

Safer Speeds in Woolston - Consultation feedback names only

Submission #	Feedback - please be as specific as possible to help us understand your views	Attachments	Name	Name of organisation
26473	A suggestion to Ferry Road that it should extend West passed Heathcote Street and West passed the St Annie's School Zone. Otherwise no objection hence no submission to these proposal/s.	No	John Petrie	Road Transport Association
26175	I object to the proposal to drop the speed limit on Ferry Road through Woolston to 30kph as this will only cause more traffic congestion on this busy main road. This is a main access road to Lyttelton, Heathcote Valley, Sumner, Redcliffs, Mount Pleasant and surrounding areas. There are already traffic lights outside Woolston School, at Hargood Street and in the centre of the Woolston shopping Centre as well as two pedestrian safe islands that allow pedestrians to safely cross in these areas. At peak times the traffic is already travelling slowly and backs up from the the lights at Rutherford street due to the high traffic volumns. By reducing the speed limit this will cause a much slower commute to and from work and means that the traffic will be forced to slow down even at night when there are no pedestrians walking around and very little traffic.	No	Donna Apes	
26167	I support the proposed speed limit changes. However, I think it would be sensible to extend the 30km/h zone to include all the streets between Ferry Road and the Heathcote River as well. These streets are very narrow, and it is virtually impossible to travel faster than 30km/h here anyway. Also consider extending the 30km/h section on Ferry Rd closer to Radley St; commercial development starts at Heathcote St.	No	Glen Koorey	
26165	As a regular user of Ferry Road I am aware that traffic slows in peak periods, and don't see any need to reduce the speed limit at all times. Both the other arterial routes, Linwood Ave and Brougham st have higher speed limits which do not appear to cause an issue. New traffic lights by Woolston School appear to have helped with safety issues there	No	Gail Elizabeth Guckert	
26148	I am totally in support of reduced speed in this area - it is very busy with families crossing road from supermarket to Plunket & shops & cars travel very fast on this road. As a Plunket nurse I advocate safer speeds in central Woolston.	No	Victoria Woods	Plunket
26147	1. I am opposed tot he 30k on Ferry Road. I believe that changing the speed limit to 30k on a main road would cause unnecessary delays and Ferry would not be any safer. I have lived on the corner [REDACTED] for 40 years and that people generally drive sensibly and that the 50k speed limit is working well. 2. I am opposed tot he proposed 40k speed limit from Maronan St, St Johns St, Heathcote St and other mentioned streets in Woolston as I find it totally unnecessary.	No	Joe McDonald	
26144	I am interested to know what research has been undertaken to support these moves. For instance, has there been an audit of accidents in the effected areas , especially those involving speed; what research has been undertaken on how motorists will respond to these measures, will they simply use alternative routes thereby bleeding Woolston Village businesses; will the likelihood of road rage incidents increase? Without some basic research I cannot support such potentially dangerous and costly measures being taken. I am therefore 100% opposed to these ill-conceived changes in our community.	No	David Bisman	
26143	The piece of road for the proposed slower speed limit is the main arterial route from the Christchurch CBD to Heathcote Valley, Lyttelton, Sumner Redcliffs etc. As a person working in the CBD the commute to and from work in peak times can take 40 where otherwise it would be approx. 20 minutes. This piece of road is already significantly slowed by the traffic lights on the corner of Hargood St and the pedestrian traffic light controlled crossing outside New World and by Te Waka Unua School. These crossings provide safe places for pedestrians regardless of the speed limit. It is also increasingly difficult to exit any businesses in Woolston Village due to traffic congestion, a 30km p/h speed limit would increase this difficulty. There are multiple village "environments" throughout Christchurch that do not require a limited speed. It is highly unusual for any vehicle to be able to achieve a current speed of 50km during the village opening hours of shops due to congestion.	No	Vickie Morton-Todd	

