

ID	Suburb	I / We	Comments - please be as specific as possible to help us understand your views	CCC response
3074		do not support the plan	Option 2b only need parking, who maintains the grass / landscape planting areas, as these areas become a dumping place for lazy people. I need a crossing large enough for my trucks (small) and diggers to enter / exit. (cycle route) I would only see 3-4 bike a day passed our house, and it is not working on Tuam St. I go (well used to) up St Asaph St there to my supplier every week day what a cock up that is, the bokes don't always keep to there lane when the stop sign go on for the bike lane so we can turn left they just mount the kurb and cut in front of me, I park there and day that when I could get a park and counted 7 bikes over 25mins (7am-7.25am), and traffic back up 30kms, waste of time I have been passed by CCC cars, buses, traffic management trucks on Tuam St 30kms don't work.	Thank you for your feedback. This section of the Rapanui Shag Rock Route is already under construction and consultation was held in 2016. The design installs speed treatment measures such as speed tables, kerb buildouts and road narrowings. These treatments will assist in ensuring that the 30kph speed restriction is maintained through the area.
3073	Phillipstown	do not support the plan	No do not support plan to majorly hinder traffic flow and slow it down and reduce access to driveways and business just to suit cycleways who are not the major users of these roads in Christchurch. This is not the Tour de France. Option 2b acceptable change only seeing roads and pathways will now need to be replaced to safety standards and not happy about parking reduced between road meetings then replaced no need for tree planting cause light block out and the maintenance they cause with growth into powerlines and dropping of leaves	Thank you for your feedback. This section of the Rapanui Shag Rock Route is already under construction and consultation was held in 2016. The design installs speed treatment measures such as speed tables, kerb buildouts and road narrowings. These treatments will assist in ensuring that the 30kph speed restriction is maintained through the area.
3072	Linwood	support the plan	Good idea - not sure that it will stop the hoon cars who zoom down Worcester Street to Fitz Ave before hitting main traffic but is worth a try! I walk my dog every day so see this all the time. The work that has been done outside the Aspire Centre looks good and I presume the speed signs are still to go up as many cars are still hitting the hump built rather fast as they don't realise it is there.	Thank you for your feedback. The design installs speed treatment measures such as speed tables, kerb buildouts and road narrowings. These treatments will assist in ensuring that the 30kph speed restriction is maintained through the area. 25kph signs are being installed on speed humps and tables where required.
3036	Christchurch	do not support the plan	NO! This multi million dollar cycle route is a major traffic hazard that impedes smooth traffic flow and puts lives at risk by slowing, even blocking, emergency vehicles. Case in point: A couple of weeks ago I viewed with some concern a Fire appliance coming up Cashel street, siren and lights flashing, and when turning left into England street was forced almost to a standstill as it attempted to negotiate the bottle-neck cycle way island at the Cashel street England street intersection. I would imagine an ambulance would have similar difficulty. Seconds count when lives matter. Further, 1) It's very confusing having different speeds from one street to the next, which in itself can lead to accidents 2) The government and this council seems to have forgotten the motorists whose fuel surcharges/taxes/RUC built these streets and pays for the maintenance and upkeep, and instead 3) panders to a vocal minority who see it as some sort of tourism attraction for sightseers who might use this cycle route once in their lifetime, while 4) by far the larger majority of local cyclists such as students will still cycle for most of their journey down streets with no speed restrictions, so 5) I don't see any need for reducing the speed limit on the route that will have cycle lanes wide enough to drive a bus down, especially considering 6) the intersection bottle-necks along the route and the speed bumps yet to be put in place.	Thank you for your feedback. This section of the Rapanui Shag Rock Route is already under construction and consultation was held in 2016. The design installs speed treatment measures such as speed tables, kerb buildouts and road narrowings. These treatments will assist in ensuring that the 30kph speed restriction is maintained through the area. Some of the benefits of investing in cycling include: <ul style="list-style-type: none"> ○ Healthier and more productive people – people who travel by bike take fewer sick days and active children are able to focus better at school ○ Stronger local economies – people who bike tend to shop more often and spend more money over time ○ Reduced congestion – people who bike take up less road space and it only takes a small number of people to change the way they travel to have a big impact on traffic flow ○ Reduced cost for ratepayers – bikes are lightweight and take up less room meaning there is reduced need to build and maintain roads

Rapanui - Shag Rock MCR: proposed 30km speed limit

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			SO IT'S A BIG NO FROM ME!	
