
ORDINARY MEETING

OF

SAFER SPEEDS HEARING SUBCOMMITTEE

AGENDA

Time: 1:30pm
Date: Wednesday, 19 August 2020
Venue: Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington

MEMBERSHIP

Mayor Foster
Councillor Calvert
Councillor Condie (Chair)
Councillor Foon
Councillor Matthews (Deputy Chair)
Councillor Pannett
Councillor Rush
Councillor Woolf
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 5 August 2020 will be put to the Safer Speeds Hearings 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 Hearings 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 Hearings Subcommittee.

Minor Matters relating to the General Business of the Safer Speeds Hearings 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 Hearings 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 31.2 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

KARORI AND MARSDEN VILLAGE 30KM/H SPEED LIMIT

Purpose

1. This report presents the results of public consultation and seeks the Subcommittee's agreement to recommend to the Strategy and Policy Committee that it approves lowering the speed limit to 30 km/h for the next set of suburban shopping centre speed limits in Karori and Marsden Village.

Summary

2. In total two hundred and fifty-three (253) submissions were received and there were eighteen (18) requests to be heard through the return of submissions. All eighteen were contacted, invited and scheduled to be heard. Nine submitters attended and were heard at the oral hearings on 5 August 2020.
3. New Zealand Transport Agency (NZTA) are supportive of lowering the speed limits. The proposals are consistent with requirements of Setting of Speed Limits Rule and the intent of the Speed Management Guide.
4. The New Zealand Police have been contacted and we are currently seeking a response. We expect they will give verbal agreement as the proposals are based on the principles of Safer Speeds-Safer roads programme.

Recommendations

That the Safer Speeds Hearings Subcommittee:

1. Receives information provided in this report which includes a summary of the oral hearings presented to the Subcommittee on the 5 August 2020 and the written submissions received.
2. Note the results of the public consultation process: ie., 253 submissions were received. Please see the table below for a summary and Attachments 1 & 2 for a more comprehensive breakdown.

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

Area	Yes	No
<i>Karori Shopping Area</i>	67%	33%
<i>Marsden Village</i>	71%	29%

3. Note that the process to change a speed limit as described in both the Land Transport Rule: Setting of Speed Limits (2017) and Part 6 (Speed Limits) of the Wellington City

Consolidated Bylaw, has been followed.

4. Note that in accordance with the Land Transport Rule: Setting of Speed Limits (2017) and Part 6 (Speed Limits) of the Wellington City Consolidated Bylaws, the resolution will be recorded in the Register of Speed Limits and the relevant speed limits on the Councils Speed Limit Plans will cease to have effect.
5. Recommend to the Strategy and Policy Committee that it makes Speed Limit resolutions for each of these areas under Part 6 of the Wellington City Consolidated Bylaw to set the speed limit as stated in the tables below on the following sections of road in Karori

Table 2: Areas for proposed speed limits – refer to Attachment 3 for the plans showing the boundaries of the speed limit changes

Area	Affected roads/streets	Proposed speed limit
<i>Karori Shopping Area</i>	<p>Karori Road - From a point 85 metres south-west of Reading Street to a point 21 metres south-west of Chamberlain road</p> <p>Chamberlain Road - From its intersection with Karori Road to a point 16 metres north of Karori Road</p> <p>Parkvale Road - From its intersection with Karori Road to a point 116 metres north of Karori Road</p> <p>Beauchamp Street - From its intersection with Karori Road to a point 73 metres south of Karori Road</p> <p>Raine Street - From its intersection with Karori Road to a point 72 metres north of Karori Road</p> <p>Campbell Street - From its intersection with Karori Road to a point 46 metres south of Karori Road</p>	30km/h
<i>Marsden Village Shopping Area</i>	<p>Hatton Street - From its intersection with Karori Road to a point 21 metres north of Karori Road</p> <p>Lancaster Street - From its intersection with Karori Road to a point 15 metres south of Karori Road</p> <p>Karori Road - From a point 67 metres south-west of Homewood Avenue to a point 8 metres south-west of Hatton Street</p>	30km/h

Background

5. In June 2009 the Strategy and Policy Committee approved a programme of lower speed limits through 21 of its suburban shopping centres. To date 15 of these locations have had their speed limit reduced over the past 10 years and have proved effective in significantly reducing the number of pedestrian and cyclist injuries. These include

Khandallah, Ngaio, Thorndon, Hataitai and Te Aro. Karori and Marsden Village shopping centres were included as part of this programme.

6. In Karori, and within the proposed 30km/h zone including the surrounding area, from 2014 to 2015 and 2017 to 2018, a total of 4 injury crashes were reported, 3 of which resulted in injuries to pedestrians (2) and to cyclists (1).
7. In Marsden Village, and within the proposed 30km/h zone including the surrounding area, from 2014 to 2015 and 2017 to 2018, a total of 7 injury crashes were reported, 3 of which resulted in injuries to pedestrians (2) and to cyclists (1).
8. If the proposals are implemented there will be little effect on motorists' travel times, as the average speed in this area is already close to 30km/h. The proposals will reduce vehicle speeds and make the roads safer and more pleasant for all road users. Slower speeds are a good means to make roads safer for cyclists as well as pedestrians and other vehicles.
9. Research has shown that by reducing speed limits to 30km/h the likelihood of a pedestrian being seriously injured when hit by a car travelling at 30km/h is significantly less than a pedestrian being seriously injured when hit by a car travelling at 50km/h. Small reductions in speed improve the chances of survival. Another factor affecting the severity of crashes is how long it takes a vehicle to stop. A car travelling at 50km/h takes approximately 28 metres to stop. A car moving at 30km/h will only need 13 metres to stop. The 12 metre difference in stopping distance can be compared to the standard length of a bus. These distances are based on a fast reaction and dry asphalt braking surface. Road safety experts agree that the faster the traffic the harder it is for a cyclist or pedestrian to judge a safe crossing time and a 50km/h speed limit is too high for shopping areas where a lot of people walk and cycle.
10. The latest information from the Ministry of Transport in relation to vehicle speed and casualty risk – "When it comes to decision making it is more informative to consider changes in relative risk, i.e. the increase or decrease in likelihood of pedestrian death if the speed was increased or decreased by a certain amount... if the speed limit was originally 50km/h, and this decreased to 30km/h, the relative risk of pedestrian death if struck by a vehicle would reduce by 82%."
11. The process to change speed limits is defined in the Rule and Part 6 of the Bylaws. In summary, the process requires the following:
 - A review of the areas to determine the suitability of the proposed speed limits
 - Consultation with affected parties and stakeholders
 - Formal adoption by the road controlling authority and notification of the changes before the new speed limit takes effect
12. On 28 February 2020 the Transport Portfolio Councillors and Onslow Ward Councillors agreed to consult on safer speed limits for the two areas of Karori Road. Consultation ran from Friday 29 May to Monday 22 June 2020.
13. The proposed speed limit reductions comply with the criteria specified in the Land Transport Rule: Setting of Speed Limits (2017).

Discussion

14. The public consultation carried out in June 2020 showed strong support for the proposed speed limit reduction – refer to Attachments 1 & 2.

15. Those that disagreed with the proposals were concerned that a lower speed limit would create further congestion or that there was no problem due to current effective traffic speeds and pedestrian crossings in the areas.
16. Further considerations:
- Requests for extension of boundaries –
 - all along Karori Road to link the two proposed zones to cover schools, churches, residential care homes and other public amenities along this stretch of road.
 - to include a longer length of Karori Road and further sections along side streets.
 - Requests for improving the current traffic speed calming along Friend Street and adjoining roads to deter high speeds on the alternative route to main road.
 - NZTA's School Zone speed limit changes plans.
 - Planning for Growth – Density housing plans in Karori will increase the population in the suburb in near future.
 - Karori Town Centre Public Space Improvement – Plans to improve the area outside the Karori library have been developed and construction is planned.
 - Bus Priority - Community engagement on improving Karori Road will be part of the City Streets programme and Karori Road is likely to be a high priority.

Next Actions

17. The Strategy and Policy Committee will consider the Subcommittees' recommendations on 10 September 2020.
18. If the Strategy and Policy Committee agree to the proposed speed changes it will come into effect in December 2020 when implemented on site in the agreed locations.

Attachments

Attachment 1.	Attachment 1 - Karori Speed Limits Summary of Submissions	Page 12
Attachment 2.	Attachment 2 - Karori Speed Limits Submissions ↓	Page 21
Attachment 3.	Attachment 3 - Plans for Speed Limit Boundaries ↓	Page 65

Author	Lindsey Hill, Project Coordinator, Network Operations
Authoriser	Siobhan Procter, Manager, Transport and Infrastructure Mike Mendonca, Acting Chief Infrastructure Officer

SUPPORTING INFORMATION

Engagement and Consultation

Public consultation ran from Friday 29 May to Monday 22 June 2020.

Treaty of Waitangi considerations

There are no Treaty of Waitangi considerations

Financial implications

There are no financial implications at this point. The cost of the implementation works has been budgeted within the 2020-2021 Minor Safety budget.

Policy and legislative implications

This report is consistent with existing Wellington City Council policy.

Risks / legal

Changing a speed limit has significant implications for motorists. Consequently the Council is required to carry out a rigorous procedure to change a speed limit.

Climate Change impact and considerations

There are no impacts to climate change to consider.

Communications Plan

A communications plan for the change in speed limits coming into effect is being managed by the Communications teams. These changes are not of a nature that will require public education.

Health and Safety Impact considered

All health and safety measures have been considered.

Attachment 1. – Karori and Marsden Village 30km/h Speed Limits

1. Summary of Written Submissions

1.1. Categories:

Two hundred and fifty-three submissions were received on the proposals and the feedback was divided into the following categories.

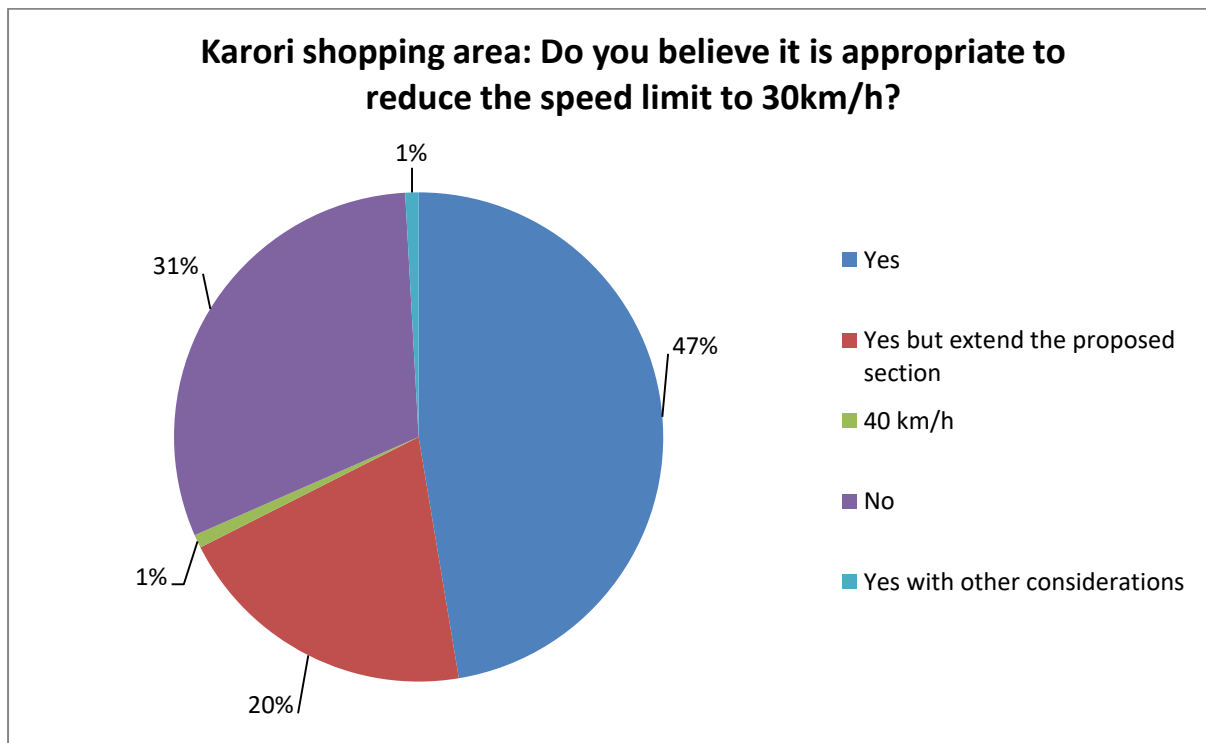
Yes – submitters agreed with the entire proposal and support the speed limit being reduced

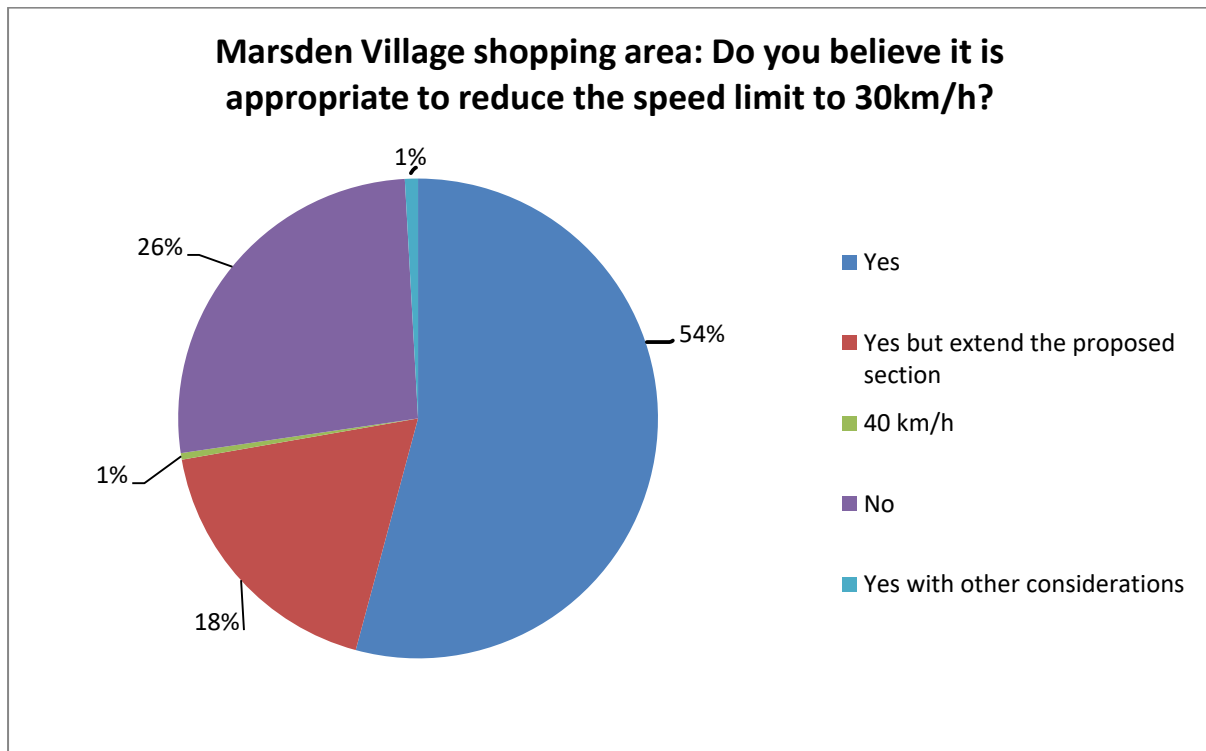
Yes but extend the proposed section – submitters suggested extending the proposed area

Proposed 40km/h

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

Yes with other considerations - submitters agreed with the proposal to lower speed limit but alongside other considerations to reduce speed





2. Categories of Written Submissions

2.1 Agree with 30km/h Speed Limits

Karori and Marsden Village Shopping Areas

- The current speed is too high and too dangerous with too many distractions to drivers
- The biggest issue is the downhill stretch as motorists head south, they build up speed going downhill
- The 30 km/h speed limit is long overdue given its been adopted in so many other areas
- Will make it a much safer area for people

2.2 Extend the Proposed 30km/h Sections

Karori and Marsden Village Shopping Areas

- Extend - all along Karori Road to link the two proposed zones to cover schools, churches, residential care homes and other public amenities along this stretch of road

Karori Shopping Area

- Extend - include Campbell Street to park
- Extend - include Karori Normal School and St Teresa's School
- Extend - along Parkvale Road, Samuel Parnell Road and Friend Street
- Extend – along Donald Street to cover school and swimming pool
- Extend - all of Chamberlain Road and junctions of Samuel Parnell Road and Darwin Street, Parkvale Road
- Extend - include Eagle Street and Monaghan Street
- Extend - further down Raine Street

Marsden Village Shopping Centre

- Extend – to Fancourt Street to cover Samuel Marsden School and pedestrian crossing
- Extend - include Karori Road from Lancaster Street to Chamberlain Street
- Extend - from Marsden Village to Fire Station
- Extend – from Karori Tunnel to Burrows Street to cover schools
- Extend - include all of Friend street, Hatton Street and Homewood Avenue
- Extend - to the Donald Street lights

2.3 Disagree with 30 km/h/ Speed Limits

Karori and Marsden Village Shopping Areas

- Concern with causing further traffic congestion
- No issue to address
- Vehicle speeds are already low and effective
- There are traffic lights and pedestrian crossings which slow traffic down and people are able to cross safely

2.4 40km/h, not 30km/h speed limits

Karori and Marsden Village Shopping Areas

- Change the speed limit to 40 km/h not 30 km/h

2.5 Other Considerations Requested

Karori Shopping Area

- Change crossing signal timing at Karori and Parkvale Road to give more time for pedestrians to cross and/or reduce their waiting time
- Investigate improvements to Beauchamp Street and Campbell Street intersections to make it safer and easier to exit onto Karori Road
- Make it pedestrian priority and limit bikes and cars to 10km. Widen the footpaths and run slow buses

Marsden Village Shopping Centre

- Shorten the wait for the Marsden Village pedestrian crossing outside to provide more regular, more frequent green crossing signals. Currently the wait is too long and people cross at unsafe locations

3. Summary of Oral Submissions Presented to Safer Speeds Subcommittee

Submitters were also given the opportunity to have their submission heard and 9 chose to do so. Submissions were heard by the Safer Speeds Subcommittee on 5 August 2020:

Megan Hubscher and Patrick Morgan (on behalf of CANS):

- Supports 30km/h in both areas are well supported by CANS. With the mixed types of transport and people getting around, the lower speeds will make the shopping areas safer and balances the needs of all. The lower speed limits send a signal to people in cars to watch out for non-vehicle people and gives permission to the mix modes of transport to be in those public spaces. Would like to see WCC do other things to make things less congestion. There are huge queues to get out of Karori in morning peak traffic and thousands of primary age children using the road corridor. Lower speeds have been implemented in other suburbs successfully.

