

TE WAIORA



Nelson Marlborough
Health

Waka Kotahi

Traffic Control Devices

Manual

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Submitter details

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 *Traffic Control Devices Manual*.
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.

Specific Comments

4. NMH welcomes this opportunity to comment on the *Traffic Control Devices Manual*.
5. *4.11.2 Cycle paths*: This clause states that currently NZ law does not make it clear whether people travelling along a cycle path parallel to the priority roadway have priority over traffic turning. This matter was consulted on in Waka Kotahi's *Accessible Streets* consultation in March 2020. The outcome of that consultation has yet to be released. In that consultation, Waka Kotahi asked for feedback on the following:
 - a. *Accessible Streets Proposal 6C*: Give cycles, transport devices and buses priority over turning traffic when they're travelling through an intersection in a separated lane
 - b. *Proposal 6D*: Give priority to footpath, shared path and cycle path users over turning traffic where the necessary traffic control devices are installed
6. NMH strongly supported both the proposals above as this would treat all road users on the same basis - those travelling straight have priority over those turning. It does not matter if the road users are a separated lane because they are all navigating the same road carriage.
7. These rule changes would increase the efficiency of walking, cycling and other micro-modes, and this would encourage more people to use these modes which have corresponding health benefits. Therefore a national rule change should be applied and additional funding given to councils to implement a programme to adjust road markings accordingly.
8. As such, NMH would like to see these proposals adopted and subsequently the *Traffic Control Devices Manual* reflect these changes. The initial *Accessible Streets* proposals including using minimum markings to indicate pedestrian priority. NMH continues to advocate for further use of raised platforms to be used on side roads

adjacent to busy roads to indicate priority and to slow traffic. Consideration could be given to using red markings such as Tasman District Council has been using for all its pedestrian zones, see below for an illustration, noting the use of colouration on pedestrian crossings should also be assessed by the Blind Foundation and Blind Citizens Aotearoa.



9. *4.11.5 Property Access:* Further to the submission point above, cyclists and pedestrians should also be given priority over property access ways in order to reduce the risk of injury to users.
10. *13.3 Raised safety platform at side roads:* NMH would like to advocate for the continued use of the roundabout design that was used for Champion/Salisbury Roads in Richmond, Tasman (pictured below). This design has made it very safe for pedestrians and cyclists to cross the road as turning traffic have enough time to slow down and check to see if anyone is using the pedestrian crossing.



11. *14.4 Pedestrians (Slip lanes):* Crossing slip lanes can be very difficult for pedestrians, especially vulnerable road users, as drivers are preoccupied with looking at traffic flows. Consideration needs to be given to installing raised platforms and pedestrian crossings so that pedestrians can cross roads as safely

as possible. In Richmond, the corner of Queen Street and the Gladstone Road (State Highway 6) is a particularly notorious crossing which needs to be improved.



This has been raised with Waka Kotahi and is being reviewed as part of the Richmond Optimisation Plan.

Conclusion

12.NMH thanks the Waka Kotahi for the opportunity to comment on the *Traffic Control Devices Manual*.

Yours sincerely

A handwritten signature in blue ink, reading "Lexie O'Shea". The signature is fluid and cursive, written over the typed name.

Lexie O'Shea
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