

Submission ID	Tell us what you think about changing the speed limit on Humphrey's Drive from 70 km/h to 60 km/h	Name	Organisation & role
40718	FENZ has no issue with the proposed speed review on Humphreys Drive and Tidal View.	Steve Kennedy	Fire and Emergency New Zealand Assistant Area Commander
40805	The Redcliffs Residents Association is in favour of reducing the speed limit in Humphreys Drive, provided it is combined with other measures to improve cycling safety. We feel there need to be safe crossings for cyclists using the cycle path and that the on road cycle path needs to be widened and properly surfaced.	Redcliffs Residents Association	Redcliffs Residents Association Secretary
40793	Ridiculous, nothing there but trees, grass and water. Never heard about any crashes on this road. 70kmh is absolutely perfect. You've still got residential areas that are 60kmhs, Halswell Rd, Memorial Ave etc. Humphreys drive there's absolutely nothing there and you want to reduce it to a speed that certain residential speeds have. Enough with all your 60 zones on rural type roads. 70/80 kmh is not that fast, people just need to learn how to drive. But 70kmh is a very normal speed, especially on this type of road. No reason at all to reduce the speed to 60 here, straight up waste of fucking money and will have no impact on anything. If people can't drive safely at 70kmhs, then they shouldn't be fucking driving at all.	Jayden Earle	
40895	100% support. If anything it should be 50 km/h	Simon Kingham	
40943	I support this change or lowering the speed limit further.	Geoff Sugden	
40942	It's scary for cyclists at 70 kph traffic speed. It would still be terrifying at 60 kph with the cycle lane as it is now, but it would be a huge improvement.	William Page	
40940	I support the speed reduction	Jessica Halliday	
40939	Totally support; a high speed on this curved alignment near waterways is quite dangerous	Glen Koorey	
40938	We need to move away from our dependency of private cars. The idea that cyclist and pedestrians can be put at risk from fast moving cars because it works for car drivers is putting children and their families off cycling and walking. We families can't take our kids in these spaces where fast moving traffic puts children at risk. I don't think women, children and the elderly enjoy walking and cycling around fast moving cars. Given car drivers are safe inside their metal boxes it makes sense to design roads and set speed limits that put the most vulnerable first. Not design cities in which the wealthy drive their children to the otherside of the city to attend school because our public transport is inadequate and our roads are unsafe for children and young people to use them. Please plan for the next 3 - 5 years to be a rapid move away from private fossil fuel cars and on to bike and walking.	Marise Richards	
40937	Very appropriate. This is such a short stretch of road that the decrease will not make much/any difference in travel time and will greatly increase safety, especially the exit from Windsurfer's Reserve.	Catherine Warren	
40936	I fully support these changes and look forward to using the safety of the cycleway to cycle to Sumner with my family in summer.	Volker Nock	
40933	Its a great idea. I'm more likely to go there.	Alex van den Broek	

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40931	<p>Humphrey's Drive Speed limit</p> <p>I am in favour of a reduced speed from 70kph to 60kph on the section of road in question.</p> <p>It adds about 10 seconds to every trip I take through here, but I can live with that.</p> <p>However – further to this, this section of road has two (2) access ways from-to car park areas with generally clear view.</p> <p>But, when you look at Dyres Road SH74 from Metro Place to Ferry Road inclusive of SH74A, with multiple uncontrolled intersection at a speed zone of 70kph – 8 uncontrolled intersection and one controlled intersection at Linwood Ave – this needs to be investigated and discussed to consider a speed reduction to 60kph.</p> <p>The intersection Linwood Ave/ SH74 traffic light controlled intersection – the number of red light runners, the number of loaded trucks that pass through this intersection without anticipating traffic light control to stop is unacceptable.</p> <p>Even in wet road conditions there is no hint of care and attention.</p> <p>This Traffic light controlled intersection needs to be a reduced speed option.</p> <p>70 kph is just too fast.</p>	Robert McIntosh	
