

| Submission ID | Is there anything we need to know before carrying out these speed changes? | Do you support the upgrade of the Opawa shops pedestrian crossing? | Name | Name of organisation | Your role |
|---------------|---|--|-----------------|----------------------------------|----------------|
| 46062 | Please see submission attached. | Please see submission attached. | Rosa Verkasalo | Canterbury District Health Board | Policy Analyst |
| 45564 | I think this is a good idea. I also have concerns about the stop junction at Garlands Rd and Ainsley Terrace and the safety of the crossing there. A lot of school kids use this crossing after they have walked over the footbridge from Opawa school, and cars come round the corner from Garlands without stopping at the junction. In addition, cars drive fast along Ainsley Terrace. Could this crossing be more obvious? Also could there be another crossing further down Ainsley Terrace, nearer the rest home? There could be a walkway on the river side of the road to it. This is a straighter stretch of road and it would be safer for kids heading that way. | Yes | Jill Westgarth | | |
| 45569 | Hi, There needs to be some speed bumps close to the railway bridge on Clarendon Terrace. I have noticed a lot of cars speed an around that corner and I am worried someone's kids including mine are going to be hit crossing to and from the riverbank soon. | Yes | Aaro Wealleans | | |
| 45571 | Does this plan include a cycle way down Aynsley Tce/Opawa Road? It is badly needed, as is signage or something to tell motorists to SLOW DOWN going over the bridge towards Aynsley Tce. Vehicles zoom over that bridge endangering people and wildlife crossing opposite the church. Very dangerous! Can anything be done with cars parking outside the shops? When cyclists are passing motorists continually open, their doors, some look, some don't. Also the corner of Cholmondley and Opawa Road, vehicles are forever parking too close to the corner so when you're making a right-hand turn onto Opawa Road, you can't see behind them. It's dangerous and bloody annoying! | Yes, if it makes it safer to cross. | Debbie Erickson | | |
| 46083 | Spokes Canterbury supports the proposed Opawa neighbourhood safety improvements in principle. Spokes questions why the speed limit is set at 40 km/h instead of 30 km/h, especially when - Many of the streets are very short e.g. Kitchener Place is only c.100m long. - The traffic on the impacted streets is mostly local – with the possible exception of Aynsley Terrace. Spokes asks that the Christchurch City Council implement a lower speed limit of 30 km/h for all the streets currently proposed to have a new speed limit of 40 km/h. | | Chris Abbott | Spokes Canterbury | Secretary |

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| | <p>PS There is an error shown on the map with a second section of "Fisher Ave" replacing Fifield Terrace at the southern end of York Street.</p> <p>And a final request – when including maps, in addition to including direction by way of a North arrow (thank you), please also include a scale legend and ensure all streets are labelled. Sandwich Rd is not labelled on the provided "Opawa area speed plan".</p> <p>Spokes Canterbury (http://www.spokes.org.nz/) is a local cycling advocacy group with approximately 1,200 members and is affiliated with the national Cycling Action Network (CAN - https://can.org.nz). Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch area.</p> <p>We would like the opportunity to appear at any public hearing held to consider submissions on these projects.</p> <p>Should there be an officer's report or similar document(s) we would appreciate a copy(s).</p> | | | | |
| 45572 | It's a bad idea and cycle lanes are dangerous and ruin the value of the houses. I use to live on strickland street and saw the carnage from that cycle way | No | Liz Holland | | |
| 45573 | Definitely needs to be done on Opawa rd. where the crossing is, I've seen people come flying down there at maybe 60 km/h and don't even see somebody trying to cross in time. Even reducing to 30 km/h through that crossing area right past the shops wouldn't hurt. | Yes | Grant Hambly | | |
| 45574 | Changing speed limited by the school great idea. Unsure about the rest of the neighbourhood, the blind spot at the intersection of Opawa road, ford road and Richardson would be safer at lower speeds as that's very hard to cross with fast moving traffic. | Yes! Please do! | Scarlett Conley | | |
| 45575 | No, The intersection by the bridge Richardson Tce crossing into Ford Road is a disaster waiting to happen hopefully the speed reduction will make it safer to cross there either as a pedestrian or a vehicle. It's quite blind when you are at the stop sign at Richardson Tce. | | Emma Broadbent | | |
| 45578 | [phone call with submitter, not verbatim] [REDACTED] and it's currently not fit for purpose. It's a popular thoroughfare connecting different parts of the city but it is currently used, to a fault, as a carpark for cyclists using Rapaki track or those walking their dogs in the area. The excessive parking on this stretch has turned it into a one-way street and made it unsafe. There is currently some (very old) signposted car parking on the river side of Aynsley. If there was better marking in this zone (to make it clear that x amount of cars could park at a 45degree angle) it would be more fit for purpose and result in fewer people spilling onto the street. The bollards that are currently there need | | Trevor Andrews | | |

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| | <p>to be extended. Parked cars, making pedestrians have to step into traffic for visibility, often block the bridge entry to Hansens Park.</p> <p>People also speed down the terrace (I saw someone going in excess of 80km/h the other day and was abused when I confronted him), so a decrease in limit to 40km/h would be good.</p> <p>[email] Further to my verbal input I would like to add that the current parking bays be sealed or paved with parking lines and in fact a further parking bay could be made near the Garlands Road area river side and that would take away the ugly pot hole/muddy problems winter creates. I would also ask no parking yellow lines for the street side of the road.</p> | | | | |
| 45580 | <p>Don't change it the speed should stay the same anything lower than 50 is just pathetic don't fuck out part of town like your fucking everywhere else if you can't cycle on the road safely without a bike lane then you should be on a bike on the roads say no to cycle lanes</p> | <p>Don't see what's wrong with the one that's already there people don't even use it they cross like 5m down the road anyway</p> | Jamie Weir | | |
| 45581 | <p>I think some speed bumps on Hawford Road would be far safer than an S bend that says 25km and nobody abides by! The school traffic along Hawford is so busy and the speed of some vehicles is dangerously high. I have lived on this road for 28 years and are so angry that nothing has been done, I have raised this point before but nothing was done. Also a lower speed for school drop off and pick up would be fantastic.</p> | <p>Yes absolutely a great idea, traffic so busy around drop off and pick up times.</p> | Margie Hibbert | | |
| 45838 | <p>With the excellent traffic-calming infrastructure on Cholomondely St for St Marks School, Locarno Street has become the main drop-off/pick-up street. This means that at times it is extremely busy with cars and children. Observations also note that motorists frequently use Locarno Street as a way to detour (short cut) the Opawa/St martin St round-about. This sees motorists 'racing' along Locarno Street to get ahead of traffic built-up at the roundabout. It would be fantastic if Locarno street could also have traffic calming measures in addition to the proposed slower speeds to recognise it as a key school drop-off and not a racetrack. As a resident of Opawa and Locarno Street I FULLY, support the reduction in road speed in our community.</p> | <p>Yes, an Opawa community resident I FULLY support measures to reduce speed and the car-centric nature of our community. Thanks!</p> | Heather Purdie | | |
| 46094 | <p>No</p> | <p>Yes</p> | Elizabeth Hawken | | |
| 45583 | <p>This scheme doesn't address the visibility issues for cars coming from Hawford Rd into Opawa Rd. Parking on Opawa Rd either side of the junction makes it very hard to see approaching traffic. It would make more sense to move parking away from the junction.</p> | <p>Yes.</p> | Julian Donald | | |
| 46095 | <p>Can Wilsons Road (south of Brougham St) please also be reduced to 40 km/h? This is a quiet suburban street popular with cyclists and pedestrians, especially in summer when the Waltham pool is open, and 50 km/h is not appropriate or safe.</p> | <p>I fully support the upgrades to the pedestrian crossing, and am especially glad to see a raised platform being proposed. Will this be a significant bump – i.e. will it force drivers to slow down? The bumps on the newly completed sections on Ferry Road in Woolston Village are pathetically small.</p> | Fiona Bennetts | | |

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| | <p>Can all of Hunter Terrace please also be reduced to 30 km/h? This street is popular with pedestrians and cyclists, and 30 km/h is more appropriate.</p> <p>I fully support the reduction in speed limits proposed in Opawa and Beckenham, though I would prefer to see the Opawa streets reduced to 30 km/h, and Ensors Road south of Brougham Street reduced to 40 km/h.</p> <p>I fully support the introduction of cycle lanes on Opawa Road, and I'm very happy to see these will be 1.8 metres wide as per best-practice guidelines.</p> <p>I fully support the additional street marking around the pedestrian crossing and the entrance to Opawa Rd from Brougham St.</p> <p>I'm struggling to see the detail, but are there arrows indicating cyclists should claim the lane at the Ensors/Opawa roundabout? Will there also be signage to inform drivers that cyclists should do this?</p> <p>I regularly cycle through Opawa and am looking forward to it becoming a slow speed neighbourhood.</p> <p>Thank you</p> | <p>Can yellow hatched markings please be installed at the Vincent Place intersection so that drivers stopped for pedestrians don't block the intersection?</p> <p>I'm worried the kerb build-outs will force cyclists into the path of motorists, so can this narrowing please be addressed in another way?</p> | | | |
| 46096 | <p>I would like to know if this is due to there being schools and early learning centres in the area? If so, could the speed limits be around school pick up and drop off times (and not in school holidays) instead?</p> <p>I do not support the speed changes along Hawford Road. There are already S bends along this road to slow traffic and a lot of people park on both sides of the road so it is not necessary to change the speed limits, as traffic is slow along here. There have been no significant accidents on this road.</p> <p>I do not support the speed changes to Beckford Road, as this will make half the road 40kph and the other half 50kph. This makes no sense. The busiest part of this road is by St. Martins New World and yet you are proposing to change the speed limit on the part of this road over the Ōpāwaho River closer to Opawa.</p> <p>I do not support the speed changes around quiet residential streets like Butler Street and Tekapo Place. These streets do not go anywhere and so do not have a lot of traffic other than residents. I cannot see that there have been any accidents here.</p> <p>I do not support the speed changes to Opawa Road. This is a significant commuter road and it is not necessary to make it 40kph. Some of the other side streets - maybe. But a main road like Opawa Road seems unnecessary. It is a main road. I feel there needs to be more rationale behind such a major road</p> | <p>Yes. However, it would be much safer if you removed the parking spots outside 135 Hawford Road (also on the corner of Opawa Road) and 126 Opawa Road. When coming out of Hawford Road, when cars (or vans) are parked here, it is very difficult to see traffic coming from the left. You have to pull out quite far in a car or bike to see and this is dangerous.</p> | Fiona Scott | | |

