

SPARKS ROAD CYCLEWAY UPDATE AND SPEED LIMIT CHANGE - Submissions

Submission ID	Sparks Road cycleway update	Speed limit change	Name
18855		Submission attached	David Lee
18854		<p>Heading east on Sparks Road, just before you get to Victors Road, the cycleway starts, the road narrows, cyclists have to cross and the speed reduction is there. Speed reduction needs to be further towards Hendersons Road, so cars have slowed well before this bottleneck congestion. As locals who walk past this 4x per day (school run) we see a lot of problems happening here already with cars turning out of Victors Road misjudging speeds of cars from Hendersons Road end and cyclists being honked at and near misses with the narrowing of the road and they are trying to cross to get onto the cycleway.</p> <p>As a resident in the current 70km speed zone of Sparks Road, it is imperative the speed limit reduce to 50kph on Sparks and Hendersons where it is currently 70kph. When the road will narrow with the extension of the cycleway, and if we are headed sth-west to turn into our drive on █████ Sparks Road, will always need to stop for on-coming traffic (from Hendersons). With a narrow road no-one can undercut and there will be rear-end collisions (even at 50kph) but at least the damage will not be as bad as 60kph.</p> <p>Please listen to the locals like us who are regular pedestrians, drive cars and trucks and cycle. We see a lot of near misses and frustration that you don't. Thank you!</p>	Murray Gordon
18844	I like the wide shared path, and changing the roundabout to traffic lights. People go too fast around this roundabout, and hopefully the traffic lights will help this.	I think that it would be a good idea to have Cashmere Road to Hendersons Road 60kmph, to keep it consistent.	Sam Sharland
18842	I agree that there are benefits to having the shared path on the side of Sparks Road as now proposed. This provides much better continuity of route than the previous option. Ideally being a shared path, width greater than 3m would be preferable and there appears to be a reasonable amount of grass verge that could be reduced in order to facilitate a wider path. Having ridden a number of new shared paths, they do create conflict between pedestrians and cyclists particularly on busier routes. In my mind one of the objectives of the major cycleways is to make it efficient for people to commute by bike whether they are children heading to school or adults heading to work. The efficiency is severely reduced where cyclists are expected to mingle with pedestrians who understandably are likely to wander. To cater for future growth now is far superior to having to disrupt and widen these routes in the future.	I support the proposed speed limit change. Consideration should be given to implementing this in advance of the shared path being constructed as the road is more dangerous to cyclists/pedestrians at present than it will be after construction.	Matt Jackson
18841	As a regular user of this route, I support the change to the proposed cycleway to remain on the south side of Sparks Rd instead of crossing Hendersons Road diagonally and decrease unnecessary controlled intersection infrastructure. However I'd like to see a wider shoulder allowed for on the north side of the road for confident cyclists to be able to remain on the road without hindering traffic movements when heading back into town. Also it would be nice to see a wider shoulder provided southwestward beyond Milnes Drain as the current provisions for cyclists on the next 200m of road are woefully inadequate, and I think that the MCR will see more people travelling this way on bikes and diverging from the route at this point to head towards Halswell Quarry Park in a more direct manner.	I support this change to the speed limit and would encourage an even lower speed limit to improve	Harley Peddie

