

## Submissions received on Safe Speed Neighbourhoods, January 2023

Most submissions were made as pin-drop comments on Social Pinpoint. As these are location-specific, it is advised that elected members view comments on the map – available here <https://ccc.mysocialpinpoint.com.au/safe-speed-neighbourhoods>

Submissions that were too long or broad to be included on Social Pinpoint were emailed directly to the Engagement Team and are included in the tables below. All comments made by submitters who requested to be heard by the hearings panel (irrespective of whether their comments were made on Social Pinpoint or email) are also included in the tables below.

### Would like to speak at the hearings panel

Community Board comment relating to (where possible)	Comments	Name, Organisation
Te Pātaka o Rākaihautū Banks Peninsula	See attachment (#17)	Harry Stonach, Akaroa Ratepayers and Residents Association
Te Pātaka o Rākaihautū Banks Peninsula	The Takapuneke Co Governance Group have had meeting today 8th December and confirmed our request to see the speed limit extended - to reduce the speed limit to 40km beyond the Stanley Place corner [ as indicated in the interactive site] . I am not sure that I have completed the submission online - I did as directed and filled in the 'green spot' and have now included my comments below. I would be happy to attend if there is a hearing and I look forward to the outcome. Kind regards Pam	Pam Richardson, Takapuneke Co Governance Group
Te Pātaka o Rākaihautū Banks Peninsula	I think that the speed limit of 50km/h at Marine Drive should be permanently reduced to at least 40km/h on the orange dotted area, and then 30km/h during school times.  Heavy logging trucks, driving 50km/h, hardly have enough time to stop in time for the pedestrian crossing!  Futhermore: we need a 15km/h speed limit on the 4square car park. I advocate to enlarge the 30km/h zone to at least Patiki Place at the lower end of this car park. Many school kids walk, scotter from there to school!	Angela Boer
Te Pātaka o Rākaihautū Banks Peninsula	Too many race cars going past way too close to residential area	Charlotte Peters
	Would be cool as a more mixed-use/pedestrian oriented like in central city (obv more parking needed near supermarket area)	
Waihoru Spreydon-Cashmere-Heathcote	See attached (#12)	Callum Ward, Waihoru Spreydon-Cashmere-Heathcote Community Board
Waihoru Spreydon-Cashmere-Heathcote	See attachment (#7)	Fiona Deehan, Addington Te Kura Taumatua
Waihoru Spreydon-Cashmere-Heathcote	See attached (#14)	Graham Robinson, Addington Residents Association
Waihoru Spreydon-Cashmere-Heathcote	Thanks for the opportunity to submit on the proposal to reduce speeds in our neighbourhoods.  I am writing on behalf of St Martins school board. We would like to add our support to lower speed limits in and around our neighbourhood, both on Centaurus road and the streets around our school. A survey of our community last year showed that an overwhelming majority of families would be more likely to allow their tamariki to bike, scoot or walk to school if the school route was safer. Traffic speeds play a large part in this, as well as safe crossing points and marked cycleways.  Having fewer families driving to school would also of course reduce the level of traffic at the school gate at busy times, making it safer for everyone.  Traffic speeds on Centaurus road are often excessive, making it especially dangerous when combined with the lack of safe crossing points. Cars also speed down the streets adjacent to school, causing further risk to our pupils, who are regularly having to cross between parked cars.	Kate Hodgins, St Martins School Board

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	<p>One suggestion would be that the 40k limit is extended along Centaurus to the junction with St Martins road as we have children biking along this route, turning right out of Parklands drive. Many secondary school children also bike towards Cashmere high along this section.</p> <p>A lower speed limit is an essential part of a bigger solution to making our neighbourhood much more friendly to all pedestrians, scooters and cyclists, and makes a very small difference to drivers in terms of inconvenience.</p> <p>St Martins school board supports this initiative wholeheartedly.</p>	
Waihoru Spreydon-Cashmere-Heathcote	See attachments (#9)	Tracey McLellan, MP for Banks Peninsula
Waihoru Spreydon-Cashmere-Heathcote	<p>I'm in favor of making every street that isn't a major thoroughfare 30kmh. In South Chch this would include every street in Beckenham loop, Lansdowne terrace, Bowenvale Ave, Huntsbury Ave etc. I'd also like to see larger roads that are lined with houses or shops e.g. Centaurus Rd, Columbo St etc slowed to at least 40 but preferably 30kmh too. Other countries have been doing this for years and Wellington is planning something similar. It would be great to see Chch at least catch up with this!</p> <p>Please reduce the speed on Centaurus, add more crossing places and put a roundabout or similar at the Bowenvale Centaurus junction. Many kids have to cross these roads to get to school and it's currently lethal.</p>	Alex James
Waihoru Spreydon-Cashmere-Heathcote	<p>This is steepest road in Christchurch. It has sharp bend near bottom, foot path one side which crosses the road to other side and has many houses and short lanes with direct access to the road yet it is 50km for most of road! It is only just wide enough for two cars to pass. Cyclists waive across the road or push their bikes on road as pavement has steps it is so steep. Please reduce road to 30km/hour there are other ways to get to most houses further up the hill.</p> <p>Please could all cul de sacs on Mt Pleasant hill have 30km/hr speed limit. No one wants to kill their neighbour's cat or worse run children over. I live just beyond the turn off to Maffies which should be 30km and the whole of Santa Maria Avenue should be 30km too. Only Solares and Mt Pleasant Rd should be higher (?40km) and driving slower up the hills would also use less fuel. Our collective carbon foot print is already far too high because of all the driving up the hill.</p>	Alexa Kidd
Waihoru Spreydon-Cashmere-Heathcote	Whilst I agree that speeding is an issue, lowering the speed limit won't help as speeders are already ignoring it. Going 60-70kmh in a 50kmh zone, reduce to 40kmh and the speeders will either not change or reduce only to 50-60kmh... The problem is there are no penalties for poor drivers. Forced measures like speed bumps or changing the road layout (personally would love some trees/greenery like in Norwood St and surrounds) or having speed cameras, police to incentivise good driving.	Alix Birkhead
Waihoru Spreydon-Cashmere-Heathcote	<p>It's a well used, easy way to get to other parts of the area. Speed has been an issue in the past but is much less of one now. It's a wide street with good visibility for crossing along almost the entire street, plenty of room for cyclists and wide footpaths on both sides. There is not a huge number of children that travel to school along this street. I don't support this street being 40km/h. I believe it should stay at 50km/h for the reasons noted.</p>	Amanda Wolt
Waihoru Spreydon-Cashmere-Heathcote	The 30km per hour speed restriction is absolute overkill. 40km/h is slow, 50km/h is my preferred speed.	Andrew Parrish
Waihoru Spreydon-Cashmere-Heathcote	It would be better if CCC fixed intersections like these where they have made a cycleway with its own lights and a red arrow to prevent cars turning left. This would work if there was an actual left turning lane for cars, but there is only this little half lane not big enough for a car. Why didn't you make a proper left turning lane for cars so vehicles going straight ahead could still go when the light is green for them? There are multiple instances of these stupid intersections in the city.	Andrew Reynolds
Waihoru Spreydon-Cashmere-Heathcote	<p>As with the many previous comments about Rapaki road, it is a dangerous stretch of road with the interaction between cyclists, pedestrians and vehicles. I support the following actions:</p> <ul style="list-style-type: none"> <li>- lowering the speed limit to 30kmph</li> <li>- additional yellow lines to discourage parking on Rapaki Road and the consequential mode of movement conflict</li> <li>- investigate the installation of a raised platform to slow traffic at the dangerous intersection of Rapaki, Centaurus and Aynsley. Or alternatively a mini round-a</li> </ul>	Angela McDonnell
Waihoru Spreydon-Cashmere-Heathcote	<p>Would love to see the 30km/h zone extended all the way up the Heathcote Valley end of Bridle Path Road to Tunnel Rd.</p> <ul style="list-style-type: none"> <li>• There is only a footpath on one side of the road at the tunnel end of Bridle Path Rd. So 50km/h presents a unique threat to pedestrians forced to cross.</li> <li>• If the proposed plan was to take effect, there would be a 500m stretch of 50km/h road which is unnecessary and perhaps dangerous if cars are accelerating, only having to stop suddenly at an intersection.</li> </ul>	Ben van Opzeeland
Waihoru Spreydon-Cashmere-Heathcote	<p>I believe 30km's would be great for our street and also some more trees planted please! :)</p> <p>What I think is more important though is restricting the speed of traffic on Colombo Street from Moorhouse Ave to Tennyson Street (or further). This is a heavy traffic area with many pedestrians, cars, cyclists and buses. There are also many, many businesses, restaurants, cafes etc along this part of Colombo Street.</p> <ol style="list-style-type: none"> <li>1) We need a cycleway here!</li> <li>2) Slower speeds.</li> <li>4) More trees for shade and aesthetics.</li> </ol>	Bindy Skjellerup

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Waihoru Spreydon-Cashmere-Heathcote	I think the whole of Main Road Redcliffs from the Causeway to Moncks Bay and adjacent streets should have a permanent 40kph speed limit - easier, safer and more likely to be obeyed. It is entirely unnecessary to have a permanent 30kph limit in Beachville Road as there is a safe route for walking and cycling along the Coastal Pathway.	Calum McIntosh
Waihoru Spreydon-Cashmere-Heathcote	Rosewarne Street is already a 30km zone however we still have trouble with people exceeding this speed on a regular basis. Addington school is around the corner so many residents feel as though speed bumps are required. Speed bumps are already present in Sommerset Street & these work well. The Rosewarne St surface is also pot holed & irregular making cyclists swerve to avoid hazards. This combined with single lane & speeding cars make the street unsafe.	Catherine Goodwin
Waihoru Spreydon-Cashmere-Heathcote	I feel I need to provide feedback on your plan to reduce speed on Conway Street in Somerfield. I cannot figure out why you would want to do this. Although there are schools not too far from Conway Street it is not that close that the speed needs to be reduced. [REDACTED] have never been made aware in any way of the current speed limit being dangerous to anyone. Conway Street is wide and long, but oddly quiet in terms of traffic for such a long street. As far as I am aware the only things that have been hit on the road are hedgehogs!  I start work at 8.30am so am on the street anywhere from 7.45am to 8.10am. The only school children you see on the street in that time are a few young ones with their mothers and a few high school age children usually walking but occasionally on bikes.  I would like it noted that I STRONGLY OPPOSE reducing the speed limit to 30km per hour on Conway Street as I see it as completely unnecessary and a waste of rate payer's money, rates are already too high for many citizens and getting higher every year. I am of the belief that should you attempt to slow the speed limit people will ignore it and drive at normal speed anyway (which is what I observe on many speed-reduced streets in residential areas).  If you have any statistics that prove the current speed limit on Conway Street is unsafe I would like to be provided with a copy. I fully understand the argument that speed has a big impact on the result of an accident. However as far as I am aware there have been no serious accidents on Conway Street in the 20 plus years I have lived there.	Cheryl Little
Waihoru Spreydon-Cashmere-Heathcote	This intersection is getting really busy and has lots of people pulling out at speed. Add in the pedestrians trying to cross as well and I'm surprised there hasn't been more carnage!  Lower speed down the length of Selwyn street will keep deaths down!	Chris Freear
Waihoru Spreydon-Cashmere-Heathcote	I would like to see all of Wilsons rd either permanently reduced or at least in the variable speed limit area. It is very busy between 8am to 9am and 2:30pm to 6pm on weekdays and also busy most weekends with traffic to the supermarket. It is a main walking and cycling route for children heading to school as well as local residents going to shops. It is very difficult to cross the southern half with no safe crossing points south of the pedestrian crossing near Gamblins rd - a distance of 600m. While I support reducing the speed on the smaller residential streets most drivers already travel fairly slowly on these streets anyway and they are relatively safe for walking and cycling. The problem is the larger main streets (eg St Martins Rd, Centaurus Rd and Wilsons rd) which are busier and vehicles travel faster on - often in excess of 50kmh making them difficult to cross. I would like to see speed on the main streets reduced as well or at least better crossing points installed.	Chris Hyslop
Waihoru Spreydon-Cashmere-Heathcote	Southampton Street has an increasing number of medium to high density developments, and hence more cars parked on the street. This effectively reduces the width of the street, and increases the activity on the street. I frequently cycle on Southampton St. I therefore support the reduction in speed limit to 40kph for Southamptoin St, Longfellow St, Southey St, Montrose St, King St and Huxley St . Cuthberts Rd is a good alternative to Dyers Rd for people cycling. Reduce the speed limit to 40kph - but more importantly paint side lines so that the effective width of the road is reduced. There is also a rough edge on the asphalt on the south side - so extending the asphalt would make it safer for people on bikes.	Chrissie Williams
Waihoru Spreydon-Cashmere-Heathcote	Let's treat drivers like they actually are responsible for their car, speed and outcomes rather than make everything dumbed down to the lowest common denominator.  What is the cost/benefit from reducing from 50 everywhere to 30 or 40 or something else?  Leave it alone. Stop the busy work. Would be good to have a safe crossing point here, but I don't support lowering the speed limit on Coronation Street. A pedestrian/cycle overbridge or underpass here would be great to protect and enhance both the cycling/pedestrian journey and the main arterial route which already suffers from a lot of congestion.  This would enhance Brougham Street flow for both vehicular and other traffic.	Craig Reynolds

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	Suggest fencing off Brougham Street from Pedestrians and making it vehicle only and high speed, no parking with dedicated separated cycle lane.	
Waihoru Spreydon-Cashmere-Heathcote	Since RH turn from Barrington Mall car park onto Barrington St was removed a lot of cars use this end of Stourbridge St to make a u-turn. Have seen many near misses here, with cars speeding around the corner from Barrington St onto Stourbridge only to have a car part way through u-turn in front of them, to cars performing quick u-turn onto footpath close to pedestrians and bikes etc. Would be great to see 30km speed here or additional speed reduction feature eg road narrowing?	Daniel Schimanski
Waihoru Spreydon-Cashmere-Heathcote	This section of Memorial Ave also is very dangerous for cyclists. From Burnside High to Russley Road the road is dual lane. However, there is no cycle lane; which leaves cyclists riding between parked cars and vehicles travelling at 60kph. Weaving in and out of the available car parking spaces is dangerous; and alongside Burnside Park, the council has placed concrete pedestrian barriers across areas that would make it safer to cycle.	Darren Dumble
Waihoru Spreydon-Cashmere-Heathcote	Narrow residential streets with no through traffic, absolutely lower to 30kph, significantly reduce risk of deaths on the road, improve amenity, reduce noise, reduce pollutants from braking and acceleration, and all for a few seconds more on a journey. Prioritise people's wellbeing over traveling a few seconds quicker, absolutely.	Darren Fidler
Waihoru Spreydon-Cashmere-Heathcote	<p>I'm fully in support of the proposal for Safe Speed Neighbourhoods - but we need to: -</p> <ul style="list-style-type: none"> <li>- use graphics to present the concepts and benefits better</li> <li>- enable better crossings between neighbourhoods across remaining 50km/h roads</li> <li>- focus on next steps for how we use the Safe Speed Streets</li> <li>- and emphasise the benefits for children going to school</li> </ul> <p>When we focus on the kids then it is next to impossible for objectors to have any grounds for argument.</p> <p>This document focuses on the southern districts of Sydenham, Addington, Spreydon, Hoon Hay - but are applicable throughout Christchurch.</p>	David Ivory
Waihoru Spreydon-Cashmere-Heathcote	<p>Lowering speed limits is the laziest (&amp; least effective) action the council could apply to address the challenges of public safety. Low speed will not prevent accidents if people (Drivers &amp; other public access users) are not taught to use public infrastructure capably. Those few who are incapable being appropriately aware &amp; affected by accidents (as tragic as that is) are going to be in danger no matter what they do &amp; will over-react. Impacting the rest of us because of the few is unreasonable.</p> <p>How many accidents have occurred? How many of those would have been avoided by the proposed changes? The whining sentiment of those who want to make their responsibility for personal safety the problem of everyone else speaks volumes about their selfishness. The poor solutions provided by roading designers (e.g. the awful solution turning into the mall which has arguably made the wider situation worse with many alternate impacts) makes this a much less desirable suburb &amp; city to live in.</p>	Dean Gray
Waihoru Spreydon-Cashmere-Heathcote	not directly related but believe it will increase road safety, the Domain Tce/Lincoln Rd intersection would benefit from - having 'leave clear' painted on the road, and slightly widening the road to allow right and left turns at same time (from Domain onto Lincoln Road.) A lot of frustration at not being able to turn left because of car/s waiting to turn right. Great idea to reduce speed on this and other streets.	Donna Thian
Waihoru Spreydon-Cashmere-Heathcote	<p>The speed at which vehicles approach the intersection of St Andrews Hill Road with Marama Crescent is dangerous in both directions. There is also no pedestrian island at this intersection to allow children to safely cross Marama Crescent.</p> <p>Speeds should be reduced to allow users more time to view and react to one another.</p>	Emma Taylor
Waihoru Spreydon-Cashmere-Heathcote	<p>Could it be possible to reduce the number of cars that cut through here at high speed? Lots of cars during the day come from the 60kmph Brougham St and race down Wilsons Road and then carry on speeding down the side streets. Perhaps making Wilsons Road a 40kmph to slow down cars before they enter side streets would be a good idea. Maybe even a raised speed bump so it's safer for pedestrians crossing at the corner and slowing cars as they enter Wilsons Rd.</p> <p>This intersection (while it has nothing to do with safe speeds around schools) is incredibly dangerous to anyone inside and outside of cars but especially outside. I have been almost hit here walking to many times to count and if I don't get a near miss then it's the exception not the norm. Please redesign these lights to discourage right turns from Wordsworth Street on to Waltham Road as many cars don't check to see if someone is walking across as it is in their blind spot. Perhaps a red arrow?</p>	George Laxton
Waihoru Spreydon-Cashmere-Heathcote	I strongly support the proposed speed limit changes across the city and look forward to more of them in time too. Existing locations with lower speeds (urban and rural) have already proven their worth in terms of reduced casualties, on top of all the other community, health and environmental benefits of lower speeds. In time, where budgets allow, I also look forward to seeing some additional traffic calming or street reconstruction to support these lower limits.	Glen Koorey
Waihoru Spreydon-Cashmere-Heathcote	I would like to submit a request for reduced speed on Main Road Moncks Bay from Redcliffs School through to Shag Rock. With the new walkway under construction and a temporary reduced speed to 30 km it is proposed to have a 40km speed limit permanently once work is completed. Without any controlled	Glenn Ellis



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	crossing in the area and a significant increase in both foot traffic and vehicles reducing the speed limit to 40 km is vital for safety especially for people accessing the walkway from the main road.	
Waihoru Spreydon-Cashmere-Heathcote	See attachment (#19)	Graham Robinson
Waihoru Spreydon-Cashmere-Heathcote	We love living nearby with all the walkable streets and many convenient bus routes - but it can be so hard to cross Selwyn street to get to this bus stop! It's either a mad dash across the road, or walking a long way south to the safe crossing just to walk back again!	Hamish Dodd
Waihoru Spreydon-Cashmere-Heathcote	Whilst a 30km/h zone immediately around schools is good, its the whole journey to school -including the whole school zone, that counts to ensure journeys to and from school are both safe and enable more active modes of transport for children. I suggest a safe pedestrian crossing is required outside Purau Reserve as it is very dangerous to cross (considering the speed that vehicles go through here), and this is a very popular route for school children and other pedestrians.	Hannah Moir
Waihoru Spreydon-Cashmere-Heathcote	Please consider reducing the speed limit in Huntsbury to 30kmh. It is narrow with parked cars on all of the side streets. It is also a v. popular walking and cycling route for recreational users and cycle commuters alike. We also find a lot of people walking dogs on and off lead using the road because there is no footpath or people have parked there cars on them.	Hugh Bootten
Waihoru Spreydon-Cashmere-Heathcote	I fully support the speed limit on Rapaki Road being reduced to 30kmph - or lower. Rapaki Track attracts hundreds of thousands of visitors every year all of whom use Rapaki Road to reach the track. Rapaki Road is narrow and steep and crowded with walkers, cyclists and dogs not to mention cars trying to park or turn around. Even driving at 30kmph is relatively fast during busy periods - a safety audit would be appropriate for the street.	Hugh Nicholson
	This intersection is DANGEROUS. It is effectively a five way intersection with Rapaki Road, Vernon, and Ainsley Terrace and Centaurus Road. It has high traffic speeds with cars coming down the hill on Centaurus Road, and high numbers of turning movements onto Rapaki Road and Ainsley Terrace. It also has high numbers of walkers or cyclists turning to access Rapaki Road. A key risk factors is the speed of vehicles on Centaurus Road - please reduce the speed limit to 30 or 40kmph at all times.	
	This section of Centaurus Road is narrow and is a bit of a bottleneck around a bend with high traffic and cyclist numbers including many school children - I would support lowering the speed limit along this section to improve safety for cyclists and pedestrians crossing the road.	
Waihoru Spreydon-Cashmere-Heathcote	I either drive or walk through the neighbourhood daily. The amount of traffic on the roads are negligible and I see few people walking. Imposing a 30km limit on the neighbourhood roads is unwarranted.	Ivor Watson
Waihoru Spreydon-Cashmere-Heathcote	Has this already been decided, or are you genuinely open to feedback?	J B
	This map is such a patchwork of different speeds, it would be impossible to remember which street are which speed. I understand the motivation, but this looks like chaos.	
Waihoru Spreydon-Cashmere-Heathcote	Calling our street narrow is an understatement, with the increased amount of units being or about to be built is going to intensify the need for reduced speeds. There are families, children and pets that will benefit from this, there should even be speed humps as a deterrent due to the large amount of cars that use this street as a throughfare.	Jeremy McCann
Waihoru Spreydon-Cashmere-Heathcote	I [REDACTED] bike to Addington School via Edinburgh St and then onto the cycle path. This route is fantastic except for the final block down Simeon St to school which is always busy and needs to be 30km/hr. Lots of kids and cars coming from all directions and lots of parked cars to navigate so everyone needs to go slow and be aware.	Jessica Smale
	I [REDACTED] use Ediburgh regularly to get to Addington School. I pass many cyclists using this road to connect to the cycle path and go to hillmorton high in the opposite direction. This should definitely cater for these cyclists and encourage more. Painted signage on road would be really appropriate, something like Roker St.	
Waihoru Spreydon-Cashmere-Heathcote	The Rapaki Track is a very well used and promoted council amenity. Lower speed limits should be implemented to all vehicles on Rapaki Rd, Erewhon and Montgomery Terraces, there are lots of young children around, on a sunny Sunday, it's usually heaving. It's only a matter of time until there's a nasty accident. To make these roads residents parking only would decrease the amount of traffic by I imagine well over 200%. The parking restrictions helped but have not solved the issues.	Jill Gladstone
Waihoru Spreydon-Cashmere-Heathcote	People are still using Jerrold St North as a rat-run to try and speed up the commute. Please make changes to light phasing on Barrington St so that only legitimate travellers are using this area. The off-ramps, particularly beside Addington Park, should also be speed limit 30 to encourage slow speeds beside the neighbourhood park and to discourage rat-running.	Jo Robertson
	These offramps should be treated as neighbourhood streets too. This offramp is close to local houses, a bike track, and a busy biking and walking commuter area for school families. There is no reason not to include the off-ramps in the neighbourhood streets zone.	
	Fully support the slow speed zone around the school. This is so essential for allowing children to come to school safely.	
	Fully support this slow speed area.	
	This is now a key school route for students travelling from Addington to Hillmorton high school. It should be marked as a bike lane and have a clear crossing point for cyclists and pedestrians on Lyttelton St. A 30 km / hour speed limit would be appropriate for this street.	
	This intersection is a very important crossing route for schools, and needs to be included in the 30 km / hour speed limit during school hours zone.	
	Selwyn St should be a 30km speed zone at the very least during kindy pick up and drop off times, if not all day.	

