

Living Streets Aotearoa



Submission from Living Streets Aotearoa to Wellington City Council and LGWM on Safer Speeds in the Central city

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Submission

Living Streets Aotearoa supports the reduction of speed limits on the proposed streets in central Wellington.

Reducing speeds is the one single action that will improve road safety for all road users. This is simple physics, based on the physical impact vehicles travelling at lower safer speeds would have on other road users in a crash. Slower speeds make for a nicer space to walk in urban areas, and also improve the ability of vehicle users to make better decisions when using their vehicles because they have more time to react.

Safer speeds make urban areas more liveable by making it easier for people to connect with those on the other side of their streets (reducing traffic speed and volume improves connectivity, demonstrated in many studies, most notable Appleyard D, Lintell M. The environmental quality of city streets: the residents' viewpoint. *Am Inst Plan J.* 1972;38(3):84–101. doi: 10.1080/01944367208977410) and with those services they need on a daily basis. This benefit is greater for those with mobility impairments and for the young and older people.

Safer speed limits is the first step in improving the city for pedestrians and other road users.

Extend safer speed zone

The benefits of safer slower speeds should be extended to a larger area to make compliance with the speeds easier and extend the area of benefit. Living Streets recommends that the safer speed zone is extended to:

- Waterloo and Jervois Quays, and Cable and Wakefield Sts, to enable better access to our waterfront

- Murphy and Molesworth Sts and around the Basin Reserve, to protect students of the many large schools in these areas
- streets that form barriers between areas of high population density adjacent to and within the central area, such as:
 - Kent and Cambridge Terraces, to/from Mt Victoria;
 - Webb St and Tasman St, to/from Mt Cook;
 - Taranaki St.

As the benefits of 30km/hour speeds are well established and provide many benefits to all road users, it is hard to see what the justification is for faster speeds in an urban area. We recommend that the presumption be changed: instead of asking for support for slower safer speeds, all proposals for speeds over 30km/hour should be required to have public consultation and be justified as to why these unsafe speeds are necessary.

We would like to be heard in support of our submission.

About Living Streets

Living Streets Aotearoa is New Zealand's national walking and pedestrian organisation, providing a positive voice for people on foot and working to promote walking friendly planning and development around the country. Our vision is "More people choosing to walk more often and enjoying public places".

The objectives of Living Streets Aotearoa are:

- to promote walking as a healthy, environmentally-friendly and universal means of transport and recreation
- to promote the social and economic benefits of pedestrian-friendly communities
- to work for improved access and conditions for walkers, pedestrians and runners including walking surfaces, traffic flows, speed and safety
- to advocate for greater representation of pedestrian concerns in national, regional and urban land use and transport planning.

For more information, please see: www.livingstreets.org.nz