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18824	<p>Major Cycle Routes need good local network connections to assure they meet real transport needs. This project will benefit from on road cycle lanes from Miln's reserve crossing along Sparks Road to the intersection of Halswell and Sparks Road. 'Cycles May Take Full Lane' signage will be needed to alert drivers to share the road. People on bicycles coming from Kennedys Bush and the Southern end of Halswell will seek the most direct route. Those on Halswell Rd will not double back through Milns Reserve to get onto Quarryman's Trail. They will cycle along Sparks Rd where there is very little space between the white line and the edge of the seal. The interested but concerned riders Council hopes the Major Cycle Routes will serve will be discouraged by the indirect route and will find Sparks Road intimidating.</p> <p>Spokes does not support the inadequate 3m wide bidirectional path shared with pedestrians. There is expansion room available using at least 2m from the 3.8m wide shoulder to create a 5m wide shared path. At the very least Spokes ask Council to formally dedicate the extra 2 meters of width to the route to be used for expansion as demand requires as part of this project.</p> <p>Spokes appreciates and supports the advanced stop lines and hook turn boxes at the Hendersons/Sparks Roads intersection.</p>	Thank you for lowering the speed limit to 60Km/h. Spokes supports this.	Dirk De Lu
18785	<p>As a previous submitter in 2016 to the Quarryman's route proposals, thank you for your invitation to comment further concerning these intended changes to the route along Sparks Road from Hendersons Road.</p> <p>Firstly, may I remind you of points made in my 2016 submission. As a Halswell resident since 1963 and progressively regular commuting and recreational cyclist from 1973, I am very familiar over many years, with Sparks Road from the Five Ways Corner in Halswell to Hendersons Road and beyond, into the city.</p> <p>With my experience of regular cycling on Sparks Rd, I was flabbergasted to see the original proposal that Quarryman on Sparks Rd should be diverted at Miln's Drain and not extend directly into Halswell! For recreational use, eg by family groups out for a sunny Sunday ride, it is a nice concept to have a pathway connecting Quarryman through to the cycle lanes on Halswell Rd. But what of the regular five day a week commuting cyclist from Halswell? Is increasing commuting cyclist numbers on Sparks Rd not a major objective for the Quarryman? Or is the concept only for recreation?</p> <p>I therefore strongly submitted that it is inconceivable that Quarryman should be constructed without extending fully into Halswell directly and therefore to the Five Ways Corner</p> <p>I also suggested that building the first sections towards town from Five Ways Corner at an early stage would remediate two dangerous sections of road edge near the intersection, which sadly, remain in the same state today.</p> <p>Thankfully, my contentions were acknowledged in the Consultation Analysis under Local Connections, ie., "to include, as a priority, local connections along Sparks Rd to Halswell Junction Rd"</p> <p>My view on this has only been reinforced by your proposed changes.</p> <p>But before commenting further, may I record my experience thus far, with the completed</p>		Mervyn Meredith

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	<p>section of Quarryman's to Victors Rd. Using the Antigua St Boatsheds as a nominal starting point, it all works! Maybe turning right off Strickland on to Roker St is a bit uncertain but otherwise the peace and quiet on Roker St is a pleasure compared to Milton St. And as elsewhere, the convenience and "cyclist power" of the cycle-priority traffic lights on Barrington St, is too good to be true!</p> <p>Now addressing the change from the norwest side to the south east side of Sparks Rd; I fully support the change.</p> <ol style="list-style-type: none"> 1. Obviously, the path remaining on the southern side passing through the Hendersons Rd intersection is simpler and safer for cyclists to negotiate. 2. As you have noted, staying on the SE side will give easiest access to future walkways in the Hendersons Basin and Eastman Wetlands 3. You also noted that cyclists heading to Halswell Quarry/Kennedys Bush track, will benefit 4. And I was pleased to see you noted that the proposed traffic lights to Milns Reserve, will make it easier for people cycling on Sparks Rd beyond the Milns Reserve turn off, to connect to the cycle path, ie. approaching from, or biking to, the Five Ways Corner. I fully agree with this point and again, would like to emphasis the desirability of upgrading provision for on-road biking on both sides of this section of Sparks Road, so there is a 1250 < 1500mm wide cycling lane, or alternative, all of the way between the two sets of traffic lights. <p>If Quarryman's is still to be continued on through Halswell Domain to Halswell Road as a "nice to have", I suggest funding for that could be delayed in favour of the more urgent upgrade of the Sparks Rd connection.</p> <p>Thank you again</p>		
18781	<p>A waste of money and time. The roundabouts used before at Sparks/Lyttelton and Sparks/Hoon Hay were more effective for traffic flows. I have not seen any bicycles using the new pathways, it is more dangerous to drive down Frankleigh street so I will drive down other suburban streets which is more dangerous for pedestrians. I primarily travel North-South down Lyttelton and Hoon Hay roads, so I am often waiting at these lights because the light system is so poor.</p>	<p>There should be no speed limit change. I suggest and increase to 60kms along Lyttelton Street and Hoon Hay Road, and the removal of cycle ways.</p>	Thomas Moot
18730	<p>I am in favour of the cycleway change to the south side of Sparks Rd.</p>	<p>If a change is made to the speed limit of Sparks Rd to 60k then the speed limit on Cashmere Rd (near the Halswell Quarry) needs to change to 60k also. Otherwise traffic will take to using that road because they can go faster. This is a secondary road and the speed limit should also be looked at.</p>	Kay Webb
18714		<p>I am a cyclist and a motorist who lives in Hendersons Road - and I question why the existing speed limit is 70 km in a very busy built up area. This speed limit is no longer applicable</p>	Marilyn Watson

