



OPEN MINUTE ITEM ATTACHMENTS

**Ordinary meeting of the
Infrastructure Committee**

**Wednesday 9 September 2020
Commencing at 9.00a.m. - to hear submissions to Speed Limit Bylaw
2011 (210)
Council Chamber**

**Civic House
110 Trafalgar Street, Nelson**

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Speed Limit Bylaw Review – Hearing Schedule

Wednesday 9 September 2020

Page	Time	Speaker-Submission ID
14	9.15am	Lisa Black – 24482
18	9.20am	David Marsh – 24487
122	9.30am	Clare Scott – 24580 (cancelled; written statement tabled)
126	9.35am	Bernadine Goldsmith – 24586
150	9.45am	Jane Murray (NMDHB) – 24658
157	9.55am	Deirdre MacAlpine – 24670
Morning Tea Break		
178	10.25am	Charles Douglas – 24714
181	10.30am	Hannah Baldwin (Henley Primary School) – 24720
187	10.40am	Bevan Woodward (Bicycle Nelson Bays) – 24797 (late submission)

A2445358

1-10447



Drivers View of Springlea Heights No view of Driveway around the corner and vice versa



Drivers View of Farleigh Street- Seems clear 25 metres closer - Cars will approaching you on the wrong side of road

Safe Speeds in Nelson

1. The problem with traffic speed
2. 30 km/h is the magic number



Presentation by Bevan Woodward

Transport Planner
bevan@betterworldnz.com

The Triple threat of speed



Distracted drivers...



Increasingly powerful vehicles...

