

ORDINARY MEETING

OF

SAFER SPEEDS HEARING SUBCOMMITTEE

AGENDA

Time: 2:00pm
Date: Wednesday, 13 May 2020
Venue: Virtual Meeting

MEMBERSHIP

Mayor Foster
Councillor Calvert
Councillor Condie (Chair)
Councillor Foon
Councillor Matthews
Councillor Pannett
Councillor Paul
Councillor Rush
Councillor Young

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 04-803-8334, emailing public.participation@wcc.govt.nz or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.

AREA OF FOCUS

The Safer Speeds Hearing Subcommittee is responsible for receiving submissions from the public on the proposed 30 km/h speed limit for the city centre.

Quorum: Five members.

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1. Meeting Conduct

1.1 Karakia

The Chairperson will open the meeting with a karakia.

Whakataka te hau ki te uru,	Cease oh winds of the west
Whakataka te hau ki te tonga.	and of the south
Kia mākinakina ki uta,	Let the bracing breezes flow,
Kia mātaratara ki tai.	over the land and the sea.
E hī ake ana te atākura.	Let the red-tipped dawn come
He tio, he huka, he hauhū.	with a sharpened edge, a touch of frost,
Tihei Mauri Ora!	a promise of a glorious day

At the appropriate time, the following karakia will be read to close the meeting.

Unuhia, unuhia, unuhia ki te uru tapu nui	Draw on, draw on
Kia wātea, kia māmā, te ngākau, te tinana,	Draw on the supreme sacredness
te wairua	To clear, to free the heart, the body
I te ara takatū	and the spirit of mankind
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!	

1.2 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.

1.3 Conflict of Interest Declarations

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

1.4 Confirmation of Minutes

The minutes of the meeting held on 12 May 2020 will be put to the Safer Speeds Hearing Subcommittee for confirmation.

1.5 Items not on the Agenda

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

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

The Chairperson shall state to the meeting:

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

The item may be allowed onto the agenda by resolution of the Safer Speeds Hearing Subcommittee.

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

The Chairperson shall state to the meeting that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Safer Speeds Hearing Subcommittee for further discussion.

1.6 Public Participation

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

Requests for public participation can be sent by email to public.participation@wcc.govt.nz, by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 803 8334, giving the requester's name, phone number and the issue to be raised.

2. General Business

SAFER SPEEDS ORAL HEARINGS

Purpose

1. This report asks the Safer Speeds Hearing Subcommittee to recognise the speakers who will be speaking to their submissions regarding the Central City Safer Speeds consultation.

Recommendation/s

That the Safer Speeds Hearing Subcommittee:

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

Background

2. The Safer Speeds Hearing Subcommittee was appointed on 13 February 2020 to hear submissions from the public on the proposed 30 km/h speed limit in the city centre.
3. Wellington City Council consulted on the Central City Safer Speeds proposal between 24 February and 31 March 2020.
4. During the consultation, every submitter was provided the option to speak to their submission at a Subcommittee hearing.
5. After consultation was closed, the original hearing dates had to be postponed due to the COVID-19 Pandemic. Once new dates were confirmed, all submitters who indicated they would like to speak to their submissions were contacted to schedule a time to speak.

Discussion


6. Attachment 1 is a list of the confirmed submitters who have indicated that they wish to speak to the Subcommittee, in speaking order.

Options

7. Not applicable.

Next Actions

8. Following the hearings, the Subcommittee will consider information received on the Safer Speeds consultation and make recommendations to the Strategy and Policy Committee.

AttachmentsAttachment 1. List of Speakers 13 May [↓](#) 

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Author	Hedi Mueller, Democracy Advisor
Authoriser	Jennifer Parker, Democracy Services Manager Stephen McArthur, Director, Strategy and Governance

SUPPORTING INFORMATION

Engagement and Consultation

This report provides for a key stage of the consultation process – the opportunity for the public to speak to their written submission.

Treaty of Waitangi considerations

N/A

Financial implications

There are no financial implications arising from this report. Submitters may speak to matters that have financial implications.

