

| Submission ID | First name | Last name | I / We | Name of organisation (if applicable) | Comments - please be as specific as possible to help us understand your views |
|---------------|------------|-----------|---------------------------------------|--------------------------------------|---|
| 12838 | Lynn | Anderson | support the speed limit change | | Re: [REDACTED] |
| 12836 | Thomas | James | support the speed limit change | | I am a property owner on [REDACTED] and I believe the proposed speed limit changes will have a positive and most importantly 'safer' outcome for the residents and pedestrians in the area. Courtenay Street which feeds off of Trafalgar St is used as a short cut with cars often speeding through the roundabout at the Trafalgar St end. This is evidenced by the number of the times the signage at the roundabout has been hit & damaged by speeding vehicles. Bikes will make the area more family friendly and promote the village feel of the area and the safety of those using the bike way is paramount (THE SPED LIMIT CHANGE SHOULD EXTEND DOWN COURTENAY ST!) |
| 12640 | Laura-Jane | Kerr | do not support the speed limit change | | <p>First of all, what a disaster zone this street has become since the introduction of this absurd bicycle lane.</p> <p>It has further narrowed the street considerably which has resulted in loss of car parks and consequently is a massive inconvenience when attempting to drive down the road specifically Edgewater road end. I won't even start on the intersection down that end!!</p> <p>I do not support the proposed 30km/hr speed limit, it is already hard enough getting down the street.</p> <p>I do support removal of the bicycle lane however as I do not see a lot of cyclists using them, rather still on the road which is frustrating! Might as well keep it old fashioned and go back to having a wider street, or at least the ability to park properly.</p> <p>I have seen cats sitting in the cycle lane, I've seen kids playing with remote control cars in the bicycle lane, and others playing basketball in the cycle lane. I have also seen whole family group cycling in the middle of the road. It should be called the desert lane as it is used so infrequently for it's deemed purpose I can almost see tumbleweeds.</p> <p>Why did no one consider the dodgems game that cars would have to play to get down the street? I see near misses every single day.</p> <p>Why are cars allowed to park at the top end of Trafalgar opposite the cafe? It should be yellow lines for safety sake!!!</p> <p>I know nothing I say will make any difference to the council's grand plan of destroying our city one street at a time with cycle lanes bigger than the car lanes but I wish someone in your planning department had some friggin sense.</p> <p>Stop the madness and maybe focus on fixing the east side streets that are still in disrepair post earthquake 7 years ago!</p> <p>I think it is ridiculous how funds are allocated on this city and wasting them on putting up 30km signs when you can't actually drive any faster than that down Trafalgar Street anyway is such a waste of resources, time and energy.</p> |
| 12604 | Chris | Wallace | support the speed limit change | St Albans School - Board of Trustees | |

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| 12590 | Bronwyn | Larsen | support the speed limit change | Community & Public Health, Canterbury District Health Board | <p>Details of submission</p> <p>We welcome the opportunity to comment on Trafalgar Street - proposed 30km/h speed limit change. The future health of our populations is not just reliant on hospitals, but on a responsive environment where all sectors work collaboratively.</p> <p>Health and wellbeing (overall quality of life) is influenced by a wide range of factors beyond the health sector. 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]. Barton and Grant's Health Map[2] shows how various influences on health are complex and interlinked.</p> <p>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 impact[3] .</p> <p>General Comments</p> <p>The CDHB supports the proposed change of speed limit to 30km/h on Trafalgar Street. Given the space is shared by cyclists and vehicles, ensuring traffic calming measures such as a reduced speed limit has potential to contribute to positive health outcomes.</p> <p>Risk of death or serious injury for cyclists and pedestrians decreases significantly with reductions of vehicle speed. For example, a cyclist or pedestrian hit by a vehicle travelling at 48 km/h has a 55% chance of survival, however if hit by a vehicle travelling at 32km/hr, their chance of survival increases to 95% [4]. This is demonstrated in the figure 1 of the attached submission [5].