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26141	<p>Reducing the speed limit on part of Ferry Road is not justified and will result in far reaching affects on traffic either side of the restricted area because of the "tail" - slowing traffic in the restricted area has a flow on affect on on other traffic and is likely to cause gridlock further down the road.</p> <p>Ferry Road is already narrow and from my experience drivers do drive to the conditions and this results in reduced speeds at busy times of the day.</p> <p>As far as the side roads are concerned I doubt that many drivers travel at 50 kph now as these roads are narrow - Heathcote Street for example (I own a property there) is narrow, has cars parked on both sides of the road meaning there it is virtually a single lane road, has deep dish channels about 100 years old and has an uneven surface so a 40 kph speed limit will have little affect on drivers as I doubt that they can safely exceed the new speed limit anyhow so I support it.</p> <p>Overall I'm concerned that drivers are increasingly frustrated by changes being made that affect them so as to benefit cyclists and there are very few of them on Ferry Road.</p> <p>Also any traffic management things like flower beds, islands etc should be resisted because they will reduce parking for cars and this will have a direct impact on local businesses many of whom are eateries that rely on passing traffic for business. Business is tough enough without the Council making it even tougher for no good reason.</p> <p>As a compromise I suggest that the entire area under consideration be reduced to 40 kph.</p> <p>Without enforcement any change will be ineffective though!</p>	No	Paul Curgenven	
26140	<p>We support the proposed speed restrictions. We find 50 km/h too fast for these roads given the amount of activity on them, and the widths, and drive them slower than that; it will be good to have the legal speed limit reflect that. We look forward to the area being that much safer and quieter to walk around. It would be great if the speed restrictions on the side streets were to go further and include other streets. St Johns Street is a good connection between the village and the Linwood Ave cycleway, making all of it a lower speed street would make it safer and more pleasant to cycle that way.</p>	No	Ben and Faith Dodgshun	
26138	<p>Fully support 40kph absolute maximum in an urban area, and 30kph maximum in any area with higher pedestrian movements and residential areas that are not designated through routes. 30kph can be easily justified in the village centre (due to shopping on both sides of the street, and cycle lanes adjacent to parked cars which mean cyclists have to use traffic lanes to avoid the door zone, and be seen on approaches to side accesses where parked cars block exiting vehicles view). operating speeds should already be well below this). 30kph should also extend around all schools and approaches. This would negligibly impact through travel times which could easily be demonstrated. These 40kph on through routes, and 30kph on residential streets and around schools and village centers should also be extended to Redcliffs, Mt pleasant, Heathcote and join up to Sumner slow speed zones.</p>	No	Darren Fidler	
26128	<p>Spokes appreciates Council's efforts to lower speeds to improve road safety for all road users. Spokes supports this speed reduction.</p> <p>For Woolston Village to achieve its potential people in cars need to slow down. This will enable them to see what they are passing and allow time to consider and possibly stop.</p> <p>Slower speeds within the village and on the side streets can encourage people to cycle, walk and linger. A social and commercial heart for Woolston can be reclaimed from noisy whizzing vehicles spewing fumes and intimidating all who might fall victim to their foibles.</p>	No	Dirk De Lu	Spokes Canterbury
26110	<p>Thank you for the opportunity to comment on the change to road speeds in Woolston.</p> <p>The route from Lyttelton over Sumner Road, through Sumner and Woolson is an important transport route for hazardous goods trucks from the Port to Christchurch and the South Island. The route provides an alternative to the Lyttelton Tunnel and is also important for resilience in the freight network. Since Sumner Road to Lyttelton has only recently reopened LPC wanted to highlight the importance of efficient freight movements on the route and reiterate the role the route currently plays. LPC doesn't oppose the planned changes to reduce speeds in the residential areas of Sumner and Woolston as its likely they will have only a minor affect on hazardous goods freight movements.</p>	No	Kim Kelleher	Lyttelton Port Company
26104	<p>30 km/h is ridiculous, I have no issue with the 40 km/h. Reduce the speed limit to 40 km/h not 30km/h.</p>	No	Maggie Hua	