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	This area is a residential area and is part of the enrolment zone of Addington Te Kura Taumatua. Lots of families walk to school through this area and it is unsafe because of the number of people rat-running through Clarence St.	
Waihoru Spreydon-Cashmere-Heathcote	HEAPS OF KIDS BIKE THROUGH THE RESERVE THAT RUNS BETWEEN CENTAURUS ROAD AND PALATINE TCE TO CROSS THE FOOTBRIDGE INTO MALCOLM AVE AND THEN HEAD TO BECKENHAM PRIMARY, SOUTH INTERMEDIATE, CASHMERE HIGH OR OTHER LOCAL SCHOOLS. WE HAVE SEEN NUMEROUS 'NEAR MISSES HERE AND WE ARE JUST WAITING FOR SOMETHING SERIOUS TO HAPPEN. WE WOULD LIKE TO HAVE SPEED BUMPS INSTALLED OUTSIDE OUR PLACE AT NO 12 PALATINE TCE AND AFTER THE FOOTBRIDGE. CARS, MAINLY YOUNGER DRIVERS GIVE IT THE BOOT DOWN HERE	John Horgan
Waihoru Spreydon-Cashmere-Heathcote	The 30 km/h vs 40 km/h zones seem to be assigned by contiguous blocks, which makes signposting easier. But when you actually stand on these streets and look at the existing conditions, the assignment makes no sense. Super narrow streets like mine (Cheviot St) is proposed to be 40 km/h while super wide streets like Bletsoe (Strickland to Selwyn) are proposed to be 30 km/h.	John Lieswyn
Waihoru Spreydon-Cashmere-Heathcote	More pedestrian focus for the Ramahana Road and Huntsbury Ave. This is a key recreational route into the hills. Preferably slower speeds and wider footpaths	John Lonink
	Reduce speeds to 30 and make it easier to cross the roads all around the roundabout. This whole area is a key pedestrian and cycle area, with access to the school and shops and tracks to the hills. Most likely the roads need to be narrowed with trees and other vertical elements to visually narrow the street. However it needs to be done comprehensively for the whole area..	
	Improve pedestrian amenity, service all along the river.. it is a great asset for the neighbourhood, narrow the street.. 30k and allow space along the river for a boulevard or well sized shared path.. Or make it all shared space..	
Waihoru Spreydon-Cashmere-Heathcote	Lowering speed limits won't change a thing if you don't enforce it 24/7. We need speed bumps and chicanes in every residential street.	Jules Huguenin
Waihoru Spreydon-Cashmere-Heathcote	This has heavy traffic and is a major route to schools - the island is good but can the school speed zone on Selwyn St be extended to include this crossing?	Justin Rogers
	This area of Selwyn St is a wide speedway and poses a barrier to schoolkids. Can safer speeds on the side streets be supported with some pedestrian infrastructure at these crossings?	
Waihoru Spreydon-Cashmere-Heathcote	I believe that we either need effective speed monitoring (speed cameras) or a speed reduction down Port Hills Road. After the earthquake the speed was temporarily reduced and it significantly improved safety & vibrations. A particular concern is large vehicles turning onto Nuttal Drive.	Kathie Clinton
Waihoru Spreydon-Cashmere-Heathcote	<p>Thank you for the opportunity to comment on the safer speed changes for Rose Street, Somerfield [REDACTED]</p> <p>Rose Street is home to Cashmere High School, Rose Court and Cashmere View rest homes and Centennial Park, all very busy areas and the road is not designed for heavy traffic flow or on-street parking.</p> <p>Of particular concern is the area around Cashmere High School where students cross the road en-mass at the start and end of the school day, there is no pedestrian crossing to the bus stop or anywhere near there. Parent's cars line the street at pick up time and they cannot park safely because of the grass verges (apart from a few shingled spaces), the road is too narrow for cars to park on the road and for buses and cars to still pass safely. Heading towards Barrington St the bus is able to pull off the road, but heading towards Hoonhay Road, the bus picking up students blocks the whole road.</p> <p>At other times, cars line both sides of road when there are functions and sports happening at the high school.</p> <p>Beechworth Ave is another problem area, where students cars are parked on both sides of the road and it is often impossible for two cars to pass safely, one side of the Beechworth Ave should be yellow lines.</p> <p>The council must look at the grass verges on Rose Street, (particularly between Barrington Street and Cashmere View Street), it is left up to residents to try to stake the grassed areas to stop cars parking on them, turning them into a mud hole in the winter, blocking drains and making it impossible to safely exit driveways. There are no yellow lines stopping people from parking on the road, but the road is too narrow to do so safely, given the traffic flow of cars and buses, this problem needs to be properly managed by the council.</p> <p>Centennial Park is busy with sports on Saturdays and traffic flow around the two rest homes is also continuous.</p> <p>In all, Rose Street is a very busy street and the amount of traffic using the street as a thoroughfare at busy times is increasing, often at speeds well exceeding the speed limit, the problem with the grass verges and on-street parking makes it a dangerous cocktail for pedestrians, cyclists, cars and buses.</p> <p>The council needs to lower the speed limit on Rose Street to deter cars from using it as a thoroughfare, and to deter drivers from speeding. I do not think lowering the speed limit by 10kmh to 40kmh will be sufficient to address this serious issue and I support the need for the speed to be lowered further to 30kmh.</p>	Kathryn Gibson

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	I am happy to provide more information, photographs or to speak to the council on this issue.	
Waihoru Spreydon-Cashmere-Heathcote	Please reduce speed limits on Bowenvale Ave. Lots of cyclists. Lots of parked cars. Lots of idiots doing 50+. Lots of close passes. Somebody even managed to hit and total a PARKED car the other day. I don't feel safe on my bike. I've even been abused by my own neighbour for calling out his dangerous driving. I'd got to stop.	Kieron Thorpe
	More pedestrian priority crossing points on Centaurus please. It's a NIGHTMARE in rush hour, and not much different the rest of the time, especially with cars speeding around bends.	
Waihoru Spreydon-Cashmere-Heathcote	I [REDACTED] cycle daily, as well as drive. Left to my own devices I often drive down the street at 40km anyway as there are often cars parked on the sides and intermittent oncoming traffic. 40km seems reasonable new limit. A reduction to 30km however seems unnecessarily slow and I suspect would not be adhered to by the majority of drivers.	Kirsty Brown
Waihoru Spreydon-Cashmere-Heathcote	I would like to see a pedestrian crossing in McCormacks Bay so people have a safer place to cross from the footpath to the community centre, kindly and park on the other side of the road.	Kirsty McGowan
Waihoru Spreydon-Cashmere-Heathcote	I shouldn't have to tell my toddler I don't feel safe walking in our suburb because of the speeding cars. At 3yo, even he recognises when a car is "going too fast. Police should tell them off!"	Kitty Moran
	Vehicles of all kinds cut this corner turning left of Bridle Path onto Port Hills Rd and come ONTO the footpath!! I am surprised there has not been been a pedestrian killed yet. My 3yo boy was on the footpath when a truck drove ON the footpath in front of us! Wish I caught the numberplate, but was too busy consoling a scare toddler.	
Waihoru Spreydon-Cashmere-Heathcote	This is insane! 40 kph up our street sounds like a plan, but your map is showing whole swathes of the town! No. Please don't.	Leif Keane
Waihoru Spreydon-Cashmere-Heathcote	This crossing is difficult with young kids as drivers speed round the corner (going from Centaurus Rd into Centaurus Rd and also going from St Martins Rd turning left into Centaurus Rd) and it's really hard to see as a pedestrian. Any car turning into Centaurus Rd from St Martins Rd wouldn't see someone crossing the road. I often cross closer to Parklands Drive as I feel safer, as I can see cars from all directions. I would definitely include all of Centaurus Road as at least a variable 30km/h.	Lindsey Alton
	Parklands Drive is quite wide to cross and a pedestrian island in the middle would be beneficial.	
Waihoru Spreydon-Cashmere-Heathcote	This is a far more dangerous crossing for Somerfield The Kura Wairepo children than the Somerfield street crossing. There have been so many near misses here and so an island or lights are desperately needed here. So many times I have been on the crossing with my children and drivers are still driving through on the other side of the road. This is illegal because it does not have an island on it. We have used this crossing for 8 years and driver awareness is not improving.	Liz McNeill
Waihoru Spreydon-Cashmere-Heathcote	Speed mitigation needs to happen on this end of Neville. Often cars going over and in excess of 70km hour. Not sure speed change will make any difference unless managed. Neville is first street off motorway to connect chch south suburbs. People hoof it up here. The street is in need of repair. Still old gutters ect. There is a density of housing increase, but no give way signs on side st or yellow lines near corners, so very hard to see oncoming traffic if cars parked up to cr.	Lizzy Payne
Waihoru Spreydon-Cashmere-Heathcote	[REDACTED] Coastal Pathway redevelopment is being undertaken, The FH contractors have signs up saying speed should be reduced to 30kph but it is seldom adhered to. In the evenings vehicles, including laden fuel tankers speed through at up to 80kph. AS there are no lights at any of the pedestrian access points to the pathway I believe it is essential that the speed is reduced to 40kph. ideally this zone would start at Redcliffs village and go through to Sumner	Margaret Ellis
Waihoru Spreydon-Cashmere-Heathcote	The proposal for McCormacks Bay to reduce to 40kph needs to extend past Soleares Road from Main Road to at least Maffey's Road. Every morning children are using this road to walk to school and there are many walkers, runners, cyclists along the road that it needs to be 40km along the reserve to help the bird life and human usage. The speed of some vehicles is dangerous and exceeds the 50kph Access to the kindergarten is along the whole of McCormacks Bay as parents walk to the facility. Walkers, bikers are constantly using this road as part of the recreational facility and wetland destination. There has to be better road management of McCormacks Bay Road as this is not the main road through to Sumner as the causeway is the main access as McCormacks Bay is a secondary road but it is used as a speedway on a daily basis. Better speed signage and traffic checks are needed. As this road has been identified with having tidal flooding and as a wetland reserve 50kph is too fast  Trying to get out of our driveway [REDACTED] is very dangerous with the speed of vehicles coming along past Maffey's Road. When vehicles park by the lamp post outside [REDACTED] there is no visibility and with cars speeding it is hard to exit the property safely.	Margaret Trotter
Waihoru Spreydon-Cashmere-Heathcote	Aynsley Terrace, and in particular the junction with Garlands Road is very unsafe for children. Aynsley Terrace is treated as a rat-run with vehicles reaching high speeds. The high speeds, poor visibility, and complexity of the junction makes this a dangerous place for children to cross. This is a key access point for local children to Opawa School. The above will result in injury or death of a child sooner rather than later.	Mark Megaughin
	Why are the roads around Opawa School not included in the speed reductions?	
	Speeds along Aynsley Terrace are excessive and pose a risk to children cross the road to the school or the river. This has been made worse since the council opened out the speed restriction chicanes that had been installed. It is now possible to drive thru these measures at 50 kph plus.	

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	Speed limits and reduction measures should be put in place to reduce the attractiveness of this road as a rat run, and to promote pedestrian and cyclist safety.	
Waihoru Spreydon-Cashmere-Heathcote	An unconventional yet busy intersection - However most of the danger is caused by speeding drivers or those who don't pay attention. Traffic calming measures would greatly increase safety - I would suggest raising the intersection similar to the new Lincoln/Whiteleigh, or rumble strips to prevent taking the corner at speed.	Matt Kamstra
Waihoru Spreydon-Cashmere-Heathcote	The street itself is fairly quiet, so i don't believe we need a cycle lane unless its obtrusive to parking, i'm a cyclist myself. 40km/h is more suited though. i don't understand why people need to do 50 down the road when theres heaps of parked cars etc seems excessive. And kids playing on street etc. i usually go 40 anyhow.  also i need to park my car on the street as I have no drive for my house to park on and our street and neighbouring streets are targeted by joyriders quite often.	Matthew Dobson
Waihoru Spreydon-Cashmere-Heathcote	To be honest neville street isn't that bad. Most people drive sensibly down Neville and a small minority of drivers speed. It's also mostly people using Neville as a shortcut that speed anyway.  A 50km/hr limit is fine and Anything under 40km/hr is certainly not needed here, perhaps 2-3 low impact speed humps would stop people going 70+ But other than that anything else would be a waste of time and money as people will speed regardless.	Michael Harris
Waihoru Spreydon-Cashmere-Heathcote	Reducing speeds around the school would help. But a pedestrian crossing, ideally with a traffic light, is still needed to connect the school with the other half of its zone and make this neighborhood more accessible for young people at all times.	Mihai Alexander
Waihoru Spreydon-Cashmere-Heathcote	Speed reduction through the shopping area, the delivery of separated cycle infrastructure and longer pedestrian crossing times at traffic lights are required at this intersection. Multiple conflict areas as drivers try to speed through crossing over painted cycle lanes to beat bikes around corners heading north and south along Colombo St. Great opportunity to create a much better main street environment for businesses and great local destination. Support reducing the whole loop and surrounds to 30km/h creating a slow neighborhood	Mike Fisher
Waihoru Spreydon-Cashmere-Heathcote	I would like speed lowered to 30kmh and speed bumps installed to help with compliance of vehicles and bikes. The western side of the road up past Montgomery Terrace has no footpath and so people leaving those residences step straight out onto the road. I would also like to see signage suggesting alternative parking for Rapaki Track users such as Hanson's Park. I would like to see the streets along the Heathcote River on both sides one landed so that walking, running and biking can be accommodated next to the river bank. This would allow safer corridors especially for school children walking and biking to schools in this area. These streets except for the main thoroughfares should all be 30kmh. Links to schools and Hansen's Park	Neil Smart
Waihoru Spreydon-Cashmere-Heathcote	The shape of the catchment for Te Kura o Huriawa (Thorrington) is long with approx. 90% of kids needing to cross Cashmere/ Centaurus Road to ride, walk and scoot to school. Cars are typically slow around the school itself given drop offs and the visibility of kids is high, so behavioural change generally ensues. What is critical is that the WHOLE journey to school (door to door) is safe, not just the last 3-minutes. Strongly recommend all of the school zone is 40km/hr between 8-8.30 & 3-3.30pm. Cashmere Road has become a sewer for vehicle traffic (and trucks) in recent years and crossing it to get to Thorrington Primary; Cashmere High and for the residents at Hohepa Canterbury can be an anxiety-inducing experience in the morning peak. There are no dedicated (signalised) crossings along cashmere Road and the distance between zebra crossings at Zeros (81 Cashmere Road) and Hollis Avenue 1.7km. Slowing Cashmere Road to 40km/hour would support safer crossing at islands in lieu of lights.	Nicola Williams
Waihoru Spreydon-Cashmere-Heathcote	As a father of two little kids I welcome every effort to make our roads safer but at the other hand as I can see from the map you are planning to make 30 km/h pretty much everywhere which will slow the traffic, commuting time to work etc... I think 40 would be enough? Or instead of reducing speed install some permanent barriers (judge bars etc.) which will force the people to slow down (people don't take care about the signs but nobody wants to the damage own car). But it's more expensive.	Ondrej Hudecek
Waihoru Spreydon-Cashmere-Heathcote	Too many heavily laden trucks travel down Simeon St on way to Barrington Mall. These trucks continue to shake houses regularly. Council remedies to the road since earthquake have had little effect. A set of judder bars very close to the fire station would slow down traffic and should not affect the engines who are travelling at minimal speed when they enter or leave the station. The heavy fire engines do not seem to cause shaking as they don't get time to get up speed prior to exit of Simeon St.	Patricia Currall
Waihoru Spreydon-Cashmere-Heathcote	Flinders rd needs a speed limit of 30kph due to the steep grades, sharp turns and lack of footpath for almost its entire length. We have residents walking in the middle of the road with dogs, prams. There is a lot of cats on the toad, too. We have many elderly people walking down the road, too. We need speed limit signs and a couple of speed bumps on the narrowest but straight stretch of the road where many cars are speeding up to 60kph.	Paul Milkin
Waihoru Spreydon-Cashmere-Heathcote	These streets are used for biking/walking/running a lot. As they are unlined, narrow, and patchy due to the river, a drop to 30km/h will make them much for friendly for alternative transport and recreation. Ka pai! I would encourage the variable speed area to go all the way north to Brougham Street here, instead of starting half a block away. This is already a sketchy few hundred meters of roadway with a major intersection, 2 lanes funnelling down to 1, a bike lane, just as the school and side streets are happening.	Philip Renich

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	It would probably be best to have a speed sign at the start of Waltham, and a little further down - people's eyes will be focused on other cars and may miss the speed reduction	
Waihoru Spreydon-Cashmere-Heathcote	It is ridiculous to be prescribing 30km/hr everywhere! People drive to the conditions and are slower when traffic is busy and faster at night when no one is on the roads. Why do we have to slow everyone down all the time? Has anyone ever been run over in any of these streets? This is so annoying. I don't mind 40km/hr past schools or at high crash areas (eg. crossings in busy shopping areas) but anywhere else simply makes everyone's commute longer and more frustrating.	Philip Wescombe
Waihoru Spreydon-Cashmere-Heathcote	I strongly disagree with lowering the speed limits. We just need to enforce the limits we already have. 40kms is a safe speed for school zones, 50kms is safe on other residential streets. Penalize the few that break the rules, not the majority of us who drive safely already. And while your at it fix the disgusting state of the roadd in this area.	Phillips Glenn
Waihoru Spreydon-Cashmere-Heathcote	I would like to support the lower speed limits for Heathcote Valley. I would also like to suggest a lower speed limit for Martindales Rd...as a resident there I see a lot of children walking and biking to school along this road, and with the difficulties of vision around the railway bridge/Truscotts Rd turning/Station Rd turning/ and all the new traffic from Stead Lane turning, the children are extra vulnerable. A lower speed limit would improve that . Thank you	Prue Stringer
Waihoru Spreydon-Cashmere-Heathcote	I fully support a broader introduction of a 30km/hr speed limit and applaud CCC for going in this direction. Both our kids need to cross Colombo Street to go to school (or go anywhere as we live in a cul-de-sac). Even along Roxburgh Street, youth will occasionally floor it to see what speed they can reach along the length of the street. Lower speed limits are safer for cyclists, and for pedestrians crossing roads, a number of rest home residents do walking circuits in our area too.	Rachael Annan
	This is a popular crossing point on Colombo St for CHS students (accessing school bike sheds there off Ashgrove Terrace) & this point is also right outside the South Public Library. It would be great to see the adjacent reduced speed limit area on Colombo St extend down from Fisher Ave to include this area too.	
	It would be better to see reduced speed on Strickland Street in this area - at least during school hours. CSKI students access the school here and cross the road at this point by bike after school traveling south. I note the nearby preschool too here. I acknowledge that there is a separated cycle lane on Strickland Street, this is a key point at which it is entered/exited for school access.	
Waihoru Spreydon-Cashmere-Heathcote	The speed on Centaurus road needs to be reduced too. Lots of school kids. Current layout leads too fast speeds.	Rebecca Dell
Waihoru Spreydon-Cashmere-Heathcote	A dog leg here in the road, where a cluster of parked cars causes a bottleneck. Cars speeding from Selwyn to Barrington, especially at night, often racing. Large trucks cause vibrations in the houses several times a day. Many families with children live on this street and Coronation Street is dangerous to cross at Simeon Street to get to and from Addington School. Also, Simeon Street is a main access road to the Collins St. bike lane, many cyclists must cross here at Coronation Street too.	Rebecca Jones
Waihoru Spreydon-Cashmere-Heathcote	Strongly support lowering the speed limit to 40km/h - in some places even 30km/h - yet to what use? I have not seen the speed limits enforced by the police, not even at 50km/h - not to mention the drag races on the causeway or the wider side roads like Mc Cormacks Bay in Mt Pleasant or Taupata Street in Redcliffs. PS: Only thing which seems to work are the speed bumps at James Street (Redcliffs)	
Waihoru Spreydon-Cashmere-Heathcote	I recommend a lower speed limit (30 or 40 kmph) along Barrington Street from the Strauss Plc cycle lane to the mall. This section of road is heavily used by cyclists and pedestrians at all times during the day. The mall access intersection is also very busy.  A more pedestrian/cyclist friendly environment would complement the ongoing housing intensification and future "Precinct" community in the Barrington area.	Rich Brunton
Waihoru Spreydon-Cashmere-Heathcote	Hello, I am making comments about Centaurus Road. Will the proposed reduced speed just be for period before and after school i.e. 0830 to 0900 & 1500 to 1530 or for all school hours i.e. 0830 to 1530? I wouldn't support the latter as there wouldn't be any students about. The whole proposal seems idealistic and undemocratic. The dangerous drivers who don't pay attention while driving are the ones who are going to ignore the new rule. I doubt that our opinion is going to make any difference.	Richard Ramsay
Waihoru Spreydon-Cashmere-Heathcote	Agree flinders Road needs speed restrictions and addressing some parking on narrow parts which make it so dangerous. Top of rise and corners with cars park leave nowhere to go when cars shoot up and down at speed. GPS seems to send campervans up there heading to gondola. Very dangerous. Particularly currently with all busses being rerouted. Even with 30 signs the speeds are ridiculous.	Sally McRae
	Agree with speed restrictions around schools and general area. Bridle path often used as race track up to lyttelton road tunnel and with cars parked both sides right up to feeder roads makes getting in and out very dangerous. Intersection of flinders and port hills roads Are often extremely dangerous in and out. Walkers up bridle path use road for parking all weekend narrowing road to increase issues.	
Waihoru Spreydon-Cashmere-Heathcote	There needs to be a safe crossing and/or speed reduction on this section of st martins road. There is no safe place to cross from the park/ school to the other side of the road. The only place to cross is at the roundabout, which has poor visibility and is dangerous. This cuts the school/ park etc on Wilson's road off from the river	Sally Provan
	30 km/hr is awfully slow	