2976		do not support the plan	"These greenways are provided on low volume roads with a slow speed environment" I don't consider Worcester Street (a main arterial road) to be a "low volume road".	Thank you for your feedback. This section of the Rapanui Shag Rock Route is already under construction and consultation was held in 2016. The design installs speed treatment measures such as speed tables, kerb buildouts and road narrowings. These treatments will assist in ensuring that the 30kph speed restriction is maintained through the area. Worcester Street is classified as a local road and is considered to be low volume with less than 2500 vehicles per day.
2869		support the plan		Thank you for your feedback.
2868	Christchurch	support the plan		Thank you for your feedback.
2867		support the plan	Hi there. Perfect! Go ahead My tenants in Havelock Street and east of Linwood Ave love it. And I love it too.	Thank you for your feedback. It's great to hear!
2866	Linwood	do not support the plan	Leave our street alone please. More than enough damage has been done already. Why is this report slanted in favour of a yes reply? We have two yes options and one no option	Thank you for your feedback. This section of the Rapanui Shag Rock Route is already under construction and consultation was held in 2016. The design installs speed treatment measures such as speed tables, kerb buildouts and road narrowings. These treatments will assist in ensuring that the 30kph speed restriction is maintained through the area.
2865	Linwood	support the plan		Thank you for your feedback.
2836	Linwood	do not support the plan	I do not support this cycleway in any way. This includes a reduction in the speed limit. You have ruined the neighborhood and caused enough inconvenience already. And of course wasted a lot of money in the process. Also please note that I do not give permission for ANY of my personal identifiable information or contact information to be made available to any member of the public. Council employees only are allowed this information.	Thank you for your feedback. We apologise for the disruption caused by the construction of this cycleway and thank you for your continued patience. Your request for privacy will be respected.
2821	christchurch	support the plan	I think it is a good idea as it will make people feel that it is safer to bike, which should get more people biking	Thank you for your feedback.
2816		support the plan		Thank you for your feedback.
2782	Flat Bush	support the plan		Thank you for your feedback.
2781	Bryndwr	do not support the plan	If you are going to put a 30km speed limit on the proposed route, why spend all that rate payer's money on changing the road. Just paint in a cycle lane and put up 30km signs. No doubt the proposed green ways will cut on-street parking as well. Have seen the results of cutting on-street parking in St Albans and it is most inconvenient having to park some way off from one's destination, especially when it is raining and cold	Thank you for your feedback. This section of the Rapanui Shag Rock Route is already under construction and consultation was held in 2016. The design installs speed treatment measures such as speed tables, kerb buildouts and road narrowings. These treatments will assist in ensuring that the 30kph speed restriction is maintained through the area.
2779	Huntsbury	support the plan	Anything that encourages cycle use & improves cyclist safety is fantastic	Thank you for your feedback.

Rapanui - Shag Rock MCR: proposed 30km speed limit

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2778	Linwood	have some concerns	<p>The reduction of speed limit to 30km/hr is appropriate for England St; Buccleugh St; Wellington St; Clive St; Malborough St as these streets are residential streets that are not a normal thorough fare.</p> <p>However I feel that is unreasonable to expect people - i.e. cars - using Worcester St between Fitzgerald Ave & England St to have to reduce their speed to 30km/hr.</p> <p>Design of cycleway can be such that a cycle way is separate to vehicle traffic without reducing speed to 30km/hr. Worcester St is a normal thorough fare</p>	<p>Thank you for your feedback. This section of the Rapanui Shag Rock Route is already under construction and consultation was held in 2016. The design installs speed treatment measures such as speed tables, kerb buildouts and road narrowings. These treatments will assist in ensuring that the 30kph speed restriction is maintained through the area.</p> <p>Worcester Street is classified as a local road and is considered to be low volume with less than 2500 vehicles per day.</p>
2777	Linwood	do not support the plan	<p>If consultation is to be completed by 16 June, then why has the works along these routes already started.</p> <p>The work should not have started until consultation and result completed.</p> <p>I am a cyclist and often cycle to work and I go faster than 30km per hour.</p> <p>I agree with cycle ways and trying to encourage less traffic etc. however there must also be some where to park and lock your bikes</p>	<p>Thank you for your feedback. This section of the Rapanui Shag Rock Route is already under construction and consultation was held in 2016. The design installs speed treatment measures such as speed tables, kerb buildouts and road narrowings. A 30kph speed restriction will compliment these treatments.</p> <p>There is a limited reduction in on-street parking with this route. Bike parking facilities are being provided in Linwood Village.</p>
2776	Ilam	support the plan	This submission in regard to properties we own at [REDACTED] Linwood	Thank you for your feedback.