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26100	<p>I think all shopping areas (especially those with roadside parking) should have a 30 km/hour maximum speed limit.</p> <p>Woolston isn't some kind of exception. The same hazards exist where ever pedestrians and vehicles are in close proximity.</p> <p>A combination of the lower speed limit and a ban on roadside parking in shopping centres would work. Ferry Road, Fendalton Road and Riccarton Road shopping areas (as examples) would be a lot safer because the pedestrians would be visible to motorists for a significantly longer period of time. The prospect of a short person (not necessarily a child) suddenly appearing from between parked vehicles, would be removed from the equation.</p> <p>No doubt retailers would complain that the removal of park spaces from right outside their premises would adversely affect their turnover. There is some truth in that argument, but shopping area car parks cause a lot of traffic disruption as shoppers try to force their way back into the traffic, flow whist others swing wide as they attempt to back (often multiple times) into car parks.</p> <p>Making the shopping experience in those areas safer, more desirable and less frustrating for shoppers would make more people want to shop in those areas. It works for the malls.</p>	No	John Atkinson	Personal
26061	<p>I support the slower traffic plan in central Woolston - I visit at least twice daily and there is always a lot of pedestrians. I feel this move would make the streets safer for the whole community.</p>	No	Kirsty Forrester	
26044	<p>I would prefer to see the 30kms taken right up to the traffic lights at the corner of Palinarus Road and Rutherford Street.</p> <p>Cars race up to the lights at times and this will continue when 30 becomes 50. If possible please keep the 30kms up to the lights.</p> <p>I am sure the new layout along through the shopping centre and adjoining streets will be much safer for cyclists and pedestrians.</p>	No	Pauline Collett	
26034	<p>I am very happy that the speed limit will be lowered for Ferry Road and Glenroy street. Often motorists use Glenroy Street as a short cut to avoid traveling down Ferry Road through the village area, they will often speed down the road.</p>	No	Elizabeth Hawes	
26006	<p>I fully support the speed limit reductions proposed.</p> <p>While I think it is ambitious to slow Ferry Road to 30 km/h, setting the limit at 30 km/h should at least have some reduction in speed actualised.</p> <p>I expect there to be a lot of submissions against the proposed changes, so perhaps setting Ferry road to 40 km/h would be more achievable in public opinion?</p> <p>As a cyclist who frequently cycles through or visits Woolston Village, I look forward to a safer environment.</p> <p>Thank you</p>	No	Fiona Bennetts	
25988	<p>Yes I agree, slow the speed safer for all concerned, Glenroy, Portman, St Johns - lots of children after school</p>	No	Troy Pakura	
25981	<p>Speed limit through Woolston village.</p> <p>I support this proposal to reduce speed to 30/km, currently a lot of the time the traffic is at that speed limit now but there is a lot of near misses where cars want to speed up and nearly end up hitting the car in front of them. Also customers turning left into my carpark from Ferry Road feel rushed if a car is travelling at speed behind them so I support this from a safety point of view.</p> <p>There is also local schools and elderly in the area so by reducing to 30/km would be ideal.</p> <p>My only concern would be about how it would be rolled out as I would not want or need any disruption to the running of my business.</p> <p>I am happy to work with you on this</p>	No	Greg Boock	New World Ferry Road

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25965	I fully support lowering the speed limits in Woolston. This will make the area much more pleasant to visit and spend time, as well as improving safety for all road users. In addition, people travelling through the area are more likely to stop if they are travelling slower because it will be a noticeable difference to the rest of Ferry Rd.	No	Arthur McGregor	
25961	Please make a slow down area outside St Annes School. As one of many teachers who work here, I do road patrol after school and we are constantly shocked and surprised by the number of cars that race along Ferry Road as our children are crossing. It is frightening for both teachers and students and a slow down zone would certainly make us feel safer.	No	Pam Grant	St Annes Catholic school
25948	We think it is a good idea, all that is proposed as there are a lot of children and elderly people living in this community and it is often very difficult to cross the road with out walking at times along way back to the lights. We don't live in the area but because we own a property in Glenroy St and frequently use the shops in this area we know it very well. We lived close by while our own house was being rebuilt after the earthquakes, and found it a warm friendly community and anyway to make it safer needs promotion	No	Marilyn Wilson	
25947	As I live on Ferry Rd, Have done since 1919, I can't wait for the speed to slow down right to the lights at Rutherford Rds. Crossing the road at St Annes school and church which I attend every week! The sooner the better as I have seen many near misses over the years. The entrance to New World on Ferry Road I feel should never been put there, peek hours its so unsafe!! Even the one in St Johns Street is to close to turn right then come up to the give way to lots of traffic coming up Ferry Road from town!!. Thank you for giving me the chance to speak up and I look forward to the day the traffic slows down at night its still just as fast, cars using it like a race track!! I hope to make the meeting in the hall on Monday 24th June 12 - 1pm in the Woolston Library Hall.	No	Marie Wilson	
25940	Leave all the speed limits at 50km/h. Lowering the speed limit to 30 will increase accidents and near misses like it has in the CBD where pedestrians now step out onto the road without looking. Drivers also get frustrated at the slow speed and take risks in order to pass those obeying the speed limit which puts more drivers and pedestrians at risk. It will also create dead zones which drivers avoid which will decrease business revenue. You can't legislate for stupid - if people can't drive safely at 50km/h they shouldn't be on the road.	No	Katie O'Neill	
25935	I think that reducing the speed limit is a great idea. As one of the elderly living in [REDACTED] I welcome this. Would it be feasible to put a give way or even stop sign at the St Johns end of Gilroy Street? Something needs to be done. p.s. I tried to send something online but Microsoft wouldn't accept it.	No	Patricia Lange	
25933	Woolston village is a busy space with high volumes of pedestrians and cyclists. Car traffic should be slower through the village and surrounding areas to make it safer for other road users. Slowing car traffic will increase pleasant ambience in the area.	No	Charlotte Bebbington	
25927	Afternoon, Philippa Good idea Slower Speed a Long Ferry Road They Drive to Fast Next to St. Anns School [REDACTED] St,ann.s School Plus Shold Have New Traffic Lights Put on Ferry Road Not Easy To Croos at 3.30 pm When School Gets Out. They Put New Lights A Long Ferry Road to Help School Childen Cross Down The Road 2 Weeks Ago 100percent Better. Phillippa, We Must Try and Get Some Traffic Lights Outside St. Anns School Wee Children age 5 and 7 Years Are at Risk Crossing The Road, [REDACTED] [REDACTED] St.Anns School Not Easy For Me at 8 in The Morning as Well.	No	Jack Chorle	
25922	I think a reduced speed is definitely needed to help ensure the safety of the many children attending schools on the road.	No	Sandy Holmes	
25916	I agree with the proposed 30km speed limit past St Anne's Scholl on Ferry Road as this would make it so much safer for me and the kids crossing this busy main road getting to and from school. 50km is too fast and dangerous past this school.	No	Evan Taylor	