David Marshall (as an individual):

- Supports 30km/h in Marsden Village as there are numerous entrances and exits to shopping area making it dangerous.

Ellen Blake (on behalf of Living Streets):

- Supports 30mk/h in both areas. Karori has been badly served. It is well known that safer speeds work better for all road users and there is good research to back up slower speed limits and severity of crashes on people. There will be more people walking around with future density housing. Slower traffic will help school children cross the road and ties in well with the Karori improvements and covers side streets also.

Richard Cunningham (as an individual):

- Supports 30km/h in both areas. He has witnessed near misses on the pedestrian crossing near Marsden School from both cars and cyclists. He sees merit in linking up two zones as there is a considerable hill and vehicles travel fast on the downhill sides. Any signage to be placed at brow of hill. The public transport needs more to be supported better in Karori. Suggested the construction of an overpass/overbridge to provide avenue for swimming pool and Karori Normal schools and Samuel Marsden Schools.

Vaughan Crimmins (as an individual):

- Supports 30km/h. Has been a resident of Karori since 1974 and daughter has epilepsy who cannot drive. He has witnessed vehicles going through red traffic lights and at times are inconsiderate. Extending the proposed boundaries from Lancaster Street to beyond the crossing outside the school should help. Suggested variable speeds – 30km/h from 7 in morning to 7 in evening and then back to 50km/h in evening, however is concerned with the difficulty in monitoring this.

Gary Holmes (on behalf of Karori Business Association):

- Supports 30 km/h in both areas. All members who he has spoken to were supportive as it makes streets safer. He requested that the Karori Road intersections with Campbell road and Beauchamp Street be investigated for improvements, such as hatched lines to assist with safely exiting these side roads. Suggested introducing traffic lights at Campbell Street.

Lee Clements (as an individual):

- Supports 30 km/h in both areas. Vehicles speed up to pedestrian crossing at Marsden Village. Karori is a family suburb and 50km/h is not acceptable.

Buses are too big to slow down when approaching pedestrian crossing. He would like to see a target of 30km/h for whole Karori suburb and vehicles not treat it like a racetrack.

Jo Goudie (as an individual):

- Supports 30 km/h. She has been a Karori resident 10 years and observes that you usually have to park on the opposite side of the road to where you want to get to as its too difficult to do u-terns on the main road. She has witnessed elderly people not using crossings and will jaywalking across the busy main road. She is concerned that a number of drivers and pedestrians are not aware of what is going around them and a 30km/h speed gives them more time to think about it. She is concerned that the inadvertent consequence of a lower speed on Karori Road will result in further drivers using the 'rat run' around the town centre, namely on Friend Street, Parnell Street and Homewood Avenue. There are some ineffectual speed humps and vehicles do speed up on these sections of roads.

Alex Jarman (as an individual):

- Supports 30 km/h. The Marsden Village and Marsden School crossings are diabolical. She has witnessed near missing and an accident because of speed at the Karori shopping area. This area requires a camera to stop people going through red lights. She would like to see an extension of the speed limit to cover Parnell Street and Friend Street. The 'rat run' on Friend Street in the mornings is a problem. Good suggestion to vary the times of 30km/h. She has also witnessed the elderly jaywalking across busy roads.

4. Officer's response:

Acknowledgement and consideration has been made of the points and concerns raised.

The key stakeholders who have responded to the proposals are very supportive of these speed limit changes.

Boundary extensions are not possible at the current time based on the consultation that has taken place. To extend the speed limit boundaries post consultation will require a further consultation. However, these 30km/h speed limits are specifically concentrated on suburban shopping areas where there is a high concentration of pedestrians, cyclists and vehicle turning and parking movements.

The Ministry of Transport and NZTA are currently considering Rule changes being considered by central government. These changes will ultimately affect how road controlling authorities manage speed on their network in the future. This will include mandating lower speed limits around schools to improve safety and enable more children to walk or cycle to school safely.

Officers are keen to introduce MOT/NZTA mandatory speed limits around schools as this is rolled out. These will be part time speed limits around the start and end of the school times. This will effectively provide an extended length of 30km/h speed limits on Karori Road during certain times of the day.

Officers will look at safety improvements to be made at the intersection of Beauchamp and Campbell Streets under the Minor Works Programme and possible solutions to deter motorists from the 'rat run' on Friend Street and surrounding area.

Officers are looking at the signal timings to improve pedestrian wait times at all the signal crossings.

Karori and Marsden Village 30km/h Speed Limit Proposal
Submitters Responses

Karori Shopping Area		
Total number of points: 228		
Decision Sought	Number of submitters who selected this option	%
Yes	153	67%
No	75	33%

Karori shopping area: Do you believe it is appropriate to reduce the speed limit to 30km/h?

A pie chart illustrating the distribution of responses to the question 'Do you believe it is appropriate to reduce the speed limit to 30km/h?'. The chart is divided into two segments: a larger green segment representing 'Yes' at 67%, and a smaller orange segment representing 'No' at 33%. A legend to the right of the chart identifies the colors: green for 'Yes' and orange for 'No'.

Response	Percentage
Yes	67%
No	33%

Submitters comments for this question

No

5 – Harsh Patel: No changes needed currently.

Yes

6 – Finlay Abbot: The current speed is too high and too dangerous with too many distractions to drivers. The biggest issue is the downhill stretch as motorists head south, they build up speed going downhill and don't realise that they drive through the area in question faster than the speed limit. The 30 kph speed limit is long overdue given its been adopted in so many other areas.

Yes

7 – Ewan Gestro: How do you plan to enforce the speed limit? There are many vehicles that ignore the current 30km/h limits around Wellington including buses.

No

8 – Nicole Hoy: As a 20 year resident of Karori I do not believe that reducing the speed limit is warranted. The focus should be on maintaining a clear route in and through Karori, not creating further traffic congestion. While your report cites less severity of injury in the event of an accident, in essence residents have a pedestrian crossing at the hub of the shopping district, the majority use it and reducing speeds will only create backlogs of traffic and driver frustration. No, I strongly oppose this suggestion. Please apply these funds to water/sewerage.

Yes

9 – Gavin Valentine: It's a mess of traffic. As a cyclist keen to see safety measures inc. reduced max speed.

No

10 – James Barwell: Traffic is slow already in this area as there are traffic lights. When it is not busy then is it safe to go up to 50km/h. It is not necessary to slow traffic down and lengthen journeys and use more fuel braking and accelerating.

No

11 – Lisa Duggan: Current speed limit is very effective and I see little to no evidence supplied to show it is unsafe at the current speed limit. the two sets of traffic lights seem to already help control the speed of traffic through Karori. I fear this would just become a revenue making opportunity for the police.

No

12 – Ross McKinnon: There is a perfectly good pedestrian crossing at the lights. No need to slow the traffic when the lights allow safe crossing.

No

13 – Tim Jones: There are no accidents there. Traffic slows the speed down naturally There are lights for people to cross. We need more shops, cafes & restaurants etc to bring people in to Karori, and less hampering travel if there is no proven need for it.

No

14 – Stella Chisholm:

There are already pedestrian crossings at lights and the road is more than wide enough for easy clearance of cars without a lower speed needed.

Yes

16 – Jessica Matcham: Don't just reduce it - make it pedestrian priority, followed by bikes and cars limited to 10km. Widen the footpaths, Run slow buses. During level 4 people were walking, kids were riding bikes - there are two schools there (three if you go down a bit further to St Teresa) shops, churches, library etc people should be the priority NOT vehicles.

No

17 – Brad Gallen: While I can understand in part the desire to reduce the speed 1) the lead-in distance in either direction along Karori Road, as well as the side streets, seems somewhat arbitrary 2) I have particular concern that the downhill stretch from Reading Street heading towards the shopping centre will be used as a revenue trap to catch 'speeding' motorists I note that while it is true that the traffic naturally reduces itself to speeds of around 30km during peak times, this is only at a couple of times a day - so it is not fair to say that traffic there is always this slow anyway. I also would like the council to make clear: 1) how have the specific

boundaries for the 30km zone been determined, particularly on side streets 2) what specific incidents - caused by drivers travelling between 30km and 50km - are going to be prevented/reduced by this change 3) when the last incident caused by a motorist travelling between 30km and 50km in this zone occurred, and what it was 4) what the frequency of incidents caused by a motorist travelling between 30km and 50km in this zone are 4) how a limit of 30km per hour, applied between the proposed boundaries, will reduce these incidents.

No

20 – Robb Morison: Council seems to have zero faith that anyone driving and vehicle cannot be trusted to drive to the conditions. And this usually means driving slower than the posted speed limit. There are traffic lights controlling two crossing areas and a safe traffic island arrangement at the city end of the mall. Speed limit is fine as it is.

No

21 – Chris Sanders: Karori is practically at a standstill most of the time. Slowing the limit is simply annoying when (rarely) the road is clear.

Yes

23 – Kelly Henderson: All road users will benefit from this, especially the large numbers of children around.

No

24 – Keith Bowman: Waste of time as Unless you can enforce it, they get ignored. Karori mall need diversion and petestronised so better facilities can be built. The 30km hour is not the issue here.

No

25 – Jill Glover: Most of time there is enough traffic that speeds are low anyway. Better to have continuity of traffic by having one speed level.

No

27 – John C: If you are going to show down these areas there should be an alternative main route for people to use to get home/around the area. It will otherwise just cause major hold ups, not just in Karori.

No

30 – Chris Garside: People already go slow enough through there anyway, every night there is someone going 35-40kmh holding everyone up from getting home.

Yes

32 – Claire Benson: Proposed reduction will make it easier to for people on foot to navigate the shops. I'm deterred from accessing shops that I have to cross the road to get to because of cars travelling fast and drivers accelerating to fill the gap between them. If I have to wait too long to get across the road I have time to reevaluate as to whether I really need to go to that shop rather than another I'm on the same side of the road for. The shop or business loses out.

Yes

34 – Sophie Diamond: It's great idea and long overdue.

Yes

35 – Matt Shipman: This area is currently very dangerous for people using the supermarkets (including crossing the road from the footpath or parked car), accessing the bus stop, and exiting the service station. Many vehicles do travel at the full 50km/h speed through here. Cars parking in part of the bus stop also means that buses pulling in outside the mall are forced to park at an angle. This makes it even more dangerous for vehicles to be travelling past at 50km/h.

No

36 – Laura Baxter: There are lights already in place for safe crossings, I personally drive through at the hour of 5am and there is no one around, it should not be 24 hours a day if so as this would be unnecessary.

Yes

37 – Michael Thomas: I would propose joining the two lower speed limit zones together, as this would be simpler and easier for motorists to understand and potentially reduce congestion from speeding up and slowing down. Also in-between the two areas are Karori normal school and Marsden and other community and high use areas. Safer speeds should apply there too. The hill down from Marsden to Karori is steep and so speeds tend to be high naturally going southbound, a lower limit would encourage those speeds down and make compliance with Karori 30km limit more likely, rather than zooming down the hill at 55kmh and hitting the 30 zone. Secondly the side street limits could be extended. I live on Campbell street and again the slope leads to high speeds often, we have access to Karori normal school, multiple child care centres and kindergarten, ben burn park and soon the remain development. There is a lot of pedestrian and cycle traffic, parked cars and the road is not wide. As a resident I would strongly support safer speeds being applied up to at least ben burn park.

Yes

38 – Gini Letham: I think this will make it a much safer area for people.

No

41 – Ben Volpicelli: The road is very wide, straight and has traffic lights with appropriate crossings for padestrians. Lowering the speed limit here will only increase congestion (especially at peak times).

Yes

43 – Hilleke Townsend: I am shocked but not surprised that once again WCC are failing to improve safety outside schools. All three schools along Karori Rfd have had near misses at crossings and issues with traffic yet are excluded from the 30kph zone. Please include the schools and crossings in the 30kph zone. These are your most vulnerable road users and you are doing them a disservice by not considering their safety when there are known issues at the crossings.

Yes

45 – Fabian Beveridge: I bike through here every day for work, and so do many others that make their way to the mountain biking hills surrounding Karori. Karori is lacking any road biking infrastructure so the minimum that can be done is to reduce the speed for the safety of other road users.

Yes

46 – Jonathan Coppard: The area needs to be expanded to include the section of Karori Road outside St. Teresa's school. It is inappropriate and dangerous to have drivers speeding up to 50 km/h immediately before a pedestrian crossing outside a school. The government is in the process of making 30km/h zones outside schools compulsory, so not doing this now will result in increased costs and second consultation in the future.

No

47 – Jane Campbell: During the busiest times of the day the heavy traffic regulates itself. Cars regulate themselves again when schools come out. The main danger is from people who regularly cross the road against the lights and when exiting cars parked outside the Mobil Station and walking through the traffic to the mall instead of walking to the traffic lights. After 9pm there is so little traffic on Karori Road it is ridiculous to expect cars to travel slowly through these areas and no one will. This can be seen in Kelburn at night. Unless the regulations are constantly policed it is a waste of money which could be better spent.

No

48 – Pat Beswick: Speed limit does not need changing - already 30km/h or less at busy times. Traffic finds its own safe level at off peak times, otherwise bottlenecks are created by slow moving traffic waiting to turn into or exit side streets and driveways.

Yes

51 – Helen Troke-Thomas: Fantastic proposal which I think will be a great improvement.

Yes

53 – Lesley Lazerides: Very hard to merge into traffic in this area from in traffic light roads/petrol station entry and exit, hard to use the parking on both sides of the road outside Mall due to speed of traffic, and to get out of parking for the same reason, also hazard to pedestrians who try to cross the road in any other place but the traffic lights.

Yes

57 – Gordon Rutherford: While I approve of the proposal to reduce the speed for traffic in this area I would strongly suggest that it be extended to cover the entire section of Karori Road from Lancaster Street to Chamberlain Street rather than the piecemeal approach suggested - to not include the section from Reading Street to Hatton Street seems nonsensical given the number of accidents on the pedestrian crossing outside Marsden School.

Yes

58 – Russell Harding: Having two zones does not make sense. The same volume and diversity of traffic in each zone travels the same stretch of road between the two. This includes, cars, trucks, buses, scooters, motorbikes, cyclists, pedestrians, school children. In the zone not designated for a speed reduction are two schools, two churches, one daycare centre and one set of traffic lights. Just after coming out of the shopping area zone there is a traffic light which will slow traffic. It will then take some time to come up to speed before it hits the second reduced speed zone. Additionally, resource consents have been just granted for 210 Karori Road for high density housing and the old Teachers' College on Donald Street for a retirement village. These will add additional traffic directly into the higher speed area, just as people are accelerating out of the lower speed zone. Keep it simple - create a single reduced speed zone encompassing both areas.

Yes

59 – Sam Heeney: Given the amount of school aged children moving around in the area makes perfect sense to lower the speed limit. A car moving at 50km ph is likely to be unable to stop quickly enough to prevent hitting a child and causing serious injury if not fatal. A car moving at 30km ph is likely to be able to stop before hitting a child. Do we really need to ask why?

Yes

61 – Vaughan Crimmins: The section of Karori Rd from Lancaster St through to a point (25m) beyond the pedestrian crossing in front of St Teresa's Church should be 30km/h at all times. This section of road services 3 schools, Huntleigh Village (Elderly Residents), a day care centre, 3 churches where activities are happening through every day of the week, Doctor's and Dentist's rooms and all the businesses at Marsden Village and Karori Mall. Little point having a 50km/h for about 200m in between where there is a set of traffic lights and crossings for children going to and from school and adults attending functions at St Mary's, St Ninian's and St Teresa's Churches, and elderly folk from Huntleigh Village going shopping or walking plus daily visitors. The only time this would create some frustration would be after about 6.45/7.00pm when peak flow would have subsided and in the morning for those on the road prior to 6.45/7.00am. Policing may be an issue, but no more so than present practice when drivers regularly go through the red light at Marsden Village.

No

62 – Anna Bryers: Cars will divert and drive faster through Friend St, Braithwaite St and Flers St.

Yes

64 – Stephen O'Keefe: I feel very strongly about this. The area in front of the mall has many pedestrians in a constrained and busy area.

No

65 – Mei Chan: Karori Road is the only main arterial route in and out of Karori. Traffic already drags at snail's pace through the shops and Marsden.

Yes

67 – Anne Carr: There are a lot of elderly, families with children and disabled living in Karori. I am in my 80s and have seen cars going through the Karori lights on orange at speed.

Yes

68 – Janet Holst: Speed Limit Karori Rd I strongly support this proposal and would support a single limited speed zone along Karori Rd. Two schools lie in the stretch between Marsden Village and Karori Sopping Centre, and I see no point in relaxing the speed limit when traffic lights are approached.

Yes

69 – Mildred Raymond: It would be preferable for the 30km/hr zone to start at the pedestrian crossing by St Theresa's school and church. I am 91 years old and still driving. Turning right out of Monaghan Ave the visibility is difficult due to parked cars and a slight hill. As a result the current 50 km/hour there is risky.