Policy and legislative implications

There are no policy implications arising from this report. Submitters may speak to matters that have policy implications.

Risks / legal

N/A

Climate Change impact and considerations

N/A

Communications Plan

N/A

Health and Safety Impact considered

In light of the COVID-19 pandemic, the decision was made to postpone the original hearing dates. The current alert level (Level Three at time of writing) asks that people stay at home where possible, and virtual meetings have been a successful alternative to in person meetings. Democracy Services staff offered full assistance to submitters in case of any unfamiliarity with using Zoom.



Safer Speeds consultation

Oral submitters report

Speakers - 12 May

Let's Get Wellington Moving
24 February - 31 March 2020

SUBMISSION NUMBER	NAME	SUBURB	ON BEHALF OF	PAGE NUMBER
1	Kate Jensen	Other	as an individual	1
2	Allister Rose	Wadestown	as an individual	3
3	Callum McMenamin	Mount Victoria	as an individual	5
4	Marko Garlick	Kelburn	as an individual	7
5	Jonathan Fletcher	Khandallah	as an individual	9
6	Chris Watson	Aro Valley	as an individual	11
7	Dave Hayes	Miramar	as an individual	13
8	Russell Tregonning	Seatoun	as an individual	15
9	Trevor King	Wellington Central	as an individual	17
1673	Angela Rothwell	Mount Victoria	Mt Victoria Residents' Association	19
1599	Paul Bruce	Brooklyn	as an individual	21
962	Igor Albornett	Karori	as an individual	23
10	Vandy Pollard	Lyll Bay	as an individual	25
11	Paula Warren	Kelburn	as an individual	27
12	Martin	Mount Victoria	as an individual	29
13	Simon Gow	Wellington Central	as an individual	31
14	Mike Mellor	Seatoun	as an individual	33
15	Jeff Montgomery	Te Aro	as an individual	35
16	James	Johnsonville	as an individual	37
17	Daniel	Johnsonville	as an individual	39
18	Ella Borrie	Newtown	as an individual	41

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

1

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION:
Kate Jensen	Other	as an individual	Yes

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:

Extend to Taranaki Street, Kent tce, Cambridge tce, Vivian St and the wateefron quays. Best practice Street design is 30kms when sharing with peopel on bicycles, and significant number of pedestrians

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
people driving vehicles/riding motorbikes in, around or through the area?	Very positively
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?	Very 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?

walk

Would you like to make any other comments?

We deserve safe and attractive streets. Lowering operating speeds and speed limits on urban streets will:
- improve safety for all road users - encourage more people to walk and cycle in the central city, reducing car use - make the city quieter and more pleasant - have little or no effect on vehicle journey times - be good for city businesses - reduce emissions, in line with WCC's Te Atakura – First to Zero plans - be consistent with WCC's urban growth, walking and cycling policies and LGWM aims Changes to street design and layout are also needed, to signal that these are 30 kmh streets. A network of protected bike lanes is needed, especially on any streets not included in the 30 kmh plan. I note 508 people were injured or killed on Wellington City roads in 2018, up from 459 in 2017 and 365 in 2016.

Has a file been uploaded?

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

2

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION:
Allister Rose	Wadestown	as an individual	Yes

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

Support

Comments about support or opposition to the proposal:

a tax should be introduced for vehicles entering the CBD much the same way London has put in a tax

Relationship to central city

I live in the area

How do you think the proposal will affect...

people walking in, around or through the area?	Positively
people using public transport in, around or through the area?	Positively
people riding bikes in, around or through the area?	Positively
people driving vehicles/riding motorbikes in, around or through the area?	Negatively
people living in the area?	Positively
for people working in the area?	Positively
for people managing or owning a business in the area?	Positively
for people who are living with mobility and/or accessibility issues?	Positively

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

Positive

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

walk

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

walk

Would you like to make any other comments?

encourage Police to enforce anti social car use, loud exhausts. I live in the area where loud exhausts particularly by Harley Davidson motorbikes, and boy racers on Friday and Saturday nights. I do know that Police have the right tools to enforce loud vehicles (by infringement and non op orders) but chose to focus on speed etc instead

Has a file been uploaded?