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25906	I would like to suggest that the slower speed limit in St Johns Street be extended to Clydesdale Street. There are many in St Lukes Street and its offshoot streets that also cross St John Street. Where you have currently suggested i.e. Stacey Place, is only the beginning of where cars would START to slow down. That would be too late for many of we older people who walk, use walking frames and or mobility scooters. Maybe a pedestrian crossing could be considered.	No	Mariana Watson	
25893	No I think 50ks is fine through Woolston. There a 3 sets of lights and this keeps traffic at a slower speed. It's at nigh time the speeders & boy racers are out and they never heed 30ks signs. So keep the status quo in Woolston.	No	Marlene Bishop	
25884	Foodstuffs South Island Properties Ltd and Foodstuffs South Island support the proposed speed reductions within proximity to Ferry Road New World Supermarket, for both safety and amenity reasons. We seek that Council consult closely with Foodstuffs and New World to ensure minimal disruption associated with roading changes to support these speed reductions as well as implementation works for the Woolston Master Plan. Foodstuffs and New World anticipate significant roading disruptions which will have a negative impact on our essential service business during construction. We therefore seek to avoid disruption as much as possible. This should include promoting 'night works' along Ferry Road to avoid economic loss to the Woolston Village.	No	Rebecca Parish	Foodstuffs SI Ltd / Foodstuffs SI Properties Ltd
25873	I agree because Woolston shops are all more or less on Ferry Road and traffic - bug SUV etc keep speed up from further along Ferry Rd in each direction. These modern cars to day are fast - and NZ roads are like 1940 - 50 apart from big motorways into cities which encourage speed! Woolston is also becoming notices as a convenient place to reside, away from heavy condestious - like Hornby. Generally the poor investments into NZ roads from previous Governments & MOT and planners leave a lot to be desired.	No	Denys Hadfield	
25872	Thank you for feedback letter on Woolston Village I submitted. I think the decision is very good, but would like to add more to it, the proposed km/h 30 zone be reviewed speed limit in Portman Street and St Johns Street to St Lukes Street, and a zebra crossing New World and St Johns Street, like has just been put in Stanmore Rd, Richmond Shops would be very safe. Thank you for thinking of over 60s and Council housing in lower St Johns St on other side of St John Street from New World. p.s. a road bump would also slow down speeding that drivers do not look at road signs.	No	Wayne & Emerita Collins	
25871	I whole heartedly agree with proposed speed limit change. I would add I think the 3o km limit should go slightly further up the road to not only include St Anne's School but also students coming and going from Bamford Street, perhaps 30km to the roundabout? keep our school children safe!	No	J Clarke	
25862	Hi Please leave at 50km. I have lived here for well over a decade, ferry rd controls itself in peak and non peak traffic. Leave well enough alone.	No	Glen Hutchinson	Y45 Drainage Ltd
25860	I support these proposed speed limits, especially considering it appears from the illustration that the council does not plan to put the cycle lanes on the inside of the parking.	No	Grace Duval	
25841	I would like to know some statistics that support the reduction of speed on these streets. Perhaps tell us how many car accidents involving pedestrians over the past 10 years. I would hazard a guess to be zero. And if this is the case there are only 2 reasons for this speed reduction to go ahead. One being, making new rules for the sake of making rules. To make someone feel important because they have made a new rule and/or for revenue gathering. There are no other reasons for this speed reduction. If pedestrian safety is really on the forefront of your minds, I would suggest that pedestrian crossings at intersection are changed so that they are not crossing the roads while there are cars turning on a green light. Especially on intersections where there are 2 lanes of traffic on each side of the road. All cars should be stopped on red lights when pedestrians are crossing	No	Kim Everson	