2753	Shirley	support the plan	Happy for reduction of speed on a lot of streets around Christchurch	Thank you for your feedback.
2711	Somerfield	support the plan		Thank you for your feedback.
2709	Hei-Hei	do not support the plan	Let's stop sections to make way for cycle projects and let's fix our roads first as far as I am concern. Create safer roads to promote more bikers where there is room for everyone and more green arrows I stalled to help with this.	<p>Thank you for your feedback. This section of the Rapanui Shag Rock Route is already under construction and consultation was held in 2016.</p> <p>Some of the benefits of investing in cycling include:</p> <ul style="list-style-type: none"> ○ Healthier and more productive people – people who travel by bike take fewer sick days and active children are able to focus better at school ○ Stronger local economies – people who bike tend to shop more often and spend more money over time ○ Reduced congestion – people who bike take up less road space and it only takes a small number of people to change the way they travel to have a big impact on traffic flow ○ Reduced cost for ratepayers – bikes are lightweight and take up less room meaning there is reduced need to build and maintain roads
2707	Christchurch	support the plan		Thank you for your feedback.
2641		support the plan		Thank you for your feedback.
2640	Parklands	do not support the plan	I am happy the things are right now	Thank you for your feedback.
2639	Chertsey	support the plan	Sounds Great!	Thank you for your feedback.
2638	Linwood	support the plan		Thank you for your feedback.

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2624	Woolston	do not support the plan	<p>There are already too many 30kph speed limits in Christchurch. It is impossible to enforce these speed limits upon the cyclists they are designed to benefit and will only serve to hinder motorists in their daily travels. Many of both the MCW plans and AAC plans smack of collusion with the oil companies to make motorists have to travel further to get where they want to go by destroying the shortest most convenient route with islands and build-outs and other so-called traffic calming methods. None of this infrastructure is helpful for a constantly growing population.</p> <p>Speed limits should be implemented by NZTA not local Councils.</p>	<p>Thank you for your feedback. This section of the Rapanui Shag Rock Route is already under construction and consultation was held in 2016. The design installs speed treatment measures such as speed tables, kerb buildouts and road narrowings. These treatments will assist in ensuring that the 30kph speed restriction is maintained through the area.</p>
2542	linwood	do not support the plan	<p>pure waste of money , \$100ks replacing perfect pipes curbs & s/water, removing carparks, properties where once</p> <p>had 1 or 2 units now have 5 to 12. fix the damaged footpaths, road surfaces etc and stop wasting money on fancy</p> <p>dressing. no more grass etc. no body mows or maintains the scruffy ones we have now. had</p>	<p>Thank you for your feedback. This section of the Rapanui Shag Rock Route is already under construction and consultation was held in 2016. Some of the benefits of investing in cycling include:</p> <ul style="list-style-type: none"> ○ Healthier and more productive people – people who travel by bike take fewer sick days and active children are able to focus better at school ○ Stronger local economies – people who bike tend to shop more often and spend more money over time ○ Reduced congestion – people who bike take up less road space and it only takes a small number of people to change the way they travel to have a big impact on traffic flow ○ Reduced cost for ratepayers – bikes are lightweight and take up less room meaning there is reduced need to build and maintain roads
2437		support the plan	<p>Excellent plan, thank you!</p> <p>Between Fitzgerald Ave and Stanmore Road, you should put in 'traffic' calming measures' like you have beyond Stanmore Road, thank you. On this stretch people speed and at night go at high speeds so please put in bumpers or narrow down to 1 lane, or plant on sides as you have done on the road beyond Stanmore thank you.</p>	<p>Thank you for your feedback. The design installs speed treatment measures such as speed tables, kerb buildouts and road narrowings along the entire section between Fitzgerald Avenue and Aldwins Road. These treatments will assist in ensuring that the 30kph speed restriction is maintained through the area.</p>