THE NELSON LEADER, JUNE 18, 2020

**LEANER
MEANER
SWIFTER**

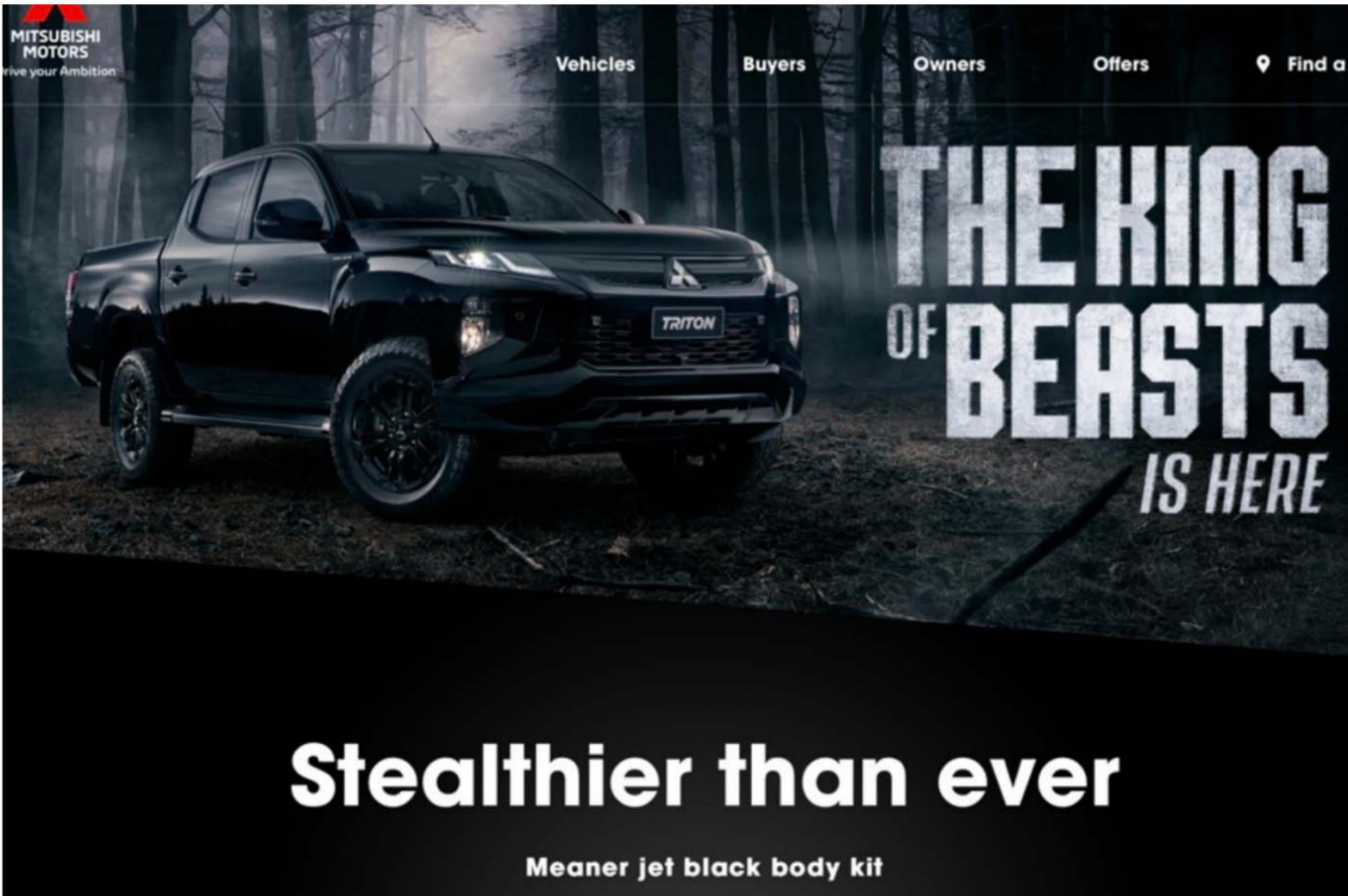
SUZUKI

SWIFT Sport

BOOSTERJET TURBO ENGINE • 17-INCH PERFORMANCE ALLOYS
MONROE SHOCK ABSORBERS • APPLE CARPLAY & ANDROID AUTO
SAT NAV & REVERSE CAMERA • BLIND SPOT MONITOR
ADVANCED 5 STAR SAFETY • AND A WHOLE LOT MORE...

FROM \$29,990+ORC OR \$128 PW WITH NO DEPOSIT

**NEW 2020
SWIFT
Sport**



Safe System approach to road safety... Safe Speeds:

Safe System speed	
Roads with possible conflicts between cars and pedestrians or cyclists	30 km/h
Intersections with possible lateral conflicts between cars	50 km/h
Roads with possible frontal conflicts between cars	70 km/h
Roads on which frontal and flank conflicts with other road users are impossible	<u>></u> 100 km/h

30 km/h = Low/No cost cycling infrastructure...



Residential street in Cologne



30 km/h: the magic number



Wellington

More forgiving



Better for business



(Invercargill)

Higher property valuations

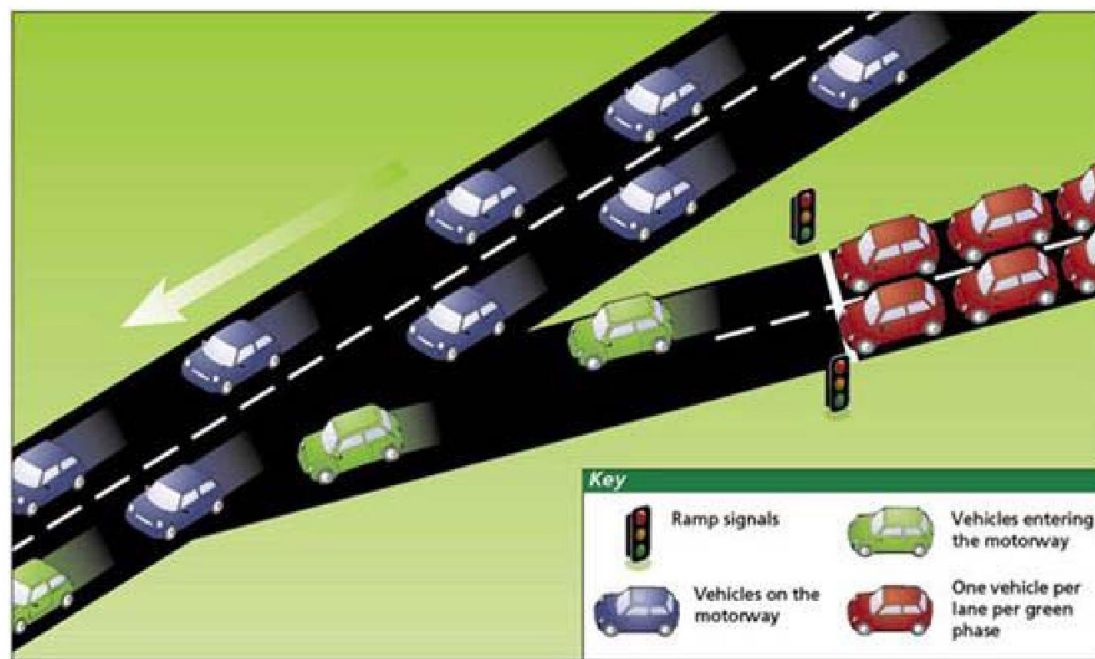


(Christchurch)

Traffic flows are enhanced



Slower can be faster...



How Ramp Signals Work (New Zealand Transport Agency)

Safe speeds deliver on:

- Improved safety for all road users
- Network efficiency & reliability
- Encouraging more cycling & walking
- Place-making & liveability
- Reduced emissions and noise

All this and so cost-effective!