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25834	<p>I only have two concerns/suggestions to make the plan better.</p> <p>1) The 30 km/h section of "carpark" going from Portman to Ferry rd, is not a road and I feel it should be at a carpark speed; 15-20 km/h is fast enough.</p> <p>2) Thanks to the introduction of McDonald's Woolston, the traffic on Ferry road has significantly increased around the entrance to McDonalds. I see the need to extend the 30 km/h zone to at least level with Heathcote st if not further towards Hargood St. From our driveway I have seen a number of close calls/near collisions and this seems like the perfect time to make this safer.</p>	No	Murray Gibson	
25830	<p>CCC is out of control. Traffic slows down naturally in this area a speed control is not needed and serves no point at all, other than give police the opportunity to make more revenue.</p>	No	Denise Olley	
25821	<p>The application of a 40kph limit in St Johns St is an excellent idea however the street is used as a short cut to Dyers Rd traffic.</p> <p>Many drivers ignore the current speed limit & plant their foot once exiting Ferry Rd & move quickly past the Retirement Housing units.</p> <p>In order for traffic to restrict their behaviour it might require speed humps or other restrictive measures in the 40 kph zone.</p> <p>The other streets marked would not have this same problem.</p> <p>30 kph for the village is ideal</p> <p>Thanks for your work on this</p>	No	Christiana Raphael	
25820	<p>I agree with lowering the speed in Ferry Rd & St John Street, the traffic is very heavy at times with St John Street a "RACETRACK" for many young people.</p> <p>There also, needs to be a crossing in "St John Street" for people, of all ages</p>	No	Doreen Knigth	
25819	<p>I really appreciate the lowering of speed limits in Woolston Village and surrounds. It must help!</p> <p>However I believe there needs to be a pedestrian crossing on Johns St.</p> <p>Either - a continuation of the one through from the supermarket car park across St Johns</p> <p>OR</p> <p>Across the road at the east end of what used to be the Scout Hall across St Johns St.</p> <p>I certainly would feel safer crossing that road on a pedestrian crossing</p>	No	Sue Sara	
25811	<p>I agree with the new reduced speeds I hope that it comes into effect quickly, I would like to see it extended to the intersection at ferry rd and Rutherford Street given Te waka unua have lights to cross outside their school and St Anne's don't it would allow some safety for the children of St Anne's.</p>	No	Katie gould	
25805	<p>Agree with speed zones. I see an opportunity to turn 30kph zone into a shared zone. Pedestrians crossing at any point in the road (as already happens as traffic light crossing is never where you want to cross). Also an opportunity to remove cycle lanes as cyclists will be more moving more in the traffic and it give s a chance to be less hemmed in constantly worrying about being car-doored.</p> <p>A good example of this is in St Asaph street where it is very easy to ride in the traffic, and not be worrying about scooters, pedestrians and red-arrow-runners..</p> <p>Btw. There is a bridge across the river at end of Hargood st.</p>	No	Laurence Mote	