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Waihoru Spreydon-Cashmere-Heathcote	30 km/hr is awfully slow for the entirety of the area	Sam Doig
Waihoru Spreydon-Cashmere-Heathcote	<p>Hi,</p> <p>Dyers Pass Road desperately needs to have the speed limit reduced to 30 kilometres per hour. Most of the cars drive very fast up and down the hill and it is extremely dangerous for all the school children walking to Cashmere Primary School, Cashmere high school and other schools.</p> <p>A safe pedestrian crossing is required outside Purau Reserve as it is very dangerous to cross, and this is a very popular route for school children and other pedestrians,.</p>	Sam Stockwell
Waihoru Spreydon-Cashmere-Heathcote	By the time drivers get to here, coming down the hill in Bridle Path Road, they are invariably going at speeds well over the current 50km limit. Limiting the speed up on the slope, particularly outside the school, at ALL times, or even better, building in kerbs/bike lanes/ plantings that naturally slow traffic, would surely improve safety (and traffic noise levels) along the full stretch of Bridle Path Road.	Sandie Chamberlain
Waihoru Spreydon-Cashmere-Heathcote	There is a pedestrian crossing just south of the intersection of Barrington, Stanbury, and Studholme streets. If you are going to have 30km p/h anywhere in Somerfield it HAS TO BE HERE on Barrington street. It's so dangerous between 8:15-8:30am before the road patrols arrive. Cars just don't stop for children crossing or they slow down far too late and I have seen many near misses. And it doesn't get any safer when road patrol is on, those poor children have to have their wits about them!	Sarah de Bruyn (Benton)
Waihoru Spreydon-Cashmere-Heathcote	Reduce speed along Centaurus Road for safe crossing for our school children. Drivers travel too fast along this road. Another zebra or signalised crossing for the school children and traffic lights at the corner of Bowenvale, Centaurus Road allowing easier turning & crossing over the small bridge into Beckenham loop. This is a very busy intersection.	Sarah Henderson
Waihoru Spreydon-Cashmere-Heathcote	Appreciate that speeds have already been lowered to 40 km/hr in the first tranche of speed limit reductions. But if all surrounding streets entering Beckenham will be lowered further to 30 km/hr (except the Bowenvale bridge), why not reduce speeds south of Sandwich across the rest of Beckenham to have consistency? There is no reason these residential streets merit any different treatment. Note as well MegaMaps SAAS for entire neighbourhood is 30 km/hr.	Shane Binder
Waihoru Spreydon-Cashmere-Heathcote	<p>I see a lot of bad high-speed driving from our house, including two non-injury crashes on to the Orbiter bus-stop island, right by the stop's shelter, that took out signs and metal poles.</p> <p>St Martins Road has become markedly less safe as speeds have risen, especially on the big curve of Ensors Road-the bridge-St Martins Road. I have lived at this house since I bought it in 2009.</p> <p>Children going to the three schools on the Opawa side and the Kura in Waltham (which has a driveway on to Ensors Road) are often having to run across the road even with the "safe crossing" on the bridge because vehicles - cars and trucks - are travelling so fast.</p> <p>It is easy to see why when driving west on the straight of Ensors Road, slightly downhill to the bridge with the inviting large curve and camber of St Martins Road laid out in front of the car. Drivers put down the accelerator and by the time they reach the Orbiter stop outside this house are swooping around the curve at 60kmh.</p> <p>When slowing slightly to turn into my driveway and being followed closely, or when I am reversing carefully out of the drive, I often wonder how long it will be before a vehicle crashes into me. The speeds and driving is concerning.</p> <p>Cycling, common before the earthquakes, has become much more infrequent during weekdays on this part of St Martins Road because the road and cycle lane is so dangerous: it is narrow, only paint and cars often cross into the cycle lane near our house before correcting.</p> <p>Another person mentions the speed in the sliplane from Riverlaw Terrace, and I totally agree. Vehicles use the narrow stretch as a launchpad. I have had narrow escapes at least twice in recent months.</p> <p>Also on occasions vehicles come across the road from the Opawa Rd roundabout queue to speed down the sliplane in the wrong direction.</p> <p>All of these things do not just affect me, but also neighbours and the pedestrian schoolchildren from Hillview, St Marks, Opawa School, the Kura, also the Cashmere High and other students who use the Orbiter.</p> <p>There seems little point in having this high speed and dangerous driving being fed a short distance to where Hillview's slow speed zone starts.</p>	Sharon Murphy

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	<p>Please add the rest of St Martins Road up to the bridge to the 40kmh slower zone. It will be much easier for drivers to get used to one consistent speed rather than changing from 40 to 50 to 40 from Opawa Road on.</p> <p>Please give consideration to getting children and other of us back cycling in this area by separating cycle lanes, perhaps like Ferry Road or Tennyson Street. There is plenty of space to do so on St Martins Road. Thinking about it all more since I sent the email to you, the way the road curves sharply towards our house [REDACTED] makes for more difficulties than any other property in this stretch.</p> <p>When the road reaches 122 [REDACTED] the curve has straightened out and there's not the same problem. Obviously the driveways of the houses to the east are sheltered by the bus-stop reserve.</p> <p>I can see a solution to lessen the danger for us - apart from lowering speed and traffic calming. It is to extend the reserve end to the west to provide a crossing point closer to the footpath and break up the sweeping corner.</p> <p>It makes sense to address this danger point, as it affects pedestrians and cyclists.</p> <p>The earthquakes may well have changed the contours of the bus stop island and sliplane. (Our property for one has had marked change in undulation, so it's not unusual in this part of the river flood plain.)</p> <p>I would be happy to show you or others the issues - especially when schools return - as it is becoming more hazardous.</p>	
Waihoru Spreydon-Cashmere-Heathcote	<p>See attachments (#3)</p> <p>This is going to be confusing that you suddenly go from 30 km to 40km while only a few hundred meters from the School and still in the School zone. There are going to be 30km to 40km changes all over the place. It is going to be confusing and cost a fortune in signage.</p> <p>The whole residential area and school zone should be 30km/h.</p> <p>All the evidence says 30 km is better for risk of death and injury, GHG and NO2 emissions, community benefit, noise etc.</p> <p>30 km/h on all residential streets please.</p> <p>This is still in the Beckenham School zone</p> <p>The whole residential area and school zone should be 30km/h. But this is the poorer part of the school zone. Why don't they get the benefit of the lower speeds which are better for reduced risk of death and injury, GHG and NO2 emissions, community benefit, noise etc.</p> <p>30 km/h on all residential streets please.</p> <p>This is an environmental justice issue.</p> <p>The whole residential area and school zone should be 30km/h.</p> <p>Kids walk to school (Beckenham, Thorrington and St Peters).</p> <p>The benefits of 30kmh speed limits are great; better for reduced risk of death and injury, GHG and NO2 emissions, community benefit, noise etc.</p> <p>30 km/h on all residential streets please.</p> <p>All residential area and school zone should be 30km/h.</p> <p>The benefits of 30kmh speed limits are great; better for reduced risk of death and injury, GHG and NO2 emissions, community benefit, noise etc.</p> <p>30 km/h on all residential streets please.</p> <p>All residential areas (including near schools) should be 30km/h.</p> <p>The benefits of 30kmh speed limits are great; better for reduced risk of death and injury, GHG and NO2 emissions, community benefit, noise etc.</p> <p>30 km/h on all residential streets please.</p> <p>This should all be 30kmh too.</p> <p>All the benefits come with 30 km/h speed limits. Lower GHG and NO2 emissions, lower noise, far greater chance of surviving a crash alive and uninjured.</p> <p>Kids still live here and walk to school. They should get the benefits of the safe school limit of 30km/h speed limit too.</p>	Simon Kingham
Waihoru Spreydon-Cashmere-Heathcote	<p>Spreydon Neighbourhood Network group are very keen to see speed reductions in our area with residents from many of the wider streets: Stourbridge, Wychbury, Cobham (bus route?), Rahera, Neville, Edinburgh, Roseberry, Redruth, Sydney, Bletsoe, Simeon. Some of the narrower streets: Hinemoa, Plunket, Harker, Sumner, Howard, Diamond, Sugden, Yale, Forsyth, Beanland, Therese, Mountfort qualify to be 30km/h especially with so many cars parking on the streets increasing with all the infill housing.</p>	Sonya Hodder
Waihoru Spreydon-Cashmere-Heathcote	<p>Signs should be extended beyond the roundabout approach towards Hillview school. The round about is busy with fast flowing traffic turning corners, we have had many near misses crossing here with school children</p>	Sophie Laughton-Mutu
Waihoru Spreydon-Cashmere-Heathcote	<p>I think 50 kms per hour speed is fine in Plunket Street. There are no schools in this residential area. Any lower would make no sense and never be respected therefore.</p>	Stephanie Huet

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Waihoru Spreydon-Cashmere-Heathcote	We are concerned that the present 40kph speed limit is still too fast for this quiet neighbourhood and would like to see it reduced to 30kph for the safety and peace of mind of residents and their pets. However, this change needs to be supported by the addition of judder bars on the streets which do not presently have them, and by more frequent policing, as the area is fairly regularly frequented by 'boy racers'. Also, the signage needs to be increased as some motorists seem oblivious.	Sue Patterson
Waihoru Spreydon-Cashmere-Heathcote	This road is extremely busy at kindy drop off time (8:30-9am) and the current pedestrian refuge is not big or safe at to accommodate tamariki and their whānau crossing with prams/on bikes or scooters, etc. It is terrifying to know your 3 year old's life depends on how tightly you can hold their wriggly tiny hands. This needs a zebra crossing.	Teresa Allpress
	Reduce the speed limit and actually enforce it. Trying to cross Brougham at the Collins Street crossing every day to get kids to kindy, myself to work, out to shops and social activities etc gets really wearing when vehicles are regularly accelerating to 100kph right past the school trying to get on the motorway, or are still travelling 100kph coming off the motorway.	
	Very difficult to cross this road as a pedestrian trying to get to/home from school and work. I would love my kids to feel safe walking to and from their kura, but the volume of traffic without any protective pedestrian crossing is a huge barrier to their agency and freedom. Reducing the speed limit to 30 would be a huge step, as well as implementing better pedestrian (and bike and scooter!) crossing infrastructure.	
	Milton Street is incredibly busy at school start and finish times as well as standard work start and finish times, making crossing by bike, scooter, or foot extremely perilous, especially for tamariki and their whānau.	
Waihoru Spreydon-Cashmere-Heathcote	I fully support 30 km/hr speed limit for Simeon St. The street has a lot of cyclists and pedestrians - including older residents walking to Barrington Mall and kids walking home from local schools. Trucks often drive down Simeon St to supply Barrington Mall, especially in the morning, and they can be very noisy. Slowing them down should generate less noise which many residents would appreciate.	Terry Thomsen
Waihoru Spreydon-Cashmere-Heathcote	Absolute essential that the speed limit is lowered in this area. Huge amounts of foot traffic daily with school drop off and collections for Heaton, STAC, Elmwood Normal and hospital visits. Lots of close calls and the drivers regularly speed in the area	Tim Evers
Waihoru Spreydon-Cashmere-Heathcote	40kph limit all along Main Road from Causeway to Moncks Bay, as well as all side streets. No pedestrian crossings and heaps of kids biking to school or beach.	Timothy Loftus
Waihoru Spreydon-Cashmere-Heathcote	This is a dangerous crossing and the only option for pedestriains coming out of Alderson Ave. Some alternative crossing point via zebra crossing and an extension of footpaths to allow for a good crossing point would improve the safety for pedestrians exiting Alderson Ave	Tim Milliner
Waihoru Spreydon-Cashmere-Heathcote	I have witnessed a serious crash into a property on the street because of a driver losing control at speed. Thank goodness no one was walking on the footpath at the time. I would recommend speed bumps to slow speeding drivers that use the street as a thoroughfare. Especially now with all the new developments being built in the area.	Tony Brookes
Waihoru Spreydon-Cashmere-Heathcote	You should not make these changes. This is ridiculous nanny state behaviour at its worst. Where is the cost benefit analysis for this change please?	Tony Harrison
Waihoru Spreydon-Cashmere-Heathcote	I fully support the other comment of lowering the speedlimit on Rapaki Road to 30 or lower, and further would like to see parking on the road limited to residents and their guests or essential vehicles. For a one-lane road with around 250 residents, we see 1000x more traffic than that a year. Cutting down on the amount of - often badly - parked cars will make it safer for both cars and cycles passing each other. If people want to go for a walk, will the extra couple of hundred metres hurt them?	Tynam McCulloch
	The northern end of Scruttons Road is a shambles; its the only dirt road left in the city, and a 50km zone does not reflect the poor quality of the road, or the one lane bridge. The turning bay listed on the map this comment is in the middle of doesn't even exist. It's lovely having people walking, biking and riding horses down Scruttons Road, but without a lowered speed limit and seal, curb and channel and speedbumps, it is only a matter before someone is seriously hurt.	
Waihoru Spreydon-Cashmere-Heathcote	This road would benefit from a bike lane and better intersection at rapaki/vernon. Because it's a main arterial route I believe 50km is appropriate. As someone who uses this road multiple times a day I don't see people speeding or dangerous driving	Vanessa Brooks
Waihoru Spreydon-Cashmere-Heathcote	This corner is extremely busy with children crossing to walk to school and near misses most mornings with traffic speeding. The entry to the preschool should be protected by lowering the speed limit on the busy corner.	Zara Fa'avae-Mika
Waimāero Fendalton-Waimairi-Harewood	See attachment (#10)	Jason Middlemiss, Waimāero Fendalton-Waimairi-Harewood Community Board
Waimāero Fendalton-Waimairi-Harewood	Every AM & PM a child is nearly hit here. Cars speeding past the crossing, or from Condell Ave, or they're blinded by the sun. Condell Ave needs lights & crossing lights across Blighs & Condell. No point shutting Tillman if you're not dealing with the cause of the problem. Blighs Road is a nightmare, Waimairi will lose a child, motorists heading north can't even see the road, let alone the school sign. There is nowhere to drop your kids except for Tillman Ave. Drop zone & lights needed urgently	Amanda Lloyd



### Submissions received on Safe Speed Neighbourhoods, January 2023

Waimāero Fendalton-Waimairi-Harewood	Hi there - as a car driver, I am very much in support of reducing inner city driving speeds to 30 kmph to encourage foot traffic and active commuting. There is extensive evidence that as a driver, a lower speed limit will not increase the time of my commute by car, but will make streets safer for children and cyclists :) Win-win for all modes of transport.	Anna Rumbold
	I would love for Idris Road between Fendalton Road and Glandovey Road to be a 30 kmph zone. It is a very dangerous road to drive on with large trucks - especially when people are turning into Wroxton Terrace/Bradnor Rd/Snowdon Road - many near miss rear endings. Thanks!	
	Please consider reducing the speed limit on Harper Ave to 30-40 kmph - lots of people are walking/cycling and crossing this road - although the current limit is 50 kmph, I am regularly passed at 60-70 kmph which is not safe as a road that runs through a park!	
	Make it 30 kmph this whole route! Seems silly to chop in change - no evidence to support that reducing speed limits contributes to congestion. Many people cycle on this road while going to Uni/Fendalton/Burnside for school etc.	
	Great to see this change! There is an extensive body of evidence that reduction in speed limit on busy roads reduces congestion and decreases journey times at peak traffic periods - would love this! Hate getting stuck in traffic here!	
	Please consider reducing the speed limit on Riccarton Ave to 30-40 kmph - lots of people are walking/cycling and crossing this road, especially people working or visiting Chch Hospital - although the current limit is 50 kmph, I am regularly passed at 60-70 kmph which is not safe as a road that runs through a park! There is no evidence that reducing the speed limit would generate congestion - in fact, there is evidence it reduces it.	
	I am very happy for a reduced speed limit on Glandovey Road - as someone who used to live on Glandovey Road, the 50 kmph speed limit only means when there is no traffic people drive at 60+ - dangerous with kids walking and cycling along this route to Medbury/Fendalton/Heaton etc. going to school. There is no evidence that reduced speed limits contribute to congestion - rather, evidence indicates they RELIEVE it and reduce journey times by car.	
Waimāero Fendalton-Waimairi-Harewood	This roundabout is problematic for cyclists as the traffic does not pay attention	Anne Scott
Waimāero Fendalton-Waimairi-Harewood	Corfe St is used as a short cut for speeders. They regularly disregard the 50.	Benjamin Durward
	This is a family neighborhood with pets, elderly, and children. We are also close to schools and UC with much pedestrian traffic.	
	I have witnessed near hits several times. Early this year a speeding car crashed and destroyed the sign where Tripp and Corfe meet.	
	Even at 40 people would speed, it would be just as dangerous. 30 is the only reasonable speed.	
Waimāero Fendalton-Waimairi-Harewood	Agree with lowering the speed limit on Harrowdale Drive. It is a quiet, winding street that lots of children use - there is no need to travel at 50kms on this road, and feels very dangerous when people do	Bridget Lange
	Lowering the speed limit on this street should be a priority. 40km is still too high.	
	Parkstone Ave is very narrow, with no real way to travel safely above 30km. Cars regularly cross the center line, at speed.	
	There are many spots with poor visibility for pedestrians trying to cross the road, making the speed that many cars travel very dangerous.	
	As one of the main throughfare between Whittells and Avonhead Roads and being wider than the other roads in the area, I can see the benefit in keeping it at 50km. This would disincentive drivers using other roads in the area with reduced speeds as throughfares. However, I would like to see a zebra crossing on this road - lots of school children cross this road and with the number of side roads feeding it, there isn't anywhere particularly safe to cross	
	Agree that the surrounding streets should be lowered, but don't think major through routes should be dropped to 30km	
Waimāero Fendalton-Waimairi-Harewood	This is absolutely ridiculous what a waste of time. This will only make our roads more dangerous.	Charlotte Cooper
Waimāero Fendalton-Waimairi-Harewood	Extend to Lady Wigram Retirement Village, for the safety of our residents	Charlotte Tooby
	When you turn right into Wairakei Road there are cars parked either side and it is really difficult to see to pull out, plus when you do you have to get up to 80km otherwise you get abused by other drivers. Why is this short piece of road 80km for no reason as you go onto a 60km	
Waimāero Fendalton-Waimairi-Harewood	I agree to the lowering of speed my son finds it very difficult to cross the road I have to help him cross safely as the speed the cars go is too fast and it has become a lot busier than past years we have got trucks, bus, And even when drivers see that we are trying to cross the road they don't slow down and let him cross my son is on the autism spectrum he is in yr7 at school something needs to be done	Christine Bett
Waimāero Fendalton-Waimairi-Harewood	I think the proposal is way too draconian. With the lowered limits, how is it then possible to go down streets faster on an e-bike or e-scooter than it is in a motorised vehicle? Need it be reminded that these do not come with any form of active or passive safety features and are often ridden by individuals who do not wear protective clothing or use their lights? Also, lowering the speed limit is not going to reduce accidents 100%. Merely assigning a lower speed limit to any road and sticking a sign with the new limit does not stop idiots from being idiots. How do you explain crashes involving overloaded vehicles, unrestrained occupants, those who insist on driving impaired by drink and/or drugs?	Colin Ong

### Submissions received on Safe Speed Neighbourhoods, January 2023

	<p>Why are the majority of law-abiding vehicle operators having to pay the high price for these irresponsible parties? It should also be pointed out that many suburban streets already have traffic calming measures like speed humps and narrowing islands in place, so lowering the limit is superfluous.</p> <p>For the speed reductions outside of schools, it is hoped that common sense will apply and that the 30 kmh limit is only during high peak school hours.</p> <p>And, when are we ever, ever going to get serious about doing something to get rid of those using a hand-held phone while driving? Even with the increased penalty fine, it remains a joke. In some other countries, the handset is confiscated permanently and a much heavier fine issued. This would be the way to go.</p> <p>While the Road To Zero initiative has a commendable objective, the grim reality is the roads will still claim lives, regardless of how many and how drastic the measures put in place are.</p> <p>What needs changing is the skill set drivers have. Merely doing flash ad campaigns that cost mega bucks (instead of fixing some stretches of roads that need fixing) and being perceived to be talking down to the public just defeats the purpose of the campaign.</p> <p>Drivers should be made to do mandatory refreshers every five or ten years and also get discounts for their insurance or other motoring related services if they submit to a defensive driving course every time they renew their licence.</p>	
Waimāero Fendalton-Waimairi-Harewood	<p>It seems clear that there is a blanket plan to reduce all speeds in built up areas to 30 to 40 kph depending on proximity to schools and 60 to 80kph on the open road and highways.</p> <p>Our concern is that speed reduction mandates will result in a great deal of frustration and anger in drivers which will increase rather than reduce the likelihood of an accident.</p> <p>Low speed requirements over long distances will increase journey times and add to the costs of everyone who uses road transport.</p> <p>At a time when the business community is already beset by new costs this will be most unwelcome and will reduce productivity which has been a perennial problem for New Zealand.</p> <p>The reduction in speed limits seems arbitrary. If 30 to 40 kph is safer than speed limits which have been in place for generations, then to carry this to its logical conclusion then 10 to 20 kph would be safer still, and perhaps banning motor vehicles all together would certainly assist the “road to zero”.</p> <p>The planning that has been undertaken ignores the fact that modern motor vehicles are very much safer than even fifteen years ago. It would seem to make more sense to spend money on making roads safer rather than demonising what are reasonable existing speed limits. These measures have been taken overseas to good effect.</p> <p>We oppose the new speeds.</p>	David & Tina Nicolls
Waimāero Fendalton-Waimairi-Harewood	Completely agree with proposal to lower speed limit to 30kph. We would strongly recommend judder bars in Newall Ave as this is often used as a high-speed shortcut between Idris road and Bryndwr Road. Lots of kids, elderly pedestrians and pets	David John Gilchrist
Waimāero Fendalton-Waimairi-Harewood	<p>Safer streets</p> <p>Speed is not the only indicator of safety these days, much of the violence is on the footpath with gangs of teenagers attacking individuals or older teens attacking younger ones walking home and at the bus exchange.</p> <p>Parents will be more inclined to drive their children to school as long as the footpaths and buses are not safe.</p> <p>If you want to make safer streets, you need to push the police to do their job.</p> <p>Lowering speed limits will only frustrate drivers who need to use their car for work, go to doctors appointments and the like, or many other important reasons. Frustrated drivers do dangerous things as they try to navigate roads that have been altered, blocked off or have been turned into one way streets and find they are then running late for work and appointments.</p> <p>Speed is part of the problem but driver attention, poor decision making, poor signage and road condition (avoiding potholes or damaged roads causing driver to swerve) all contribute to safety of our streets.</p> <p>Addressing only one issue does not fix the problem.</p>	Dianne
Waimāero Fendalton-Waimairi-Harewood	The area around the Willows daycare centre is dangerous for primary school children walking to school - there are frequent near misses from cars turning into the Willows parking lot or Manor Pl at high speed. This whole area should be made a 30k/hr zone.	Dineke Schokkin
Waimāero Fendalton-Waimairi-Harewood	<p>This roundabout is so unsafe for children walking to and from school (particularly those crossing on the south side of the roundabout). Drivers are so focused on cars entering the roundabout to their right that they don't check their left for pedestrians. Very high foot traffic area for local primary and secondary school.</p> <p>Very glad to hear that this road will be lowered to 40km as its super busy but also full of family homes and children. Lots of people speed down here well over the current speed limit.</p>	Emily Noopii
Waimāero Fendalton-Waimairi-Harewood	Why have one block (consisting mostly of cul-de-sacs) at 40 km/h, when the neighbouring streets are 30 km/h? I get that there's no school right here, but lots of people walk, scooter, and bike in these streets so a consistent speed limit of 30 km/h would reduce the need for so many speed limit changes. I'd like to see speed limits set not only by proximity to schools, but by consistency of the environment.	Fiona Bennetts

