were declared.

1.4 Items not on the Agenda

There were no items not on the agenda.

1.5 Public Participation

As per standing order 31.2, the public participation procedure does not apply in respect of any hearing.

Suspension of standing orders

Note: In accordance with standing order 2.4 a motion to suspend standing orders requires a 75% majority in order to be carried.

Moved Councillor Condie, seconded Councillor Rush

Resolved

That the Safer Speeds Hearing Subcommittee:

1. Temporarily suspend the following standing order:
 - a) Standing order 27.7 (Division), to allow divisions be recorded by a show of hands rather than taking down names by the Chief Executive.

Carried

2. General Business

2.1 Safer Speeds Oral Hearings

Moved Councillor Condie, seconded Councillor Matthews

Resolved

That the Safer Speeds Hearing Subcommittee:

1. Receive the information.
2. Hear the oral submitters and thank them for speaking to their submissions.

Carried

Secretarial note: The following members of the public spoke to their written submissions:

Name
Kate Jensen
Allister Rose
Callum McMenamin
Isabella Cawthorn
Jonathan Fletcher
Chris Watson
Dave Hayes
Russell Tregonning
Angela Rothwell - Mount Victoria Residents' Association
Paul Bruce
Igor Albornett

Tabled documents

- 1 Igor Albornett
- 2 Jeff Montgomery
- 3 Russell Tregonning
- 4 Isabella Cawthorn - Submission

Adjournment of meeting

Moved Councillor Calvert, seconded Councillor Rush

Resolved

That the Safer Speeds Hearing Subcommittee:

1. Adjourn the meeting until 1:00pm, 12 May 2020 via Zoom, in accordance with Standing Order 25.2 (a).

Carried

The meeting adjourned at 11:12am and reconvened at 1:01pm with the following members present: Councillor Calvert, Councillor Condie (Chairperson), Councillor Foon, Councillor Matthews, Councillor Pannett, Councillor Paul, Councillor Rush and Councillor Young.

Secretarial note: The following members of the public spoke to their written submissions:

Name
Paula Warren
Martin, Melanie and Veronica Krafft
Simon Gow
Mike Mellor
Jeff Montgomery
James Sullivan
Daniel McGaughran

(Deputy Mayor Free entered the meeting at 1:19pm.)

The meeting concluded at 1:51pm with the reading of the following karakia:

Unuhia, unuhia, unuhia ki te uru tapu nui	Draw on, draw on
Kia wātea, kia māmā, te ngākau, te tinana, te wairua	Draw on the supreme sacredness To clear, to free the heart, the body and the spirit of mankind
I te ara takatū	
Koia rā e Rongo, whakairia ake ki runga	Oh Rongo, above (symbol of peace)
Kia wātea, kia wātea	Let this all be done in unity
Āe rā, kua wātea!	

Authenticated: _____

Chair

ORDINARY MEETING

OF

SAFER SPEEDS HEARING SUBCOMMITTEE

MINUTE ITEM ATTACHMENTS

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2.1 Safer Speeds Oral Hearings – tabled documents

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Item 2.1 Attachment 1



TAKEAWAYS

SLOW IS SMOOTH, SMOOTH IS BETTER

- 1 A CASE FOR THE ECONOMY**
- 2 A CASE FOR THE ENVIRONMENT**
- 3 A CASE FOR OUR HEALTH**

LESS ROADS, MORE STREETS

A CASE FOR THE ECONOMY

STREETS SERVE AS THE KEY PLATFORM FOR ECONOMIC EXCHANGE IN CITIES.
They fuel our local economy