2436		do not support the plan	<p>Your suggestion to again reduce speed limits on the premise that there are cyclists on these routes is flawed. until one third of the population of this city is on bikes there is no risk. We have reduced speeds on inner city roads to the detriment of inner city business. This perceived problem by Council Staff that Christchurch is a cycling City is unfounded.</p> <p>Strange the flow of cars through the City only create rat runs through secondary streets.</p> <p>The nonsense and unproven speed reduction in city limits makes cycling safer is not true.</p> <p>Better constructed cycleways with median strips is your answer.</p>	<p>Thank you for your feedback. This section of the Rapanui Shag Rock Route is already under construction and consultation was held in 2016. The design installs speed treatment measures such as speed tables, kerb buildouts and road narrowings on local roads. These treatments will assist in ensuring that the 30kph speed restriction is maintained through the area.</p>
2435		have some concerns	<p>Please ensure we do not lose the 'very necessary' on street parking on Worcester Street near Stanmore Road.</p> <p>The businesses in this area - current and future - can not continue if the on-street parking is removed.</p>	<p>Thank you for your feedback. Loss of on street parking was consulted on as part of the route consultation undertaken in 2016. There is a limited reduction in on-street parking with this route.</p>
2374	Linwood	do not support the plan	<p>There is already more than enough car traffic impediments east along Worcester St on Fitzgerald Ave. Estimated future bicycle traffic will be less than 5% of total traffic volume. The down side of all this effort to promote the cyclists who pay no road charges at the cost of the damage done to the Linwood retail centre is too high. The outcome of the combined car speed limits and general car traffic strangulation is to kill off inbound customers who support the Linwood village precinct. I think it highly desirable to allow the current existing car entry from the Fitzgerald Ave east along Worcester St to maintain</p>	<p>Thank you for your feedback. Some of the benefits of investing in cycling include:</p> <ul style="list-style-type: none"> ○ Healthier and more productive people – people who travel by bike take fewer sick days and active children are able to focus better at school ○ Stronger local economies – people who bike tend to shop more often and spend more money over time

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			<p>the current 50 kph speed limit.</p> <p>As you kill off the inbound customers to the Linwood shopping village and you kill off Linwood village. The shops need inbound customers and any efforts including reduced speed limits will kill off retail. The loss of jobs and social cohesion is far too high. Give us retailers a change to survive here as when our customers go elsewhere the Linwood village will die. A dead village with cyclists passing through it is no good to anybody and promotes social decay. Come down to Linwood and see the evidence already taking place. We currently have more drug dealers operating here than we do cyclists passing through. Your plans will make it worse as more eyes we have on the ground the more difficult it is for these criminals to operate. We need more inbound people both from cars and cyclists to hold social cohesion together. Retailers need customers; your plans deny us them.</p>	<ul style="list-style-type: none"> ○ Reduced congestion – people who bike take up less road space and it only takes a small number of people to change the way they travel to have a big impact on traffic flow ○ Reduced cost for ratepayers – bikes are lightweight and take up less room meaning there is reduced need to build and maintain roads
2350	Belfast	do not support the plan	<p>Yes I do not like the way the cycleways are designed, the narrowing of the roads and speed bumps, this will keep traffic "cars" out of an already dying city. Why not just paint in the green areas like the "bus lane" principal to remind motorists of cyclist. Why slow the traffic to 30kms, when cyclist can go faster anyway. The cycleways are destroying the business of the local dairys with no parking outside, think you have spent a lot of money on something that is not needed. A better way was the scandinavian style of wider footpaths and cyclist using them in designated areas , not many pedestrians in the proposed area, mainly trades people in vans in this area and cars.</p>	<p>Thank you for your feedback. Some of the benefits of investing in cycling include:</p> <ul style="list-style-type: none"> ○ Healthier and more productive people – people who travel by bike take fewer sick days and active children are able to focus better at school ○ Stronger local economies – people who bike tend to shop more often and spend more money over time ○ Reduced congestion – people who bike take up less road space and it only takes a small number of people to change the way they travel to have a big impact on traffic flow ○ Reduced cost for ratepayers – bikes are lightweight and take up less room meaning there is reduced need to build and maintain roads