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25802	I think lowering the speed that low is going to cause so much congestion, how is it going to be controlled why not just put speed bumps in side streets it is going to be so confusing, if policed I see it only as a revenue gathering it is absolutely stupid idea!!!!!!	No	Christine Alexander	
25799	<p>I support the change in the speed limit to 30km/h and would encourage its extension to beyond the western intersection with Heathcote Street (covering the exit from McDonalds in addition to the intersection).</p> <p>The distance in the proposal is approximately 400m. At 50km/h it takes 29 seconds to traverse (obviously less for traffic exceeding the limit). At 30km/h it will take 48 seconds, just 19 seconds longer.</p> <p>Extending the proposed distance to include the western intersection with Heathcote Street will add another 100m. At 50km/h this would be covered in 7 seconds. At 30km/h it will take just 5 seconds longer.</p> <p>As a cyclist (and occasional motorcyclist and motorist) who rides through Woolston at least three times each week in each direction the extra few seconds that a reduction in speed limit would mean will have very little negative impact on me and the reduction in traffic speed will improve my perception of safety on this section of the commute.</p> <p>The thing that would most improve my actual safety is the elimination of turning in to and out from the Night'n'Day car park and the New World car park. The elimination of one parking space by each exit would massively improve my visibility to left turning cars, particularly at night. As a trial, whilst the roading is being renewed in Woolston, would it be possible to put sensors in the cycle lane which activated warning lights by each car park exit so that cars had a visual prompt that bikes were approaching? (Example: BikeScout, designed by Heijmans in the Netherlands).</p>	No	Mark Darvill	
25792	We do NOT need slower speed through Woolston Village as the traffic regulates itself eg the traffic lights the pedestrian crossing at supermarket also the school crossing plus the crossing at the Tavern.What is needed is NEW LARGE SIGNAGE advising you are entering WOOLSTON WILLAGE with a speed sign underneath.No need to fix something which is NOT broken!!!	No	Ian Robertson	
25789	<p>██████████ I would like to thank you for the opportunity to give feedback on this great safety initiative. I would like to suggest that the proposed 30 km/h zone on St. Johns Street is exceeded north past Glenroy Street. This would allow safer entry and exit to the New World Supermarket for all traffic - vehicles, mobility scooters and pedestrians. It would also allow safer entry and exit to Streamside Court.</p> <p>Thank you.</p>	No	Andrea Grieve	
25770	I feel that your proposed safer speeds in central Woolston will contribute to the needs of our aged community and pedestrian traffic crossing our roads, the Ferryroad business traffic should benefit from the lower limits encouraging drivers to stop park and purchase their needs instead of driving through. Expected heavy truck traffic from the recently opened Lytelton/Sumner road should pass through safely with the appropriate signage and policing. Thankyou for this consultation platform.	No	Graham Bint	
25769	I am all in favour of the lower speed limits. There are two large over 60's unit villages between Stacey Place and Ferry Road and they are on the opposite side of the road to the supermarket. Therefore having a lower speed would be a great idea to assist the older residents in crossing the road. The supermarket is larger than it was previously so there are a lot more traffic movements coming in and out of the supermarket now. A lower speed would assist with this as well. I agree with the lower speed on Glenroy St as it is used a lot by people avoiding doing a right hand turn at St John's St. i.e they drive down Glenroy St so they can turn right onto Ferry Road from Hargood St instead. I agree with the lower speed for Stacey Pl, however I don't consider it would have any impact on the residents as the street is too short to go 50kms anyway. I would suggest that most cars would barely get over 30kms when leaving their properties and driving in, you have to slow down as there are usually several cars parked on the side of the road which makes it narrow causing you to slow down. Traffic volumes on the other side of Ferry Road, Heathcote St etc, are low so a lower speed limit wouldn't impact too many people. I would even go so far as to suggest that the 30kmh zone be extended from the Radley/Hargood intersection to the Rutherford/Palinurus intersection. Driving through that section especially from Portman St to St John St is often slow during the day due to the cars turning into and out of both the shopping centres near Oak St and also the supermarket. So I don't believe the lower speed limit would impact drivers except later in the evening when there are fewer cars.	No	Angela Williams	
25764	I support the use of slower speeds limits, however they should only be placed in conjunction with the proposed Ferry road layout changes in Woolston. You need the road layout to be self explaining and by only changing the speed, you don't get that. The back roads probably don't need to wait for the ferry road upgrade however.	No	Shaun Boshier	

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25745	Great idea. I support 100% Speeds down Radley Street really need to be monitored also! Majority of traffic speeds down this street as a short cut and it's very very fast. Have emailed local police but no action has ever been taken. Concerned for all the local schools around this area also	No	Sarah Hendrikx	
25701	As a former resident of Woolston I fully support the lowering of the speed of traffic through Woolston. It is necessary. Drivers need to be aware that they are passing through a 'village' area where there are pedestrians and parked cars.	No	Judy Carson	
25700	There is little point reducing speed limits. A) I doubt anyone will monitor and enforce them. B) Those who speed will do so regardless of limits posted C) The roading modifications will restrict the traffic speed regardless of posted limits D) The extra visual pollution of new limit signs on both sides of every street in the area etc, will detract from the visual pleasure of all the new improvements to the area.	No	Peter Kiernan	
25681	I agree with reduction of speeds as proposed.	No	Simon Parkes	
25667	This is a bit silly. There is a crossing with a set of lights. 30km/h is extremelyyyy slow. I would expect 30km/h in a dense suburb with many houses where children could be playing. This is a main road, if people are having trouble managing the road then there must be something wrong with them - going slower will just create more of a build up then already exists there.	No	Nicole Hughes	
25658	I support reducing the speed limits in Woolston Village to make it safer and more pleasant to be there, and to increase the emphasis on pedestrian and cycle access and safety.	No	Alicia Moggre	
25655	I fully support the speed reduction in Woolston. 30kmh on Ferry Rd and 40kmh on side streets. Thanks.	No	Hiren Patel	
25654	During the day i would find passing through the village at more than thirty Kph would be unusual in the extreme. So changing the speed limits will only result in very limited changes to those that exist now. All it would do is hold people up at night.	No	John Paget	Mr
25653	I am in support especially if the slower speed helps engage people with the local shops & encourage people to visit.	No	Hannah Cooke	
25647	Make the whole proposed area 30. Far less confusing. Fewer speed limit signs required.	No	Richard Houghton	Engco
25635	I support the reduced speed limits, however, I would like to see the 40kmph limit on St John Street extended at least past Tamariki school, and preferably to Linwood ave. Although the school is sign posted, it doesn't have a visible Street frontage, and so often goes unnoticed by speeding motorists. As a Tamariki school parent, I would feel a lot safer with the school being in a permanent 40 zone. Extending to Linwood ave would make the road safer for children cycling from the Linwood ave cycleway to school.	No	Brent Thompson	
25633	May I suggest that you do not bother with the 40km/h restrictions and instead use passive traffic calming measures instead, it has been well proven that stepped speed restrictions do not work(ie 50 to 40 to 30), and in such a small space becomes a hazard as the motorist is then required to pay a excessive amount of attention to their speedometers instead of the road in front of them. If you look at the average speed for vehicles that use the likes of Heathcote/GlenRoy/Portman/Catherine/Maronan Street s you'll find their average speed is already at or below the proposed limit.	No	Mark Abbott	Private