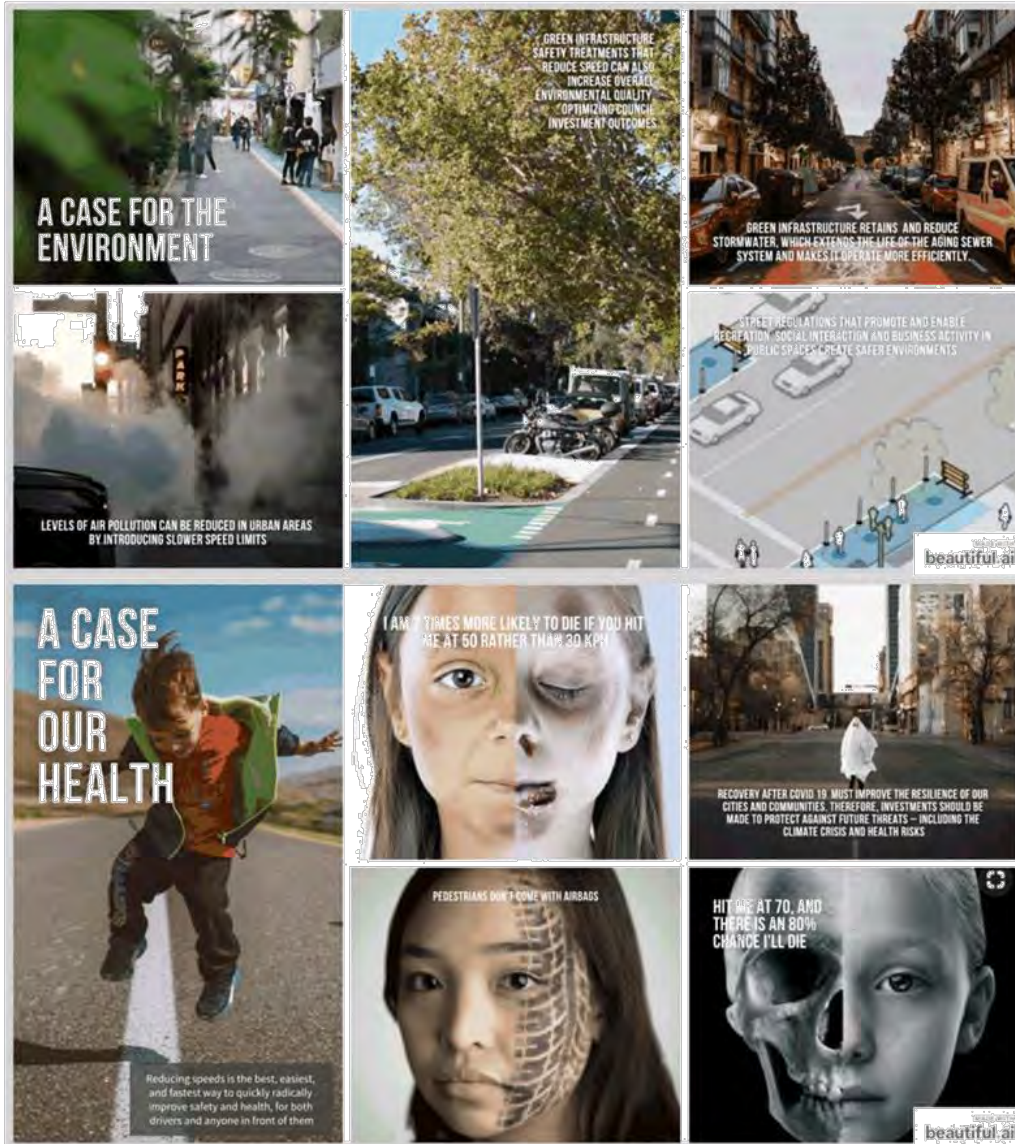
IMPROVED ACCESSIBILITY BY SLOWER, WELCOMING STREETS ATTRACT MORE PEOPLE AND MORE ACTIVITY, THUS STRENGTHENING THE BUSINESSES THAT SERVE THEM

MOVEMENT OF FREIGHT AND SERVICING MUST BE BALANCED WITH THE WAYS PEOPLE MOVE IN THE STREET.
REGULATIONS THAT SUPPORT ALL OUTCOMES SHOULD BE BALANCED FOR APPROPRIATE PERFORMANCE.

TIFFANY & CO.

MOBILITY VS ECONOMY IS THE TENSION AT HAND.
IT CAN BE RESOLVED IN MORE THAN ONE WAY.

Item 2.1 Attachment 1



HOW ONE COUNTRY WENT A YEAR WITHOUT A CHILD DEATH ON THE ROAD

USING A SAFE SYSTEM ASSESSMENT FRAMEWORK TO DESIGN STREETS

MAKE ALTERNATIVES TO DRIVING APPEALING ENOUGH THAT PEOPLE NO LONGER FEEL IT'S NECESSARY TO DRIVE

AT ABOUT AN O'Clock PEOPLE WOULD THROUGH AN URBAN ENVIRONMENT STOP BEING IN A PEACE AND ARE IN SPACE INSTEAD

FOR THE FIRST TIME IN MORE THAN A CENTURY, THE COUNTRY IS CELEBRATING 100 YEARS WITHOUT AN UNDER-18 CHILD DEATH IN A TRAFFIC ACCIDENT

WE HAVE A CHANCE TO CHANGE FOR THE BETTER FOR GOOD

beautiful.ai

Abel Smith/The Terrace

photos taken within 1 minute, 11.15am today



School crossing over rise

photos taken within 1 minute, 11.15am today



One-way street + two-way cars

photos taken within 1 minute, 11.15am today



LOWER SPEED LIMIT FOR WELLINGTON'S CBD

SUBMISSION TO WCC MAY 2020

Russell Tregonning
Orthopaedic Surgeon
Former Senior Lecturer, University of Otago,
Wellington

