

9 March 2014

Central City Safer Speed Limit
Freepost 2199
WCC PO Box 2199
Wellington 6140
info@wcc.govt.nz

Re: Central City Safer Speed Limit

This submission is from the Architectural Centre, an incorporated society dating from 1946, which represents both professionals and non-professionals interested in the promotion of good design.

1. Support for a reduced speed limit

The Architectural Centre supports the proposed 30km/hr speed limit in the Wellington CBD. We consider that reducing the speed limit will provide a safer environment for pedestrians and cyclists, and reduce CBD car traffic, but we are also aware that, while it will almost certainly reduce the severity of injury, it may not substantially reduce the number of incidents. We note that most crashes appear to occur at large intersections, suggesting that the design of these intersections, including increasing pedestrian priority at crossing may also need reconsideration.

2. Blair and Allen Streets

In addition to the proposed 30km/hr speed limit we recommend that the limit in Blair and Allen Sts be consistent with the shared space in Cuba Street (i.e. 10km/hr).

3. Reducing car parks

We also consider that reducing car parks is a necessary parallel move to reach council objectives for Wellington to have a more attractive CBD for active modes.

4. CBD Shared space network

Reducing inner city speeds will provide opportunities for rethinking the current CBD. As part of this we consider that the development of a network of shared spaces would be a productive outcome of such an initiative. The Centre considers that such spaces need to be carefully designed, preferably with a consistent ground surface, which is not asphalt, to convey the idea of equality for all modes. We also consider that shared spaces work best without car parking.

5. Inner City cycle routes

Equally we consider that there is a significant need for inner city cycle routes. The waterfront is insufficient as a commuter cycle route, it is not the most direct route for many cyclist destinations, and often the number of pedestrians make cycling difficult. The effect of a 30km/hr speed limit should enable the provision of east-west and north-south cycle routes. We also note that cycle routes need to be along roads without car parking to reduce danger to cyclists, and strongly encourage council to continue inner city carpark reduction, especially on streets.

Conclusion

Thank you again for this opportunity to comment on this proposal for introducing a more comprehensive 30km/hr speed limit in Wellington's CBD. If you have any questions please do not hesitate to contact me.

Yours faithfully



Christine McCarthy
President, The Architectural Centre
arch@architecture.org.nz



the architectural centre inc.
PO Box 24178 Wellington