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

3

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION:
Callum McMenamin	Mount Victoria	as an individual	Yes

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

Oppose

Comments about support or opposition to the proposal:

I want more streets to be made 30km/h

Relationship to central city

I live 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
people driving vehicles/riding motorbikes in, around or through the area?	Negatively
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?	Very 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?

walk

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

walk

Would you like to make any other comments?

I'm visually impaired. I think cities should be designed for *people*, not *vehicles*. Designing for the human being is so important. We need more people to walk and cycle, it is good for human beings to do this. Cambridge/Kent Tce and Taranaki St really should have been included. I was almost hit by a very fast car on Cambridge Tce last night that was running a red light...

Has a file been uploaded?

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

4

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION:
Marko Garlick	Kelburn	as an individual	Yes

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

Support

Comments about support or opposition to the proposal:

Physical traffic calming to actually achieve the lower speed limits. This can be put up in temporary/trial style ways. Paint, bollards, planter boxes, concrete materials, etc. This is essential. We need raised tables, no slip lanes for people and bikes to actually be safe and move better around the city. Segregated cycle ways on 50 km/h roads - not safe to have traffic mix with those bikes and scooters. This can also be done overnight with temporary materials - There is sufficient capacity on waterfront quays/taranaki st for taking a lane or removing the extremely low value car parks. Expand this proposal to eventually all non-arterial roads in the city! E.g. newtown, mt vic, mt cook, thorndon.

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
people driving vehicles/riding motorbikes in, around or through the area?	Positively
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?	Very 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?

walk

Would you like to make any other comments?

Great proposal - But needs physical traffic calming measures in as well! E.g. narrowed lanes, raised crossings.

Has a file been uploaded?

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

5

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION:
Jonathan Fletcher	Khandallah	as an individual	Yes

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:

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?	Positively
people riding bikes in, around or through the area?	Very positively
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?	Very 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?

walk

Would you like to make any other comments?

If we have clear 'rooms and corridors' with vehicles coming to the area and passing through having fewer pedestrians to deal with and pedestrians cyclists e- scooters having largely motor vehicle free areas to work live play and shop in all will benefit.

Has a file been uploaded?

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

6

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION:
Chris Watson	Aro Valley	as an individual	Yes

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:

Vivian st, waterfront, taranaki , karo, oriental and all other streets should be included because they are busy pedestrian areas.

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
people driving vehicles/riding motorbikes in, around or through the area?	Very positively
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?	Very 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?

walk

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

walk

Would you like to make any other comments?

Great idea but 30kmph needs to be much larger area

Has a file been uploaded?

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

7

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION:
Dave Hayes	Miramar	as an individual	Yes

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

Oppose

Comments about support or opposition to the proposal:

All modern cars have speed indicators in multiples of 20kmh. It makes more sense to have inner city at 40, arterial, like cobham drive, customhouse, the oneways at 60, then 80 and 100 where appropriate. Also NO parking on arterial routes AND highway 1

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

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

Positive

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

50-50 run and bike

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

walk

Would you like to make any other comments?

Any action on this is useful. The greatest danger to cyclists is not speed in inner city, it is parking and road surface. Why we do not have reverse herringbone parking on thorndon and oriental is tantamount to negligence .

Has a file been uploaded?

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

8

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION:
Russell Tregonning	Seatoun	as an individual	Yes

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:

Extend the number of street to 30kph

Relationship to central city

I visit the area occasionally (such as to shop or visit friends)

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
people driving vehicles/riding motorbikes in, around or through the area?	Positively
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?	Very 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?

bicycle

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

walk

Would you like to make any other comments?