## Submissions received on Safe Speed Neighbourhoods, January 2023

Please reduce the speed limit to 50 km/h
Please reduce the speed limit to 40 or 50 km/h
Please reduce the speed limit to 40 km/h (x2)
Please reduce the full length of Cotswold Ave to 30 km/h
Please reduce the full length of Farrington Ave to 40 km/h with a variable 30 km/h outside Isleworth School
Please reduce the speed limit to 30 or 40 km/h due to how busy this street is
Please reduce the speed limit to 40 km/h outside of school in/out times. I fully support the variable 30 km/h limit too
Please reduce these streets to 30 km/h (x2)
Please reduce the speed along Greers Rd to 40 km/h
Please reduce the speed limit on Dyers Pass Road as high up as the housing goes
Please reduce the speed limit on Cashmere Road as it is very busy with buses, cyclists, pedestrians and cars.
Fully support reducing the speed limit on Kennedys Bush Rd and all the little side streets
Please reduce the 80 km/h segments along Old Tai Tapu Rd down to 60 km/h to increase safety for pedestrians, cyclists, and horse riders.
Please consider closing this road to motor vehicles and making it a two-way cycleway, so that cyclists/scooters are separated from pedestrians in this lovely area.
Please close this road to motor vehicles and make it a pedestrian- and cycling- only space
Please reduce the speed limit for the entire Northwood subdivision and other areas of Belfast
Please reduce the speed limit on Johns Road on the part that is no longer a state highway
Please make the Spring Grove subdivision 30 km/h
Please reduce the speed limit on Lower Styx between Spencerville and Brooklands to 60 km/h. This is a popular road for road cyclists and having drivers hooning past at 80+ km/h when there is no shoulder is unacceptable.
Please reduce the speed limit from 60 to 50 km/h alongside the houses on Kainga Rd just west of Harbour Rd
Please reduce the speed limit on Lower Styx Rd between Prestons subdivision and Spencerville. 60 km/h for the entire stretch would be acceptable. This road is popular with road cyclists and having motor vehicles hooning past at 80+ km/h and passing very closely due to the lack of shoulder on the road is unacceptable. Why should a narrow, quiet semi-rural road have the same speed limit at Johns Road?
Support the 30 km/h variable speed limit and default reducing to 50 km/h from the current 60 km/h which is too fast for the environment
Please reduce the speed limit from 60 to 50 km/h all the way to Orchard Road, or at least as far as Stableford Green
Please reduce the speed limit to 40 km/h along Wairakei Rd
Please reduce Breen Rd to 40 km/h. I support the variable speed limit as well, but 50 is too fast and drivers speed down this street as its wide with no cycle lanes. Please also add cycle lanes
Please add cycle lanes to Farrington Ave to help narrow the motor vehicle lane and make it safer for people to cycle to schools and the mall/library/YMCA
Please reduce the speed limit on Gardiners Rd between Harewood Rd and Sawyers Arms Rd to 40 km/h. This road is very busy and very scary on a bicycle with buses and speeding drivers.
Please reduce the speed limit on Gardiners Rd from 60 km/h to 50 km/h between Sawyers Arms Rd and Claridges Rd (or even all the way to Wilkinsons Rd). There is no shoulder and no footpath here for cyclists and pedestrians, respectively
Please reduce the speed limit to 30 km/h for the entire Highsted subdivision as the streets are narrow and children should feel safe to cycle on the road
Please reduce all of Waimairi Beach subdivision to 30 or 40 km/h
Please reduce the speed limit on all of these streets in North New Brighton to 30 or 40 km/h
Please reduce the speed limit on Yaldhurst Road to 50 km/h from Riccarton Road all the way to Russley Road
Fully support reducing the speed limit to 40 km/h. Please also paint some cycle lanes on the road to help narrow the motor vehicle lane and encourage safer travelling speeds
Please reduce the speed limit for the entire length of Maidstone Rd to 40 km/h to improve safety for cyclists. on-road cycle lanes would also be helpful
The streets around Westburn School should be reduced to 30 km/h, especially as they are narrow and busy with on-street parking
Please reduce the speed limit on all of Apsley Drive to 40 km/h
Please reduce the speed limit on Hawthornden Rd to 40 km/h
Fully support the variable speed limit for school times. Please have the default outside of school times set to 40 instead of 50 km/h (x3)
Please reduce the speed limit on Grahams Rd to 40 km/h
Please reduce the speed limit on Wairakei Rd to 40 km/h
Fully support the proposed reduction to 40 km/h on Glandovey Road. Please do this for the entire length of the road, rather than just part of it.
Please reduce the speed limit on Heaton St to 40 km/h (outside of school times - fully support the variable speed limit outside Heaton Intermediate and St George's Hospital)

### Submissions received on Safe Speed Neighbourhoods, January 2023

	Fully support the variable speed limit around Waimairi School. Please set the default speed limit outside of school times to 40 km/h for both Blighs Rd and Idris Road	
	This narrow part of Bridle Path Rd, with no space for cyclists, needs to be 30 km/h permanently	
	Please ask NZTA/Waka Kotahi to reduce the speed limit through this busy commercial area to 50 or 60 km/h. 70 km/h is way too fast for vehicles entering and exiting properties and sharing the road with cyclists	
	Please seal the road shoulders along here so cyclists can have some space	
	Please reduce the speed limit along Cashmere Rd to improve safety for cyclists, pedestrians, and horse riders	
	Please reduce the speed limit on Cashmere Rd. 60 km/h is way too fast for the narrow winding road that is popular with pedestrians, cyclists, and horse riders	
	Please reduce the speed limit on Claridges Rd to 40 km/h to make it safer for cyclists and pedestrians	
	I support speed limit reductions, but consistency would help. These are narrow bendy streets that could easily be reduced to 30 km/h to allow safer cycling to the nearby schools and parks	
	Please reduce the speed limit on Memorial Ave to 50 km/h to increase safety for pedestrians and cyclists	
	Please reduce the speed limit on Withells Rd to 40 km/h to increase safety for pedestrians and cyclists	
	Please reduce the speed limit on Avonhead Rd to 40 km/h to increase safety for pedestrians and cyclists	
	Please reduce the speed limit on Creyke Rd to 40 km/h outside of school times to increase safety of pedestrians and cyclists	
	Please reduce the speed limit on Kotare St to 40 km/h to increase safety for pedestrians and cyclists	
	Please reduce the speed limit on Kahu Rd outside of school times to 40 km/h. I fully support the variable speed limit if 30 km/h cannot be permanent	
	Please reduce the speed limit on Straven Rd outside of school times to 40 km/h to increase safety for pedestrians and cyclists. Drivers are terrible at driving in the cycle lanes along here. Paint doesn't equal protection.	
	Please reduce the speed limit on all of Jeffreys Rd. 40 km/h would be acceptable further from the schools	
	Please reduce the speed limit on Kilmarnock St to increase safety for pedestrians and cyclists and reduce the speed difference between side streets and minor arterials/collector roads	
	Please reduce the speed limit on Clarence St to 40 km/h to increase safety for pedestrians, cyclists, and drivers trying to turn in and out of properties/side streets	
	Please reduce the speed limit on Riccarton Road outside of the 30 km/h zone to 40 km/h to increase safety for pedestrians and cyclists	
	Please reduce the speed limit on Main North Road between Papanui Rd and Sawyers Arms Road to 30 km/h due to the high use of buses by pedestrians and lots of shops	
	Please reduce the speed limit on Papanui Road between Blighs Rd and Main North Road to 30 km/h due to the busy commercial area with lots of pedestrians and buses	
	Please reduce the speed limit on Harewood Road between Papanui Road and Sails St due to the busy area with rest homes, the Montessori Preschool, the chapel, and Mitre 10	
	Please reduce the speed limit on Sawyers Arms Rd between Main North Road and Sissons Drive, plus Leander St, to 30 km/h for safe access to the shops for pedestrians and cyclists	
	Please reduce the remainder of Sawyers Arms Rd	
	Please reduce the speed limit on Sawyers Arms Rd (outside of school times) to 40 km/h. The heavy vehicles using this road make it very unsafe for pedestrians and cyclists	
	Please reduce the speed limit in all of casebrook, not just some of it	
	Please reduce the speed limit on Papanui Road through the main Merivale shopping area, from Heaton St/Innes Rd through to Rugby St	
	Please reduce the speed limit on Innes Rd to 40 km/h to improve the safety of cyclists and pedestrians	
	Please reduce the speed limit on Manchester St between St Asaph and Moorhouse	
	Please reduce the speed limit on Montreal St between Moorhouse and St Asaph	
	Please reduce the speed limit on Salisbury St	
	Please reduce the speed limit on Peterborough St	
	Please reduce the speed limit on Kilmore St	
	If these streets haven't already been reduced, please reduce the speed limit to 30 km/h	
	Please reduce the speed limit on Riccarton Road to 40 km/h to increase safety for cyclists and pedestrians	
	If it hasn't been done already, please reduce the speed limit on Ilam Road at all times	
	I fully support all the variable speed limits. Please have the default outside of school times reduced to 40 km/h too please	
	Please reduce the speed limit on all of Ilam road to 30 or 40 km/h, as appropriate	
	Please reduce the speed limit on Cashel St	
	Please reduce the speed limit on Tuam St	

### Submissions received on Safe Speed Neighbourhoods, January 2023

	Please reduce the speed limit on Hereford St	
	Please reduce the speed limit on Gloucester St	
	Please reduce the speed limit on Harrow St	
	Please reduce the speed limit on Cavendish Rd	
	Please reduce the speed limit on Strowan Rd	
	Please reduce the speed limit on Rossall St	
	Please reduce the speed limit on Carlton Mill Rd	
Waimāero Fendalton-Waimairi-Harewood	The nearest 2 schools to us are 1.2km and 2.1 km away from us respectively. To me, and the 3 other people who all drive at this address this proposal is a poor one and offers no benefits. Not sure if it's your department or not but we are still waiting for our guttering on the road to be fixed since the earthquake!! How about fixing the infrastructure as a good plan?	Glen Paterson
Waimāero Fendalton-Waimairi-Harewood	I can understand wanting to reduce the speed limit down Worthy St, what I do not understand is the purpose when the 50km speed limit is not respected by people going this way to avoid the Avonhead/Yaldhurst lights. I do believe that down this street the safest way to actually change the speed is not by some signs but by some speed bumps or making it a 'living street' The current speed limit isn't monitored/policed or respected as it is down Worthy St and Corfe St in particular.	Haley Tisch
Waimāero Fendalton-Waimairi-Harewood	Absolutely support lowering speed limits in neighbourhood streets. Making the Merivale area a blanket 30km because of the schools will have some impact but many drivers will simply ignore this, especially when cutting through the likes of Aikmans, Office and Rugby to get to Papanui/Rossall. Traffic calming and pedestrianising is needed to encourage drivers to slow down but must be part of a well-designed overall neighbourhood plan.	
Waimāero Fendalton-Waimairi-Harewood	I am concerned about the cost of implementing these changes. I estimate that every static speed notification sign costs at least \$2,000 to install and these changes will require thousands of signs throughout the city as there are so many different speed limits and frequent changes. If 1,000 + static speed signs are required at a cost of \$2,000 each, that's \$2m - \$3m that could be invested in proper measures to improve safety such as decent pedestrian crossings in high pedestrian traffic areas. While a 30km speed limit around schools is appropriate at drop-off and pick-up times, most of the time, the speed restriction is not necessary – especially at nights, weekends and school holidays. Electronic variable speed signs are a far superior solution around schools. As they are bright with alternating lights, they are very visible and capture a driver's attention. Rather than wasting millions on static speed signs, invest in electronic variable speed signs and decent pedestrian crossings. Invest in electronic variable speed signs around schools. Leave the rest of the suburban streets at 50km to avoid huge confusion for drivers about what speed limit applies in which areas. Drivers have enough to concentrate on without having overly frequent speed limit changes. The propaganda states that drivers already travel at lower speeds on the streets identified for change, so why waste money on static speed signs? This is a great drive in a sports car. 60km is far too low. Don't ruin the enjoyment of many car clubs that operate in Canterbury.	James Nell
Waimāero Fendalton-Waimairi-Harewood	This will assist, but I enquire about policing of these new limits. Tonbridge and Andover St have 2-hour parking limit which is abused by students and residents alike. Now we have a further 8 houses being built in Tonbridge St which will further impact on congestion. St Margarets have a back entrance at the end of Tonbridge which is an unofficial drop off and pick up area adding further problems for this very narrow street. I don't think lowering the speed limit give any worthwhile benefits. The Rastrick/Tonbridge cnr is dangerous. Cars often back up into traffic to allow traffic to flow through from the other direction, and very often cars mount the curb to round this tight corner. Lowering the speed limit will not assist here. Work is required to reduce congestion or provide more room to manure. Tonbridge was designated a "quiet street", but the addition of traffic islands on Papanui Rd, this changed Rastric/Tonbridge to an access corridor for the schools and rush hour traffic.	Jane Clark
Waimāero Fendalton-Waimairi-Harewood	Heaton Street is a very busy street and there have been a number of close calls on the crossing for students crossing the road to go to school, even with road patrol there. It would be better to have a traffic light crossing here for student safety. As a teacher at Heaton who has been out doing road patrol each week I know that this road is unsafe for students especially before and after school. We have been trying to get it fixed for years, so please can you change our speed zone first.	Janiene Hill
Waimāero Fendalton-Waimairi-Harewood	I think that is os really important to have lower speeds to create safer streets for communities to thrive and encourage active transportation.	Jesse Northcoat
Waimāero Fendalton-Waimairi-Harewood	Elmwood park is a heavily used sports ground with multiple clubs having a presence. It is also often used by the surrounding schools. Parking on both sides of the road is often at full capacity. Consideration should be given to all of Heaton street being reduced to 40km.	John Trott
Waimāero Fendalton-Waimairi-Harewood	This corner is a real magnet for crashes, not sure 40km/h will solve this(but a move in the right direction) most people who end up in the fences are doing well over the speed limit already. Maybe judder bars/speed bumps would assist.	Jono Spence
Waimāero Fendalton-Waimairi-Harewood	I agree the speed limit here should be reduced, this street often gets busy around school times and when Waimari Road gets busy. I suspect it wouldn't be obeyed unless there was some form of traffic calming added to the street though.	Jordan Hay

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	Glad these streets are being reduced to 30 km/h since the Uni cycleway ends here. This will make it safer to exit the cycleway and might encourage more people to bike :)	
Waimāero Fendalton-Waimairi-Harewood	Great, go for it! If it gets people to reduce from the 60-70km/h they are doing at the moment, that would be awesome	Julien Maries
Waimāero Fendalton-Waimairi-Harewood	Please consider measures to slow down traffic on Cavendish Rd. It's a fast growing area and the speeds are at times insane.	Karl Stodart
Waimāero Fendalton-Waimairi-Harewood	A pedestrian/cycle crossing here with lights is desperately needed. Harewood Rd is often very busy and there's no refuge in the middle so waiting for a big enough gap from both directions can take a very long time. I often see pedestrians and cyclists crossing halfway and waiting in the middle, or running to get across through a small gap.	Leah Rickard
Waimāero Fendalton-Waimairi-Harewood	100% support, but Staveley Street needs further work than just speed reduction. We tried 50kmh signs and that did not reduce the boyracers making the most of the far too wide street. The kindergarten also needs a pedestrian crossing.	Liam Stretch
Waimāero Fendalton-Waimairi-Harewood	There needs to be another speed bump and /or speed reduction near the Jennifer St entrance to Edgar Macintosh Park. Cars speed down Jennifer St, using it as a thoroughfare and there are people with dogs and/or young children using the park constantly. At the very least, signage posted either side of the park informing drivers of the fact that it is a high pedestrian traffic area might help.	Louise Duke
Waimāero Fendalton-Waimairi-Harewood	Please DO NOT reduce the speed to 40 along Staveley Street or surrounding roads in our Suburb. Instead of spending money reducing speed limits, how about spending it on education on sticking to speed limits and how to act as a pedestrian. Also, there are enough different speed limits in Christchurch and this will just be another distraction. With the new 30 limits introduced in the Central City I found it harder to concentrate on driving as I was more worried about trying to stick to limit.	Lutsen Couperus
Waimāero Fendalton-Waimairi-Harewood	Dangerous intersection to turn right on a bike. The whole block needs to be redeveloped to be more pedestrian friendly, right now it is just a 'car sewer' which prevents the area around the shops from reaching its potential.	Mark Rickerby
	This is a dangerous intersection for cyclists heading N/S, cars race along Clyde Rd too fast to cross when stationary at the stop sign. The stop sign should be a give way for cyclists ('Idaho stop') or traffic calming should be in place, or speed on Clyde reduced to 40km/h at least. Hopefully the new cycleway work can address this.	
Waimāero Fendalton-Waimairi-Harewood	The pedestrian island at this intersection feels dangerous, as it is hard to find a gap to cross. Furthermore, northbound cars queuing for the traffic lights often do not leave space for pedestrians to cross to the island without walking around them. It would be a good idea to extend the 30km/h variable speed limit imposed to the south up past this intersection.	Matthew Suter
	Parents dropping off/picking up their children from school are often distracted around this intersection. It would probably be wise to reduce Worthy St's speed limit to 30km/h to keep it in line with Wittys Rd, to reduce the opportunity for confusion	
	Cars often do not give way at this priority pedestrian/bicycle crossing. Reducing the speed limit to 30km/h would be a good idea, as it would lead to more drivers giving way when they are legally required to do so.	
Waimāero Fendalton-Waimairi-Harewood	Numerous children and elderly live in this residential area and are at risk from speeders who consistently and frequently disregard posted speed limits. I have seen numerous near encounters with only luck preventing a disaster. Most recently a child who was crossing the street near this bend (appropriately looking both ways and running) was nearly hit by a vehicle going well beyond 50. I believe the only solution is to reduce the limit to 30 and be tough on offenders.	Matthew Durward
Waimāero Fendalton-Waimairi-Harewood	Please keep Staveley St at 50km/hr. I think adding a pedestrian crossing is a good idea, and even a centre island to help improve safety for pedestrians. The street is wider than most, it joins two major roads, and a lower speed does not make sense.	Owen Ladbrook
	<p>I've been looking at and thinking about the interactive map and the proposed speed changes under the 'Safe Speed Neighbourhoods' programme. My initial reaction was that I did not want to see any of the proposed changes come into effect. However, over the last month I have been thinking about the proposed changes as I drive about my neighbourhood (Avonhead), and I would like to offer a few observations and comments or suggestions. These are based on the neighbourhoods I am most familiar with, as I cannot comment on areas I do not frequent.</p> <p>First I would like to say that there are some streets where a lower speed limit makes sense. There are various reasons why I think a lower speed might make sense for a specific street, some of these include: the width of the street; the curves in the street; the number of vehicles normally parked on the street; frequent pedestrian crossings during the day. I'm sure there will be other reasons, but these are the ones that come to mind at this stage.</p> <p>The current proposal appears to be based on a blanket approach using the vicinity to a school as the criteria for the speed changes. This creates some unusual and inconsistent recommendations. In some situations there are wide, straight streets that have the same proposed speed limit as narrower streets, or curved streets with poorer visibility. In some situations there are narrow curved streets with a higher proposed speed limit than much wider streets that are located very close by.</p> <p>There is a strong emphasis on reducing the speeds around schools, and obviously we want all school children travelling to and from school safely. However, the timeframe when most school children are travelling to or from school is relatively short, and I believe it would amount to less than 10% of the day (possibly as low</p>	

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	<p>as 5%). If the major driver behind this program is safety for school children, then using permanent fixed speed reductions strike me as a blunt instrument to try and achieve it.</p> <p>There are many different road users that need to be considered when making decisions, and ideally all users would see that the roads are catering to their requirements well. Due to the diversity of requirements of the different users it will be very difficult to please everyone, and so decisions will need to be a compromise between the different needs. I use the roads at different times of the day, and in different modes (driver, cyclist, pedestrian). Sometimes the streets are busy with different users, but a lot of the day there are very few pedestrians or cyclists. As I have already said, there are some streets where a speed reduction does make sense. But using a blanket approach of fixed, permanent speed reductions, seems to be a significant shift in the balance of prioritising the competing needs of different users, and puts the needs of the minority well above the needs of the majority.</p> <p>The behaviour of all road users needs to be addressed to improve safety. This programme is focussed on the speed of motorists, and the affect that will have on the safety of other road users. Motorists are currently the majority of road users, and it is right to review and make changes where necessary that apply solely to motorists. Pedestrians and cyclists must also take responsibility for the decisions they make, and how these decisions affect other road users. At different times I see poor decisions being made by all road users, that results in an increased risk - either for themselves or for other users.</p> <p>As I watch the behaviour of other drivers, it strikes me that most will adjust their speeds automatically down when there are higher risks. These situations include when the streets are narrower, curved, there are a lot of parked vehicles, or when there are pedestrians or cyclists. This is the way it should work when all users are being considerate of other users, and are watching what is happening around them, and adjusting their behaviour to suit the conditions. So if the goal of the programme is to improve safety on the roads, but most people are already driving in a safe and considerate way, what reason is there for changing the speed limits (except possibly when the streets justify a change)? There are some road users that do not seem to consider others, do not seem to watch what is happening around them, or do not adhere to speed limits when they make sense. These users are unlikely to modify their behaviour if the speed limits are reduced, and I think other approaches would give a better result (such as speed bumps, pedestrian crossings, centre islands, speed cameras etc). Using a blanket approach of fixed, permanent speed reductions, will slow down the majority of road users who are already making wise choices and modifying their driving when there are higher risks present. The drivers who currently do not adjust their driving when the risks are higher, will continue to pose a higher risk to all road users.</p> <p>Changing the speed limit on any street will cause motorists to consider using alternate roads. As I look at the interactive map I wonder what changes would occur to the flow of traffic if it was implemented without change. I suspect the major roads will become busier and more congested, especially during peak traffic. This will most likely put more strain on the various intersections feeding these roads, and on the major intersections. The level of risk taken by motorists at intersections is likely to increase as they try to enter or exit the major roads. The quality of decision making by motorists at intersections can be quite poor at times, and I expect this will probably deteriorate. Alternatively, some motorists may decide to continue using the streets where speed limits have been lowered, but rush through to beat the traffic on the major roads.</p> <p>As I read through some of the comments on the map, I am struck by how few there are. I have discussed this programme with a few people, and most do not know about the proposed changes, or they do not understand the extent of them. Based on this, I do not think the feedback is a true representation of the thoughts and opinions of the people affected by these changes. Currently I do not have a suggestion for improving the quality of feedback - possibly a series of public meetings? These are significant changes that will affect the vast majority of all people living here. Making decisions based on the small number of submissions on the interactive map does not seem wise to me. Maybe you have received significantly more submissions by email?</p> <p>In summary, I think the idea of improving the safety for all road users is good. I think there are some streets where a reduced speed limit makes sense and should be implemented. I think the use of fixed, permanent speed reductions in a blanket approach centred around schools, is a blunt tool. It seems focussed on a minority of road users in an effort to try and improve safety, but it will not achieve the best results. I believe using a wider range of tools, in conjunctions with a smaller number of speed limit changes, will achieve a far better result, and will serve all road users better.</p>	
Waimāero Fendalton-Waimairi-Harewood	<p>In addition to the 30kph limit Please consider the installation of speed bumps or some other speed limiting mechanism. Irresponsible drivers are using this street as a race track because its long and straight. Some speeds have been in excess of 100kph</p> <p>Given the high usage of the park playground at one end ,a block of shops /school at the other plus the fact that many of the community walk to/from the Mall and the leacroft st shops,enforcing the 30kph is essential</p>	Peter Cameron
Waimāero Fendalton-Waimairi-Harewood	<p>Everyday I cross this road on my bike getting to work, and everyday I feel like I am risking my life doing so. Not only do pedestrians/cyclist cross here to get to work, but so do many of the uni students going to study and halls students going to the supermarket.</p> <p>95% of the car parks on this street are empty, surely this space could be blocked off for bike lanes or even as a safe space for children in the housing here to hang out</p>	Peter Earl