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18701	Great idea. Good for connecting Halswell to city by bike.	Bad idea. Intensive commuting route for cars destined for Halswell, Tai Tapu and Banks Peninsula. Slowing the traffic down will just cause more problems. The road is too long to slow the traffic down i.e. will take traffic too long to traverse (for a country road).	Gregory Ord
18686	I'm an experienced & confident cyclist, & I don't like cycleways which involve swapping sides to the wrong side of the road. I'll only use the separated paths on the Quarryman's trail (or any other route) when the cycleway is in my direction of travel. Otherwise I'll use the road. I don't have to use cycleways! Their main advantage is on wet days as they reduce splashing from motorised vehicles.	Sensible proposal	Hazel Agnew
18672	No major problem with switching the cycleway to the other side; it will certainly simplify things at Henderson Rd. Please retain a decent shoulder on the inbound direction (all the way to Henderson Rd intersection), as a number of more confident riders coming from Halswell and beyond won't switch over to the shared pathway.	Support this; currently it is rather unnerving having traffic whizzing past at 80km/h. One anomaly is retaining the short section of Hendersons Rd at 70kmh; this is particularly an issue given the sharp curve immediately at the end of it - suggest that this is also reduced to 60k.	Glen Koorey
18664	These cycle ways are causing more issues with traffic than the council seems to want to admit. They are a waste of taxpayer money. The traffic is being forced in the narrower roadways with makes it a far higher possibility of accidents. As it is there have been a few major crashes due to the narrowing of the roads, if you have a look a few months ago at the Strickland street crash where the car flipped over, this was due to the road now being substantially narrower than it once was. You keep touting that this is what we want as a city, however I think you'll find that there are a lot more whom are against this.		Kayne Harrison
18647	Excellent - much needed as Sparks Rd unsafe for cyclists (of which I am one)	I don't agree Sparks Rd from Milns to Hendersons needs to be 60 - should be 80. Farm land on both sides and with cycle lane - bikes will be off the road	Simon Templeton
18642	I would like to see the shared path widened to 4m in places where practicable. This to avoid friction between residents walking their dogs and people on bikes. If 4m width is not feasible, then a proper (green) cycle lane along the road on the North/West side should be put in too.	I would like to have the proposed 60km/hr lowered to 50km/hr. I find it too confusing to have so much variety in speed limits. And as the residential areas along Sparks Rd are planned to intensify, a 50km/hr limit is well justified.	Anouk Minnaar
18626	I support it.	I support it.	Chris Morahan
18610	Yes I agree with lights at intersection ,the cycleway needs to continue all the way to Halswell	Agree but how about a change to all and have only 3 speed limits 50k 70k and 100 k there are too many different zones now.	Les Cliff
18587	Great to see a shared pedestrian/cycle path. I cycle the quarry man's route regularly and do pedestrian/cyclist counts. As with most of suburban Christchurch the use of current footpaths by pedestrians is very low and shared pedestrian/cycle paths should be the first option always to be considered. The costs saved could be then used to extend other routes. Overseas, where there are much larger populations, shared paths are common and work very well. The just completed Frankleigh Street/Sparks Road cycle-way is an extravagant waste of money with no thought of increasing populations and traffic volumes using these roads, not to mention the loss of parking for residents and schools in this area. A shared pedestrian/cycle path would have sufficed and saved thousands of dollars.	As a curb and plantings will separate the roadway from the cycle-way I don't see a need to change the speed limit. Selwyn County's cycle-way on Birches Rd between Prebbleton and Lincoln has no kerb separating roadway from cycle-way and works very well with the speed limit over most of its length being 100 kph. To my knowledge no vehicle/cycle collisions have happened.	Mike Harding

