

Submission on the 2007/08 PNCC Draft Annual Plan

Name: Living Streets Aotearoa (Palmerston North)

Address: c/- 37 Oxford Street, Palmerston North

Living Streets Aotearoa

1. Living Streets Aotearoa (Palmerston North) is a branch of the national organisation Living Streets Aotearoa which advocates for enhanced provision for pedestrian needs.
2. Living Streets Aotearoa carries out a range of activities ranging from commenting on central and local government proposals to the very 'feet on' provision of walking maps.
3. It has received major Health department funding for provision of services promoting and facilitating walking as part of the Government's implementation of its Walking and Cycling Strategy 'Getting There – On Foot, By Cycle'.
4. Living Streets Aotearoa's vision is '*More people walking more often and enjoying public places – young and old, fast and slow, walking, sitting and standing, commuting, shopping, between appointments, for exercise, for leisure and for pleasure.*' As you can see, this probably includes just about everyone.
5. Living Streets Aotearoa's website is www.livingstreets.org.nz .

Palmerston North School Speed Limits

6. Living Streets Aotearoa (Palmerston North) recently ran a petition that was in the form of a submission on both the draft Speed Limits Bylaw 2007 and this 2007-08 Annual Plan.
7. The prayer of the petition-submission said '*We the undersigned, request that the Palmerston North City Council change its draft Speed Limits Bylaw 2007 to include variable speed limits of less than 50 km/h, in force at times when pupils are entering and leaving schools and early childhood education centres, on all roads adjacent to all schools and early childhood education centres in Palmerston north AND to allocate \$100,000 in the 2007/8 Annual Plan to implement as many such slow speed zones as possible.*'
8. The petition was signed by 1100-1200 people in a very brief period. Tracey Boukhelida has indicated that the petition-submission will be made available for your inspection and that your attention will be drawn to that fact.

9. Living Streets Aotearoa (Palmerston North) made a full submission on the Draft Bylaw and I incorporate relevant parts of that below:
 7. The areas around schools are especially hazardous because of the combination of through traffic, traffic stopping at the schools, young people whose road safety sense hasn't yet developed and other people, some of whom sometimes seem to have left their road safety sense at home.
 8. They are also especially hazardous because of the timing of the traffic, with many people delivering their children to school on the way to work or other appointments and consequently being in a hurry, leading to some inconsiderate and occasionally reckless driving behaviour.
 9. The situation is complicated by the fact that the risk posed by the hazard differs through the day and over the year coinciding with periods when children are entering or leaving the facilities.
 10. However, this complexity could be overcome by imposing variable speed limits – ones which are operative at just times when the risk is greatest.
 11. Numerous other cities (Auckland, Hamilton, Tauranga, Napier, Christchurch and others) are creating slow speed zones near schools and Living Streets Palmerston North believes we should be doing so too.
 12. This would contribute to the community outcome of 'people feel safe' without compromising the outcome of it being 'easy to move around'.
 13. Just about every parent or caregiver recognises the danger children are exposed to in getting to or from school and that the most dangerous part of the trip is often the last 100 metres.
 14. Living Streets Palmerston North has very briefly run a petition to ascertain the degree of support among parents of school-age children and others for lower speed limits near schools and early childhood education facilities; the petition will be supplied separately.
 15. The support for the petition was very strong. There is a strong desire to make our roads safer and many residents would feel that they were safer if vehicle speeds were slower.
 16. Living Streets Palmerston North would like to see lower speed limits outside all schools and early childhood education facilities and suggests that the proposed speed limits bylaw be amended to achieve this.
 17. The majority of signatories to the petition believed that 30 km/h would be the most appropriate speed limit and Living Streets Palmerston North supports this.
 18. Living Streets Palmerston North does recognise that there would be practical issues to address in imposing either permanent or variable speed limits near schools and early childhood education facilities and will be happy to discuss these at the hearing.

10. Here, I focus on the request for \$100,000 to be allocated in the Annual Plan to implement less-than-50 km/h speed limits around schools and early childhood education and care facilities.
11. Funding would be required for new signs, for publicity, for temporary additional public education measures, and possibly for modifications to road surfaces (such as stretches of corrugated surface).
12. There are a number of ways to implement slower speed limits – some are expensive and some are not.
13. Many people have told me that in Australia the standard speed limit around schools is 40 km/h and this is indicated by simple static signs which are comparatively low cost yet adequately effective.
14. When I lived in Nebraska, the speed limit outside schools was 15 or 20 mph and an amber light, visible from all directions, was suspended over the road. When the light was flashing, the lower speed limit was in force.
15. In Christchurch, flashing electronic signs are being used at some schools and although very effective they are very expensive.
16. So there is a range of ways to go about implementing 'school speed zones'. If you demand that the most expensive method is used, fewer will be able to be implemented and the city will be less safe than it could otherwise be.
17. Some people have suggested that having lower speed limits outside some schools and not other will just be confusing and will not result in the objective of decreasing speeds and making it safer for children and other pedestrians.
18. Implementing slower speed limits outside all city schools, at the same time, would help address this and would make publicity about it more effective.
19. This Speed Limits Bylaw is an opportunity to help achieve one of the most important community outcomes that is supposed to be guiding the Council's activities.
20. If need be, postpone expenditure on some of the bells and whistles that are included in year 2 of the LTCCP so that you can make, at the very least, a start on making the city safe for all users of the transportation network. For examples, the conservatory will be perfectly usable and safe for another year and any upgrade of Barber/Waldegrave Hall can wait.
21. Please put the safety of young people first.
22. Doing so, by implementing 'school speed zones' may actually help decrease future expenditure as more parents may decide it is safe for their

children to walk to school and so decrease the morning peak of traffic on the roads, thus reducing future need for intersection controls and the like.

