

TE WAIORA



Nelson Marlborough  
**Health**

# **Submission on Marlborough District Council's Speed Limit Survey**

## **27 September 2019**

For more information please contact:  
Jane Murray  
NMDHB Public Health Service  
Email: [jane.murray@nmdhb.govt.nz](mailto:jane.murray@nmdhb.govt.nz)  
Phone: (03) 543 7805

## 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 Marlborough District Council's (MDC) Speed Limit Survey.
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 including around pedestrian and cycle safety.

## General Comments

4. Road crashes and injuries have a major impact on people and communities. The average 2018 social cost is estimated at \$5.07 million per fatal crash, \$525,600 per serious crash, \$29,900 per minor crash, this includes estimated cost of loss of life and life quality, loss of output, medical cost, property damage costs and legal and court costs incurred.<sup>1</sup>
5. Speed affects the likelihood and the severity of crashes with small reductions in impact speeds greatly increasing the chances of surviving a crash. World Health Organisation states that an increase of 1 km/h in average vehicle speed results in an increase of 4-5% of fatal crashes.<sup>2</sup> The Ministry of Transport's Safer Journey report<sup>3</sup> states that there is a 10% probability of death for car drivers in frontal impact collisions travelling at 70km limit compared with 30% probability for car drivers travelling at 95km/h and 50% probability for drivers travelling at 105 km/h.
6. 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. NMH supports the guiding principles of the Road to Zero Strategy that "We plan for people's mistakes; we design for vulnerability, our road safety actions support health, wellbeing and liveable places and safety is a critical decision-making priority."<sup>4</sup>
7. Speed has adverse effects on levels of environmental and noise pollution, and the "liveability" of urban areas<sup>5</sup>. Lower vehicle speeds and volumes lead to reduced noise,

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<sup>1</sup> <https://www.transport.govt.nz/mot-resources/road-safety-resources/roadcrashstatistics/social-cost-of-road-crashes-and-injuries/report-overview/>

<sup>2</sup> <http://apps.who.int/iris/bitstream/10665/254760/1/WHO-NMH-NVI-17.7-eng.pdf?ua=1>

<sup>3</sup> <http://www.saferjourneys.govt.nz/assets/Safer-journeys-files/SaferJourneyStrategy.pdf> page 19

<sup>4</sup> [transport.govt.nz/assets/Import/Uploads/Our-Work/Documents/e97c3b3d0d/Road-to-Zero-consultation-document-July2019.pdf](http://transport.govt.nz/assets/Import/Uploads/Our-Work/Documents/e97c3b3d0d/Road-to-Zero-consultation-document-July2019.pdf)

<sup>5</sup> <http://apps.who.int/iris/bitstream/10665/254760/1/WHO-NMH-NVI-17.7-eng.pdf?ua=1>

vibration and emissions in the environment. Residents in neighbourhoods with good street environments tend to walk and cycle more, take public transport more and drive less than comparable households in other areas<sup>6</sup> which has environmental impacts.

8. NZ has the third worst OECD country rate for road deaths of those aged 0–14 years. Maori children showed a disproportionately high rate of injury from motor vehicle traffic crashes, and Pacific Island children had the highest rate of non-fatal injuries as pedestrians.<sup>7</sup> In order to make our streets safer for those who are the most vulnerable in our communities, we must reduce road speeds.
9. If MDC chooses to move to more specific speeds rather than blanket speed limits, adequate signage and design needs to be used so that road users can adjust their speeds accordingly. It is important that there are appropriate gateways between high and low speed environments which include signs, road markings and road narrowing. These treatments used in combination have been shown to reduce fatal and serious injury crashes by up to 40%.<sup>8</sup>

### **Specific Comments**

10. NMH recommends that the legal speed limit is based on the road type rather than having the same open road speed limit for all roads. Safe and appropriate speed limits needs to be applied to roads in Marlborough. NZTA's Speed management guidelines state that speeds of 100km/h should only be applicable to roads that have good alignment, central and roadside protection and have a 4 Star KiwiRAP ratings.<sup>9</sup>
11. NMH is aware that there are safety issues occurring on State Highway 1 (Grove Street) and Budge Street where school students who live east of SH1 find it difficult to cross the road to get to Mayfield School. Consideration should be given to lowering the speed limit and the provision of pedestrian/cycling infrastructure so that active travel modes can be encouraged. This is important for improving safety and will also have positive environmental benefits as well.

### **Road Types and Speeds**

#### *12. Urban Arterial Speed Limits*

NMH recommends that the speed is changed to 40 km/h.

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<sup>6</sup> <https://www.nzta.govt.nz/assets/userfiles/transport-data/Traffic%20Calming.pdf>