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| | <p>becoming 40kph that has not been provided here. There are more important things to be done with this road as suggested below.</p> <p>I do, however, agree with the changes to the pedestrian crossing outside St. Mark's Church. It is often difficult to see when people are waiting there. Perhaps the planting could be lowered as well? I use this quite often as a pedestrian and have had cars race through on the other side because they haven't seen me start to cross on the north side.</p> <p>It is surprising that there is no planned improvement to the Opawa Road/Brougham St intersection. There are many accidents here. The free turns on every corner are very dangerous and there is often glass on more than one of these free turns. Traffic along Brougham Street often runs orange and red lights as well. It is surprising there is not a delay in the green light for traffic heading along Opawa Road at these lights. I have seen cars travel straight through these lights on more than one occasion and I know people have been killed at this intersection. Bike dice with danger here often. Turning Opawa Road into 40kph is not going to fix this intersection. I'm sure you have to deal with Waka Kotahi as it's a state highway but this is a much more important and dangerous road / intersection to fix.</p> | | | | |
| 45585 | Could the trees and bushes opposite the clarendon terrace Opawa Road intersection also please be trimmed/pruned? People speed round Opawa Road and it's really hard to see if anyone is coming | Yes, definitely needs to be done as people frequently don't stop for pedestrians there | Katherine Pritchard | | |
| 45586 | I think it would be good to reduce the speed limits as suggested particularly around Opawa School | Yes | Hannah Page | | |
| 45587 | Opawa Road has a large volume of traffic - including large trucks and cars down to littlest on scooters etc. Lower speeds would help. | <p>Yes definitely - especially used by schoolchildren</p> <p>Hawford Street is a large Street and used by people driving children to school and turning traffic into Opawa Road. As well, as foot traffic crossing for schools and pre-schools.</p> <p>Most of the smaller side roads - Ford Road, Richardson Street Charmondley St. have slow down crossing why not that or something at Hawford Street</p> | Jennifer O'Neill | | |
| 45590 | No very happy for the proposed to proceed. | Yes, I 100% support. | Jesse Menisova | | |
| 45591 | Safety at Ford Road / Hawford Road roundabout should be specifically addressed. Vehicles travelling southbound on Hawford Rd tend to go straight through without stopping. This is dangerous for kids crossing westbound on Ford Road who are unsighted due to the geometry of the Hawford Road southbound approach. | I support all of your proposals, but would rather you were more ambitious and went for a 30kph limit. The ped crossing at Opawa shops should be raised to footpath level. | Derek Walsh | | |

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| | I support your proposals, but would rather you were more ambitious and went for a 30kph limit. | | | | |
| 45593 | Would be great to have these on SOUTHHAMPTON street too. I've seen people drive at 60+ on this road. | Yea | Karolyn Jules | | |
| 45594 | <p>Very happy with the proposed changes. I would however like to see additional traffic calming measures on Locarno Street, in the same way both Hawford Rd and Cholmondeley St are set up. The school entrance is on Locarno St and many cars use this rd. as a cut through in peak hours, travelling at high speeds. It makes me concerned for any children who may be cycling or crossing roads at the wrong time.</p> <p>The cycle lane on Opawa rd. is very welcome; we cycle most days into town. However, can it be continued on across Brougham Street, as this area is the riskiest part of our journey?</p> | Absolutely, this area is integral to the public urban community spaces in Opawa and looks tired and unloved. | Sarah Philips | | |
| 45595 | As a regular cyclist and motorist in the neighbourhood, I would welcome this speed reduction. Ideally I would like to see separate cycle lanes away from cars. My children will be cycling to high school soon but I just don't like their odds mingling with cars. | Yes. It's always a bit dodgy and from what I've seen, many cars don't stop for pedestrians (kids) crossing. | Zach Hill | | |
| 45851 | | Absolutely support. I lived on Earl Street for 10 years and saw many cars driving straight through the zebra crossing. Was always worried about the kids crossing it to get to school (Opawa). | Caroline Gardiner | | |
| 45596 | Have you considered pedestrian lights crossing Opāwa Rd to the walk bridge my children walk across to get to school (Garlands Rd intersection)? They walk from Woolston along Clarendon Tce and cross Opāwa Rd, here sometimes cars come along Aynsley Tce at speed. | Yes | Angela Shearer | | |
| 45597 | <p>In regards to cycle lanes / narrowing of road makings.... Limiting space for right-turning traffic off Opāwa Rd is a serious congestion issue for the cars continuing straight. (Ferry Rd between Wilson Rd North & Fitzgerald Ave is an example of this)</p> <p>Now there is enough room to allow 2 cars (1 turning right into Cholmondeley and 1 going straight down Opāwa) and cyclists, if there are no cars parked on the street.</p> <p>Locarno St + Cholmondeley Ave intersections are already busy at peak traffic times and it is concerning if you are turning right into a lane where all the thru-traffic is held up by a car waiting to turn.</p> | <p>Yes, absolutely! BUT... In a perfect world, it would be amazing to have traffic lights at the intersection of Opāwa and Hawford Road! Then people could safely cross both roads, in either direction.</p> <p>There are many children making their way to schools that have to cross this busy road. A signalled / lights crossing both ways across that intersection would make a lot of sense. (I think! Please consider it; I have to cross Hawford Road / Opāwa Rd in the morning with my daughter on our scooter to school!)</p> | Kate Claridge | | |

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| | People offer to let others in but this leads to confusion can make intersections more dangerous! | | | | |
| 45600 | No change to speed limit. No cycle lanes. Only upgrade the crossing to a light system. | Yes | Jasmine Neale | | |
| 45601 | Can't think of anything | Yes I fully support the upgrade and all proposed improvements | Jenny Richards | | |
| 45602 | I cycle on that road, and my main concern isn't the speed of cars - it's that they get uncomfortably close to me, particularly when I have to go around parked cars. A woman also hit me once when I was going straight through the Opawa/Ensors roundabout. I was to her right; she didn't look and pulled out into me. | Most definitely. Excellent idea. | Bridget Gilden | | |
| 45603 | Speed changes are good. Road bumps for residential streets in the surrounding area also good. Cycle lanes = trash though. | I support it all but the cycle lanes. I've seen the horrendous planning and installation of cycle lanes the council has done in other residential areas and around the city. Honestly, you'll just make the roads worse off. | Damien Pritchard | | |
| 45604 | There are many schools in the area, with narrow roads and many cars coming and going. A reduced speed limit would be beneficial for all, including residents in the surrounding neighbourhood | I absolutely support the upgrade | Steffi Kahik | | |
| 45860 | It is a busy through road with cars coming from garland road and then speeding up over the bridge onto the current pedestrian crossing. Also lots of cyclists turn just over the bridge into Richardson st to access the cycle route up McKenzie into town | Yes definitely | Mary Cavanagh | | |
| 45605 | Would be so nice to have the speed reduced to 30 for the safety of the children and many pedestrians that walk in these streets | Yes, many schoolchildren use that crossing. | Caroline Addie | | |
| 45606 | Consider traffic turning from riverside roads into Opāwa road too. Can be very difficult especially with speed of cars coming around from bridge and it is blind in other direction too coming from rail side of intersection. | Yes. Website contradicts itself says not raising, and then raising. | Ray Thomsen | | |
| 45609 | Please make safety adjustments for cars exiting Hawford road on to Opāwa road. We can't see because yellow lines don't extend far enough on the corners and parked vehicles obscure the view | Yes | Bernice Swain | | |
| 45610 | A great idea with no downsides. | Yes, absolutely. | Shaun O'Halloran | | |

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| 45613 | For the past 6 months, I've walked my baby every day in the area and at many different times of the day... I would agree there are some careless drivers doing fast speeds but I don't agree reducing the speed along the whole road would help the issue of blind pedestrian crossings (when approaching the Opāwa rd. shops/dairy's from the bridge) | Yes, but only this area is of real concern and danger... it is a blind crossing after driving over the bridge so I can imagine that is why lots of drivers struggle to see and slowdown in time | Lily Holliday | | |
| 45614 | The road can be a rat race so great idea. The current speed reduction sections on some adjoining streets works well. | Yes, it's a well-used area and will enhance it. I support the cycle way plans for this stretch of road. | Rochelle Hardy | | |
| 45615 | Important changes to keep our tamariki safe | Yes | Meg Murray | | |
| 45616 | I support all the proposed changes, however would to see cycle lane markings continue between Ensors and Brougham please. I think it's quite necessary for increasing safety for cyclists, as it's a busy section for both cars and bikes. | Yes | Nancy Zhou | | |
| 45617 | Speed changes are fine. Should extend up the river to ferry rd. Problem with the Opāwa/Ensors S.E corner build out -at busy times this gets seriously blocked by cars waiting to enter the roundabout to access the Ensors/Brougham crossing. Having space to the left of these waiting cars allows for through and left traffic flow and in the interests of vehicle movement, this should be retained. If the roundabout entrance is narrowed, it will likely force more cars down Locarno St. | Yes, that would be great. | Jeremy Herbert | | |
| 45618 | No | Yes. I see many little children cross here. If anything can make it safer, I vote yes. | Carly Maynard | | |
| 45619 | That you must extend the 40km further north up the Heathcote river. On the west side up to the cycle way at McKenzie and on the eastern side up to it cycle way at Sheldon St. Ideally all the way up to Ferry Road to be honest. This would benefit those who walk, run and cycle along the river. Then you will have a very large portion of the Heathcote River roads at 40km/h. In addition, this last piece of road has a host of Pukeko living along there, so slower speeds will decrease the possibility of them being hit. Actually, I'd like to see some permanent advisory signs that have a Pukeko symbol on them, much like the kiwi ones you see around the country sometimes. CCC could get a good news story out of showing they are being weary of safer speeds for both humans and fauna. They need protecting too. While you are at it, can you please do a kerb build out or median island at the Clarendon/Marshall intersection? It's very wide to cross and this means vehicles can drive through it at high speeds, especially as they turn off Clarendon terrace. Doing both of these things would further help safety a lot in the neighbourhood. | 100%. [REDACTED] and use this crossing often. There have been a couple times that cars have failed to stop as we have started to cross with our three young kids, so making this a raised crossing is essential. The kerb build out on the northern side is good, pushes visibility of peds beyond the parked cars like on the south side. | Shaun Bosher | | |