40929	<p>I am very familiar with this area. Fully support the safer speed of 60 km/h.</p> <p>In reality it is only a few seconds difference for the distance (much less than say a traffic light phase), so the time taken is not an issue.</p> <p>As we know in the event of a collision the energy at impact is proportional to the square of the speed travelling. Calculations show a vehicle 60 km/h will have 26.5% less kinetic energy than the same vehicle travelling at 70 km/h. Less kinetic energy in the impact of collision means improved survivability and reduced chance of receiving life changing injuries.</p> <p>A reduction in speed also reduces the distance required to stop in the case of an emergency, further improving safety.</p> <p>Safer speeds will benefit all road users.</p>	Allan Taunt	
40926	<p>Hello, I read an article in Bay Harbour News a couple of weeks ago about speed limits on a section of Humphreys Drive.</p> <p>Community Board Member Darrell Latham commented that reducing the speed to a maximum of 60kmh will increase commuter times when driving to the city.</p> <p>I support the reduction of maximum speed on Humphreys Drive to 60kmh.</p> <p>The lower speed increases the chances of the bird life being able to get out of the way of vehicles, it increases the safety of cyclists, and drivers will still get to where they are going safely if they drive within that limit.</p> <p>I suggested to Darrell Latham that he time himself in a motor car from the 70kmh sign on Humphreys Drive at Ferrymead to a point just before the lights at the intersection with Dyers Road – travelling once at 70kmh and then again at 60kmh. Look at the difference in times and ask himself if it is likely to cause significant delays in people's journeys to the city, given that drivers often have to stop at the lights at the Dyers Road intersection and along Linwood Ave anyway.</p> <p>Regards,</p> <p>Paul Peryman</p>	Paul Peryman	

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40923	<p>I fully support the reduced speed limit of 60 km/h on Humphrey's Drive. Please install plenty of large signage indicating the speed limit and warning of the presence of cyclists.</p> <p>Please consult with NZTA regarding the speed limit of Dyers Rd/SH 74/SH 74A. I feel 70 km/h is too fast and inconsistent with neighbouring roads. Please look at the sections between Ferry Rd and the oxidation ponds and lower the speed limit to 60 km/h for consistency and safety of all road users and neighbours (including their pets).</p> <p>I regularly cycle along Dyers Rd and Humphrey's Dr, as do a lot of other sport/competitive cyclists and also recreational and commuter cyclists. These roads need to be safe for everyone as there are no alternatives.</p>	Fiona Bennetts	
40922	Yes, I support this change, see my comments above.	Roelien de Jong	
40920	I use this road as a cyclist. This small reduction in speed would hardly hamper cars whilst making the road somewhat safer for cyclists.	Paul Broady	
40919	As someone who regularly cycles on this route I applaud and strongly support this change. It will make difference of only a few seconds for car drivers but possible avert a severe accident for a cyclist.	Brian Darlow	
40918	I support it. As a cyclist I would feel much safer with this lower speed limit. Feeling safer encourages more cyclists, and getting more people out of their cars and onto bikes is vital for environmental, economic and health reasons.	Prue Stringer	
40915	I hoped the cycleway would go through Charlesworth reserve. If that is not the case, then I support this change.	paul cragg	
40914	I have submitted before, but realised I was only thinking of travelling into city not the other way. As someone who cycles this route every day - it is a nightmare sometimes how close people come at speed. until there is more room and a better designed cycleway, the speed limit should be dropped. No question it is a safety issue.	Rosemary Neave	
40913	Leave at 70 km/h. We already spend enough time commuting due to poor council design of our roads, it's nice to have some that still can flow.	Wayne Boyd	
40912	An essential change, there's little justification for 70 km/h in such an area and the very slight loss of convenience will be more than offset by the safety gains.	Dugald McDonald	
40903	I support the proposal as it will increase the safety, and importantly, the feeling of safety for road users. The current speed limit, with narrow on road cycle lanes, makes using a bicycle on this section of road feel unsafe and a deterrent to those looking to commute by bicycle. When driving along this section of road it feels unsafe to travel at 70kph around cyclists, and makes me cringe at the danger created watching others do so.	Jordan Gilmore	