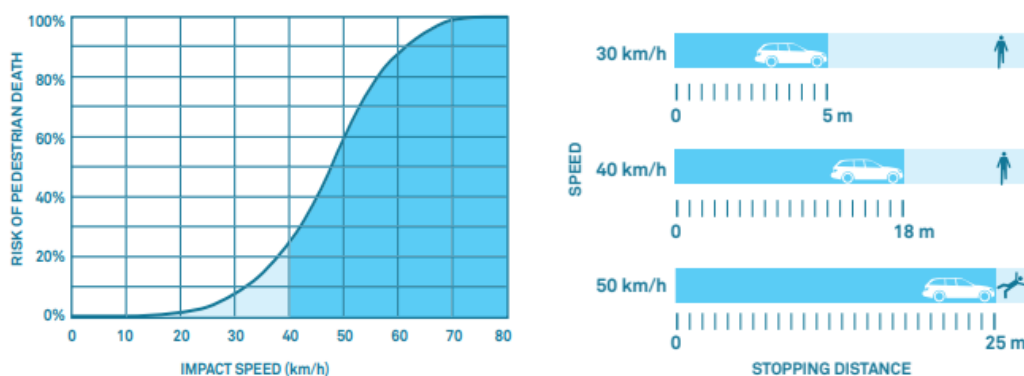
<sup>7</sup>

[http://www.moh.govt.nz/notebook/nbbooks.nsf/0/05ED778EE1B2C6D6CC257F4C007A779C/\\$file/Safekids%20Aotearoa%20Databook%20CIP%20NZ%20and%20Prevention%20Strategies.pdf](http://www.moh.govt.nz/notebook/nbbooks.nsf/0/05ED778EE1B2C6D6CC257F4C007A779C/$file/Safekids%20Aotearoa%20Databook%20CIP%20NZ%20and%20Prevention%20Strategies.pdf)

<sup>8</sup> [https://austroads.com.au/publications/road-safety/agrs05/media/AGRS05-19\\_Guide\\_to\\_Road\\_Safety\\_Part\\_5\\_Road\\_Safety\\_for\\_Regional\\_and\\_Remote\\_Areas.pdf](https://austroads.com.au/publications/road-safety/agrs05/media/AGRS05-19_Guide_to_Road_Safety_Part_5_Road_Safety_for_Regional_and_Remote_Areas.pdf)

<sup>9</sup> <https://www.nzta.govt.nz/assets/Safety/docs/speed-management-resources/speed-management-toolbox-and-appendices-201611.pdf> pg 21

International studies<sup>10</sup> have shown that most traffic deaths, especially the easily preventable pedestrian deaths, occur on a small percentage of arterial streets. These streets are rendered dangerous by design as the streets are wide and invite speeding, lack safe crossings and have substandard footpaths. When vehicles move at or below 40 km/h, dramatically increasing the chances of survival in the case of a crash<sup>11</sup>.



*Global Street Design Guide*

### 13. Town Centre Speed Options

NMH recommends that this type of road be 30 km/h.

Town Centres should cater for people using all modes of transport, they also should include features that enable the most vulnerable road users to feel safe. Therefore NMH recommends that town centres be 30 km/h

### 14. Busy Residential / School Road Speed Options

NMH recommends that this type of road be 30 km/h.

NZTA<sup>12</sup> has noted that some parents do not feel it is safe to allow their children to walk or cycle to school due to traffic dangers. In recent years, the number of those children walking and cycling is low and the levels of childhood obesity are increasing. There are numerous mental and physical health benefits to walking and cycling to school. In order to a) reduce the impact of motor vehicle crashes and b) encourage more people, in particular children, to take up active modes, NMH advocates for lower speeds especially around school environments.

### 15. Quiet Residential Street Speed Options

NMH recommends that this type of road be 30 km/h because this will increase safety and liveability of the area and would encourage people to walk and cycle. This aligns with NZTA's Speed Management guidelines for this type of road.

### 16. Residential Street no footpath Speed Options

NMH recommends that this type of road be 30 km/h in order to protect the most vulnerable road users.

<sup>10</sup> <https://globaldesigningcities.org/wp-content/uploads/guides/global-street-design-guide.pdf>

<sup>11</sup> [Ibid](#)

<sup>12</sup> <https://at.govt.nz/media/372121/Safer-journeys-for-schools-update.pdf>

### *17. Narrow Sealed Rural Road Speed Options*

NMH recommends that this type of road be 60 km/h if these roads have poor roadside protection and poor visibility. If these roads do have adequate protection and are wide enough to accommodate two vehicles in opposing directions then the speed could be 80 km/h

### *18. Main Rural Primary Collector Road Speed Options*

NMH recommends that this type of road be 80 km/h where the alignment, roadside protection does not meet the Speed Management Guideline standard for 100 km/h

### *19. Rural Residential Subdivision Road Speed Options*

NMH recommends that this type of road be 40 km/h because this increases safety and liveability of the area and would encourage people to walk and cycle

### *20. Unsealed Rural Straight Road Speed Options*

NMH recommends that these roads are restricted to 80km/hr provided that these roads are wide enough to accommodate two vehicles in opposing directions. If these roads cannot accommodate two vehicles then the speed limit should be 60km/h. This aligns with NZTA's Speed Management guidelines for this type of road.

### *21. Unsealed Rural – Narrow, Winding Road Speed Options*

NMH recommends that these roads are restricted to 60km/hour given that these roads can have poor roadside protection and poor visibility which means that drivers are at risk of greater injury should accidents occur, NMH recommends that these roads are restricted to 60km/hour. This aligns with NZTA's Speed Management guidelines for this type of road.

## **Conclusion**

22. NMH wishes to highlight the importance making roads safer and more user-friendly for all road users including motorists, pedestrians, cyclists and residents. This could be achieved by designing slower speed environments. NMH thanks the MDC for the opportunity to comment on the Speed Limit Survey.

Yours sincerely



Peter Bramley  
**Chief Executive**  
peter.bramley@nmdhb.govt.nz