</p> <p>Perception of safety is also a key factor behind mode choice, particularly for cycling. Reducing the speed limit is likely to make this section of the Papanui Parallel more attractive for cyclists who may feel uncomfortable cycling on the road, further promoting its use.</p> <p>Conclusion</p> <p>The CDHB does not wish to be heard in support of this submission.</p> <p>Thank you for the opportunity to submit on Trafalgar Street- proposed 30km/h speed limit.</p> <p>Person making the submission: Dr. Alistair Humphrey MPH MHL FAFPHM Public Health Physician, Canterbury District Health Board 05 March 2018</p> <p>Footnotes:</p> <p>[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.</p> <p>[2] Barton, H. and Grant, M. (2006) A health map for the local human habitat. The Journal for the Royal Society for the Promotion of Health, 126 (6). pp. 252-253.</p> <p>SSN 1466-4240 Available from: http://eprints.uwe.ac.uk/7863</p> |

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| | | | | | <p>[3] McGinni s JM, Williams-Russo P, Knickman JR. 2002. The case for more active policy attention to health promotion. Health Affairs, 21(2): 78 - 93.</p> <p>[4] Ministry of Transport, 2008. Raising the Profile for Cycling and Walking in New Zealand: A guide for decision-makers. Retrieved from: http://www.transport.govt.nz/assets/Import/Documents/RaisingtheProfileWalkingCyclinginNZ.pdf</p> <p>[5] Community & Public Health, 2016. Active and public transport infrastructure: a public health perspective. Christchurch: Canterbury District Health Board.</p> <p>[6] E. Heinen, B. Van Wee, K. Maat. 2010. Commuting by bicycle: an overview of the literature Transport Reviews, 30 (1) (2010), pp. 59-96</p> |
| 12589 | Steve | Cox | do not support the speed limit change | | Trafalgar Street has always been a narrow street. This in itself has acted as a calming influence on speeds. The speed bumps that were installed 20 + years ago had a significant impact & much through traffic diverted to other routes. And now we have the cycleway, especially at the Northern end of Trafalgar St the road width has narrowed and speeds have dropped. South of the cycleway cars parked on the street have effectively made that part of the street one-way. Often cars must wait & give way to traffic coming in the opposite direction. None of this traffic travels quickly. In conclusion - conditions already in existence limits the speed on the street, often below 30 kph, sometimes over. To erect 30 kph speed signs would be a waste of Council funds, and present yet another arbitrary speed limit. |
| 12583 | Lynne | O'Keefe | support the speed limit change | | <p>This change of speed limit should also extend into Courtney St, extremely narrow street with a school access way.</p> <p>The speed of vehicles coming from St Albans Street is dangerous to pedestrians, cyclists and on-coming vehicles.</p> |
| 12557 | Ngairie | Farrell | support the speed limit change | | |
| 12556 | john | hendrickx | do not support the speed limit change | | widen the road by removeing the cycleway |
| 12552 | Helen | Utting | do not support the speed limit change | | I would like to suggest that instead of a 30km/h speed limit along Trafalgar Street, there is some consistency with other parts of the cycle route around schools on both ends of Rutland Street - ie 40km flashing speed limit signs around the schools during peak school arrival and departure times. Trafalgar Street and it's offshoots have been extremely disrupted by the decision to put the cycle route along it instead of Springfield Road, which would have been much more logical, being wider and straighter. The changes made have already forced traffic to travel more slowly since Trafalgar Street has less visibility as a result of the cycle route. The cycle route is not even consistent along Trafalgar Street, and I have seen cyclists confused by it changing several times - for example the new speed hump that makes traffic single lane is also being used by cyclists, rather than them using the painted cycle lane at either side of the speed bump. Thank you for consulting residents in the area about the proposed speed limit - I don't recall seeing anything consulting us about whether Trafalgar Street was suitable to put the cycle route down before it went ahead. There was no transparency around the cycle route until work actually went ahead on constructing it. |
| 12551 | Charlotte | Bebbington | support the speed limit change | Action Bicycle Club | Installing a 30kmph speed limit through Trafalgar Street would make the street much safer floor pedestrians and cyclists using the newly completed Papanui parallel cycleway. |