30 km/h urban streets are integral for sustainable efficient transport and liveable communities



Bevan Woodward bevan@betterworldnz.com 021 122 6040

Written Statement for Submission on 2020 Speed Bylaw Review to Nelson City Council

Clare Scott
9 Sept 2020

A slower speed environment improves safety, both real and perceived, for all road users. 113 The lower speed environment also provides better opportunity for users to see each other 114 and thus gives them more time to react and accommodate the other users when needed. 115 The survival rate from a pedestrian and vehicle collision is significantly greater when speed 116 is 30km/h or less.... There is less than 10% chance of death and 30% chance of serious injury if a pedestrian is 119 hit at 30km/h speed. This increases to 30% chance of death and over 60% chance of 120 serious injury if a pedestrian is hit at 50km/h speed.

-Nelson City Council Amendment to the Speed Limits Bylaw

Despite this acknowledgement that higher speeds drastically increase the risk of injury and death for active transport users, the speeds suggested in the Amendment are not in line with this Council's priority to promote modal shift. Lower speeds are a key element of making it safer for people to choose active means of transport, and this Speed Limit Bylaw could be a golden opportunity to make meaningful changes to support those who wish to cycle, scooter or walk. As it stands, it does the opposite and shows a clear priority for car traffic efficiency rather than providing for safe active transport use. Of course, this is not a zero sum game. If better provisions were made for the safety of those who *would* use active travel if it were made safe, there would be less congestion and car traffic issues would reduce.

It should be noted, however, that the congestion on arterials is *not* the problem. It is a *symptom* of the problem, which is that there are too many people relying on private vehicles to get around. Excess private car use, not congestion, is what needs to be addressed. Lowering speeds, while no doubt aggravating some drivers, will make it much safer for those wishing to use active transport to do so, thereby reducing congestion. Arterial routes could go back to being 50km/hour when a safe separated cycleway was built along that route.

Traffic Speed and Cycling

I would like to reference Councillor Edgar's comment in the Infrastructure Committee meeting of 26 Aug 2020, while discussing the Activity Management Plan. She said (*and I summarize*) that cyclists should not be on the footpath, as pedestrians do not have anywhere else to go, but cyclists do (although it should be safer). I would like to respond to that by saying that cyclists by and large also do not have anywhere else to go *if they want to be safe*.

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For example, taking my children to school along Waimea Rd: My 9 year old son and I cycle on the footpath. There is technically a cycle lane, but it is exceedingly dangerous for all those except very skilled and confident adult cyclists, who are still at risk (see above image). But modal shift is not for those types of cyclists. It needs to target the “interested but concerned” group of *potential* active transport users, who do not cycle because it is too dangerous.

Dropping the speed on all roads until there is a protected cycleway is a simple way to address this issue. In order to make “modal shift” happen, there needs to be a clear *shift* in the priorities of the Council. This speed bylaw amendment does not encourage a shift at all, it merely reinforces the status quo.



We know that cyclists do not feel comfortable cycling with traffic going over 30 km/hr. Lowering speeds everywhere is a simple, cost effective way to increase safety for cyclists. The research shows us clearly, and I can tell you as an active transport consultant and as someone with many years experience working with ‘aspiring’ cyclists, you need to make people feel safe. Until people FEEL safe, and ARE safe, any efforts to ‘encourage behavior change’ will be like trying to catch water in a sieve.

Also at the 26 Aug 2020 Infrastructure meeting discussing the AMP, it was reported that there was “low uptake of alternative transport options”. There is a reason for this, and that reason is lack of safety, both real and perceived.

Speed for Local Liveable Streets

Lower speeds in local streets is a fundamental aspect of creating liveable, thriving local neighborhoods. I have been advocating for this change for years, particularly in reference to my own street, Kawai St South.

I received this email from a Council officer in Nov 2018 when I raised the issue of excess speed on my street:

The issue of speed is one you raised and as indicated yesterday the Council is looking to carry out a full speed limit review next year . Preliminary work undertaken this financial year will include developing an overlay of our road network and testing how the speed limits effect the amenity and liveability aspects of our streets with particular focus on how speed limits impact active transport users.

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Speed counts have been carried out in Kawai street indicating the mean exceed speed is 54kmph. This is an inappropriate speed particularly around vulnerable users.

This quote is in reference to concerns about speed on Kawai St South (which has since been tagged for Innovative Streets due to my submission to NCC in June 2019, *but for which I just found out yesterday that the funding has been denied*).

However, despite the speed review being referenced as a reason for not taking action sooner, the speeds on local roads, including Kawai St Sth, is *still 50 km/hr* on this suggested Amendment to the Speed Bylaw.