40893	I approve of reducing the speed on this road. This road is only around 1.5km long so the reduction in speed would increase travel times by less than 15 seconds. So people who are using the reason of an increase in travel times to not have the reduction have not actually considered the practical implication. Reducing the limit to 60km would match Linwood's Ave speed limit which means fewer speed changes when driving to Sumner as you won't have the 60 to 70 than down to 50 on Ferry Rd/Main Rd.	Angela Williams	
40892	Strongly disagree. This is the key route to access State Highway 74 to go north which is also 70km/hr. There are no residential properties with access on this stretch of road either that would warrant a lower speed limit.	Emma Taylor	
40885	Strongly agree with this also. This will at most make a few seconds difference to the travel times of motor vehicles but will significantly increase the safety and wellbeing of other road users.	Chrys Horn	
40884	<p>We often bike along here on our return from Sumner. The road is way too narrow and the speeds are way too high. I've lost count of the number of close passes which endanger our lives and are very intimidating.</p> <p>Please lower it to 50km, or put plastic poles along the painted line that delineates the cycle lane.</p>	David Moorhouse	
40882	Sensible move. I both drive & cycle along Humphrey's Drive and rarely find that I drive at 70km/h as I've just left a 50km/h zone & know that I shall soon be in a 60km/h zone - I guess I just treat it as a 60km/h area. As a cyclists I find it unsettling when cars are traveling at 70km/h as the draft they cause can wobble the bike, particularly when heading toward Ferrymead on the estuary side where the cycle lane is very narrow. Very, very few vehicles leave the recommended 1.5m when passing a cyclist & seemingly little respect for the safety of cyclists. I know some people have commented that cyclists should use the alternative route through Charlesworth reserve but even with lights I shan't use that route at night if I am cycling alone so it remains vital that the Humphrey's Drive route is retained both for commuting cyclists & those not wishing to detour through a dark & heavily planted area at night. Finally, the reduction from 70 to 60 km/h is, in reality, not going to impact greatly on commuting times.	Jocelyn Pappill	

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40880	I think this a great idea. I've cycled this section of road everyday for the last two years and it's always the part of my journey that feels the most unsafe as motorists regularly exceed 70km/h. I would question how a new 60km/h limit will be enforced as I don't believe a sign alone will do much to slow people down (drivers still do about 40-50km/h through the new 30km/h section in Woolston). I think it would also help to widen the bike lane in certain sections as it currently narrows on the final bend when heading in the direction of Tidal View. Overall, any changes would be great and I'm glad it's up for review.	Samuel Lewis	
40875	Needs to stay at 70! There are no houses, no danger. Let's keep moving! Time spent in cars is too long so keep the speed up !	Joanna Beadle	
40874	I believe that the proposed speed reduction on Humphrey's Drive are totally unnecessary and would ask that you reconsider the change. I travel this route at lease twice daily and have never experienced, or seen any problem that the proposed speed reduction would have averted. 70 km/hr is appropriate for this street.	James Begg	
40870	Same as above. Unhelpful. Its a non-residential zone, therefore a higher speed limit is safe.	Alex Mander	
40869	Its ridiculous. A cycle path is being built (or shared use path) through Charlesworth Reserve, which as a cyclist i'm happy to use. I don't see why the roads need to be slowed down too. Nobody is walking around there so who are you trying to protect?	Bronwyn L	
40868	It is unrealistic to expect that all crashes can be prevented. Further, the new cycleway ensures that cycles are off the road making any reduction in speed limit unnecessary. Reducing the speed limit will punish commuters in that their commute times will be increased adding to their frustration and stress on the road, which in itself will result in more accidents.	Jeri Lang	
40867	This is unnecessary there are no feeder roads nor buses or businesses in the affected area.	Stuart Johnston	
40862	This is a good idea as it will be safer for cyclists	Marischka Lieshout	