2346		do not support the plan	<p>If you don't make it simple - cyclists will simply go what route they desire, so it will be a costly mistake.</p> <p>The proposed route is not used by cyclists now and will not be in future. It is to messy and convoluted.</p> <p>Cycle way should go strait down Cashel St from Fitz Ave to Linwood Ave</p> <p>No funny business, no extra corners, etc and puts the cyclists on direct route.</p> <p>Also all the 30KPH ruins it for motorists. The route proposed is a nightmare.</p> <p>"Why do the CCC traffic Planners make everything so difficult do they want to ruin CH-CH?"</p>	<p>Thank you for your feedback. This section of the Rapanui Shag Rock Route is already under construction and consultation was held in 2016. The design installs speed treatment measures such as speed tables, kerb buildouts and road narrowings on local roads. These treatments will assist in ensuring that the 30kph speed restriction is maintained through the area.</p>
2343	RD 6	do not support the plan	<p>Road 'calming' is not calming! Cycle lanes do not have to be at the expense of cars. They can co-habit if done well. Refer to Europe!</p> <p>The proposal shows little consideration for residents.</p> <p>30km speed limit is not necessary and will not reduce injury to cyclists or pedestrians.</p> <p>It will put then at further risk as per the changes in CBD which are dangerous and have repelled cyclists who refuse to use the special cycle lanes because they pose for greater risk to their lives.</p>	<p>Thank you for your feedback. This section of the Rapanui Shag Rock Route is already under construction and consultation was held in 2016. The design installs speed treatment measures such as speed tables, kerb buildouts and road narrowings on local roads. These treatments will assist in ensuring that the 30kph speed restriction is maintained through the area.</p> <p>Some of the benefits of investing in cycling include:</p> <ul style="list-style-type: none"> ○ Healthier and more productive people – people who travel by bike take fewer sick days and active children are able to focus better at school ○ Stronger local economies – people who bike tend to shop more often and spend more money over time

Rapanui - Shag Rock MCR: proposed 30km speed limit

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			<p>The excessive cost involved could be better spent elsewhere.</p> <p>There will be more accidents, at lower speed maybe but that is of small comfort to the injured and insurance companies.</p>	<ul style="list-style-type: none"> ○ Reduced congestion – people who bike take up less road space and it only takes a small number of people to change the way they travel to have a big impact on traffic flow ○ Reduced cost for ratepayers – bikes are lightweight and take up less room meaning there is reduced need to build and maintain roads
2337	Hoon Hay	support the plan	Great! Love the look of the improvements. Slower speed discourages hooning up and down the street.	Thank you for your feedback.
2335	Phillipstown	have some concerns	I support the Plan for a major cycle route being a keen cyclist myself. However the 30 km speed limit I do not and never will support. Whoever puts forth the speed proposals, frankly wants their butt kicked, we need to speed up traffic not slow it down	Thank you for your feedback. This section of the Rapanui Shag Rock Route is already under construction and consultation was held in 2016. The design installs speed treatment measures such as speed tables, kerb buildouts and road narrowings on local roads. These treatments will assist in ensuring that the 30kph speed restriction is maintained through the area.
2333	Linwood	have some concerns	<p>Generally support the plan but have some concerns (please comment) with major reservations as to the safety of the intersection.</p> <p>The intersection at Worcester St / England St is just a joke. We at the op shop are constantly watching near-misses by bemused motorists. The signage is abysmal. Maybe the 30 km speed limit will encourage motorists to go elsewhere but generally the local cyclists still use the footpath.</p>	Thank you for your feedback. A post construction audit of the route will be undertaken following the construction of the route. If there is a safety concern we will address this.
