

Submission ID	Feedback	Name	Name of organisation (if applicable)	Your role within organisation
27816	I support the speed reduction. I would suggest to reduce the speed s on McLeans Island Road, Chattertons Road and Miners Road to 60km/hr or max 70km/hr as many cyclists are using this roads to access the Mcleans recreation reserve and alos due to the presence of vertical and horizontal curves. 80km/hr is still high for this road section.	Midhun Plakkatt Joseph		
27830	I support the proposed spped limits. These are all rural roads with little safety features that are not long-distance connectors. No one will lose any time going a bit slower there, but the safety will increase, particular for non-motorized users of the road.	Jan Jakob Bornheim		
27831	I support all the suggested reduced speed limits, but was wondering how they were going to be enforced?	Gert Gammelin		
27845	I fully support lowering these speed limits to increase road user safety. As a cycle-commuter I daily encounter dangerous situation with vehicles. Lowering the speed increases the time a cyclist (or pedestrian) has to take evasive action. Speed limits however, only really work with enforcement. I constantly observe faster than legal vehicle speeds on on-road cycleways, such as Hinau Street. Unless there is more enforcement and significant penalties lowering the speed limits will not increase safety.	Volker Nock		
27846	Macleans Island Rd is narrow and a reduction in speed will be good, often people are carrying bikes and horse floats too. Not sure about the other roads.	Dan Harris		
27848	Utterly ridiculous to reduce the speed on these roads - I have driven these daily for 18 years and have not seen or experienced any situation where current speeds have created an adverse situation: no accidents, no difficulty entering traffic. This is bureaucratic stupidity	Toby Johnson		
27849	I support all of the speed limit changes proposed.	Jane Henwood		
27850	Probably keep broughs Rd to 80 km/h to match macleans, and encourage traffic through to sawyers Arms in that direction, also from sawyers Arms, would also realign round-about entry to suit long heavy vehicles, taking pound Rd. Cheers	Gordon Burnett		
27851	I support the proposed reduced speed limits. I wonder why you haven't also considered extending a lower speed limit further along Dickeys Rd (e.g. 80kmh). Also, removal of centrelines on some roads would help to encourage lower speeds by drivers.	Glen Koorey		
27871	I agree with reductions proposed, with the exception of McLeans Island Road which I strongly oppose. McLeans Island Road is a long relatively straight road, that has light traffic. You could potentially drop speeds up to Issac's Construction but from there onwards should remain 100km/hr. People will just ignore speed limit reduction if you drop it and road will become more dangerous with some people speeding and others sticking to speed limit.	Peter Murphy		
27876	I strongly support the reduction in speed on Grays Rd to 50km/h. I have experienced many people speeding along this road and making unacceptable passing maneuvers because they perceive the road to be 'open road'. I have also noticed multiple drivers cutting teh corner when entering George Bellew Rd from Grays Rd. This creates risk of a head-on collision at this T intersection. I would strongly suggest not only reducing the speed on Grays Rd but also adding a traffic island on George Bellew intersection with Grays Rd to stop the corner cutting.	Francois Baudet		
27892	I support the proposed changes, particularly the reduction in speed limit for Roto Kohatu	Matt Parkes		
27898	Roto Kohatu speed reduction to 20 km. I support the proposed speed reduction for Roto Kohatu Reserve. The speed limit will be in line with the Groynes Reserve which Roto Kohatu Reserve is linked to via a track. The speed limit of 20 km will ensure a safe environment for people to recreate in. The current limit of 50 km is unsafe and has a negative impact on peoples enjoyment of the Reserve.	John Parry	CCC Regional Parks	Park Ranger
27902	I would like to see the speed limit for Roto Kohatu reserve reduced to 20kph. There are lots of children who are at risk if this is not reduced.	Cherie Prangnell	Aoraki Dragons	Equipment Director
27903	To lower the speed limit from 50 to 20 around lake Rua. Top of Sawyers arms road	Emma Aitken		
27904	Agree lower to 20km at Roto Kahatu	Anne-Marie Jones		
27905	Roto Kohatu needs a speed reduction to keep it safe.	Verity Atkinson		
27908	We would like to support the proposed 20km speed limit at Lake Roto Kohatu. Youthtown is a not for profit who provides education outside the classroom opportunities for schools and groups at Lake Roto Kohatu. We have had issues with members of the public driving on the roads too quickly and struggling	Stephanie Barbier	Youthtown	Senior Programme Coordinator