THE HEALTH ACT (1956)

The Parliamentary Counsel Office
newzealand.govt.nz

General powers and duties of local authorities in respect of public health:

“... it shall be the duty of every local authority to improve, promote, and protect public health within its district”

ROAD CRASH INJURY/DEATH: ITS ALL ABOUT THE PHYSICS

- * **Kinetic Energy = $\frac{1}{2}$ mass x velocity squared**
- * **So, kinetic energy absorbed at 30kph is only 36% of that at 50kph**

LGWM: more people moving with fewer vehicles

- * 'With a growing population it is crucial more use public transport, walk or bike. Safer central city speeds will help encourage this.
- * **BUT—exceptions—Quays, Taranaki, Cable, SH1—encouraging people to drive thru the city fast**

**Retaining these CBD streets at 50kph flouts these
LGWM's principles**

KISS

- * Don't confuse people with different speeds.

The streets LGWM want to exclude from 30kph limit are all busy with many pedestrians—and hopefully more cyclists when made safer for them.

- * Govt. principle in handling current COVID-19-threat--

HEALTH IS ALL-IMPORTANT

MAKE ALL CITY SPEED LIMITS CONSISTENT, SAFE & HEALTHY:

30 kph and no more

Let's Get Wellington Moving – Speed limit consultation March 2020
Feedback

1514

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION:
Isabella Cawthorn	Other	as an individual	No

Do you support the proposal as shown which will lower the speed limit to 30km/h on the proposed streets?

Strongly support

Comments about support or opposition to the proposal:

1. Traffic calming is vital - the evidence is unequivocal. It's naive to just change the speed limit and expect meaningful behaviour change from people driving. Get physical stuff in the streets ASAP. Change it up over time if needs be, doing trials and monitoring and improving - that's fine, just get it in. Flexiposts, Placekit, art installations, parklets, green infra, water tanks, removeable humps, moveable kerbs, whatever - just get it in. 2. Streets staying at 50km must have rori iti, immediately. Do it as a trial, if you must, but they can't be left as they are: so inhospitable to cycling / scooting / skating that people can only do so being a nuisance to slower people on the footpath, or at risk of their lives in the road. At the least, these streets must be made better for walking so the bare minimum is installing plenty of on-street parking corrals for share bikes and scooters. 3. This proposal needs to be expanded with a proper focus on the purpose of streets - and in many of the streets currently proposed as "leave at 50", either expansion of the 30km zone or some serious traffic calming. There needs to be a serious rethink of the function of streets like Molesworth and Murphy, Aro, the top half of The Terrace, Webb, upper Willis, upper Dixon and Ghuznee. It's apparently OK in these streets to overwhelmingly prioritise vehicle movement over people. This degree of prioritisation makes no sense given the landuse and functions of those areas - what the streets, as part of the public realm, should be doing for the city. (It's especially telling that WCC hasn't even included on the map its "very own" existing 30km zone in Aro village; this is revealing how much council sees streets like these as "arterials" in all but name.) Omitting these streets from the proposals reveals how happy Council is to ignore the place functions that are battling away despite traffic, and keep suppressing the enormous potential of those streets that would be realised were the balance shifted towards place functions. Especially anomalous are side streets like Aitken, Kate Sheppard, Torrens, Church. Some - like Church - already have low speeds, but we know that's not a reason not to lower speed limits. Others - like Kate Sheppard - regularly experience inappropriate and objectively dangerous speeds, due to their geometry and the behavioural signal sent by "it's legal to drive at 59km/h". I'm hopeful that there'll be traffic calming installed in many of these streets to bring operating speeds to an appropriate level even if they're not formally included in the lower limit proposal.

Relationship to central city

I work in the area

How do you think the proposal will affect...

people walking in, around or through the area?	Very positively
people using public transport in, around or through the area?	Very positively
people riding bikes in, around or through the area?	Very positively

3029

people driving vehicles/riding motorbikes in, around or through the area?	Neutral
people living in the area?	Very positively
for people working in the area?	Very positively
for people managing or owning a business in the area?	Positively
for people who are living with mobility and/or accessibility issues?	Very positively

Overall, thinking about the city as a whole, the long-term impact of the proposed changes will be:

Very positive

How do you usually travel to get to the central city?

public transport (bus or train)

When you're in the central city area, how do you usually move around the streets?

bicycle

Would you like to make any other comments?

We should have done this a decade or more ago, so it's great to have it finally happening. Please move briskly and get those operating speeds down - with interim materials / installations if needs be - ASAP. (it'll be a valuable help in kickstarting the city again post lockdown.)

Has a file been uploaded?