40846	This is an absolutely ridiculous idea, waste of money and resources. The 70kph speed limit has worked perfectly fine for over 52 years (all my life), there is no valid reason to reduce the speed limit as it will do more harm than good for residents of local suburbs by hindering their passage to and from the city and increasing travel times. Pre-quake the Council used to have network target times of 17kms per half hour, these target times are now non existent. I live in Woolston and have to travel into the city daily, this is now a chore that can take up to 45 minutes to travel just 6 kilometres, it used to take 9 minutes. NZTA are not in touch with reality, they are a bunch of cycle-centric zealots who will try to convince people they can get somewhere faster by travelling slower. They (both the council and NZTA) are very quickly making Christchurch an unpleasant place to live in. Over 2000 people signed a petition against the reduced speed limit on Ferry Road (the main arterial route into the city) and they were ignored. Reductions in speed limits not only affect the general public but emergency services as well (another large group whose submissions against speed limit reductions have been ignored). Emergency services are only permitted to break speed limits by up to 20kms per hour so any and all reductions in speed limits have a real cost to human life and property when every second counts in an emergency. Another fact which I am sure will be ignored by council as they do what they want and not what the people they represent want. As with the changes to Ferry Road the money would be better spent on permanent road repairs not the patchy rubbish repairs we have had to put up with so far.	Catherine Webber	
40845	Still a rural road, nothing there at all. Why all these changes to 60kmh? 70km nor 80km are that fast on rural roads. If people cannot drive safely at 80kms then they shouldn't be driving, so that is more an issue with our licensing system not the speed. 70/80 is a normal speed on rural access and main roads that aren't built up. 60kmh is ridiculously slow on these types of roads, especially during hours when there's no traffic on the road. Marshalands Rds, Styx Mill Rd, Gardiners Road, Radcliffs Rd to name a few all need to go back to either 70 or 80 as well, as 60 is artificially slow on these roads	James Marshall	
40838	I think Humphreys Drive should have a 60kph speed limit not 70kph because the gap is not long and Because of cyclists	Rohan van Soest	
40809	Trying to get across Humphris Drive to bike from Charlesworth Reserve can be difficult. It seems that the traffic travels faster than 70kmh. A reduction may help it feel a lot safer. Now that the Rapanui Shag Rock Cycleway Route is going to be directed through the reserve it is important that this speed reduction is implemented. Those who choose to ride a bike on Humphrey's Drive in the future due to personal safety concerns in Charlesworth Reserve outside of daylight hours, also need to feel safe on this stretch of road. A lower speed limit will enable this.	Robert Fleming	

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40808	There is no good reason to decrease the speed limit here when the road is straight and wide. Especially now that there is a designated cycleway.	Sophia Pegg	
40807	This would be a huge relief, both from a driving and cycling perspective. As a regular cyclist along this section of road, I fear for my life due to the speed and proximity of the traffic. When I am driving, I hate to speed up to 70 km/h along here and don't unless traffic forces me to. This is because cyclists share the road and also because it is a wetlands area with a heap of bird life to look out for and not run over! For the safety of humans and other wildlife, the speed should probably be lowered to 50 km/h (this would also give me a chance to check out what species are around as I drive by :-D). It is weird having main roads slicing through wetland areas, and weirder that they have such high speed limits. A hangover from industrial thinking that classifies wetlands as wastelands. They are so precious and need to be treated as such (as I know you know). While humans' sense of haste and anxiety drives them to drive faster, the reality is that dropping the speed to 60 km/h (preferably 50 km/h) for such a short section of the journey would not add significantly to anyone's journey. Perhaps it would even serve to reduce people's anxiety.	Kate Taylor	
40806	Humphreys Drive is 1.3km from where the speed signs are. The difference between travelling at 70km/h and 60km/h over this distance is 11.2 seconds. Commuters will be fine. Cyclists will be safe.	Lydia Duport	
40797	No silly idea. The recommendations have been inadequately assessed in term of safety and common risks that everyone is exposed too in every day life.	Tony Ward	