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	to navigate the narrow gravel road. Progress has already been made with the new bollards in place and we see the speed limit being lowered as another useful way to keep our Whanau and Tamariki safe.			
27910	Leave the current speed limits alone and stop catering to the lowest common denominator, I see this as simply revenue raising.	Scott Wilson		
27916	<p>Chattertons Rd from 100 to 80km/h: I strongly disagree. 100 is safe and appropriate most of the time in most conditions. I use this road often. I strongly object to being forced to do 80 max all the time due to the PC correct policies that are seeing these suggestions for countless roads that do not warrant speed limit reductions. Drivers still have a responsibility to drive to the conditions. You want to make a criminal of people doing 100 safely but you won't fix the guys drifting across the centre line at any speed? This line of policy is a joke and will end up with us all crawling around at 20km/h everywhere to reach a zero road toll. Same for Miners Rd.</p> <p>Grays Rd 80 to 50: Disagree. I drive through here regularly and 80 seldom poses a risk.</p> <p>In general, I think all of these suggestions are ridiculous.</p>	Malcolm James		
27917	I fully support all proposed speed limit changes. I cycle around these roads often and lowering the speed limit will increase my safety and the safety of others. Thank you	Fiona Bennetts		
27924	We've been active out at Roto Kohatu since 2013. In that time we've seen the increase use of the reserve and increased lawlessness in particular from drivers in the reserve. Anything you can do to help increase safety / make the reserve a more pleasant experience is worth supporting. Could you please set that road limit at 20km/hr and work with policing to ensure it is enforced. Thank you.	Daniel Abel	FitandAbel NZ Ltd	FitandAbel NZ Ltd
27927	See attached submission form	Felicity Blackmore	Christchurch International Airport Ltd	Christchurch International Airport Ltd
27929	<p>We applaud the Council for their work in reviewing the road speeds in our area (the North-West Christchurch Speed Review) in an effort to increase safety for all. We are generally supportive of the mooted changes as they add very small sections of speed reduced areas in places that have become built up over time.</p> <p>The one change we query is the proposal to decrease the section of McLeans Island Road to 80km per hour from 100km per hour. We have concerns that a reduction of the speed limit could in fact have the reverse effect of what is intended, i.e. increase driver frustration, increase tailgating and potentially be less safe as a result. McLeans Island is not a built up area, there are no footpaths or foot traffic along the road and none of the activities operating out this way have on-road parking. The area of the road that remains at 100km per hour is in good condition and it has also become an important through route for residents of West Melton. We are unaware of any crashes or issues on this section of road that have led to this review. Furthermore, from our observations, the section of McLeans Island Road that has already been reduced to 80 km is often ignored by some drivers, causing tailgating of those driving at 80 km. We believe reducing the speed will create further safety issues. Naturally, we would be happy to discuss this with you further in person.</p>	Lynn Anderson	Orana Wildlife Trust	Chief Executive
27956	<p>As s resident of Coutts Island with 3 houses on the farm and an employee of 4 people that drive out to the site on weekdays, we would all prefer the speed limit to remain the same or at worst to reduce from the Dickey's Road bridge over the South Branch of the Waimak. People occasionally park between the bridge and the motorway overpass to walk on the track but not on the west side of that car park. The large shingle roadside car park on the west of the bridge does not get used much now the car parks on either side of the road between the bridge and the motorway overpass have been established</p> <p>Norman and Jane Mundy at [REDACTED] also support this view</p> <p>Please feel free to phone me to discuss this if you wish</p>	Ben Alexander		

Submission Form

CHRISTCHURCH INTERNATIONAL AIRPORT LIMITED North-West Christchurch Speed Review

Submission North-West Christchurch Speed Review

To: Christchurch City Council

SUBMITTER: Christchurch International Airport Limited ("CIAL")

Contact: Felicity Blackmore

Address for Service: Christchurch International Airport
Felicity Blackmore
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Overview

CIAL support and oppose the proposed speed changes for the North-western area in Christchurch. However, they wish to elaborate on the particular roads that are included in the consultation that relate directly to the function of Christchurch International Airport. CIAL understands speed can be essential to the safety of a roading network, however some of the proposed speed changes are considered to shift congestion around the airport.

Christchurch International Airport Limited in Greater Christchurch

As the international gateway for Christchurch and the South Island, Christchurch Airport is a major hub and the busiest and strategic air connection to the world's trade and tourism markets. The airport is New Zealand's second largest airport with 10 partner airlines coming from 22 destinations.

Dakota Park which is being developed and managed by Christchurch International Airport Limited (CIAL) and is growing into one of the South Island's leading logistics centres involving heavy freight vehicles is in the vicinity of, and is directly linked to, roads where speed changes are proposed.

Other roads involved in the speed changes provide access both to and around the airport and are crucial in ensuring the effective distribution of increasing traffic level in the vicinity of the airport.

Submission Points

CIAL wishes to make the following submission points:

1. Reduction in Speed on Grays Road

The current speed of Grays Road is 80km/hour and the speed review has proposed 50km/hour. CIAL supports the reduction in speed principally for reasons of safety. Currently, the vehicles entering the intersection at Grays Road and George Bellew Road, shown in the image below, face safety issues associated with the speed of vehicles approaching the intersection and often vehicles cutting across the corner of the intersection when entering George Bellew Road from Grays Road.