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| 12532 | Fiona | Bennetts | support the speed limit change | | <p>I use the Papanui Parallel cycleway on a regular basis and a lower speed limit would greatly enhance the safety of this section, especially for vulnerable, young and old people.</p> <p>Please ensure any new signage does not limit visibility (cyclists need to see drivers, and vice versa) while using the cycleway.</p> <p>Thank you</p> |
| 12521 | Annette & Derek | Benfield | | | |
| 12520 | John | Drummond | support the speed limit change | | |
| 12519 | Robert | Hunter | support the speed limit change | | <p>With limited passing areas and speed bumps at one end and the school at the other 30 km/hr is plenty.</p> <p>A pity the street wasn't made one way</p> |
| 12499 | Lynda | Gill | support the speed limit change | | It is important for extending the idea of safety for cyclists that is the reason behind the cycleways. |
| 12484 | Rob | Carpenter | support the speed limit change | | Road is too narrow to support a 50kpm speed limit |
| 12462 | Robert | Cross | support the speed limit change | | <p>Given the small distance involved that isn't covered by a separate cycle way, it's a pity that a joint walk & cycle area couldn't be arranged as is the case at the Edgeware Road.</p> <p>While cars currently slow down for these speed bumps they also speed up after crossing them. I doubt that a 30km/hr will change this.</p> <p>Also it would be great if the speed bumps, close to the Coles Pl. exit had the same separation for cyclists as the other speed bumps do on this road.</p> |
| 12448 | Connie | Chrsitesen | support the speed limit change | Go Cycle Christchurch | <p>Restricting the speed limit to 30km/h was part of the compromise of not blocking Trafalgar St for through traffic from Edgeware Rd (as part of the neighbourhood part of the Papanui Parallel cycleway).</p> <p>If this speed restriction is not put in place Trafalgar needs to be either blocked for through traffic or have a separated cycleway put in place to enable school children and less confident cyclists to use the Papanui Parallel cycleway.</p> <p>This speed restriction has been a long time coming, as Trafalgar St is unfortunately still used as a 'rat run' for car drivers avoiding Cranford St.</p> <p>Go Cycle Christchurch would like to be kept informed of any updates around this proposal/consultation.</p> |
| 12445 | Connie | Chrsitesen | support the speed limit change | | <p>This has been a long time coming, as Trafalgar St is still used as a 'rat run' for car drivers avoiding Cranford St :-{</p> <p>Restricting the speed limit to 30km/h was part of the compromise of not blocking Trafalgar St for through traffic from Edgeware Rd (as part of the neighbourhood part of the Papanui Parallel cycleway).</p> <p>So if this is not put in place Trafalgar either needs to be blocked for through traffic or have a separated cycleway put in place to enable school children and less confident cyclists to use the Papanui Parallel cycleway.</p> |

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| 12306 | Amanda & Brett | Haldane | support the speed limit change | | It seems sensible to sign the speed limit as 30km down Trafalgar St. The reality is you can't travel much faster down there anyway. Perhaps you could consider extending this to Massey Cres. This is also a narrow street, particularly at the bend when cars are parked roadside. Lots of children & cars parking to drop off at St Albans Primary too. |
| 12305 | John | McGrail | support the speed limit change | Lab Holdings Ltd - 38 Trafalgar Street | We support the speed reduction as a positive contribution to safety & the street amenity |
| 12276 | Jane | Cartwright | support the speed limit change | | |
| 12275 | Sarah | Groufsky | support the speed limit change | | We would be pleased to see a speed reduction, currently the road is used as a thoroughfare and cars travel way to fast given there is a school, pre school, tennis club and naturally allot of children on the street (also cycle way) a reduction in speed limit would hopefully reduce traffic and make the street safer for pedestrians & cyclists. We would also support turning the street into a culdersac (as previously planned) if this was an option. |
| 12273 | Yolanda | Soryl | support the speed limit change | | It is dangerous how some cars zoom down Trafalgar Street at a legal speed but way too fast for the driving conditions. The road is to narrow. A lower speed will help locals who are sick of non locals using Trafalgar St as a shortcut. If the speed limit is 30 km they'll want to go a different way. It is not safe for cyclists to have cars hurtling down Trafalgar St as they do in the section where cycles have no dedicated lane. It is safer for the many school children who use Trafalgar St if the cars are driving slower. |