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| | <p>Why the crossing at St Mark is not being raised as well? Surely, that would help support your 40km speed limit further.</p> <p>Finally, why are the cycle lanes not extending over the bridge and beyond? That would make more sense to me as well and slow down traffic in that section more.</p> | | | | |
| 45623 | Don't like it. So unnecessary. | Yeah | Natacha Varlet | | |
| 45626 | <p>██████████ and regularly bike and walk in the area where the changes are proposed. I entirely support the changes. My most hated bike crossing point is at the upstream end of the bridge, between Ford Road and Clarendon Terrace. Many cyclists make this crossing to and from the MacKenzie Ave cycleway. Cars coming mainly from Garlands Road swoop around the corner at speed, and it is very difficult to judge how much time you have to cross safely. I suggest that another speed calming measure at point where Aynsley Terrace merges into Opawa Road would greatly enhance safety, and help prepare drivers for the upgraded pedestrian crossing.</p> | Yes. | Julia Forsyth | | |
| 45628 | I think it's a great idea. My daughter struggles to bike to school on her own because she finds the traffic scary. Slower traffic and more clearly defined biking space will make a huge difference. These changes can't come fast enough. | Yes | Jane Lush | | |
| 45631 | This is a high-frequency route - for children of many local schools (Opawa, Rudolf Steiner, St Mark, Hillview, etc.) and for commuters alike who use Opawa Rd to go through Waltham to connect to City Centre cycle paths. Any support for safer cycling for our community is prudent and welcome. | Yes | Charlotte Kelly | | |
| 45634 | The sooner this gets underway, the better. Slowing everything, down will greatly improve safety for such a high pedestrian/cyclist neighbourhood. It can be tricky to cross the Opāwa rd. from Richardson terrace as the curved street can create a bit of a blind corner, which I do daily on my commute to work on my bike. | Yes I do! This is a great idea. Making it safe and accessible now will help future proof the area as an accessible hub for new businesses that people feel comfortable visiting without cars. Cars do definitely not acknowledge the existing zebra crossing. The development of this will be a great investment for the Opawa neighbourhood. | Julia Ring | | |
| 45636 | I absolutely agree with all the speed changes, except Opawa Rd. Could the cycle very not be run down the park beside Brougham Street? Putting a cycleway on Opawa Road is not a good idea in my opinion, as the road is already narrow enough as it is. | Absolutely BUT maybe it needs to be moved further down Opawa Road towards the actual "shopping centre" as it is practically on a blind corner and speed is not going to make much difference? ██████████ and come through here almost daily and its current location is just more accidents waiting to happen. | Caleb Willis | | |
| 45637 | My kids and other kids ██████████ are using almost every day Aynsley Terrace to go to school. Some drivers are going dangerously fast, so I would much appreciate it, if there would be speed bumps or something like that to slow them down. Please! As well, the crosswalk from Aynsley Terrace near Centaurus Rd to Hanson Park is often hard to cross for kids, because there are | Yes! | Nadine Holinski | | |

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| | cars parking before or after. It would be helpful to have some yellow lines there. | | | | |
| 45894 | We need speed calming structures on Locarno St because this is the main school pick up area for the local school and members on the public use this street as a rat run. This means they often exceed the speed limit down this street. Just lowering the limit is unlikely to work because the police are never on the street to enforce it. | Yes | Jason Watson | | |
| 45640 | The road is often very busy, and some cars go extremely fast. Lowering the speed limit would be good. It would be great if you could do something to assist crossing Hayford road by Magic Masala. There are many cars coming in and out of that road, often from both St Marks and Opawa Schools. It is difficult for children to cross on the way to school. Maybe some paint like on the intersection of ford road and Opāwa road. | Yes but I don't think you need a cycle lane, it would be complicated with cars parking for the shops | Raewyn Cole | | |
| 45897 | No | This is fantastic and cannot be done soon enough! Thank you | Rochelle Kingi | | |
| 45642 | Definitely change them to 40km with schools around there needs to be slower traffic. Can we please have school signs as well on Cholmondley Ave and Locarno st to warn traffic a school is approaching? A safe place for children to cross these roads is also essential. There will be many children using the st marks church crossing when the church reopens soon. Please consider flashing lights and raising it in addition to red markers to keep very small people safe. There is always a jam and backlog at Ensors rd. round about traveling towards brougham st on Opāwa rd. after school. Is there any way to remind people not to block this intersection while they wait for the lights to change? Also if a car is turning into Ensors rd. from Opāwa and traffic is backed up at the lights they are unable to enter the intersection and cars behind get frustrated and try to pass on the inside. There seems to be room to perhaps have a two-lane type system here. | Yes. | Victoria niha | | |
| 45646 | Fifield Terrace, and Riverlaw Terrace (St Martins), are popular cycling routes. These roads are well used by families, especially on the weekend, enjoying the river. I have often seen instances of cars driving at speed in close proximity to these recreational cyclists. I would suggest that a 30km/hr speed limit is appropriate for Fifield terrace and Riverlaw terrace to reflect the substantial recreational use these roads receive. | Yes. | Joseph Zonneveld | | |
| 45903 | Please reduce to 30km/hr along the river. It's used more like a shared space with pedestrians walking along the river. (Fifield, riverlaw, fisher ave etc.) | Yes | Joanthan Fearnley | | |
| 45650 | I live in this area. The road is wide and easy to see and navigate. Fine as it is. | No | Debra Purdue | | |

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| 45656 | Yes, I think reducing speeds in neighbourhoods is a good idea, I think a joined up approach of education and incentives for children to walk/cycle /scooter safely to school is needed. I think the council needs to be mindful of being consistent with speed rules, I have noticed in the CBD a route I drive changes from 30 KPH, to 50K, back to 30K in very quick succession, surely losing all benefits around road safety by changing speeds in such quick succession. Schemes to repair, maintain, and gift out bikes /scooters to the community would be another useful addition, only monied middle class working people are really having access to the electric bike trend presently. Try to reduce barriers and make active transport inclusive. | Yes | Sarah Scrase | | |
| 45657 | People often drive through here at 60+ km/hr and often will not stop at pedestrian crossings even though there are people waiting to cross | Yes. It's not a main thoroughfare; it's a neighbourhood, so no need to support high traffic flow by keeping high speed limits. Plus with two schools and a popular park it is very busy with children, pedestrians and cyclists so fully support increased safety measures to support these more vulnerable road users | Shawnee Westerman | | |
| 45658 | I definitely support reducing the speed in the neighbourhood. I think it is an excellent idea as a parent of a child who bikes and walks to Opawa School each day. I think it is well worth the inconvenience to drivers. | Yes. A driver on that very crossing last year hit my daughter. A police report was made if you wish to see it. The driver was a parent from the school actually aware of the perilous crossing and was very sorry for failing to stop. Human error at that crossing is far too easy due to the poor visual impact of the crossing currently. The visibility is especially poor with delivery trucks parked on the Woolston side of Opawa Rd outside the dairy. As a parent when I used to walk my daughter to school, I saw - at least once a week - cars speed through the crossing oblivious to the pedestrians and small children. The mornings are the worst time. Anything to make the crossing much more visible and to slow traffic would be greatly appreciated. It would be a great investment and might save a life or prevent serious injury. It would also help parents make the decision to support biking and walking to school, which will help reduce carbon emissions. | Chloe Stapleton | | |
| 45662 | Suggesting removing car parking on Ansley Terrace, in the portion close to Centaurus. It gets busy with people parking to go up Rapaki and it's not a great spot to park. There is also the crossing coming out of Hansen Park that could use a little more visibility. | Yes | Stefania Osella | Private | |
| 45664 | No | Yes. Asap | Bob Curwood | | |
| 45669 | [phone call with submitter, not verbatim] [REDACTED] and we love living here. We recognise that a large amount of people are going to want to use the area for walking and biking, but it's about trying to make it safer so that even more people are able to use it in the future. Speed and unsafe parking are my main concerns. There is a blind corner for traffic approaching from the north with cars going | Yes | Richard Copeland | | |