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	There is a small pedestrian pathway here they doesn't have a lowered curb, and there are steps, meaning I have to get off my bike to push it. Further not only is the path narrow, but its over gown meaning it only has an effective width of about 40cm	
	Students and cyclist often cross here to get to and from work and to/from uni, but its very unsafe to do so	
	Despite this road serving almost entirely pedestrians/cyclist the road is very car focused and not very pedestrian friendly	
	The bike crossing does not line up with the bike path coming out of UC, this is annoying	
	The park closes at night meaning if I come home from work I can't use the safe path through here and have to take a longer detour on the more dangerous roads, Whenever there is a food market in here the bike path is blocked and unusable	
	The bike path coming out of the park doesn't line up with the traffic lights and path on the other side of the road, meaning you have to do some awkward turning to cross the road	
	The pedestrian crossing here is awkward on a bike, and the signs block the foot path, making navigating the crossing on a bike very awkward, cars also often don't realise your intent to cross the road due to this and it makes it dangerous, I have had many near misses here	
	The footpath here is not wide enough for two people on bikes going in opposite directions	
	Despite the fact that bike infrastructure is far cheaper, bikes are better for people's physical and mental health, and are far cheaper than cars (we are in a cost of living crisis) the lights here can take a long time to change for cyclist, they should be given greater priority	
	The bike lane here should remain contious (sort of like a speed bump for the driveways) and smooth, as the driveways here have low rates of traffic. This while make the bike lane both safer and more pleasant to bike on	
	While this footpath is wide, often people walk 4 by 4, which is difficult to pass on a bike, with the amount of use this footpath gets, it should be widened	
	Despite the fact that bike infrastructure is far cheaper, bikes are better for people's physical and mental health, and are far cheaper than cars (we are in a cost of living crisis) the lights here can take a long time to change for cyclist, they should be given greater priority. Additionally the park is a great asset to the city, we need to make it easier to access by giving pedestrian crossing going into it greater priority over the cars on the road	
	Despite being in the CBD (where cars arguably do not belong) the road is entirely car focused and feels very dangerous for cyclist, especially at this intersection	
	A pedestrian bridge between shag rock and the spit would be great for pedestrians, cyclist and beach goers and give people greater mobility in the city without requiring a car	
	I don't understand why there is no footpath (or bike lane) surrounding the park, when so many people walk around it for exercise	
	Extremely unsafe roundabout for cyclist, I use it twice a day to get to and from the gym and everyday feels like a life or death risk	
	Extremely wide road, with 95% empty car parks (why does the city provide public space for people to store their private assets anyway?) this space would be better utilised as a bike lane to help get people to/from Burnside park	
	Riccarton road is lined with largely unused carparks, this space would be better utilised as separated bike lanes	
	Blenheim Road is lined with largely unused carparks, this space would be better utilised as separated bike lanes	
	Council building drop off thing that extends onto the road, forces cyclist to merge onto the road with cars, this is dangerous and I feel like I am risking being hit every time I travel down this road on my bike	
	Despite all the Nurses etc who travel to work via bike (and everyone else taking this route to the CBD on bike, Riccarton ave and Hagley Ave are very dangerous for cyclist, (instead of offering free parking for peoples private vehicles at the taxpayers expense we could use this space for bike lanes)	
	Power polls in the foot path effectively make the already narrow footpath much narrower. Sometimes when the road is busy, it is necessary to bike down the food path but there isnt enough room to pass pedestrians walking. (Also being this narrow makes it an uncomfortable walk). The gutters are also extremely deep making it uncomfortable to step off or get on/off with a bike.	
	While the trees lining the roads look somewhat pretty all over chch, they take up huge amounts of space (during a housing crisis where land is one of the biggest costs to housing) the leafs clog up the gutters, which drives rates up (in a cost of living crisis), and they are often not even native	
	Wide street with unused carparks near the uni, this should have a separated bike lane	
	The suburbans are destinations, these roads are not being used to travel to places, therefore there is no need for fast traffic along them. 30km would make is safer and more comfortable for children, pedestrians and cyclist	
	Memorial Ave is unnecessarily wide and the car parking is 95% unused. There is space for wider footpaths and replacing the unused parking to provide a route for commuters on bike to travel between the CBD and the airport	
	When going for a walk (or run), I find myself practically trapped between Yaldhurst Rd, Avondhead Rd and Peer Street. These roads almost act as invisible fences from which they are difficult to get beyond as a pedestrian and reduce the walkability/safety/comfort of the city. Additionally the cars on this road are loud and pollute	
	Despite this street only servicing a very small number of houses and a very high number of pedestrians, students, commuters on bikes etc, street is very heavily car centric with narrow footpaths and is not inviting for cyclists	
	Students, commuters, pedestrians, dog walkers etc travel down athol terrace, on there way to the uni, to work, to the cbd, to the supermarket, but it is difficult, dangerous and uncomfortable to cross Peer st and waimairi rd	



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Waimāero Fendalton-Waimairi-Harewood	The Speed that people travel down veitches road (especially between northfeild and grampian) is in excess of 70-80kmph. This is a significant risk to students of casebrook intermediate. I highly recommend speed bumps between northfield and grampian as a speed limit would not be adhered to. many other residents would agree.	Richard Leacock
Waimāero Fendalton-Waimairi-Harewood	Very pleased with this proposal! Our Galway Ave based family of two young boys bike everywhere and we want to stay safe! Three cheers to the Council! Would prefer 20km reduction but 30km is better than no reduction. Also, we would like to see all of Jeffreys Road reduced to 30km as this is used to access Fendalton School, lollies and ice creams at the dairy and the Jeffreys Road tennis court and playground. Wairakei Road area should be 30km as well. Thank you Council! Love from Sharee and Joe :)	Sharee Cowles
	In addition to our Galway Ave street comment we would like to see Ilam Rd (from Wairakei Rd end) to Jellie Park reduced to 30km. We would also like to see Wairakei Road from at least Blighs Rd to the Cycleway/Elwood Shops reduced to 30km. Our family (with two young boys) bike everywhere and we want to stay safe on our bikes rather than having to bike on the footpath. And I agree with the other Ilam Rd comment, some bike lanes at the top end of Ilam Rd would be good. Thank you, Sharee and Joe :)	
Waimāero Fendalton-Waimairi-Harewood	There are many Avonhead School students who live in or walk to school through the area bordered by Yaldhurst Road, Avonhead Road, Parkstone Ave and Brodie Street. There are also two preschools.  Portobelo Preschool on Yaldhurst road is often accessed from Corfe St and Hare Street (i.e. the rear entrance).  This area could be zoned a school zone instead of a Neighbourhood Zone.	Spencer Travers
Waimāero Fendalton-Waimairi-Harewood	30km an hour is too slow, 40Km is more reasonable. I also have concern with enforcement. The current speed limits are not enforced on our street as it is. Every morning tradies and school run drop offs go 60Km down Wroxton tce. Before these changes need to be made the law regarding the speed of CYCLISTS needs to be address. Currently in NZ they cannot be charged. Therefore many ignore the road rules and temporary limits for roadworks. To be fair for all road users fix the law and enforce it!	Susanna Hawkins
Waimāero Fendalton-Waimairi-Harewood	Please (!! ) turn this crossing into a proper intersection for cyclists and pedestrians. Lights could work "on demand", i.e. only when a pedestrian or cyclist triggers them. I have witnessed three accidents and about a dozen near-misses with school children (one disaster only prevented by me grabbing the kid's backpack). The reality is that kids don't choose to use the controlled intersections at Glandovey nor at Clyde Road. We need to stop pretending they do.	Tara Allardyce
Waimāero Fendalton-Waimairi-Harewood	I think around schools, within say 200m radius of a school / road access point that 40kmph is clearly justified, 30kmph feels like overkill to me unless it is timed to coincide with school entry/exit hours.	Tim Preston
	Beyond a 200m radius from school / road access points, I do not see merit in any speed limit reduction. Most people drive to suit their perception and the road regardless of the speed limit (above or below) and the limit won't change much of the variable free-flowing speeds. 30kmph will lead to driver frustration with the few strictly compliant drivers who currently generate tolerable nuisance for the average 55kmph driver, they will suddenly generate road rage potentially more dangers.	
	Aorangi Road is a significant route and should be at least 40kmph similar to Glandovey Road, all the way through to Condell Ave	
	Has Glandovey Road been changed from 30-40 during the consultation period? I'm sure it said 30kmph only a couple of weeks ago.	
	Would it not be sufficient (and immensely simpler) to have basically 40+50kmph zones throughout. Roughly as selected in this proposal, but change all the 30kmph to 40k. Then at schools, if they are in 40k zone already, they are minor streets anyway and surely that is enough improvement to their safety. If the schools are on 50kmph streets then use the variable speed limit when school is opening or closing (surely not the entire school hours when gates are closed and kids are inside).	
Waimāero Fendalton-Waimairi-Harewood	I'd like to speak about Tilman Ave and the neighbouring streets. They have been surrendered to cars passing through, at the expense of the people who live in the area and want to safely go to school and enjoy the neighbourhood. Blighs Road itself is as wide as it because it has been part of a potential link to the northern motorways. It hasn't been shrunk, with that in mind. That's no longer going to happen, so it can be made better for people in the area	Wayne Phillips
Waipapa Papanui-Innes-Central	See attachment (#11)	Emma Norish, Waipapa Papanui-Innes-Central Community Board
Waipapa Papanui-Innes-Central	St Bede's College agrees with the proposed 30km/h zone on Momorangi Crescent. This is a narrow street with extremely high traffic flows at the start and end of the school day.	Steve Kelsen, St Bede's College
	Also, due to the street width and traffic movements Momorangi Crescent should be converted to a one-way street to ensure the safety of motorists and pedestrians.	
	St Bede's College does not see the need for a variable speed limit on Main North Road outside the College. The vast majority of pedestrian and cycle access to the school is via (1) the gate at the corner of Main North and QEII, or (2) Grimseys Road.	

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	The vast majority of vehicle access is via Momorangi Crescent. So, slowing the traffic on Main North Road outside the College would not materially improve safety.	
Waipapa Papanui-Innes-Central	The current street widths of 12 metres are not suitable for residential zones. According to ARRB Transport Research and STATE HIGHWAY GEOMETRIC DESIGN MANUAL SECTION 6-2, a 12-meter-wide road is suitable for a Rigid +3 truck at 90 km/h. Hence, paraphrasing the aforementioned references, the wider the road the more conformable drivers are at driving faster. More than a sign is required to ensure drivers drive at a safe speed; therefore, narrowing the road with street trees is a speed deterrent.	Aaron Ghattas
Waipapa Papanui-Innes-Central	Harris Crescent is excessively wide and as such it creates an appealing street to speed and most recently, for those with no respect for the wellbeing of residents, to do burnouts and make the area look less desirable for those who call this place home. Extend the curbs out into Harris Cres from Blanch to aid in slowing turning traffic, this would also include an island in the middle of Blanch to aid with traffic speed reduction and pedestrian/cyclist safety	Andrew Munro
	Reduce general width of the road as you enter and or exit, at all intersections	
	potentially close off Blanch Street as a throughway. Create a cul-de-sac. With a narrowed Crescent, reduced speed limit, this would direct traffic into improved arterials. However, managing Condell Ave would also be a priority, yellow lines on one side to prevent narrowness, allowing traffic to flow and with lights at top end, aid with allowing better traffic management	
	Yellow lines down one side all the way, meaning parking only an option on one side of the road.	
	Cramp this corner by adding extended islands out into the current roadway, make it narrow, preventing speeding and or rapid acceleration, making it safer for residents, pedestrians and cyclists.	
	Island in middle of Bourne extending slightly into Harris - reduce corner cutting and increase safety	
	How do you propose managing the speed limit? It is currently 50 and the excessive number of speeding cars already, that at times must exceed 60-70kph is incredible and very concerning. Speed humps, chicanes? Cameras? There needs to be deterrents, discourage those drivers who pose a risk to others from speeding	
Waipapa Papanui-Innes-Central	Springfield Road needs to have a crossing to provide safe access to Abberley Park, schools, Edgeware shops, and so many other things. Currently, there is nowhere to safely cross this road anywhere. Also, the speed limit needs to be reduced and traffic calming measures introduced; crossing is unsafe and cycling on it is harrowing.	Ben Schumacher
	Abberley Cres is far too dangerous for such a short, residential street with a popular park. Commuters are often using it as a shortcut and don't mind passing slower cars at higher speeds (I've seen it at least 4 times in less than 6 months).	
Waipapa Papanui-Innes-Central	THANK YOU for proposing 30km/hr in Phillipstown - we desperately need this, especially on Olliviers Road where speeders are far too frequent. I firmly support this proposal.	Bryan Gilchrist
Waipapa Papanui-Innes-Central	██████████ we have speeding problems which have been an issue for years, petitioned & reported concerns to ccc. People speed off the traffic lights towards river rd/flesher ave / vice versa. The road is too wide, suggestions to narrow the road, speed reduction measures. A central island or entrance to the Avon Otakaro river recreation area would be good for both speeding and beautification, safety, dumping etc. North Avon rd was suppose to be a full rd renewal but we got left out.	Cathy Allden
	North Avon road turning right onto Hills road is an accident waiting to happen.	
Waipapa Papanui-Innes-Central	Make all of Cranford a safe speed zone. Be consistent and give all residents the safety of safe speed zones. If 30 kmh is safe then above that is unsafe. Cars and trucks travel well above the speed limit along here and there is no monitoring or enforcement at all. This is the most dangerous part of the roadway and no mitigation.	Clinton Minchington
Waipapa Papanui-Innes-Central	We need some traffic calming measures in the Street before someone is hit by the idiots who use speed excessively. The 40kmph does little or nothing to stop this anti social behaviour from these people. The road widens out from Norah St so it is like a race track for some as they try and get from InnesRd to Westminster St to avoid Cranford St	Craig Ford
Waipapa Papanui-Innes-Central	Queen Elizabeth II Drive needs to be lowered to 60km/h as the current speed is encouraging cars to speed through the main north road QEII intersection. In which many school children cross at.	Dave Gardner
	Another reason is cars are going too fast for the pedestrian crossing at Grimseys road which leads to and from the shared path. Cars need to be going slower around the corner, to make it safer for our children. Lowering to 60km/h will also help with a slower speed on Grimseys Road  The Streets: Sarbande Ave Greenock St	

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	<p>Autumn Pl Wiremu St Winters Rd Grimseys Rd(south of QEII Drive) Ramore Pl Should be part of the 30Km/h slow speed zone as these streets are local streets. Many children who live in these streets travel to Papanui Primary School and St Bede's College. It would also give the area a consistent speed. I would like to see the children who live on these streets be able to get to their destination safely be it via bicycle, scooter, walking or car.</p> <p>Grimseys Road should be lowered to 30Km/h to make it safer for students of St Bede's College and to Papanui Primary School to travel to and from school as there are a lot of students who take Grimseys Road underpass to the other side of QEII Drive.</p> <p>Briggs Road should be dropped to 30km/h as the road is not designed for 50km/h and many school children use this road to and from Mairehau High school. Because of the current 50km/h speed cars cut the corners, and students get trapped between cars parked on the road and speeding cars</p> <p>Moorhouse ave between Deans Ave and Lincoln Road should be lowered to 50km/h to give consistency of travel around the 4 Aves. it's strange for this area to be the only 60km/h part</p> <p>Cranford St from Placemakers to Innes road needs to be lowered to 40km/h. The lanes are too narrow for 50km/h and there are bus stops in the left lanes. The turns for people to get into their driveways are also too sharp for 50km/h due to the narrow lanes</p> <p>Northern corridor extension needs to be lowered to 60km/h as it's dangerous to heading north to winters Rd having to speed up to 80km/h and then drop to 50km/h in such a short distance. Also heading south from QEII Drive having to accelerate up a a slope to try match people going faster than 80km/h coming down a slope, and then having to drop to 50km/h shortly after. This would make it safer and also allow Cranford st cars to merge from the roundabout easier</p> <p>The Redwood area should have it speed lowered 30 30km/h to make it more consistent with the rest of Christchurch, and safer for the families who live in this area</p> <p>Include Branco Pl as a 40kmh street to match westburn terrace. as it seems to have been missed</p>	
Waipapa Papanui-Innes-Central	<p>Reopen the end of Forfar again you have traffic lights so use them accordingly. By closing off this intersection the traffic has greatly increased on Francis, Flockton streets and the Westminster Cranford st intersection. This has caused an increase in traffic in streets which buses travel which is counter productive. Traffic speed can be dropped to 40 along Forfar</p>	David Jones
Waipapa Papanui-Innes-Central	<p>Reduce Charleston to 30km/hr - cycleways run through here and lots of cyclists and uncontrolled intersections - plus families biking to Lancaster park. Roads are also narrow, and RMD housing (2+ storeys) means lots of on-street car parking. There are also commercial premises and trucks using these streets. Ensuring cyclist, pedestrian and motor vehicle user safety would be greatly improved by reducing this area to 30km/hr.</p>	Eula Norriss
Waipapa Papanui-Innes-Central	<p>I'd like to see the speed limit lowered in at least the Riverlaw Tce/St Martins rd sliplane (along the whole of St Martins rd would be ideal), or for it to be blocked off entirely at the Riverlaw end. I lived along here for 10+ years and cars always take the corner fast before gunning it down St Martins rd. It's dangerous for residents trying to get in and out of their driveways, and for children and pets as well.</p> <p>A lower speed limit on Aberdeen Street would be great. It's really narrow and full of parked cars, but people still rip along at 50km plus.</p>	Finn Jackson
Waipapa Papanui-Innes-Central	<p>Reducing the speed limit will not stop people from speeding down Harris Crescent. Nor will it stop the burnouts in the middle of the night.</p> <p>Instead, we need to narrow the road, increase pedestrian crossings, and increase planting. Harris Crescent could become a beautiful tree-lined street with wide footpaths and safe cycleways. This will then reduce the speed at which people drive down this road. We need to change the environment to change the behaviour of drivers.</p>	Georgia van Zoelen
Waipapa Papanui-Innes-Central	<p>[REDACTED]</p> <p>I see on your map you want to reduce all of Westminster st to 30kph, that's totally ridiculous. Its already 40kph which is too slow. Theres hardly ever any cyclists on this road and it's a main thoroughfare between Shirley and st albans. I totally oppose all the crazy speed limits you are bringing @ Chch. Also Roosevelt Ave is one of the widest streets in Chch and is 40kph now. 30 is too slow. I live right next door to the school and have never seen anything close to a near miss, or speeding car when children are coming and going. Im sick of central govt, and now local, trying to control everyones lives. So it's a massive no from me, leave the speeds alone.</p>	Glen Mearns

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Waipapa Papanui-Innes-Central	As soon as drivers go past Moreland ave they zoom up to 80km. The road is too wide which makes drivers put their foot down. There are a lot of children, pets, and elderly on this road.	Hannah Baker
Waipapa Papanui-Innes-Central	Many non-resident cars speed down Swanns Road to by-pass traffic lights at the Stanmore Rd - Avonside drive intersection. It is a wide road as a relic of pre-earthquake days, and it's width encourages speeding. Many school children use this route to get to rowing training and our road is also popular for cyclists accessing Te Ara Ōtākaro and the community gardens. Speed reduction measures would be valuable here	Hazel Clemens
Waipapa Papanui-Innes-Central	I live down this ROW and this intersection has become very dangerous, I regularly witness near miss events. Cars are regularly pulling in and out of this popular diary, there is increased traffic from the commuters feeding to the Northern Corridor, pedestrians cross from Springfield to the diary and bus stop. There are buses turning and coming out of here. I just need to take my children to the local preschool / school and often get stuck in commuter traffic. I am nervous pulling out of my drive	Holly Parfitt
Waipapa Papanui-Innes-Central	Springfield Road needs to have a crossing to provide safe access to schools on both sides (intermediate and high schools and primary) parks, shops, and general safety access transportation. Currently, there is nowhere to safely cross this road anywhere except Bealey ave (one end!) The speed limit needs to be reviewed and traffic calming measures introduced; crossing is unsafe. school families is looking into things like a walking school bus cannot implement this without safe crossing access.	Kate Heap
Waipapa Papanui-Innes-Central	We have a school at 106 Champion which is not designated as such on your map Please include and update Slowing traffic is necessary also because we have a home for challenge persons further up Champion Street	Jane Demeter
Waipapa Papanui-Innes-Central	Great to see 30km/hr for Rutland Street as currently being used as a rat run and many speeding cars. It's a busy active mode street as well as having the school and shops so a low speed is supported.	Jane Rennie
Waipapa Papanui-Innes-Central	Marshlands Road needs to go back to 70 from QEII Drive	Jayden Earle
Waipapa Papanui-Innes-Central	Forth Street is very narrow with cars parked both sides. Unfortunately, on a regular basis, cars use Forth Street as a race strip and reach frighteningly excessive speeds evidenced by the permanent black tyre marks along Forth St. and at intersection Forth and Tweed Sts., happening from early morning to late at night. There are households of children, elderly folk, pet dogs and pet cats. PLEASE, we MUST have SPEED HUMPS AND speed limit of 30km. Speedsters will ignore speed limits.	Jill Black
Waipapa Papanui-Innes-Central	The pedestrian crossing on Blighs road (adjacent to Tillman Ave) needs to be lights. Cars disregard the formal pedestrian crossing and we shouldn't wait till someone is properly hurt. I know there are lights adjacent to the railway, but that caters to the cycleway, not the school.  OR remove the pedestrian crossing where it is making kids go to the lights, but not one of those daft pedestrian "islands" like the one adjacent to Condell Ave.	Josh Kempthorne
Waipapa Papanui-Innes-Central	I agree 30kmph speed limits within residential streets for the whole city. At 30kmph any person hit will most likely survive. Disappointed many areas are 40kmph. Children/ elderly people live all over the city not just in the vicinity of schools. With climate change and a lessening use of fossil fuels the city needs to have facilities to cater to active transport. Enforcement of speed limits needs to be a major focus. I haven't seen any "shared" use streets which would be a good experiment.	Joy Burt
Waipapa Papanui-Innes-Central	Springfield Road needs to have a crossing to provide safe access to schools on both sides (intermediate and high schools and primary) parks, shops, and general safety access transportation. Currently, there is nowhere to safely cross this road anywhere except Bealey ave (one end!) The speed limit needs to be reviewed and traffic calming measures introduced; crossing is unsafe. school families is looking into things like a walking school bus cannot implement this without safe crossing access.	Kate Heap
Waipapa Papanui-Innes-Central	I [REDACTED] firmly believe lowering the speed limit on Northcote Road as COMPLETELY UNNECESSARY and will further add to the congestion of traffic which in turn WILL cause driver frustration AND increase road rage. I have lived here for 6yrs and there has NEVER been any issue with the current speed OR any incident involving children. Children of this age group are well and truly old enough to be responsible for their actions/ behavior. Teaching correct behaviors around traffic including actions and consequences should have been done long before they are of this age group. Changing traffic speeds will CAUSE HARM as with seeming less danger kids WILL take MORE risks, an unfortunate consequence of human nature. The less they need to think the less they will, again something we see everyday in the behaviors of people. PLEASE do not change this as YOU WILL BE RESPONSIBLE for injury maybe even the death of someone. If that happens this email will be published. Please use commonsense before making dangerous decisions.	Kathryn Taylor
Waipapa Papanui-Innes-Central	While nobody would likely be travelling at 50km in this area currently, it would be nice to confirm a lower speed limit to guarantee better pedestrian safety, as well as improving the noise amenity value that comes with being near to Riccarton Bush. Given that both sections before and after of the Nor West Arc from the University to Northlands are going to be at 30km under this plan, it would be silly and pointless to keep this section at the 40km that has been proposed for the Nor West Arc previously.	Liam Boardman