I see no down sides to lowering the speed on our city streets. Safer for all users making the city more liveable. Speed is a huge factor in the harm caused by any road accident in any crash-- $E=1/2$ mass velocity SQUARED ie twice the speed four times the energy absorbed by the human body--3x the speed , 9x that force. It will encourage more people to use their cars less with more active and public transport use--better for peoples health , fewer harmful GHG emissions and unhealthy particulates. We are in a climate emergency. Transport is the chief cause of emissions in Wellington city. Business people are often scared their profits will drop with fewer cars going past them--not so--more walkers means more business. No brainer.

Has a file been uploaded?

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

9

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION:
Trevor King	Wellington Central	as an individual	Yes

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

Strongly oppose

Comments about support or opposition to the proposal:

I don't want any changes to the speed limits

Relationship to central city

I live in the area

How do you think the proposal will affect...

people walking in, around or through the area?	Negatively
people using public transport in, around or through the area?	Neutral
people riding bikes in, around or through the area?	Neutral
people driving vehicles/riding motorbikes in, around or through the area?	Negatively
people living in the area?	Very negatively
for people working in the area?	Negatively
for people managing or owning a business in the area?	Very negatively
for people who are living with mobility and/or accessibility issues?	Positively

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

Negative

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

I live there

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

walk

Would you like to make any other comments?

Has a file been uploaded?

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

1673

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION:
Angela Rothwell (on behalf of MVRA)	Mount Victoria	Mt Victoria Residents' Association	Yes

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:

Extend it to Mt Victoria, Kent and Cambridge Tces, and along the Quays

Relationship to central city

I live 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
people driving vehicles/riding motorbikes in, around or through the area?	Positively
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?	Very 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?

walk

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

walk

Would you like to make any other comments?

Has a file been uploaded?

See attached file

**Mt Victoria Residents Association**

PO Box 19056, Wellington, 6149

31st March 2020

Contact: Angela Rothwell, President
19 Moir St, Mt Victoria, Wellington 6011
Phone: 021 1887432
Email: mtvicra@gmail.com

Planning for Growth
Wellington City Council
PO Box 2199, Wellington 6140
Email:

Submission on Safer Streets

The Mount Victoria Residents' Association Inc (MVRA) appreciates the opportunity to provide input to Safer Streets. Our comments are made in the context of the long-term community outcomes in *Wellington Towards 2040* which we consider is still relevant to our city's long-term planning:

- a people-centred city
- an eco-city
- a connected city, and
- a dynamic central city.

With these things in mind, Mt Victoria Residents Association support the reduction to safer speed limits on the proposed streets – plus some more.

Reducing speeds is the one single action that will improve road safety for all road users.

Safer speeds make urban areas more liveable by making it easier for people to connect with others. This benefit is greater for those with the least travel options and for the more vulnerable in our society, particularly children, older people and those with disabilities.

Mt Victoria Residents Association would like to see the safer speed zone extended to include Kent and Cambridge Terraces at least as far as Vivian-Pirie Street, if not all the way to the Basin Reserve. There are many missing pedestrian crossing legs along these roads and slower speeds would make them safer to cross.

Mt Victoria Residents Association would like to see a safer speed zone extended to Mt Victoria in its entirety. Mt Victoria is a contained suburb with little through traffic and few exit/entry points. Mt Victoria contains and is adjacent to the highest concentration of school children in Wellington and safer speeds are important for their independent mobility.

As mentioned previously to the Council, there is already increasing pressure on Mt Victoria's footpath and roading network coming from housing development throughout the area. This is welcome activity - to prepare us for the next many years' projected population growth - but in many cases, it restricts or removes entirely safe footpath access. We see consents given for building with little or no traffic management planning in place. We see that parking enforcement in Mt Victoria is ineffective with regards to vehicles parking on footpaths.

Consequently, we see pedestrians forced to walk in the road frequently. This, coupled with a 50kph speed limit, puts our residents at risk.

The allowance for e-scooters on our already busy footpaths increases the opportunity for collisions. We very much look forward to introduction and enforcement of rules to move e-scooters onto the road, as cycles are. We urgently ask for attention to this situation.