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| | <p>very fast – the 50km/h speed limit is very quick. Some of this traffic are boy races, but the majority are routine traffic users. We would not let children walk along there and put gates in at the front of our house when our children were young. Rather than putting in speed bumps, some paving was put in at various spots to slow traffic – this doesn't seem to be working. Some residents have taken to putting their own signage up. I'm amazed that we haven't seen someone hurt here. Reducing the speed to 40km/h will be good for improving safety. I think that there has been a steady increase in traffic over the years – maybe because Ferry Road has got slower and it's pushing commuters this way? Rather than cobblestones, painted road marking with a pedestrian crossing from the bridge may be more successful in slowing traffic.</p> <p>Rapaki tracker users mean that there are many parked cars on our street. This is most prolific in the weekends. Between our house and the walkway bridge, they park on the riverbank. I've noticed that this has caused it to erode, with the bank is getting narrower and narrower every year. As part of Living Streets (in 2008?), you put angled parking facing the river. This made sense, controlling parking more and allowing adequate space for pedestrians to walk in front of the cars. It would be good to have this designated angle parking in again, maybe separated by railway sleepers.</p> <p>Aynsley Terrace is also a bit of a mess in terms of pot holes that need to be tidied up and drains that do not work.</p> | | | | |
| 45671 | <p>IMPORTANT ADDITIONAL SUGGESTION</p> <p>Crossing Hawford Rd at the T-junction with Opawa Road is very difficult during school drop off and pick up hours with kids on the way to school and many cars about. I walk that way with my kids to St Mark's school but pass many parents coming the other way with kids to Opawa School - a pedestrian island would make navigating this junction much safer.</p> | <p>Yes. As a regular driver, [REDACTED] visibility can be hard at this crossing because you have just come off a bend when coming from the Aynsley The end. In addition, if you are coming from this side there are two car parks by Opawa Discount Shop, which block you from seeing pedestrians, esp. when the milk delivery van is parked there. Kerbside islands will hopefully help make the pedestrians more visible.</p> | Helen Ackroyd | | |
| 45929 | <p>I think just as important as speed restrictions within the area. Visibility needs to improve vastly. [REDACTED] near the Opawa shops pedestrian crossing. As a motorist, exiting/entering Vincent's place (especially at peak traffic times) is an endeavour fraught with risk for all road users. Mainly due to the ability to have vehicles parked on both sides of this street, narrowing the entry to a point, where there are less than 2-4 seconds reaction time should a vehicle be opposing my direction of travel. Exiting is once again exposed to do many risks, by vehicles parking so close to the corner, have to observe those traveling over the rise from the Heath cote bridge, stopped at the crossing and to top it off a side street opposite that allows vehicles to travel across your path and both parties are turning right. Cyclists and any vehicles approaching along Opawa Road are not visible unless one proceeds past the end of Vincent Place and some distance out onto Opawa Road. Surely, this Right turn could be removed here without causing too much extra travel time. When there are so</p> | <p>Yes and speed limits are sensible, but 40, seems easier to achieve than 30 for most, otherwise lights. Not that we want any more haven broken the world's record in the city. With one particular street.</p> | Stephen Wadsworth | | |

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| | <p>many connecting roads. You have mentioned also putting cycling lanes along Opawa Road. My biggest concern is the Ensors Road Roundabout, where cyclists have very little space, for motor vehicles when traveling through the busy roundabout. It is also frequented by buses, which must reduce the space considerably if one is upon a pushbike. I think it would be sensible to move, the cyclist over to where the pedestrian crossing area is. Allowing some distance between vehicles and them, there is sufficient space there for both pedestrians and cyclists. Some solutions for Vincent Place. Force to park at the end only. Remove the footpath and have vehicles park on one side only, perhaps facing the curb. I can provide photos of the areas mentioned within my text if necessary.</p> | | | | |
| 45676 | <p>I strongly support this area-wide speed reduction as aligning with Waka Kotahi's science-driven safe-and-acceptable speed limits for the neighbourhood.</p> <p>Please note there are two additional roads to consider adding to this area-wide reduction, for better consistency across the network:</p> <ol style="list-style-type: none"> 1. Eastern Tce, Waltham Rd to Tennyson St - noting this stretch already has low speeds (due to existing speed humps) and would be an out-of-context 50 km/hr link between the proposed reduction east of Waltham Rd, and the existing 40 km/hr zone south of Tennyson St 2. Hunter Tce, South Library to Malcolm Ave - this link was not included in the Beckenham area-wide 40 km/hr speed zone last year, and would be an out-of-context 50 km/hr link between the proposed reduction at the library and the road end at Malcolm Ave. The wide existing geometry (10-12m) allows for higher speeds for a number of motorists, while the road gets reasonably high pedestrian and cyclist usage from the neighbourhood, the connection as a future part of the Heathcote cycleway, the library, the Council service centre kids BMX "pump track," and the Sunday farmers market. | <p>Yes, the speed environment on Opawa Road east of the village does tend to encourage higher speeds and while a road narrowing on the Heathcote Bridge or west of Richardson Tce would better convey entry to a more congested neighbourhood commercial centre, the raised zebra crossing is the next best solution (as well as encouraging compliance with crossing priority).</p> | Shane Binder | | |
| 45677 | <p>I think 30 k should be in Locarno Street, because of St Marks School and the fact that cars during peak times are using Locarno Street as a quick access to Opawa Road and speeding, coming from St Martins / Ensors Road. Preferably, speed bumps in Locarno Street. At the ends and middle. We have seen many hoodlums absolutely going up to 80 k per hour from Fifield into Locarno so often, we are wondering when some child will be killed. I have lived in Locarno Street for 45 years and can see the speeding that is done from my window at 7 Locarno Street with apprehension.</p> | <p>Yes, - totally, anyway, to stop the speed...</p> | Aileen and David Davies | | |
| 45679 | <p>[phone call with submitter, not verbatim] [REDACTED] and my daughter lives next door. I've been living here for 38 years. Before my husband died, I got special permission to be able to build on the front of our section. I realise that down our end of the street, things aren't totally finished in terms of building. Any changes should potentially occur after the building has concluded,</p> | <p>I strongly support this. I go very slowly along this area. Also, the one further up - as children walk across to St Mark's church.</p> | Margaret Harris | | |

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| | <p>as there are many tradespeople in large vehicles accessing the street currently.</p> <p>Aynsley Terrace was made into a 'living street' - not that there is much living about it. The salinity of the river is eroding the banks and caused many of the willows to die. The subcontractors got permission to proceed to do some planting - but this was not done well. We get mud and flooding all winter long, and dust blowing all through the summer.</p> <p>There are yellow lines that are supposed to protect the bank of the river, these are totally disregarded. There was provision made to have several carpark areas, with rubber matting, but this hasn't been looked after well. People don't take notice and park all along the riverbank. This has further degraded the riverbank. Shingles were put in, but this was just washed away. All of the parking makes the road very narrow. This is coupled with relentless traffic having to constantly pull over along the terrace, when they're not speeding along.</p> <p>I feel concerned about the rest home users and children using the amenities in the area. People do not climb up the kerb on the side of the riverbank outside the church. I think that the best way to respect the riverbank and improve safety is to put a kerb in on the riverside of the road as well. The bollards have been replaced further up the street but we need a permanent solution. I support the decrease in speed...30km/h would be even better.</p> | | | | |
| 45936 | Great news, absolutely in support of the 40km/hr speed limit change in suburbs. (Would also be in support of 30km/hr for local / access roads!) | Yes | Lukas Fern | | |
| 45938 | No | Yes I do. Opawa is a calm neighbourhood, with lots of pedestrians and dog-walkers on the pavements. And an upgraded crossing would mean more pedestrian accessibility, especially for the schoolkids of St Marks who need to cross the road. | Joshua Currie-Cook | | |
| 45945 | <p>██████████ and share with you the following safety concerns for Aynsley Tce.</p> <p>- There is an island in the road near ██████████ entrance, which coupled with the vegetation growth on the riverside of the road, make it a blind corner and dangerous, I have observed many near misses with cars coming in opposite directions.</p> <p>- As this is a thoroughfare it seems for all business and personal road usage I observe a very high usage by trucks. The road is not suitable for heavy trucks, especially at speed and with numerous Islands in the road.</p> | | Mark Manton | | |

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| | <p>- The speed limit needs reducing to 30 kms hour. Numerous pedestrians particularly on the riverside of the road with no footpath walk on or near the road, which with traffic speeds at 50klm is dangerous.</p> <p>Removing the Islands which don't seem to slow the traffic and are dangerous on blind corners, cutting back or preferably removing vegetation near the road on the river side and reducing the speed limit and banning trucks would go some way to improving the safety of Aynsley Tce.</p> <p>Your feedback on these concerns would be appreciated.</p> | | | | |
| 45946 | <p>I'm just emailing in support of a letter I received from Trevor Andrews who has contacted you regarding concerns of Aynsley Terrace.</p> <p>████████████████████ and we are concerned over the lack of care of the garden berms on the corner that are very overgrown and not taken care of. The bark here is also always blocking the drainage which isn't anywhere near what we need to drain flooding here. We find it always flooding right on this corner due to this gardens lack of maintenance.</p> <p>We'd also like to let you know we get a LOT of people excessively speeding down Aynsley and onto grange and vice versa. This is a growing concern for us as we see many children on their way to school here, we have an 8 month old ourselves, and we worry about these speeds.</p> <p>The parking is also an issue up near port hills road where people park to do Rapaki or to take a bike ride. It makes a very narrow thoroughfare.</p> | | Zusje and Alex Knowles | | |
| 45953 | <p>The basketball court at Opawa school attracts young drivers to the area and they often drive fast on ford road. I don't think a reduced speed limit would stop this but perhaps speed bumps on ford road would.</p> | <p>Yes.</p> <p>I would be happy for all the changes to take place however if there are going to be coloured cycle lanes- can they either be fully coloured or not coloured at all. The change in surface is unpleasant to ride on. I often see cyclists on road bikes avoid the cycle lanes and ride on the road to avoid this.</p> | Kim Doherty | | |