40794	Absolutely NO. The council has already spent enough money on the cycleways there when the council could of taken the bike track on the inside of the river where there's always been a walking path. There is no need to change any speed limit. The only reason the council will lower the speed is to keep in keeping with what the transport agency is doing throughout the country.	Ali Mclauchlan	
40792	No, absolutely not. I live in Redcliffs and commute to work in Linwood, the attraction of using this route is its speed and directness, I feel 70 kph is perfectly safe given the absolutely rural nature of the road. In fact, it's a nicer road to use than some of the 100 kph sections of full-blown State Highways. The excuse of safety is a joke when it's not part of the official Rapanui-Shag Rock cycleway path, and given the current state of the road, where loose chip seal regularly gets flicked up and hits other motorists. If the council is so dead-set on not illuminating the Charlesworth Reserve section of the Shag Rock cycleway then it should extend the cycleway it has already constructed next to a quarter of Humphrey's Drive, or expand the shoulders and cycle lanes on Humphrey's Drive to allow more room for cyclists. Particularly on the eastbound side, the cycle lane is perilously narrowed by encroaching grass and flax bushes. The seawall holding the road shoulder up is also in a poor state and was never repaired after the Canterbury Earthquake Sequence.	Samuel Zelter	
40782	I agree with this proposal of lowering the speed down to 60kph. The only thing I wish to say have the lowered speed limit would need to start from Dyers Road and not on the Linwood side of Dyers Road.	Stephen McPaike	
40780	I do not agree with reducing the speed on humphreys drive. The reasons given, ie keeping cyclists safe is now not appropriate given the new cycle way directing cyclists through Charlesworth Reserve. We have expended ratepayer money providing a safe cycle way seperate from the traffic on humphreys drive and the speed at 70km/hr should definitely not be reduced. Trying to annoy motorists by slowing down traffic as stated by the ministry of transport person will not get people on public transport which in my view is the hidden agenda in this proposal. Listen to the feedback and do not proceed with this nonsense proposal	Barry Mclauchlan	
40779	Bloody ridiculous . So you plan to put a shared path through Charlesworth Reserve and also encourage cyclists to use Humphreys Drive. I'm sorry but you are being a little bit silly. If you are intent on spending the money on the shared path for a very few cyclists that's fine but don't waste more money encouraging them to use Humphreys Dr as well. Leave the speed limit as it is and do a bit of thinking before doing anything else. You have stuffed enough up already don't make it worse.	Brian Hill	
40778	No thanks	Evan Cameron	
40777	Disagree. Leave it as it is.	Andrei Moore	
40772	Absolutely Stupid put the cycleway through Charlesworth Park, it's away from the traffic, easterly wind and wildlife, what are you thinking by keeping it on Humphreys Drive. I personally cyle that way frequently and Never use Humpherys Drive just make it more user friendly at the Mitre 10 carpark end.	Alan Truscott	
40764	Good idea. Will make cycling slight less worrying	John Southworth	
40761	I support this change This is a good idea as It will make it safer. for people traveling along the section of road, It will also give people more time to stop for the lights, and will help people not speed in the 50k section of the road near the shops.	dave gardner	

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40760	I support a 60km/h limit. I've cycled around Humphreys Drive on a number of occasions. There are often patches of loose gravel, litter and construction debris along the edge which needs avoiding. In addition it's very exposed to wind gusts so in combination cycling here can be challenging. Adding in traffic at 70km/h (or more) makes for an intimidating ride with a serious outcome if hit.	Vicky Southworth	
40754	Yes I definitely agree to reducing the speed limit! It's a relatively short section of 70 km/h and it would hardly make any difference to travel times. I cycle and drive along that road regularly. When I'm cycling it's relatively narrow, there's no dedicated cycle route, and the traffic speeding past feels dangerous. Especially when the larger vehicles pass - there are a lot of them going in/out of the Countdown and Mitre 10. I think 50 km/h would be even safer, and I would be happy to drive that speed in the circumstances.	Sarah Elicker	