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18568	Lights at the Henderson Rd/Sparks Rd intersection aren't necessarily needed but the lights further down by the substation for the cycle crossing definitely shouldn't go ahead as this would be quite silly as much easier for cyclists to whip across the road when it is clear. The less motorists are unnecessarily inconvenienced because of cyclists, the greater the chance of some harmony and mutual respect between motorists and cyclists. I am both a cyclist and motorist so have an appreciation from both perspectives.	Can understand a reduction from 80kmh once traffic increases a few years down the track but 70kph will achieve the best outcome. Any slower won't add anything to increased safety but will just result in frustration with drivers continuing to drive at a comfortable speed of 65-70 kph down this road.	Mark Marcijasz
18553	Cycleway is currently very dangerous in the way it ends suddenly onto a muddy gravel siding to a 70kph road. Looking forward to the new safer cycleway and reduced speed limits	I would like to see further speed limit restrictions to 50kph on Sparks Road East of Hendersons Road and Hendersons Road north of Sparks Road. These roads are currently 70kph and a reduction of 10kph would be insignificant. Traffic should be slowed to 50kph through the Sparks Road, Hendersons Road junction for safety reasons	Dr J Owen
18523	Generally I support the change in cycle way. Although as a property owner directly affected I have the following concerns: Drainage: currently road drains to the grass berm in front of my property. It appears we will lose some of this green area. Will there be provision to drain the water away the new hard area. Access: Sparks road is extremely busy road and getting busier. When approaching my house heading south I will no longer be able to pull over to let traffic pass when I slow down. Will the 60km/hr speed limit be low enough for traffic to stop safely when I turn left to access my property? Trimming: It would be good to know how much vegetation trimming is required as we have established hedge on the boundary and would unhappy if these were to be killed off. Road Seal: Will the project mean that the road be resealed? If so I would request a finer chip/low noise grade be used as I believe the road noise from traffic to be above the recommendations in NZS 6806 Acoustics "road-traffic noise" new and altered roads	I fully support lowering of the speed limit on sparks road and would encourage it to be lower for the reasons I have discussed on the cycleway panel e.g safety and noise.	Robert Campbell
18521	The section between Henderson's Rd and halswell looks good but there should be a little more room for confident / faster cyclists to use the road. I feel shared cycle ways as a general rule are not well suited to these types of riders. Faster riders generally prefer and uninterrupted ride and having to navigate slower cyclists and pedestrian's is not ideal.	Understand reasons for change with future use in mind. I would imagine this will be all housing in 10 years.	James Cobby
18519	I fully support this change. I think it is a much better common sense solution and avoids the proposed cyclist crossing at Hendersons Road which would have been quite dangerous.	I do not however support the proposed speed limit change. As this road is in a non residential area, I do not understand the reasoning for change is justified at this stage. It appears that no evidence has been presented to show any recent increase in crash or accident data to justify the change, just a suggestion about 'future developments'. I would suggest at the time that any development was to happen would be the best time to look at adjusting the speed limits.	Michael Campbell

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18501	GREAT TO HAVE WALKING INCLUDED IN CYCLEWAY. THANK YOU.	60ks is very appropriate for Sparks Road and the approach to it from Hendersons Road at the roundabout. Thank you again. Madeleine	MADELEINE CUNNINGHAM
18500	I am generally supportive of the changes. It makes sense to continue on the same side as all the rest of the cycleway. I am also in agreement that the speed limit should come down to 60kph through there. Please change the Hendersons Road speed limit to the same from 70kph, as well and off topic Halswell Road. I would like to see those reflective plastic bollards used as well as cats eyes on the raised mounds. From personal experience in the dark and when wet the present method does not show up well. They also provide a relatively cheap extra barrier. One problem that I foresee is the use by some, especially mountain bikers, of very bright lights at night which could disorientate on coming drivers. This could be overcome if the cycleway is very well lit. Otherwise it all looks good to me	Refer above. Please change Hendersons, Sparks and Halswell Roads to 60kph. The present situation is both dangerous and confusing	Michael Ball
18495	Makes sense to continue the cycleway on the SAME side of Sparks Rd. (Cyclists do not have to cross Sparks Rd)	1. The speed limit changes to 60 on Henderson Rd approaching Cashmere Rd. Why not change the speed limit on Hendersons Rd to 60 all the way to the change near Cashmere Rd (see diagram) 2. Good to have the speed limit reduced between corner Hendersons Rd & Sparks Rd to Victors Rd. (At present most motorists exceed the 70 limit on this section)	Mary Edwards
18470	So relieved this is on the table because last week on my way home from work I had to veer onto rough grass on section of sparks to avoid truck and trailer, then voluntarily veered off 2x more in the same pass. I have now changed to a slightly longer route along Lincoln and Halswell roads to avoid this part of Sparks on my homeward journey. The speed limit change is welcomed there is no need for vehicles to be moving along there at 80km/h. I have been worried about how children from Milns Road area, and others, will get to Hillmorton HS when the time comes not keen for my child to bike along Sparks Road as it currently is. Hillmorton HS will surely be pleased when there is a safer route to get to school. Better street lighting is definitely welcomed this is a very popular route for cyclists in both directions at any time during day. I am a frequent user of the Sparks/Frankleigh cycle route and frustrated at the different intersection controls one has push button, the other has bike over the diamonds. I would prefer these both to be push buttons consistency is key. I travel this section 2x week at 3pm and traffic volumes not as much and not quite so scary.	I am a frequent commuter by ebike from Milns Court to CBD. The speed limit change is welcomed there is no need for vehicles to be moving along there at 80km/h. Excaberated at the moment by not having wide shoulder to cycle on. Also the current shoulders always seem littered with debris and loose gravel so biking nearer to the edge line is required. We were pleased when the Sparks Road (Milns towards Halswell) section was reduced from 80 to 60 - this has made a huge difference.	Jayne Perrin
18468	I fully support the cycleway, I have cycled many times on these roads and welcome the safer separated cycleway.	I welcome the associated speed limit reductions to make this safer.	Ants Field