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| 45700 | <p>I am in total support of the proposed changes and would like to see these extended to include Hawford Road. The current chicanes in Hawford Road (Opāwa road end) do nothing to slow traffic down and in fact seem to act like a racetrack for some drivers. I've also on numerous occasions whilst trying to cross there with my children seen drivers hit the curb or come up over the curb as they miss judge or try to get through the chicane quickly or while there's another car coming through in the opposite direction. I would like to see the council consider a more effective solution to slow traffic down through here (e.g. lowering of speed limit and/or speed bumps).</p> | <p>Yes absolutely.</p> <p>I would also like to see a safe cycle route extended to connect Opāwa with Te Aratai College, which is now our locally zoned High school. Currently I would not consider it safe for my child to bike from Opāwa to Te Aratai College, as it requires cycling up Ensors rd. /Aldwins rd. and crossing two main arterial routes into the city (Bougham and Ferry rds.). The cycle lane through Woolston currently does not go up as far of Te Aratai College. Just the other day I witnessed the aftermath of a high school student who had been knocked off her bike by a car on Ensors road between the Opāwa road roundabout and Brougham street.</p> | Sarah Lilley | | |
| 45701 | <p>I vehemently oppose narrowing of roads to introduce cycle lanes and the reduction of speed limits when the issue is the quality of roads we have in Christchurch as opposed to speeding drivers.</p> <p>The reduction of the speed limit will only further penalise driver and continues to turn this city to a point it is almost undriveable.</p> <p>I believe if the council is eager to introduce cycle lanes and push cars out of the roads then first there needs to become a paid local cycle register for these people to contribute to the reading costs also. A driver paying road user charges so not be penalised at the expense of vastly underused cycle lanes across this city. This further perpetuates the lack of people going further afield from their local suburbs and in turn stifles the progress of our CBD</p> | <p>I don't believe this is an effective use of council money. In my view until all roads are equally, repaired glory projects like this should be on the back burner.</p> <p>I would like to see specific statistics on how many near misses happen in this area and if this is driver or pedestrian initiated as I believe pedestrian safety should be campaigned in rather than abhorrent amounts spent to glorify street corners</p> | Lennon Cameron | | |
| 45958 | <p>Our neighbour Trevor Andrews has drawn our attention to the proposed roading improvements in the Opawa area. We are pleased to learn that the council intends to address issues of safety and speeding in the neighbourhood. It is certainly timely. It's great that the Opawa shops pedestrian crossing is to be upgraded and that cycle lanes are to be added to Opawa Road. We have witnessed a number of near misses in this vicinity. A great number of children use the crossing and the risk of a tragedy is high.</p> <p>We are also pleased that you are considering reducing speed limits. None of the roads around here is exempt from the danger associated with a few drivers speeding excessively. [REDACTED] for 38 years, and over that time have seen many instances of poor driving compromising the safety of</p> | | Vickie and Ken Taylor | | |

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| | <p>other vehicles and pedestrians. We appreciate that Aynsley Terrace is a connector road and accordingly has to accommodate non-local traffic. However, because it is a "rat run" for many of these users, it is treated without consideration for the safety of others and for the amenity values, the street provides for residents and others.</p> <p>A number of years ago, traffic "calming" measures were put into place on Aynsley Terrace to address the speed issue. These comprised the installation of two chicanes, a couple of engineered constriction points, and a general narrowing of the carriageway. While these may have reduced average speeds, they have had little impact on maximum rates. Indeed, the chicanes and restrictions are little more than a speedway challenge to some drivers. The benefits of the road narrowing have long since gone because of the loss of road edge definition, which is associated with the general deterioration of the riverbank. At the time the calming measures were introduced, dedicated bankside parking areas were created: these have disappeared, and parking, with its attendant damage to the bankside environment is haphazard, inconvenient to other river users, and at times dangerous. We mention this because a reduced speed limit, while helpful, will not achieve its full potential unless it is part of a number of integrated measures to reduce speeds and improve road safety. Perhaps it is time to think about an overall review of the Aynsley Terrace environs with a view to initiating a comprehensive programme of improvements incorporating recreational, amenity and environmental values, alongside those of road safety.</p> <p>We would be very happy to discuss any of this with you if that would be of use to you.</p> | | | | |
| 45966 | Please implement these changes. | Yes. Absolutely, we need to make Christchurch a pedestrian friendly place. | Kees Vos | | |
| 45970 | <p>Supportive of these lower speeds limits; perhaps consider making the Opawa shops area and the streets bordering Opawa School 30km/h instead? Not being a major road, Wilsons Rd seems like an odd boundary to stop the 40km/h zone westwards - why not extend the zone all the way to Waltham Rd instead? Minor typo: I presume you mean Fifield Tce, not Fisher Ave.</p> <p>Support the proposed cycle lanes on Opawa Rd and treatments near Ensors Rd roundabout. For the cycleway leaving Brougham St, suggest that you install a few flexi posts on the inside corner (near #33 Opawa Rd) to prevent people cutting the corner of the cycle lane.</p> | Yes, a raised platform will greatly improve the safety here and help reinforce lower speeds. It still feels like there is a big gap between the two existing zebra crossings, and another median refuge island about halfway (say near Reeves Rd) would be rather helpful for pedestrians | Glen Koorey | | |
| 45718 | No | Yes | John Walsh | | |

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| 45975 | Our child goes to School at Opawa School. We live downriver from the school, and so have to cross Opawa Road at the shops to get to the school. We drive to school because we think it's not safe for our child to cross the road in the morning and after school. | I support the upgrade of the Opawa shops pedestrian crossing. I want crossing lights at the crossing. The Tannery, where there are crossing lights, uses it more than the crossing. | Rhys Thorp | | |
| 45725 | ██████████ and we already get a lot of through traffic from Rudolf Steiner and Opawa schools, the retirement village on Hawford Road and traffic heading to the supermarket. Slowing traffic on Opawa Road is likely to redirect more vehicles to rat race down Beckford Road. I regularly use Opawa road and say excess speed is not an issue, and being such a relatively quiet and wide road cycle lanes seem redundant, especially as they will lead nowhere. | I'm okay with that. | David Mitchell | | |
| 45986 | I believe that the scope of these changes is too limited and should extend along Opawa Road eastward, across the Heathcote River bridge. I travel across this bridge frequently and have often had to stop for pedestrians and cyclists stepping or riding out from Ford Road, across Opawa Road. They cannot see approaching traffic from the east until it is right up on the bridge. I think there is a cycle path around Hanson Park that emerges at this point and seems to throw cyclists out into the traffic with no clear safe path. | Yes. Pedestrians step out onto this crossing without looking, and vehicles park close to the crossing on the northeast side so motorists cannot see them until they are well forward onto or almost onto the crossing. Therefore, motorists need to be warned and made to slow down. | Christine Toner | | |
| 45731 | No. it is a good idea. | Yes. I have had cars drive right past without even acknowledging my family waiting to cross the street. | Franziska van Erp | | |
| 45987 | I would much prefer a protected cycle lane. A painted line doesn't do much good when a car can simply drive into the bike lane by accident or stop and park in the bike lane for "just a minute" | I support making streets safer; I would like to see the road where streets are meant to be slow by incorporating visual cues for drivers to slow down. Narrowing the lane, make the ground red brick or some other colour so it's clear you are about to head into a slow zone for pedestrians. You are much more likely to slow down to the speed limit if your car is making a loud noise because you are going too fast. I want our city to never have a road/transportation fatalities or injuries. That should be the goal to protect everyone, people in cars, buses, bikes. Having even one death or injury should be a great loss and we should do everything in our power to bring the number to zero #roadtozero | George Laxton | | |
| 45989 | [phone call, not verbatim] Speed limit change will be good. Lots of kiddies and people walking their dogs, the speeding cars is very dangerous. It has really gone downhill in the last 2 years. People park wherever they want and it becomes dangerous and dirty. If there could be more specified parking across the street from my house (angled). It really does need maintenance. The flooding is awful, we need a more permanent solution, especially for peak flooding season - the leaves block the drains. It is beautiful; we would just love it to be improved re parking, speed, and flooding mess. | This will be great. | Lynelle Shemesh | | |

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| 45991 | <p>[phone call, not verbatim]</p> <p>██████████ and opposite the bridge where it meets Centaurus Road; the Council has put in yellow dotted lines on one side of the road but not the other. People park their cars on the other side when they go to walk Rapaki, making the stretch dangerously narrow. It is an accident waiting to happen. We need yellow lines on both sides.</p> <p>40km/h speed change – unfortunately people don't keep to it. When you create the islands, you really have to slow down traffic to make it work. I would be very surprised if people were going as low as 40. The idea of a 40km/h sign is good, as people are more likely to follow a rule than common sense. I think that many people negotiate the islands as fast as they can get away with. The cycle lane to narrow Opawa Road makes sense, as does the decrease in speed of this stretch to 40km/h. You could have another 40km/h sign on the town side of the crossing to act as 'be careful' sign.</p> <p>The reorganisation of the bins in the Hansen Park is ludicrous. There are no bins for me to clean up after my dog at the entry/exit points of the park. Most of the newly located bins won't get used. I've noticed that the council has a little van that pulls up against these disposal units to put the rubbish in their van – obviously spots need to be accessible, but surely, the entry points are just as accessible. People are less likely to pick their dog poo up when they aren't going to pass them.</p> | <p>The crossing – the real difficulty is that visibility is shocking until the last minute. I don't know if there's a lot, you can do about that because there is a corner. I think that what would be useful is little bumps in the road to warn of the incoming crossing, to alert them to the crossing. People go too fast. Parked cars only add to this visibility issue. It's the ones on the inside bend by the library - when cars are parked there it makes it difficult to see if people are about to enter the crossing point. If kids are at risk, we definitely have to do something.</p> | Jeff Saunders | | |
| 45737 | Do it! | Yes | Sarah Lees | | |
| 45995 | <p>I am generally supporting the proposed changes but I believe that several changes can enhance the desired outcomes.</p> <p>1. Reduction of speed to 30km/h on a section of Opawa Road and Aynsley Terrace from Cholomondeley Ave to Garlands Road and possibly to Port Hills Rd intersection.</p> <p>Reasons:</p> <p>a) There are two primary schools south of Opawa Road. The lower speed limit in the area would make it safer for the children living north of Opawa Road</p> <p>b) People accessing Opawa from Clarendon and Richardson Tce often cross Opawa road in the section of the road near the river, as it is often not practical to walk to distant pedestrian crossings. Lower speed makes it safer for people to cross the road in between the pedestrian crossings</p> <p>c) There is an alternative fast route (Brougham St/ SH76) for vehicles that are travelling to destinations outside Opawa or South Woolston</p> | <p>I support the enhancement of the pedestrian crossing.</p> | Peter Menis | | |

