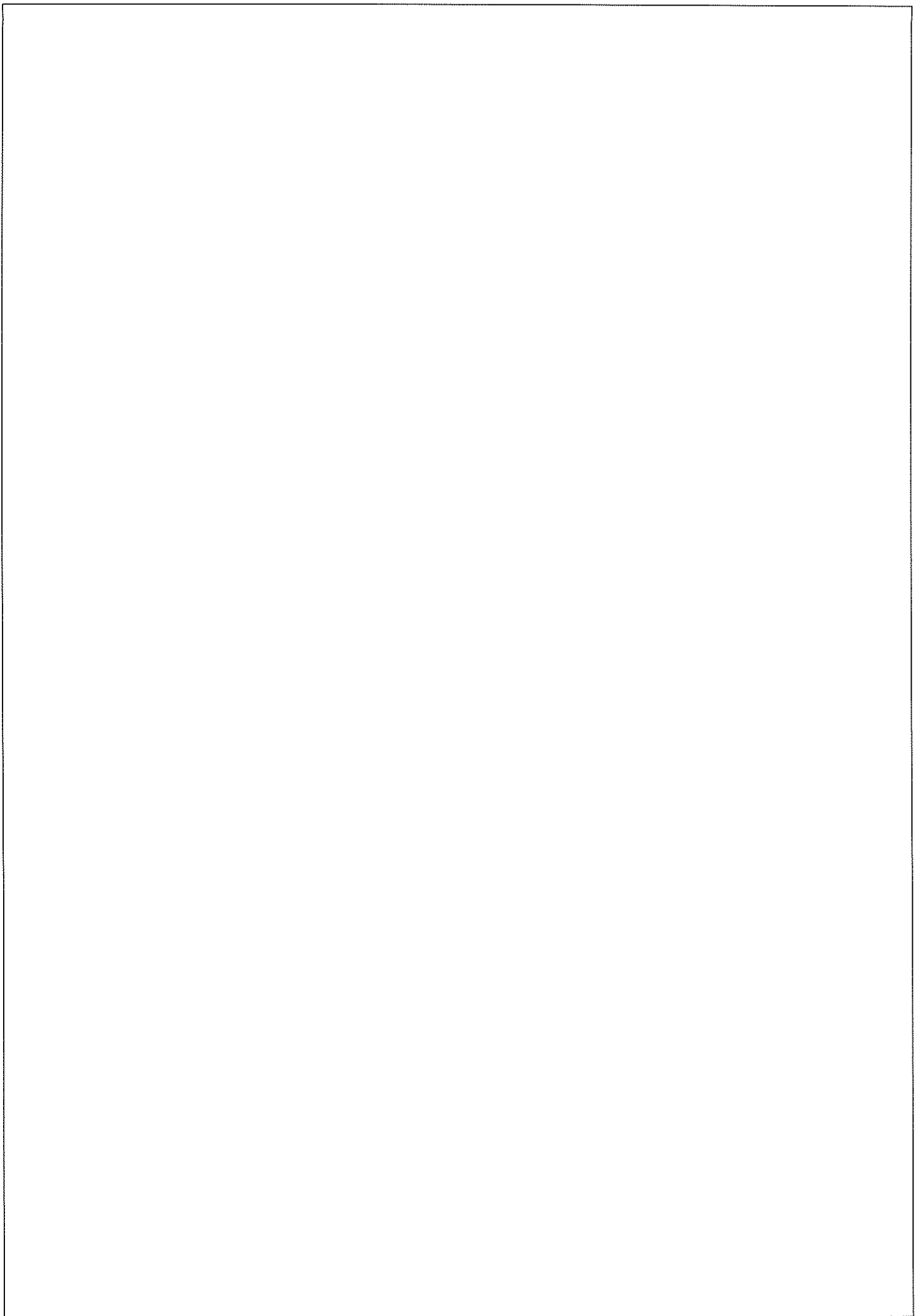




**Submission on New Zealand Transport
Agency SH60 Motueka High Street
Improvements**

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Introduction

1. Nelson Marlborough Health (Nelson Marlborough District Health Board) (NMH) is a key organisation involved in the health and wellbeing of the people within Te Tau Ihu. NMH appreciates the opportunity to comment from a public health perspective on the New Zealand Transport Agency (NZTA) SH60 Motueka High Street Improvements.
2. NMH makes this submission in recognition of its responsibilities to improve, promote and protect the health of people and communities under the New Zealand Public Health and Disability Act 2000 and the Health Act 1956.
3. This submission sets out particular matters of interest and concern to NMH around pedestrian and cycle safety.

General support

4. NMH strongly supports NZTA's goal of improving safety and journey time reliability along High Street Motueka. NMH is certainly aware of the long-standing congestion and safety issues which are heightened through the influx of visitors during the summer period.