If you want to encourage proper use of the existing network, you need to make it less convenient to rat run down local roads.

Leaving local roads at 50 km/hr does the opposite. It sends the message to drivers that it is okay to take a local road, past homes and kindergartens, to avoid the traffic on arterial routes.

All local roads must be dropped to 30 km/hr if you want to actually prioritize the safety of pedestrians, cyclists, school and kindy children, and make getting around on a bike or on foot just as safe (or safer, as they are the most vulnerable road users) as in a car.



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NZTA Guidelines and NCC Priorities

These suggestions, while perhaps seeming to be 'radical', are actually in line with both the Council's priorities, and NZTA's recommendations for safe cycling and how to facilitate modal shift. NZTA clearly states that safe cycling needs to be a top priority, and where safe separated infrastructure is not possible, speeds need to be lowered.

Please see the **2014 Safer Journeys for People Who Cycle** report:

RECOMMENDATIONS SUMMARY	
SAFE SYSTEM ENABLERS	
1.	Give greater priority to active transport needs (cycling and walking) in all land transport planning and investment decisions. This needs to be reflected in the Government Policy Statement on Land Transport Funding (GPS), the National Land Transport Programme (NLTP), the Transport Agency's Investment Assessment Framework, the Economic Evaluation Manual (EEM) and councils' long-term community plans.
2.	Establish and resource dedicated teams in the Transport Agency and Ministry of Transport with staff and funding to plan, implement and evaluate investments in cycling. Local government is encouraged to do the same.
3.	Improve the quantity and quality of data collection , especially for non-motor vehicle crashes.
SAFE SPEEDS	
4.	Ensure the needs of cycling are considered in the implementation of the Safer Speeds Programme .
SAFE ROADS AND ROADSIDES	
5.	Accelerate the provision of completed, fit-for-purpose, connected cycle networks .
6.	Design intersections so they are safe for cyclists. Trial European design guidelines for roundabouts and other innovative treatments.
7.	Separate cyclists from high-speed and high-volume or high freight density traffic.
8.	Progressively remove parking from arterial roads where it is a safety risk.
9.	Develop and promote nationally applicable design guidelines for cycling infrastructure.

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Please also refer to the diagramme in the same document that lays out the plan to safer cycling:



"Reduce speeds to reduce risks where infrastructure treatments are not yet possible."

According to these recommendations, speeds must be reduced across the city *wherever infrastructure treatments are not yet possible*, and car parking should be removed along arterial routes.

Transport Manager Marg Parfitt, on 26 Aug 2020 at the Infrastructure Committee, stated that this AMP will look at aligning issues and finding missing links in the network, and it will not be until the next AMP period that built changes and infrastructure projects for safer cycling will happen (apart from the odd minor safety improvement such as pedestrian crossings). I

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appreciate that all issues and factors need to be aligned, and while I would like to see faster action on infrastructure in this AMP period, if that is not yet possible (as Marg and Alec Louverdis both said in the 26 Aug Infrastructure meeting), then in order to align with NZTA guidelines and your own Council priorities, **you need to drop the speed everywhere to 30 km/hr until there is a safe separated cycle lane on that road.**

If this Council will not take bold moves such as this, you will never see a 'great uptake in alternative transport options'. You need to provide equitable transport choice, and lowering the speeds on the roads is a crucial first step, especially if safer and more connected cycle networks are years away..

I will leave you with an analogy:

There is a village where people want to be able to swim, but they are scared and not sure it is worth the risk. They don't let their children swim. You see, this is because the only place to swim in their village is a crocodile infested lake. Local government has recognized the issue, that there are many people who want to swim, but have said that they will only build a safe swimming pool when they see enough people swimming.

This analogy illustrates what is happening when it is said that not that many people are cycling, so you can't justify taking steps to actively prioritize their safety. It illustrates the lack of reasoning around the argument that we should not be spending money building cycle infrastructure when there is such 'low uptake' on alternative transport.

If you want people to choose active transport, you have to make it **safe first**.

Safety comes before the choice.

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Written Statement from submitter 24671 – Ian Lash on behalf of Jeanette Lash

Additional to my submission 24671

1. I wish to reiterate my earlier comments
2. I would emphasise my concern with traffic in Ngatitama Street, in particular around school drop off and pick up times. Speed is an issue along with the visibility and single lane nature of the street with parked vehicles in it. No parking on the Western side would help greatly.
3. Hampden Street is also a problem at these times and it could be alleviated in that area if, by negotiation, a 2m strip was taken off the Nelson College frontage - it should be able to be worked around the trees.

Thank you for the chance to voice concerns

Ian Lash