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	Given the short distance, the level of busy-ness of the road, and the fact that it is right next to a church, a doctor's surgery, an ECE, a primary school, and a multitude of retail businesses all in the section of the road between the Wairakei Road lights and the Grahams Road T junction, there is no good reason for this section to be at 50km, if you can even reach that speed	
	Kotare Street, between Clyde Road and Kahu Road, should be put down to 30. It is bracketed by two sections of road before and after it that are at 30km/h variable because of schools, as well as streets branching off it at 30. It is busy/dangerous with car, bike and pedestrian traffic because of UC, Fendalton Park, Medbury, and Boy's, and its winding nature makes for poor sightlines and limited reaction times already.	
	Clyde Road From Greers to Ilam should be at 30. Current road width, along with its windy nature, no restrictions on parking, and bus route, all make this a very dangerous area for pedestrians, particularly children who wish to cross the road to Morley Reserve. Work is about to be done for pedestrian safety at Greers/Clyde junction, and the Norwest Arc is coming down Aorangi soon, so it would be a perfect time to integrate those two projects into a wider initiative	
	This section of Ilam from the Aorangi junction to the roundabout should be at 30. One already has to reduce speed down 35 at the two bends in this section, and one will then need to slow down for the roundabout shortly afterwards. Additionally, extending 30 to this zone will mean you won't need extra 30km/h signage for Bevin place, as well as improving safety in a high traffic area	
	Clyde Road from the roundabout down to Fendalton Library should be at 30km/h. The area has high pedestrian activity, because of people (and especially children) travelling to Fendalton Open Air School, Fendalton Library, and Jeffrey's Reserve. Additionally, because of high car numbers already, one can barely accelerate before having to slow down for the intersection and the 30km/h variable around the school already.	
	With the rest home on St Winifred's place, as well as traffic coming in from Brookside and Jeffrey's road, there's a case for slower speeds on Ilam from Wairakei to the Clyde Road Roundabout. However, even if this isn't prioritised, there should at least be a pedestrian crossing point between Brookside and Jeffrey's road, as there's currently no safe/consistent place for crossing on that entire 850m stretch of road. (painted cycle lanes would be nice too)	
	There's only 300m between the traffic lights here, as well as already having to be careful around the Springbank St t junction and cars suddenly appearing from the Little Brown Jug carpark and the angled carparking opposite. Additionally, close proximity to Wairakei School increases the likelihood of children needing to be safe in the area	
	There's a case for 30km/h along Greers from Wairakei Road to Clyde Road, because of the large amount of school traffic, the traffic coming in from adjoining streets, and so on. There's already recognition of this to some degree with the works about to happen at the Greers/Clyde corner. However, even if 30km/h isn't the best answer here, there should absolutely be at least one, probably two pedestrian crossings in this 600m section, as well as painted cycle lanes.	
	Considering the suburban character of the area, as well as the library, Jeffrey's Reserve, and St John's Church (and nearby Fendalton Retirement Village), there shouldn't be high speed (and dangerous) traffic coming through here. However, even without that, there are currently no pedestrian crossings along the entire kilometre length, when there should be at least one (probably two), as well as painted cycle lanes	
	You can't travel at 50km/h on this section of Wairakei from Idris Road to the railway/Norman's Road anyway- because of the winding road, the safety measures already in place, and the way you have to come up and to the right when you cross the railway into a busy retail area with multiple hazards. Codifying this already slower speed with a speed limit change would help set expectations.	
	Not a speed limit recommendation exactly, but there should be proper, safe pedestrian crossings on both Windemere and St Jame's Ave so people can properly access St James Park. The current intersection with Dalraida here is surprisingly dangerous. One could also make the case for pedestrianising/paving Dalraida Street to better slow down traffic and improve local amenity and access to the park.	
	Some cycle lanes, regardless of any other speed limit changes made, would both improve safety for cycle traffic and encourage cars to go slower in this area, which is absolutely something we should have around schools	
	This is a busy section of road- lots of people, lots of traffic. Given that people will have to slow down due to the safety features related to the Nor West Arc, as well as the curve in the road already making this section and two intersections more likely for a mistake to happen, we should just keep the speed lower officially.	
	This is a short, windy section of relatively narrow road, which has several junctions, as well has being between two large schools (with associated traffic) and having a major bus route stop along it. There is very little point to travelling at speed along here already so let's confirm a low speed and make everyone safer	
	Given the amount of traffic and other potential hazards in this area, it's difficult to travel at 50km/h already. Setting this section of road at 30 might help smooth traffic a little, and will save money on new speed limit signs on the corner of every street	
	This is a narrow road with several bends already, in proximity to both the university and Medbury. Slowing speeds here would make it safer, and if it encouraged people to try travelling a different way (walking, cycling, etc.), then fewer cars would make it easier for the firetrucks at Ilam Station to get where we need them to go	

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	High speed traffic makes it difficult and dangerous for anyone to cross the road, but especially children and older people. How are we making those in retirement villages feel safe and part of the community if the traffic right outside their windows makes it almost impossible to go out into the community? Slowing down this area, especially around the multiple bends and pedestrian crossings at the corner of Bligh's road, would make everyone safer	
	Though the improvements that are going to happen for the Nor West Arc will definitely help, there's still a lot of traffic coming through here at speed, made more dangerous by the bend in the road reducing sight lines and reaction times in an area with lots of potential hazards already. Slowing down speeds here might encourage more people of all types to use some of the quieter shops, which have business hurt if people don't want to hang around a loud and unsafe road	
	There's currently no accessible pedestrian crossing here- people in wheel chairs can't cross at all, and able bodied people can't do so easily and safely. A proper pedestrian crossing, in addition to slower speed limits, would help slow traffic down, making it safer for everyone to use their local park	
	Harris Crescent is far too wide for the amount of traffic that comes through, making it easier for people to speed. Additionally, there are absolutely no pedestrian crossings anywhere along it. A pedestrian crossing or two near the shops here ( as well as pedestrianising/ adding bollards to the cutout of road in front of the shops) would not only slow traffic down but would also make it easier for people to support their local businesses	
	There is currently an absolutely massive amount of asphalted road here that is not useful as part of the road and cannot be parked on. Building something like a garden or a barrier here would not only improve drivers' ability to read the curve of the road, but would also make the pedestrian access to Marble Wood Drive safer. Additionally, a garden/planting would help reduce the current huge urban heat island effect that occurs here	
	Given the already existing 30km/h zone in the central city that begins up at Park Terrace, and all the streets along here that will be having 30km limits, why not extend the zone out to the Little Hagley crossing point and bridge? fewer speed limit signs needed, you already will have to be going slower anyway, and this way you can associate the slower speeds with the scenic area around the river	
Waipapa Papanui-Innes-Central	It is already unsafe to move through this area at a speed greater than 30km. I would just hope that the council would also expand some of the traffic calming measures in the area to ensure people go this speed	M Grace-Stent
	Agree with the speed limit change. It is already difficult to move throughout this area at any higher speed and only leads to dangerous situations for pedestrians with the number of parked cars. Only made worse by the presence of many students both university & primary.	
	Speed limit should be changed here to make the area safer for cyclists and pedestrians. This should also be accompanied by material changes, but a speed change is a good start.	
	As a side effect it would also further cut down on the number cut through traffic that can occasionally be a problem in the area.	
	Agree with the speed changes recommend by others here, However, there also needs to be more accomodations made for pedestrians and cyclists in the area. There are few crossings that are very far apart for people leaving the university. As a hub for cyclists coming and going there is a lack of safety features in the area	
Waipapa Papanui-Innes-Central	Thank you for including Phillipstown in the areas considered for a slow speed zone. This is very much needed, particularly for streets such as Mathesons Rd, Olliviers Rd & Bordesley St which are used as rat runs between Ferry Rd & Linwood Ave. (especially to avoid the peak hour queues in Ferry Road towards Sumner). It would also be great to include some form of parking restrictions to stop business parking of boats at the Ferry Rd end of Olliviers Rd.	Marie Byrne
Waipapa Papanui-Innes-Central	Please reduce to the limit on Welles Street to 30. It is the gateway to the city for hundreds of residents living on this street, yet it isn't safe for pedestrians.	Mark Darbyshire
	Please reduce the speed on Dundas Street to 30. It is very hard to pull out of carparks on this street due to cars whizzing past. It is also hard to cross as a pedestrian.	
Waipapa Papanui-Innes-Central	I very much support this plan to reduce speed. I'd also modestly propose the section of Innes road between Rutland Street and Jamieson Street be considered for lowering. The park is closeby and there was a very tragic accident on the road involving a child pedestrian recently. I'd like to see the entire section of Innes reduced 24/7 not just school hours. This area between Cranford/qe2 has more children living in the area, social housing, doctors surgeries, shops than the papanui/Rutland end.	Mark Smith
Waipapa Papanui-Innes-Central	Thames street is very wide street, we have cars speeding on to the street from Innes constantly. No one slows down as the street stays wide until down towards Norah street. I would very much like the street narrowing not only at the Innes opening but in a couple of areas down the road also.	Matthew Smith
Waipapa Papanui-Innes-Central	My submission on this project is that the basis for it is inadequately researched in the most obvious terms, ie the balance of costs and benefits to the citizens of Christchurch.  Costs  Nowhere in the text have I found an assessment of the costs of	Nigel Ellis

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	<p>a) Implementation by signage and road marking</p> <p>b) Extra fuel consumption by vehicles. I understand the Council have used assumptions from an NZTA study in 2017 to forecast reduced fuel consumption at lower speeds, but this does not square with the Opus report 'Economic Impact of Safe Speeds, NZTA report 505', which clearly shows fuel consumption rising from a minimum at speeds of between 60 and 85km/h; above that wind resistance increases fuel consumption and below that the use of lower gears reduces engine efficiency.</p> <p>c) The lost productivity for drivers who will have to spend more of their day travelling instead of working. This of course will apply not just to commercial vehicles but also to those whose work involves travelling during the working day. A Council reply to a question on this point is quoted here: Due to current average speeds, it is unlikely that the lowering of speed limits from 50km/h to 30km/h will change existing journey times during the day. The absurdity of this claim is self-evident.</p> <p>d) The negative impact on well-being (of course very difficult to quantify) of drivers frustrated by being unable to complete their journey at what they will perceive – and what is currently legal – a reasonable and safe speed.</p> <p>Benefits</p> <p>Again, nowhere in the documentation is there an estimate of the safety benefits. We are not even told the current number of injuries or deaths to pedestrians or cyclists in the city, let alone how many were as a result of excess speed. The scheme is touted as a step forward in safety, but to state the obvious fact that a pedestrian or cyclist will have better outcome if hit at a lower speed is not an assessment of the safety benefit. This is like saying an aircraft crash landing produces more injuries at higher speeds, so we should all fly in turboprops rather than jets. What is needed, and made public, is an estimate of the number of injuries and deaths saved per annum, and for that work to be publicly available.</p> <p>School zones</p> <p>The plan to limit speed around school zones will draw much higher public support, but the plan to apply 30km/h limits at all times carries virtually zero safety benefit, while incurring ongoing costs in each of the categories listed in b), c) and d) above. I now quote a reply to this question put to the Council:</p> <p>Although the school may not be operating at all times, the communities will be active on weekends and in the evenings, and we want to encourage people to not just use these streets for getting from A to B, but to also live, play and feel safe no matter the time of day. Anecdotal reports from the neighbourhoods we have already lowered speeds around are showing that speed reduction has a greater than expected effect on sense of community, connectivity and safety, and that people are enjoying being in the street again.</p> <p>This asserts that outside school times people on that road – but not on other roads - should be encouraged to treat the road as a playground! And the plan is based on a few anecdotes, a notoriously unrepresentative way of testing public opinion. Roads are for vehicles and if there are many pedestrians wishing to cross, then we should build more crossing points rather than slow down people going about their legitimate business.</p> <p>Conclusion</p> <p>I propose the Council first complete and publish a full cost-benefit analysis and then take an extensive sounding of public opinion, either along the lines done recently for the new stadium, or even a full city-wide referendum.</p> <p>I would also like to take whatever opportunity is available to address the council on this issue.</p>	
Waipapa Papanui-Innes-Central	<p>Swanns road / retreat road serves as an attractive alternative to travel down avonside dr/ woodham road. The roads are unnecessarily wide, and this route should no longer be classed as a carrier route since the red zoning. A community suggestion is to close the road at the bridge. Many many young cyclists use this road from the rowing club. Speed limits will only be effective here with calming measures included. The road design is very inviting for speeders and we are desperate for improvement</p> <p>Retreat road is massively wide and serves as an attractive alternative to travel down avonside dr/ woodham road. The thoroughfare isint necessary since the loss of the homes and should be closed where there are no houses. People drive here to speed down swanns and retreat road. It's awful for the community. We have kids, we have community gardens and we have many cyclists. A change is necessary.</p> <p>This road is very narrow and has many blind corners. There are limited footpaths and in many occasions the paths just lead to dead ends. For cyclists using the this road it is very scary. This road should be reduced to 30 km/hr and cyclists should have priority. Cars often try to overtake cyclists and it is very dangerous when you cant see what is coming. This road is poorly designed and is very unsafe currently.</p>	Patrick Gledhill

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	The cycle lane markings finish here for no apparent reason. The lane should be extended atleast to the intersection of roydvale ave - the road is wide enough. many cyclists use wairaki road.	
	There are short lengths of cycle lane across this intersection but the lanes go no where. this makes no sense. the lanes should be extended for the length of the road. many many cyclists commute on this road and more would if the lanes were extended.	
	There is a day care school here close to the road. It would be safer if this road was 30km/hr around the day care.	
	Well done on the speed reductions here. l'ts much safer.	
Waipapa Papanui-Innes-Central	This area north of Armagh Street is already laid out for very low speeds so it would be a better area for 30km/h. These streets along with Armagh Street are also a key route for school students going to Christchurch East School and accessing Beverley Park and the red zone.	Peter Hume
	Why is there no school zone around Christchurch East School? Armagh Street, Worcester Street, Chester Street and Barbadoes Street around the school would make sense as a minimum.	
	This area is part of the catchment of Te Aratai College and Te Waka Unua Schools. Surely this area should be 30km/h?	
Waipapa Papanui-Innes-Central	Traffic uses Retreat Road as an expressway. As it is wide and has no road markings cars regularly are in excess of the speed limit. I am frequently overtaken by cars speeding past. It is also regularly used for burnouts - not just at night but during the day. I think 30km may be a bit too slow, but 40 or 50 km would be more successful. How would this be monitored? - would it mean a change in roading layout?	Philippa King
Waipapa Papanui-Innes-Central	Condell Ave is used as a short-cut route, and cars speed around this corner especially. Currently, cars are able to park on both sides of the road, so, combined with the speeding, means there are some very close calls. Traffic calming should introduced on this street in the form of road bumps, reduced speed limit, restricting parking to one side of the street, and narrowing the road with trees and other obstacles. This combination will mean the street will 'feel' slower, changing behaviour	Riley Brosnahan
Waipapa Papanui-Innes-Central	Why is Prestons Road to be restricted only at school hours.	Quentin Evans
	There is a large old peoples home (Burlington) coming out onto a 50 k area and a large subdivision coming out into a 60k area.	
	The Prestons Road Grimseys Road intersection is unsafe with vehicles coming off the motorway overbridge at speed.	
	Another accident at the Grimseys Road Prestons Road intersection this week. This is a bably designed intersection with cars speeding down off the bridge over the motorway. Speed should be 40 on all of Prestons Road. Your map doesnt show the Oakbridge subdivision. Whats going on?????	
Waipapa Papanui-Innes-Central	Road safety needs to correctly account for the responsibility of all road users to take care. The blame approach that a motor vehicle is always the cause of an accident is foolish and short sighted. Pedestrians are never blamed even when they are at fault. Slowing down traffic is simply transferring the neglected responsibilities of other users who fail to take care of themselves. There is no data or other material to support these draconian changes. No speed reductions without data to prove it	Shaune Wylie
Waipapa Papanui-Innes-Central	This intersection is so dangerous. The roads don't line up as the map suggests, so it's very confusing. It needs to change before a child gets hurt.	Sheena Browm
	Pedestrian crossing required. Cars speed past this busy gate. Kids can't judge the speed of the vehicle and have nearly been knocked over	
	This intersection becomes very dangerous at school drop off and pick up times. The cars can be backed up to Roosevelt Road so kids are weaving through cars in order to thr cross the road. Does the council want kids walking to school or prioritizing cars?	
Waipapa Papanui-Innes-Central	Barnes Road is narrow, and a "living street" east of the railway line, and with poor pedestrian facilities west of the railway, and should be included in the 40kph zone.	Simon Britten
Waipapa Papanui-Innes-Central	This street is so dangerous . 1. Cars using it as a shortcut between Stanmore and Fitzgerald. 2. Huge increase in town houses making the need for cars to park on verges. 3. The narrowing of the road outside 25 is causing chaos when the School kids on bikes are taking this shortcut to rowing They. Are riding 5-6 abreast. 4. Cars are cutting the corner as you roll into Heywood Terrace and cars belonging to the houses on either side are parking prior to the bend. 5. Road humps need to be put in place to slow traffic. We have had several near missed due the speeds in this street.	Sue O Hara
Waipapa Papanui-Innes-Central	Would rather we put money towards educating drivers and legislating mandatory defensive driving courses before a full license can be acquired. maybe mandatory theory tests on full license renewals too. lowering speed limits is an absolute waste of resources when no one abides by the lower speed limits anyways.	Tayley Stuart
Waipapa Papanui-Innes-Central	Swanns Road should be closed off at the bridge end. It is seldom used by emergency services and it is currently used as a rat run and is a relic of the pre-quake area. At the very least it requires traffic calming measures as people are always speeding on it and a lower speed limit will not change that. Traffic islands down the middle to narrow it would be helpful as well.	Tim Henderson
Waipapa Papanui-Innes-Central	We should have the school zone flashing speed lights before and after this zone	Tracey Williams



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Waipapa Papanui-Innes-Central	Thank you for including Phillipstown in the Safe Speed Neighbourhood programme. The increase of high density developments without parking has produced the effect of "narrowing" our streets making them more dangerous. We appreciate that it is proposed to lower the speed limits close to our pocket parks (Olliviers and Cross Reserve), on the street where KidsFirst and the Kohanga Reo are but we also appreciate the approach of turning the all the residential streets into a safe speed area.	Viviana Zanetti
Waipuna Halswell-Hornby-Riccarton	In principle, the University is supportive of speed limit reductions within the Ilam suburb. In particular we are supportive of a drop in speed limit on Ilam Road between Maidstone and Kirkwood Avenue. To the immediate west of Ilam Road, surrounding Homestead Lane, we have a large amount of student accommodation, which in recent years has grown, and is likely to continue to grow. As such, we have a large number of students crossing Ilam Road to access the main campus. Any mechanism that would make pedestrian movements safer are supported. As discussed, UC are keen to understand how actual 'operating' speeds will be managed, and would like to be part of the conversation with Council if specific 'design' solutions are needed to re-enforce slower speeds, and how that would also support a more direct or 'formed' crossing point for students connecting to the east side of Ilam road.	Caroline Hutchison, University of Canterbury
Waipuna Halswell-Hornby-Riccarton	See attachment (#5)	David Hawke, Halswell Residents' Association
Waipuna Halswell-Hornby-Riccarton	If it is to only be 30 km variable speed then a signalised crossing is needed to allow children to cross safely. There is little ability for children and adult road patrollers to put signs out. The number of near misses on the crossing due to sun strike on drivers or driver distraction is only increasing due to the volume of traffic in the area. The 40 km during school hours is not adhered to. Having it variable means that people are not reminded to do so.	Andrea Stewart
Waipuna Halswell-Hornby-Riccarton	I don't think the the area around Halswell School has been properly considered in relation to actual traffic flows around this school of approx. 620 students. For example, Muirhill St is very busy, especially around school hours. And, many children walk, scooter and ride to school from all the new subdivisions in the area, of which there are more to come . Also the roads depicted on this map, I believe, aren't the finished roads and connections. I really think someone needs to visit this area.	Becs Scoltock
	It's all these main roads that I think would benefit from a 40km/h speed limit. Cashmere Rd from Sutherlands, along Kennedys Bush and Glovers - these are very busy roads and harder for children to cross. Please spend some time in this area around school drop off and pick up and notice traffic behaviour and school children routes to school - I think if the roads were safer, school traffic might lessen. Remember, this is one of the largest primary schools in Christchurch.	
Waipuna Halswell-Hornby-Riccarton	Very keen to see the road speed reduced here. There are many areas where if there are cars parked on both sides of road it makes it effectively one way but due to the lines of sight, trees and makes it hard to see cars coming in the opposite direction. There are so many bikers too on this road and they deserve safe travel. As well as a change in speed limit council needs to consider limiting parking to only one side of the road in places.	Clare McLennan
	Opps I got the area wrong. I meant this area becomes very dangerous when cars park on the sides of the road.	
	Cashmere Road here also has a lot of cyclists and is very narrow at this point and steep. It is not possible for cars to pass a cyclist (often travelling very slowly up hill) without going into the other lane - but they also can't see where vehicles are coming in the other direction.	
Waipuna Halswell-Hornby-Riccarton	Vehicles regularly travel down Cheyenne St at high speed. The street needs some form of positive speed reduction measure - possibly speed bumps. Speed Signs would be just ignored.	Dan McNally
Waipuna Halswell-Hornby-Riccarton	Absolutely essential to have 30 km/h along past the school ALL THE TIME i.e. 24/7. My wife and I use this route to get to & from Addington Village and Addington School on our bikes, and I use it as part of my bike commuting route to and from the central city.	David Hawke
	Really important though to enforce the new limit; it's rat-runner heaven (see picture).	
	Having this as a 30 km/h area 24/7 is really important. This is on my bike commuting route to and from MCR along Collins St; I've lots of friends nearby in the Addington community, and it's my prime link to and from Addington village. And, there are lots of folks you see walking to and from Addington School, biking to and from Hillmorton HS, or just walking the dog. Really important too that we access Addington School for out-of-school-hours meetings. But, many rat runners.	
	I use Simeon Street as a connector from Quarrymans Trail MCR to & from the MCR along Collins Street to the central city on my bike commute. It is really tight and busy along here, especially with people dropping off and picking up children from Addington School. And, lots of vehicles use Simeon Street to access Brougham Street. Definitely 30 km/h, and 24/7.	
	I use this crossing heaps on my bike commute, and the speed and noise are unreal. When the foot & bike overbridge goes in here, it MUST have a speed camera gantry built in to make sure the 30 km/h along Brougham St actually happens. So, City Council, go talk with Waka Kotahi to make sure they play their part!	
	I use Caulfield Ave - Richmond Ave to bike to motorway cycle path, and I see lots of families walking & biking (often on the footpath) getting to the skate park.	

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	This intersection (Whincops/Caulfied) is a NIGHTMARE. Most of the issue is the volume of traffic along Whincops Road, I guess from Selwyn District towns. At the very least, Whincops Road needs to be 30 km/h (and enforced) in the vicinity of the intersection.	
	Ensign Street is absolutely hideous to bike along, especially near the medical centre / shopping centre. Lots of cars, travelling far too fast and focused on their destination, and the ones entering or leaving the medical centre / shopping centre car parks. One gent told me about how he LOVES to use Ensign Street as a rat run to Dunbars Road to avoid the traffic signals, and a local resident told me about boy racers at all hours of day & night. SO: 40 km/h definitely. And enforced.	
	We use Nicholls Road to walk to Te Hāpua and to the supermarket, and to get to the bus stop to access the central city. I have stopped biking this road. It is absolutely hideous. I don't understand why it isn't included in the list of 40 km/h streets. There is a key bus stop in Nicholls Road, and lots of people (including us) get on/off the bus.	
Waipuna Halswell-Hornby-Riccarton	The section of Cashmere Road between Sutherland and Happy Home roads is currently littered with signs informing vehicle drivers to share the road with cyclists, pedestrians and horse riders. Over the 2.5km distance there is 10 signs (shared over each direction) as a reminder of other road users. With the opening of Te Kuru it would be great to reduce the whole section of cashmere road to 40km/h to align closer to survivable speeds for pedestrians and cyclists. Allowing families to choose to bike	David McCormick
	With the amount of houses being added so close to Halswell Quarry it would be great to see the speed reduced along the first section of Cashmere Road to help the accessibility into the Park. Currently crossing a busy 50km/h will lead to families wanting to drive instead of feeling safe to walk to the park. Providing a safe and equitable crossing point for all from the new subdivisions would be fantastic. Cashmere road currently splits the houses on the north side of the road to the park.	
	Quarry view area is not a through route. Why do drivers need to do anything higher than 30km/h to either start or complete their trip. Would rather see kids playing in the streets with chalk and enjoying the life style we saw during lockdowns with less cars. Understand keeping the main roads higher but reducing the speeds of Quarry View (including Muirhill) would be great. Lets have the neighbourhood a friendly place for Children, families and activities.	
Waipuna Halswell-Hornby-Riccarton	<div></div> I have big concerns about the speed at which cars drive past just behind my house, in front of Seedlings preschool. There are many children and pets who are out in this area, and despite the speed limit, people are racing through. I propose speed bumps in this small area to ensure safety of our children and pets.	Emma Condliffe
Waipuna Halswell-Hornby-Riccarton	A pedestrian crossing at the Homestead Lane/Ilam Road intersection would be greatly appreciated - this intersection is very popular with students in halls going to/from the UC campus. Nearby is the UCSA building, which hosts Mono Nights in the Ngaio Marsh Theatre (i.e. drunk partying students), and The Foundry (the bar for students). After an event, students might not have the best 'coordination'. Additionally, during the day, crossing to Homestead Lane is unsafe, due to traffic and buses!	Ethan Brittain-Morby
	The phasing of these traffic lights is hostile to pedestrians - I have observed pedestrians crossing on their red light, as there was no traffic coming for the next few seconds (and so feasible to cross). The traffic lights need to be adjusted to account for traffic levels (e.g. the under road detectors). For pedestrians going to the mall, it is often quicker to cross over at Rattray Street, though that doesn't solve the delay and Matipo Street.	
	While a speed reduction on Ilam Road would be appreciated (to 10/20 km/h between Ilam Road and Creyke/Maidstone Road to Ilam Road and and Kirkwood Avenue intersections) it doesn't solve the badly designed intersection here (as stated on the other comment).	
Waipuna Halswell-Hornby-Riccarton	This area NEEDS some sorta speed advice or something. A lot of children are in this area of fewer streets and a lot of drivers but some people drive carelessly around the corner continually too. Main Street like Buchanans should really stay at 50 as it's a busy rd. But Roads like these(inwardly) should have some sorta sign or something	Faith Cochrane
Waipuna Halswell-Hornby-Riccarton	See attachment (#1)	George Saria
Waipuna Halswell-Hornby-Riccarton	The speed limit over that bridge and onto the round about is far to excessive at 60 kph.Example,entering the round coming from Riccarton, one has only a split second to decide whether to try and get onto the round about. Should be 50kph.	Gerry Mitten
Waipuna Halswell-Hornby-Riccarton	I see no need for reduction in speeds in this area of Aidanfield. Existing street design already acts in a traffic calming manner. Likewise wide footpaths already provide a safe space for pedestrians and cyclists not confident to cycle on the road.	Hamish Mulcock
Waipuna Halswell-Hornby-Riccarton	O'Halloran drive needs to be part of the 30km school safety zone to allow safe access to the children and people who use it as a thoroughfare to get home . Pedestrian refuge near Halswell Road would make crossing this busy road easier too	Heidi Sowman
Waipuna Halswell-Hornby-Riccarton	This area gets congested during the school times, and you are unable to drive much above 30 during school out times, i grew up, and went to school there. they only thing you would be doing is harming people from driving to and from their houses or commuting to work. you would effectively be preventing people from moving. if you want 30km then do it for school zones. this is madness, promote people into the city not stop them from driving anywhere.	Henry Rogers
	As someone who used to cycle daily from my flat on westholme st to the university and back, I never felt any sort of problem with the roads or speeds. the cars are fine going 50.	