2332		do not support the plan	You are making the roads in town very dangerous with the cycle lanes.	Thank you for your feedback.
2330		support the plan	St John Ambulance holds no objections	Thank you for your feedback.
2328		support the plan	<p>Will have positive benefits for the area.</p> <p>Very supportive of the cycleway initiative</p>	Thank you for your feedback.
2327	Phillipstown	support the plan	As long as the proposed plan does not impact greatly on on road parking levels then I am all for it. This plan was a major selling point for me when I brought my home here.	Thank you for your feedback. Loss of on street parking was consulted on as part of the route consultation undertaken in 2016. There is a limited reduction in on-street parking with this route.
2324		support the plan		Thank you for your feedback.
2322	Linwood	support the plan	I think it is a great plan that will encourage cyclists in our city. I would see the reduced speed limit as an imperative for the success of the plan.	Thank you for your feedback.
2320	Linwood	do not support the plan		Thank you for your feedback.
2318	Linwood	do not support the plan		Thank you for your feedback.
2317		support the plan		Thank you for your feedback.
2315		support the plan		Thank you for your feedback.
2310	Linwood	have some concerns	<p>No real concerns. Pleased cycleway starting. I wont be using as such believe there needs to be a network of routes for bicycles.</p> <p>Keep up the good work.</p> <p>Don't take any notice of "moaners."</p>	Thank you for your feedback.

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			<p>The speed reduction hump near our gate is fine but doesn't do enough to slow many people down!!</p> <p>Totally agree with 30km speed limits.</p> <p>Ensures safety for cyclists. Safety for Aspire Centre and Childcare Centre in this area.</p>	
2308	Cracroft		<p>Spokes Canterbury fully supports the lowering of the speed limit to 30 km/h as required to achieve</p> <p>the goals of green streets™, safe spaces for multi modal road use.</p> <p>Spokes Canterbury supports the extension of the more livable 30kph speed limit to streets where people and families live. It seems inequitable to have a slow speed, livable area only in the places where professional and clerical people work. Most people spend most of their time in residential streets so they should be slow too. With the existing speed held on arterial routes slower speeds in residential areas will have a small impact on journey times and are likely to keep quiet streets as destinations, not thoroughfares.</p> <p>Two benefits that accrue from slower speeds are;</p> <p>-Pedestrians and cyclists that are hit by a vehicle doing 30kph are 8 times more likely to survive than if they are hit by vehicles doing 50kph. This is overseas research and is probably based on family sized cars. The difference could be more for SUVs although the relation of size to momentum is linear whereas speed is exponential.</p> <p>-People that live in streets with slower speeds have a larger social circle around their home.</p> <p>They are likely to know people that live further down the street than if they live is a street with faster speeds.</p> <p>Our children need quiet streets to be able to enjoy unsupervised play from young ages. They are great places to practice bike riding, play backyard sports and generally just mingle.</p>	Thank you for your feedback.
2300	Somerfed	do not support the plan	<p>Please stop all this congestion inducing cycleway building. With all the traffic slowing, and road narrowing, you are making it too difficult to get into the CBD so most will not bother. All these dreams of a Scandinavian style city will not work in Christchurch and will just drive everyone to the suburban malls. I'm glad I don't own a business in central Christchurch.</p>	<p>Thank you for your feedback.</p> <p>Some of the benefits of investing in cycling include:</p> <ul style="list-style-type: none"> ○ Healthier and more productive people – people who travel by bike take fewer sick days and active children are able to focus better at school ○ Stronger local economies – people who bike tend to shop more often and spend more money over time ○ Reduced congestion – people who bike take up less road space and it only takes a small number of people to change the way they travel to have a big impact on traffic flow ○ Reduced cost for ratepayers – bikes are lightweight and take up less room meaning there is reduced need to build and maintain roads
2299	Somerfield	do not support the plan	<p>I do not support any part of the luxury cycleways that are being pushed through by the council, the design team and the people employed to sell it to the public. As a result of this cycleways, Worecestor street is being cut off and business will suffer. Maybe you</p>	Thank you for your feedback.

