

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

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

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

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

Proposal

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

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

Submission

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

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

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

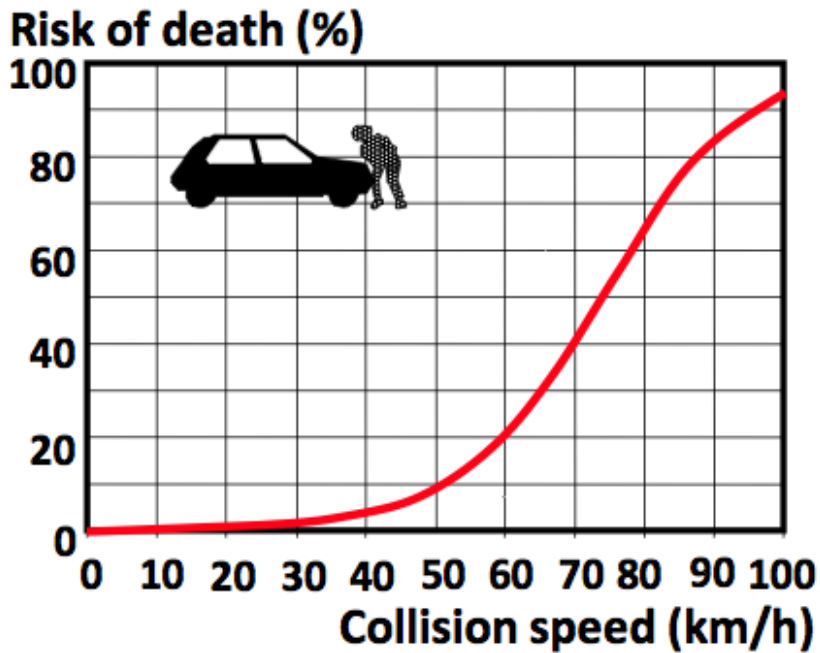
speed limit, to much lower than that limit. Nevertheless, the objective of speed limits policy remains to ensure speed limits are safe, appropriate and credible.

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

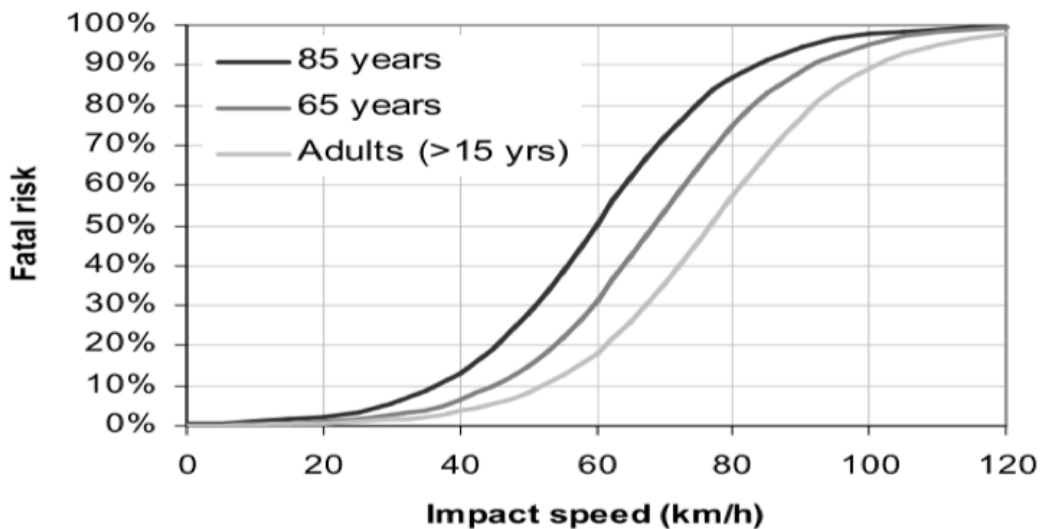
W. Newman
CVRA

APPENDIX 1

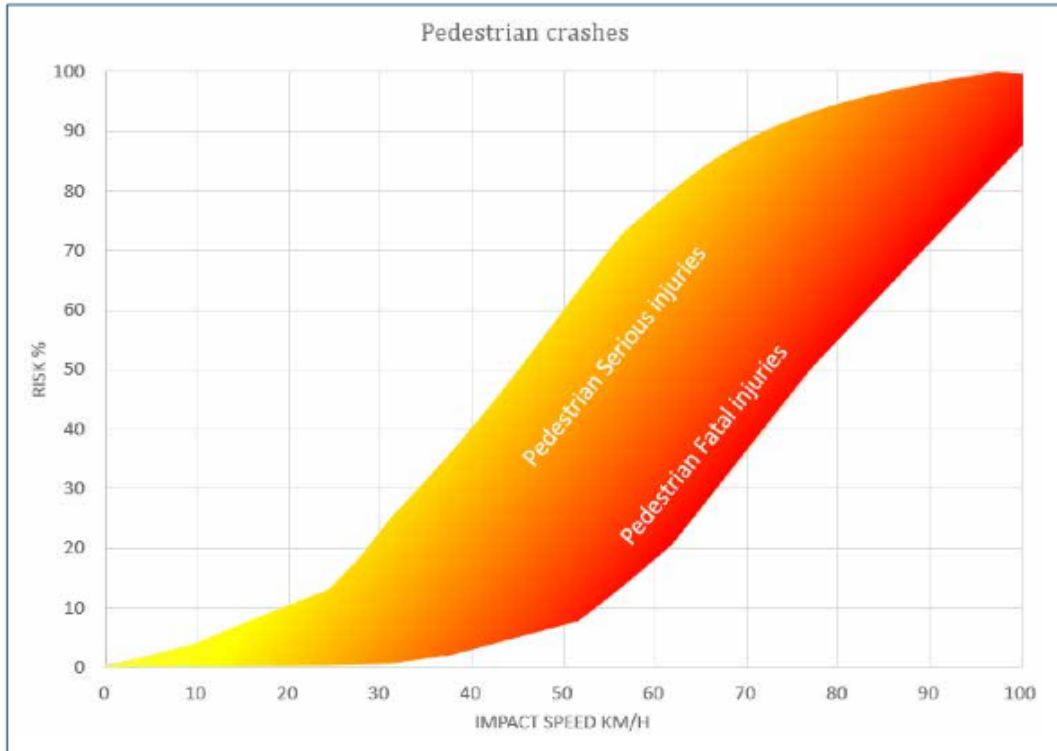
Reducing vehicle speeds significantly reduces the number and severity of injuries. Three graphic representations of the relationship of risk to impact speed from recent studies:



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



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



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