

SUBMISSION ON WAKA KŌTAHI SH5/SH51 SPEED LIMIT REVIEW

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To: Waka Kōtahi
50 Victoria St
Wellington

Submitter: Bike Hawke's Bay

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Bike Hawke's Bay (formerly Cycle Aware Hawke's Bay) is the region's biking advocacy organization. We seek to be a voice for people who ride bikes. Our vision is for biking to be a safe, comfortable and convenient mode of transport for people of all ages and abilities, and we advocate for improvements that will achieve this vision. More information is available on our website bikehawkesbay.org.nz.

At Bike Hawke's Bay we believe safety should be the first priority when it comes to our roads. Slower speeds equate to improved safety for all road users; therefore we strongly support the proposed reduction in speeds along SH5 between Napier and Taupō and the SH51 corridor between Hastings and Napier. Slower speeds not only provide additional reaction time to help avoid collisions, they result in fewer instances of death and severe injury when collisions do occur. Slower speeds will help New Zealand achieve its goal of zero road deaths or serious injuries.

While we prefer cycling facilities that are physically separated from vehicle traffic, they are not always available, and in some instances, cyclists may prefer to use the roadway. Slower speeds are more conducive to a road environment where different modes mix, from the perspective of both safety and comfort. SH51 is likely to have cyclists sharing the road as it connects the urban centres of Hastings and Napier. Therefore, we lend our support in particular to the proposed speed limit reductions along this corridor.

We recognise that there is likely to be significant pushback from the public who are concerned with travel time delays that may be a result of these proposals. It is our opinion that while travel

efficiency is a valid concern, it should not trump peoples' safety. A time savings of a few minutes is never worth someone's life.

That said, speed limit reductions are only one tool in the Road to Zero toolbox, and are unlikely to work if not used in tandem with other strategies. In our opinion mode shift is one of the most important tools we have for improving road safety. We would like to use this opportunity to remind the agency that relatively little of the overall national transport budget is dedicated to cycle, pedestrian, and public transport infrastructure. Until we change our investment priorities, we are unlikely to meet our road safety goals.

Thank you for the opportunity to provide feedback.