40752	Support the speed reduction. With only on road cycle lanes, very narrow in places, it can feel very dangerous for cyclists. Diverting through Charleworth reserve isn't practical, or particularly easy after dark. It also makes more logical sense to have consistent 60kph which there already is further up Linwood Avenue with the separated shared path and wider on road cycle lanes.	Darren Fidler	
40733	Support.	Pat McIntosh	
40725	Utterly ridiculous, read it was for (once again) bikes safety but the Council has just built a new cycle lane on the road side of the canal which also has one on the otherside of the canal. There are no houses on this stretch of road and cycles should be on the cycleway then traverse through Charlesworth Street, not through the NO ENTRY area onto Humphreys Drive. If any speeds should change it should be between Maces Road and Ruru Road, everyone does 60 there anyway as it is not safe to do 70 through the industrial area.	Carolyn Rowe	
40720	Strongly disagree	Ethan Smith	
40716	I think the speed limit should not be decreased from 70km/h to 60 km/h. Traffic flows nicely through this area. Cyclists and pedestrians should not use this road and should utilize the cycle lanes. Please do not slow down the traffic here. Its is slow enough moving through out ferrymead, Sumner etc. as it is.	John Evans	
40714	Great idea! 70km is way too fast. 60km makes it safer for cyclists	tanya Jenkins	
40712	This is well overdue given the narrowness and the number of vulnerable road users currently at risk of injury from seeding traffic. The reduction really should be to 50km/hr given that there is no provision for a separated lane.	David Moorhouse	
40711	Yes, I support this change as it will be safer for walkers and cyclists and numerous birds that crosses this stretch of the road. In fact, the speed should be dropped to 50kmh as 60kmh is still too fast for motorists to react on a road that's right next to the cycleway, cycle lanes, access to kite/wind surfing area, wildlife reserve, easterly wind exposure, etc. Linwood Avenue from Dyers Road to Ensors/Aldwins Roads should also be made 50kmh as there's significant amount of foot traffic and cyclists utilising the footpaths on both sides and the new cycleway through the trees. No doubt there'd be more pedestrian and cycle crossing with the new swimming pool opening in October on Linwood Avenue. Lot of motorists don't reduce their speed to 50kmh (from 60kmh) when they reach the Linwood Avenue School. There's no 40kmh school zone sign there either. That's very dangerous for children crossing the road there. It'd make a huge difference if all of Linwood Avenue would be made to 50kmh.	Hiren Patel	
40708	No - leave it at 70. If there is a dedicated cycleway then why change it - currently people cycle on it and it is fine. Build a pipe under the road for pukeko to cross.	Clive Weston	
40701	There are cycle ways for a reason, so they don't come into contact with cars. No speed limit change should happen. There has been no issues so far just leave it as it is	Sophie Flett	
40700	Great idea! I fully support this and think it will make the area a lot safer especially for people on bikes or wanting to cross the road.	Christine McCormack	

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40697	Excellent much needed change. I both bike and drive this route daily from Redcliffs and am always alarmed when I see bikers as cars and trucks rush along at 70+ kmh. It is also a route to the tip and trailers piled with insecure rubbish is a flying hazard when travelling so fast. I have seen cyclists trying to cross 70 km traffic to the Windsurf Park. It is particularly needed for the cyclists coming east from Dyers Road to the windsurf park. Having one speed all the way from Humphreys Drive avoids the confusion that multiple changes in speed produce.	Cynthia Roberts	
40696	Excellent idea, because I am a hand cyclist and hoping to use my bike to get around the city. Handcycles are low to the ground, so this will make it safer for both me and vehicles	Sarah Kerr	
40695	I do not agree with this proposal. I understand this areas speed limit of 70km/h is suitable for the road design etc. The final proposal for the Rapanui Cycleway no longer utilizes this area of road as it has been re-directed through the Charlesworth reserve area. For this reason there should be very limited numbers of cyclist using this area of Humphreys Drive.	Martin Harris	
40691	No way	Cathe grater	
40690	I fully support this. With increasing cycling activity 60km is an appropriate speed	Richard Smith	
40689	Please leave the speed limits alone. This is a clear section of road with great visibility and low hazards which I drive every day.	Nicholls Iain	
40688	Disagree. I would like it to stay at 70km.	Dane Bell	
40687	Oppose - key routes for vehicles from Ferrymead to Sumner into the City Centre, or beyond, require use of either Ferry Road or Linwood Ave. The former has been reduced to 30km through Woolston slowing travel and therefore a faster route should be maintained down Humphreys Drive to connect with Linwood Ave.	Gareth Taylor	
40686	Again the flow of traffic is important especially during busy times. 70km is a good speed and is adhered to by drivers. This is not an accident prone area due to the speed limit. Leave it alone!	George Scrimshaw	
40685	Please leave it as is. The cycle way is separated from the driving traffic, there are no houses around. There is no need for decreasing the speed limit. No one is going to follow the new speed limit anyway, same as in Woolston village.	Elena Collings	
40684	No, again completely unnecessary. Drivers are very courteous + drive responsibility.	Kay Scrimshaw	
40683	This would be a good change. For this short stretch of road, changing from 70km/h to 60km/h will only add 10 seconds (for roughly 1.2 km) to someone's journey at full speed, which is often slowed by other traffic anyway. Nobody's day will be ruined by losing 10 seconds, but the safety gains are quite large.	Ben Schumacher	
40682	I think it is totally unnecessary to reduce the speed. It is an open, clear road, with no housing - or anything else - opening on to it. It is seldom that busy, and there are very few accidents on it. It is plenty wide enough to have separated cycle lanes.	Mary Lovell-Smith	
40681	I Support this.	Keiran McNabb	
40680	Excellent idea. It's inconsistent with the rest of Linwood Ave. Happy to see it match the next bit.	Justin Hygate	
40679	This would depend on how separate the cycle way is. If it is completely separated with a barrier, then I am happy for it to stay at 70, if not, I would definitely prefer a lower speed.	Margaret Jeffs	
40678	I don't think it's a good plan to change it.	Patricia Rand	
40677	This sort of survey with controlled responses is preposterous. We have spent millions of dollars to separate cars and cyclists. It will be a complete waste of money if we then change driving speeds as you are proposing	Gordon Sutherland	
40676	Great idea	John Ascroft	
40675	I totally agree with it. When I'm driving out to my parents' in Sumner, it doesn't make much difference as it's such a short section of 70kmh zone and personally I don't tend to drive it at 70kmh anyway. And when I'm biking out there, it currently feels really scary given the high vehicle speeds.	Anne Heins	
40674	Consistency in speed limits is everything. Chopping and changing results in frustration and drivers simply ignoring it anyway...(as they already do)	Carol Anderson	
40673	That would be a very good idea and I support it.	Abhi S	
40671	Fully support. It is scary to cycle with big trucks moving though there. I would also support reducing it to 50kph to have it more in line with ferry and Linwood roads	Matt Hanson	

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40670	<p>It's bullshit. Humphrey drive through to the causeway should all be 70km/h because that's the speed it should be. I got a ticket around there the other day for not slowing down to the 50km/h soon enough. It should be 70km/h the whole way</p> <p>I sat behind an off duty cop doing 70km/h the other say around the causeway and did they get pulled over? No of course not because the government are money hungry greedy bastards</p>	John Banks	
40669	It's completely unnecessary. The cyclists would be further away from vehicle traffic therefore the speed needs to be lower? What are the current statistics on crashes between cyclists and vehicles in that stretch of road now with the current speed limit? Stop ruining Christchurch	Drew Doak	
40668	Yeah, it's a bit narrow for cyclists. 60km/h is fine for the non-separated bit, but there's no need to have it at 60km/h where there is the separate cycleway	Andrew McCarthy	
40667	<p>Part of the appeal of living on this side of town is having a quicker commute to work. It is good keeping the speed at 70km so that it keeps the flow of traffic moving and avoiding getting stuck in traffic for longer. It is so confusing having the speed limits changing constantly on the same stretch of road. As a driver it feels more unsafe to be constantly double checking what part of the road you are on, which speed limit you should be at for that small part, and have it change again. It's more dangerous to be driving paying attention to constantly fluctuating speed limits on the same road, than being able to dedicate more concentration to actually driving.</p> <p>Even though you are proposing 60km only in 1 stretch, if drivers aren't super switched on (and we know many aren't) they will still be driving 60km in the 70km zones creating a further backlog of traffic, frustrated and consequently more dangerous drivers which I believe is a bigger risk to cyclists than dropping the speed limit 10km.</p>	Amie Whiting-Stubbs	