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			should employ the same reasoning to saving the business on Milton St to saving the business Worcester st or even Selwyn st.	<p>Some of the benefits of investing in cycling include:</p> <ul style="list-style-type: none"> ○ Healthier and more productive people – people who travel by bike take fewer sick days and active children are able to focus better at school ○ Stronger local economies – people who bike tend to shop more often and spend more money over time ○ Reduced congestion – people who bike take up less road space and it only takes a small number of people to change the way they travel to have a big impact on traffic flow ○ Reduced cost for ratepayers – bikes are lightweight and take up less room meaning there is reduced need to build and maintain roads
2268	Huntsbury	support the plan	A very necessary part of the neighbourhood greenway for it to be a cycle-friendly route. Suggest that the 30k speed limit entrance signs could include labelling below the speed limit to help explain why the speed is reduced, e.g. "Rapanui - Shag Rock Neighbourhood Greenway"	Thank you for your feedback.
2261	linwood	do not support the plan	<p>I own a property on Worcester St. I believe the city is being ruined by Bureaucrats who have been to learn "Urban Planning" and believe they have the Knowledge to design what people want.</p> <p>The current "installation of Major Cycle Routes" is an example of solving a problem where there is not a problem. The first thing to look at is</p> <ol style="list-style-type: none"> 1. How many cyclist are on the road during the day? 2. How many cars are on the road during the day? 3. What is the purpose of this project? 4. Has there been any reference to residents who live and work here and require parking, and access? Surely the "rights" of property owners and ratepayers should not be reduced by this cycleway. 5. I think for a city spending hundreds of thousands of Ratepayers' dollars for the benefit of an unspecified number of cyclists is morally wrong. In the same way, the huge wide "Promenade" walkways being built in Manchester Street I believe will be virtually empty of people. <p>Reducing Carparking in the central city will affect businesses as has been mentioned recently .</p> <p>Closing off roadways should not be done , as the concept of a Road is for all people to travel over and is Common Land.</p> <p>Reducing parking to plant grass and then making people pay fines for parking outside their own properties is not fair, and is Morally wrong.</p> <p>I do not want any changes to Worcester Street</p>	<p>Thank you for your feedback. This section of the Rapanui Shag Rock Route is already under construction and consultation was held in 2016. The design installs speed treatment measures such as speed tables, kerb buildouts and road narrowings on local roads. These treatments will assist in ensuring that the 30kph speed restriction is maintained through the area.</p> <p>Some of the benefits of investing in cycling include:</p> <ul style="list-style-type: none"> ○ Healthier and more productive people – people who travel by bike take fewer sick days and active children are able to focus better at school ○ Stronger local economies – people who bike tend to shop more often and spend more money over time ○ Reduced congestion – people who bike take up less road space and it only takes a small number of people to change the way they travel to have a big impact on traffic flow ○ Reduced cost for ratepayers – bikes are lightweight and take up less room meaning there is reduced need to build and maintain roads
2250	St Martins	have some concerns	<p>I agree with using 30km/hr speed limits to provide safe cycle ways on low volume roads.</p> <p>I disagree with making greenways that a/. Put up obstructions to traffic. b/. Take up on</p>	Thank you for your feedback. This consultation is relating to the Rapanui Shag Rock Major Cycle Route Speed Restrictions. This route is already under construction and consultation was held in 2016. The design

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			<p>street parking for the people living on those streets. c/. Are costly to make and maintain.</p> <p>It would be dishonest of you to use my submission or any of the others that have concerns, without addressing these concerns, as you did in the submissions to the Halswell cycleway proposal.</p> <p>I consider that you should rethink the Halswell cycleway proposal using this model but without the greenways or street obstructions.</p> <p>Be ethical in assuming support from people with concerns.</p>	<p>installs speed treatment measures such as speed tables, kerb buildouts and road narrowings on local roads. These treatments will assist in ensuring that the 30kph speed restriction is maintained through the area.</p> <p>Some of the benefits of investing in cycling include:</p> <ul style="list-style-type: none"> ○ Healthier and more productive people – people who travel by bike take fewer sick days and active children are able to focus better at school ○ Stronger local economies – people who bike tend to shop more often and spend more money over time ○ Reduced congestion – people who bike take up less road space and it only takes a small number of people to change the way they travel to have a big impact on traffic flow ○ Reduced cost for ratepayers – bikes are lightweight and take up less room meaning there is reduced need to build and maintain roads
2232	Linwood	have some concerns	<p>Please confirm that there will still be street parking on Worcester street. Given the number of blocks of units street parking is required. I never received a consultation pack regarding the cycle lane.</p>	<p>Thank you for your feedback. Consultation was undertaken with properties along the route in 2016, there is a limited reduction in on-street parking with this route. A copy of the plans are available on our website: https://www.ccc.govt.nz/assets/Documents/Transport/Cycling/Rapanui-Shagrock-Scheme-Plans-Section-1-Part-1-and-2.pdf</p>
2226	Cracroft	support the plan	<p>Spokes Canterbury fully supports the lowering of the speed limit to 30 km/h as required to achieve the goals of green streets™, safe spaces for multi modal road use.</p> <p>Spokes Canterbury supports the extension of the more livable 30kph speed limit to streets where people and families live. It seems inequitable to have a slow speed, livable area only in the places where professional and clerical people work. Most people spend most of their time in residential streets so they should be slow too. With the existing speed held on arterial routes slower speeds in residential areas will have a small impact on journey times and are likely to keep quiet streets as destinations, not thoroughfares.</p> <p>Two benefits that accrue from slower speeds are;</p> <ul style="list-style-type: none"> - Pedestrians and cyclists that are hit by a vehicle doing 30kph are 8 times more likely to survive than if they are hit by vehicles doing 50kph. This is overseas research and is probably based on family sized cars. The difference could be more for SUVs although the relation of size to momentum is linear whereas speed is exponential. - People that live in streets with slower speeds have a larger social circle around their home. <p>They are likely to know people that live further down the street than if they live is a street with faster speeds.</p> <p>Our children need quiet streets to be able to enjoy unsupervised play from young ages. They are great places to practice bike riding, play backyard sports and generally just mingle.</p>	<p>Thank you for your feedback.</p>

Rapanui - Shag Rock MCR: proposed 30km speed limit

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2202	Christchurch	support the plan		Thank you for your feedback.
2152	Spreydon	support the plan	I support the proposal to reduce the speed limit to 30kph on the selected portions of the Shag Rock cycleway. I believe this will increase safety for all users of both the road and footpaths.	Thank you for your feedback.
2077	St Albans	support the plan	Without a speed limit of 30 km/h on shared streets for bikes and cars the perception of safety for those riding a bike will not improve. As the target audience for the MCP is those who do not currently ride a bike , often because of this lack of perceived safety, then the project is compromised right from the outset. Thanks for the opportunity to convey this submission.	Thank you for your feedback.
1998	Redcliffs	support the plan		Thank you for your feedback.
1972		support the plan	I think this reduced speed limit of 30km/hr is essential to make the neighbourhood greenways work as a safe and appealing route for cyclists of all ages and abilities.	Thank you for your feedback.
1966	spreydon	support the plan	The more cycle ways the better. Great that one day we will be able to bike from town to beach. I like to bike with my 18mth old in her bike trailer but am too scared to do so, when not on cyleways as the cars go too close and fast and I cannot turn right at junctions because cars will not let me pull over to right of lane, (even when I have been indicating with plenty of warning). Thanks, [REDACTED]	Thank you for your feedback.
1943	Linwood	do not support the plan		Thank you for your feedback.
1934	Somerfield	do not support the plan	30km/ hr is far too slow & this is coming from someone who cycles to work every day (at pretty much 30km/ hr) I would suggest 40km/hr as a compromise, like round schools, slower than 50, still reduces harm in crash but drivers still moving at a reasonable rate	Thank you for your feedback.
1919	Christchurch	support the plan		Thank you for your feedback.