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	<p>do not change the road speeds. it will only give people an insensitive to speed as in quiet periods it is painful to drive or even bike down long straight wide roads at 30. This is a bad idea.</p> <p>I went to stay at Okains Bay last weekend for camping. The speed limit is dictated by the conditions. people are not in danger by driving the speed limit there currently. They crashes are always caused by people speeding over 100. This reduction only serves to harm those who live over there. this will increase the time to get there to around 2 hours. This is ludicrous and we need 100km roads to make the distance manageable. those with commutes will no longer be able to commute</p> <p>Please return this road to 100, it is a safe flat road that now takes way too long to drive</p> <p>With reference to the comment next to me Why do you drive currently if you want everyone else to walk. Sometimes you need to get through the city and not are going into it. I currently bike most places and honestly the speed limits the way they are are fine. if you want people going into the city then promote people in the suburbs to drive in, park and walk around. it would be lovely to walk but living in Avonhead sorta ruins that idea.</p> <p>Bit pointless, When school is out you would be lucky to drive over 10 anyways</p>	
Waipuna Halswell-Hornby-Riccarton	<p>We live [REDACTED] For YEARS we have been trying to get the speed limit reduced in the street and wonder what it will take to get this?!! Will a child have to be hit by a car? As has happened before? A lot of people use the street as a thoroughfare and school parents also drive way too fast. The council has been great at sending out regular parking wardens but we need the yellow lines increased in the street and no parking signs up on every lamppost not just some. The rental houses that sit on the corner of Arthur and Hanson's lane are particularly shocking at parking in banned parking areas during peak times - this blocks entry to the street and causes major traffic jams and headaches!!! We need to put solid yellow lines at the entrances to these streets! People attending the Chinese Embassy also park here and block the street. There are two entrances to our primary school on Arthur street, A main one and a smaller one between 45-47 -Which is a main primary entrance, children are especially vulnerable being picked up here as many walk there is a lot of cars leaving at speed from the main high school entrance and it is hard for the duty teacher to keep track of children in this busy street at peak times. The no parking on one side of the street during peak times works very well at the primary end but is particularly difficult at the high school end as parents and residents often park here and block the street. As school parents and a school community we would love to see the children crossing signs added to the street identifying that there are children in the street and increased signage showing restricted parking zones and signs on every lamppost on the affected side of the road. We would love to see the speed limit reduced to 30 km/h at all times to keep our kids safe. The school is pretty good at reminding parents to be respectful and follow the rules for the street however the couple of things I have listed above would go along way in significantly improving child safety in the street. I'm more than happy to chat further and I'm happy to attend a hearing panel :) Janelle Rin [REDACTED]</p>	Janelle Rin
Waipuna Halswell-Hornby-Riccarton	Reducing the limit from 40 to 30 during schools busy times shouldn't be cause for complaint. I doubt if the average speed on Sparks road during the times is near 40 anyway.	John Arkless
Waipuna Halswell-Hornby-Riccarton	Lots of children use the park to get to school, would be great to have a safe crossing on Checkers ave	John Carter
Waipuna Halswell-Hornby-Riccarton	A lot of kids walking across the road around this park area and the cars are driving ridiculous quick on this road. This is a great hazard and we need a way to reduce the speed ASAP.	Kane Zhang
Waipuna Halswell-Hornby-Riccarton	<p>Speed is not the problem on Kittyhawk Road, the problem is the streets are not wide enough to have parking on both sides of the road. [REDACTED] [REDACTED] I take my life in my hands each time I pull out of the village onto Kittyhawk Road. Cars are parked on both sides of the road which means that cars travel along Kittyhawk Road straddle the center line which is just an accident waiting to happen. Ideally parking on one side of the road would be a good solution!!!!</p>	Karlyn Webley

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Waipuna Halswell-Hornby-Riccarton	There needs to be a speed reduction and possibly a pedestrian crossing on Dunbars road. It is very difficult to cross Dunbars road in order to access Oaklands school. Also the speed limit of 50 kph is too fast around school times with the amount of children crossing back into the Aidanfield subdivision from the school. I have also witnessed a child get hit by a car on the roundabout from McMahon onto Hindess streets so needs to be made safer than it is currently.	Katherine Jury
Waipuna Halswell-Hornby-Riccarton	Please reduce the speed on Buchanans Road for the sake of children and whanau of Gilberthorpe Primary School and BestStart Buchanans Road childcare. [REDACTED] Buchanans Road itself is so dangerous for them to cross, I don't want to let them bike or walk to school because of THAT Road they have to cross to get there. There is a crossing much further down but we need a reduced speed limit during drop off and pick up times at least.	Kim Meyrick
Waipuna Halswell-Hornby-Riccarton	We need to protect our younger tamariki also, this preschool is on a busy intersection where motorists speed through without looking. It is not safe for our tamariki and parents to cross and we need lower speed limits and need them enforced. I will email through a full submission.	Kim Moss
Waipuna Halswell-Hornby-Riccarton	The addition of speed humps on Cashmere road between Kennedy bush road and the entrance to the dog park/crocodile mtb are need to slow cars people are often going well over 50km with no speed enforcement now	Kyla Jasperse
	The cycle way should be limited to one side of the 100m stretch of Cashmere road on the left (quarry side) and made a divided 2 way cycle lane and the other side parking. Currently people are confused and park on both sides of the road in the cycle ways as there is no in street parking in the area and at weekends or during events the car parks can't hold the number of visitors.	
	The cycleways need to continue over the hills and preferably continue the full length of cashmere road	
Waipuna Halswell-Hornby-Riccarton	Would like to see the area outside South Hornby School permanently kept to 30km not just during school hours as school students can come out anytime for any reason. With the new Railway Centre going into Tower Street would like to see the whole of Tower Street be kept to 30kmph as that street is only to get busier and busier around a very busy school.	Marc Duff
	It is a shame you have restricted the 30kmph to schools and not play centres as well as local parks. A missed opportunity. Would like to see Wit	
	Would like to see a permanent 30km speed restriction and for a longer stretch outside Gilberthorpes School.	
	Would like to see a 30km speed restriction around Parker St/Waterloo Road/Gilberthorpes Road intersection it is a busy intersection for students getting to school.	
Waipuna Halswell-Hornby-Riccarton	Would like to see from Hei Hei Road/Waterloo Road to Carmen Road/Waterloo Road kept permanently to 30kmph especially with the Hornby Matatiki Centre due to open.	Mike Walls
	Aidanfield Drive is a key collector road as described in CCC's District Plan, it is set to become a key arterial route with further development at the 201 Halswell Road (Woolworths) subdivision. It needs to stay at 50km/h the same as Dunbars Road etc in keeping with its arterial status, with a variable speed limit of 30km/h outside the school zone.	
	Definetely support lowering speed limits on Rountree / Clonbern and Siska. There is high numbers of pedestrians, skateboarder and people on bikes (University students, and families at Ilam school). This is a neighbourhood area, so the speed should definetely be decreased to be people-friendly.	
Waipuna Halswell-Hornby-Riccarton	Kennedys Bush Road from the Halswell Quarry entrance to Rock Hill Drive needs a 40km/h restriction. It currently provides access for 200 plus houses, recreational cyclists and Kennedys Track users. A number of driveways have very limited exit vision. Several bends and hillocks also limit vision. Downhill cyclists can and do reach 60km/h plus. Roadside parking, especially when on both sides adds to the risk.	Paul Loughton
Waipuna Halswell-Hornby-Riccarton	I read with interest and concern the planned speed changes in Christchurch, publicized here in Western News (October 20 edition). These seem to follow recent moves by Waka Kotahi to change speed limits (mostly in a downward direction) on the highways they govern.  Before getting into specifics let me make some general points. The article states 'Lower speeds save lives and prevent serious injuries'. This seems to be an article of faith for whoever wrote this. The truth is more nuanced, however, because the motoring public is a diverse bunch. Only a certain proportion of motorists will comply with a lowered speed limit on a road. Others will, if unobstructed, travel at a speed they are comfortable with, regardless of the speed limit on the road. This group will also very likely become frustrated by what they perceive as 'slow traffic that complies (more or less) with the speed limit. This 'conflict of expectations' will be exacerbated by lowering the speed limit on a road. In the absence of a perceived increase in speed limit enforcement, this will be the outcome of lowering speed limits. Increasing 'conflict of expectations' will not save lives and prevent serious injuries - in fact, the reverse is the more likely outcome.  'When everyone travels a bit slower people feel safer to...' - this may be true, but it is just NOT going to happen, without vastly increased amounts of enforcement. Yet nowhere in the document referred to above is there ANY reference to enforcement. Is this an oversight, or a reflection of a mindset that sets the rules and naively believes that the public obey them?	Paul Douglas

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	<p>I wonder who enforces the speed limits on local roads. The police are very busy with other matters and most of the time only intervene if they encounter driving that they consider dangerous. The only speed camera I encounter in Christchurch is on State Highway 1 (not a local road), and the only other road camera I have come across is one policing the bus lane on Riccarton Road. I am unsure whose camera this is (CCC or Ecan) but I find it interesting that policing bus lanes seems to have a higher priority than policing speed limits.</p> <p>I wonder if the CCC can legally deploy and use speed cameras. If so, why don't they? If not, why doesn't the CCC lobby Government for the required legal powers? I note that the CCC enforces parking restrictions - surely road safety should be a higher priority for enforcement.</p> <p>Over the years I have heard and read of many concerns regarding the speed of traffic in neighborhoods and around schools. I suspect most of these concerns raised anecdotally relate to speeding drivers, rather than those driving within existing speed limits. Perhaps enforcement of existing rules would better address these concerns. I note Hornby High School has a reduced speed limit (40kmh) on bordering streets at certain times on school days, which to me seems a good compromise between safety and efficiency. Similarly the signage and regime outside Swannanoa School on Tram Road would seem to me another sensible approach, rather than having wholesale restrictions which would struggle to achieve high levels of compliance.</p> <p>Internationally, Sweden has been held up as a model for road safety improvements. It has halved its road deaths over the last 15 years. I note the use of over 2200 speed cameras, compared to under 100 in NZ. We also have very low fines (\$30 for 1-10 km over limit, compared to \$370 in Sweden). Is it any wonder our level of speed limit compliance is so poor? Without proper enforcement, tinkering with speed limits is akin to rearranging deckchairs on the Titanic - rules without enforcement will be ignored and regarded with contempt by a large section of the populace.</p>	
Waipuna Halswell-Hornby-Riccarton	This roundabout is unsafe for children, elderly and disabled persons needing to cross to access the nearby chemists, schools, shops and medical centre. Pedestrian or managed Crossings at the roundabout would be safest, but slower speed and warning signs would be minimal. Another accident there today!	Rachael Lattimore
Waipuna Halswell-Hornby-Riccarton	I have a cargo bike and trying to fit in the small safe space at the school crossing, when the crossing is not up is real scary. I cant fit if there is another person there. Then when I am alone I am still scared the car in front of or behind me is going to clip my bike and injure me or the kids. Trying to cross here before the crossing goes up especially with other small children is also dangerous. Lots of parents arrive before the school crossing is up or if you miss it at the end of the day.	Rosalind Potter
	The bit of foot path between the school crossing and Muir Ave park is real dangerous. A lot of kids use this bit of footpath. The risks are vegetation over the footpath, sun strike for the drivers heading towards the lights, kids on scooter and bikes going onto the road to get around walkers, no bike lane, uneven footpath/kids falling down steep driveways, the foot bridge going into Muir Park and quite often has vegetation growing over the sides.	
	The MASSIVE rose bush that is just above the walking bridge needs to be removed. It grows over the footpath and there are so many near misses as it creates a blind spot. It is also on a small down hill so kids on scooters and bikes are going faster. There is also a light pole right on the corner and if you try and avoid a person you nearly crash into that. There also needs to be more lights in the park as its scary to go through at night.	
Waipuna Halswell-Hornby-Riccarton	<p>The total length of Whincops Road needs to be 30 kph to deter the high speed drivers who commute via this route as an attempt to avoid the 40Kph route thru Prebbleton and as an alternative route to Lincoln.</p> <p>What is the point of having 30 kph on Richmond Avenue and the central area of Longhurst but not lowering speed where most children cross for either schooling or access to the bus route that take them to their schools.</p> <p>All new subdivisions and the linking roads that access these should be 30</p>	Ross McFarlane
Waipuna Halswell-Hornby-Riccarton	Middleton Grange School has two entrances/exits on Arthur Street. The pedestrian entrance between numbers 47 and 49 is mostly used by the junior children. There needs to not only be a slower speed limit but also a double speed hump to safely reduce the traffic at all hours. Arthur Street is used as a thoroughfare between Middleton Road and Hansons Lane and vehicles frequently speed down this street on which live many children. Unless policed, a lower speed limit alone will have no effect.	Sarah van Leeuwewn
Waipuna Halswell-Hornby-Riccarton	Speed limits need to be 60km from here to Pound Road. from This mark to Pound road roundabout is high traffic accidents areas. During last 5 years, there were lots of traffic accidents due to speed from 0 to 80 and 80 to 0 within this less than 800m road.	Sean Zhao
Waipuna Halswell-Hornby-Riccarton	I would strongly support extending the lowered speed limit of 40km/h along all of Kennedys Bush Road (including up the hill). This area is an accident waiting to happen - it is a very busy area with children walking/biking to Halswell School, the many people who go to Halswell Quarry on foot/bike, and cars constantly turning in and out of the Quarry. This traffic will likely further increase with the recent subdivisions in the area, making a lowered speed limit all the more critical.	Sylvia Nissen
	I would encourage the CCC to lower the speed limit to 40km/h up all of Kennedys Bush Road. The road has many blind corners (see attached) and as a resident I do not feel safe leaving my driveway, whether driving or biking. I definitely would not consider the road safe for children to walk or bike to school. This road is also frequently used by walkers around the Quarry, who often cross the road, so reducing the speed will also improve neighbourhood safety for pedestrians.	
Waipuna Halswell-Hornby-Riccarton	We want "slow down" or "40km/h" sign on the street light post outside of our house as so many cars drive too fast coming down from the bridge and driving up from the roundabout toward the bridge. Most people drive way too fast and we think it is dangerous and so noisy for the neighbours and ourselves.	Tomomi Parsons
Waipuna Halswell-Hornby-Riccarton	Leistrella and Rydal are key commuting routes for Hoon Hay and OLotA school kids. They need urgent traffic calming, especially once Leistrella Rd becomes through connected. The entrance to Leistrella from Hoon Hay Rd and connection to Rose St are badly designed, disadvantaging pedestrians and cyclists.	Volker Nock

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	Hoon Hay Rd urgently needs safety improvements and a safe pedestrian crossing at the Rose St intersection, as many kids head to Pioneer and Cashmere High this way.	
Waitai Coastal-Burwood-Linwood	Woodham Road is hugely busy and a main arterial route into the city from the east. Traffic is very fast indeed as it is a long, straight road.	Sandra Dentice, Whitau School
Waitai Coastal-Burwood-Linwood	Linwood Ave is a very busy arterial road. Drivers are intent on getting through the lights and speeding through. We had a 5 year old knocked over on the pedestrian crossing earlier in the year. The driver drove through a red light. One moment of lost concentration, could have been disastrous. The council is making improvements to the slipway (we are grateful). Reducing the speed in the vicinity will be safer for everyone concerned. Children are unpredictable. Drivers can be distracted. Safety first	Gretchen Smith, Linwood Avenue School
Waitai Coastal-Burwood-Linwood	I have lived in this street for over 20 years, there is little traffic and even fewer pedestrians. The block I am on is only 5 houses long and has a 4 way stop sign at the intersection of Randolph st and Matlock st. The only people who can get up to 50k in that distance are the idiots (boy and girl racers) who will ignore road rules anyway. Slowing people on roads only means they increase speed once out of the slow zones to make up for lost time. Better idea is to get idiots off their cell phones	Adair Wilson
Waitai Coastal-Burwood-Linwood	Drivers use our street as a drag strip. Cars reach excess of 100 km/h on our short straight stretch of road. ONE speed bump would solve all of this. Also our house shakes like an earthquake every time a bus or truck goes down Ruru Road. And some of those buggers speed too.	Andrew Massie
Waitai Coastal-Burwood-Linwood	The Keighleys Road/Linwood Ave intersection is incredibly dangerous. I come this way to work and have seen so many near misses/red light running. I know from experience to keep hard left to avoid crossing the centre line coming from Hargood Street into Keighleys. Same with turning left from Linwood Ave into Keighleys. Poor visibility because of hedge one side and a sharp corner just past the Crematorium. If cars are there for a service, trucks coming round corner, very scary and dangerous.	Annette McGowan
	Heavy trucks are using Bromley Road to get to Dyers Road via Linwood Ave as it is sometimes nearly impossible to turn right into Dyers from Maces Road. The road is NOT designed for use by heavy traffic, as there are long straight stretches in Bromley Road, trucks, cars and motorbikes travel at speeds well in excess of what is permitted. I am especially concerned for the elderly, those on mobility scooters and children who use this road frequently.	
Waitai Coastal-Burwood-Linwood	Totally agree with making the streets of North Linwood 30km. This residential area is significantly increasing in density as older homes are demolished and new townhouses built, so it's extremely important that the traffic on our wide roads is controlled. But it should go further. I'd like to see more traffic calming, more trees & also practical solutions to the vastly increased demand for street parking because of the increased density. This neighbourhood could easily be a win-win for all.	Ashley Campbell
	I don't think 30km down Gloucester St will work - it's a significant local commuter route used by many to get to town, rather than a purely residential street and I really can't see people sticking to 30km. 40km might possibly work. If there are issues with folk speeding down here I'd suggest looking at other traffic calming measures	
Waitai Coastal-Burwood-Linwood	It would be great to extend the school speed zone along this part of St Martins Road as there is a lot of school-related activity on this stretch with a school entrance at No. 82A.	Ben Dodgshun
Waitai Coastal-Burwood-Linwood	I live just off Linwood ave. I'm so surprised no one has been killed along the stretch between Hargood street and aldwins road. Police would print money if their were speed camera along here. The speed needs to be reduced as I see so many young children walking along here crossing roads with no parents. Young child has already been struck down by the school intersection. Lucky they weren't killed. Hopefully it doesn't take a tragedy for things to change. Please reduce speeds in this area.	Brad Fife
Waitai Coastal-Burwood-Linwood	I could not get the "Have your Say" page to allow me to make a submission. You have no doubt made it as difficult as possible to put most people off.  NZTA say driving at 20km slower increases survival rates by 70%, but crashes are still caused by errant drivers failing in some manner be it giving way, indicating, drink-driving or speeding, yet you are determined to punish the rest of us by forcing us to drive at a snail's pace. This is simply not right, fully qualified traffic engineers have previously determined that each piece of road that is currently posted at 50kph is easily safe enough to travel at 20kph over the speed limit for emergency responders. To slow everyone down everywhere, in doing so is punishing competent law abiding drivers.  Driving slower also uses more fuel as the vehicle has to operate in a lower gear, (driving everywhere in 3rd gear at 30kph instead of 4th or 5th gear at 50kph). I suppose the extra fuel used makes up for the loss of fuel taxes with the increase of EV's on the road.  Perhaps what is really driving this big slowdown (rather than the totally unnecessary expenditure) is the increase in the amount of EV's on the roads. This increase in fully electric vehicles will lead to an increasing number of pedestrians and cyclists being hit by EV's as you cannot hear them coming. People have been conditioned (for generations) to subconsciously listen for cars and when they are completely silent they are extremely dangerous. There is no argument that the lower the speed of an accident the more favourable the outcome but people need to take more responsibility for their own safety instead of putting it on everyone else. This blanket policy of slowdowns smacks of a Nanny state. It is my hope that if a different government comes to power at the end of 2023 they will put a halt to this madness.	Catherine Webber

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	<p>I think it is much more likely that what is truly driving these policies from central government is the fact that councils like Christchurch City Council have no interest whatsoever in maintaining roads to a safe standard and have not since long before the quakes. I have sat through meetings discussing LTP's where they state there is no provision for upgrades to roading. Which makes me wonder what we are paying rates for, water, sewerage &amp; rubbish pick-up? There is definitely no value for money when it comes to roading.</p> <p>This big slowdown is such a waste of money, money that would be better spent on road maintenance. Money that should be spent on maintaining the roads for the current speed limits. We should be looking to Australia as inspiration for good roading and maintenance. In Melbourne the speed limits in the suburbs are 60kph, on main arterial routes the speed limit is 80kph and as much as 130kph on the open roads. You don't get slow drivers there like you do here. Drivers that think it is their right to hold up other motorists just because their time is not valuable or they think they are doing the world a favour to slow other motorists even though it is an offence to hinder traffic. That is one offence I would like to see the Police enforce more often.</p> <p>Of course I want everyone to be safe on the road, especially school children, although they should not be on the road (crossing roads) without adult supervision. The speed limits around schools could easily be dropped by using the lit signs (during school hours only) many are in place already outside most schools. This would make the areas around schools safer without inconveniencing law abiding motorists during nights, weekends and school holidays and without huge further investment by rate / taxpayers.</p> <p>The changes to signage alone will cost tens of millions of dollars. Every set of traffic signals cost at least a million dollars each. A recent example of ridiculous unnecessary expenditure is the (unneeded) revamp of Humphrey's Drive. The speed limit of 70kph has worked perfectly safely for over 50 years without fatalities. In fact I have heard of very few accidents on that stretch of road, with the few I have heard of being caused by drunk or speeding drivers (most in the 1980's). The lowering of speed limits will not deter people from speeding or driving drunk. If anything it will make the urge to speed much more tempting.</p> <p>It currently takes me anywhere from 20 - 40 minutes to travel 6 kilometres to work in the city depending on congestion / roadworks (it would be only 4.5kms if so many roads had not been made inaccessible), am I expected to spend 40% longer travelling to work with the new speed reductions? What right does the Council have to hold its citizens hostage like this? The street that I have lived on for 30 years which has always been 50kph is proposed to drop to 30kph because there is a private school on it, a school to which absolutely none of its students walk to school. All students of this private school are driven to school. Should the local residents of the street be actively encouraging the school to relocate elsewhere? Do we citizens get any compensation / rates rebates for the ongoing increased fuel costs, inconvenience and congestion caused by these proposed changes and the failure to maintain our roads to a safe standard?</p> <p>I do not believe that Councillors even read these submissions. They have their agenda that they will stick to no matter how many people are against it. My proof of that is the Woolston Village Plan, there was a petition signed by over 2000 Woolston residents and business owners against the plan but CCC went ahead with it anyway to the detriment of the entire community. Now we have a village full of Bars, Vape shops and fast food outlets as we all knew would happen after the council removed most of the parking and destroyed established businesses in the area.</p> <p>I would like to speak at the Council meeting when this proposal is discussed.</p> <p>Yours in frustration</p>	
	How can you possibly justify dropping the speed limit on Linwood Ave by 20kph, it's absolutely ridiculous. Setting up for more revenue gathering via enforcement & fuel taxes as people will use more fuel driving slower, longer, using lower gears. It has worked fine for 50 years or more, (just like Humphreys Dr) this council loves wasting money on totally unnecessary changes. Tens if not hundreds of millions blown on Humphreys Dr which also worked for 50+ yrs.	
	Slowing roads, decreasing speed limits won't save more lives, it may cost more lives. Consider that emergency services can only break speed limits by 20kph, the planned speed reductions in Christchurch will mean they have to travel at a mere 50kph to reach that emergency, situations when every second counts. This will cost lives & livelihoods & already has cost lives & property since the 30k set in 2013. the speed decreases to it will not deter people who speed now, they will still speed.	
	Why are fee paying law abiding motorists being held hostage by the wants of cyclists and pedestrians? People need to take more responsibility for their own safety instead of expecting everyone around them to change. These speed reductions are ridiculous & are a huge waste of ratepayer's money. It will make congestion worse & the city virtually unlivable. A 30-40kph speed limit on my street will affect my property value & limit my enjoyment of living there, I won't want to live there anymore.	
	The multi millions of dollars it will take to implement this crazy speed reduction scheme would be better used to repair roads and reduce city rates. This city treats its ratepayers like cash cows it has to stop! Stop wasting money on "nice to have" things and repair our infrastructure FIRST! Try reaching zero potholes before aiming for a zero road toll, still a ridiculously unachievable dream with a growing population. There'll always be criminals U can't control, stop wrecking our city!	