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18461	Cycleway layout looks ok	Happy to support speed reduction proposal	Tim Joyce
18460	I think this approach sounds good.	The speed limit change will probably irritate some drivers, but it makes good sense from a safety perspective. With a separated cycleway, i do not see it as critical that the speed limit be reduced.	Sarah Wylie
18456	<p>Glad to hear the last leg of quarry man trail is going to be completed.</p> <p>Its a great idea to have the cycling trail go on the south facing side of sparks road, reducing the need for having to cross the henderson road intersection as well as allowing easy access to the wetland reserves.</p>	Support the reduction of speed limit, making the neighbourhood safer.	Sachin Surendran
18442	<p>I am in support of the proposed changes reducing the speed limit and changing the cycleway to the other side of the road.</p> <p>I note that plan 4 shows cycleways on both sides of Hendersons road at the intersection with Sparks Road. I hope that one day these will continue down Hendersons Road towards Westmorland to provide a safe cycling route to be able to access the Quarrymans trail. This will also enable kids to biking to Hoon Hay school from Westmorland to use the cycleway.</p>		Helen Barclay
18426	<p>Hi</p> <p>I support the lowering of the speed limit.</p> <p>Shifting the cycle path to the other side of the road seems much more sensible than crossing diagonally at Henderson's road.</p> <p>I would like you to put in on road cycle ways from Milns reserve crossing lights along Sparks Road to the lights at the intersection of Halswell and Sparks Road, the reason being that cyclists from Kennedys bush and the Southern end of Halswell won't cycle towards town along Halswell Rd then double back through Milns estate and reserve to get onto Quarrymans Trail, they will cycle along Sparks Rd where currently there is very little space between the white line and the edge of the seal.</p> <p>I am asking that proper on road cycle lanes be put in to give cyclists a safer area to cycle in as they go to and from Quarrymans Trail along Sparks Road and alert drivers that there may be cyclists ahead.</p>		Martin Fraser

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18416	<p>I agree that the speed limit needs to be reduced. I use this section of Sparks Road regularly. I am used to the current traffic but aware that many people are not, especially at the roundabout, so a lead-in speed reduction there is important. The same will apply on the approach to the crossing at Milns Reserve, so that drivers are not tempted to try beating an orange light.</p> <p>I strongly recommend re-examining the triggering sensors at the crossings. Yesterday for example I had two failures in Antigua Street, one at Moorhouse Avenue heading north, the other at Milton St heading south. I am aware of the need to place the bike on the painted diamonds, but (unless I am very unobservant) there are no such marking at those intersections. The related issue is that I and many other cyclists tend to stop where we can put our feet down on the right hand curb (to avoid dismounting) - I assume that was the explanation. Given the very short green light time for cyclists, triggering needs to be very reliable. Yesterday when I didn't get the green cyclist light I went through on the vehicle light, and I have seen other cyclists doing the same.</p>		John Christie
18415	<p>I support your proposed update to the Sparks Rd part of Quarryman's Trail. Can't think of any improvements.</p> <p>Well done.</p>		Allan Simpson
18413	<p>The updated plan for the Quarryman trail to run along the SW side of Sparks Road appears to be a great improvement, particularly if the traffic lights are installed at the crossing into Milns Drain Reserve.</p> <p>We currently avoid cycling on Sparks Rd due to the speed and amount of traffic, preferring to go the long way (Sutherlands and around the bottom of the hill). Also the speed and quantity of traffic makes exiting Milns Road (by car & bicycle) onto Sparks Road difficult - the speed was recently dropped from 80 to 60 on Sparks Rd past this intersection, but traffic still speeds through there. Having the speed for all of Sparks Rd at 60, and the traffic lights for the bike crossing will improve this as well.</p> <p>Thanks</p>		Jared Curry

