



Submission on Nelson City Council's Waimea Road Speed Limit Change consultation

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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 Nelson City Council's Waimea Road Speed Limit change consultation
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.

General support

3. NMH strongly supports NCC's goal of improving safety on Waimea Road especially once the new intersection of Princes Drive with Waimea Road is installed and there will be additional traffic movements in this area.
4. Speed affects the likelihood and impact of all crashes. Small reductions in impact speeds greatly increase the chances of surviving a crash. The Ministry of Transport's Safer Journey report¹ states that there is a 10% probability of death for car drivers in side impact collision travelling at 50km limit compared with 50% probability for car drivers travelling at 75km/h. NMH is supportive of the objectives of the Ministry of Transport's Safer Journey Strategy to improve the roads so that each type of road has recognisable and distinctive set of self-explaining features such as signage, lane width, road markings and speed limits. This will encourage people to travel at speeds that best fit the design and function of the road.²
5. NMH notes the installation of an underpass to the Railway Reserve walking cycling path to enable cyclists and pedestrians to use this route unimpeded. Ideally it would have been beneficial to have pedestrian/cycle crossing that was level with the road because this makes routes easier and more accessible for users. The indicative plan does not show the details of the underpass. NMH would like to make the following recommendations^{3,4} regarding the underpass to ensure that it is safe and reduces the risk of crime in this area:
 - a. That the approaches to the underpass and the underpass itself are straight so that the one end of the underpass is visible from the other

¹ <http://www.saferjourneys.govt.nz/assets/Safer-journeys-files/SaferJourneyStrategy.pdf> page 19

² Ibid page 14

³ <https://www.nzta.govt.nz/assets/Walking-Cycling-and-Public-Transport/docs/cycling-network-guidance/Major-Cycleway-Design-Guide-Best-Practice-Guide-Chch-City-Council.pdf>

⁴ <https://www.nzta.govt.nz/assets/resources/urban-design/principles/underpass/docs/urban-design-principles-underpasses.pdf>

- b. That the underpass does not feature any recesses where someone might hide or litter might accumulate
- c. That the underpass is as wide (at least 3 metres) and as high as possible (at least 2.4 metres) to maximise light penetration, visibility and amenity
- d. The approach ramps are gradual enough to accommodate wheelchair users and prams
- e. That good drainage is provided to allow for run-off and prevent flooding

Conclusion

- 6. NMH supports Nelson City Council's goal of improving safety on Waimea Road Speed Limit change consultation and thanks Nelson City Council's for the opportunity to comment.

Yours sincerely



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