Safer Speeds in Woolston - Consultation feedback names only

Submission #	Feedback - please be as specific as possible to help us understand your views	Attachments	Name	Name of organisation
25632	I support a slow zone for Woolston. We are a school on the main road with no other option but to enter and exit on this road. We have around 150 students at the moment. Although some say you can't go fast on Ferry road at rush hour, this is rush hour. The other 22 hours in the day cars often fly past (almost literally). I have been campaigning almost since I started here due to the regular crashes and near crashes around school and within Woolston. I have many pictures of totalled cars and crashes, along with scared children after road patrol. Unfortunately NZSTA only recently advised me that these incidents should be logged with them when it happens. I do have time stamped photos should it help your decisions. Any awareness that there are people in this area would be great. We did the statistics and by memory, a 30kph area for the distance proposed, slowed a commuter 8 seconds over the few hundred metres it actually is. So all the arguments that people will use Linwood Ave is a load of crap. I'm sure you have got your calculators out already and know this as for most, this is their only argument against it. An unlucky light will slow you way longer. Thank you for considering our children in your decision. One child is one life, and one life taken is one too many. Think of your own children if you have one!	No	Dallas Wichman	St Anne's Catholic School
25631	Should be 40 km/h down Ferry Rd, due to number of people 30 km/h is too slow. Don't see this as necessary to reduce speed down the side streets as there is little very traffic and are quiet streets. (Glenroy 900AADT, Heathcote 600AADT)	No	Dan Harris	
25630	I endorse the proposed speed restriction for the Woolston Village. With the narrowing of the carriage way and the introduction of cycle tracks plus walking areas. The restriction should be in place from Radley Street to Rutherford Street, along Ferry Road. That will take in McDonald's, the Shopping Centre, and the Church's and Primary School, in the area.	No	Peter Williams	
25624	I work in Woolston and cycle to work each day, and support the proposed safer speeds	No	Rosemary Neave	
25619	I support the drop to 40km/hr, however 30km/hr is too slow. Particularly for Ferry Road which is not busy at night time, suggest speed drops everywhere to 40km/hr within the zone you have indicated rather than a combination or 30 and 40.	No	Peter Murphy	
26246	Can't see any sense in 30km in that short bit of road, why not extend Ferry Road from Rutherford ST to Hargood St and make it 40 km right through.	No	Clifford Batson	
*25835	Sumner and Woolston speed limit proposed changes: I support both these proposals as laid out in the plans. * submitted to the Safer speeds in Sumner proposal.	No	Liz Goodrich	
26408	<p>1. Tamariki School is a State Integrated (Special Character) Full Primary School located at 86 St Johns Street Woolston. We have a roll of 57 and children range in age from 5-12, plus siblings and a weekly pre-school playgroup.</p> <p>2. Our School does not appear to have been considered in the proposal.</p> <p>3. A number of our families bike and walk to school.</p> <p>4. We broadly support the proposed speed reductions in Woolston Village, but would like a 40kph limit:</p> <p>a. For the length of St Johns St between Linwood Ave and Ferry Rd</p> <p>b. Or, failing that, the extension of the 40kph limit to 5m past the eastern exit of St Lukes St onto St Johns.</p> <p>5. St Johns Street is often used for "rat-running" and cars are frequently observed doing speeds in excess of 60kph.</p> <p>6. The School driveway is narrow (one-way) and as such creates congestion on St Johns Street in the morning, with passing motorists not always travelling at safe speeds.</p> <p>7. We would also like to request a pedestrian refuge island for crossing closer to the school, perhaps at one of the locations marked with an orange !. The crossings at either end of St Johns are not suitable for our children, especially at the Linwood Ave end where motorists crossing from Bromley often move very quickly.</p> <p>8. Thank you for considering our perspective.</p> <p>See attachment at the end of this document for street plan included in the submission</p>	Yes – See attachments	Paul McMahon	Tamariki School Board of Trustees