MVRA would also like to see the safer speed zone extended to include the high population central city including Taranaki Street, and its important connection to the Wellington waterfront across the Quays, Wakefield and Cable Streets. The current speed limits along Oriental Parade through to Cable Street form an obstacle between Mt Victoria and the waterfront to pedestrians.

We note Oriental Parade is currently 40 km hour and this should be reduced to match the central area and make it easier for vehicle users to comply with the rules. Having numerous different speed zones is too complicated to expect good compliance from vehicle users.

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

1599

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION:
Paul Bruce	Brooklyn	as an individual	Yes

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:

Relationship to central city

I visit the area occasionally (such as to shop or visit friends)

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
people driving vehicles/riding motorbikes in, around or through the area?	Positively
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?	Very 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?

bicycle

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?

This is a very positive change. It is also urgent that safe cycle ways are designated on all arterial routes to ensure that those that are happy to cycle, travel this way. Fewer vehicles on the road increases safety for everyone, reduces greenhouse emissions and improves health outcomes.

Has a file been uploaded?

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

962

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION:
Igor	Karori	as an individual	Yes

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:

Protected bike lanes

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?	Neutral
people riding bikes in, around or through the area?	Very positively
people driving vehicles/riding motorbikes in, around or through the area?	Negatively
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?	Very 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?

walk

Would you like to make any other comments?

Has a file been uploaded?

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10

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION:
Vandy Pollard	Lyall Bay	as an individual	Yes

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:

Relationship to central city
I visit the area occasionally (such as to shop or visit friends)

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
people driving vehicles/riding motorbikes in, around or through the area?	Very positively
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?	Very 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?

walk

Would you like to make any other comments?

Has a file been uploaded?

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NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION:
Paula Warren	Kelburn	as an individual	Yes

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:

More streets should be included. This should be the standard speed for all streets in the city other than a few arterial routes. At 30 kph a pedestrian hit by a car will probably survive. At 50 they probably won't. The change of speed will make a difference to how quickly people can get around but a huge difference to pedestrians in terms of the ability to judge when to cross, cross roads, etc.

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
people driving vehicles/riding motorbikes in, around or through the area?	Very positively
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?	Very 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?

walk

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

walk

Would you like to make any other comments?

Last time you did this the areas were so small that the Police said they couldn't enforce. Having a uniform 30kph over most of the city will remove ambiguity and solve that problem. We also need to be making our streets look less like motorways.

Has a file been uploaded?

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NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION:
Martin	Mount Victoria	as an individual	Yes

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:

Relationship to central city
I live 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?	Positively
people riding bikes in, around or through the area?	Very positively
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?	Very 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?
bicycle

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?

I would love to see the cbd become pedestrian-only, e.g. Courtenay, Dixon, Willis, Lambton.

Has a file been uploaded?

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13

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION:
Simon Gow	Wellington Central	as an individual	Yes

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

Support

Comments about support or opposition to the proposal:

As someone who has worked in transport planning in several regions in the UK and in Melbourne, I do not believe the proposals go far enough. Though the proposed changes should be welcomed, they are somewhat timid and will not sufficiently address the health, safety and environmental challenges 21st Century Wellington and New Zealand face. Through more progressive changes to the central city road network, Wellington has the opportunity to become a far more liveable city with measurable improvements to air quality and wellbeing, as well as tourism and the local economy. There are many ways in which these improvements could be realised by going further than the current proposals. A number of suggestions are listed below, these are not exhaustive such is the opportunity to improve here in Wellington. 1) Restricting all traffic along Courtney Place, Manners Street Lambton Quay and Willis Street to buses, emergency vehicles and bicycles only. As the busiest pedestrian thoroughfare in Wellington, the long-term aim should be for Lambton Quay to be completely pedestrianised between 7am and 8pm but for cycle lanes, with bus and taxi traffic shifting to Featherston Street. 2) Reducing speed limits to 20km/h along existing and proposed 30km/h roads. This will result in a marked shift in vehicle routes out of the central city area as actual speeds achieved on the roads will be reduced. 3) Reducing the speed limit on Vivian Street in line the other proposed changes. The observed speed of vehicles travelling on Vivian Street is rarely 50km/h due to the volume of traffic. It is one of the worst roads in Wellington because of vehicle movements and congestion and long pedestrian wait times for crossing the road, making the adjacent areas far less attractive than their potential. In effect Vivian Street dissects Te Aro into two zones, with the zone south of Vivian Street seeing far less footfall than the zone to the north. This hampers businesses in the southern zone. 4) Reducing the speed limit on Taranaki Street in line with other proposed changes. It is recognised that this has already been considered and will likely come in the future. It seems illogical not to take this step now. The central Wellington area has a readymade inner-city ring-road comprising of SH1, The Terrace, Jervois Quay, Cable Street, Wakefield Street and Cambridge/Kent Terrace. This ought to be taken advantage of now. With New Zealand’s population forecast to increase to 5 million, it is important to act now to ensure the capital city is ready to absorb more people. With a single central business district this will mean more people travelling into the central city for work. Your city planners will know that the most space-efficient and environmentally friendly modes of transport are walking, cycling and public transport. Not only are these good for workers but they are good for all residents and visitors. Economic studies persistently show that removing private vehicle traffic increases economic activity, particularly in retail and hospitality sectors, as dwell times increase in attractive areas and money saved on private transport often ends up being spent in the local economy. The COVID-19 outbreak has added to the urgency at which cities should aim to reduce emissions as direct correlation has been found between poor air quality and deaths from the virus. Reducing vehicle speeds do not necessarily reduce emissions from fossil-fuel vehicles, they do deter drivers from choosing that mode of transport. For the deterrent to be truly effective, speeds should be reduced more radically than proposed and private vehicle movements restricted.

Relationship to central city

I live in the area

How do you think the proposal will affect...

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

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

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

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

Would you like to make any other comments?
 Please be more bold and ambitious! You have an opportunity to improve the city greatly. Stamp your mark on it like you did when Cuba Street was pedestrianised. All of the great cities of the world are removing private vehicles to the improvement of residents and visitors. If not now, when?

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14

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION:
Mike Mellor	Seatoun	as an individual	Yes

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:

It doesn't go far enough. For instance, it should include: *all streets to the north and east of SH1 between the Basin Reserve and the ferry terminal, including Oriental Parade and the whole of Mt Victoria; *Webb St, all of The Terrace, Salamanca Rd and Kelburn Parade, and all streets north and east of these *all streets north and east of the Botanic Garden *a link with the Aro St low-speed area via Willis and Victoria St.

Relationship to central city

Other

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?	Positively
people riding bikes in, around or through the area?	Positively
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?	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?

walk

Would you like to make any other comments?

This needs to be the first stage of the process. It should be followed by: *changing street design to emphasise lower speeds, e.g. raising all pedestrian crossings onto footpath-level platforms, slowing traffic and improving the pedestrian experience *making all mid-block pedestrian crossings respond immediately to crossing requests (subject only to a minimum green period) *extending the 30km/h limit to all residential streets in the city, and making it the default for all new streets.

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NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION:
Jeff Montgomery	Te Aro	as an individual	Yes

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:

All of Abel Smith Street and all The Terrace should be 30km/h for the following reasons: 1. Already commuters are using this as a short-cut from Willis Street and going at excessive speeds despite the speed-bumps. This will get worse if Willis St becomes 30km/h. 2. Able Smith/Terrace near Te Aro School and has lost of university student pedestrias who need slower traffic. 3. The area of The Terrace from Ghuznee to Abel Smith is very narrow and only one way. Traffic should be slowed in this area.

Relationship to central city

I live in the area

How do you think the proposal will affect...

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

Positive

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

walk

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

walk

Would you like to make any other comments?

All of Abel Smith Street and The Terrace should be 30km/h. The area of The Terrace from Abel Smith to Buller is very narrow and only one-way plus goes past a busy school.

