



## **Submission on Nelson City Council's Amendment to the Speed Limit Bylaw 2011**

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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 Speed Limit Review.
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. NMH supports the amendments to the Bylaw to reduce the speed limit to 30 k/m for roads in the city centre and home zones. In 2008 NMH undertook a survey of residents' nutrition and physical activity behaviour and attitudes. This survey showed that only 57.3% of Nelson respondents achieved the recommended level of physical activity. Nelson respondents identified feeling unsafe on and around roads (29.7%) as the major barrier to being more physically active. Lowering urban speed limits is a key way in which NCC can encourage walking and cycling in Nelson.
5. Road crashes and injuries have 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>
6. As noted in the proposal, speed affects the likelihood and the severity of its consequences. Small reductions in impact speeds greatly increase the chances of surviving a crash. World Health Organisation states that an increase of 1 km/h in mean vehicle speed results in an increase of 4-5% of fatal crashes.<sup>2</sup> International studies<sup>3</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, potential conflicts take place at lower speeds, dramatically increasing the chances of survival in the case of a crash<sup>4</sup>.

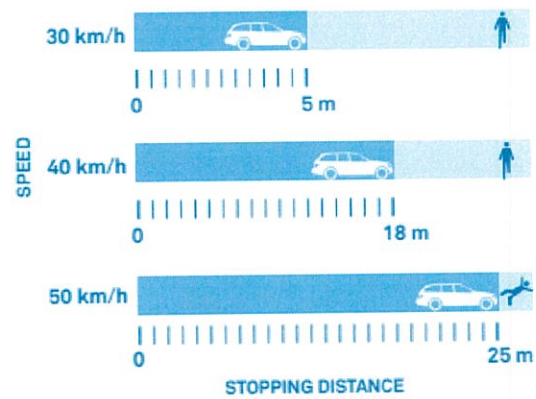
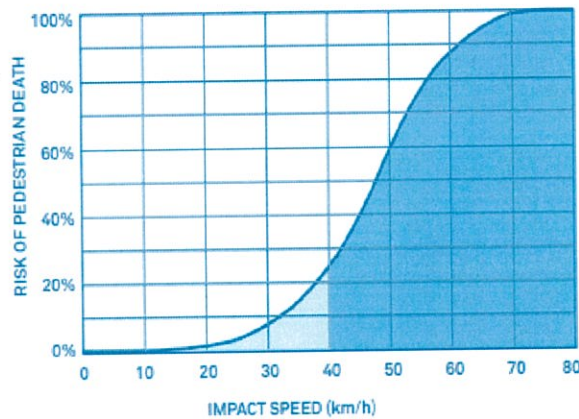
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<sup>1</sup> <https://www.transport.govt.nz/mot-resources/road-safety-resources/roadcrashstatistics/social-cost-of-road-crashes-and-injuries/report-overview/>

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

<sup>3</sup> <https://globaldesigningcities.org/wp-content/uploads/guides/global-street-design-guide.pdf>

<sup>4</sup> [Ibid](#)



*Global Street Design Guide*

7. Speed also 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, 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.

### Specific Comments

8. NMH recommends that proposal is adopted in its entirety. 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. NMH supports the introduction of a 30 km/h speed limit in Home Zones where there is no footpath on either side of the road to reduce the impact of any conflicts between road users.

### Conclusion

9. NMH thanks NCC for the opportunity to comment on the Amendments to the Speed Limit Bylaw 2011. NMH wishes to highlight the importance of making roads safer and more user-friendly for all road users. Slower speeds will improve accessibility and amenity of these areas.
10. NMH wish to be heard.

Yours sincerely

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

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