



Waka Kotahi's SH6 High Street, Motueka Speed Consultation

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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 Waka Kotahi's consultation on SH6 High Street, Motueka.
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 continues to advocate for safety improvements in town centres including the reduction of speeds. NMH is supportive of the objectives of the Waka Kotahi's Road to Zero Strategy achieve Vision Zero, a New Zealand where no one is killed or seriously injured on our roads.
4. 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
5. 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 The Ministry of Transport's Safer Journey report³ 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. Speed also has adverse effects on levels of environmental and noise pollution⁴. 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 areas⁵ which has environmental impacts.

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

⁴ <http://apps.who.int/iris/bitstream/10665/254760/1/WHO-NMH-NVI-17.7-eng.pdf?ua=1>

⁵ <https://www.nzta.govt.nz/assets/userfiles/transport-data/Traffic%20Calming.pdf>

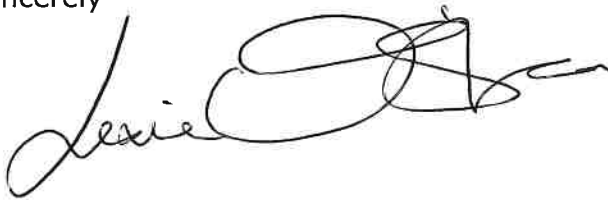
Specific Comments

7. 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 supports the proposal that the town centres is 30 km/h and the School Zone is reduced to 30km/h at schools' starting and finishing times. .

Conclusion

8. NMH strongly supports Waka Kotahi's goal of improving safety on State Highway 6 High Street Motueka.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Lexie O'Shea', with a stylized flourish at the end.

Lexie O'Shea
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