No

70 – Andrew Woods: The Council proposal effectively contradicts itself. By stating that "the average speed in this area is already close to 30km/hr" your proposal to make the speed limit 30km/hr is effectively pointless. It suggests a solution looking for a problem. If people are already travelling at reduced speeds in these areas, all this change will achieve is to mandate reduced speeds at times when it is unnecessary for safety (eg. at night when few cars or people are around). The statement in your proposal "studies show that reducing vehicle speeds significantly reduces the number and severity of injuries" is a generic statement that applies to any stretch of road anywhere. There is no analysis applied to the Karori situation (are there any statistics on accidents in this area related to speed, for example?). The only data, or analysis, contained in the proposal is the statement that average speeds are already close to 30km/hr which, again, renders the statement about reducing injuries moot. I have no philosophical problem with reducing speed limits where the data and analysis show a good case, but the only data in this proposal suggests the speed limit will have no effect. So why not just do it anyway? Because at a time of financial crisis after COVID-19, when Council funding will be under significant pressure, we need to ruthlessly prioritise. We need to spend Council funds on business cases that are 'absolutely positively' a priority. It is not 'business as usual', we can't afford things that are 'nice to have' or just carried over from the 'pre-COVID' work program. If we can afford to spend even modest amounts on these sorts of marginal proposals (including the cost of the survey) then we aren't seriously prioritising. (Lastly, my eco-conscious daughter has noted that you mailed out your survey on separate sheets of paper for the Karori and Marsden proposals, when you could have saved half the paper waste by printing double-sided, plus, you then added a third A4 size sheet of paper just to print 4 lines of our mailing address. A lot of paper to go in the recycling).

No

71 – Megan Richards: There are traffic lights and pedestrian crossings - and the traffic congestion at busy times already slows the traffic down at busy times including at the start and end of school . There is no good basis to have a 30 km speed limit at non peak times.

No

72 - Simon Chrisp: Why reduce any of these speeds permanently. What is the purpose of this and when would this actually help. If this is about protection school kids consider 8 until 9 and 3 until 4pm otherwise youre just making people spend longer in their car. Why should you not be able to trsel through there at 50km when its safe to do so?

Yes

73 – Pamela Jane Stainton: This is a very busy area, with a lot of traffic and people also crossing. There is the mall and on the opposite side the petrol station and library etc. A great idea to make the speed slower.

No

75 – Sarah Panton: There are already traffic lights and zebra crossings to mitigate passing pedestrians, this

is unnecessary.

No

76 – William Galt: This is a straight, wide road which is suitable for travel at 50km/h. At peak times the speed self-regulates to a lower speed suitable for the conditions. There are also suitable pedestrian crossings to enable pedestrians to cross safer. I believe the proposed 30km/h speed limit offers no substantial safety benefits, while reducing the effectiveness of the road for motorists.

No

78 – Michael Glamuzina: There are already traffic lights to allow safe crossing for pedestrians. Slowing traffic will encourage more jaywalking. If the average speed is already close to 30 then Why is it necessary to change it? why make it at all times? I shop late in the evening to avoid traffic and people, I object to my speed being lowered!

Yes

80 – James Jones: Excellent idea.

Yes

81 – Andrew Bartlett: Shopping areas should be broadly 30km by default (that is, with a large buffer each side, not just a 'blink and you miss it').

Yes

82 – Alex Jarman: Please extend the speed limit along Parkvale rd to the intersection with Samuel Parnell / Friend St. Ideally add judders bars as the traffic speeds along Parkvale Rd, especially with the pub on the street. Thurs and Fri nights can be hazardous with people having one too many and then driving. Change crossing signal on Karori and Parkvale Rd. Turning right into Parkvale, off Karori Rd, sunstrike can block sight lines in the afternoon. Perhaps add dedicated right turn lane and light here? Add a speed camera at the start of the Mall heading into Karori. This will help to prevent accidents at the lights as many cars go through amber (sometimes red) lights. Many children dart across the street and elderly residents can be slow.

Yes

83 – Mary Jarman: Please extend the speed limit along Parkvale rd to the intersection with Samuel Parnell / Friend st. Ideally add judders bars as the traffic speeds along Parkvale Rd, especially with the pub on the street. Thurs and Fri nights can be hazardous with people having one too many and then driving. Change crossing signal on Karori and Parkvale Rd. Turning right into Parkvale, off Karori Rd, sunstrike can block sight lines in the afternoon. Perhaps add dedicated right turn lane and light here? Add a speed camera at the start of the Mall heading into Karori. This will help to prevent accidents at the lights as many cars go through amber (sometimes red) lights. Many children dart across the street and elderly residents can be slow.

Yes

85 – Paula Acethorp: Great idea! I'd suggest making it extend as far as St Teresa's and Karori Normal Schools (or even all the way to Karori West Normal School).

No

86 – Maurice Horner: As admitted in the proposal, the average speed of vehicles going through this area is close to the proposed speed limit. So what is to be gained? Save the ratepayers money and time and effort in introducing something that in reality has nothing much to gain.

Yes

89 – Annesley Moiseiwitsch: I thought that the speed restrictions were already 30 km. There are always people crossing and a lot of activity around this area.

No

94 – Catriona McBean: No evidence has been provided by WCC to substantiate the need for reducing the

speed. The submission documents refers to improving safety, yet there is no factual information provided to state the area proposed is currently unsafe. If it is unsafe, for whom ... cars, bikes, walkers? Why is it unsafe ... people crossing the road, buses pulling out into traffic? etc. Without this type of detailed information, no informed decision can be made by residents in Karori. The information presented is so little it could be argued that there is not actually a case for the proposed changes, especially as it already states the average speed is already 30km, albeit a 50km zone, so why make the change. There is no information relating to the implementation costs - sign writing and road marking - and compliance protocols. Again, without this information, it is difficult to determine the real impact of the proposal on residents, both of Karori and the city alike, especially with the current rates increase. It appears to be nothing more than change, for changes sake to bring into line with other areas, which may or may not have justifiable reasons for reduced speed.

Yes

95 – James Casey: I think it is a good idea to reduce the speed limit. Bikes are frequent users of the streets in Karori, both for general transport and recreational use at the bike park. I would like you to consider a bike lane or similar, to separate bike and vehicle traffic to make it safer for everyone. I believe there is enough room on the street for this to happen.

Yes

97 – Anna Smith: This would make the road much safer for pedestrians and cyclists. If the traffic is moving more slowly it will also make it easier to make a right hand turn out of Campbell and Beauchamp Streets.

Yes

98 – Lisa Dillon: I am in support of reducing the limit. While consideration is being put to this, I would like you to consider the night of Halloween on these streets, in particular Friend St. I am not sure if the council is aware, but thousands of people gather on Friend street each year at Halloween for trick and treating. All of these people are children high on sugar, dressed up, and chasing their friends. Last year we had 8 kilograms of sweets, and only allowed each child 1 sweet each. By 5pm, all our sweets were gone. Literally thousands of people come through our front gate. And there is NO TRAFFIC CONTROL. No police. No one managing the place to make sure people are safe. It's terrifying. In addition, the supermarket is on the corner, and huge trucks delivering food drive down Friend St. These are big articulated trailers. Last year one drove right down the center of Friend St at about 4pm, smack bang in the middle of tick and treating with 2 to 10 year olds running all about it. Someone could have been killed. I watched in terror. What needs to happen, on Halloween, the whole of Friend street needs to be closed off between 3 and 6pm. The council needs to communicate with the supermarket to make sure no deliveries in trucks over a certain size (hence, unable to drive back down Karori Rd) are done during this time. If we don't start managing this event on Friend St, someone is going to be killed. It is just a matter of time.

Yes

100 – Robyn Skrzynski: But it needs to be extended south to beyond the pedestrian crossing and driveway up to St Teresa's school and church for the safety of the children, just as was done in Kelburn. I hope the 21 metres southwest ensures this without my having to go out there with a tape measure to measure it. An indication of where St Teresa's is placed in relation to the metrage would have been helpful.

No

101 – Margaret Carruthers: 30km ridiculous as proved in Thorndon and Kelburn. Traffic reduced to crawling even after 8pm when there is little traffic on the roads. 40 km. Much more sensible and why only on certain roads, if you are going to do it, make it the whole of Karori. A better idea would be to make a 40 km limit throughout the Wellington area.

Yes

103 – Janet Larsen: In the interests of safety I just want to register my support for this proposal. This is in my local home area.

Yes

104 – Carl Rein: If speed is to be reduced, having a better cycle of the traffic lights at the Karori Road and Parkvale would be needed. Currently pedestrians are given a green light to cross while traffic (coming from Parkvale Rd into Karori Rd) are also green lit, but unable to proceed. Reducing the speed in the areas is great, but if there are further hold ups I can see this frustrating motorists and locals.

No

105 – Margaret Galt: I do not believe this change is warranted. 1. I am not aware of any accidents in this shopping zone that would have been avoided by a lower speed limit. 2. At busy times the traffic is naturally slowed and at times when it is not busy there is no need to impede the traffic on the main road into Karori. 3. Further, I think slowing the traffic is likely to increase the willingness of pedestrians to take risks in crossing the road at places other than the traffic lights, increasing the risk that they will be injured. The current arrangement seems to work well and I do not think it should be altered.

No

106 – Jenny Horner: Since you have stated that there should be little impact on the speed of vehicles because they already are doing close to the intended 30kph then save the money and disruption of installing restrictive signage. The rates could be used for more needed projects such as upgrading sewers and the central library restoration.

No

107 – Kate Harvey-Green (Karori Anglican Church): I agree we should reduce the speed limit BUT make it the whole way down Karori Rd (from Marsden village to past the Karori Mall, not two sections with 50km/h allowed inbetween. Otherwise, you will get people speeding up between Marsden Village and Karori Mall. My particular concern is speeding up through the pedestrian crossing by Fanocurt St, and then the traffic lights for Donald St, where lots of kids cross the road. Have two slow zones so close to each other makes no sense, and some drivers will try to speed up to hit 50km travelling between them which will lead to accidents.

Yes

108 – Chris Webster: I support the reduced speed limit in the interests of safety to all other road users and reducing the impact of traffic on the environment. Karori Road will be the street most affected by this proposal. Karori Road is long and straight which, unfortunately, makes it prone to excessive vehicle speed. In addition, when Karori Road slopes downwards, vehicles can easily exceed 50km/h at present.

No

109 – Blair Scotland: I disagree with the proposal as it will increase traffic congestion. This site already has traffic lights to allow for safe pedestrian crossing. Further, it is additional cost for no demonstrable gain that ratepayers can ill afford.

No

110 – Helen Meo: There is a light controlled pedestrian crossing so no need to lower the speed limit. No danger to law abiding citizens.

Yes

113 – Philip Beynon: Congratulations (yes - that's sarcasm) on your proposed plan leaving the speed limit at 50km/h as it passes Karori Normal School, Samuel Marsden Collegiate School and St Mary's Early Childhood Centre. Why not extend the 30km/h through the length of Karori Road from Camberlain to Hatton (maybe 8am-4pm?) and offer the children some extra protection as they go and from school?

Yes

114 – Patrick Morgan (CAN): We deserve safe and attractive streets. Lowering operating speeds and speed limits on these streets will: - improve safety for all road users - encourage more people to walk and cycle, reducing car use - make Karori quieter and more pleasant - have little or no effect on vehicle journey times - be good for local 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.

Yes

117 – Emma Bradley: I believe the 30km/h should start at the corner of Donald Street and Karori Road to incorporate the primary school.

No

118 – Joy McNicoll: Reduction to 30km/h should be limited to the roading from Raine Street - not the Campbell Street and east intersection, and finish just after the Beauchamp Street intersection. Putting it west to Chamberlain Road is far from necessary.

Yes

119 – Angela Wood: I frequently struggle to cross the road using the road islands because of the speed of traffic. Not only would this lower speed limit make it safer for all pedestrians to cross, it would also make it safer for all road users. As a motorist, there are too many people and road activities happening at this point on Karori Road to be safe to drive at 50km - really hope this speed limit gets reduced.

No

121 – Susanne Lang: I think in theory this may be a good idea but in reality will cause far too much congestion at peak times. Given that there are already traffic lights along this route, I think maintaining the limit at 50km/hr is totally adequate. To whoever organises these surveys, I think posting me 3 single-sided pieces of paper - two of which are in full colour - is *completely wasteful* of ratepayer dollars and resources. Surely there are more cost-effective ways of gauging local opinion? Social media etc? The "I Love Karori" Facebook page? A notice included in our recent June rates bill? A poster at the Karori Library, shopping mall etc etc?

Yes

122 – Sally Boyd: It would be good to put a crossing on the north end of the road near the retirement village. I have often seen elderly people with walkers crossing near the mall bus stop as they find it hard to walk the extra distance to the crossing by the library. They seem to be the most vulnerable group we need to look out for. The 30 km speed limit will help.

No

125 – Arnold Hart: This is an idiotic concept. During morning and evening high traffic periods, traffic comes to a virtual standstill as vehicles crawl through three sets of lights. Outside these periods there isn't a problem and traffic moves comparatively smoothly and speeding is not a problem, partially due to the presence of the lights. It was only a couple of years ago that the Council came up with a much better plan to four lane Karori Rd to speed up traffic in general and provide a bus lane for public transport. A partial solution was adopted for the north end. Such a shame a more courageous approach wasn't taken which should have speeded traffic up. The current push to reduce speed limits to ridiculously low levels is illogical. Why limit it to 30 km/hour. Why not reduce the limit to 20 or 10, or better still stop traffic altogether. That will really improve safety. The whole point of travel is to move as many people as possible as quickly as possible in a safe manner. Not just one aspect. Far better to focus on daylighting the Karori tunnel with two lanes in both directions (and a bridge over) to un-jam this particular choke point. Road works will be required at either end of the tunnel to realign entry points. Mr Foster was elected by a majority of ratepayers to make a difference to the city's infrastructure, not to diminish it. Councillors be brave.

No

126 – Jennifer Evans: This is a huge financial cost when there are already traffic lights and cars are mostly going about the 30km speed. How many accidents have there been there?

Yes

127 - Gerard Majella Ellis: The distance between two proposed reductions to the speed limit is so short (only a couple of hundred metres) and the fact that there is a need for caution in that area because of a school, two rest homes, and two churches, as well as the tendency to increase road speeds on the slope would seem to suggest that there should be only a single speed limit for the whole length of Karori Road between the two shopping areas.

Yes

128 - Mary Jarman: I am pleased that this is being considered-it should have been in place before this . I hope the restriction goes as far as Samuel Parnell Rd. and Friend St.corners

Yes

130 – Patrick Hogan: I would also like to see the inclusion of a pedestrian crossing outside Huntleigh Rest Home, as I see many elderly struggling to cross the road here. I accept that there are crossings at Donald & Parkvale lights but the increased walking distance for the elderly is too far for many it seems. I would also like to see the two speed limit areas on Karori Road combined into one. Between these two proposed zones there is the crossing outside 164 Karori Rd, a drop off zone for Marsden College, and lights at Donald St. Changing speed from 50 to 30 to 50 and 30 back to 50 within 100m may be confusing for many, and in addition difficult to police. Let's keep it simple and SAFE.

Yes

131 – Valerie Elizabeth Carter: Given number of children and young children I wish to have 30 kms from Karori Tunnel to Burrows street It is silly to have 30 , 40 50 kms , better to have consistent 30 kms.

No

132 – Zoe Ogilvie: You ran a previous consultation asking Karori residents what to do with this area and the consensus was to improve the design and layout of the area to make it more usable for residents - specifically to do with the Library. The idea that was least supported by Karori residents was to lower the speed limit in this area. Please review the feedback you received in regards to the Karori Town Centre Improvement Project. The details are here: <https://wellington.govt.nz/have-your-say/public-inputs/feedback/closed/karori-town-centre-public-space-improvement-project>.

No

133 – Janet Heinemann: It will not help.

Yes

134 – Chelsea Kershaw: It will make the roads more friendly for cyclists in this area.

Yes

135 – April Anne Bennett: Yes, in my short time in Karori (3months), I have been somewhat surprised at the speed drivers travel at along the main Karori road, Friend Street & Parkvale road. In many cases, I estimate that many would be travelling well in excess of 50K, given the number of pedestrians in the area 7, more importantly, children walking to school & dog walkers, I strongly support the reduction of the speed limit.

Yes

136 – Jane Corry: I welcome the proposal.

Yes

138 – Violaine Hemery: Zebra crossings are needed on all streets off Karori Road. Some traffic lights would help on Parkvale road and Beauchamps street to help pedestrians crossing, as cars are very reluctant to let people crossing. The Campbell Street should be limited to 30km from its start on Karori Road to after the swimming pool carpark.

Yes

139 – Des Tiller: I fully support the proposal on the grounds of reducing risk and improving safety for pedestrians, cyclists and other road users.

Yes
140 – Mathieu Hemery: It probably would not hurt to extend this on the overall Karori Road (around Donald Street entrance, which has a school, 2 churches - and hence lots of children - in this area). The limitations on Campbell St and Chamberlain could be extended further - 16m and 46m is not much.

Yes
141 – E Barry: Current speed is too fast for comfort and safety. Also the wait for pedestrians at the lights is too long.

No
142 – Margaret MacLaren: Reducing the speed limit is totally unnecessary in the Karori shopping area and will just slow down the traffic even more than it does already in peak hours. I think this is a ridiculous idea.

Yes
143 – Mark Warrior: Fully support this. We live on Campbell Street near Karori Road and have seen cars at 50kph and above turn into the road from Karori Road at speed, then come up and down the Campbell street making it very difficult for school children at Karori Normal and children having tennis lessons at Karori United on Campbell Street to cross the roads safely. I think this will improve safety greatly in the area.

Yes
144 – Alistair Rowe: Why not just make it 30 all the way from the Village through to the end of the Mall area shops....after all, there are 2 schools and an retirement village on the route.

Yes
145 – Zofia Skrzynski: As the mother of a 7 year old going to Karori Normal School, I would like to see the extension of the limit to bridge the gap between the proposed Marsden Village area and the Karori MALL AREA. This encompasses two pedestrian crossings near schools and a child centre and one set of lights which already slow traffic down to a reasonable speed.. The fact that Reading St is included means that the remaining distance not covered by the speed limit is not very much. Increase the speed limit to encompass the crossing for St Teresa's School and a bit beyond that at the end of Chamberlain Road. Not clear from measurement by metres if this is already included. Landmarks eg the schools would be better indications of what is being considered included in the proposed speed limit and as important reasons for having a permanent speed limit.

