

04/10/2022

Ashburton District Council
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Ashburton 7740

Tēnā koutou

Submission on Draft Interim Speed Management Plan

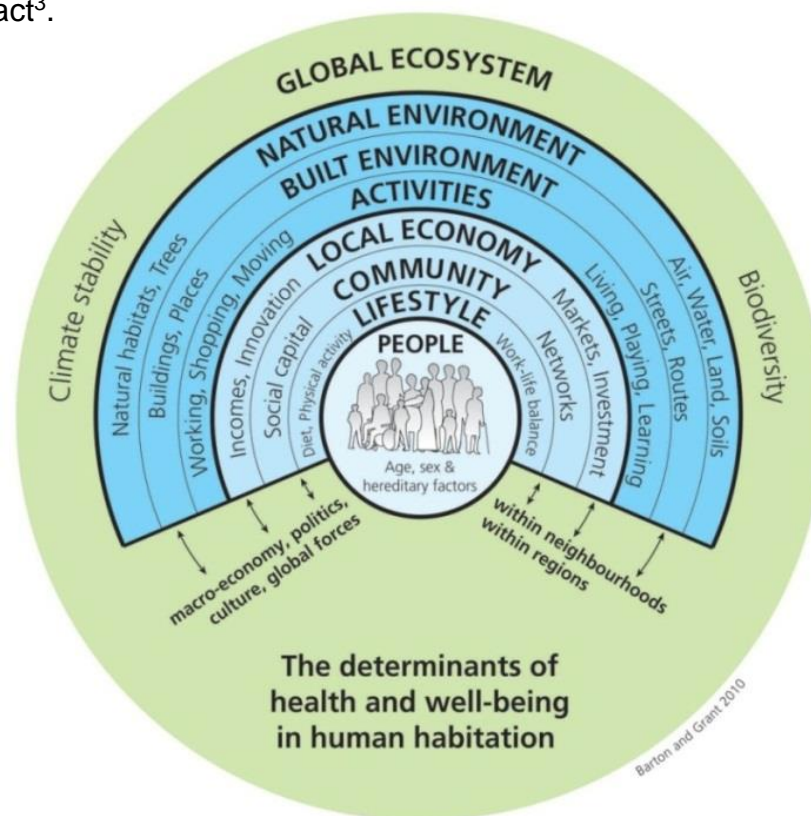
1. Thank you for the opportunity to submit on the Draft Interim Speed Management Plan. This submission has been compiled by Te Mana Ora (Community and Public Health). Te Mana Ora recognises its responsibilities to improve, promote and protect the health of people and communities of Aotearoa New Zealand under the Pae Ora Act 2022 and the Health Act 1956.
2. This submission responds to the specific proposed speed limit changes provided in the CONSULTATION DOCUMENT as follows:
 - 1) Reducing speed limits around schools (30km/h around most schools and 60km/h around some rural schools).
 - 2) Reducing speed limits on urban fringe roads to either 50km/h, 60km/h or 80km/h depending on the level of development.
 - 3) Reducing speed limits on developed urban areas to 40km/h or less depending on the level of use and development.
3. This submission sets out particular matters of interest and concern to Te Mana Ora.

General Comments

4. We welcome the opportunity to comment on the Draft Interim Speed Management Plan. The future health of our populations is not just reliant on hospitals, but on a responsive environment where all sectors work collaboratively.
5. While health care services are an important determinant of health, health is also influenced by a wide range of factors beyond the health sector. Health care services

manage disease and trauma and are an important determinant of health outcomes. However, health creation and wellbeing (overall quality of life) is influenced by a wide range of factors beyond the health sector.

6. These influences can be described as the conditions in which people are born, grow, live, work and age, and are impacted by environmental, social and behavioural factors. They are often referred to as the 'social determinants of health'¹. The diagram² below shows how the various influences on health are complex and interlinked.
7. The most effective way to maximise people's wellbeing is to take these factors into account as early as possible during decision making and strategy development. Initiatives to improve health outcomes and overall quality of life must involve organisations and groups beyond the health sector, such as local government if they are to have a reasonable impact³.



¹ Public Health Advisory Committee. 2004. *The Health of People and Communities. A Way Forward: Public Policy and the Economic Determinants of Health*. Public Health Advisory Committee: Wellington.

² Barton, H and Grant, M. (2006) A health map for the local human habitat. *The Journal of the Royal Society for the Promotion of Health* 126 (6), pp 252-253. <http://www.bne.uwe.ac.uk/who/healthmap/default.asp>

³ McGinnis JM, Williams-Russo P, Knickman JR. 2002. The case for more active policy attention to health promotion. *Health Affairs*, 21(2): 78 - 93.


Specific Comments

8. The risk of death or serious injury to a person walking or cycling decreases significantly with reductions of vehicle speed. A person walking or cycling who is hit by a vehicle that is travelling at 32km/h has a 95% chance of survival. However, if they are hit by a vehicle travelling at 48km/h, their chance of survival decreases to 55%. Once the impact speed reaches 70km/h, the chance of survival is virtually zero⁴. This is particularly relevant around schools and developed urban areas where the reduction of the speed limit would further improve safety for all road users.
9. Walking and cycling should be actively promoted as safe and sustainable forms of active transport particularly for short trips in our neighbourhoods. Increasing walking and cycling in our cities can reduce congestion, reduce emissions, increase economic activity, promote community accessibility, improve personal safety and security and improve public health⁴.
10. Te Mana Ora supports the speed reductions as proposed to promote active transport and improve road-user safety.

Conclusion

11. Te Mana Ora does not wish to be heard in support of this submission.
12. If others make a similar submission, the submitter will not consider presenting a joint case with them at the hearing.
13. Thank you for the opportunity to submit on Draft Interim Speed Management Plan.

Ngā mihi



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⁴ Ministry of Transport, 2008. Raising the Profile for Cycling and Walking in New Zealand: A guide for decision-makers. Retrieved from: <https://can.org.nz/system/files/RaisingtheProfileWalkingCyclinginNZ.pdf>