I do wish to speak to this submission and have discussed a suitable time with Tracey Bouhkelida.

Thank you.

Sincerely,

Chris Teo-Sherrell
(Local contact for Living Streets Aotearoa (Palmerston North))
20th April 2007

OHPs FOR ORAL PRESENTATION

Nationally, in the 5 years from 2001 to 2005, 1,330 children were killed or injured near schools during term time, particularly during the high-risk morning and afternoon periods. (Annette King, Minister of Transport 13/3/2007)

Between 1993 and 2002 there were 203 reported accidents involving pedestrians and motor vehicles in Palmerston North and 249 involving cyclists and motor vehicles. Some of these involved deaths.

Pedestrians and cyclists account for more than 1/3 of deaths on urban roads (LTNZ, Strategy 2010)

Decreasing speed increases chance that driver can stop before hitting a pedestrian, and that pedestrian can avoid being hit, and it decreases injury if collision occurs.

(ACC, Down With Speed)

Average stopping distance increases rapidly with increases in speed.

Under good road and vehicle conditions and with an alert driver, a car can be stopped in:

8m at 20km/h	_____	☺
13m at 30km/h	_____	☺
20m at 40km/h	_____	☹
28m at 50km/h	_____	☹
37m at 60km/h	_____	☹

Under poor road conditions (e.g. wet) or with poor brakes or if the driver is distracted or inattentive, distances can be much greater. (Safe Driver Training, Brisbane)

The European Transport Safety Council (ETSC, 1995) concluded that the probability of death for a pedestrian is 5% if hit by a vehicle travelling at 32 km/h, 45% at 48 km/h, and 85% at 64 km/h.

The US Department of Transportation (1999) calculated similar likelihoods of death if pedestrians were struck by cars and found that the probability of death was close to 100% at 80 km/h.

Death rates for the elderly and young children are even higher.

Because of the size of young children, their heads are likely to be hit directly by the car bonnet.

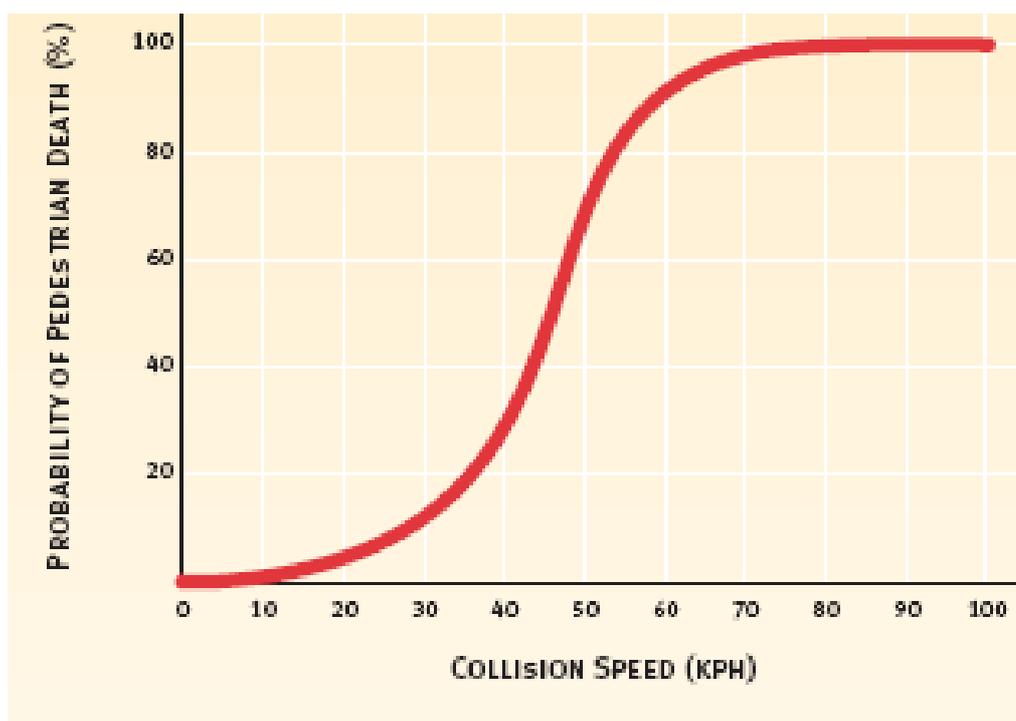


Figure A15 – The influence of the collision speed on the probability of death of a pedestrian

Source: Data for the figure generated using Ashtor's 1982 formula (cited in Pasanen and Salmivaara, 1993).

From: www.acc.govt.nz/wcm001/groups/external_ip/documents/internet/wcm00021.pdf