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18410	<p>Route changes: I fully support the changes.</p> <p>This is exactly what I advocated for during the previous consultation process.</p> <p>Speed limit changes: I agree that 80kph is too high, but I would be happy to have a consistent 70kph.</p> <p>I think this would strike a balance between the need to keep Sparks Road as an arterial road for vehicles, and the increased cycle and pedestrian activity which will undoubtedly result from this excellent project.</p> <p>Currently this section of Sparks Road is in my experience dangerous to cycle along, so after a couple of 'close encounters' I now avoid it. With 80kph traffic, the vehicle's tyre noise on the coarse chip surface is unpleasant also.</p> <p>There is at present no pedestrian footpath, and this proposed shared path will make it a popular recreational walking route, taking in the new wetland areas as well.</p>		Robin Duff
18409	<p>It makes more sense to me it would be better to continue south on Sparks to the Halswell Road corner.</p> <p>As well as negating the need for the lights/crossing (and inconvenience to motorists) near the substation, it won't then continue a long and windy route through Halswell on the Park & the Halswell Domain. Commuters going to Halswell are unlikely to take that route as currently planned!</p> <p>Heading to the residential part of Halswell/Oaklands/Westlake/Longhurst etc at the end of it also means having to then cross the busy Halswell Road at an uncontrolled place.</p> <p>By finishing at the Sparks/Halswell corner it instead gives cyclists the option to turn towards the Quarry (lives up to the cycleway's name too!), or the main road towards Tai Tap, continue on H-J Road (and the new subdivisions down there) or turn right for the short ride to the Library, Domain, shops etc.</p> <p>I would think this option would be more practical and direct for more commuters, with the benefit of likely being cheaper too (no lights/crossing, and a shorter, less windy route), as well as connecting up with already established bike lanes.</p>		Steve Caldwell
18407	<p>I fully support the revised design. It makes sense not to have to cross the road and Henderson's Rd intersection. I also feel it was a good idea to stay on the South East side of Sparks Road to make it easier for people cycling through to Halswell Quarry.</p>		Tim Lillig
18406	<p>I support the proposed cycleway update and speed limit change for a safer road</p>		Alice Terrien
18405	<ol style="list-style-type: none"> I agree with this proposal. I suggest an underpass by the Orion substation, rather than traffic lights. That would make the road and foot/cycle traffic completely independent. 		Richard Hallum

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18397	<p>I applaud the change to having the cycle path on the south east side of sparks road. This is because</p> <ol style="list-style-type: none"> 1) it will avoid the costly and confusing hendersons rd roundabout reconfiguration 2) crossing at milnes drain would be safer than hendersons rd roundabout 3) it will better allow access to the sutherlands ponds. Might we dream of a connection /track around milnes drain joining up to cashmere road eventually? 3) planting of low height but dense shrubbery along the southeast would do a lot to mitigate the effects of the ever present easterly, which is at its worst on sparks road. This isn't even an option with a north west track. 4) it would allow southbound cyclists to continue along sparks rd without disruption. Could we entertain the thought of a continuation of the path to sutherlands road (or further), or at least a bit of verge widening? <p>Additional note:</p> <p>i have been using the roker st / sparks rd section of the quarrymans trail since its completion and am really enjoying it, particularly the separation from traffic. Congratulations to all involved.</p>		Robert Braun
18395	<p>This is better now that there will be lights to help us cross the road! And a lower speed limit is better for safety. Am in support of this.</p>		Mary Bethulli