Yes
150 – Geoffrey Moss: Karori Speed limit Submission I strongly support a change of speed limit from the Marsden Village to beyond the Karori mall area to 30km/h and I will tell you why. I visit Karori every day to visit my wife in care in the Huntleigh Home Hospital. This a busy 66 bed hospital together with apartments for the elderly. Driving out from Huntleigh Hospital is dangerous. Visibility is blocked by cars parked, especially large ones. Cars come down the hill passed the Normal School, heading for the Karori Village, at 50+km/h making it a risky situation. There should be a notice saying SLOW HOSPITAL! As there are limited controlled crossings near Huntleigh there is the need to reduce speed in this area. In Marsden Village, I often stop for mailing to use the post box and the postal service's attached to the bookshop. Because of speeding traffic, it is difficult to rejoin the road heading for Karori. There are two schools, Marsden Girls and the Normal School, two churches and a child care centre on the road between Marsden Village and Karori bringing extra traffic at peak times. I strongly recommend the area between Marsden Village and Karori all become a 30km/h area the same as in Kelburn.

Yes
151 – Paul Smith: I indicated I agree, because I agree with the reduction in speed limits. They are really symbolic though - as speeds in this zone are usually below 50kmh due to the traffic lights and feel of the

roads. However, I don't agree that this proposal goes far enough. Between the two proposed zones is a section of Karori Road flanked by Marsden and Karori Normal schools. Why isn't the zone extended to include that area too? It seems crazy that you'd reduce speed through the shopping areas, but not past these schools, encouraging drivers to speed up. The reduced zone should also cover a length of Donald Street running past Karori Normal to the old teachers' college. I'd also like to see how you are indicating to drivers that this is a slower zone? A simple change of speed limit sign isn't enough. Will the zone have a raised road surface, speed control features (bumps or narrowing of the zone entrances) or some other road treatment to signify it as a slower zone? What about changing the traffic light sequencing at Karori Mall to allow a fully pedestrian part (like the Lambton/Willis lights)? It's about time Karori caught up with other suburbs and saw improvements to pedestrian, cycling and scooting transport, but this proposal is the bare minimum we need. We're a self-contained suburb that should be focussed on non-car local transport. Yet we have no cycle paths, few safe routes for kids to walk to school, and a roadscape dominated by cars. You really need to create a coherent plan and make it happen. Changing a couple of speed signs in areas where speeds are already low are just not enough.

Yes
152 – Gavin Lowe: Reduced speed limit should also be applied to the piece of Karori road between the two proposed areas (and 100m or so up Donald St). There are two schools in this area.

Yes
154 – James Sullivan: I would extend the size of the 30kph zone towards Marsden Village as the downhill section coming into Karori Village is going to have people travelling faster than the 50kph already signposted. The extra distance will give space for drivers to come down to the safe speed before the highest density of Karori Village is reached. I would seriously consider adding basic traffic calming measures to better encourage reduced speed.

No
155 – Brendan Sheehan: Traffic is already clogged up. Now this will make it worse. Have you not learned from Island Bay? It may not be a cycle way but making changes to something that works is not a good idea.

No
156 – Paul McKenzie: Karori is a long suburb taking 5+ minutes to drive through. Reducing the speed limits will increase congestion and increase travel times. The increase in congestion will result in increased pollution - the diesel buses will not be replaced in the near future and slower buses result in increased pollution. Increased congestion will also result in increased pollution for cars and the commercial transport used. Do not ruin a suburb I love!!! Karori does not have any significant level of traffic accidents and therefore does not justify the costs that will be incurred by residents and businesses by dropping the speed limit. I do not wish to see the same attitude that people have on the golden mile introduced to Karori - an attitude of traffic is slow and will stop therefore just step out the traffic will stop! The Golden mile is one of the highest pedestrian accident areas in the city - I do not want this in Karori!

Yes
157 – Charlie Hopkins: At the moment there is a low level of streetscape amenity and this proposal would create a nice and safer space. The area of reduced speed should be expanded to cover more length of street.

Yes
158 – Louise Balkham: I would propose extending the 30kmp speed limit to all of Chamberlain Road to the junctions of Samuel Parnell Road and Darwin Street, including Samuel Parnell Road adjoining Parkvale Road. The number of vehicles that think it is okay to speed up and down this road to either access Samuel Parnell Road as a short cut is dangerous. Many a times have I witnessed cars intentionally speed up.

Yes
159 – Malcolm McNamara: With the very helpful traffic lights where Parkvale Road meets Karori Road, the

30km/h speed limit is no additional imposition to motorists anyway.

Yes

161 – Jo Goudie: To reduce the impact of unforeseen consequences, I'd petition that the limit is also lowered on Friend St. This is already used as a short-cut during traffic delays, has some judder bars, yet has a 50km limit.

Yes

166 – J A Potter: Yes the shopping area needs 30km/h should be maximum in that area but ALSO, ALL school area streets I think should have much reduced speed limits from the lights at Donald St down to Chamberlain Rd. (even 20 km/h can damage a child racing out to fetch a ball mis-hit over the high fence or to get to their parent) that main road gets very busy with cars before and after schools start.

Yes

168 – Paul Jonson: It's a good idea especially with the new retirement village being built. There are already a lot of elderly people crossing Karori Road and we often see near misses. Reduced speed will help this.

No

169 – Susan Sturnam: The traffic is already slow in this area due to the traffic lights and general congestion. In addition there is very little need to cross the road at places other than the lights. At times when there is no congestion (ie middle of the night) then 30km/h is unnecessary. A 30km/hr speed limit would actually be much faster than most cars are going in this area normally, possibly encouraging an increase in speed. It might also encourage more jay-walking by giving a false sense of security. Multiple different speed zones shifts a driver's focus to speed rather than hazards. To encourage safer driving it would be better to brick or paint the road surface, indicating more of a shared, or hazard zone. The problematic thing in this area is the very short length of time you have to turn left out of parkvale rd onto the main road (at the lights) - there are almost always pedestrians to wait for, leaving just a few seconds available for left turning traffic.

Yes

172 – Petra Verdoom: It would be nice if there would be a separate cycle lane in the whole of Karori!

No

173 – Liam O'Connor: 24 hours is excessive given that it's an arterial road. People don't even listen to 50 as it is. I don't see why it can't be time-based. They have the tech as they use it outside schools to lower it to 40. No one is doing more than 30 during peak anyway.

Yes

157 – Teresa Keeley: Yes as lots of children cross this road to use Karori Library, and it is very busy with lots of traffic particularly from 3pm when school finishes. We need lower speed limits in both places to protect children.

No

176 – Ryan Wilkinson: I agree with the reduced speed on side streets but not as currently proposed on Karori Road. Unlike Marsden there are not shopping areas on both sides of the streets, the road is quite wide, and there are two crossing areas (one traffic light and one crossing island). However, I am more concerned with what having two low speed zones will do the road between the low speed zones. Between the zones is a hill with reduced visibility, and areas of high foot traffic particularly for young children including: two schools (Marsden and Karori Normal), two churches, the street leading to the swimming pool, and near one (soon two) rest homes. My concern is that creating these two zones will concentrate the risk of some cars and trucks trying to overtake slow moving traffic (ie cyclists) in a dangerous area with reduced visibility and high foot traffic. If the low speed zone is required near the Karori shopping area, then I suggest connecting the zone to the Marsden zone.

No

179 – Katherine Luke: I don't think it is necessary here. The lights etc work really well for motorists and pedestrians, everything is spread out enough.

Yes

180 – Nick Payton: Essential for this area as many school children, elderly and general shoppers use this and a reduction will make it safer for them to move around.

Yes

181 – Martijn van der Tol: Ensure that there are good urban design / traffic calming measures included so there are visual cues beyond just signage. Separated cycle lanes and an increase in cycle parks would be good as well.

Yes

182 – Kai Keonig: This change can't come soon enough. If anything, the area indicated on the maps is not large enough and should also include Friend Street.

Yes

184 – Diane Sieger: The speed limit reduction should include parallel roads as well (e.g. Friend Street) as those are often used as alternative routes to Karori Road and need to be safer as well.

No

186 – Rebecca Bollard: I do not see the need for this change, and do not believe it would increase pedestrian or road safety. I have lived in this zone (the beginning of Raine St) for five years, and never once in my time have I been able to drive more than 30km/h due to traffic and congestion. The material the council itself sent out says the average speed is already basically 30km/h. Drivers are extremely polite, and I have always found crossing Karori road at the pedestrian island very easy. Additionally, there is a controlled pedestrian crossing at Parkvale Road, mere metres away. I believe a much more impactful change would be to focus on reducing congestion caused by the supermarket carpark backing up (frequently onto Karori Road) and the trucks unloading at the Raine St dock. I frequently encounter trucks in the middle of the road (or parked partially across it), trucks and vans in the yellow line spot opposite the dock, and more than 5 trucks backed up waiting to unload. These cause congestion on Raine St and Karori Road, reduce visibility, and mean pedestrians sometimes have to walk on the road (due to cones and barriers the supermarket erects to block footpath access). Addressing this issue would be more impactful to the safety and character of the area.

No

187 – Roger Cliffe: As stated by the proposal, during the day, the speeds recorded in the area are close to 30kmh already, outside of the daylight and typically busy pedestrian times, there does not seem to be a need to reduce the speed to 30. Another issue is the pedestrians failing to use the controlled crossings and traffic light controlled crossings, and while reducing the speed will reduce the injury they will still be injured, reducing the speed and forcing by barriers the pedestrian to the designated crossings should be considered together.

Yes

189 – Leah McNeil: As a residential shopping area the speed limit should be reduced to improve the safety of pedestrians and a high foot traffic of elderly and young children.

Yes

192 – Felix Marwick: The traffic island near the Raine St intersection creates a choke point as it also coincides with a taxi stand on the western side of Karori Road. It is a hazardous area for cyclists to ride through, especially in morning rush hour. Perhaps some thought should be given to removing it or relocating it.

Yes

195 – Bart Teekman: Speed limits should be universally lowered to 30km/hr for all shopping and residential areas. Only main roads linking suburbs should be allowed to operate at 50km/hr. Safer for cyclists, children,

the elderly, and it will encourage the use of public transport.

No

197 – Kim Weatherley: There is no need, there are well controlled traffic flow and pedestrian flow via the traffic lights.

No

198 – Callum Osborne: The proposal and stated reasons are flawed in logic. This is a classic case of government breaking a self-regulating phenomenon, just to solve it in a more inefficient way, before asserting its own beneficence. It is stated that: -The proposals to reduce vehicle speeds will make those streets safer and more pleasant for all road users. -The new speed limits would apply to all vehicles at all times. -Studies show that reducing vehicle speeds significantly reduces the number and severity of injuries. -In the areas where the speed limit proposed is 30km/h, there will be little effect on motorists' travel times, as the average speed in these areas is already close to that speed. The primary affected road here is a main arterial road connecting Makara, Karori West, Southern end Karori, and central Karori with the city. The current 50km/h limit allows expedient travel without delay or reduction in speed/traffic flow between these areas at off-peak times. Any change to the speed limit along this route will be dis-pleasurable and an inconvenience for these travelers. Further, when traffic is low, as in these off peak times, there is a substantial risk that motorists will not adhere to the new limits. It has been established in town-planning literature that wider streets encourage higher speeds, and narrower ones, slower speeds [https://nacto.org/wp-content/uploads/2015/04/narrow_residential_streets_daisa.pdf]. The relevant area of Karori road, unlike Kelburn village where the 30km/h limit is usually adhered to, is wide, as are the footpaths. This perception of width will imply to the driver's mind that it is safer to drive at higher speed. So it may be said at Kelburn, the perception of narrowness, (for it is indeed more narrow, with parked cars compounding the problem), encourages motorists so slow down, bringing them within the limit. The risk is that the opposite effect may occur in Karori, especially compounded with the large hill southbound traffic contend with. It is unlikely motorists will slow further for a 30km/h limit. At peak times when the traffic is severe, the current speed limit of 50km/h is seldom reached. The traffic physically prohibits this [see the above report for details on this too]. It is indeed admitted by Council that the average speed of the area is close to 30km/h. It is also at peak times that foot traffic is at its peak, as the area acts as a community and public transport hub. Accordingly, at peak times, the number of all users in the area - vehicles on the road (including vulnerable cyclists), and the foot traffic - is maximised, as is the risk of their collision and injury. But at these high risk periods, vehicle traffic is already travelling at a safe speed, physically prohibited from travelling faster, creating a self-regulating feedback loop, reducing the risk of crashes and injuries by number and severity. Therefore, implementing the proposed changes therefore will make no difference to safety at peak times where it matters most (i.e. where risk is highest); vehicles already travel at or close to 30km/h due to traffic. At off peak-times, the limit will be a dis-pleasure to travelling in Karori and moreover is unlikely to be obeyed. To implement the changes would be blind to the facts as stated above, and simply criminalise off-peak travelers for traveling expediently when traffic and accordingly risk of injury is low. And in any case, the area is already controlled by traffic lights for vehicular and foot traffic. Thus I am justified when I say that this is a classic case of government breaking a self-regulating phenomenon, just to solve it in a more inefficient way, before asserting its beneficence.

No

200 – Sophie Jacobs: The areas that have mainly had reduced speeds are places around wellington that have poorly sized roads. Katori main roads are wide enough to accommodate both lanes of traffic alone side crs being parked on both sides.

Yes

202 – Kimberley O'Sullivan: I would love to see the speed limit reduced right through Karori area. We use the library in Karori. Getting in between the library/rec centre and the surrounding shops, as well as to and from Karori from Northland by bicycle will be much safer for our family (with two children aged 6 and 9 who are keen cyclists) with lower speed limits. We also often see young children trying to cross the road, having to wait for a

very long time and eventually (particularly young teens) making unsafe crossing choices when we are in Karori.

Yes
204 – Emma Osborne: I support increasing the safety & enjoyment of this area by reducing the speed limit.

No
205 – Stephen Coppard: It will make it safer cycling to Makara Peak.

No
208 – Justin Smith: During business hours the traffic is heavy and usually moving slowly anyway. Pedestrian crossing at lights provides safe crossing points.

No
209 – June Valerie Scobie: No.

Yes
212 – Alice Boulton: The reduced speed should be extended to create one reduced speed zone from Marsden village all the way along Karori road, past the mall to Eagle Street. There are three schools and the rest home with this area. There is a pedestrian crossing by Marsden Collegiate then the traffic lights at Donald Street intersection. There are children, walking, scooting and bike riding around and lots of cars doing pickup and drop off. I have observed many of the rest home residents attempting to walk across Karori road and doing so too slowly and wobbling about. By having a 50 zone between Hatton Street and Karori Mall, vehicles will accelerate towards the crossing by Marsden, and again downtown the lights, and again down to the mall. This increases the likelihood of an accident with young and old pedestrians crossing the road or cars shooting through traffic lights. Keep it all safe 30km for this entire section. I have seen cars racing through the pedestrian cross by Marsden school as large groups of children are trying to cross over to the church for before and after school care. The supervisors have made numerous comments on this in the I Love Karori Facebook page, pleading for vehicles to Slow down. The 30km zone should extend to include the pedestrian crossing by St Teresa school.

No
213 – Virginia Carpenter: It is not correct to say it will have little effect on motorists' travel times as the average speed in the area is already close to 30km/h. There are many times of the day when cars can travel safely at 50 km/h in this area, keeping up a steady traffic flow. The 30km/h means all cars will need to travel at a snail's pace all the time - risking a traffic fine even at non peak times. I have not heard of any accidents because of speed in the area. It is hardly a serious problem.

No
214 – Nancy McDonald: Although I strongly agree that the speed should be reduced to 30km/h could consideration be given to extending it to 306 Karori Road. The extension suggested will include Eagle Street and Monaghan Street exits and St Theresa's school and church and residential exits for 298, 300 their exits being blind ones due to kerbside parking, and 306. Thank you for giving residents an opportunity to write their comments. Please note I do not have a computer and so please communicate with me by mail at my residential address above.

No
215 – Annabel Wilkins: There are hugely effective traffic lights and pedestrian crossings in this area which are always well used. It's not necessary to reduce speed when everyone is already using the traffic measures safely. At busy times the traffic is so bad the cars don't move anyway! This is unnecessary. I do not support it.

Yes
221 – Kaye Foran: Some added plantings to enhance this area.

Yes

222 – Adrian, Maria & Norman Anderson: While it is stated that the average speed limit is 30 km/h there are non-peak times where motorists do the full 50 km/h, if not more, and if a pedestrian should make a mistake then he/she would be injured more severely than if hit at 30 km/h. With a right turn lane into Parkvale Rd any vehicles travelling through the intersection are forced over close to the waiting pedestrians. In addition vehicles leaving the Mobil Petrol Station are joining the traffic either to go right and up towards Marsden Village or left and heading towards Karori Park. This is a difficult exit from the forecourt as the many high SUVs make visibility difficult for car drivers. A motorist has to nose out and hope for the best.

No

224 – Richard Hallam: I do not believe this will in any practical way reduce people's speeds through the area. Some will adhere to the limit, but most will not, and unless everyone adhere's to the new limit it is a waste of time. Moreover, it potentially increases the hazards posed by the traffic, as it will encourage children to cross the road outside of the correct crossing points, thinking "they can judge the traffic better at lower speeds". It will also be a nuisance to the law-abiding citizens and increase travel times to and from the city, which are already a problem.

Yes

225 – Geoffrey Lee: Should extend back to the traffic lights on Donald St and link up with the Marsden section.

No

227 – Grant Chi: I think 40km/h is more reasonable.