Cycle safety

5. NMH notes that NZTA details the results of its investigation within a comprehensive business case report, and has released a streamlined brochure which summarises the short list of options that it is seeking public feedback on.
6. While the brochure communicates the advantages and disadvantages of the three options on pedestrian safety and vehicle access (therefore addressing the issue of motorist 'risk taking') at the major and most problematic intersections along High Street, NMH is both concerned and disappointed that the advantages and disadvantages of these options on cycle safety, or other options specific to cycle safety, have not been set out for public comment.
7. Accordingly, the options put forward do not appear to provide a balanced view for the competing interests, or equal weighting in providing for the safety of pedestrians, cyclists and motorists.
8. NMH considers that ensuring the safety of cyclists is of key importance and a matter that should be considered alongside that of pedestrian and motorist safety. This is supported by the following points raised in NZTA's business case report for High Street:
 - Significant numbers of adults and children cycle on High Street, on both the carriageway and footpath
 - High Street is a risky environment for cyclists
 - A cyclist accident occurred resulting in serious injury

- Traffic volumes are projected to rise and existing traffic issues are likely to worsen (active transport options should therefore be encouraged and supported to ease some of this burden)
 - Key stakeholders identified that cyclists need to be considered in solutions
 - Government and local policies seek a sustainable transport system and that active transport modes including cycling are provided for, and are a safe and attractive choice for users.
9. Although the short list of options that relate to improving cycle facilities (as identified in the business case report) have not been put forward for public comment, and as NZTA's plans for this area are unknown, NMH would like to take this opportunity to support the inclusion of advanced stop boxes at intersections and the use of sharrows along High Street given that these measures raise drivers' awareness that cyclists are present and promote better road sharing.
 10. NMH also notes that all three options include the removal of cycle parking. A loss of parking may discourage cycling. It would be advantageous that should roading changes result in a loss of parking in specific areas, then additional parking is installed nearby.

Recommendation

11. In determining the most appropriate options to implement at intersections, that the safety of cyclists is considered alongside that of pedestrians and motorists, and that safety measures specific to cyclists, including advanced stop boxes and sharrows, are incorporated into the finalised design.
12. In determining the finalised design, that there is no loss in the overall number of cycle parks.

Pedestrian safety

13. NMH is pleased to see that pedestrian safety is a major concern for NZTA and the Tasman District Council.
14. In terms of providing for pedestrian safety, NMH supports Option 3 as it contains elements that result in safer crossings for pedestrians, namely the inclusion of signalised pedestrian crossings and the exclusion of pedestrian refuges. NMH does not support any option that removes a zebra crossing and replaces it with a pedestrian refuge as this will make crossing the road more difficult for less abled pedestrians.
15. NMH notes that the all three options for High Street include the removal of mobility (disabled)¹ parking spaces. It is important that people with limited mobility are able to easily access shops and services in particular pharmacies along High Street. This is particularly important given that the area has a high proportion of older persons,

¹ Please note that the preferred term used by CCS is mobility parking rather than disabled parking.

and that this number is increasing at a faster rate, comparative to other regions in New Zealand.²

16. NMH also recommends that consideration is given to the length of crossing times so that pedestrians, in particular small children, older persons and persons with limited mobility, have sufficient time to cross safely.

Recommendation

17. That in providing for pedestrian safety, the elements which comprise Option 3 are implemented (i.e. introduction of signalised pedestrian crossings, zebra crossings are not replaced by pedestrian refuges).
18. That the overall number of mobility parking spaces on High Street is not reduced.
19. That consideration is given to vulnerable pedestrians when determining the length of the crossing times for signalised pedestrian crossings.

Reduced speed limits

20. NMH supports the option to reduce speed limits along High Street. Speed affects the likelihood and impact of all crashes. Small reductions in impact speeds greatly increase the chances of surviving a crash, particularly for pedestrians and cyclists.
21. The Ministry of Transport's Safer Journey report³ states that there is a 30% probability of death for pedestrians struck by cars travelling at the proposed 40km limit compared with 50% probability for pedestrians struck by cars travelling at 45km. The chances of survival increase substantially again, with only a 10% probability of death, at a slightly lower limit of 30 km. NMH is aware that Tasman District Council plans to reduce the speed limit in Queen Street Richmond from 50km to 30km and believes that NZTA should consider the same for High Street Motueka to further reduce the likelihood of death or serious injury for pedestrians and cyclists.
22. NMH is aware of inner city speed limit changes in other regions causing public confusion. As such, NMH recommends that NZTA investigates the level of reduced limit signage appropriate for the proposed areas to ensure that drivers are aware of the slower speed zones. Larger signs or entrance ways could be used to mark the designated areas.

Recommendation

23. That NZTA adopts a lower speed limit along High Street and considers a further reduction in the speed limit to 30km.
24. That reduced speed zones are delineated by appropriate signage or entrance ways.

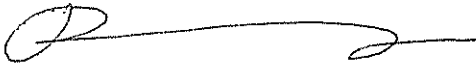
² Al Norrish. 2017. *Aged population profile for the Nelson Marlborough District: 2013 census data*. Nelson Marlborough District Health Board Public Health Service.

³ <http://www.saferjourneys.govt.nz/assets/Safer-journeys-files/SaferJourneyStrategy.pdf> page 2

Conclusion

25. NMH thanks NZTA for the opportunity to comment on the options for SH60 Motueka High Street Improvements.
26. NMH strongly supports NZTA improving safety along High Street Motueka. NMH supports the use of signalised pedestrian crossings in providing for pedestrian safety. However, it believes that in finalising the design, consideration should be given to the safety of cyclists and a further reduction in speed limits in ensuring better safety outcomes.

Yours sincerely

A handwritten signature in black ink, appearing to be 'Peter Bramley', with a long horizontal flourish extending to the right.

Peter Bramley

Chief Executive

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