40664	Cyclists have ample room, After all far too much of our tax payer and ratepayer money has been spent on the cycling minority anyway! Leave the speed at 70 km / h	Jan Edwards	
40663	Terrible Idea, wouldn't the creation of a cycleway that separates cyclists from cars eliminate the need to reduce the speed limit?! As you have stated that the current speed on the road is dangerous for cars and cyclists to be sharing	Patrick McSoriley	
40662	Totally disagree! The cycle lane is going to be separated from the road, making it safer for the cyclists than it currently is, how is this less safe?	Calum Ross	
40661	No, there is no need. When I drive around Humphreys Drive, drivers are cautious and courteous.	Sascha Costley	
40660	I drive and cycle this regularly. I think the limit should be a temporary one only until Cycleway finished and should not include the road past new cycleway extension to Charlesworth bridge as there is a safe easily accessible alternative.	Rosemary Neave	
40659	Yes I am in favour of reducing the speed limit. Well help reduce road noise and make it easier to cross the road to get to Windsurf Reserve.	Adam Smith	
40658	<p>No</p> <p>I think this is a bad idea. This road is one of the major access ways to the city and slowing it will only add to congestion.</p> <p>I frequently run and cycle along this stretch on my way to work and have never witnessed any issues with the current speeds of traffic.</p> <p>I also drive and know from the experience of slowing traffic during the Ferrymead bridge rebuilding that congestion is the real danger not the speed. Keep it flowing!</p>	Edward Sparrow	
40657	I'm unsure that motorists will take any notice but would make it much safer and appealing for cyclists	Teresa Kilkenny	
40656	<p>Unnecessary and do not support. This is a major road and gives good quick access to the entire city.</p> <p>If safety is the concern then install a crash barrier between the pathway and road.</p>	Tom Denman	
40655	I think the current speed should be retained. When you make the speed limit too slow EVERYONE ignores it. Check out the causeway. When do you EVER see anyone going 50 km/h?	Charlene Herring	
40654	60 is a yes from me. Safer for the vehicles existing the windsurf carpark and also, it'll give the Pukeko a better chance of survival.	James Lewis	
40653	You have just invested (wasted) millions of dollars on a massive cyclway project on Humphrey's drive for a minority of cyclists which is aimed to give them safer cycling options. If it is not safe enough for the majority to continue as they have in the past then it has been yet another waste of my rates money. Stop dicking around with petty stuff and sort the bigger problems. Sort out a proper sump drainage system for Sumner so you don't have to have a digger permanently stationed there in case it rains. Build the bloody stadium the right size and quickly. Sort out the cluster F4#k you have created on Ferry Road and St Asaph Streets etc etc	Neil Whithear	
40652	Makes sense.	Laurence Mote	

Submission ID	Tell us what you think about changing the speed limit on Humphrey's Drive from 70 km/h to 60 km/h	Name	Organisation & role
40651	There's no need to reduce the speed limit in this area. The cycle lane is separated from the road by a planted out area.	Andrew Herring	
40650	I think we're missing a key piece of information, which is the design of the cycleway. If it's separate from the road (which the parts built so far are) then I don't think the speed limit on the road really matters. If, however, it's crossing the road (which I guess it has to do at some stage?) or sitting alongside it w/o protection then I'd support dropping the speed limit to 60km/h. I also wonder if, even if it is changed, motorists will struggle to adjust from the 70km speed limit on Dyers Road and just, consciously or not, ignore it.	Jack van Beynen	
40649	This is ridiculous. After spending how much money putting cycle lanes in to make it "safer" for cyclists why are you changing the speed limit? Nothing has changed, it's suddenly not more dangerous unless the cycle lanes make it more so. Stop wasting money on unnecessary changes	Jayne HALL	