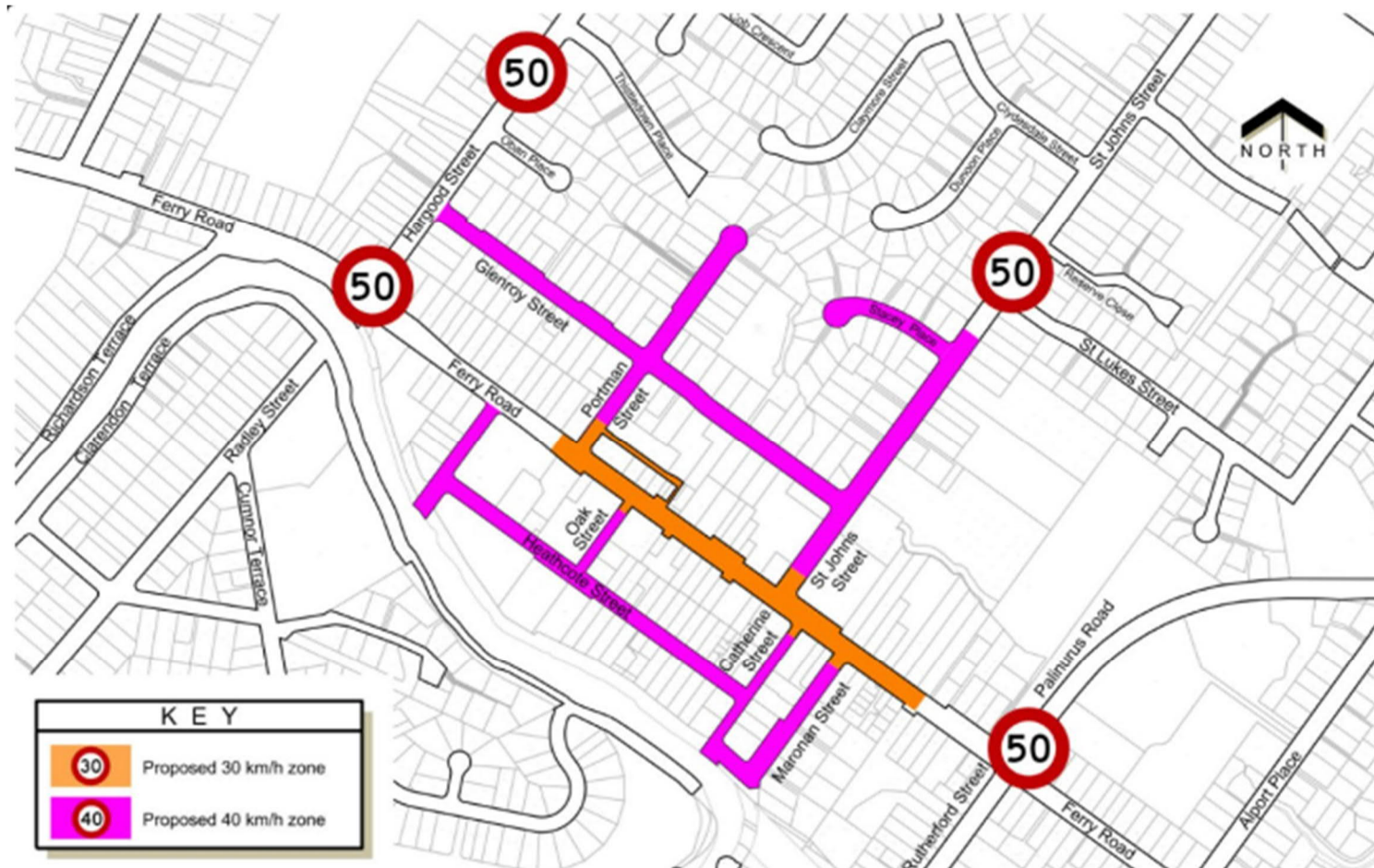
Safer Speeds in Woolston - Consultation feedback names only

Submission #	Feedback - please be as specific as possible to help us understand your views	Attachments	Name	Name of organisation
Feedback from the New Zealand Road Transport Association				
	<p>This email is the formal response from the NZ Transport Agency on the proposals by the Christchurch City Council for Safer Speeds in Central Woolston. The proposals are supported by the Agency as they align with the requirements of the Land Transport Rule: Setting of Speed Limits 2017 and the intent of the Speed Management Guide. We note that the mean actual operating speeds recorded through this length of Ferry Road are currently 40-44km/h. Clause 4.4(2) of the Rule states "In setting a permanent, holiday, or variable speed limit, a road controlling authority—....(c) must aim to achieve a mean operating speed less than 10% above that speed limit". Achieving mean travel speeds of less than 33km/h at all times will likely require investment in physical speed management interventions to support the proposed 30km/h speed limit.</p>	No	Glenn Bunting	NZTA Manager Network Safety - Safety and the Environment

Attachments

Submission 26408 – Tamariki School Board of Trustees – P McMahon

Proposed by Council:



Suggested extension:

