

Submission ID	Feedback - please be as specific as possible to help us understand your views	Name	Name of organisation
25839	<p>To the Public of Halswell and Christchurch City Council</p> <p>██████████ Halswell Primary School. We think that changing the speed limits in Halswell and Hornby is a good idea because it is safer for kids travelling to and from school on a bike, scooter or even just walking. Through there are a few cons for the drivers, we need to prioritise the students and kids of these certain areas.</p>	██████████	Huritini Student Council - Halswell school
25824	<p>We are a group of Year 5-7 students at Oaklands School in Halswell. We meet regularly to solve problems in our area. One of the things we are really worried about is the speed cars drive through our neighbourhood and around our school. Most of us like to ride our bikes and scooters to school, to the dairy, the park and to our friends house. Our parents worry about our safety because there are so many cars around and many of them drive too fast.</p> <p>We are also worried about elderly pedestrians, animals and people on Lime scooters who could get hurt by speeding cars. Last year one of our teachers got hit by a car when she was biking to school and one of our guide leaders has also been hit biking around Halswell.</p> <p>We think it is a good idea to reduce the speed limit around parks and schools. A few extra minutes to get where you are going is nothing compared to someone getting hurt or killed</p>	Caroline Martin	Oaklands School
25768	I think the speed on Fountains road should definitely not be any more than 60km. That speed seems about right. 60km for Marshes and Whincops seems right too.	Jo-Ann O'Loughlin	
25767	Yes to all speed restrictions. Traffic accidents in Prebbleton have been horrendous and far too frequent for far too long. Please do something before more deaths in our community.	Paula Coll	
25766	Leave the speed limits where they are.	Alan Chippendale	
25765	I do not support any of the speed reduction limits. The speed limits should be left where they are and more funding delivered for education on driving courtesy and patience and road signage for the less intelligent.	Nikki Chippendale	
25762	<p>██████████ Candys Road. This is a very short Road and the amount of traffic using this road has increased since the earthquakes as new subdivisions have opened up in surrounding country areas. This is particularly bad during the morning and afternoon rush hours. We believe that this road is not suitable for a 60kph speed limit as many cars exceed this limit and as the road is very narrow and has no footpaths we often see very dangerous driving here both by cars and trucks. Large trucks coming through shake the houses just like an earthquake. We would like the speed limit lowered as drivers will always choose to exceed the limit as they see it as a country road. If the limit is set at 50kph then they will be more likely to travel at 60kph. As it is now, with part of the road set at 60kph, no one slows down and they often exceed that limit, often dangerously. Most people are quite happy to travel at least 10kph above the speed limit if they perceive that there is no chance of being caught out. Lowering the stated speed limit is more likely to achieve a more reasonable response to the required speed. Please lower the limit to at least 50kph and make Candys Road safer for both residents and drivers.</p>	Judith McKaskell	

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25753	<p>We would like the section of Marshs Rd between Main South Road and Shands Rd to stay at he current speed limit.</p> <p>I have lived on this Road for just under 30 years and have seen very few, actually only one accident on this section of road.</p> <p>Once CSM2 is opened this section of Marshs Rd was originally proposed to go back to a rural road which it should as it should also have less traffic on it. In the past people had been using this section as an alternative to Shands Rd. (Ie: coming down Main South from Rolleston, then onto Marshs, over Shands Rd and down the next section of Marshs Rd then left onto Springs Rd, then onto the motorway at Halswell Junction Rd.</p> <p>CSM2 originally proposed lights at the corner of Marshs and Shands Rd hence improving the safety.</p> <p>In conclusion I would like to see the section of Marshs Road between Mains South and Shands Road to stay at the current speed limit.</p>	Kelly Williams	
25749	I would strongly suggest lowering the speed limit for a for a further distance along Shands road , even the entire length of shands road,	Grace Cakder	
25744	Save money and dont bother, I drive shands daily and springs often and they seem fine, I shall mention I have also been in am accident on the corner of Blake's and shands but that was my own error. These roads are mainly heavy due to road works and lowered speed limits. Wait till the new motorways are completed then re-evaluate. A lower limit could cause people to speed more or make stupid calls due to travel times now taking slightly longer than usual. Limits arnt the issue it's the person behind the wheel making the choices.	Glen Oakden-Eathorne	
25743	<p>I think it is about time the speed limit of these more rural roads was lowered. With Lincoln, Prebbleton and Rolleston all growing, the roads are used by more vehicles. Quite a few of the roads have somewhat tight bends and people are often drifting over the centre line with the speed. Not to mention the quality of some of the roads, in conditions such as rain the roads are very dangerous with surface flooding etc.</p> <p>It will be really important to enforce the new speed limits, because people that have been driving these roads for years would be unlikely to alter their speed. Speed cameras, higher presence of police etc.</p>	Laura Illingworth	
25742	<p>I do not support lowering the speed limits.</p> <p>If safer roads are the objective then shoulders or cycle lanes will be more effective in preserving safety. Removing large trees/ bushes from intersections would help visibility and prevent guessing whether ir not it is safe to drive.</p>	Louise Urban	
25738	I feel that before the speed limit us dropped then the roads need to at least have road markings including centerlines to the entire roads and not just on corners. If roads are reduced to 60km the they need to be formed properly.	Jodi McIntosh	
25732	I reckon the speed limits are perfectly fine as is. Do not change them	India Lavender young	
25725	<p>Agree with all lowered speed limits.</p> <p>But I would like Halswell road from templetons to the bp looked at.</p> <p>80 km coming out of a built up area and subdivisions, lights, people turning into aidanfield, bus stops. And 80 km really!!!</p>	Rachel Brennan	
25723	I don't believe changing the speed with be beneficial for the greater community. I don't agree with the change.	Sarah Pavlovich	

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25721	I dont believe reducing the speed of Marshs, Quafes, Sabys, Whincops, Hodgens and Shands Roads is necessary. The open country roads with minimal traffic will only prevent licenced car operators from arriving to or from work at appropriate times. There is no need to slow vehicles down on these mentioned roads as in peak traffic it will make no difference yet it is in peak traffic and busy periods that we have seen accidents of different natures occur on these roads, not with minimal traffic and speed. In order for your community to get home safely, other initiatives need to be thought about with road safety; and jumping in to change the speed as a way to prevent or minimize these accidents will only lead drivers to become more impatient on the roads and make the silly maneuvers to avoid traffic that could result in a local death or severe Injuries. Please consider other road safety initiatives such as an automatic changing speed sign when an oncoming car is within 200m of the main intersections- eg. Burnham/SH1 intersection.	Hannah Mason	
25720	I strongly support slower speeds on all these roads - I use them all regularly as a cyclist and a motorist and in my view a speed limit of 50km per hour is reasonable and I would support 40km per hour on many of them - particularly those that are narrow and that do not even have a centre line, but which are carrying increasing numbers of both cycles and cars as the area is developed for housing. Road that are wide and have a centre line eg, (Springs, Shands) may be able to support 60km/hr where they are not built up and do not have driveways coming out onto them, otherwise 50km per hour is a better speed Experience from previous speed limit changes tells me that these speed limit changes need to be supported with more signage because often drivers are not aware of new speed limits.	Chrys Horn	
25717	I don't agree with lowering the speed limits. It's not proven that this saves life's but leads to distracted drivers	Bernadette Taylor	
25714	I support the speed reduction on most roads but also request significant upgrading of the major intersections along both Shands and Springs roads. The archaic t intersections with poor visibility and unofficial turning lanes are dangerous and promote poor driving.	Nicola Garbutt	
25712	Please don't reduce the speed limits anymore it's already painful going into town with reduced speed limits, it's like race of the geriatrics driving in Christchurch	Jess Goodman	
25709	Fully supportive. Please look to reduce to 40 inside Adainfield, Wigram Skies etc. 50 not appropriate nor safe. Thanks!	Karen Mather	
25707	Idiots will be idiots no matter the speed limit .Its the driver not the speed . All this will do is create frustration and revenue for the Govt via police fines . If your logic was accepted we'd all be driving at 5 kms an hour and be even safer still . If anything speed limits should be increased . Spend your time instead getting bikes off roads and into their own separate areas	David Houston	
25706	Do not change speed limits.	Dario Stein	
25705	I support the proposed changes to the speed limits. I am a daily commuter through the relevant roads to get from Selwyn to the City. I have made this journey for 12 years. Over that time the volume of cars has increased significantly. The number of cyclists has also increased (although not to the same degree). The volume of heavy vehicles has also increased significantly. There remain many intersections where driver judgment is critical to make a safe turn. During true peak hours there will be no decrease to travel times, as traffic volume means there is little opportunity to travel at the new speed limits anyway. But in "fringe" commuter hours, where volume is relatively high but so are speeds it will increase road safety, particularly on intersections.	Ayleath Foote	
25702	I support speed limit changes. Good work.	Stephanie McGill	

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25698	<p>Whincops Road - Agree. This road is used for rat running between Halswell and Prebbleton/Lincoln, also when people are fed up with being stuck behind cars they have followed all the way from Wigram as soon as they see this open stretch of road they put the foot down, often doing well in excess of 100km/h</p> <p>Marshs Road - Disagree. While the part near the main south road that is lined by housing could certainly be reduced to 60 the rest of Marshs Rd is largely sparsely populated farmland with houses set far back from the road and industrial factories. Can't see any benefit here.</p> <p>Hodgens Road - This road is also sparsely populated farmland with houses well set back from the road and large wide grass berms, It was only recently downgraded to 80km/h from 100 km/h within the last 2 years so I feel this is a drastic reduction from what is now a suitable speed.</p> <p>Think of some poor sod travelling from the end of Downies Road to the MSR end of Marshs Rd, they will have to travel at 60Km/h for the whole Journey of 8.2 Kilometres - all down wide sparsely populate country roads - They will feel like they are going backwards!</p> <p>No comment on the changes proposed for other roads as they don't directly affect me. I do hope the council take feedback into consideration, however I feel the minds of the powers that be is made up and this is largely a box ticking exercise (I will eat my hat if these changes are implemented without any alterations!)</p>	Jason Ray	
25697	I support the reduction of speed limits as proposed.	Hamish Crombie	
25673	We own properties in CCC and in Selwyn District Council. We regularly travel on many of the roads that you propose to lower the speed limit for. We regularly see vehicles travelling at 100km on Sabys Rd, Hodgens Rd, Fountain Rd & Whincops Rd when the limit is 80km. These particular roads appear to be used as shortcuts to Lincoln & Prebbleton by people wanting to avoid main arterial routes and travel faster. We totally support lowering the speed limits on all these roads to 60km but please put up more signage indicating the limit so drivers are crystal clear what the limit is. Thank you .	Kristin Cameron	
25627	<p>Spokes Canterbury supports the lower speed limits proposed.</p> <p>Whether one believes it is our roads, our vehicles or our drivers which account for the high death toll on our roads it is well established that lower speeds can lower the toll.</p> <p>Upgrading roads is expensive and too often leads to drivers going ever faster.</p> <p>Improved safety in vehicles does nothing to protect vulnerable road users.</p> <p>Driver education and better enforcement are needed, but not forthcoming.</p> <p>Lowering speeds protects all road users at the lowest cost and with the greatest efficacy.</p> <p>Spokes thanks Council for its efforts to make roads safe for all road users.</p>	Dirk De Lu	Spokes Canterbury
25626	I support in principle the proposed speed reductions except for the variable speeds proposed for HJR. The environment along the entire length of HJR to MSR supports a lower speed IAW the Safer Journeys Strategy and Rule 4.2 of the Land Transport Setting of Speeds legislation . Additionally, the dual lanes South East of the HJR off - ramp need to be re-engineered/removed so as to eliminate the propensity of reckless overtaking. An urgent plan needs to be produced to indicate how other road users i.e. cyclists and pedestrians are meant to navigate safely over 4 lanes of traffic to access/exit the cycleway	Greg Olive	
25616	<p>I support the changes because over time Hornby and Halswell have become much more developed, more residential and more congested. Lowering the speed limit saves lives. It reduces the chances accidents will happen as there's more time to react and it reduces the severity of these accidents.</p> <p>However that the layout of the road gives you clues about the speed limit. And these have historically been high speed roads. It is easy to miss the speed limit signage and in the absence of this signage the layout of these roads makes you think the speed limit is high e.g wide roads, surrounded by paddocks and so on. If you do go ahead with these changes then you should give regard to this issue, how you educate drivers on the change and how you signal to drivers through environment design that these are medium speed roads.</p>	Marie Gray	

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25601	As a resident of Hindess St. Halswell I am very concerned about the speed of traffic in this area and at it's centre is the Oaklands School which has outlets on to Hindess St -Belcairn St.-Ensign St and Cobra St.with parents picking up or dropping there children off,it seems to make no difference to a lot of motorists they still speed. I think there should be a permanent 40 K speed limit on these streets for safety sake. Another reason is with Ensign St. having Doctors rooms and a Pharmacy on the other side of the road,lowering the speed in this area would be beneficial for the safety of the patients coming from the Doctors to the Pharmacy	Denis Cunneen	
25600	The speed reductions are getting out of hand, all that is happening from these changes is the increase of travel time to get into town for many people, I am of the opinion that this in and of itself is increasing the number of people on the road with poor attitudes toward speed limits and road rules due to their impatience getting the better of them as their commute has significantly increased, which no one enjoys. Instead of further reducing speeds perhaps we should start to assess other causes of accidents other than speed, often it isnt even speed that is causing the accidents around christchurch its peoples disregard for road rules, mainly rolling through stop signs and pulling out in front of others at bad times. While you could say slower speed means more time to react and avoid accidents, there is a point where you have to find a balance between speed and safety. At the rate the speeds are being reduced it feels as though youll next be outlawing cars altogether and well all have to walk and bike to work. So im opposed to the speed reductions and instead maybe cracking down on the poor driving around the city and ignoring of basic road rules.	Taylor Batty	
25599	<p>I support reducing the speed limit to 50km/hr on Kennedy's Bush road and the reducing of speed limit to 60km/hr along Cashmere Road and Sutherlands Road.</p> <p>Kennedy's Bush Road should be reduced to 50km/hr because this road is the main walking access to the quarry that is used by many people including classes from Halswell school, parents with push chairs, small children on balance bikes and lots of families. Unfortunately, since the footpath is located on the opposite side of the road to the Quarry, it requires everyone to cross the road twice. Once at Kennedy's bush road in the current 70km/hr zone and the other at a particularly dangerous corner at the intersection with Glovers Road just after the 50km/hr. By reducing the speed to 50 km/hr it should make these crossings a safer.</p> <p>(Please note the corner at Glovers Road is particularly dangerous when travelling from the quarry towards Halswell as the crossing has such terrible line of sight that often it requires stepping out on the road at busy times so to see both Glovers road and Kennedys Bush road at the same time.</p> <p>Cashmere Road on the other hand is a narrow road, with blind corners that is used by a large number of recreational and competitive cyclists. There are many places where it is not safe for a car to pass cyclists (including most of the uphill) Now that the speed on Sparks Road has been reduced to 60km/hr it is important to also reduce the speed on Cashmere Road to discourage more motorists from using this route.</p>	Clare Mclennan	
25584	I would like to see the speed on spring road to be 60 k to make the safer and make it better to exit Busch Lane I would like to see the speed limit of 30 km extended beyond Busch lanetowards marshes rd until such time as the motorway is completed and new permanent traffic controls are put ln place	Frederick John Carpenter	
25582	Slow speed doesn't save lives, better roads save lives! Why doesn't the Council think about how to design a better and more "logical" road system? Reduce the speed limit will only help to create more CO2 emission because the cars are running at a lower gear. It also encourages impatient dangerous driving. Will the Council stop listening to that terrible ex-lecturer of traffic engineering from UC?	Thomas Chang	
25578	<p>Reducing the speed limits in this area is a good idea. I drive these roads regularly. The current speed limits are not safe. I frequently drive under the speed limit when other cars are not around. Many of the winding roads next to the hills do not allow for the current speed limit any way. The increasing g population in the area has increased runners and cyclists on many of these roads. I have seen too many people making dangerous moves to negotiate this shared space in which speed was a factor. The speed should be reduced for everyone ones safety.</p> <p>I encourage the ccc to reduce speed limits in other areas around the city. Lower speeds save lives.</p>	Katie Simpson	

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25576	<p>SPEED LIMIT ON SPRINGS ROAD</p> <p>Whilst the proposed change to 60 km/hr for the section of Springs Road from the new motorway toward Prebbleton is welcome I would ask for this limit to be set at 50 km/hr.</p> <p>The reasoning behind this request is that most vehicles already travel in excess of the promulgated speed limit on this section of road making joining the traffic flow from Busch Land difficult at least and sometimes dangerous. Additionally joining or crossing at Marsh's Road is difficult and there are often accidents there. Once the flow onto our section of Springs Road comes off the new over bridge this will likely cause acceleration of the vehicles from the downhill section. I would propose that the speed for the section of road until immediately after Marsh's Road be set at 50 km/hr.</p>	Chris Johnson	
25572	<p>Cashmere Road speed limit should be reduced to 50 kmh. The reasons for this include;</p> <p>This road has seen a substantial increase in traffic -including bikers, motor vehicles ,walkers .In part this increase is the result of new neighbor subdivisions .Recent and in progress subdivisions will add to traffic volumes</p> <p>The road has a number of blind corners and inclines that result in there being very few safe passing places over a distance of about 4 km.</p> <p>The road has a number of blind exits from shared driveways -that generate a number of vehicles trying to enter Cashmere road ,particularly in the mornings and evenings when light is low.</p> <p>The road is narrow -so the concept of "sharing the road" makes very little sense .</p> <p>Bikers ,in particular , tend to travel in groups and ride two or three wide. With quieter motor vehicles they are often unable to hear whether there is a vehicle wishing to pass. The use of car horns to signal this need is more frequent ,but unsatisfactory</p> <p>The road has no useful shoulder for much of its distance -so walkers, bikers etc. have few opportunities to move out of the way of vehicle traffic</p> <p>The road has badly broken edges which are dangerous to bikers ,but more importantly reduce the safe road width -on what is a narrow road -for thee volume of traffic</p> <p>Finally -the motor vehicle speed for many vehicles is often in the range of 60 -65 kph as a result of the contours of the road and the volume of traffic. It is difficult to understand how a limit of 60kph will reduce the average speed to make the road safer. Limiting speed to 50kph and enforcing that limit is the only realistic option.</p>	Graeme McNally	
25540	Please find attached Halswell Residents Association's submission	David Hawke	Halswell Residents Association (Inc.)
25534	<p>I am surprised that the speed limit on Halswell Road from Dunbars Rd to the Templeton Rd Lights is being left at 80km/hr. I have felt for a long time that this stretch of road should be reduced to 60km/hr to tie it in with speed limit on the rest of Halswell Road. This would make entering and exiting of Aidenfield Drive safer with traffic not having to cross lanes of traffic doing 80km/hr. As well as Aidenfield Drive you also have other new Street entrances being crossed, as well as trucks entering and exiting Halswell Timber straight opposite Aidenfield Drive.</p> <p>Hopefully you are lookingat this stretch of Road for changes. If you look on your Speed Limit Map, the small yellow stretch just looks so out of place..</p>	Mark Heseltine	
25530	Thank you for looking into the speed limits of the south west of ChCh. Would you please also consider Curletts Road between Halswell road and Blenheim road? It's now 100 kms on most of that stretch, whereas given the number of roundabouts and other on and off going traffic a maximum of 70 kms would seem better. Cheers!	Maria Dignum	

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25526	I am in favour in reducing the speed limit around the back roads in question. Except for halswell junction road as it is a main route. I notice the speed limit changed on sparks road from 80 to 60? Why hasn't this been consulted? If the speed was to be dropped on cashmere road, then the speed needs to stay the same on sparks road.	David Christie	
25524	I agree on the proposals. With an ever increasing population in and around this area, the numbers travelling on these roads continue to increase. It makes sense to bring the speed limits more in line with residential rather than rural speed limits.	Ben Larter	
25522	20 should be the speed limit down country palms drive as 40 still to fast. And 30 down Halswell junction road as 50 to fast as well	Heather McDonald	
25513	The speed limit on Halswell Road between Dunbars Rd and Hendersons Rd should be reduced to 60k or less it is not safe to get out of Mc Mahon Dr at any time of day some vehicles must be getting up to 100k urgent attention please Thanks Ron.	Ron Elwood	
25486	<p>I have been a cyclist and a daily runner along Cashmere, Hoon Hay Valley and Sutherlands Roads for over forty years giving me practical knowledge relating to the proposed speed review.</p> <ol style="list-style-type: none"> 1. Cashmere Road - the majority of this road is narrow and and windy. Cashmere Rd is part of a well established training route for serious Club riders & recreational cyclists travelling either individually, in pairs or in large Club groups. Walkers, joggers and runners as well as the odd horse rider use the entire Cashmere Road route from Colombo Street through to and including both Sutherlands and Hendersons Roads. Furthermore, mountain bikers are using this length of Cashmere Rd when travelling to either the ChCh Adventure Bike Park, the Kennedy Bush/Halswell Quarry mountain bike tracks or through to Old Tai Tapu Road. 2. Housing and residential sub-divisions have grown and been developed in recent years, namely Westmorland, Kennedys Bush and the new new housing at both the entry and mid way along Sutherland's Road. Therefore, with a larger population more and more vehicles from these housing areas are sharing using these narrow windy road with cyclists, walkers and runners. It must be remembered that these roads lack footpaths or cycle lanes thus making them dangerous especially for the cyclists, walkers and runners. 3. The new flooding ponds between Hendersons, Sparks and Cashmere Roads are attracting walkers & runners now when utilising the tracks constructed inside this particularly large native area. Consequently, walkers are accessing the flood pond wetlands area from these roads which lack footpaths and any street lighting. 4. The various roads south of Westmorland are all without standard street lighting which supports the lower speed of 50km/hr. 5. Make the speed reduction all one speed, that is, 50km/hr and do not make different road sections different speeds otherwise it loses the desired effect of reducing speed. That is human nature and human nature responds better to consistency. <p>Thank you for the opportunity to provide feedback.</p>	Greg Clark	
25474	I would like to see the speed reduced on these roads. I bike from Prebbleton to Knights Stream when I can (I would like to do this more but safety & speed put me off) . The traffic is very heavy along Trices Road and Whincops Road in the mornings. The cars seem to travel along these roads at speed and I have had a couple of near misses with cars passing me to closely on my bike at speed! Also the side of these roads are very rough and dangerous. It would be ideal to have a bike track linking Prebbleton and Halswell like the one to Lincoln. I am sure this will encourage my cyclists. I usually cut down Fountains Road to avoid Whincops and have noticed the traffic is increasing along this road and travelling at speed. I also note that the speed limit has been reduced to 40 along Whincops Road heading towards Richmond Ave and along Richmond Ave. Vehicles are definitely not travelling at 40 and the signage is not that noticeable so more signage would be great. I just think drivers are not aware of the speed limit around this area. Hopefully there will be a bike track in the near future.	Sue Beattie	

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25423	I greatly support all reductions in speed limits, as I feel that in most places in and around Christchurch the speed limits are currently far too high to be safe.	Liss Bornheim	
25319	Strongly in favour of all speed limit reductions. If you want to go fast, use the new motorway. Local roads are for lower speeds, we live here.	Justin Rogers	
25184	<p>I support the proposed changes in all respects. As a general principle, I support speed limit reductions because lower speeds (1) make it less intimidating for people to walk or bike, and (2) decrease the severity of accidents. Furthermore, a lower speed limit drops travel speeds even in the absence of enforcement. We have seen this on our road (Halswell Junction Road), where the decrease from 60 to 50 km/h resulted in a noticeable drop in vehicle speed.</p> <p>My reservation with the present proposal is that it is a piecemeal step, and not part of an overall plan to address road safety and boost active transport. Just changing speed limits is only a small part of a bigger picture; I refer you to the Halswell Residents Association submissions on Vision Zero in December 2017. This brings me to the consultation webpage. I was secretary of a national cycling advocacy group for a number of years, and I know the arguments about reducing speeds reasonably well. However, a regular person would not know these arguments so I would have thought that a more informative context could have been provided. This would, I believe, have headed off some of the more screwball reactions that speed limit proposals create.</p>	David Hawke	
25175	I support the proposal.	Cody Cooper	
25171	<p>I'm all for traffic to be moving steadily, but safely.</p> <p>There needs to be consistency with speed limits and it is positive to see that most proposed changes bring the speed limit to a standard 60km/hour. Multiple speed limits on different sections and often short distances of road are confusing and rarely complied with.</p> <p>It is sometimes difficult to comply with speed limits unless everyone complies. Adhering to the speed limit often results in tailgating; my experience on Halswell Junction Road in particular.</p> <p>The speed limit can be changed to any number. However unless there is monitoring of compliance with that number and consequences from non-compliance safety issues will remain.</p> <p>Whatever decision is made on the number/numbers changes, this must be accompanied by a communication strategy and should use multimedia. eg Star and area newspapers; Facebook - Halswell Community Group and other similar groups; Halswell Newsletter and other similar groups; radio; information pamphlet included with rates demands; library noticeboards.</p> <p>As well there needs to be signage that motorists will see. A 60km/hour sign on a random post is inadequate. Painted on road markings must be included and speed trailers used.</p> <p>It has been interesting observing the non-compliance to the 40km/hour speed limit in the Longhurst, Knight's Stream area which came into force on 31 January 2019 The only 40km signs I'm aware of are on posts at either end of Whincops (Quaifes and Halswell Junction Roads ends) either end of Murphy's, and at Hamill Road.</p> <p>Internally it's a free for all. There's no other signage apart from on the roads I've mentioned and speeds vary between 40kph and 60kph+ + including approaching and passing Knight's Stream School and the skate park and playing fields opposite the school and the shops/ medical centre/early childhood centre at Caulfield Ave/Hamill Road. Buses, commercial vehicles and private motor vehicles all speed.</p> <p>In summary whatever speed limits are decided, there is a greater likelihood of adherence if signage, communication about the changes, and compliance monitoring are adequately addressed.</p>	Margaret Allison	

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25145	<p>Thank you for this opportunity to give feed back on the speed limits in the Hornby area.</p> <p>I feel the speed limit on Halswell Junction Road should be 50km/hr for it's hole length. This would be the easiest for road uses to understand.</p> <p>Shand Road, Halswell Junction Road intersection and also the Spring Road, Halswell Junction intersection speed limit should be 50 km/hr. Speed kills. This would be the safest as intersection are the place of most conflict between vehicle.</p> <p>I believe both changes comply with the Land Transport Rules.</p>	Peter Scholes	
25143	I'm in favour of reducing speed limits on the roads proposed. The road fatalities are a real cause for concern in a first world country. Anything that will reduce the numbers is welcomed.	Dee Swadi	
25110	<p>Do not alter the speed limits on Shands & Springs Roads. They are both Rural roads and heavily used by trucks therefore the speed limit automatically is reduced to 90 when following. Shands Road - From the Selwyn Rd intersection into Hornby, the traffic already crawls sometimes down to 10kph, with an average of 30-50k's if you are lucky. Springs Road, ditto with the trucks slowing speed down to 90kph, then when you hit the outskirts of Prebbleton, it is slowed right sown to 50Kph already, sometimes at a complete standstill from the Prebbleton roundabout to Hornby .</p> <p>I know all this as I travel from Leeston to the city for work every day. Like most public surveys, I imagine the decisions have already been made, so this exercise is just a PR job that will not hold any weight in the final outcome.</p>	G Martini	Sensible Road Rules
25104	I support the changes to 60km/hr were shown except on springs road as this is a long distance to Prebleton. Again I support the 50km/hour zones, however I do not believe the 40km/hour zones are needed. These are quite area except during peak periods, better to use traffic carming measures and keep roads at 50km/hr than drop speed signs which people won't observe.	Peter Murphy	
25095	I would like to see the speed on Halswell Road between Dunbars and the new Nga Punawai entrance be lowered to 60 from 80. It is dangerous at time trying to access out of Aidanfeild Drive.	Gayle Williams	
25066	<p>Please stop reducing speed limits where the problems are poor road quality.</p> <p>Repair the roads properly and improve the intersections first and safety will improve. As an example Shands road is an embarrassment, it has a shiny surface and only gets chip sealed instead of resurfaced. It's covered in potholes</p> <p>Once a communter rail service has been introduced from Lincoln, prebbleton, rolleston, then look at reducing the limits as people will have alternate routes into the city.</p> <p>Poor driving the problem of the police and will not be corrected by reducing limits as they will disobey them anyway.</p>	Anthony Ross	
25062	Reducing the speed on these roads is not necessary. How about upgrading/ repairing them. Shands Rd is a mess and has been repeatedly patched but still has potholes as soon as it rains. Both Shands and Springs have already had speed limits reduced in the past. Reducing the speed limit is not the answer.	Bryce Tunnicliffe	
25056	<p>I agree with the proposed changes, but think that 40 km/h should be the limit in all residential areas around Halswell.</p> <p>I also think that on the open road, it should not be 100 km/h as the default limit.</p>	Joan Hawke	

Submission ID	Feedback - please be as specific as possible to help us understand your views	Name	Name of organisation
25019	<p>Changing speed limits while leaving roads as they are simply creates speed traps. People often drive according to the "feel" of a road (does it feel safe), rather than a number on a sign. If, for example, Cashmere Road simply gets a new speed, but still feels like a country road, people will still drive country speeds.</p> <p>If you want to slow people down, use the fact that it is already a very popular cycle route. Create a dedicated cycle lane (wide enough for the groups of cyclists who use it) and narrow the car lanes. This will stop cyclists being buzzed by impatient motorists, and will automatically slow the cars down.</p> <p>I don't use the other roads on this list very often, but I would think a similar approach would be useful. It is extremely expensive to create dedicated cycle routes - however if a road is wider than it needs to be, just put a barrier and narrow the car lanes, creating a lovely safe cycling experience, while automatically slowing traffic due to the narrower lanes.</p>	Lindsay Sandford	
25000	<p>Please review the speed limits on Memorial Ave, Burnside, next. Particularly from Graham's Rd to Greer's Rd. 2 bad intersections, busy, & a number of schools nearby.</p>	John Carter	
24992	<p>To Christchurch City Council,</p> <p>I AM OPPOSED TO THE CHANGES IN THE SPEED LIMITS. My reasoning is as follows:</p> <ol style="list-style-type: none"> 1 We live in Canterbury known for it's flat, straight, long roads. I can understand changing speed limits if the roads were windy or narrow but this is not the case. 2 To get to work I commute using Shands road mostly but sometimes other roads. It already takes up a part of my day and to make my travel time longer will give me longer work days. Leaving home earlier and arriving home later. This can make me tired and less attentive, this could happen to other people as well which could result in more accidents. 3 Also I feel that slowing down traffic can result in more road rage as people get tired of being in their cars and just want to get home. This is already the case when cars travel at less than the speed limit and people get annoyed and then overtake in bad places or follow too closely, which is for me aggressive behaviour. 4 I also think that this can result in more pollution. More time travelling more cycles of my car engine more pollutants in the air. This is not a good thing for a city that already has rather severe pollution issues. It goes against your efforts at being a green city too as we contribute even more to the greenhouse gases that are apparently assisting global warming. <p>I think you need to keep the limits as they are so that people can travel around in a reasonable amount of time.</p> <p>It appears to me that you as a council are trying your hardest to make it difficult to travel around your city in a motor vehicle. This is not fair to your constituents who may have no choice as travelling by bike everywhere is not always a valid choice 1. when you have a long way to travel, or 2. have a disability. Your bus service is not very good and is very difficult again to get anywhere in a timely manner. I mean 2 hours to travel from Tower Junction to QE11 park is a bit ridiculous.</p> <p>As stated I OPPOSE THE CHANGES OF SPEED LIMITS</p>	Michelle Leathart	

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24990	<p>The proposed 60km speed limit for Cashmere Road is still too high. I recommend this be reduced to a maximum of 50km either for its entire length or at least on the following two sections; (a) between Happy Valley Road and Hoon Hay Valley Road and (b) between Sutherlands Road and Kennedys Bush Road.</p> <p>Reasons:</p> <p>Cashmere Road with the exception of the straight section along the Hoon Hay Valley floor is both Hilly and winding with blind bends. Between Sutherlands and Kennedys Bush Roads there are several blind private driveways. There is no where for cyclists, pedestrians or the occasional farm animal that escapes, except the narrow road. As a regular user of this route for the past 40 years I have witnessed the steady growth in traffic and a number of close calls involving cyclist and vehicles. When the morning sun is low in the sky there can also be an issue with sun strike on the hill section between Sutherlands and Kennedys Bush Road making it particularly hard to see cyclists. The large new local subdivisions currently in progress, the increased use of Halswell Quarry Cashmere Road entrance and the very recent partial closure of turning traffic at Larsens Road resulting in diverting Halswell School related traffic are all contributing to a rapid increase in traffic on Cashmere Road.</p>	Paul Loughton	
24988	<p>I am not in support of the reduced speed changes. A number of proposed and recent changes are in rural/semi rural areas and volumes don't support thr change. There are very few significant serious accidents in the area. Reducing the speed creates frustration, promotes dangerous passing as seen in the areas reduced to 80. Understand the intent 'save lives' but better roading, lighting, improved access to the city during heavy traffic periods should be the focus. Also more focus around schools etc....</p>	Andrew Savin	
24987	<p>I have no issues with the proposed new speed limits. However I wish to take this opportunity through this submission process to draw the planners attention to the lack of apparent awareness and plans to deal with significant extra traffic flow from new subdivisions of Kennedy's Bush Road, Cashmere Road and similar. It is already very difficult to drive towards town and the proposed developments will make a bad situation even worse. I also wish to comment on the standard of the road surfaces in the area including but not limited to the section of Halswell Road between the traffic lights and school as well as the number potholes and slumps on Cashmere Road and others</p>	Phil Knight	
24959	<p>I support most changes but given the curved nature of Cashmere Road and the increased housing and bike traffic to the T intersection with Hoon Hay Road, would it not be better to have this piece of Cashmere Road 50kph as well? In other words only start the 60kph zone on Cashmere Road from the T intersection with Hoon Hay Road onwards towards the quarry. Also congestion and increased risk taking at the Cashmere Road/ Penruddock Rise intersection is building, are any traffic lights planned here ? Reducing speeds could cause more congestion and frustration for Westmorland residents turning right especially at peak hours so any improvements would be great.</p>	Jamie Billings	
24957	<p>I believe consistency down Halswell Junction needs to be considered. I believe a speed limit of 60 should be implemented from the Sparks road/ Halswell road/ Halswell Junc all the way to the Main South Road intersection in Hornby. The 100 - 70 - 60 - 50 back to 60 is confusing for most drivers as often get people doing the incorrect limits.</p>	Nicole Baxter-Warren	
24955	<p>Hi Marshs road and sorings road intersection is horrible. Springs road should be 60 till prebbelton round about or traffic lights or roundabout at marshs and springs road intersection. It takes ages to cross that road over. Thanks</p>	Amanat Sharma	
24953	<p>We are currently caretakers of a Property in Hodgens Road and when turning right into Springs Road off Hodgens Road, it is extremely difficult because the 80 Kph speed limit often means a more increased speed. The hedge needs trimming also on the corner property to make visibility clearer. Also turning into Hodgens off Springs, we are often tooted when we slow down with frustrated drivers Cars exceed speed limit on Hodgens Road and surrounding roads and often use the area as a race track. Healthy Harvest is a real challenge to access, in total agreement of a reduced speed in all proposed roads.</p>	Anne Cook	

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24935	I do not agree with any changes - keep them all as they are, the roads suggested of the change are not high density housing roads therefore are not high in residents on those streets. I would support reduction where there are more children and residents etc.	Jonny Eames	
24923	<p>I travel on these roads, although with the motorway construction less so recently.</p> <p>These roads are 80 feel unsafe especially with on coming traffic and more so with trucks</p> <p>The opening of the motorway will likely increase traffic so a lower speed will be safer</p> <p>You could consider Halswell Junction road between the roundabout and SW1 to 60 kmh as well for consistency and safety with the number of trucks pulling out onto the road</p>	Martin Flanagan	
24864	Please don't reduce the speed limits any further. There is more than a large enough variation in speeds as it is down Halswell Junction Rd with out increasing the variation further. Slow traffic is as much of a safety issue as fast. These roads need to move traffic not create more traffic congestion. As it is low speeds in town are killing the central city. Ebikes are now faster than the cars and capable of quiet high speeds. You basically drove motorcycles off the road through high registration now you are promoting vehicles that are nearly just as fast and offer a lot less protection.	Michael Naber	
24859	<p>Our organisation opposes any further reduction in speed limits. These proposed reductions are unnecessary The old limits are not, dangerous at all. Some of these roads are rural/semi-rural and can easily accommodate the current limits.</p> <p>Lowering the limits will also further worsen congestion as the roads cannot clear traffic as quickly.</p> <p>The greater time spent on this road at a slower speed results in higher emissions, which is something I thought the Council would be concerned with?</p> <p>Further to this is that the greater traffic volume could actually see more accidents not fewer, as the general pattern is more cars sees more accidents.</p> <p>No data has been provided as to why these changes have been made or what effect these changes are expected to have. These roads aren't particualry crash prone and the accidents which do occur aren't caused by people travelling at the old</p> <p>limits. If you are motivated by road safety, you would be better to examine the CAUSES of accidents in the first place eg cellphone use, alcohol, fatigue.</p> <p>I also highlight that drunk drivers don't pay too much attention to speed limits.</p> <p>The lower limit also means cars operating further below their peak fuel efficiency.</p>	Jackson Sturgis	Christchurch Citizens Collective

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24819	<p>It is impossible to improve road safety without proper reasoning and analysis on what changes are required for the particular road. Re-drawing of a digit in a road sign will not improve anything. Just as an example regarding reduction of a speed limit for the Springs Road from 80 km/h to 60 km/h. If the real aim is to 'save lives', instead of implementing one-size-fits-all speed management framework, crash data analysis should drive the changes. NZTA Disaggregated Crash Data (https://www.nzta.govt.nz/safety/safety-resources/road-safety-information-and-tools/disaggregated-crash-data/) for the last 18 years (2000-2018) shows that the only fatal crash happened at the Springs Rd between SH76 roundabout and Hodgens Rd was in May 2010 in a low light conditions of early morning and heavy rainfall and involved a truck and a bicycle. Number of serious crashes for the same period and same 1500 m long stretch of Springs Rd (excluding 80 meters from the SH76 roundabout) is 4, compare to 6 for the 580 m part of Springs Rd in Hornby between Dufek Cres and Gibson Dr within 50 km/h zone and none of these involved cyclist or pedestrian. So rather than re-drawing a digit and ticking the 'safety improvement achieved' box after, please consider tailored approach and thorough data analysis for every street on the proposed list - and Springs Road is a good starting point. It is obviously unsafe for cyclists now and provision of cycleway between SH76 and Prebbleton built in collaboration with Selwyn DC will definitely save lives. As for the speed limit reduction, the only difference it will make is adding up to 23 seconds of driving time per trip or 3 hours 11 minutes per year with 250 working days for every motorist using it for daily commute.</p>	Peter Pletnyakov	
24808	<p>I fully support all proposed speed limit reductions as highlighted in the map.</p> <p>I am a vulnerable road user (cyclist) who, until being knocked off my bike on Marshes Road/Fountains Road (June 2018), biked to and from work (Prebbleton to Christchurch Central city). I now only bike home.</p> <p>I also note the proposed speed limit reductions end at the CCC and Selwyn District Council (SDC) boundaries and would urge the Councils to work together to continue speed limit reductions for consistency particularly on Springs and Shands Roads to link with Prebbleton township. Furthermore, I would also recommend the CCC and SDC work together to widen roads (particularly Springs to Prebbleton) to more safely accommodate cyclists and the increasing number of cars and trucks resulting from development in and around Prebbleton and beyond.</p> <p>I believe that reducing speed limits and widening Springs Road to include a cycle lane would potentially encourage more people to cycle from Prebbleton (and maybe even Lincoln) to Hornby, Halswell and the central city, and in the longer term contribute to greater health and well-being for all.</p>	Mandy Wilkinson	
24805	<p>I fully support all proposed reductions in speed limits. Having a consistent speed limit of 60 km/h on less-occupied streets will be easier to remember than the current array of speed limits. These roads are also popular with cyclists and horse riders, so any reduction is appreciated.</p> <p>Would it be possible to include the 80km/h stretch of Halswell Road, outside Aidanfield, in this review also please? I would like that reduced to 60 km/h for safety and consistency.</p>	Fiona Bennetts	
24804	<p>It would make sense to have Kennedys Bush Road the same limit all the way from top to bottom and to match Glovers Road.</p> <p>How will these limits be enforced given the "boy racers" that continually use Cashmere Rd as a race track?</p>	Mark Weston	

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24800	<p>The speeds need to be consistent and flowing so we avoid the 70, then 50, then 40, then 50, then 60, then 70, then 50 just going down Marshs Rd, Whincops & Halswell Jun to the Motorway start.</p> <p>Springs Rd from Hodgens to Blakes Rd should be 60km as it's ridiculous increasing to 80km for a very short distance. Whincops Rd from Marshs Rd to Halswell Junction should be 50km, as should the Knights Stream and Longhurst subdivisions - otherwise School Zones become ineffective. Then place a 40km zone around Knights Stream School.</p> <p>Agree Marshs Rd should be 60km as proposed.</p>	Jan Buckland	
24795	<p>Marshs Road is too narrow for the quantity of traffic and the speed they are traveling at them moment. I am keen to have speed reduced to 60km</p> <p>People feel this is a short cut and a quicker option to get to city if not using the motor way or springs road. To slow the speed will also encourage people to stay on the main route rather than thrashing the narrow rural roads</p>	Jane Budge-Prime	
24792	<p>We have been living at this address for eighteen months.</p> <p>To date we have had FOUR cars spinning out of control and ending in the ditch on the berm in front of our roadside fence. One of the cars demolished our road boundary fence.</p> <p>Speed can kill. Period. The so called rural areas in this proposal are really only residential. Residential developments are increasing rapidly in this area with an associated increase in vehicular traffic.</p> <p>There is also confusion as there is a mix of varying speed limits from 30, 40, 50, 60, 70 and 80km/hr within proximity of each other.</p> <p>In our opinion despite the "rural" designation we are living in a residential type environment and thus its our strong opinion that the speed limit should be 50km/hr.</p>	Roger Mizzi	
24790	<p>I agree with the Speed limit of 60k/h Springs road, as it will make it easier and less risky, also less time consuming when we and the neighbours are exiting busch Lane into Springs road .</p>	Hanan Al Adem	
24786	<p>I am against changing the speed limit. Leave it as it is. I've lived in Halswell a good number of years now on a 60k road it's never been a problem. 40ks past schools no problems but making other roads in the area 40ks is ridiculous. More driving training is what's needed not changing speed limits. No one wanted the stupid 30k speed limit in town extended to the avenues</p> <p>So why are you trying to force change in Halswell. I'm sure there are others things that are more important to spend ratepayers money and resources on. If these changes go ahead I will certainly not be voting for anyone on this council next elections.</p>	Jane Mortimer	
24749	<p>I support the speed reduction in these areas to 50Km for all areas. These areas carry a lot of heavy traffic, people are using them as commuting routes now that there is housing growth in South West Christchurch. We travelled part of this route recently and it was very difficult to see the speed signs due to large commercial vehicles being on the road in front of us. Keep it simple for drivers and treat these roads as the urban routes they are increasingly becoming.</p>	Judith Lance	1959

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24683	AIDANFIELD DRIVE SHOULD ALSO BE INCLUDED AS IT GOES PASS TWO SCHOOLS AND PLUS TWO REST HOMES OFTEN CARS DON'T TAKE ANY NOTICE OF 40KM SIGN WHEN IT ON AT THE START AND END OF SCHOOL DAY.I'VE SEEN THEM USE IT A RACE WAY TO HURRY TO WORK OFTEN GOING SPEEDING UP OVER 80 KM.THERE IS NO SIGNS SAYING THE SPEED THEY SHOULD BE GOING AND IF THERE WAS THEY WON'T TAKE ANY NOTICE LIKE THE SCHOOL SIGN.THIS IS MAIN ROAD FOR THE CHILDEN TO GO TO AND FROM SCHOOL.THIS SHOULD BE 40 KM FOR THE SAFETY OF THE CHILDREN AND ELDERLY PEOPLE WHO USE THIS ROAD.IF THE SPEED WAS REDUCE HOPEFULLY THIS WOULD STOP DRIVING ON THE WRONG SIDE OF THE ROAD AND CUTTING CORNER'S	MURRAY HOLMWOOD	
24670	With the exception of road with an abnormally high number of streets leading into them, I do NOT support reducing speed limits on the proposed roads. Lowering current speed limits will slow down traffic whereas retaining current speed limits will result in less congestion.	John de Senna	
24651	While I support safe and appropriate speeds on our road network, nowhere here does it explain why each road needs to be lowered. Why is 60km/h appropriate? You can't just point to the speed management guide and that is all. If you want to bring people along with you, at least give them the information to help them decide. Explain about any hazards, KIWIRAIL star rating, common crash types or changes post CSM2. That way you might get more of the public buy in you desire.	Shaun Boshier	
24624	<p>Dear all,</p> <p>I am in favor of the proposed changes and would like to make a suggestion to extend the scope of reducing the speed limits and increasing road safety in Christchurch.</p> <p>As a start I propose to make all of Warren Crescent a 30km/h zone. And further I would like suggest that the areas bordering recreational parks and access to those parks to be made into 6km/h zones (e.g. opposite the Warren Crescent access to Canterbury Park - opposite 93 Warren Crescent), analogous to the German equivalent of "Spielstrasse" - https://en.wikipedia.org/wiki/Living_street.</p> <p>This will improve safety for pedestrians including children and improve on quality of life to dog owners and people living in this area.</p> <p>I see this as a case study (if successful, the CCC could introduce this in other areas around Christchurch parks and recreational areas). In other parts of the world, pedestrians and cyclists are much more protected and prioritised over cars and it would make Christchurch a more livable and safe city if we followed their example.</p> <p>In addition I would wish for the committee to take into consideration the addition of two pedestrian crossings for safely crossing Halswell road. The location of the crossings should allow bus-commuters and cyclists to cross Halswell road safely. There are three existing pedestrian traffic islands already which could be made safer with the addition of pedestrian crossings/ zebra crossings and flashing lights, the first is located opposite of 166 Halswell road and the second one opposite 128 Halswell road (there is also a third one at 152 which should be done, ideally).</p> <p>In summary, I agree with the proposed reductions in speed limits and I propose to introduce a 30km/h zone on Warren Crescent, a "Spielstrasse" zone opposite the access to Canterbury Park, as well as improving safety of 2-3 existing road crossings on Halswell Road.</p> <p>I hope you find this input useful and in scope.</p> <p>Thanks for your consideration and best wishes</p>	Moritz Lassa	
24612	<p>Marshs road speed limit changes.</p> <p>As a resident I am in agreement with the proposed speed reduction to 60km/h on Marshs and all the other area roads on the Hornby Halswell Speed review. Safety must come first in this growing community area. Grant Ward.</p>	Douglas Ward	

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24604	Happy with changes. Very dangerous street for kids on scooters going to Knightsstream school is Blaenavon Lane. Cars rushing out over footpath and no indications it is a road. Numerous close calls. Needs sorted urgently!	Leighton Greer	
24601	I am opposed to the lowering of these speed limits. Several of these streets have already been lowered from limits that were already safe!	Wayne Boyd	
24595	I used most of those roads on a weekly basis and believe for safety the speed limits should be 50km hr not 60km per hr except for the new subdivision off Murphys Rd I agree that should be 40km per hr. I have been driving Christchurch roads for 50 years and many roads I believe the speed limit is too high and is the reason for many crashes.	Aynsley Ridder	
24593	I totally agree to the proposed changes to the speed limits in Halswell.HOWEVER since the 40kph was put into place in the entire Longhurst/Knightstream area compliance is practically non existent ,including the Orange Bus Line.The signage indicating the 40kph is totally inadequate.It needs to be painted onto road surfaces thru out the area,similar to the markings in the city.	Geoffrey Allison	
24554	I support all proposed speed reductions, and suggest that they are strongly enforced. Particularly the Hendersons and Cashmere Road sections. This road gets a large number of cyclists, and any speed reduction can only be safer for them. I further suggest that all of Henderson's Road should be 50 km/h, especially since the formation of the wetland which will encourage families to walk in the area.	Charlotte Stephen	
24549	Generally supportive, particularly Springs Rd and Halswell Junction Road as these are the roads proposed that I make use of. Not so sure about some of the more rural roads proposed to be 60k though, but if the residents in those areas agree then I'm supportive too.	Mark Peters	
24548	I have read advertisement. Why is Glovers Road not included for a reduction in speed? With the part closure of Larsens Road at Halswell Road intersection, school traffic in Glovers Road has greatly increased. As well as this. huge vehicles with trailers are going to and from on Glovers Road relating to a new Kennedys Bush Road subdivision. Glovers Road is not on very stable land and prone to flooding. Usual vehicles on road are the buses, public vehicles, Quarry visitors and workers, individual cyclists, large groups of cyclists together and motor bikes. I have owned the property since 1992 and as an older citizen I am home a great deal nowadays and observe the extra vehicles with some of them travelling at speed.	D. Claire Irwin	
24547	I fully support these proposed speed limit changes	Matt Jackson	
24546	Please reduce the speed limit because people drive well over the limit. Many people walk and use this road. Very busy with traffic coming off Springs Rd.	Owen Brocherie	
24544	Please !Please! Lower the speed limit on Hodgens Rd. We walk, bike and drive and live on this road, and the traffic here is crazy and often very dangerous. Many people use this road as a cut through to Halswell ect to get away from Springs Rd.	Veronica Brocherie	
24532	Changes are not needed once the new motor way is in and finished roads will be less congested as they are now.	Karen Stephens	
24523	I dont have a problem with the current speed limits I dont see a need to change them. However I do see a need for the council to address the intersection of halswell rd/sparks road/halswell junction rd. This intersection needs to be opened up to allow traffic to carry on directly to Kennedys Bush road, which would relieve the traffic congestion through Larsen's and school roads. Making it a lot safer and more practical for the local school, and easy traffic delays. Thanks.	Adam Milne	
24518	I bike on Shands on the way to work and on Springs on the way home - any reduction would be good but there is little police presence on these roads that I can see to enforce. The number of cars without lights at dusk is appalling - no enforcement seems to be done. Thanks	Edward Doonerwind	Manaaki Whenua Landcare Research

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24508	Please do not lower the speed limits any more than they presently are. It frustrates drivers and hinders the economy. Also, with car engines running for longer, it unnecessarily emits toxic emissions that are both harmful to the environment and human health. If anything, the CCC should be increasing speed limits.	Scott Eastwick	
24502	I support the change in speed limits, specifically the section of Hendersons road / Cashmere Road to around Kaiwara st. reduction down to 50km per hour. We live on a side street to this section of road, which is close to a blind corner. It is very difficult to turn out of our street safely onto Cashmere / Hendersons road due to the blind corner and speed of approaching traffic coming around this corner. We often are forced to pull back onto the verge / side of the road after turning due to an unseen, fast approaching vehicle suddenly appearing around the corner to ensure everyone's safety. Also, the footpath (on cashmere road) is on the opposite side of the road and it is very, very dangerous to cross the road, particularly with toddlers or pushing a pram. The cars approaching from Hendersons road side are often going at speed, often already exceeding the current speed limit. Hopefully a reduction in the speed limit will encourage them to slow down. There are also a significant number of cyclists turning at the intersection of Cashmere and Hendersons road and we frequently hear yelling from cyclists and tooting of horns as fast approaching traffic and cyclists narrowly avoid collision due to the limited visibility of this corner to both approaching and turning traffic, and the speed of approaching traffic on this blind corner. We have doubly gated our properties access way out onto Cashmere/Hendersons road such is our concern that our children might get out onto this section of road, as traffic is very dangerous. It is also worth noting that the new landscaped ponding area on the side of Hendersons road is already being used as a walk and cycle way resulting in increased parking and foot traffic in this area (to and from Cashmere / Hendersons road). I would also encourage the council to consider extending the footpath from where it turns off at Cashmere road / Hendersons road intersection, to extend along to the new entrance of the Hendersons road ponding / wetlands area so that safe foot / cycle traffic can proceed along this dangerous stretch of road (a blind corner).	Whitney Gillies	
24500	As a Westmorland resident I support lowering the speed limit along Cashmere Rd and other roads in the area. There is also a need for improvements to pedestrian infrastrucure. A pedestrian refuge to help cross cashmere rd near oderings, improvements to the foot/cycle path between there and penruddock, and a way of getting to and parking near the lovely new wetland on Henderson's. The speed limit reduction to 50km will help.	Helen Barclay	
24497	There is a lot of traffic on Springs Road from and into the city. The speed limit was changed recently during the motorway works, increased from 60 km/h to 80 km/h just outside the entrance into Busch Lane. The speed limit of 30 km/h around the motorway work area is not respected, most of the cars rushing to get to the 80 km/h as soon as possible. There is rarely courtesy in allowing cars to get into the flowing traffic. My concern is that the traffic will only get worse and fast with the bridge and the motorway which will put a lot of people at danger. I propose a speed limit of 50 km/h for Springs road, same as the speed limit in Prebbleton area.	Oana Johnson	
24496	Great they speed too fast down Hodgens Road	Andrina Dooley	
24494	I do not support the changes to speed limits on Cashmere Road or Henderson's roads. Slowing down this traffic will not help flow or congestion, these are pieces of road that are open enough to meet the current speed limits. Cars already drive frustratingly slow down these roads, without lowering the limits. See how the roads work first after the current changes being made before making more changes.	Kylie Bettridge	
24492	While I do not live in Southwest Christchurch at the moment, I often walk or drive in the area after having been to the Port Hills. I also cycle recreationally in the area. The more attractive the area is, the more likely I am to frequent local stores and restaurants and spend my money there. I am generally in favour of the suggested speed limits. I would encourage lower speed limits where possible. I do not see a reason to drive a speed past 50 km/h inside the limits of the Christchurch urban area off the motorways, and in general, I would welcome a reduction to at least 40 km/h wherever the road is adjacent to a build-up area and 30 km/h in all residential areas in all of Christchurch. General remarks aside, I am concerned about the speed limit on Cashmere Road. The road has some curves and hilly parts, is not overly wide and is at the same time very popular with people riding bicycles. The speed on Cashmere Road should be reduced to 50 km/h throughout. I am more than happy to add a few seconds to my driving time if that saves live and encourages me and other people to forego motorized transport and choose to take a bicycle instead.	Jan Jakob Bornheim	

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24490	<p>I'm a regular cyclist around these particular roads. Drivers travel too fast for these roads and make it dangerous for other road users. Drivers also use these roads as shortcuts...and travel faster to get ahead of other traffic when they re-join the main roads.</p> <p>Housing developments are increasing in these areas and I've seen no allowance for additional space for extra traffic, and other road users. Seems everyone is being squeezed into the same narrow roads.</p> <p>Reducing the speed limits would improve safety for all road users.</p> <p>Thanks!</p>	Christian Wengler	
24487	<p>I would like the whole section of Cashmere Road from the Hendersons Road turnoff to the corner at Hoon Hay Valley Road to be 50kph.</p> <ol style="list-style-type: none"> 1. It is a very windy road that is very popular with cyclists on the weekends and I have witnessed close calls between cars and cyclists. 2. The road surface is in very poor condition so cyclists often have little choice over their position on the road. 3. I do not think that the road training cycle groups will reduce with the new cycleways. They like the undulating height to improve their fitness. 4. The tight bend at the corner of Cashmere and Hoon Hay Valley Roads forces motorists to slow down to about 25-30kph. It seems like a natural place to change the maximum to 50kph because drivers are already being forced to adjust their speed and it must be more likely that drivers will conform to the new slower speed. 5. With the large number of houses in the new subdivisions along Cashmere Road there will be an increase in traffic flow into the city along Cashmere Road. 	Paul Cook	
24486	<p>I believe that 60km is the maximum speed that should be allowed on Springs Rd between the new Springs Rd over bridge and Prebbleton, however I would be happy with an even lower speed which would make it safer for us exiting Busch Lane on to Springs Rd. Currently temporary traffic management has a 30km restriction through the temporary slip roads and up to the Busch Lane entrance. This is ignored by most drivers and it is dangerous and difficult for vehicles exiting Busch Lane. The 30km temporary traffic speed needs to be extended beyond Busch Lane towards Marshes Rd until such time as the motorway is completed and new permanent traffic controls are put in place</p>	Lester Ballantine	
24485	<p>Turning right coming out from Busch Lane into Springs road has become dangerous.</p>	Eunice Chan	
24479	<p>I support the proposed changes to the speed limit for the reasons stated above - thank you for this initiative.</p>	Dean Anderson	
24478	<p>The city council needs to realize that lowering the speed limit isn't going to help. The issue is that people don't drive to the current speed limits which causes people stuck behind them to become impatient and make bad judgement calls when it comes to overtaking. I drive on a lot of these roads daily and I think that lowering these limits is only going to increase impatience and bad calls. The main issue is that a lot of drivers on all New Zealand roads are not confident enough to drive at all. 40, 50 or 60 km speed limits won't stop these drivers from driving on the center line at speeds that are 10-20% less than the posted limit and not pulling over to allow confident, well trained and practiced drivers to pass as is outlined in the NZ road code. The issue is driver training, not speed limits. If the city council actually wanted to make roads safer, they should be focusing on educating drivers about proper etiquette when driving on New Zealand roads. It would probably also help if the roads were maintained to a safe standard, the amount of pothole dodging and complete lack of chip seal in places only makes the roads more dangerous. But if the council is not going to maintain the roads or educate drivers and would prefer to waste rate payers dollars on excessive and unnecessary "upgrades" to roads that are completely fine to start with then it probably would be safer to lower all the limits. Which I suspect is what will happen considering this council seems to ignore all public input and go with the plan that they themselves would prefer. (Cycleways that the majority were against, making rate payers foot the bill for the cathedral) etc.</p>	Chris Rinsma	

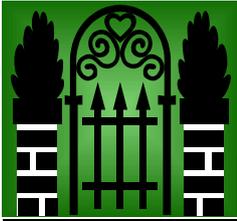
Submission ID	Feedback - please be as specific as possible to help us understand your views	Name	Name of organisation
24477	Support all proposed reductions.	John Ascroft	
24476	<p>I drive and cycle to work (mainly cycle); I live on Cashmere Rd near Colombo St and cycle along Cashmere Rd and Kennedy's Bush Rd as part of my commute to Lincoln.</p> <p>There seems to be an increasing number of people who are willing to drive in an unsafe manner along the parts of Cashmere Rd and Kennedy's Bush Rd for which the speed limit is proposed to be reduced. This includes passing on blind corners, passing with insufficient visibility, passing too close to cyclists, and general aggressive behaviour.</p> <p>This route is used a lot by cyclists commuting, recreational cyclists heading to Old Tai Tapu Rd, and mountain bikers heading to Halswell Quarry.</p> <p>There will be an increasing amount of residential commuting traffic as there are several subdivisions being constructed along this part of Cashmere Rd.</p> <p>To be honest, I don't see why you wouldn't bite the bullet and make it 50 km all along there. This might push car traffic to Sparks Rd, which is wider and better maintained.</p> <p>I've already reported several really unsafe and aggressive drivers to the police, and written to the CCC previously about this stretch - it's a diabolical piece of road (mainly due to the driving).</p> <p>Other things you could think about are</p> <ul style="list-style-type: none"> - 'no passing' yellow centreline on blind corners and other places where it's clearly stupid to try to pass anyone - 'pass with at least 1.5 m' signage for cyclist passing. Please don't just put "Pass safely" with a picture of a cyclist. Why wouldn't you include the NZTA recommended passing distance? - a cycle lane, with all the developer contributions you will be getting from the new subdivisions! There is space along most of this route! <p>Thank you!</p> <p>Although I support 50 km (rather than 60 km) along Cashmere Rd as proposed, I support the rest of the suggested speeds. And I would prefer to see any reduction along Cashmere Rd, even if it isn't to 50 km.</p>	Olivia Burge	
24473	<p>Being one of fourteen households living in Busch Lane with access to Springs Road just south of the new overbridge, I can see a very dangerous situation arising when traffic descends off the bridge.</p> <p>60kph would be acceptable if traffic adhered to it but I cannot see that happening as at present there is a temporary 30kph limit due to the roadworks/diversion, changing to 80kph just 25 metres from the Busch Lane exit and a large percentage of traffic travel through the roadworks at well over 50kph and accelerate well before the actual sign.</p> <p>Therefore, a future 60kph would be OK if traffic adhered to it so maybe 40kph would slow them to 50-60kph which would give us a better chance of exiting Busch Lane unscathed.</p> <p>Another option would be to regularly position a police radar just south of Busch Lane to enforce the speed limit.</p>	Lindsay & Raewyn Ussher	

Submission ID	Feedback - please be as specific as possible to help us understand your views	Name	Name of organisation
24471	I do not support a change of speed in these zones apart from the area around halswell school. The rest of these zones are perfectly fine how they are especially the ones around rural area's.	Josh Jones	
24468	Could you please make it 40Km/hr between Halswell Junction Road and Marshs Road as most people on this stretch seem to over-speed putting us driving out of Busch lane at a risk. Please also have a smart signal at Marshs rd junction. Thanks and regards,	Mengdi Liu	
24467	We fully support the change in speed limit to 60 kph in Marshs Road and also the reductions on the surrounding roads as proposed.	Peter & Catherine Shanks	
24466	No need to reduce the speed limits it's slow enough getting to Christchurch and home without lower the speeds. People need to learn to drive to the conditions abd maybe more money spent on making our roads safer. Lowering speeds is not helping.	Emma Browning	
24463	I support all proposed changes in speed limits in Hornby/Haswell.	Charlotte Bebbington	Action Bicycle Club Ltd
24461	I fully support all the proposed speed limit changes. As a regular user of these roads and areas by car, bicycle and foot, I would feel a greatly increased sense of safety and confidence while using them if these changes were implemented.	James Dryden	
24455	I drive many of these roads as part of my daily commute. I strongly believe they don't need to change from their current speed limits. They are not highly residential (perhaps a section of halswell junction and whincops are getting more and more residential and could be considered on their own) and they do not see a large amount of foot traffic, furthermore in the last couple years coming and going from south of Christchurch I have not seen any vehicle collisions on the mentioned roads. There are a number of temporary speed limits in place with the roadworks for the new motorway and I think until that has all finished there is little reason to review these speeds.	Char Lacey	
24453	I think the speed limits are fine at 80km. We are dropping the speed through the new residential areas that are nearby which is fine but I find it frustrating that the speed limits are dropping on these main roads and I don't think there is a need for it. I would prefer them to stay as they are and have faith in our drivers.	Haley De schot	
24452	I agree with all proposed changes except for the proposed 60km/hr limits on Springs, Shands, Hodgens and Whincops Road as these are generally well maintained roads which travel through rural areas. They are treated as open roads by road users and any speed limit reduction below 80km/hr would likely result in more drivers not adhering to the speed limits.	Ben Mathieson	
24451	Fully agree with proposed speed changes. A number of these roads, ie Springs, Marshs , Shands, Whincops, Longstaffs, Quaiffes were never intended to carry the large numbers of traffic that use them now. They are far too narrow for current speeds. Also cars travel at least 10 k's faster then the speed limit endangering themselves and other users. Please reduce the speed limits to those that you are suggesting.	Ngaere Carolan	
24450	I dont see why the current speed limits are not safe most of these proposed roads/streets are straight ,I would like to know also the traffic count once csm2 is complete as less traffic will make these roads safer again ,an also money involved with this would be better spent on roading which would also make roads safer . My views as I do alot of driving in most of south island .	Laura Unahi	
24447	I would like to make it 40Km/hr between Halswell Junction Road and Marshs Road as most people on this stretch seem to overspeed putting those driving out of Busch lane at a risk. Also to have a smart signal at Marshs rd junction.	Fengwei Xiao	
24446	I strongly support the lowering of the speed limit between Halswell Junction Rd and Marshs Rd to 40 km. I believe the safety of the residents of Busch Lane will be compromised if this is not done as it will be unsafe to enter and leave our street. It wil also make it very difficult to exit and join the traffic stream at busy times. Thanks Margaret Robertson	Margaret Robertson	
24444	Reduce speed limits of Spring Road to 60km where no resident area towards Lincoln , and 50km for the resident area especially outside of Busch Lane. Thanks.	Jiasheng Zhang	

Submission ID	Feedback - please be as specific as possible to help us understand your views	Name	Name of organisation
24442	My neighbours and I live in Busch Lane, off Springs Road. Exiting the gate onto the road can be very difficult at times given that the speed limit on Springs rd is 80km/h. I believe it would be better to reduce the proposed speed limit change from 60 to 50 as it would be safer and less time-consuming for my neighbours and I to exit onto springs rd.	Hanan Al Adem	
24438	Reduce the speed between Halswell junction road and Marshs Rd to 40Km/h. Even with the current speed of 30Km/h people drive at 60km/h plus and with the bridge they will have an excuse to be faster. If possible put smart signal crossing at Marsh's rd to help traffic flow.	Sam Sachdev	
24436	Too many different speed limits in a small area . People largely ignore the 40kmh speed in Longhurst/Knightsbridge (I am in the area daily). Unless you make a blanket 40kmh across Halswell it will remain useless . Put a speed camera in McMahon Ave or Aidanfield Drive and bet you will see 60kmh plus lots at all times of day . If anything you are making it more dangerous around schools because the flashing 40kmh signs do have an effect but probably wont be used if thats the general speed limit . What research has been done on average speeds before and after these changes ? The area is now visually polluted with so many speed signs that are ignored .	Alan Grigor	
24434	The issue we have in Halswell is there is no speed consistency. As you travel around the suburb, you will find speed signs sprinkled at, 30, 40, 50, 60, 70 and 80 kph. We only need three legal speeds. 30kph at roadworks, 50kph in residential areas and 80kph in non residential areas. Putting 40kph in residential areas is a waste of time and energy. If they are not going to be enforced, and seeing a police presence on road safety in Halswell is a very rare sight indeed, the narrow roads in new sub-divisions will keep the speeds down. So I am asking that you get consistency in the speed limits, don't try and be fancy, simple solutions are the best.	Doug Budge	
24433	I support the speed reductions proposed. In particular I support the speed reduction on Halswell Junction Road as the majority of drivers do not slow down when the road becomes 50km/h so reducing it from the turn off from the motorway will help keep the speed down along the length of this road. There is also a popular sports field along the road now so slowing speed here is a necessity. We have had 3 crashes occur in less than 18 months at the Halswell Junction/ Whincops Roundabout so everything that can be done to reduce speed here is needed.	Lauren Loveridge	
24432	Please don't change the speed limit it's already bad enough that all of the open roads are going to 80km maybe if people actually knew how to drive there wouldn't be any problems	Jacob Middlemiss	
24431	No, just no, you've already massively increased traffic congestion with all you're other changes. News flash frustrated drivers lead to road rage which will endanger more lives than it is currently. The fact that you've provided no facts or figures about the amount of people being hit on those roads tell me that safety is not you're number 1 concern. You've clearly got a ulterior motive so stop lying to the public and just say what it is.	Kristin Muirhead	
24430	Please don't reduce the speed limits anymore. You guys have already reduced the speed down cashmere road. I wish you would stop pandering to the cyclists and mums with kids who run loose around roads. I'm surprised you haven't suggested To make the whole of Christchurch 30km. Christchurch is already a laughing stock of the world don't go making it worse	Jess Goodman	
24428	Just make all of them 50km at least that way theres no confusion to what the speed limit actually is.	Adam Allison	
24427	I support reducing the speed limits in the Halswell area . in particular on Halswell Junction road especially between Nicholls road and sabys road. Where we live we hear cars driving at speed especially at night but also during the day.	Adele Geradts	
24426	I am in support of the changes. With the growing population in those areas and the need to encourage more people onto bikes/walking as well, this will all contribute to all people being safer whether in cars, on bikes or pedestrians.	Francesca Brown	

Submission ID	Feedback - please be as specific as possible to help us understand your views	Name	Name of organisation
24425	I would be extremely pleased to see the speed limits on Shands and Springs Roads reduced. I live in Prebbleton and daily hear sirens attending road accidents. It's a really anxious experience driving on these roads.	Nicola Bell	
24424	<p>I support the proposed speed limit changes, in particular on Cashmere Rd as this is a popular cycling route and in many places too windy to safely travel faster than 50 or 60 km/h. I also welcome the reduction to 50 km/h on the corner from Hendersons Rd to Cashmere Rd as this area is used by many cyclists but is missing a bike lane or any extra space for cyclists on Hendersons Rd.</p> <p>One concern I have is that the speed reduction doesn't start early enough. Most drivers will coast into the area of reduces speed and a lot of drivers won't reduce their speed at all before the sign. This means that they often reach the area or point that the speed reduction is designed for at a higher speed. One example is the corner (left hand turn) from Hendersons Rd onto Cashmere Rd. If a vehicle isn't traveling 50 km/h right on the sign, they will be faster going into the turn (as can often be observed at the moment with the reduction from 70 km/h to 60 km/h). This turn has limited visibility and very limited space for cyclists. I think it is important to consider bringing the speed limit sign far enough forward from the turn to ensure cars have slowed down, in particular if they have to reduce by 20 km/h instead of the previous 10 km/h.</p> <p>I hope the council can work with police to ensure the speed limits get enforced as cars can still often be seen driving in excess of even the current higher speed limit making the road very unsafe for everyone else. I have witnessed 70-80 km/h between Hoon Hay and Westmorland on Cashmere Rd and over 80 km/h on Hendersons Rd, to give just a few examples. This is especially important in places like the corner of Hendersons Rd leading onto Cashmere Rd as well as for example outside the early learning centre on Cashmere Rd in Hoon Hay.</p>	Tobi Wulff	
24420	<p>I agree with the proposed lower speed limits.</p> <p>We also would like to see traffic lights considered at the Marshs / Springs road intersection as we see the increased traffic flow attempting to enter the new motorway on ramp on Marshs / Shands via Springs road as a potential upcoming problem.</p>	Mark Packman	
24419	I agree with and support all but one of the proposed speed limit reductions, as these are all around increasingly populated areas. The one I disagree with is Halswell Junction Road. This is a massive thoroughfare, and I would prefer to see this at 60km/h all the way to Nicholls Road. I think a chance was missed with the Longhurst subdivision to prevent houses opening directly onto Halswell Junction Road which could have kept this running much smoother. I am surprised you aren't proposing to remove the 80km/h section of Halswell Road, as this is pretty short and during rush hours doesn't go above 60km/h anyway. I think the 60km/h through Halswell could just be extended until the 50 signs at Hendersons Road	Duncan Henderson	
24418	We agree with the proposed reduce speed limit and would also like to see traffic lights or roundabout at the springs road marshs road intersection. With the large amount of traffic through here it is an incredibly dangerous intersection	Kate Packman	
24416	<p>Marshs Road</p> <p>Support reduction to 60km/hr</p> <p>Not certain why Whincops road is currently 40km/hr -is it seems odd to have this at 40km when there is 70km/hr</p>	K Gunn	
24415	<p>Great idea!! Increased traffic and far too many drivers in a hurry to get in front.</p> <p>Daily there are risk takers - drivers overtaking, tailgating the ones doing the legal speed.</p> <p>Too many accidents as a result of speed, not concentrating (texting, eating etc) or running red lights.</p> <p>If speed was reduced hopefully it would stop the seriousness of the accidents - and hopefully injury.</p> <p>However in addition to a reduction in the speed limit in key areas, there needs to be an increased police presence. Currently lots of drivers are not abiding by the new 80km reductions and hassling those who are. WE NEED POLICE TO ENFORCE THE RULES!!!!</p>	Deborah Ridge	

Submission ID	Feedback - please be as specific as possible to help us understand your views	Name	Name of organisation
24414	<p>I support the proposed 50km limit on Cashmere Rd/Henderson's Rd. I live on Boonwood Close and every morning I run a gauntlet to turn right out of my street. Cars come around the blind corner much faster than the current 60k limit. So reducing the limit may at least bring the speed down a little.</p> <p>Also, crossing Cashmere Rd opposite my street on foot is extremely dangerous. There are currently 11 children in our street all under 16 years of age. My daughters need to cross the road to walk home from the bus stop. Reducing speed can only be a positive step in the right direction. I would also like to support a central reservation to assist in pedestrians crossing the road.</p>	Vikki Hart	
24412	I support the speed limits proposed, particularly those around Kennedy's Bush Road.	Marcus Clyne	



Halswell
RESIDENTS ASSOCIATION (inc)

The Chairman:
448 Wigram Road,
CHRISTCHURCH, 8025

Submission: Hornby-Halswell Speed Review (Christchurch City Council)

Date: 12 June 2019

Standing: Halswell Residents Association (Inc.) is an incorporated society and a registered charity, and advocates for the interests of people in Halswell. Activities are largely carried out by a Committee of 6-8 members, which holds monthly meetings open to the public. For submissions such as this, a draft is circulated to our committee and consensus obtained before the final version is submitted and minuted at the next monthly meeting.

The Association Chairperson is John Bennett; the Secretary is David Hawke and the Treasurer is Matthew Shallcrass. The Association can be contacted by email at secretary.HRA@gmail.com

Summary of our Submission

- Although we applaud the Review's apparent intent of making speed limits more consistent and our roads safer, we have substantial reservations about the proposals and the information provided on the consultation webpage. These reservations are based on residents' experience of the implementation of previous speed limit reviews, and the enforcement of existing speed limits. In terms of the consultation webpage, the lack of context contributed to the "kick-back" we have experienced in our community.
- We link our reservations around implementation and enforcement to City Council's incomplete understanding of central government's *Government Policy Statement on Land Transport 2018/2019 – 2027/2028*, and our long-standing advocacy of an integrated approach to road safety and transport accessibility.
- Implementing our submission on City Council's Draft Annual Plan 2019-2020 would go a long way to overcoming these reservations. In our Draft Annual Plan submission, we recommended a comprehensive programme of speed monitoring trailer installations city-wide, and a comprehensive city-wide red light monitoring and enforcement programme.

Detailed Submission

1. Halswell Residents Association has a long history of interest in transport – related issues (including public transport) as part of our desire to enhance the community feel and general liveability of Halswell.
2. Historically, an important part of our advocacy has been an argument to decrease speed limits on key roads that carve up Halswell, such as Halswell Road, Halswell Junction Road and Nicholls Road.
3. Central to this advocacy has been arguing for a “big picture” approach to transport and road safety. This culminated in our taking the Vision Zero approach to Community Board and then (with Community Board support) to City Council’s Infrastructure, Transport and Environment (ITE) Committee for endorsement in December 2017.
4. We were therefore extremely disappointed to see the minimal amount of context on the consultation webpage. Speed limits are contentious issues in our community, which we previously highlighted in our submission on the Longhurst – Knights Stream change to 40 km/h.
 - a. Nowhere was there information about the high per capita fatality and injury rate in Christchurch compared with other main centres, and there was no information about the effect of vehicle speed on the uptake of active transport modes.
 - b. We have canvassed both issues extensively in earlier submissions to Community Board and City Council.
5. In making this Submission, we have been guided by:
 - a. Our experience of the implementation of previous speed limit changes in Halswell;
 - b. Vision Zero principles, as endorsed by both Community Board and ITE Committee;
 - c. Central government’s *Government Policy Statement on Land Transport 2018/2019 – 2027/2028*.
6. Firstly, our experience of previous speed limit changes:
 - a. At the beginning of 2019, the speed limit in Longhurst and Knights Stream subdivisions reduced from 50 to 40 km/h. Halswell Residents Association had supported (with reservations) this change.

- b. Unfortunately, the change was not accompanied by comprehensive signage. In particular, signage within Knights Stream and Longhurst is non-existent. The only signage is at the boundary of Knights Stream and Longhurst where the speed limit changes.
- c. There has been no infrastructure (such as rumble strips, or kerbing) to encourage slower speeds, and no attempt at explaining to locals the rationale for the change. Consequently, speed along the “spine roads” such as Caulfield Avenue appears unchanged.
- d. Multiple residents have told us that they face two stark choices on the roads around Halswell: drive to the speed limit and be aggressively tailgated by other drivers eager to get on, or drive to the general flow and significantly breach the posted speed limit. Without exception, people have linked this behaviour to the invisibility of road policing, in our suburb, across the city, and out in the country.
- e. The new speed limit has no signage distinguishing the “school zones” at Knights Stream School and Seven Oaks School, and the special care that vehicle drivers need to take in these areas.

7. Secondly, Vision Zero:

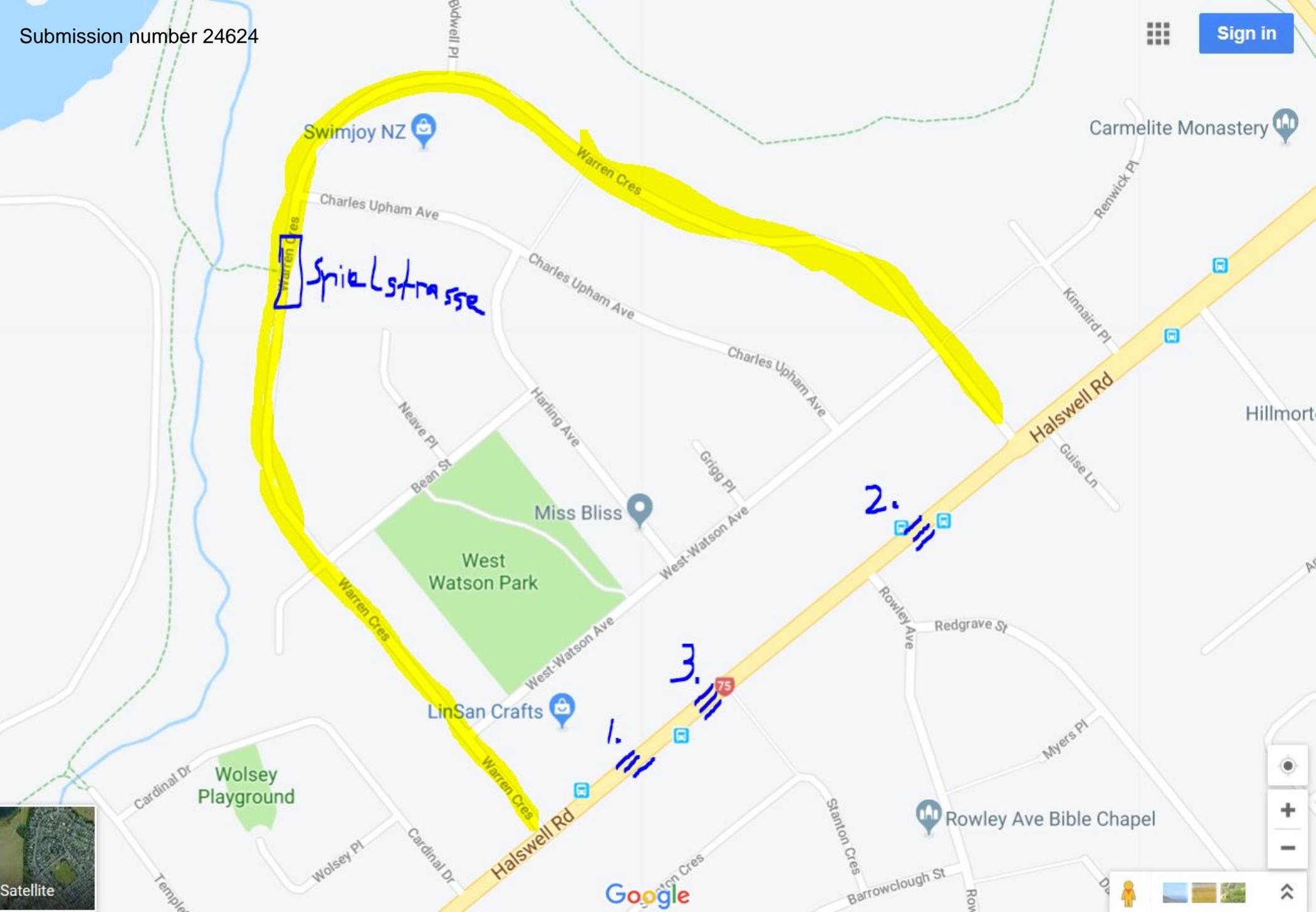
- a. A large part of the attraction to us of the Vision Zero philosophy has been its integration of infrastructure that is well-engineered, with education and enforcement.
- b. We considered then (and still consider) that road safety and accessibility has been characterised by a piecemeal approach at both national and local levels. This piecemeal approach continues to be ineffective in achieving either road safety (death and injury rates) or community liveability (active transport mode share) objectives.
- c. At City Council, the approach has long been that enforcement is a central government (not local government) responsibility. Although NZ Police is a central government agency, there is much that local government can do. (It is also worth pointing out that we continue to advocate, through our MPs, for more emphasis on road policing.)
- d. In our Submission on Vision Zero to ITE Committee, we highlighted the absence of a red light camera programme and lax enforcement of parking violations that compromise pedestrian and cyclist safety. These issues remain unaddressed.

- e. In our Vision Zero submission, we emphasised the role that City Council could take in promoting driver behaviour change. Since our presentation to ITE Committee, City Council has initiated a very limited (3 trailers city-wide) speed monitoring trailer programme. However, this programme is so small that it is invisible.
8. Finally, the Government Policy Statement on Land Transport 2018/2019 – 2027/2028, which (among other things) guides central government’s contribution to transport infrastructure that local councils depend on:
- a. *“Significantly reducing the number of deaths and serious injuries that occur on the transport network is a key priority for GPS 2018”* (para. 13, p11); *“Investment should improve safety for all users through ensuring safe and appropriate travel speeds, and improving roads, roadsides and intersections.....[including] increase[d] use of lower cost safety interventions such as improved skid resistance, signs and markings (including rumble strips), safety targeted seal widening and speed management”* (para. 33, p12): the only aspect of these safety improvements that we have seen in Halswell is speed management.
 - b. *“GPS 2018 supports investment in effective enforcement activity to promote safe behaviour by road users. It supports a risk based approach that targets investment and enforcement activity at the behaviours that are likely to create the highest safety risks, alongside highly visible patrols to support and encourage safe driving behaviour. GPS 2018 also supports continued investment to improve productivity and value for money within the Road Policing Activity Class to: – support Police to deploy to the right activities at the right time. This is to help prevent serious road trauma by continuing to place a particular focus on identified high-risk driver factors, including speed (including low level speeding), impairment, distraction and not using restraints – streamline and enable more effective technology and processes so that Police can employ a flexible approach to deploying resource to the highest priorities – develop and implement a fit-for-purpose operating and funding model for road policing”* (paras. 38, 40, pp 12, 13). We have seen no evidence of any of this activity in Halswell to support the new speed limits, or to enforce those existing.
9. We conclude that the changes proposed in the Hornby-Halswell speed review 2019 are not part of a big-picture, integrated approach to road safety and community liveability.

Consequently, they fail to meet the expectations of either *Government Policy Statement on Land Transport 2018/2019 – 2027/2028* or to meet Vision Zero principles.

10. We suggest:

- a. Developing a road safety plan that encompasses GPS 2018 (and Vision Zero). This will include a programme of speed limit reviews as part of a big-picture implementation that includes behaviour change, behaviour monitoring, and enforcement.
- b. We would be happy to meet with Mayor Dalziel to take a joint proposal on road policing to central government. She suggested such a joint approach on alcohol legislation at the conclusion of our Draft Annual Plan presentation, and we think that a similar approach would be worthwhile in this context too.



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