| 12272 | Ash | Cotter | support the speed limit change | | There needs to be a "no parking" lines added to the entrance of Trafalgar St from Edgware. Traffic flow is impeded as it virtually one way when cars are parked there. This leads to delays in traffic unable to turn into Trafalgar. |
| 12270 | Lydia | Shuttleworth | support the speed limit change | | |
| 12258 | Janet | Kelleher | support the speed limit change | | I fully support the speed change. However I am not happy with reduced off street car parking outside my property - 2/85 Trafalgar Street. Also people collecting children from the pre school and school park their cars in the cycle lane where yellow lines are painted. I am not against cycle ways but Trafalgar St is too narrow for it and it has made visiting my property annoying as parking is almost non existent. I also did not know these changes were going to be made. |
| 12256 | Coral | Buick | support the speed limit change | | |
| 12254 | dinesh | varma | do not support the speed limit change | | We need good roads. The status of the roads is hazards to drive. |
| 12252 | Peter | Martin | support the speed limit change | | I agree with the speed restriction. A sensible solution for a narrow road. A speed limit of 50ks means most cars are doing more than that. So even at a speed limit of 30 most cars will be going significantly faster than this. I bike through road works with speed limits of 30ks and most cars are going faster than this. Safety is critical. Thanks |

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| 12250 | Ryan | Wood | do not support the speed limit change | | As it is the main short cut at the moment you can't speed anyway so leaving it at 50 will be fine. |
| 12248 | Dirk | De Lu | support the speed limit change | Spokes Canterbury | <p>February 21 2018</p> <p>SUBMISSION FROM SPOKES CANTERBURY</p> <p>Spokes Canterbury is a local cycling advocacy group with approximately 1,200 members that is affiliated with the national Cycling Advocates Network (CAN). All submissions are developed online and include member's input. Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch area.</p> <p>We would like the opportunity to appear at any public hearing that is held to consider submissions on these projects. Should there be an officer's report or similar document(s) we would appreciate a copy(s).</p> <p>Spokes Canterbury appreciates the opportunity to make this submission on the proposed reduction of the speed limit to 30 km/h along the length of Trafalgar Street , St Albans.</p> <p>Spokes is fully supportive of the proposed speed reduction. Spokes was also fully supportive of the original design plan. By altering Trafalgar Street to a double cul-de-sac configuration optimal service level provision for those riding bikes and vastly improved perception of safety would have resulted. This plan was also supported by some of the residents.</p> <p>Trafalgar Street post cycleway opening remains a useful "rat run" route for some commuters. Whilst the majority of those travelling along Trafalgar Street travel in a manner that respects the narrowness of the street, the safety of other users (particularly those who ride bikes and pedestrians) and the traffic calming measures, some clearly do not. Whether a speed reduction restriction will influence the minority is a moot point. Enforcement may be desirable to influence the speed of traffic downwards, particularly around the intersection of Shepherd Place, where there is a school patrol crossing for the St Albans Primary School and where southbound cyclists merge from the cycleway onto the street. Spokes would request that a surveillance regimen be implemented in a timely manner in the event of the speed reduction taking place to have any chance of achieving the outcome desired. Traffic speed in this area has for too long been a problem for residents and road users alike. Spokes would like to see the results of average traffic speeds pre and post the implementation of the 30kph speed restriction should it go ahead. Spokes would recommend reconsidering the cul-de-sac option should there not be an improved feeling of safety for residents, school children and those riding a bike.</p> <p>Parents riding bikes with young children along the pavements of Trafalgar Street can be seen on occasion. Whilst this action suggests that the expectations off providing a safe cycleway that actually feels safe for all have not been met, accompanying children under the age of 8 on the pavement is understandable (even despite the obvious risks from reversing vehicles out from driveways). It is to be hoped that a 30km/h speed restriction, clearly marked will change behaviour positively.</p> <p>Amending the speed limit of Trafalgar Street to 30 km/h makes the speed of this neighbourhood greenway section of the Papanui Parallel Cycleway consistent with similar streets making up parts of the Uni-Cycle Cycleway and the Rapanui-Shag Rock Cycleway. This is simply logical.</p> <p>Spokes considers that the Papanui Parallel Cycleway, along with the other cycleways already built in the cycleway network so far, has improved the cycling experience and safety perception for 1000's of people who ride bikes in Christchurch daily. Spokes looks forward to the completion of further cycleways in the future.</p> <p>Thank you for the opportunity to make this submission.</p> |
| 12232 | Arthur | McGregor | support the speed limit change | | I fully support this proposal for the reasons outlined. |

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| 12220 | Martin | Fraser | support the speed limit change | | |
| 12204 | Phillip | Maynard | support the speed limit change | | <p>I am a Trafalgar St resident and my comments this: Day long motorists cross or drive over the speed control "humps" too quickly and hit their vehicles stone/bash trays on the road when the front suspension compresses. Because its a tricky narrow street the advisory speed signs planted on the grass bream aren't seen and are useless to an extent. Therefore I would like a road marking PAINTED ON THE ROAD before the humps, - both sides, to be a big circle at the full width of the road with the numerals up to size relative to the circle making the advisory very visible on approach to the humps. 25 kph is too quick, reduce to 15. Trafalgar is not cycle safe or friendly, a lot of cyclist opt for footpath makes it more unsafe - occasional traffic police presence will help this.</p> <p>Trafalgar St is a well loved and largely cared for route, its good looking - BUT it certainly isn't a peacefully placid and picturesque suburban/residential backwater - it can't be. It is a highly used busy, sub artery and as such it needs controls. To add weight to my comments, I advise you that I have had occasion to witness first hand, young drivers drifting lowered cars - in this case the matt black Mitsubishi sedan with obscured number plates. It came sideways out of Dover St sliding on opposite lock in Trafalgar going towards St Albans St, and narrowly missing another vehicle on the speed hump in front of my place. I felt sick, having spent the last 6 years driving professionally, I have become utterly fearful of the brainless antics very many drivers do on the open roads. They're frequently deadly, this we all know too well.</p> <p>Seeing high speed drifting down what ought to be a safe respected little residential street, has been sickening for me. Greater police presence required here.</p> <p>The time of this incident was late afternoon - Saturday</p> |
| 12141 | Alison | Bennie | do not support the speed limit change | | These random 30km speed limits scattered around town are confusing and pointless. People drive to the conditions, credit us with some intelligence. |
| 12124 | P J | McAdam | support the speed limit change | | A good change |
| 12122 | Celia | Quinnell | support the speed limit change | | <p>It would have been ideal to close off Trafalgar Street at some point with no thoroughfare at all as drivers will still use Trafalgar Street to cut through.</p> <p>I find residents are patient and go at a safe speed - those using it as a shortcut go fast and are impatient.</p> <p>Thank you for addressing this issue. I use the cycleway to Sawyers Arms Rd and it is excellent and safe until I get to Trafalgar Street</p> |
| 12120 | P A | Lindsay | support the speed limit change | | |
| 12115 | John | Allen | do not support the speed limit change | | I would like to see the removal of the cycle lane and the restoration of the road back to the way it was! |
| 12042 | Tracey | Fowler | support the speed limit change | | I'm a resident and ex-parent of the school. 30km will help keep children and elderly safe. |
| 12040 | Peter | Dobbs | support the speed limit change | | I regularly use Trafalgar Street, mainly as a cyclist and sometimes as a pedestrian. The street is busy just before and immediately after school starts for the day, resulting in many children and cars in the area at those two times. A mandatory lower traffic speed will reinforce the message to motorists for additional care on this street. |

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| 12024 | Dawn | Martin | do not support the speed limit change | | The designers have not thought this through. Before putting a 2-3 cycle lane they could have narrowed this to 1 cycle at a time and for 1 to stop and give way like the traffic or to have mended the existing foot path for both cycles and pedestrians. Why is everything done for cyclists with no thought to traffic. Cycle lanes need to be stopped while the infrastructure is fixed so that home owners have security. Cycles do not keep the economy going, and what happens when the weather turns--- more cars. |
| 12021 | Robert | Fleming | support the speed limit change | | 100% supportive of the proposal. I ride a bike on Trafalgar Street on most days, frequently more than once a day. I agree with the final sentence of the background; the majority of the traffic travelling along Trafalgar Street is well aware of the speed calming measures; for others, the speed restriction will serve as a reminder of the need to slow down. For a small minority however, Trafalgar Street remains the easiest route to short cut their journey , the calming measures are of little significance and the driving behaviour shows a complete disregard for other users, whether vehicles , cyclists, residents or pedestrians (school age or otherwise) . Some enforcement of this behaviour is desirable. A 30km/h speed limit will make the Trafalgar Street speed restriction consistent with other 'greenway' streets on the Uni-Cycle Cycleway and the Rapanui Shag Rock Cycleway, this is logical. Of interest to observe on Trafalgar Street is the number of parents who ride a bike with young children along the pavement. Ideally the purpose of a cycleway is to provide a sufficient perception of safety that sharing with pedestrians on a footpath is not necessary (At present it is illegal). There is the small risk of conflict with vehicles reversing from driveways, which the parents concerned see as smaller compared with riding on the road in calmed traffic. Hopefully in time the presence of many cycles at most times during the day will have a natural traffic calming effect and the street will feel safe for all ages on bikes. Thank you for the opportunity to make this submission. |
| 11994 | Scott | Wasley | support the speed limit change | | Need to go slow there anyway |
| 11989 | Don | Woodforth | support the speed limit change | | |
| 11988 | Christine | Henderson | | | There is a large volume of traffic using Trafalger Street & with the cycleway now in place lower speed is necessary. Some drivers are courteous however not all hence need for speed limit. |
| 11987 | Mr S | Walker | support the speed limit change | | <ol style="list-style-type: none"> 1. The road narrowing on Trafalger Street needs to show who has right of way - witnessed 3 near accidents as there is no indication 2. Speed limit should also apply to Massey Crescent as we have school children in the road and parents park there for St Albans School - 30 kmph in Massey also a must. 3. The speed limit needs to be enforced strictly not like other 30 kmph speed limits in the city |
| 11986 | Warren | Mercer | support the speed limit change | | As it is, road section where cars / cyclists share is very dangerous. One lane, one way street and separate cycle lane would be a lot safer. |
| 11985 | Claire | Johnston | do not support the speed limit change | | I have lived off Trafalger St for over 15 years [REDACTED]. The road is so narrow now plus with the speed humps and the cycle lane - no one can drive that fast, so it is unnecessary to lower the speed limit to 30 km. I also cycle & feel it unnecessary to lower the speed limit, it is confusing enough with the change to the roading and all the extra signage around. |
| 11984 | Janet | Jones | support the speed limit change | | I believe it needs to be lowered. Drivers use this road as a short cut to St Albans Street. There is high pedestrian use in this road, with schools and day care facilities. On road parking reduces the width of the road to one way at certain times |

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| 11983 | Karen | Wiese | support the speed limit change | | Our preference would be for Trafalger St to become a culdesac from Dover Street as it is to congested and dangerous for two way traffic & cyclists. |
| 11982 | Todd A | McKenzie | support the speed limit change | | Can you introduce speed cameras? |
| 11981 | Christine | Aitken | support the speed limit change | | <p>Yes, what happened to the blocking of Trafalger Street to cars so that only cycles could use the narrow lane that would have been created - was looking forward to that but it didn't happen.</p> <p>As you say cars still go quite fast down the "shared designation" I often stop and wait till cars have passed rather than take them on and expect them to give way.</p> <p>Cycleways - yaaaaah!!! I have saved so much \$ by not filling my car or paying parking fees in the city - I ride, walk or bus as I'm over 65 the bus is free 9am - 3pm and a great alternative when it rains. A large umbrella is also a great idea when walking in the rain, yours thoughtfully.</p> |
| 11980 | Judith | Cockle | support the speed limit change | | Thank You |
| 11979 | Jennifer | Kennard | support the speed limit change | | |
| 11978 | Bruce & Ingrid | Duncan | support the speed limit change | | We are both senior citizens and we ride bikes, using the excellent cycle paths around our city. This proposed change is very worthwhile go ahead ! |
| 11977 | Dave | Ablett | support the speed limit change | | |
| 11935 | Simon | Barrett | do not support the speed limit change | | Over the last 20+ years of living down Trafalgar Street I have been saddened by the absolute brainless plans that have been implemented by the council resulting in a Street that I no longer have any faith in traveling down. As we now have a narrowed street due to an over engendered death trap called a cycle way and an entrance (cnr Trafalgar and Edgeware rd) that makes it impossible to have smooth traffic flow as the road has been narrowed to the point of one way on an intersection none the less. It's even more ludacris that the proposed plan of 30kmh is even being considered. Just block the road off to everyone and be done with it.... it seems to be the intention anyway. Don't bother with 30kmh not even the police will enforce this as stated by them. As a very saddened member of the community for over 20 years I am appalled that these plans are even being thought of let alone put into action. I oppose unreservedly. |
| 11933 | Davinia | Bruce | support the speed limit change | | Elderly cyclist not feeling safe with the current speed limit. |
| 11928 | Simon | Britten | support the speed limit change | | I'm an occasional user of the Papanui Parallel cycleway, and agree that a 30km/h speed limit is appropriate to assist with safety of all road users. |
| 11926 | Jean | Bell | support the speed limit change | | I support the 30 km speed limit as explained in the proposal. Trafalgar St is a 'real' suburban street, narrow, cars parked, part of a formal cycleway and adjacent to a primary school and kindergarten. Slower traffic promotes a safer environment for all of the users of that Street and should be considered for other streets nearby...example Courtney St and Dover St. |
| 11925 | Tony | Manning | support the speed limit change | | I support lowering the speed limit in this area to 30kph. The volume of traffic and number of all road users - guys and gals in cars, on bikes or foot that use these small residential streets all need to be able to use the street more safely - in my view 30kph is far more appropriate, safe, and community focused for this street |

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| 11924 | Alice | Ronald | support the speed limit change | | Knowing the mix of users for the area and the size of the road, lowering the speed limit is a good idea. |
| 11923 | Richard | Houghton | support the speed limit change | | |
| 11892 | Nancy | McGovern | support the speed limit change | | This cycle way has had my husband and myself out on our bikes. I fully support this speed limit change. Thank you |
| 11846 | Gray | Vofik | support the speed limit change | | Necessary for a good cycling environment. |
| 11840 | Sarah | Johnston | support the speed limit change | | St Albans resident, cyclist, former St Albans School parent. I used to walk my children to school via Trafalgar St most days - and observed traffic often going too fast for the narrow road and proximity to a school. Now with more cycle traffic also, any measure to slow traffic would be good. |
| 11833 | adrian | price | support the speed limit change | | I look forward to this slower speed on Trafalgar Street. Despite the new parking restrictions and speed bumps, there's still something of a frenzy for spaces at school drop off and pick up times. There are often poorly (and illegally) parked cars of those desperate not to walk too far (or at all) to the kindergarten and school together with speeding vehicles entering from Courtenay Place. If the speed limit goes ahead, there would need to be some enforcement of it, together with some parking wardens. |
| 11821 | Andrew | Flanagan | support the speed limit change | | |
| 11816 | Carolyn | McCay-Woods | support the speed limit change | Karitane Holdings Ltd | I am a longstanding resident and property owner in Trafalgar Street. I love the idea of a cycle-way along Trafalgar Street and how you and others at the Council have implemented this. No doubt there were a number of challenges to overcome. In short, thank you very much. You've done a marvellous job. |
| 11815 | Sarah | Rynearson | support the speed limit change | | |
| 11814 | Rachel | Donaldson | support the speed limit change | | It has been raised w the council multiple times and the Papanui-Innes Community Board to take a firmer line with reducing the speed limit around St. Albans primary school. This should be absolutely achievable |
| 11813 | Carolyn | McCay-Woods | support the speed limit change | | I support the suggestion of a 30 km/h speed limit. Such a move is entirely consistent with promoting safety for children & parents travelling to and from the Montesorri and St Albans Schools; as well as encouraging greater numbers of cyclists, both workers and recreational riders, to use this route. |
| 11812 | Mike | Greenslade | support the speed limit change | | I regularly cycle and drive this route. If it improves safety in the same way as other 30k restricted areas, then it is an excellent proposal. |

| Submission ID | First name | Last name | I / We | Name of organisation (if applicable) | Comments - please be as specific as possible to help us understand your views |
|---------------|---------------------|------------|---------------------------------------|--------------------------------------|---|
| 11811 | Margaret | Aulavemai | support the speed limit change | | I also think that parking on the sides of Trafalgar Street needs to be changed, this is a main road connecting the Locals to the Edgware shopping centre, parking is currently allowed on both sides of the road which makes it effectively a one way road, it is very difficult for cars coming in opposite directions to pass and often one car will need to back up to let the other thru, Just like Rutland Street the time has now come to limit the number of parks on the sides of Trafalgar Street. Trafalgar Street directly off Edgware Road is extremely bad, vehicles often park there and if they do not pull in very close to the gutter its almost impossible for any vehicle to pass |
| 11810 | Berni | Aulavemai | support the speed limit change | | I fully support changing the speed limit along Trafalgar Street to 30km/h. I do however also feel that allowing parking on ONE side of the road instead of both sides would improve the safety of cyclists and vehicles, particularly on the south side of Trafalgar Street closest to Edgware Road. |
| 11809 | Conrad | Fitzgerald | support the speed limit change | | So all you're wanting to do is reduce the speed limit to a maximum that is barely achievable as it is? And by calling it a "shared space" you've basically just put a label on it when in fact nothing has really changed?? Oh, I'm fully aware of the cycle lane on one section of it, but the fact that the street wasn't wide enough to continue it the full length shows what a ridiculous option this was initially. The fact that a lot of children are expected to use this cycle lane in coming years brings about a false sense of security when continuing on the undesignated stretch of road. When in fact the far more sensible and logical option would have been to remove the grass verges along Cranford St and place cycle lanes down there without making any changes to either the pedestrian or vehicle use of the road. So, back to the original question? Yes, I support you in trying to put a plaster over one of your cock iOS once again. But I really must shake my head at the lack of foresight that has again gone into one of your projects |
| 11796 | Glen | Koorey | support the speed limit change | | This is an important part of making this neighbourhood greenway work for people cycling, so strongly support a 30km/h speed limit. Because the success of these treatments depends a lot on the relative volumes and speeds of motor traffic, I would strongly urge you to monitor future patterns in both speed and volume along Trafalgar to see whether more traffic restrictions are still required. |
| 11790 | Cathryn | Curry | do not support the speed limit change | | I mostly do support the speed limit change, however I would suggest that this will divert those drivers averse to slowness down Dover Street as a shortcut. While the cycle lane was under construction in Trafalgar st, the speeding cars down the very narrow Dover st was shocking. So perhaps a consideration to extend the limit to Dover as well should be considered, or alternatively restricting parking in Dover to one side of the street to allow for potential increase in traffic. |
| 11786 | julien | gutknecht | support the speed limit change | | residential street, no need for high speeds. safer for all involved |
| 11779 | Ethan | Townshend | support the speed limit change | | Sensible idea for a narrow street with lots of parked cars and cyclists in the mix. 50km/h isn't appropriate for this street environment. |
| 11776 | Jonathan and Lesley | Allan | support the speed limit change | | Good proposal - fully in favour |
| 11774 | Deanne | Price | support the speed limit change | | As a household of cyclists and drivers we support this proposal for the safety of all pedestrians, cyclists and drivers |