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NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION:
James	Johnsonville	as an individual	Yes

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:

I believe the initial proposal to reduce Taranaki St be added in again. The short bit of 30kph around Courtney has very little effect on vehicles as is. With drivers routinely flying through at 50kph. The argument that medium term changes to Taranaki St as part of later LGWM proposals is not a valid enough reason in my view. Those proposals are likely to be delayed by several years so the actual amount of time any changes from the speed lowering would be in place for longer than believed.

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?	Positively
people using public transport in, around or through the area?	Positively
people riding bikes in, around or through the area?	Very positively
people driving vehicles/riding motorbikes in, around or through the area?	Positively
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?

walk

Would you like to make any other comments?

I believe these changes are a good step in the right direction to re-prioritize the urban city area towards people and not just car owners.

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NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION:
Daniel	Johnsonville	as an individual	Yes

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

Strongly oppose

Comments about support or opposition to the proposal:

I want more streets to stay at 50km/h

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?	Negatively
people using public transport in, around or through the area?	Very negatively
people riding bikes in, around or through the area?	Don't know
people driving vehicles/riding motorbikes in, around or through the area?	Very negatively
people living in the area?	Don't know
for people working in the area?	Very negatively
for people managing or owning a business in the area?	Don't know
for people who are living with mobility and/or accessibility issues?	Negatively

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

Very negative

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?

walk

Would you like to make any other comments?

30km/h is too slow - especially if applied 24/7. It slows down pedestrians, buses and other motorists alike, rather than get us all moving efficiently. Examples include sections of Lambton Quay that are significant distance from controlled (traffic light) intersections; as a pedestrian wanting to cross the road, I'm wasting my time waiting for a vehicle to crawl along at 30km/h to pass - therefore I'm more likely to take the risk of crossing the road in front of the oncoming vehicle. Also, I do notice that the 'Golden Mile' seems to have more instances of inattentive jaywalking than 50km/h routes like Featherston St. As a regular bus user, it is frustrating to have my time wasted along the Golden Mile by a speed limit that is too slow, which feels as bad as traffic congestion. For weekend errands/appointments, I'd rather drive into town (from the Northern suburbs) as my car gets me into/through Wellington Central much faster than public transport and at similar cost. As a motorist in off-peak times (particularly evenings), the roads are often sparsely populated that a 30km/h limit doesn't make sense - including around 4:50am on a Sunday morning (when public transport doesn't even run). For busier times, the road code expects drivers to drive to the conditions; with multiple hazards, drivers would be slowing down anyway without this being enforced by a speed limit. In a current 50km/h zone, this may typically be around 40km/h (as is currently posted through Newtown). Having a lower speed limit of 30km/h diverts driver attention away from more critical hazard identification & response, to focusing on maintaining an unnaturally low speed limit. In light of this, I would say that such a speed limit is actually more dangerous than what the title 'safer speeds' would suggest.

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NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION:
Ella Borrie	Newtown	as an individual	Yes

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:

Extend it to Taranaki St, Vivian St, Kent Tce, Cambridge Tce, and the waterfront Quays.

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
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?	Very 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?

walk

Would you like to make any other comments?

This will be good for city businesses. I stop at multiple shops (usually small businesses) and run errands much more on my bike than in a car or on a bus. It's much easier to park a bike and nip in. There will need to be changes to street design and layout to signal that these are 30 kmh streets. I support extending the 30km zone to arterial streets (Taranaki St, Vivian St, Kent Tce, Cambridge Tce, and the waterfront Quays). This is because they are arterial streets for cyclists and pedestrians too. Kent tce is the quickest way to get to and from home for me. In peak traffic buses and cars aren't able to go anything close to 30kmh. The km limit wouldn't make it any slower in peak times, and would encourage more cycling/walking, which would reduce congestion. I strongly support a network of protected bike lanes is needed, especially on any streets not included in the 30 kmh plan. This is the single most important piece of transport work in Wellington. I note 508 people were injured or killed on Wellington City roads in 2018, up from 459 in 2017 and 365 in 2016.

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