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| | <p>d) lowering speed limit along Ainsley Tce will make it safer for cyclists using the route</p> <p>2. A short section of Clarendon Terrace (similar may apply to Richardson Tce) that is included in the improvements - 30km/h limit would be appropriate for this section making it more appealing and safer for pedestrians using the area. The area under the Brougham St/ SH76 bridge is affected by tidal flooding that creates large pool of water on the road. Vehicles driving through the puddle splash the adjacent footpath and pedestrians if present. Lower speed would minimise the splashing of pedestrians.</p> <p>3. A short section of Clarendon Terrace that is included in the improvements - existing speed hump is in a wrong location, positioned south of the Brougham Street. It would be more beneficial having this speed hump on the north side of the Brougham Street and railway bridge. The speed hump located to the north of the bridges would slow down vehicles travelling south (lane adjacent to the footpath) before the narrow area under the bridges and before potentially driving into a tidal water pool and splashing the pedestrians.</p> | | | | |
| 45997 | The corner of Opawa Rd and Clarendon Tce is quite dangerous for cyclists with cars cutting around this corner in front of them to turn left onto Clarendon. I recommend ensuring the cycle lane continues past this point, and signage (that will not impede the view of traffic turning out of Clarendon or Richardson) | Yes, 100% this crossing is so unsafe right now, particularly at sunstrike time in the evening | Holly Fletcher | | |
| 46000 | My Automobile Assn Canterbury West Coast District Council fully endorse the proposed speed changes. With changing demographics in the area, the speed reviews as presented are well thought out and justifiable. | Yes. | John Skevington | Automobile Association - Canterbury/West Coast District Council | Chairman |
| 45745 | All good. | Yes, but I think there needs to be an additional pedestrian crossing across Hawford Road near the intersection with Opawa - there are large numbers of primary-aged school students crossing this intersection heading to/from Opawa School and St Marks every morning and afternoon along Opawa Road and I've found this intersection to be very high traffic (coming from multiple directions) and the most difficult to cross with my kids and we've had several close calls even under my supervision. | Tim Ackroyd | | |
| 45746 | N/A | Yes - as a cyclist and predestination that uses this area I welcome all of the proposed changes. | David Grogan | | |
| 46005 | I support the changes. | I support the changes. | Cody Cooper | | |
| 45759 | We fully support the reduced speed changes in all proposed locations. We are concerned about implementation of reduced speeds (e.x. Riverlaw Tce). The Riverlaw Tce / Fifield Tce corridor is an ideal place to narrow the road to two, one way roads with car parks and a cycle / walking path in accordance with | Yes. Please consider if one is also needed across Hawford Rd to provide access between the shops. This intersection is often very busy and parked cars blocking sight lines as well as accommodating pedestrians who have to manage crossing at a busy intersection hamper turning cars. | Liz Bertollett | | |

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|---------------|---|---|----------------|----------------------|-----------|
| | goals for CCC's walkable and bikeable city plans as well as its native bird corridor goals. It also provides an opportunity to properly grade the riverbank, which is suffering from over-steepening and collapse, and to improve river volume capacity to reduce flood risk. Narrowing the road would more effectively enforce reduced speed limits. | | | | |
| 46016 | I support all the speed changes. I use these roads regularly and there is no need to be travelling that fast, and there are also lots of children, pedestrians and cyclists around these areas. My husband and I often comment about how fast cars come down Opawa Road and towards the bridge, through the shops. It would be good to slow this down. | I support all the changes to all the crossings proposed along Opawa Road. I would also like an additional change to the corner of Hawford and Opawa Road. This is difficult to cross safely as cars whip around the corners from all angles. I would like that corner to be re-designed to be more pedestrian friendly. My 11 year old said that she has stood there a long time waiting to cross safely. She said this takes up time that she needs to be sorted before school. I support retaining the crossing outside St Mark's church. Before the earthquakes, St Marks School always used the crossing by the church on a regular basis. The church is about to re-open and so this crossing will get more use than in the past decade. I am pleased to see this is retained. This is also useful for children getting to school. | Clare Pattison | | |
| 46017 | The intersection at Aynsley Terrace and Garlands Road is also dangerous as many children use it to cross to go over the wading bridge over the Heathcote to Louisson Place. Cars come extremely fast along Aynsley Terrace or turn left off Garlands Road without looking or sometimes even stopping. | Yes | Rob Westgarth | | |
| 45762 | [phone call with submitter, not verbatim] Aynsley Terrace used to be a quiet street, there is much more use of the road now, including from trucks and other heavy traffic. I believe that they use it as a cut-through instead of using the main road. It really isn't fit for purpose for them. If there was a way that these types of vehicles could be discouraged from using the road it would make it much safer and the road last longer. I live on a bend and people park outside my house. Quite often, these cars get their side mirrors wiped by people travelling down the road at speed. They rarely stop. There are many Rapaki track users that park along this street but there isn't adequate parking for them. It's great that people are coming and using the area, but the parking narrows the road and makes it quite dangerous. Could we have designated parking on the riverside of Aynsley Terrace for those visiting the area? Then, you could have yellow lines on the outer bends. Because of the way that cars currently park, I am also concerned for the safety of cyclists. Most kids currently use the footpath, which is a necessary thing in terms of their safety. It's only a matter of time until someone gets hurt. Could you bring more attention to cyclists to use Hansen Park as a cycle way instead of Aynsley Terrace – it would be much safer? I would support a decreased speed to 40km/h. When people come around from | Yes - great idea | Ron Edwards | | |

| Submission ID | Is there anything we need to know before carrying out these speed changes? | Do you support the upgrade of the Opawa shops pedestrian crossing? | Name | Name of organisation | Your role |
|---------------|--|---|----------------|----------------------|-----------|
| | Centaurus Road they often travel fast, we could potentially do with speed bumps along here. The swoops in Hawford Road that have gone in to slow traffic seem to be effective. | | | | |
| 46018 | Regular cyclist to and from city | yes - absolutely | Rob Hawken | | |
| 45765 | No | Yes, thank you as the roundabout on Opāwa/Ensors is an accident waiting to happen so many in a rush to get through | Renee Riley | | |
| 46025 | On some of our local roads that were upgraded by Council a few years ago and effectively narrowed for traffic and cyclists, it is vehicle parking on both sides of the road that is the main concern. There is simply not enough room for passing traffic and courtesy is largely ignored by drivers of larger vehicles. I don't think a small speed reduction will help much. Drivers should be encouraged to park their vehicles with two wheels on the grass verge to widen the passing lanes. Some already do. Along Beckford Road, the Owners of the New World supermarket should be told to not encourage their employees to park on both sides of Beckford Road as this practice severely restricts vehicle movements for a considerable distance along this road causing frustration to all passing traffic. | In principal, I do support this upgrade. In addition to improving pedestrian safety, I would also like to improve driver visibility because this is a busy intersection especially on school days. Drivers turning right from Hawford Road into Opawa road often are unable to see approaching traffic because of vehicles parked on the left hand side of the intersection. Removal of two or three vehicle parks here would greatly improve visibility and safety at this intersection. | Alastair Scott | | |
| 45772 | <p>the speed definitely needs to be reduced, to 30/40kms from the east side of the bridge through to Brougham St</p> <p>to create cycle lanes please remove the grass berms, totally unnecessary and not maintained by the council who `own` them</p> <p>This would create a cycle lane space and not impact on narrowing the space for other traffic</p> <p>Humps would also stop/discourage the use of the road by heavy vehicles, and slow down the buses which can be guilty of excessive speed</p> | Yes, it is a very dangerous crossing due to the speed of some drivers | Neil Owens | | |
| 46030 | <p>Cars are not stopping at stop signs especially at peak hours. Car Aynsley Terrace and Garlands Road.</p> <p>The pedestrian island is too small for people with dogs and children, or cargo bikes or groups of people with disabilities.</p> <p>The corner by the bridge Opawa Road is very dangerous for people crossing by foot, bike, or car. Clarendon or Richardson Terrace and Opawa Road. A blind spot.</p> <p>The footpath also runs out as Aynsley Terrace joins Opawa Road. Poor planning here.</p> | Yes. May need a warning of people crossing at the bridge near the Old Methodist church. | Claire Coveney | | |

| Submission ID | Is there anything we need to know before carrying out these speed changes? | Do you support the upgrade of the Opawa shops pedestrian crossing? | Name | Name of organisation | Your role |
|---------------|---|---|---------------------|--------------------------------|-------------------------------|
| 45780 | I am in favour of the proposed changes. | Yes absolutely and I think that warning signs could also be added an appropriate distance ahead of the crossing so that vehicles are reminded, especially on the Port Hills side. | Kate Zonneveld | | |
| 45781 | These changes need to include Riverlaw Terrace. There is no point reducing Fifield without reducing Riverlaw. | Yes. | Elisabeth MacKenzie | | |
| 46039 | This is a busy area especially after school. A cafe in the area was never successful if a better operator got into the spot the whole area could become busier still. | Absolutely, I have personally been standing at the crossing with my kids and had cars blow through. Reducing the speed limit would be beneficial for cars turning left and right from the river roads on to Opāwa. It's a bit of a blind corner so you have to speed out. | Tom Riley | | |
| 46041 | The Opāwa School Board of Trustees has a responsibility for the health and safety of our tamariki. Travel to and from school is a big part of this. We have received anecdotal evidence from our community that the safety concerns around the crossing on Opāwa Rd stops a number of our whānau from letting their tamariki walk or scoot to school. These changes have the potential to have a positive impact on our community in more wide-ranging ways. | The Opāwa School Board of Trustees has engaged with the council over the last 6 years around the need for safety changes along this stretch of Opawa Rd. We have documented a number of incidents with our tamariki at this crossing, and an unacceptable number of near misses. We strongly support the changes proposed here and feel that they should be implemented with a manner of urgency. | Tom Adams | Opāwa School Board of Trustees | Parent elected representative |
| 46043 | I support the proposed speed changes | Yes | Meg Christie | | |
| 45788 | No - slower the better. Safer for cyclists and pedestrians, less noisy and pollutant in the air for residents. | Yes | Peter Galbraith | | |
| 45790 | Please consider what these speed changes will do for Locarno Street. As at school time's people block cholmondeley ave, people use locarno as a quick escape route. I know you have talked about speed bumps not being part of the funding but please consider that or curb sides on locarno street because the speeding issues down this street are very bad due to its easy access and width of the street. | Yes. | Jenna Whearty | | |
| 46046 | Kia ora, I fully support the proposed changes. My only query is why the speed limit is not been set at 30km/h in the proposed 40km/h areas. In the supporting documentation explaining why slow speed neighbourhoods are being introduced it states that if impact speed increases from 30 km/h to 40 km/h the risk of fatal injury to a pedestrian or cyclist is about doubled. A 30km/h speed limit is much closer to biking/walking speeds and would result in quieter streets. The streets in question are mainly residential so are suitable for lower speeds. The Opawa shopping centre is a great local destination, with a few cafes, library and other shops. A lower speed limit will encourage more people to walk or bike to the shops, and make it safer for children to travel independently in the area. | Yes. This will make it easier and safe to people to cross the road. The changes should also make it clearer to drivers that this is a slow zone. | Richard Smith | | |

| Submission ID | Is there anything we need to know before carrying out these speed changes? | Do you support the upgrade of the Opawa shops pedestrian crossing? | Name | Name of organisation | Your role |
|---------------|---|---|------------------|----------------------|-----------|
| 45537 | <p>There are many corners around the shops in Opāwa and certainly around the schools that are so hard to see past. Every time people are pulling out more and more to be able to see and really just speeding out even when the gap is very small due to feeling like there won't be another gap soon. People are risky and as a teacher at the nearby school, I can say that even I am guilty of this!</p> <p>Having these new changes will hopefully slow people down especially after 3 o'clock when there are school children at the local shops getting ice cream and crossing the road!</p> <p>Thanks!</p> | Yes definitely! This will be great! | Sinéad Bigelow | | |
| 46050 | I would support a further reduction along the Heathcote to 30 kph | Yes! | Nick Dell | | |
| 45795 | No. | Yes. I quite often use it and feel that at present many motorists give the impression that they have right of way and do not want to stop at it. | Stuart Payne | | |
| 46051 | I support reduced speeds in the Opawa neighbourhood, and wish to have the allocated speed as 30kmph along the Heathcote/Ōpawaho River. | Yes. | Serena Orr | | |
| 45540 | I want the roads by the school and playgroups to be 30kmph | Please can the roads around St Marks school be reduced to 30? That is Locarno street and Cholmondley Ave | May Bryant | | |
| 45796 | no | Most definitely. It would be a great improvement | Dougal Canard | | |
| 46053 | Well done, thanks! If the zebra crossing is dangerous due to too high speeds, is this not a reason to reduce the speed further to 30km/h through the centre of Opawa (like through Woolston, Sumner etc.?) | Yes, but in addition there should be more zebra crossings installed, i.e. pedestrian priority when crossing Hawford Rd and on Opawa Rd opposite the shopping centre | Julien Gutknecht | | |
| 46055 | <p>Greetings, As residents of Opawa Road, we are very happy to hear that work is being done to reduce the speed on Opawa Road. Cars coming off Brougham street are often traveling very fast when coming down Opawa road making it very unsafe for pedestrians and cyclists. However, I don't understand why the proposed cycle lane markings do not continue on the stretch between Ensors road and Brougham Street. This section of Opawa Road has the most cyclists, as many join Opawa Road from Ensors road, and is the busiest and fastest section that cars travel when they come off Brougham street. I have found it incredibly unsafe when cycling on this stretch of Opawa road with cars coming past me very fast and very close. I am aware of the plans to include an island on the stretch of Opawa Road between Ensors and Brougham street but ask you to please continue the cycle lane markings for this stretch where it is most needed. To only put cycle lane markings between Ensors and Opawa shops would be highly illogical.</p> <p>I am happy to be contacted to share my experiences</p> | Yes | Joris de Vocht | | |

| Submission ID | Is there anything we need to know before carrying out these speed changes? | Do you support the upgrade of the Opawa shops pedestrian crossing? | Name | Name of organisation | Your role |
|---------------|--|---|-------------------------|----------------------|-----------|
| 46057 | <p>██████████ close to the Opawa shop where the pedestrian crossing is due to be upgraded. We have lived at this address for approximately thirteen years. Hawford Road is now narrow and winding and there are always many parked cars. We are often worried about cars going down this road at great speed. We also have difficulty driving in and out of our driveway, because of the speed at which drivers come round the corner to the right and our inability to see what is coming from the left because of parked cars. People who work in the shops currently use the small bay beside the entrance to our driveway as all day parking. We would like these parking spaces in Hawford Rd near the intersection with Opawa Road (frequently used as all day parking) to be designated for short term parking only.</p> <p>We support the reduction of speed limits within Opawa as proposed.</p> <p>We do not believe that there is a need for cycle lanes on Opawa Road.</p> | We are in favour of the pedestrian crossing at Opawa Road/Vincent Place being better signposted and upgraded, with an island. | John and Deirdre McKean | | |
| 45549 | I think this is a great idea. I think it would be wise to continue the 40km/h zone the full length of Beckford rd. to where it meets Wilsons rd. Lots of school children move through this area and lots of traffic movements to shops and supermarket | yes | Rory M Jones | | |
| 45550 | This is a great initiative. Some thought should be given to updating/improving the traffic calming measures on Aynsley Tce to manage vehicle speeds closer to 40km/h. | Yes definitely! This will be a great improvement. Please make sure this crossing and the improvements to the flush zebra crossing at St Mark's church are implemented in accordance with the Waka Kotahi Pedestrian Network Guidance. | Ann-Marie Head | | |
| 45807 | I agree with this and that it should be extended further across Christchurch residential areas including fringe residential/industrial where cyclists are in dangerous territory with dangerous drivers. | Yes | Ben Tyas | | |
| 45553 | I am happy with the speed limits | <p>This upgrade will be amazing for our children. There seems to be one issue you haven't addressed and it is the car park closes to the crossing on the east side of Opawa Road. This car park is way to close and obscures the vision when crossed from outside the dairy. This needs to be another built up curb so no one can park there. I saw someone park half way on the crossing one day so it would need the curb.</p> <p>██████████ and this upgrade needs to pushed through ASAP</p> <p>Regards</p> <p>Leeanne Harvey</p> | Leeanne Harvey | | |
| 46065 | ██████████ - virtually impossible to do a right hand turn onto Opawa Road during peak hours morning and afternoon. Can't see the traffic coming towards us or the traffic coming from Hawford Road whether I am in my car or on my 50cc scooter. The yellow lines on cnr of Vincent place/Opawa | Most definitely. | Lorraine Halligan | | |

| Submission ID | Is there anything we need to know before carrying out these speed changes? | Do you support the upgrade of the Opawa shops pedestrian crossing? | Name | Name of organisation | Your role |
|---------------|--|---|--------------------|----------------------|-----------|
| | Road USED to continue down Opawa road to the false driveway between 141 and 143 Opawa road (there is a fence there). Now I have to inch car/scooter forward well into Opawa Road to be able to see any oncoming traffic. This is an ongoing problem for all of us who live in Vincent Place. Now the proposed cycle lane is going to make things worse. Please extend the yellow lines. | | | | |
| 45554 | You state that you have heard community concerns about vehicles travelling at excessive speed through Opawa and that there have been a number of minor crashes in recent years. My question is how many of those crashes or people who were travelling at 50km/hr caused complaints. I think it is likely that the speed complaints have been due to idiots doing well in excess of 50km/hr who won't change their behaviour one iota if the speed limit is dropped to 40km/hr. There was a crash directly outside our house a few years ago, that might be one of the minor crashes in recent years that you are referring to. An elderly lady accidentally put her foot on the accelerator instead of the brake and hit our fence. Again, a reduction in the speed limit from 50km to 40km/hr would not have prevented this accident. Have you done any analysis into the speed and other factors involved in these crashes that you are citing as the reason for reducing the speed limit? I fear that all this will become is a revenue generating exercise where locals are fined for travelling (entirely safely) at 50ish km/hr down their own streets. | I support it in principle. However, it was stated earlier that there would be cycle lane marking on Opawa Road from Ensors Road to the Opawa Road shops. Is this in both directions? The illustration that you provided shows that immediately before the pedestrian crossing there is a cycle lane for those travelling towards Ensors Rd but the cycle lane doesn't continue after the crossing. Will the cyclists be safe merging with traffic immediately on/after the crossing given that cars will be coming in and out of the parking spaces? It appears dangerous to me! | Kirsten Ballantine | | |
| 45555 | Children are in danger with school and the speed being 50km | Yes absolutely. The Opawa school children are in danger with a 50k limit and all the blind bends | Sheralee Gilbert | | |
| 45556 | The changes outlined sound great. Good work. | Yes, this crossing has to be one of the worst in Christchurch, and I am nervous letting my children walk to school because of it. | Tristan Roake | | |
| 46068 | No | Yes! I live nearby in Woolston and pass through this area a lot. I totally support safer speed limits and safer pedestrian crossing facilities | Anne Heins | | |
| 45557 | No. | <p>Any improvement is a good thing and while driver error will always be an issue, this plan falls short in some areas.</p> <p>It would be a wasted opportunity to fail to address all the issues given the time, effort and money that will go into this project</p> <p>The biggest problem with the crossing is poor visibility to motorists of both the crossing itself and of approaching and waiting pedestrians.</p> <p>Motor vehicles approaching the crossing struggle to see waiting pedestrians due to the vehicles parked outside the shops on both sides of Opawa Road.</p> <p>Vehicles parked here also impair the view for vehicles pulling out of Vincent Place and Hawford Road making it difficult for drivers/cyclists to see vehicles travelling along Opawa Road.</p> | Mark Davies | | |