Figure 1: The Intersection of Grays Road and George Bellew Road shown in red.

George Bellew Road has several industrial and logistics buildings that have been developed or consented and, in the future, it is anticipated that there will continue to be an increase in heavy traffic using the

road. The slower speed on Grays Road, will allow for a safer intersection environment where there will be increasing heavy vehicles operating.

While it is understood that the proposed speed limit is to reduce traffic speed in the vicinity of the air ambulance site, CIAL considers this area should be extended. CIAL consider the area of Grays Road that has been indicated on the consultation documents (shown in Figure 2), does not extend far enough through the intersection nor to the south which if extended would improve the safety of vehicles entering the intersection with George Bellew Road. CIAL therefore supports the speed review on Grays Road extending in length both to the north and south.

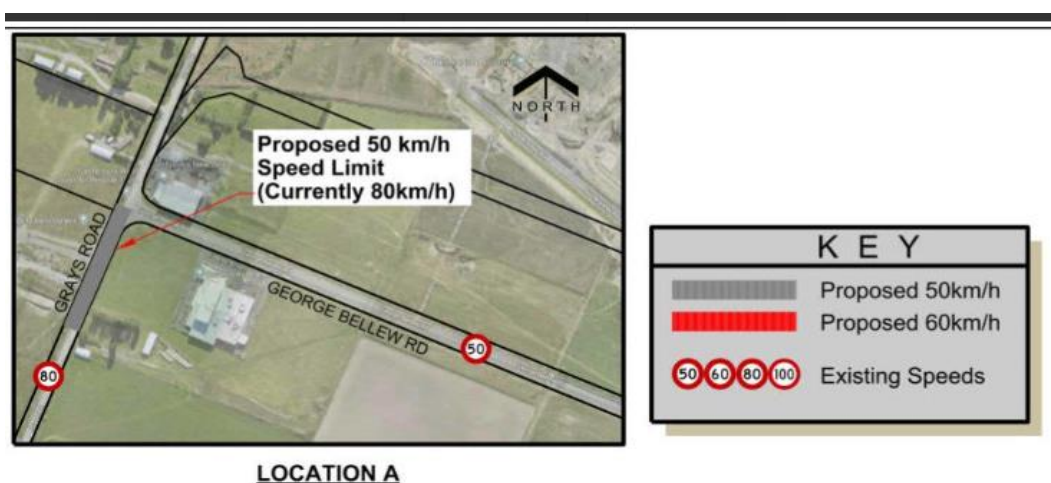


Figure 2: The proposed location of Grays Road to be reduced to 50km/h (currently proposed outside the air ambulance site).

Please refer to the appended memo from GHD “North-West Christchurch speed review for supporting information in regard to a reduction in speed on Greys Rd.

2. Reduction in Speed on Broughs Road

CIAL does not support the proposed speed change of Broughs Road from 100km/hour to 50km/hour. CIAL considers that by reducing the speed on Broughs Road, the western airport bypass will become less attractive option and that this will in turn result in an increase in traffic at other key intersections that provide entries and exists to the airport campus.

Conclusion

As stated above, CIAL supports the reduction of the speed limit for Grays Road and considers it will improve the safety of the wider network. CIAL however opposes the reduction of speed on Broughs Road and considers it will create further congestion on the wider network.

Dated: 30th September 2019



Felicity Blackmore

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Memorandum

30 September 2019

To Felicity Blackmore

Copy to

From Andrew Whaley

Tel 021 778 603

Subject North-West Christchurch speed review

Job no. //

Felicity

Further to CIAL's request to review the merits of the CCC's proposed speed limit changes at the following locations

- Ryans Road and Pound Road
- Grays Road

we provide the following rationale for the provision of support.

1.1 Ryans Road and Pound Road speed reduction

- The proposed speed reduction of Pound Road and Ryan Road to 60km/h is justified through the high crash risk exhibited at the intersection of Pound Road and Ryans Road, and extending this to the west to the existing 60km/h threshold at Coringa Rd aligns with speed management principles of creating a consistent speed network. It would be the expectation that appropriate signage and threshold treatments are implemented to reinforce this lower speed through a rural environment.

Additionally, further extension of this 60km/h limit to the east on Ryans Road would better reinforce this principle as the speed environment either side of Pound Road is consistent in road infrastructure and land use, however under the proposed plan will be at different speeds.

1.2 Reduction in speed on Grays Rd

- The proposed speed reduction of the specified section of Grays Rd to 50km/h is justified due to its industrial land use and proximity to the airport, therefore supporting speed management principles by creating a consistent speed network and reinforcing to road users the change of speed environments from rural to industrial. It would be expected that appropriate speed management infrastructure such as signage in the installed existing threshold, if the threshold is cleaned up and maintained, to reinforce the slower speed limits through the rural industrial area.

Regards

Andrew Whaley

Technical Director

GHD Limited

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