



Submission on Marlborough District Council's Proposed Changes to Speed Limit Bylaw 2014

25 September 2020

For more information please contact:

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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 Marlborough District Council's (MDC) Proposed Changes to Speed Limit Bylaw 2014.
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 pedestrian and cycle safety.

General Comments

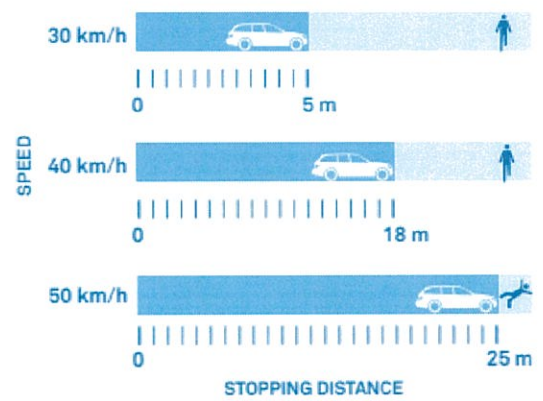
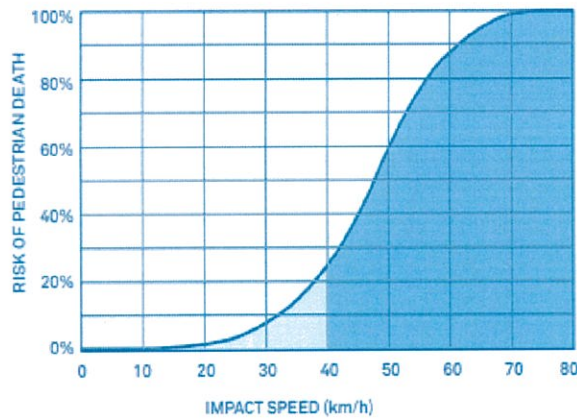
4. NMH supports the amendments to the Bylaw to reduce the speed limits in the District. Lowering urban speed limits is a key way in which MDC can reduce road injuries and encourage walking and cycling in Marlborough.
5. Road crashes and injuries have major impact on people and communities. The average 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.¹
6. 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.² International studies³ 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 crash⁴.

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

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

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

⁴ [Ibid](#)



Global Street Design Guide

7. Speed also has adverse effects on levels of environmental and noise pollution, and the “liveability” of urban areas⁵. 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 areas⁶ which has environmental impacts.

Specific Comments

8. NMH recommends that proposal is adopted in its entirety.
9. Central business districts should cater for people using all modes of transport, they also should include features that enable the most vulnerable road users to feel safe. In particular, NMH recommends that central business districts allow speeds of 30 km/h or lower.
10. NMH supports Beaver Road being 30km because there is a major cycleway on this road.

Conclusion

11. NMH thanks MDC for the opportunity to comment on the Proposed Changes to Speed Limit Bylaw 2014. 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.
12. NMH wish to be heard via Zoom.

Yours sincerely

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

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