| Submission ID | Is there anything we need to know before carrying out these speed changes? | Do you support the upgrade of the Opawa shops pedestrian crossing? | Name | Name of organisation | Your role |
|---------------|--|--|----------------|----------------------|-----------|
| | | <p>This plan appears to do a great job of improving the visibility of the crossing as well as taking steps to improve safety of pedestrians.</p> <p>It does not however address the poor visibility of pedestrians waiting at the crossing to oncoming motorists travelling along Opawa Road.</p> <p>Removing the parking spaces from outside the shops would be the best way of improving motorist's visibility of pedestrians approaching or waiting to cross and improve visibility for drivers/cyclists pulling out of Vincent Place and Hawford Road.</p> <p>Given the available parking on both Vincent Place and Hawford Road as well as at Opawa Mall, there really is no need for parking within 50m of a crossing or 25m of a junction.</p> <p>Is the risk of injury or death of a pedestrian worth the convenience of parking outside the shop for a person spend 10 dollars or less in the dairy?</p> <p>Asking people to park 10-50m away and walk to the shop is surely worth the increased visibility and safety of all road users.</p> | | | |
| 45558 | The chicanes in Hawford Road do not have any effect on driver speeding. It seems to encourage some drivers to speed up through them | Fully support the upgrade and speed restrictions proposed throughout Opawa | Tom Shanley | | |
| 45559 | Best decision ever. Many times my son stands at this crossing to get to school and cars don't stop. Also have had a bus clearly see my son and not stop. I witnessed these as well. Also having a lower speed in this area also near Opāwa school will be great for the safety of the kids. | 200% | Kim Gerraty | | |
| 45562 | I don't want a lower speed in the Opawa district | Yes | Philip Hurley | | |
| 46074 | Speed changes are acceptable, | No, there is no need to change the kerb alignments. Just needs more road markings and maybe a light system, which is an easy quick retrofit. | ben van bussel | | |
| 45819 | There are shops on either side of Opawa Road near Vincent Place, also a library, and a primary school in the vicinity. Given the nature of the associated traffic, and general poor public compliance with crossings, the introduction of traffic calming measures such as speed humps before and after the shops should be a priority. Poor public compliance at crossings is partly attributable to physical distractions, and the fact that there are a number of side roads in the vicinity, numbers of signs associated with the shops, and a bus stop will increase the likelihood of poor compliance. While having a raised crossing will be helpful, speed humps would help to ensure the safety of children/whanau using the crossing. Narrowing the road will only serve to frustrate traffic, and make it more difficult if a vehicle is turning into one of the side streets, as traffic will necessarily build up behind as they wait for a clear passage. Opawa Road is wide, so the introduction of cycle lanes is unnecessary. | Yes | Mitchell Jan | | |

| Submission ID | Is there anything we need to know before carrying out these speed changes? | Do you support the upgrade of the Opawa shops pedestrian crossing? | Name | Name of organisation | Your role |
|---------------|--|--|---------------|----------------------|-----------|
| 45565 | Reducing the speed limit will be good for safety. I think that the speed should be 30km/h in the area surrounding the Opawa Road shops. There are definitely safety issues that need to be addressed. When you exit Vincent Place, turning right onto Opawa Road, you need to fully enter traffic in order to see. The parks to the right of this intersection (which were once yellow lined) should go, as you cannot see past these vehicles. Sometimes large trucks are parked there all day. | Yes. Over 30 students use this crossing before and after school and it is currently very unsafe. | Kamlesh Patel | Opawa Discounter | Owner |
| 45566 | no | yes I fully support this | Keryn Boyle | | |
| 46078 | Nothing else. I do support the changes. | Yes | John Carter | | |

Canterbury

District Health Board

Te Poari Hauora o Waitaha

Submission on Opawa Neighbourhood Safety Improvements

To: Christchurch City Council

Submitter:

[REDACTED]

Proposal:

CCC is proposing to reduce the speed limit from 50 km/h to 40km/h and 30 km/h on selected streets in the Opawa/Beckenham, add a cycle lane on Opawa Road, as well as upgrade the crossing on the corner of Opawa Road and Vincent Place.

SUBMISSION ON OPAWA NEIGHBOURHOOD SAFETY IMPROVEMENTS

Details of submitter

1. Canterbury District Health Board (CDHB).
2. The submitter is responsible for promoting the reduction of adverse environmental effects on the health of people and communities and to improve, promote and protect their health pursuant to the New Zealand Public Health and Disability Act 2000 and the Health Act 1956. These statutory obligations are the responsibility of the Ministry of Health and, in the Canterbury District, are carried out under contract by Community and Public Health under Crown funding agreements on behalf of the Canterbury District Health Board.
3. The Ministry of Health requires the submitter to reduce potential health risks by such means as submissions to ensure the public health significance of potential adverse effects are adequately considered during policy development.

Details of submission

4. We welcome the opportunity to comment on the Opawa neighbourhood safety improvements proposal. The future health of our populations is not just reliant on hospitals, but on a responsive environment where all sectors work collaboratively.
5. While health care services are an important determinant of health, health is also influenced by a wide range of factors beyond the health sector. Health care services manage disease and trauma and are an important determinant of health outcomes. However, health creation and wellbeing (overall quality of life) is influenced by a wide range of factors beyond the health sector.
6. These influences can be described as the conditions in which people are born, grow, live, work and age, and are impacted by environmental, social and behavioural factors. They are often referred to as the 'social determinants of health'¹.

¹ Public Health Advisory Committee. 2004. *The Health of People and Communities. A Way Forward: Public Policy and the Economic Determinants of Health*. Public Health Advisory Committee: Wellington.

7. Transport is an important determinant of health², especially through mechanisms of air pollution, noise, road injury, physical activity and connectivity to other resources.

Comments

8. The CDHB supports the proposed speed reduction and safety improvements to the infrastructure as identified in the consultation, for reasons which are further described below.
9. Firstly, the risk of death or serious injury for pedestrians, cyclists and those crossing the street decreases significantly with reductions of vehicle speed. For example, a cyclist or pedestrian hit by a vehicle travelling at 48 km/h has a 55% chance of survival, however if hit by a vehicle travelling at 32km/hr, their chance of survival increases to 95%³.
10. Secondly, low physical activity is the 10th leading risk factor for death and disability in New Zealand and contributes to a number of preventable diseases⁴. Roads which are safe help to address this by encouraging the use of active transport such as walking, cycling and scooting.
11. Thirdly, safe and walkable streets help to establish a sense of place within a neighbourhood. There is evidence that speed limits support greater social inclusion and community cohesion, and facilitate community support networks⁵, all of which have an influence on the health and wellbeing of individuals and communities.
12. Lastly, the proposed speed limit reductions would reduce noise exposure, which has increasingly been associated with negative impacts on health and well-being. Exposure to road traffic noise has been linked with heart disease, hypertension, diabetes, aggression and sleep disturbance⁶.

Conclusion

13. The CDHB does not wish to be heard in support of this submission.

² Public Health Advisory Committee. 2004. The Health of People and Communities. A Way Forward: Public Policy and the Economic Determinants of Health. Public Health Advisory Committee: Wellington.

³ Ministry of Transport, 2008. Raising the Profile for Cycling and Walking in New Zealand: A guide for decision-makers. Retrieved from: <http://www.transport.govt.nz/assets/Import/Documents/RaisingtheProfileWalkingCyclinginNZ.pdf>

⁴ Institute for Health Metrics and Evaluation. 2018. <http://www.healthdata.org/new-zealand>

⁵ British Academy. 2014. "If you could do one thing..." Nine local actions to reduce health inequalities. Retrieved from: <https://www.thebritishacademy.ac.uk/documents/290/local-actions-to-reduce-health-inequalities.pdf>

⁶ Rossi, I. A., Vienneau, D., Ragettli, M. S., Flückiger, B., & Rössli, M. (2020). Estimating the health benefits associated with a speed limit reduction to thirty kilometres per hour: A health impact assessment of noise and road traffic crashes for the Swiss city of Lausanne. *Environment international*, 145, 106126.

14. If others make a similar submission, the submitter will not consider presenting a joint case with them at the hearing.

15. Thank you for the opportunity to submit on the Opawa neighbourhood safety improvements proposal.

Person making the submission



Dr Anna Stevenson
Public Health Physician
Medical Officer of Health

Date: 2/05/2022

Contact details

[Redacted contact details]