Yes

228 – Conrad Kelly (Karori Normal School): The Karori Normal School Board of Trustees, are in support of the reduction of the speed limit in the Karori shopping area. We believe that this reduction will make the journey to and from school safer, for the children who must cross Karori Rd to get to school. Children do not judge vehicle speeds as well as adults and a lower speed would lessen the likelihood of an accident involving a child crossing the road. In addition we request that the proposed 30km/h speed limit be extended to encompass the entire section of Karori Rd between the Karori shopping area and the Marsden Village shopping area. The intersections of Campbell St and Karori Rd, and Donald St and Karori are a cause of concern to us. Traffic Data from Wellington City Council indicates that Donald Street had an estimated 1,500 vehicles per day (vpd) while Campbell Street carries 1,900 vpd. We believe that this necessitates a reduction in speed for the whole section of Karori Rd in order to make this safer for our children.

Yes

229 – Jonathan Markwick: It will improve safety for people on bicycles. It will make turning movements for all traffic types safer.

No

230 – Hilary Patton: There are already pedestrian traffic lights. Why do we need these restrictions? What are the statistics on how many injuries there are now? Why continue up the side streets?

No

231 – Ronald Schlatter (FLTAC): I am against the proposal to reduce the speed limit as I believe it will have no effect. I have lived in Karori most of my life and cannot recall an accident causing injury in either area. Further evidenced by no supporting facts being available. How many accidents have there been?, how many will be now be hopefully avoided? What study, who by, where? Cannot just support whim and opinion.

Yes

232 – Bernard O'Shaughnessy: 1) Just make all the road from Karori Shopping centre including Marsden Shops at a lower speed. 2) hurry up and get the cycleways in Karori. 3) solve the drug problem in Karori.

No

233 – Mark Willis: Karori Road is a busy straight well define road. There is no confusion about it being a major road that requires awareness and caution. There are already cross lights at 2 locations in the mall area to assist pedestrians. Karori road is a wide straight main road through Karori. Cars traveling at 50 kmh is not dangerous. Unlike Aro Street where it is narrow and busy. 30 kmh in that road is a good idea. I do not often see people trying to cross the road without using the cross lights and in the Karori Mall area there is not a lot of activity on both sides of the road requiring people to re locate between the 2 sides. If both sides of the road were lined with shops and the road was narrower, then yes, perhaps a speed limit would be a good idea. Let the traffic regulate it self through this are - there is no issue in my mind so nothing needs fixing. I think the road conditions in this area is totally different to the roads through other areas like Wadestown, Khandallah etc where they are narrower and may not have cross lights placed conveniently for users.

Yes

235 – Jane Collier: I would like this extended to Friend st If the other arterial are 30 kms then this will force more traffic down this road particularly in the morning and evening. This is already dangerous as a lot of people and children try to cross the road. The speed bumps also make cars race between bumps.

Yes

237 – Warren Charles O'Donnell: I am sending a copy of a memo I sent some time back relating to traffic problems in Karori.

Yes

238 – Marko Garlick (Generation Zero): This will increase the safety for all road users. There are many local school children and elderly people who will particularly benefit from safer speeds. Lower speeds make patronising the local shops more pleasant and encourages more walking and cycling. Evidence shows that 30 km/h speeds significantly lower the chance of serious injury or death, and aid in people outside cars being able to cross the road safely. This brings Karori shops in line with the suburban speed zones across Wellington. This sets a good foundation for the Karori Town centre project and further redevelopment of council/govt land in Karori.

No

239 – Zoe Wyatt: It concerns me that drivers who think they will have to go slower on the main road under a 30km/h speed limit (whether or not the reality will be any slower during peak hour) would instead use the "back way" up Darwin, Chamberlain, Samuel Parnell and Friend streets to get through Karori. We already get a steady stream of traffic during peak hours and lots of speeding drivers at other times. There are traffic lights and traffic islands on the main road to ensure safe places to cross, but no controlled crossings on suburban streets. Drivers seem to speed down our street (Chamberlain Road, which has no speed bumps, unlike others in this part of Karori) in order to ensure that when they turn back onto the main road they are ahead of where they would have been if they had stayed in the traffic. What does the Council expect to be the impact of a 30km/h speed limit on surrounding streets and how will increased traffic flow be managed? I would prefer to encourage drivers to use the main road rather than discourage them.

Yes

240 – Jonathan Bhana-Thomson (NZ Heavy Haulage Association): Karori Road is the main route for oversize loads that travel in/out and through the Karori area - examples are relocatable classrooms and buildings, as well as gear and equipment for the West Wind facility. We have no problem with the 30 km/h speed limit, but wish to advise the Council that the physical measures to implement the change in speed limit must not restrict the travel of wide loads through this area. In other areas where this work has been undertaken the new signage has been placed in the footpath area, and there has been new paint markings on the road - this would be acceptable. However footpath build-outs with signage would restrict the available width - also if these signs were to be placed adjacent to pedestrian islands. Finally, the installation of any new centre road islands would like restrict access for oversize loads, and we would not be in favour of these. We request plans of the detailed design of the physical changes to implement this speed limit changes be consulted with

the NZ Heavy Haulage Association.

Yes

241 – Tim Hannah: I'd expand the 30km zone the 350 or so meters to join with the Marsden village 30km zone. Include the two schools and remove the multiple speed zones. Having frequently changing zones like this is begging to have them ignored. Otherwise excellent idea, better late *now) than never.

No

242 – Kate Harvey-Green (Karori Anglican Church): The zone is not large enough, it should go further up the main road to join up with the Zone from Marsden village. This will also push more traffic on to Friend St, so the zone should also apply there.

Yes

243 – Arran Whiteford: Karori seems to be the last people-centred place in Wellington with high speed limits. I am shocked everytime I go there. Please make this place more people centred.

Yes

244 – Patrick Hall: I suggest that the 30km/h zone starts further up the street, for example before 21 Raine Street as people already speed down the street making it dangerous to exit our driveway. I would also suggest additional safety measures of a speed bump or two and the parking space in front of 19 and 21 be reduced from 2 cars to 1 as our driveway is often exceedingly difficult and dangerous to exit due to cars not parking within the space and overlapping our drive (I can send pictures of this).

Yes

246 – Tim Jenkins: I fully support this, it's a great idea that should really have happened a long time ago. However, I think it should be extended to meet with the proposed Marsden 30km/h so that the sections of the road that pass Karori Normal School and Samuel Marsden School are also 30km/h. It should also be extended to ward South Karori to provide a 30km/h limit by St Theresa's School.

Yes

247 – Ellen Blake (Living Streets): We support the proposals for safer speed zones in Karori. Analysis of before and after data for the first ten suburban centres with 30km/h zones showed injury crashes reduced by 82%, with a 57% reduction in the social cost of crashes of around \$417,000 a year. This data clearly shows the benefit of safer speed zones. We commend the Council for the maps provided to support these proposals, they are clear and easy to understand. We are particularly pleased to see that the safer speed zones extend along side streets for a distance, this will help improve the walking experience for pedestrians - Chamberlain, Parkvale, Raine, Beauchamp and Campbell Streets. Living Streets supports extending the safer speed zone to include all of Karori Road from Marsden Village to the Karori Shopping area. This would improve safety for both Karori Normal School and Marsden College. This road is very busy and difficult to cross currently, usually meaning that primary school children need to be accompanied to help cross this road. Independent walking for school children is a key part of setting them up for a healthy future.

No

248 – Chas O'Donnell: As a comparatively new resident in Karori (36 months) I have been surprised at the traffic flow, the lack of courtesy by many drivers and other vehicular created problems. Having kept my eyes and ears on them I suggest. 1. The traffic lights at the intersection of Karori Rd, Chaytor St and Old Karori Rd need the timing cycle re-evaluated but more important the system be converted to vehicular activation instead of fixed time cycle. 2. The egress from Campbell St into Karori Rd especially when turning right to go into the city is often hazardous and time consuming due to many descending Karori Rd not indicating their intention to turn left into Campbell St while others proceeding straight ahead travel far too fast... those proceeding up Karori Rd and turning right into Campbell St have to wait for a gap in the fast downhill traffic. There is not much courtesy shown. Depending on the number of vehicles travelling downhill and turning right into Raine the egress from Campbell St is often blocked too. 3. To help relieve these problems the existing traffic light

system controlling Karori Rd and Parkvale Rd intersection should be extended to provide/include new lights at Raine St and Campbell St where they intersect with Karori Rd. 4. The traffic light controller should be vehicular activated. 5. Other problems are noisy exhausts by many types of vehicles and extra high acceleration going up Karori Rd early in the mornings and late at night – usually light traffic. 6. I am against lowering the speed limits from 50kph to 30kph as it targets the wrong road user especially in the CBD. It should be an offence for pedestrians to cross roads listening to music or texting and not concentrating on their road crossing. 7. If a 30kph limit is inevitable I would support a 30kph zone commencing and including Chamberlain St and ending at Karori Lawn Tennis clubs upper Karori Rd boundary.

No

249 – Heather Dick: I fail to see the reason behind this as there are plenty of lights and pedestrian crossings in those areas - that if people can't keep to those - then why should we all have to be forced to reduce our speed. This is a bad idea and a waste of time. Look at Kelburn - not many really follow the speed limits there.

Yes

250 – Francesca Jurgeleit: I would like to please ask that the entire Campbell St speed limit be lowered and also that there be speed bumps put in. Every evening at approximately 9-10 pm there is a car that races up and down and is bound to cause injury somehow.

Yes

251 – Glen Bunting (NZTA): The proposals are consistent with the requirements of the Setting of Speed Limits Rule and intent of the Speed Management Guide. Council needs to be mindful of meeting the requirements of clauses 4.4(2)(c) and 3.3(3) in the Rule when implementing these proposals.

Yes

252 – Nigel Lockwood: I have only just been made aware of the proposed speed limits for Karori shopping centres. I didn't receive the mailout as I don't use my mailbox. All my mail is sent to my PO Box. I am a resident at 3 Newcombe Crescent, right between the two proposed Zone, Newcombe Crescent is opposite Karori Normal School and close to Marsden Girls College. I applaud the proposals; a speed restriction has long been coming. What I would suggest however is extending the restriction to encompass the length of Karori Road between the two proposed limits. It seems non-sensical to not do so. I am quite surprised at the oversight frankly. Karori School, Wellingtons largest primary, is very busy at peak times and while there are lights and a crossing at the Donald street intersection (which is almost opposite Newcombe) this doesn't stop cars accelerating up the Karori Road rise from Raine Street to Newcombe Crescent. Most cars by the time they are between Reading and Newcombe, If the lights aren't red (which is the majority of time) are travelling well in excess of 50 km/h. They are then heading to the top of the rise, with no vision ahead (worse in morning with sunstrike), at Marsden College where cars are parked both sides of the street (owned by parents and students) and the Fancourt Street intersection (with St Marys Church also) being just to the left, close to Hatton Street. Owing to the configuration of Fancourt street egress from and access, to is not easy, particularly so given the traffic volumes experienced in Karori Road. The Karori Road/ Newcombe Crescent intersection also suffers from further increased vehicle and pedestrian traffic flows due to the day and night activities occurring at St Ninians Church (on the corner of Newcombe) . There are pretty much actives at the Church hall every day and night of the week with problem parking a result in addition to added traffic movement. All of the above creates a dangerous environment for pedestrian and vehicle movement, both of which are heavy. Putting these two limits in as proposed won't solve the problem, due to the amount of traffic movement and the encouragement for drivers to speed up after Raine Street thus creating the same situation which already exists. At the moment I believe that if you placed a speed camera by the church you could ticket 3 out of every 4 cars that go past Newcombe Crescent in a northly direction (the occasional red light at the Donald Street intersection aside) . The other side of the street would probably give you the same result I imagine. I am taken aback, given the influence of the primary school alone, that the current situation has been allowed to exist for so long. There is a real safety concern here. On another unrelated matter it is time also to put some sort of parking restrictions, for non- residents, in Newcombe Crescent. In addition to Church + Hall users at certain

times, staff at the school and parents using the location as a dropping off point for their kids before catching the bus (at The Church stop) are leaving their cars parked in the street all day. Some From 7 am until past 6 pm every day of the week. This makes parking for residents and particularly for tradesmen accessing homeowners' properties for works etc nigh impossible some days. Church activities both during the day and in the evening add to the problem. A way around this, to prevent all day parking but to allow people to attend the church would be a time limit on parking for non-residents of the street. A time limit of two hours would be sufficient and help solve the current problem.

Yes

253 - Gary Holmes (BID Manager – Karori Business Association): Having canvassed a number of our members, the Karori Business Association is supportive of the proposal as we recognise that reducing vehicle speeds will help to make the streets more pleasant and safer, and reduce the number and severity of injuries. We do however have one request of Council as part of this work to do with issues at the Campbell Road / Karori Street and the Beauchamp Street / Karori Road intersections. Due to the design and sightlines at these intersections, and because of the speed of traffic on Karori Road, drivers often find it difficult to exit from these intersections and turn right into Karori Road. The reduction in speed might help alleviate this a little but we would like Council to look at what other options there might be at these intersections to increase visibility and make it safer for right turning traffic (ie: hatched markings on the road, re-alignment of road markings) When the Karori Town Centre upgrade work was done in 2005, we understand that one option that was raised as a possibility for the Campbell Street / Karori Road intersection was the introduction of traffic lights, although we acknowledge that option could cause more problems than it solves as it very close to another set of traffic lights.

Marsden Village Shopping Area		
Total number of points: 228		
Decision Sought	Number of submitters who selected this option	%
Yes	163	71%
No	65	29%

Marsden Village shopping area: Do you believe it is appropriate to reduce the speed limit to 30km/h?

Response	Percentage
Yes	71%
No	29%

Submitters for this question

Yes
4 – Criag Hayes: There has been additional issue of vehicles turning out of the Marsden carpark turning right (towards the city), while the light is red and driving through the crossing, while pedestrian crossing is green. This happens very frequently and would be a great opportunity to look for a solution while making other changes in the area. Perhaps a set of traffic lights specific to the right turning traffic, in sequence with the crossing?

No
5 – Harsh Patel: No changes needed currently.

Yes
6 – Finlay Abbot: The 50 kph speed limit means that often people drive through at 60 kph and accelerate

when the one set of lights change. Also as above, the downhill stretch for motorists heading North means that they are usually going much faster than 50 kph when they arrive at Marsden Village.

No

8 – Nicole Hoy: As a 20 year resident of Karori I do not believe that reducing the speed limit is warranted. The focus should be on maintaining a clear route in and through Karori, not creating further traffic congestion. I appreciate that the proposed Ryman village will be adding further aged residents, both travelling via cars and as pedestrians, but the current traffic lights and pedestrian crossings are adequate to ensure their safety whilst balancing smooth flows of traffic. While your report cites less severity of injury in the event of accidents, the well placed pedestrian crossings are utilised and reducing speeds would only create backlog towards Chaytor Street and potentially the tunnel. No, I strongly oppose this suggestion. Please apply these funds to water/sewerage.

Yes

9 – Gavin Valentine: It's a mess of traffic. As a cyclist keen to see safety measures inc. reduced max speed.

No

10 – James Barwell: Traffic is slow already in this area as there are traffic lights. When it is not busy then is it safe to go up to 50km/h. It is not necessary to slow traffic down and lengthen journeys and use more fuel braking and accelerating.

No

11 – Lisa Duggan: Another opportunity for the police to increase their revenue. At busy times traffic is already at lower speeds through Marsden and outside of this time, the traffic lights and the other pedestrian crossing allow safe opportunities for people to cross. Again I have seen no evidence of large amount of injuries to Show current speed limit is dangerous.

No

12 – Ross McKinnon: Crossing at the lights is safe.

No

13 – Tim Jones: There are no accidents there. Traffic slows the speed down naturally There are lights for people to cross. We need more shops, cafes & restaurants etc to bring people in to Karori, and less hampering travel.

No

14 – Stella Chisholm: There's already pedestrian lights if people wish to cross. There's no need for lower speed limits of these are being used.

Yes

16 – Jessica Matcham: Don't just reduce it - make it pedestrian priority, followed by bikes and cars limited to 10km. Widen the footpaths, Run slow buses. During level 4 people were walking, kids were riding bikes - there are two schools there (three if you go down a bit further to St Teresa) shops, churches, library etc people should be the priority NOT vehicles.

No

20 – Robb Morrison: There is a traffic light controlled crossing. Motorists can be trusted to drive to the conditions and if that means slower than the posted limit, which happens most of the time during a normal working day. No need to change.

No

21 – Chris Sanders: Karori is practically at a standstill most of the time. Slowing the limit is simply annoying when (rarely) the road is clear.

No

24 – Keith Bowman: There is a crossing so no need.

No

25 – Jill Glover: Most of time there is enough traffic that speeds are low anyway. Better to have continuity of traffic by having one speed level.

No

30 – Chris Garside: People already go slow enough through there anyway, every night there is someone going 35-40kmh holding everyone up from getting home.

Yes

34 – Sophie Diamond: Good idea.

Yes

35 – Matt Shipman: Similar to the area in front of Karori Mall, Marsden Village is an area where many people need to cross the road and cars need to enter and exit the side alley to the carpark. Currently the pedestrian lights area works well, and is nice and central. A 30 km/h speed restriction would add further safety to this area. Currently it is safer than the area outside Karori Mall, but that really isn't a standard we want to work to.

No

36 – Laura Baxter: There is already a pedestrian crossing in place as well as traffic lights, this is sufficient for safe crossings. If you are worried about school children then make it an electronic lower speed limit that only comes live say 2:30 - 4 pm for kids to get home safely. I personally drive through at the hour of 5am and there is no one around, it should not be 24 hours a day if so as this would be unnecessary.

Yes

37 – Michael Thomas: I would propose joining the two lower speed limit zones together, as this would be simpler and easier for motorists to understand and potentially reduce congestion from speeding up and slowing down. Also in-between the two areas are karori normal school and Marsden and other community and high use areas. Safer speeds should apply there too. The hill down from Marsden to karori is steep and so speeds tend to be high naturally going southbound, a lower limit would encourage those speeds down and make compliance with karori 30km limit more likely, rather than zooming down the hill at 55kmh and hitting the 30 zone.

Yes

38 – Gini Latham: I think this is a great idea. Personally, I've nearly been hit by a car traveling fast at night who went to run a red light at the crossing. There are definitely people who go quick around there and try speed through that crossing.

No

40 – Alice Fage: I support the limit but why does it stop just before the zebra crossing that many school children use?

Yes

41 – Ben Volpicelli: This is a narrowed section of Karori Rd, and often has cars parked on the side. I feel that reducing the speed limit here is ok, as many drivers (myself included) don't drive much faster than 30k in this area. There is also a pedestrian crossing by the marsdan school.

Yes

42 – Ben Sandle: Would be good to also make improvements to make safer for cyclists turning right into Hatton street. Maybe green paint like on bike lanes or sharrow. Also can be problems for bikes merging with traffic by bus stop when coming from town.

Yes

43 – Hilleke Townsend: I am shocked but not surprised that once again WCC are failing to improve safety outside schools. All three schools along Karori rd have had near misses at crossings and issues with traffic yet are excluded from the 30kph zone. Please include the schools and crossings in the 30kph zone. These are your most vulnerable road users and you are doing them a disservice by not considering their safety when there are known issues at the crossings.

Yes

45 – Fabian Beveridge: I bike through here every day for work, and so do many others that make their way to the mountain biking hills surrounding Karori. Karori is lacking any road biking infrastructure so the minimum that can be done is to reduce the speed for the safety of other road users.

Yes

46 – Jonathan Coppard: The area needs to be expanded to include the section of Karori Road outside Samuel Marsden Collegiate school. It is inappropriate and dangerous to have drivers speeding up to 50 km/h immediately before a pedestrian crossing outside a school. The government is in the process of making 30km/h zones outside schools compulsory, so not doing this now will result in increased costs and second consultation in the future. The area should also be expanded to the east to include the pedestrian crossing and shops between Nottingham St and Standen St.

No

47 – Jane Campbell: During the busiest times of the day the heavy traffic regulates itself. Cars regulate themselves again when schools come out. In this area it is lazy people jay walking all over the road instead of walking to the pedestrian crossing. I have watch people park in Hatton Street risk crossing the road at that corner to go to the super market. Slowing the traffic will not stop these dangerous people for doing these risky things. Again after 9pm with so little traffic cars will not obey the 30km speed limit. Lowering the speed limit on Karori Road is a waste of time and money.

Yes

48 – Pat Beswick: Quite often cars coming out of Marsden car park, and also on the main road, go through the red light, threatening people on pedestrian crossing.

Yes

49 – Lucy Clements: I work in Marsden Village and I have two primary age children who use the pedestrian crossing outside Marsden School/Fancourt Street. This is an incredibly dangerous crossing and I believe lowering the speed limit through the village will allow drivers more time to notice children on the crossing.

Yes

51 – Helen Troke-Thomas: Again a great proposal.

Yes

53 – Lesley Lazarides: Traffic travels too fast through this area, Buses struggle to merge back into traffic after stopping for passages, as do cars parked who use the stores, and local garages often struggle to change cars around due to high speed of traffic, it also becomes a danger through the school crossing nearby, with cars not slowing down and is a hazard to both school etc directly in the area. Going slower will be safer for all.

Yes

54 – Jon Black: This is a very busy area for kids during the morning and afternoon.

Yes

55 – Lee Clements: There are many school children crossing the road at the lights and pedestrian crossing. I have personal had two remonstrations with speeding drivers who speed up to the pedestrian crossing from the lights, scaring children. Also many drivers race through both pedestrian crossing and lights. Why is it 50? Does it take a child to be killed or elderly before a decision is made. What necessitates a speed of 50 in a

large family suburb? Has covid-19 not shown us how to live, with calmness, kindness and to slow down. It's too dangerous to let kids on bikes due to speeders, dropping the limit will force a slow down and better behavior in general.

Yes
57 – Gordon Rutherford: While I approve of the proposal to reduce the speed for traffic in this area I would strongly suggest that it be extended to cover the entire section of Karori Road from Lancaster Street to Chamberlain Street rather than the piecemeal approach suggested - to not include the section from Reading Street to Hatton Street seems nonsensical given the number of accidents on the pedestrian crossing outside Marsden School.

Yes
58 – Russell Harding: Having two zones does not make sense. The same volume and diversity of traffic in each zone travels the same stretch of road between the two. This includes, cars, trucks, buses, scooters, motorbikes, cyclists, pedestrians, school children. In the zone not designated for a speed reduction are two schools, two churches, one daycare centre and one set of traffic lights. Just after coming out of the shopping area zone there is a traffic light which will slow traffic. It will then take some time to come up to speed before it hits the second reduced speed zone. Additionally, resource consents have been just granted for 210 Karori Road for high density housing and the old Teachers' College on Donald Street for a retirement village. These will add additional traffic directly into the higher speed area, just as people are accelerating out of the lower speed zone. Keep it simple - create a single reduced speed zone encompassing both areas.

No
59 – Sam Heeney: Given the amount of school aged children moving around in the area makes perfect sense to lower the speed limit. A car moving at 50km ph is likely to be unable to stop quickly enough to prevent hitting a child and causing serious injury if not fatal. A car moving at 30km ph is likely to be able to stop before hitting a child. Do we really need to ask why?

Yes
60 – Andrea Holmes: Countless near misses as drivers don't recognise a crossing/lights. A concern when walking kids to/from school.

Yes
61 – Vaughan Crimmins: The section of Karori Rd from Lancaster St through to a point (25m) beyond the pedestrian crossing in front of St Teresa's Church should be 30km/h at all times. This section of road services 3 schools, Huntleigh Village (Elderly Residents), a day care centre, 3 churches where activities are happening through every day of the week, Doctor's and Dentist's rooms and all the businesses at Marsden Village and Karori Mall. Little point having a 50km/h for about 200m in between where there is a set of traffic lights and crossings for children going to and from school and adults attending functions at St Mary's, St Ninian's and St Teresa's Churches, and elderly folk from Huntleigh Village going shopping or walking plus daily visitors. The only time this would create some frustration would be after about 6.45/7.00pm when peak flow would have subsided and in the morning for those on the road prior to 6.45/7.00am. Policing may be an issue, but no more so than present practice when drivers regularly go through the red light at Marsden Village.

No
62 – Anna Bryers: Cars will divert and drive faster through Friend St, Braithwaite St and Flers St.

Yes
63 – Marty Chung: Instead of the speed limit stop at a point 8 metres south-west of Hatton Street on Karori Road, I would highly suggest that extend to 100 metres which pass both the entrances of St.Mary Daycare and Marsden Collegiate School and the pedestrian crossing in between. A lot of children and teens crossing road there so it is wise to extend the speed limit pass that point.

No

65 – Mei Chan: Karori Road is the only main arterial route in and out of Karori. Traffic already drags at snail's pace through the shops and Marsden.

Yes

68 – Janet Holst: Am most concerned that you have overlooked the very hazardous stretch between the Fire Station and Marsden Village. This stretch of road has a particularly high density of different types of road users all converging in a relatively short space and so fits within the criteria for a reduced speed zone. Traffic volumes are high round the Standen St bus stops, shops and pedestrian crossing. The volume here is heavier than Marsden Village because considerable inflow of traffic (cycles, motorbike, cars) from Flers St, Homewood Ave and Nottingham Street. In addition cars reversing out of, or attempting to enter the private garages between numbers 93 - 113 Karori Rd all combine to make this a very hazardous area. Furthermore, buses, trucks and heavy motor bikes roaring up the rise towards Marsden village or down to the lights at Chaytor St add to the already intolerable noise level on Karori Rd. It must be hoped that lower speed limits would help reduce this.

No

70 – Andrew Woods: The Council proposal effectively contradicts itself. By stating that "the average speed in this area is already close to 30km/hr" your proposal to make the speed limit 30km/hr is effectively pointless. It suggests a solution looking for a problem. If people are already travelling at reduced speeds in these areas, all this change will achieve is to mandate reduced speeds at times when it is unnecessary for safety (eg. at night when few cars or people are around). The statement in your proposal "studies show that reducing vehicle speeds significantly reduces the number and severity of injuries" is a generic statement that applies to any stretch of road anywhere. There is no analysis applied to the Marsden situation (are there any statistics on accidents in this area related to speed, for example?). The only data, or analysis, contained in the proposal is the statement that average speeds are already close to 30km/hr which, again, renders the statement about reducing injuries moot. I have no philosophical problem with reducing speed limits where the data and analysis show a good case, but the only data in this proposal suggests the speed limit will have no effect. So why not just do it anyway? Because at a time of financial crisis after COVID-19, when Council funding will be under significant pressure, we need to ruthlessly prioritise. We need to spend Council funds on business cases that are 'absolutely positively' a priority. It is not 'business as usual', we can't afford things that are 'nice to have' or just carried over from the 'pre-COVID' work program. If we can afford to spend even modest amounts on these sorts of marginal proposals (including the cost of the survey) then we aren't seriously prioritising. (Lastly, my eco-conscious daughter has noted that you mailed out your survey on separate sheets of paper for the Karori and Marsden proposals, when you could have saved half the paper waste by printing double-sided, plus, you then added a third A4 size sheet of paper just to print 4 lines of our mailing address. A lot of paper to go in the recycling).

No

71 – Megan Richards: It is very rare to see a car speeding in this area - and the traffic lights also control traffic. What are the accident statistics that justify putting a 30 km restriction in place?

No

72 – Simon Chrisp: Why reduce any of these speeds permanently. What is the purpose of this and when would this actually help. If this is about protection school kids consider 8 until 9 and 3 until 4pm otherwise you're just making people spend longer in their car. Why should you not be able to travel through there at 50km when it's safe to do so?

Yes

73 – Pamela Jane Stainton: Although I live in Crofton Downs I have worked until recently at Marsden Primary school. Not only is the village a busy area, but outside the school there is a pedestrian crossing where the girls cross before and after school. Cars tend to go quite fast down the hill in particular. It would make the crossing safer to have them slow down as they approach. I also used to work at Ngaio School, I

was always surprised that not only did the Ngaio kids have traffic lights where the children cross, but they also have had the 30 km speed limit for some time and I wondered why this did not also apply in Marsden village where the traffic is also very busy and the school is nearby.

No

75 – Sarah Panton: Already traffic lights and zebra crossings.

No

76 – William Galt: This is a straight, wide road which is suitable for travel at 50km/h. At peak times the speed self-regulates to a lower speed suitable for the conditions. There are also suitable pedestrian crossings to enable pedestrians to cross safer. I believe the proposed 30km/h speed limit offers no substantial safety benefits, while reducing the effectiveness of the road for motorists.

No

78 – Michelle Glamuzina: There Already exists traffic lights specifically for safe pedestrian crossing in this area along with a pedestrian crossing by Marsden School. In 22years, my experience is that vehicles travel carefully through this area. It is unnecessary to alter the current speed limit, especially one that is at all times. You would be better placed if red light cameras were installed in the CBD.

Yes

80 – James Jones: Excellent idea.

Yes

81 – Andrew Bartlett: I don't travel to Karori often but I have visited the Marsden Village area. With the school on the doorstep and the dairy / takeaway / bus stops all on this road a 30km limit seems very reasonable.

Yes

82 – Alex Jarman: Shorten the wait for the Marsden pedestrian crossing outside Ming Du, Four Sq, Clothes shop to provide more regular, more frequent green crossing signals. Currently the wait is too long, this means people cross outside One Fat Bird - ok if they're agile but not if they're elderly.

Yes

83 – Mary Jarman: Shorten the wait for the Marsden pedestrian crossing outside Ming Du, Four Sq, Clothes shop to provide more regular, more frequent green crossing signals. Currently the wait is too long, this means people cross outside One Fat Bird - ok if they're agile but not if they're elderly.

Yes

85 – Paula Acethrop: Extend the zone all the way to Karori Normal School.

No

86 – Maurice Horner: As admitted in the proposal, the average speed of vehicles going through this area is close to the proposed speed limit. So what is to be gained? Save the ratepayers money and time and effort in introducing something that has very little gain if any.

Yes

87 – Kim Ybarra: Please extend the proposed area to include Homewood Avenue. Too many blind corners with cars parked obscuring view of onward traffic - make it 30 km/h too please!!

Yes

91 – Jo Frances: Join both zones together to cover the two schools that are in between! It makes no sense to have motorists speeding up to go past KNS and Marsden.

Yes

95 – Casey James: I think it is a good idea to reduce the speed limit. Bikes are frequent users of the streets in Karori, both for general transport and recreational use at the bike park. I would like you to consider a bike lane or similar, to separate bike and vehicle traffic to make it safer for everyone. I believe there is enough room on the street for this to happen.

Yes

97 – Anna Smith: Slowing the traffic through this area will make it safer for pedestrians and cyclists and more pleasant for people walking on the footpaths.

No

100 – Robyn Skrzynski: But again it needs to be extended south to beyond the pedestrian crossing for the Marsden Collegiate school and the childcare centre at St Mary's Church, for the safety of the children and parents. 8 metres south west of Hatton Street does not seem to cover my suggestion.

No

101 – Margaret Carruthers: 30km ridiculous as proved in Thorndon and Kelburn. Traffic reduced to crawling even after 8pm when there is little traffic on the roads. 40 km. Much more sensible and why only on certain roads, if you are going to do it, make it the whole of Karori. A better idea would be to make a 40 km limit throughout the Wellington area.

Yes

103 – Janet Larson: I think it is even more important in the Marsden Village area.

No

105 – Margaret Galt: I do not believe this change is warranted. 1. I am not aware of any accidents in this shopping zone that would have been avoided by a lower speed limit. 2. At busy times the traffic is naturally slowed and at times when it is not busy there is no need to impede the traffic on the main road into Karori. 3. I think slowing the traffic is likely to increase the willingness of pedestrians to take risks in crossing the road at places other than the traffic lights, increasing the risk that they will be injured. 4. The slower traffic will make it less likely that there will be breaks in the traffic that will enable the traffic that is parked on both sides of the road and exit from the car park to be able to pull safely into the flow of traffic. The current arrangement seems to work well and I do not think it should be altered.

No

106 – Jenny Horner: Since you have stated that there should be little impact on the speed of vehicles because they already are doing close to the intended 30kph then save the money and disruption of installing restrictive signage. The rates could be used for more needed projects such as upgrading sewers and the central library restoration.

No

107 – Kate Harvey-Green: I agree we should reduce the speed limit BUT make it the whole way down Karori Rd (from Marsden village to past the Karori Mall, not two sections with 50km/h allowed inbetween. Otherwise, you will get people speeding up between Marsden Village and Karori Mall. My particular concern is speeding up through the pedestrian crossing by Fanocurt St, and then the traffic lights for Donald St, where lots of kids cross the road. Have two slow zones so close to each other makes no sense, and some drivers will try to speed up to hit 50km travelling between them which will lead to accidents.

Yes

108 – Chris Webster: I support the reduced speed limit in the interests of safety to all other road users and reducing the impact of traffic on the environment. Karori Road will be the street most affected by this proposal. Karori Road is long and straight which, unfortunately, makes it prone to excessive vehicle speed. In addition, when Karori Road slopes downwards, vehicles can easily exceed 50km/h at present.

No

109 – Blair Scotland: I disagree with the proposal as it will increase traffic congestion. This site already has traffic lights to allow for safe pedestrian crossing. Further, it is additional cost for no demonstrable gain that ratepayers can ill afford.

No

110 – Helen Meo: There is a light controlled pedestrian crossing so no need to lower the speed limit. No danger to law abiding citizens.

Yes

111 – Chris Moxon: The current 50km/hr limit is very dangerous. Proximity to shops, schools, car parks, churches etc make this a very busy stretch of road. I live next to Marsden village and witness near misses very frequently.

Yes

112 – Howard Johnston: It would be great to have a red light camera too. I work in Marsden village and the red lights are run constantly. Also the lower speed limit will be ignored, just as they are in all the other 30kph areas unless they are policed. I drive through the Aro St shopping slow zone and it is very rare to follow a car that is within the limit.

Yes

113 – Philip Beynon: Congratulations (yes - that's sarcasm) on your proposed plan leaving the speed limit at 50km/h as it passes Karori Normal School, Samuel Marsden Collegiate School and St Mary's Early Childhood Centre. Why not extend the 30km/h through the length of Karori Road from Camberlain to Hatton (maybe 8am-4pm?) and offer the children some extra protection as they go and from school?

Yes

114 – Patrick Morgan (CAN): We deserve safe and attractive streets. Lowering operating speeds and speed limits on these streets will: - improve safety for all road users - encourage more people to walk and cycle, reducing car use - make Karori quieter and more pleasant - have little or no effect on vehicle journey times - be good for local 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.

Yes

115 – Justin Smith: Frankly, anyone driving at 50 thru this area as it stands is driving unsafely.

Yes

116 – Sharon Moxon: Can the 30km/hr zone be extended a further 100m West beyond Fancourt St ? There is a pedestrian crossing by the Karori Rd/Fancourt St junction (approx 50m beyond the end of the proposed 30km/hr zone) - it is used extensively by children attending Marsden school. The currently proposed end of the the 30km/hr zone will encourage cars heading west to accelerate towards the pedestrian crossing. Dangerous !!

Yes

118 – Joy McNicoll: Welcomely sensible.

Yes

119 – Angela Wood: I'm mostly a car user in this area, but never drive at the speed limit here - to drive safely for the road conditions I find I have to drive much slower than 50km, many people drive much too fast for the conditions.

No

120 – Rob Everett: The area for the speed limit needs to be expanded up past the zebra crossing opposite Marsden School. Currently cars accelerate over the crest of the hill further up (heading towards the village) and also out of the Marsden Village area up the hill. This endangers children on the zebra crossing opposite the school. I strongly urge the council to extend the 30kmh zone to the top of the hill. It is daft to allow people to accelerate from 30 up to 50kmh right before a zebra crossing.

No

121 – Susan Lang: I think in theory this may be a good idea but in reality will cause far too much congestion at peak times. Given that there are already traffic lights along this route, I think maintaining the limit at 50km/hr is totally adequate. To whoever organises these surveys, I think posting me 3 single-sided pieces of paper - two of which are in full colour - is *completely wasteful* of ratepayer dollars and resources. Surely there are more cost-effective ways of gauging local opinion? Social media etc? The "I Love Karori" Facebook page? A notice included in our recent June rates bill? A poster at the Karori Library, shopping mall etc etc?

No

125 – Arnold Hart: This is an idiotic concept. During morning and evening high traffic periods, traffic comes to a virtual standstill as vehicles crawl through three sets of lights. Outside these periods there isn't a problem and traffic moves comparatively smoothly and speeding is not a problem, partially due to the presence of the lights. It was only a couple of years ago that the Council came up with a much better plan to four lane Karori Rd to speed up traffic in general and provide a bus lane for public transport. A partial solution was adopted for the north end. Such a shame a more courageous approach wasn't taken which should have speeded traffic up. The current push to reduce speed limits to ridiculously low levels is illogical. Why limit it to 30 km/hour. Why not reduce the limit to 20 or 10, or better still stop traffic altogether. That will really improve safety. The whole point of travel is to move as many people as possible as quickly as possible in a safe manner. Not just one aspect. Far better to focus on daylighting the Karori tunnel with two lanes in both directions (and a bridge over) to un-jam this particular choke point. Road works will be required at either end of the tunnel to realign entry points. Mr Foster was elected by a majority of ratepayers to make a difference to the city's infrastructure, not to diminish it. Councillors be brave.

No

126 – Jennifer Evans: There are traffic lights in the village and vehicles are already keeping to the 30km speed. This is a huge financial cost and with all the extra signage added to an already over signed area will not add to the village appeal. When and how many accidents have occurred to warrant this? Will the signage be painted on the road or will it be just another sign post causing visual confusion. Total waste of money in my view.

Yes

127 - Gerard Majella Ellis: The distance between two proposed reductions to the speed limit is so short (only a couple of hundred metres) and the fact that there is a need for caution in that area because of a school, two rest homes, and two churches, as well as the tendency to increase road speeds on the slope would seem to suggest that there should be only a single speed limit for the whole length of Karori Road between the two shopping areas.

No

130 – Patrick Hogan: I would like to see the two speed limit areas on Karori Road combined into one. Between these two proposed zones there is the crossing outside 164 Karori Rd, a drop off zone for Marsden College, and lights at Donald St. It just doesn't make sense to have 50km limit for 200m and changing speed from 50 to 30 to 50 and 30 back to 50 over a distance of 900m may be confusing for many, and in addition, difficult to police. Let's keep it simple and SAFE.

Yes

131 - Valerie Elizabeth Carter: Given number of children and young children I wish to have 30 kms from Karori Tunnel to Burrows street It is silly to have 30 , 40 50 kms , better to have consistent 30 kms.

No

133 – Janet Heinemann: Traffic moves with the conditions.

No

134 – Chelsea Kershaw: It will make the roads more friendly for cyclists in this area.

Yes

135 – April Ann Bennett: Yes, in my short time in Karori (3months), I have been somewhat surprised at the speed drivers travel at along the main Karori road, Friend Street & Parkvale road. In many cases, I estimate that many would be travelling well in excess of 50K, given the number of pedestrians in the area 7, more importantly, children walking to school & dog walkers, I strongly support the reduction of the speed limit different zones apply across city - ie Kelburn/Clifton/Te Aro making it complex and expensive.

Yes

136 – Jane Corry: I welcome the proposal.

Yes

137 – Violaine Hemery: This 30km area should cover the part of Karori road along Marsden School and Fancourt Street.

Yes

139 – Des Tiller: I fully support the proposal on the grounds of reducing risk and improving safety for pedestrians, cyclists and other road users.

Yes

141 – E Barry: Current speed is too fast for comfort and safety. Also the wait for pedestrians at the lights is too long.

No

142 – Margaret MacLaren: Reducing the speed limit is totally unnecessary in the Marsden shopping area and will just slow down the traffic even more than it does already in peak hours. I work in this area and think this is a ridiculous idea.

Yes

144 – Alistair Rowe: Why not just make it 30 all the way from the Village through to the end of the Mall area shops....after all, there are 2 schools and an retirement village on the route.You are killing the CBD.

Yes

145 – Zofia Skrzynski: Bridge the gap between the two proposed limited areas and add the speed limit too for Donald St as far as the old Training College site where the school pedestrian crossing and the Karoi Swimming Pool are. High frequency foot and vehicle traffic in this area.

Yes

146 – Richard Kelly: I fully support this as will increase safety in the area. As a parent with two young children I have been concerned by the number of vehicles that speed (well over 50kms/hour) down Lancaster Street (in the direction of Marsden Village) endangering pedestrians and cyclists alike (in our first year living at 5 Lancaster St one of our cats was killed by a passing vehicle - we were not there at the time - but believe the likelihood of our cat being killed during daylight hours would have been reduced if the speed limit of 30km had been in place). I would propose that the speed limit is extended to cover all of Lancaster Street to enhance safety (and will be less confusing for motorists). Happy to be contacted if would like more information.

Yes

147 – Janice Fraser: Well done those initiating this submission.

Yes

148 – Penny Tunncliffe: Fully support but strongly believe the reduced speed limit zone should be extended to the start of Fancourt St (at a minimum). We have a very dangerous crossing near Fancourt Street that, as the council will know, has been subject to some extremely dangerous encounters involving children and adults. Please extend to keep our community safe.

Yes

149 – Mark Tunncliffe: Please extend 30km zone to include the crossing outside Marsden School. Very dangerous.

Yes

150 – Geoffrey Moss: Karori Speed limit Submission I strongly support a change of speed limit from Marsden Village through to Karori of 30km/h and I will tell you why. I visit Karori every day to visit my wife in care in the Huntleigh Home Hospital. This a busy 66 bed hospital together with apartments for the elderly. Driving out from Huntleigh Hospital is dangerous. Visibility is blocked by cars parked, especially large ones. Cars come down the hill passed the Normal School, heading for the Karori Village, at 50+ making it a risky situation. There should be a notice saying SLOW HOSPITAL! As there are only controlled crossings up at Karori Normal and by the Mall there needs to be a slowing of traffic to allow pedestrians to cross the road to access buses and medical testing lab facilities. In Marsden Village I often stop for mailing to use the post box and the postal service's attached to the bookshop. Because of speeding traffic, it is difficult to rejoin the road heading for Karori. There are two schools, Marsden Girls and the Normal School, two churches and a child care centre on the road between Marsden Village and Karori bringing extra traffic at peak times. I strongly recommend the area between Marsden Village and Karori become a 30km/h area the same as in Kelburn.

Yes

151 – Paul Smith: I indicated I agree, because I agree with the reduction in speed limits. They are really symbolic though - as speeds in this zone are usually below 50kmh due to the traffic lights and parked cars. However, I don't agree that this proposal goes far enough. Between the two proposed zones is a section of Karori Road flanked by Marsden and Karori Normal schools. Why isn't the zone extended to include that area too? It seems crazy that you'd reduce speed through the shopping areas, but not past these schools, encouraging drivers to speed up. The reduced zone should also cover a length of Donald Street running past Karori Normal to the old teachers' college. I'd also like to see how you are indicating to drivers that this is a slower zone? A simple change of speed limit sign isn't enough. Will the zone have a raised road surface or speed control features (bumps or narrowing of the zone entrances) to signify it as a slower zone? It already has a coloured crossing, that seems to do little to change driver behaviour to pedestrians in the area. The pedestrian crossing lights sequence needs change too - there is much too long wait between pedestrian phases. Marsden Village is ideal to adapt to make drivers feel it's a slow zone. It's about time Karori caught up with other suburbs and saw improvements to pedestrian, cycling and scooting transport, but this proposal is the bare minimum we need. We're a self-contained suburb that should be focused on non-car local transport. Yet we have no cycle paths, few safe routes for kids to walk to school, and a roadscape dominated by cars. You really need to create a coherent plan and make it happen. Changing a couple of speed signs in areas where speeds are already low are just not enough.

Yes

152 – Gavin Lowe: The reduced speed limit should also be applied to the piece of Karori road between the two proposed areas (and 100m or so up Donald St). There are two schools in this area.

Yes

153 – Thea Wallace: Why not join the two proposed areas into one larger 30km zone? They are so close. It would be less confusing for motorists while also ensuring the lower speed limit applies in front of Karori Normal School. Overall, I completely disagree with the changes listed, parking is already too expensive and these changes are definitely not welcome. Increasing these costs makes Wellington LESS accessible for visitors, and residents.

Yes

154 – James Sullivan: I would extend the distance of the main zone as a short zone like that found in Ngaio village results in many drivers simply ignoring the limit and plowing through at 50kph. Especially so with no traffic calming measures. So I would seriously consider adding traffic calming measures to encourage reduced speeds.

No

155 – Brendan Sheehan: Traffic is already clogged up . Now this will make it worse. Have you not learned from Island Bay ? There needs to be an overbridge.

No

156 – Paul McKenzie: Karori is a long suburb taking 5+ minutes to drive through. Reducing the speed limits will increase congestion and increase travel times. The increase in congestion will result in increased pollution - the diesel buses will not be replaced in the near future and slower buses result in increased pollution. Increased congestion will also result in increased pollution for cars and the commercial transport used. Karori does not have any significant level of traffic accidents and therefore does not justify the costs that will be incurred by residents and businesses by dropping the speed limit. I do not wish to see the same attitude that people have on the golden mile introduced to Karori - an attitude of traffic is slow and will stop therefore just step out the traffic will stop! The Golden mile is one of the highest pedestrian accident areas in the city - I do not want this in karori! Do not ruin a suburb I love!!!

Yes

157 – Charlie Hopkins: At the moment there is a low level of streetscape amenity and this proposal would create a nice and safer space. The area of reduced speed should be expanded to cover more length of street.

Yes

159 – Malcolm McNamara: I requested that you consider this in an earlier round of consultations a few years ago, and am delighted that the proposal has now come forward.

Yes

160 – Hilary Fiennes (Samuel Marsden Collegiate School): We are fully supportive of the proposal; however, we are concerned that on leaving the proposed zone cars may begin to speed up which could increase the danger to pedestrians using the zebra crossing between St Mary's Church / ECE centre and Marsden School. We should like to see the 30kph zone extended to at least the crest of the hill between the school and St Mary's Church (above the Fancourt Street junction) or even further, possibly as far as the traffic lights at Donald Street. This would make it significantly safer for students attending both Marsden and Karori Normal schools and children at St Mary's ECE centre.

Yes

161 – Jo Goudie: To reduce the impact of unforeseen consequences, I'd petition that the limit is also lowered on Friend St. This is already used as a short-cut during traffic delays, has some judder bars, yet has a 50km limit.

Yes

166 – J A Potter: Yes the shopping area needs 30km/h should be maximum in that area but ALSO, ALL school area streets I think should have much reduced speed limits from Hatton St past Marsden and St Mary's Church. that main road and pedestrian crossing has seen so many near misses and some drivers seem to think scaring the walkers train for children crossing is a fun joke. Even the side streets get very busy with cars before and after schools start.

Yes

167 – Martin Bonne: Speed limits should also apply to Friend Street and Homewood, as these would even more be used to bypass main road. In addition, speed bumps on Friend Street should be augmented.

Yes

168 – Paul Jonson: Good idea.

Yes

169 – Susan Sturman: The lights already adequately restrict the speed in this area. Also the intersections at Lancaster and Hatton adequately restrict the speed in those areas. Same issues as above with introducing a speed limit.

Yes

172 - Petra Verdoorn: Here as well a separate cycle way for the whole of Karori would be very beneficial and safer for all road and footpath users.

Yes

173 – Liam O'Connor: While still an arterial road, Marsden pinches and has bad congestion, plus lights. It'll also help traffic get out of the car park. Surprised it's not 30 already. Only worry is that this will encourage even more jaywalking, which is already seriously high. Everyone seems to be allergic to the crossing lights.

Yes

175 – Teresa Keeley: Yes as this is a busy shopping area with lots of children from 3pm generally.

Yes

176 – Ryan Wilkinson: The road near Marsden is quite narrow and with shopping on both sides of the road and the primary bus stop for Marsden School then making this 30km/hr makes sense.

Yes

179 – Katherine Luke: Yes, it's more condensed than the Karori mall area and harder for cars pulling out of business driveways etc. (less vision). The pedestrian lights need some work, especially so close to the Marsden shops car park drive.

Yes

180 – Nick Payton: Essential for this area as it has high foot traffic of school children and elderly people.

Yes

181 – Martijn van der Tol: Ensure that there are good urban design / traffic calming measures included so there are visual cues beyond just signage. Separated cycle lanes and an increase in cycle parks would be good as well.

Yes

182 – Kai Koenig: This change can't come soon enough. If anything, the area indicated on the maps is not large enough and should also include Friend Street.

Yes

184 – Diane Sieger: The speed limit reduction should include parallel roads and roads that lead to them as well (e.g. Friend Street, all of Hatton Street, Homewood Ave) as those are often used as alternative routes to Karori Road and need to be safer as well. The 30k zone needs to start closer to the beginning of Karori (from Homewood Ave).

No

187 – Roger Cliffe: As stated by the proposal, during the day, the speeds recorded in the area are close to 30kmh already, outside of the daylight and typically busy pedestrian times, there does not seem to be a need to reduce the speed to 30. There is as much a danger issue from the pedestrians failing to use the controlled crossings and traffic light controlled crossings. Another issue is the pedestrians failing to use the controlled crossings and traffic light controlled crossings, and while reducing the speed will reduce the injury they will still be injured, reducing the speed and forcing by barriers the pedestrian to the designated crossings should be considered together.

Yes

189 – Leah McNeil: Even with lights and crossings cars drive much too fast through this area which has a high foot traffic of children and is situated amongst a dense residential area. We live just past where the 30 km zone is proposed to end, on the corner of Karori Road and Homewood Avenue. It is near impossible to exit our garage onto the road due to the speed cars travel through this area. I feel that the lower speed zone will make the surrounding residential areas safer for our children as well as those visiting the shop area itself.

Yes

192 – Felix Marwick: Given the location of the school, creche, after school care centre and bus stops, no one should be doing 50km/h through there.

Yes

195 – Bart Teekman: Speed limits should be universally lowered to 30km/hr for all shopping and residential areas. Only main roads linking suburbs should be allowed to operate at 50km/hr. Safer for cyclists, children, the elderly, and it will encourage the use of public transport.

No

197 – Kim Weatherley : There is no need, there are well controlled traffic flow and pedestrian flow via the traffic lights.

No

198 – Callum Osborne: The same reasons apply to this area as above. Therefore, implementing the proposed changes will make no difference to safety at peak times where it matters most (i.e. where risk is highest); vehicles already travel at or close to 30km/h, being physically prohibited to travel faster than this due to traffic. At off peak-times, the limit will be a displeasure to travelling in Karori and moreover is unlikely to be obeyed. To implement the changes would be blind to the facts and simply criminalise off-peak travelers for traveling expediently when traffic and accordingly risk of injury is low. And in any case, the area is already controlled by traffic lights. Thus I am justified when I say that this is a classic case of government breaking a self-regulating phenomenon, just to solve it in a more inefficient way, before asserting its beneficence.

No

200 – Sophie Jacobs: The roads are wide enough to accommodate 4 lanes of cars, 2 driving lanes with cars parked on both sides. The streets that need to be made safer are the roads that kids cross daily to and from school. Campbell street all the way to Donald street is used by huge numbers of kids, yet there are no crossings for them to safely cross alone.

Yes

204 – Emma Osborne: I support increasing the safety & enjoyment of this area by reducing the speed limit.

No

205 – Stephen Coppard: It will make it safer cycling to Makara Peak.

No

208 – Justin Smith: During business hours the traffic is heavy and usually moving slowly anyway. Pedestrian crossing at lights provides safe crossing points.

Yes

211 – William Richard Cunningham: The proposed speed limit reduction should be extended further west along Karori Road past Hatton Street - to at least the crest of the hill opposite the 2 pedestrian entrances on/off Karori Road from Samuel Marsden School and Fancourt Street. New 30km/hr signage would be much more visible to traffic heading both East and West if placed at this point as it is the highest point and not obscured to traffic travelling east by the brow of the hill. Importantly - the 30km/hr zone must include the pedestrian crossing at the end of Fancourt St, opposite the entrance to Samuel Marsden School for obvious safety reasons. I have witnessed on numerous occasions near misses on this pedestrian crossing with both

vehicles and cyclists narrowly missing pedestrians (adults as well as children).

No

212 – Alice Boulton: The reduced speed should be extended to create one reduced speed zone from Marsden village all the way along Karori Road, past the mall to Eagle Street. There are three schools and the rest home with this area. There is a pedestrian crossing by Marsden Collegiate then the traffic lights at Donald Street intersection. There are children, walking, scooting and bike riding around and lots of cars doing pickup and drop off. I have observed many of the rest home residents attempting to walk across Karori Road and doing so too slowly and wobbling about. By having a 50 zone between Hatton Street and Karori Mall, vehicles will accelerate towards the crossing by Marsden, and again downtown the lights, and again down to the mall. This increases the likelihood of an accident with young and old pedestrians crossing the road or cars shooting through traffic lights. Keep it all safe 30km for this entire section. I have seen cars racing through the pedestrian cross by Marsden school as large groups of children are trying to cross over to the church for before and after school care. The supervisors have made numerous comments on this in the I love Karori Facebook page, pleading for vehicles to Slow down. The 30km zone should extend to include the pedestrian crossing by St Teresa school.

No

213 – Virginia Carpenter: I feel my earlier arguments apply to the Marsden Village Shopping area as well. Traffic is already well controlled here by the pedestrian crossing by St Mary's Anglican Church, and the wide pedestrian crossing at the Village controlled by traffic lights.

No

215 – Annabel Wilkins: There are hugely effective traffic lights and pedestrian crossings in this area which are always well used. It's not necessary to reduce speed when everyone is already using the traffic measures safely. At busy times the traffic is so bad the cars don't move anyway! This is unnecessary. I do not support it.

Yes

217 – Bevan McCabe: Please make a clearway in Marsden Village for the morning commute. Currently cars often back up there and it is difficult for cyclists to get past. If there was a clearway on the north side (e.g. in front of One Fat Bird) this would be easier for cyclists.

No

219 – Jamie Fitzgerald: The purpose of the proposed changes as described by the Council is "...to reduce vehicle speeds to [1] make those streets safer and [2] more pleasant for all road users". The proposed changes mostly satisfies [2] above, but not [1]. To make the road safer for all road users, the council must extend the length of the safer speed limit further South on Karori Road to the crest of the hill halfway between the pedestrian crossing by Samuel Marsden school, and the traffic lights on Donald/Karori Road. Here is why this change should be made, for the benefit and safety of ALL road users. 1. SUN STRIKE: For approx. 4 hours per day (morning/evening) there is a serious danger to all road users when sun strike limits visibility. In the mornings, traffic heading north cannot see built-up traffic ahead of them, or the purpose that a vehicle has slowed down. There have been many cases where cars have slowed down due to a pedestrian, but a motorcycle or cyclist assumes it's the queue of cars and they keep moving. This creates a near miss with those using the crossing. The same challenge happens late afternoon and in the evening when road users travelling South cannot see clearly due to the sun strike, but traffic has built up toward them from the traffic lights on Donald/Karori Road. Extending the proposed speed limit would give users a fraction more time to adjust to the changes in sun conditions and mitigate the risks of an accident. 2. PEDESTRIAN CROSSING. Why would you design and propose these changes that allow people to leave a restricted speed area, to then ACCELERATE their speed as they approach a pedestrian crossing only meters ahead?! The crossing has an important role to play where it is and is used throughout the entire day - not just by students for school or the after-school care offered by Karori Anglican Church (St Mary's). There have been many attempts and submissions by Karori residents and schools to make the crossing safer. The recent additional signage for the

crossing installed by the Council has been welcomed, but as per above, during the busy hours of the day, sun strike makes signs on the South side of the crossing almost worthless. Both my children and I on many different occasions have either seen or been involved in near misses. Extending the restricted speed area to the crest of the hill would ensure traffic is already travelling at a safer speed before they see either the crossing, or pedestrians wishing to cross. 3. **KARORI ANGLICAN CHURCH DEVELOPMENT.** The Church (St Mary's) will soon begin the development of their site to make social spaces and facilities for a broader audience than they currently serve. It will make both this section of Karori Road, and the crossing, far busier than it currently is. Surely it makes sense to establish road-user behaviour in this area before construction begins and the heavy use that the developed site will generate once built. In addition, to make the crossing even safer for pedestrians waiting to cross, I also propose the instillation of permanent barrier bars around the edge of the flared curb ramp. This would make the crossing a more dominant feature that motorists are aware of and offer its users (particularly the elderly) the use of a hand rail while they wait. 4. **FANCOURT STREET EXIT.** When motorists traveling North on Karori Road notice a car appear at the exit of Fancourt Street it can come as a surprise. And for road users exiting Fancourt Street, they can sometimes mis-judge the speed of cars approaching, or not see a bicycle approaching at all. I've seen many drivers travelling north on Karori Road become surprised at a car appearing at the bottom of Fancourt Street and subsequently swerve toward the centre line and oncoming traffic (despite the Fancourt Street car offering no risk to the oncoming vehicle). These near misses would certainly be mitigated if a restricted speed limit began at the crest of the hill. Only by extending the restricted speed limit to the crest of the hill on Karori Road would you meet BOTH of your two objectives for making the changes. And as you say in your own description, the additional time for peoples travel from a safer speed limit would be marginal because of the small difference in speed. Thank you for the opportunity to suggest these improvements. I look forward to hearing your response.

No

220 – Louise Goldsack: This is a main route, and as you say it won't make much difference travel times as the average speed in this area is already close to 30km/h so why is the need.

Yes

222 - Adrian, Maria & Norman Anderson: While it is stated that the average speed limit is 30 km/h there are non-peak times where motorists do the full 50 km/h, if not more, and if a pedestrian should make a mistake then he/she would be injured more severely than if hit at 30 km/h. Exiting the rear carpark is difficult as high SUVs limit visibility and one has not only to check traffic heading to the city on the far side of Karori Rd but vehicles entering and leaving Tustin's Panel and Paint as well as traffic coming from the city.

No

224 – Richard Hallam: I do not believe this will in any practical way reduce people's speeds through the area. Some will adhere to the limit, but most will not, and unless everyone adhere's to the new limit it is a waste of time. Moreover, it potentially increases the hazards posed by the traffic, as it will encourage children to cross the road outside of the correct crossing points, thinking "they can judge the traffic better at lower speeds". It will also be a nuisance to the law-abiding citizens and increase travel times to and from the city, which are already a problem.

Yes

225 – Geoffrey Lee: As a long standing member of the community who frequently travels along Karori Rd I have several reasons that support the extension for the 30 KPH zone to the Donald St traffic lights 1. Karori Anglican Churches have resource consent for a new building on 170 Karori Rd that extends the Marsden "shopping area" to 170 Karori Rd 2. There are of four educational facilities in that section of Rd (KNS, Marsden School, KAC SMASH and St Mary's ECEC) 3. There is a pedestrian crossing in the section 4.

Not to extend would create an acceleration and braking section from 30 to 50 in this section large bus stops on Johnsonville Road in December 2018. This requested change would improve public access to community, retail and other facilities along Johnsonville Road. Where is the JCA request to have these unused bus stops return to community use?

No

227 – Grant Chi: I think 40km/h is more reasonable.

Yes

228 – Conrad Kelly (Karori Normal School): The Karori Normal School Board of Trustees, are in support of the reduction of the speed limit in the Marsden Village shopping area. We believe that this reduction will make the journey to and from school safer, for the children who must cross Karori Rd to get to school. Children do not judge vehicle speeds as well as adults and a lower speed would lessen the likelihood of an accident involving a child crossing the road. In addition we request that the proposed 30km/h speed limit be extended to encompass the entire section of Karori Rd between the Karori shopping area and the Marsden Village shopping area. The intersections of Campbell St and Karori Rd, and Donald St and Karori are a cause of concern to us. Traffic Data from Wellington City Council indicates that Donald Street had an estimated 1,500 vehicles per day (vpd) while Campbell Street carries 1,900 vpd. We believe that this necessitates a reduction in speed for the whole section of Karori Rd in order to make this safer for our children.

No

229 – Jonathan Markwick: It will improve safety for people on bicycles. It will make turning movements for all traffic types safer.

No

230 – Hilary Payton: There are already pedestrian traffic lights. Why do we need these restrictions? What are the statistics on how many injuries there are now? Why continue up the side streets?

No

232 – Bernard O'Shaughnessy: 1) Just make all the road from Karori Shopping centre including Marsden Shops at a lower speed. 2) hurry up and get the cycleways in Karori. 3) solve the drug problem in Karori

No

234 – Mark Willis: Karori Road is a busy straight well define road. There is no confusion about it being a major road that requires awareness and caution. There are already cross lights at 1 location in the Marsden Village area to assist pedestrians. Karori road is a wide straight main road through Karori. Cars traveling at 50 kmh is not dangerous, pedestrians are separated by a well-defined footpath and there is good visibility for both drivers and pedestrians. Unlike Aro Street where it is narrow and busy and also quite cluttered looking reducing visibility for drivers and pedestrians. 30 kmh in Aro Street is a good idea. Even though both sides of the road are lined with shops, there is a suitable, convenient cross light. I don't see pedestrians trying to cross without the cross lights. Let the traffic regulate itself through this are - there is no issue in my mind so nothing needs fixing. I think the road conditions in this area is totally different to the roads through other areas like Wadestown, Khandallah etc where they are narrower and may not have cross lights placed conveniently for users.

Yes

238 – Marko Garlick (Generation Zero): This will increase the safety for all road users. There are many local school children and elderly people who will particularly benefit from safer speeds. Lower speeds make patronising the local shops more pleasant and encourages more walking and cycling. Evidence shows that 30 km/h speeds significantly lower the chance of serious injury or death, and aid in people outside cars being able to cross the road safely. This brings Marsden shops in line with the suburban speed zones across Wellington.

No

239 – Zoe Wyatt: It concerns me that drivers who think they will have to go slower on the main road under a 30km/h speed limit (whether or not the reality will be any slower during peak hour) would instead use the "back way" up Darwin, Chamberlain, Samuel Parnell and Friend streets to get through Karori. We already get a steady stream of traffic during peak hours and lots of speeding drivers at other times. There are traffic lights and traffic islands on the main road to ensure safe places to cross, but no controlled crossings on suburban

streets. Drivers seem to speed down our street (Chamberlain Road, which has no speed bumps, unlike others in this part of Karori) in order to ensure that when they turn back onto the main road they are ahead of where they would have been if they had stayed in the traffic. What does the Council expect to be the impact of a 30km/h speed limit on surrounding streets and how will increased traffic flow be managed? I would prefer to encourage drivers to use the main road rather than discourage them.

Yes

240 – Jonathan Bhana-Thomson (NZ Heavy Haulage Association): Karori Road is the main route for oversize loads that travel in/out and through the Karori area - examples are relocatable classrooms and buildings, as well as gear and equipment for the West Wind facility. We have no problem with the 30 km/h speed limit, but wish to advise the Council that the physical measures to implement the change in speed limit must not restrict the travel of wide loads through this area. In other areas where this work has been undertaken the new signage has been placed in the footpath area, and there has been new paint markings on the road - this would be acceptable. However footpath build-outs with signage would restrict the available width - also if these signs were to be placed adjacent to pedestrian islands. Finally, the installation of any new centre road islands would like restrict access for oversize loads, and we would not be in favour of these. We request plans of the detailed design of the physical changes to implement this speed limit changes be consulted with the NZ Heavy Haulage Association.

Yes

241 – Tim Hannah: Expand past the 2 schools to join with other 30km zone. Having multiple zones in such proximity to each other along to have them ignored.

No

242 – Kate Harvey-Green: The 30km hr zone is a sensible change, however, the zone should be larger and must extend past Fancourt St entrance (which is a difficult intersection), and over the brow of the hill to the traffic lights at Donald St and sensibly this would continue beyond to join up with the Karori Shopping Area speed restrictions. We are building (and have resource consent for) a public building on the main Karori Rd, and so we will see an increase in pedestrians in this area, particularly young families and children and the elderly. There is also a pedestrian crossing right around the point where the proposed speed zone changes which does not seem sensible. There are three education facilities in this zone (Marsden, St Mary's Early Childhood and St Mary's after school care) as well as the very large Karori Normal School immediately past the currently recommended zone. For the safety of all children, the boundaries of the Zone should be increased. Our concern is that cars will try to speed up between the two different speed zones and this acceleration and braking will be hazardous for children and adults at road crossings. Please feel free to get in contact should you wish for more information.

Yes

246 – Tim Jenkins: I fully support this, it's a great idea that should really have happened a long time ago. However, I think it should be extended to meet with the proposed Karori area zone. This will ensure that all locations that go past schools are 30km/h limits. The section of Karori Road between Marsden Village and the traffic light controlled intersection with Donald Street is particularly unpleasant to cycle on heading towards Karori. The lane narrows for the pedestrian crossing outside the school and the shoulder by the school is normally full of parked cars. This means that there is no choice but to share the relatively narrow lane with other traffic. When that traffic is travelling at 50km/h (or more as they race to get through the lights) it makes for unpleasant overtaking. Reducing this section to 30km/h would make it much more pleasant and safer to ride while adding almost nothing to average travel times. It also doesn't seem worthwhile to have a very small section of 50km/h limit between the two 30km/h limits.

Yes

247 – Ellen Blake: We support the proposals for safer speed zones in Karori. Analysis of before and after data for the first ten suburban centres with 30km/h zones showed injury crashes reduced by 82%, with a 57% reduction in the social cost of crashes of around \$417,000 a year. This data clearly shows the benefit of safer

speed zones. We commend the Council for the maps provided to support these proposals, they are clear and easy to understand. We support the safer speed zone in Marsden Village and support the extension to the side streets in this area. Living Streets supports extending the safer speed zone to include all of Karori Road from Marsden Village to the Karori Shopping area. This would improve safety for both Karori Normal School and Marsden College. This road is very busy and difficult to cross currently, usually meaning that primary school children need to be accompanied to help cross this road. Independent walking for school children is a key part of setting them up for a healthy future.

No

248 – Chas O’Donnell: As a comparatively new resident in Karori (36 months) I have been surprised at the traffic flow, the lack of courtesy by many drivers and other vehicular created problems. Having kept my eyes and ears on them I suggest. 1. The traffic lights at the intersection of Karori Rd, Chaytor St and Old Karori Rd need the timing cycle re-evaluated but more important the system be converted to vehicular activation instead of fixed time cycle. 2. The egress from Campbell St into Karori Rd especially when turning right to go into the city is often hazardous and time consuming due to many descending Karori Rd not indicating their intention to turn left into Campbell St while others proceeding straight ahead travel far too fast... those proceeding up Karori Rd and turning right into Campbell St have to wait for a gap in the fast downhill traffic. There is not much courtesy shown. Depending on the number of vehicles travelling downhill and turning right into Raines t the egress from Campbell St is often blocked too. 3. To help relieve these problems the existing traffic light system controlling Karori Rd and Parkvale Rd intersection should be extended to provide/include new lights at Raine St and Campbell St where they intersect with Karori Rd. 4. The traffic light controller should be vehicular activated. 5. Other problems are noisy exhausts by many types of vehicles and extra high acceleration going up Karori Rd early in the mornings and late at night – usually light traffic. 6. I am against lowering the speed limits from 50kph to 30kph as it targets the wrong road user especially in the CBD. It should be an offence for pedestrians to cross roads listening to music or texting and not concentrating on their road crossing. 7. If a 30kph limit is inevitable I would support a 30kph zone commencing and including Chamberlain St and ending at Karori Lawn Tennis clubs upper Karori Rd boundary.

No

249 – Heather Dick: I fail to see the reason behind this as there are plenty of lights and pedestrian crossings in those areas - that if people can't keep to those - then why should we all have to be forced to reduce our speed. This is a bad idea and a waste of time. Look at Kelburn - not many really follow the speed limits there.

Yes

251 – Glen Bunting (NZTA): The proposals are consistent with the requirements of the Setting of Speed Limits Rule and intent of the Speed Management Guide. Council needs to be mindful of meeting the requirements of clauses 4.4(2)(c) and 3.3(3) in the Rule when implementing these proposals.

Yes

252 – Nigel Lockwood: I have only just been made aware of the proposed speed limits for Karori shopping centres. I didn't received the mailout as I don't use my mailbox. All my mail is sent to my PO Box. I am a resident at 3 Newcombe Crescent, right between the two proposed Zone , Newcombe Crescent is opposite Karori Normal School and close to Marsden Girls College. I applaud the proposals; a speed restriction has long been coming . What I would suggest however is extending the restriction to encompass the length of Karori Road between the two proposed limits. It seems non-sensical to not do so. I am quite surprised at the oversight frankly. Karori School, Wellingtons largest primary , is very busy at peak times and while there are lights and a crossing at the Donald street intersection (which is almost opposite Newcombe) this doesn't stop cars accelerating up the Karori Road rise from Raine Street to Newcombe Crescent . Most cars by the time they are between Reading and Newcombe, If the lights aren't red (which is the majority or time) are travelling well in excess of 50 kmh . They are then heading to the top of the rise, with no vision ahead (worse in morning with sunstrike), at Marsden College where cars are parked both sides of the street (owned by parents and students) and the Fancout Street intersection (with St Marys Church also) being just to the left , close to

Hatton Street. Owing to the configuration of Fancourt street egress from and access, to is not easy, particularly so given the traffic volumes experienced in Karori Road. The Karori Road/ Newcombe Crescent intersection also suffers from further increased vehicle and pedestrian traffic flows due to the day and night activities occurring at St Ninians Church (on the corner of Newcombe) . There are pretty much actives at the Church hall every day and night of the week with problem parking a result in addition to added traffic movement. All of the above creates a dangerous environment for pedestrian and vehicle movement, both of which are heavy. Putting these two limits in as proposed won't solve the problem, due to the amount of traffic movement and the encouragement for drivers to speed up after Raine Street thus creating the same situation which already exists. At the moment I believe that if you placed a speed camera by the church you could ticket 3 out of every 4 cars that go past Newcombe Crescent in a northly direction (the occasional red light at the Donald Street intersection aside) . The other side of the street would probably give you the same result I imagine. I am taken aback, given the influence of the primary school alone, that the current situation has been allowed to exist for so long. There is a real safety concern here. On another unrelated matter it is time also to put some sort of parking restrictions, for non- residents, in Newcombe Crescent. In addition to Church + Hall users at certain times, staff at the school and parents using the location as a dropping off point for their kids before catching the bus (at The Church stop) are leaving their cars parked in the street all day. Some From 7 am until past 6 pm every day of the week. This makes parking for residents and particularly for tradesmen accessing homeowners' properties for works etc nigh impossible some days. Church activities both during the day and in the evening add to the problem. A way around this, to prevent all day parking but to allow people to attend the church would be a time limit on parking for non-residents of the street. A time limit of two hours would be sufficient and help solve the current problem.

Yes
253 – Gary Holmes (BID Manager - Karori Business Association): Having canvassed a number of our members, the Karori Business Association is supportive of the proposal as we recognise that reducing vehicle speeds will help to make the streets more pleasant and safer, and reduce the number and severity of injuries. We do however have one request of Council as part of this work to do with issues at the Campbell Road / Karori Street and the Beauchamp Street / Karori Road intersections. Due to the design and sightlines at these intersections, and because of the speed of traffic on Karori Road, drivers often find it difficult to exit from these intersections and turn right into Karori Road. The reduction in speed might help alleviate this a little but we would like Council to look at what other options there might be at these intersections to increase visibility and make it safer for right turning traffic (ie: hatched markings on the road, re-alignment of road markings) When the Karori Town Centre upgrade work was done in 2005, we understand that one option that was raised as a possibility for the Campbell Street / Karori Road intersection was the introduction of traffic lights, although we acknowledge that option could cause more problems than it solves as it very close to another set of traffic lights.

Proposed 30km/h boundaries for Marsden Village



Proposed 30km/h boundaries for Karori Shopping Area