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	Tamariki School is private primary school set a long way back from the street. In the entire time the school has resided there (27 years) I have never seen any child walking to school, all attendees arrive by car & are dropped off in the school grounds. This school should have no bearing on the local speed limit for the street. The speed limit was 50kph 30 years ago when I bought my house and should stay at 50kph permanently. Nobody wants to travel at a snail's pace, it's not helping anyone	
	I see you are so keen to drop the speed limit on St John's St but NOT on Hargood St where the Woolston Club is with its errant speeding drivers and drink drivers. This is nuts! Why are you punishing the people of St Johns St? St Johns St is the main thoroughfare btn Ferry Rd & Linwood Ave and has a popular supermarket on it (no drink drivers here). I'm happy for the people of Hargood St but wonder why St Johns St has to have a speed drop, 50kph is perfectly fine for any licence holding driver	
	It seems this council is hellbent on destroying the livability of this city. I have owned my home for 30 years, the speed limit on the street was 50kph when I bought it. I never wanted to live on a street with a lower speed limit. What right do CCC / NZTA have to drive me out of my home? By the look of your map I need to live in deepest Aranui or Bromley to live on a 50kph street, I have never wanted to live there either. I don't know anyone who wants to travel at a snail's pace of 30kph	
	Drivers like the one commenting beside this comment are dangerous drivers and no amount of speed reductions will help stop them causing an accident. Speed reductions will not stop speeders from breaking the law. By lowering the speed limit to 30kph it will be traveling at a snail's pace which is ridiculous. It uses more fuel as the vehicle has to operate in a lower gear, (driving everywhere in 2nd or 3rd gear at 30kph instead of 4th or 5th gear at 50kph). Not everyone wants to bike or walk.	
Waitai Coastal-Burwood-Linwood	Randolph Street Matlock street Mackworth street Smith Street are all used by kids cycling, walking and scootering from Te Waka Unua and they would benefit from having their speed lower to 30km.  We have currently issues with drivers racing through Mackworth street.	Cecile Bourguignon
Waitai Coastal-Burwood-Linwood	rudiculous! noone is going to know what speed is where! would love to see the crash /accident data to justify all these changes or is it the ideaology again?!	Chris Cochrane
Waitai Coastal-Burwood-Linwood	fix this road and intersection ,you are saving no one with the speed humps and having 30 kmh down lincoln rd at 6.30 to 7.30 am begs the question does anyone drive these roads at the times people need to go somewhere like to their jobs or try to get home ,before and after those that walk and ride aren't using this roading system and the road slows down to 30 all by itself from 4.20 pm till 5.45 every day anyway	Coulton Finch
Waitai Coastal-Burwood-Linwood	We would be extremely encouraged for Rothesay Road to be prioritised for a speed reduction to 30 or 40kph. We have some cars travelling through here at incredible speeds and noise. It's like a highway. It is only a matter of time before someone gets killed. There is also a pre school along here with young children and parents picking up and collecting. We would also like to suggest that the road width is reduced in parts to deliberately slow traffic down.	Dave Pawson
Waitai Coastal-Burwood-Linwood	Slowing speed down to 30km/h and not enough police to enforce it just seems like a silly idea and shows the stupidity the whole reason for it. There seems to be no layout changes like speed humps which would assist in slowing down drivers and prevent the street from being used as a drag strip.	Dominic McKeown
	Poor road layout design that provides no benefit to cyclists, council staff ar actively aware of ongoing issues that have result from installation of partial speed humps with associated build outs	
	intersection needs to be redesigned if lower speeds are to be implemented. On street parking should not be reduced as a result	
	intersection needs to be redesigned for lower speeds and better cycle access and navigation	
	unsafe layout for cyclists and pedestrians as they can get to the middle while one side is on a red and the other is green or when both are full green. the positioning of cycle signals shows designers failed to consider sunstrike on them and users not being able to see them clearly.	
Waitai Coastal-Burwood-Linwood	I live on Retreat Rd & I don't see how changing it to 30ks will change the way so many people drive down it at probably 70ks or more. I've even witnessed people probably doing 100ks or more past our house. Speed bumps where the housing is would make all the difference to how this Road is & make it so much safer for all the runners, walkers, bikers & kids that use it on a daily basis. Even with the speed limit change it is still only a matter of time before someone is hit by a speeding car	Emily Smith
Waitai Coastal-Burwood-Linwood	With the increasing densification of houses on these streets and the number of people who walk to the local school, mall, park and pool, it makes better sense to extend the speed limit of 30km in the Bromley neighbourhood through to Aldwins Rd. I also think the variable 30km limit could extend further down Linwood Ave to Hay St. because many children and older people cross to the park and pool and Linwood Avenue creates severance for the community.	Emma Woods
	A controlled pedestrian crossing should be installed along this section of Linwood Ave. It's 1km between the ones at Chelsea St. and Hargood and the road is very busy. The church, pool, resource centre, and community gardens all offer valuable services so people try to duck across when there are breaks in traffic. For children, older people and those with disabilities this is difficult and Linwood has higher proportion of people with 'activity limitations' compared to the rest of the city.	
Waitai Coastal-Burwood-Linwood	It would be great to see a bike lane on this road as it would connect cyclists safely from the northern corridor to marshlands road, Prestons subdivision, Bottle Lake Forest, and the east side of Christchurch. Currently cars travel at 80km/hr and there is little room for a cyclist on this road.	Grace Leckie



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	It seems to be a regular place here for people doing burnouts in cars, burning rubber on the road, burst tyres, and rubbish being dumped as well. The dumping of rubbish, ramming gates, burnouts and damage from cars is occurring down this road and down at Kainga beach. I'm wondering about what can be done to police this sort of behaviour as there seems to be a trend in occurrence of this in these areas. Maybe some speed bumps in this area could be a good deterrent.	
	I support this change to reduce the speed limit to 30km/h or 40km/hr. Recent traffic speed data shows an average 85%ile speed of 63 km/h, the slightly higher averages were from the southbound direction counts. The road is not very wide with a footpath only on one side, no kerbs or channels. Pedestrians often walk along the berm or on the road, cars are parked on the grass berms, drivers often speed through Kāinga township. Many cyclists cycle through Kainga.	
	It would be really great to see Kainga Road become more cyclist friendly. There is no bike path and many cyclists cycle through Kainga from the Northern Corridor, connecting to Brooklands, Spencerville, Bottle Lake Forest and Eastern Christchurch. One day it would be good to see a bike path run through the township to keep cyclists safe, however a speed reduction would be a good start.	
Waitai Coastal-Burwood-Linwood	Cars go far too fast on Aston Drive - often travelling at 60 or 70kph. Why not aim to reduce limit to 40 kph and police it properly? It is an accident waiting to happen	Hamish Jamieson
	Why not include Waimairi Beach in the initial proposals? Cars go very fast on all roads in the area. I feel a short-term plan is needed to reduce this - and it is not good enough that the whole suburb is not included in the initial plan	
Waitai Coastal-Burwood-Linwood	Traffic travel at speed around and down this road, particularly during school drop off and pick up.	Helen Gilby
Waitai Coastal-Burwood-Linwood	Can we have speed bumps placed down our street? Because of the angle our street is designed people like to use it as an express way from Bower Ave to Beach Rd and vice versa. The current issue is many speeding motorists may cause harm to children, residents, neighbouring students and animals who frequently cross the road. I would hate for someone to be harmed based on personal convenience.	Hemi Innes
Waitai Coastal-Burwood-Linwood	Speed reduction will not work without other measures in place. If trucks, (GO)buses and cars won't do 50km In a 50km zone, they won't change for lower speeds. Heavy vehicles like trucks, truck-trailer combos and buses need to be routed onto main routes or the entire length of Hay St needs to be rebuilt to be fit for purpose to stop the constant shaking of houses. Hay St is not an arterial road, it is a heavy traffic rat-run. Install lights on Dyers Rd and close Ruru Rd at the cemetery.	Hugh Scott
Waitai Coastal-Burwood-Linwood	Reduce speed to 40km/h. Many people are over speeding on Rothesay road. We love our kids and our pets.	Jackie Kang
Waitai Coastal-Burwood-Linwood	It's a positive to finally see some action being taken in Bromley regarding roads, however it is dissapointing to see that Hay street and Ruru Rd are not being included in any of the proposed speed reductions. Many people use Hay Street at a rat run to avoid Dyers rd and a large percentage of users of this road will travel at speeds faster than 50km/h, some at times reaching well over this. How is this being promoted to the neighbourhood, is it going out as a letter drop including Hay st?	Jane Denton
	We need to stop vehicles speeding on our streets. Also too many busses and heavy vehicles	
Waitai Coastal-Burwood-Linwood	The amount of times I have watched an overloaded causes into Linwood Ave School, with traffic hurtling down linwood Ave at 60kmph I have watched near misses on the daily. I would like to see a 40kmph zone from in between tilford & smith street and over the main Linwood Ave/Aldwins road intersection. There was already one child killed a few years ago, one recently having an extremely near miss. What is it going to take? Another death? There are hundreds of kids, parents and teachers out at 3pm.	Jessica Taylor
	What we need on Arran crescent is judder bars not a lower speed limit. You can lower it to 10kmph and it's not going to stop people drifting around the crescent. There was already an accident 4 years ago where a car crashed into a wheelchair accessible van and pushed it forward 10 meters, then caught fire. I have lived here 15 years and there have been allot of near misses here also.	
Waitai Coastal-Burwood-Linwood	Traffic calming strategies definitely need to be actioned on Hay st and neighboring streets. I have lived here for 11 years, and there is no end to the speeding traffic. Now with these cars we have buses and trucks. my house is full of cracks from the constant shaking and road damage is appearing to be much worse now with the heavier traffic. I would prefer Rd narrowing passes, and bike painted marks for the children and safe crossing points. Yes reduce the speed to 30 around the school.	Jo Redmile
Waitai Coastal-Burwood-Linwood	See attachment (#22)	Kari Hunter
Waitai Coastal-Burwood-Linwood	Speed limit has been reduced and is causing totally unnecessary gridlock. It was fine at 50kph with lower speeds around 9am and 3pm	Karyn Fallen
Waitai Coastal-Burwood-Linwood	Wyon Street requires more than just a speed reduction. The council previously rejected a petition for speed bumps but many people drive through at up to 70kmph+ daily. A physical barrier is required to maintain safety eg. pinch points, speed bumps / other appropriate measures. A different number on the speed limit sign isn't going to stop the dangerous driving or reduce the police chases down Wyon Street (day & night). Just because it is a through road doesn't mean people need to drive fast	Katelyn Yeoman
Waitai Coastal-Burwood-Linwood	There needs to be a pole in the centre of this island as I have witnessed small cars driving straight through the cycle crossing. Other cars have been cross the centreline and driving down the wrong side of the road to turn right	Katherine Pritchard
	We live on Marshall Street and cars constantly speed down here. It is worse at night. We have had 2 cats hit in the last year and are worried about the safety of our young son. Would love to see speed bumps put in to discourage excessive speeding	
Waitai Coastal-Burwood-Linwood	Since the new road lay out we have had many near misses, several accidents & Veh's crashed into tree's on the road side. The bridge is too high to see over & 1 person has been killed & animals injured. Please install speed bumps at the minimum with the reduced speed. There are a lot of aggressive drivers	Lesley van Toorn

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	that are abusing the many school children riding their bicycles to and from the Rowing Club, Schools etc. Vehicles doing donuts, 3 have ended up in the River. Thank you for this opportunity	
Waitai Coastal-Burwood-Linwood	This corner needs some work, either some speed bumps or mirrors, when turning out of Eric Adam way its in the middle of an S bend and you cannot see any cars coming, and people speed hugely, the car in the cemetery for the past month is testament to how dangerous it is	Lindsey Bartholomew
Waitai Coastal-Burwood-Linwood	30km an hour would be great or even speed bumps like Worcester Street. We are constantly experiencing people driving 80+ down our street which is filled with children and. This is our home not a racetrack!	Lisa Seaward
Waitai Coastal-Burwood-Linwood	Having witnessed four crashes outside our house and one further along the road, we think judder bars are the best thing we could hope for. Speed restrictions will only slow down good drivers, these other idiots ignore them. The slight kink in the road is a challenge to these idiots and the stupid way the corner has been changed after removing the traffic lights.	Lynne Miller
Waitai Coastal-Burwood-Linwood	I fully support the 30kph variable speed limit during school hrs, as marked around Ouruhia School. We have school children biking from Spencerville via Spencerville Rd and Turners Rd, and these children need a safer space to bike in...a footpath or track beside the road to keep cyclists separated from 80kph traffic. Also we need a better footpath along Marshland Rd from Turners Rd to the Ouruhia Domain to allow safe walking between school and domain, & a safe crossing point opposite the domain	Mark Ashmore-Smith
Waitai Coastal-Burwood-Linwood	All for speeds restrictions on Worchester St.  In addition to the school and the play centre, there is the Te Puna Oranga. This place has a high volume of vehicle and foot traffic.  I'd like to see a proposed plan.  Zebra crossing, reducing the road width (islands/trees planted etc), speed bumps and bike lanes would be beneficial.	Mark Phillips
Waitai Coastal-Burwood-Linwood	I support the new traffic rules but think it would be much more effective if in this neighbourhood there were street trees planted. The streets are incredibly wide and have ample room for an incredible redesign. Having Street trees would change this neighbourhood for the better.	Mary Ghattas
Waitai Coastal-Burwood-Linwood	People go alot quicker than 50 down this road making it very difficult to cross at times. Maybe if it got a similar treatment as Palmers road people might stop speeding. Pedestrian refuge to help cross safely would help too	Matt Hooker
Waitai Coastal-Burwood-Linwood	Nearly every single road @ 30..... Please provide evidence of said overwhelming feedback. I don't know anybody who has requested such change. I also find humor that signs are going in before your public consultation was finished or hardly notified. I view this as CCC making decisions for itself and then scraping evidence to suit itself.	Michael Ryan
Waitai Coastal-Burwood-Linwood	This intersection needs narrowing and the road surface repairing.  It has been raised with engineers and via former LCH Community Board.	Paul McMahon
Waitai Coastal-Burwood-Linwood	Speed is a massive problem on Rothesay. A pedestrian crossing corner Kohi road and Rothesay would link up with the walkway and a busy entrance to the forest park. Plus obviously a safe crossing for the children.	Phil Deacon
Waitai Coastal-Burwood-Linwood	I think a speed reduction down this street would be the minimum you could do. I really think we need speed bumps down here to control the speed of cars coming down here. Cars race up and down this street at over 100kms at least and it's only a matter of time before someone is killed. We have already lost a pet due to someones driving	Raj Holden
Waitai Coastal-Burwood-Linwood	The speed limit outside Allenvale should be reduced to 30kph and there should be a pedestrian crossing with street lights included	Rohan van Soest
	This intersection needs traffic lights with 3 right turn arrows for the entire intersection especially with the increase in traffic, pedestrians & cyclists ideally put overhead lights in too	
	The Speed Limit On Johnswood Ave Will Need To Be 30KPH During School Times Especially With Allenvale & West Belfast School's Will Be Built Here In Late 2023-2024	
	Everyone's been waiting way too long for a speed reduction outside Allenvale and tge pedestrian safety is not good and we could do with some additional safety features like speed bumps, berms, narrowing the road and pedestrian crossings and should be included in the 2022/2023 financial year instead of the 2023/2024 financial year and should have speed cameras and hope everyone can spread the word	
	The Speed Limit on Travis Road between Burwood Road & Anzac Drive should be 60KPH & not 50KPH because 50KPH is too slow & should be widened because there's enough room for it to be wider & the intersection of Parnwell Street & Travis Road could do with some traffic lights with 3 arrow to the right & the 50KPH Part of QEII Drive just West of Burwood Road should also be 60KPH as well	
	The Speed Limit on all of Aorangi Road Should be 30KPH & not have 1 section not highlighted	
	Hills Road between Akaroa Street & Innes Road should be reduced to 40KPH to align with Westminster Street & all that also Include Dana Place & Abbey Place aswell	

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	<p>Aorangi Road Between Condell Ave &amp; Wairakei Road Needs To Be 30KPH Because Of Allenvale And There Need To Be A Zebra Crossing With Street Lights And Speed Bump Included</p> <p>The variable school zone for Waimairi should be extended to 200 Idris Road &amp; 140 Blighs Road also the Speed for that should be 30/50KPH 30KPH during school times &amp; 50KPH at all other times</p> <p>Please implement the speed limit outside Allenvale earlier than the plans and also make it a priority as little kids cross the road daily and also some students live across the street from Allenvale because 2024 is way too late and it needs to happen this year not next year or the year after</p> <p>Aorangi Road Between Wairakei Road &amp; Condell Ave should be 30kph all the way through and Allenvale needs a pedestrian crossing because of younger students &amp; students who live across the street and they are at risk of being hit by a car and also a crossing can give pedestrians access to cross the road safely</p> <p>How is Kendal Ave not 40kph when parts of the old Kendal School are still used especially the Allenvale Unit and the 2 Kindergartens/Pre-Schools next door</p> <p>The speed limit on Heyders Road should be 30KPH all the way through because it's narrow &amp; has a lot of speed bumps which makes it impossible to go faster than 30KPH</p>	
Waitai Coastal-Burwood-Linwood	This is extremely dangerous. I have seen alot of near misses here. Cars stop in the right lane to let kids cross. Cars in left lane don't stop and kids nearly get hit on a weekly basis.	Rose Jamieson
Waitai Coastal-Burwood-Linwood	<p>I would like to see my neighbourhood, from Eastgate to Hay St, a 30km/hr zone, the same as the Bromley neighbourhood next door. We have a problem with 'hoons' driving a high speed and often burning out in loop from Linwood Ave up Hay Street, along Butterfield and down either Jollie or Thomas, and around again. It doesn't make sense for there to be 2 different speeds. The police's 'boy racer' squad has a lot of evidence of this behaviour on their records.</p> <p>Hay St should also be 30km/hr or at least 40km/hr. Boy racers use this street to speed and burn out, and heavy vehicles also use this road which is very unsafe - reducing the speed will discourage this behaviour. However it needs more than signs and lines - there needs to be active road calming measures. The intersection with Hay &amp; Butterfield &amp; McGregors is particularly dangerous and needs careful traffic planning - perhaps a temporary roundabout can be trialed.</p> <p>Jollie Street should be 30km/hr as well. Drivers speed unnecessarily along this street. Kainga Ora are building more social housing on Jollie and there are more vulnerable people needing additional help to connect with their community. Lower speeds would support this. Often KO tenants don't feel confident to speak up - you can't just rely on online consultation like this. I would request you do some door knocking in the area and also ask KO to survey their tenants and send feedback.</p>	Sarah Elicker
Waitai Coastal-Burwood-Linwood	<p>I think most suburban streets be at 30km. If 30km was to become our norm in the city and suburbs, there would be less confusion as to if a street is a 30, 40, 50 or 60km street.</p> <p>The main busier streets could be 50 or 60. One or the other, not both.</p> <p>This would need traffic lights patterns that encourage flow of traffic on the main roads so that traffic flows as it would no doubt increase in volume.</p> <p>If the plan is to reduce deaths then the facts show lower speed equals less chance of death.</p>	Sarah Killoh
Waitai Coastal-Burwood-Linwood	The speed limit needs to lower to at least 40ks around this area. So many drives speed around radley and cumnor and speed up through the side streets. Speed bumps also on radley and cumnor would be even better. Don't wanna see any kids hit or anyone.	Tom Patey
	See attached (#18)	Dave Kelly

### Businesses and organisations

Community Board comment relating to (where possible)	Comments	Name, Organisation
	See attachment (#2)	<div>Environment Canterbury</div>
	See attachment (#6)	Jessica Mangos, Fire and Emergency NZ C/O Beca
	<p>On behalf of the Canterbury/West Coast Automobile Association District Council I would like to add our support to the Safer Speed Neighbourhoods consultation by Christchurch City Council.</p> <p>I am submitting on behalf of both my Canterbury/West Coast District Council and the 127,000 members we are responsible for based in within our A.A. District.</p> <p>We fully support the safety measures proposed in the document relating to speed reductions in the “Safer Speed Neighbourhoods” consultation package. With the focus on making streets safer for all forms of mobility the proposed speed limit reductions are practical and sustainable. The changes proposed are also in line with our A.A Councils philosophy of safer streets for all citizens.</p>	John Skevington, Canterbury/West Coast Automobile Association District Council

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	<p>One concern my Council has is the lack of suitable posted speed signage and we ask that more robust use be made of painting carriageways with speed limits in addition to the normal street mounted signage. This would minimise much of the confusion we often have reported to us by road users where they struggle to find speed limit signs, where they are often competing with an abundance of other roadside signage.</p> <p>We thank you for the opportunity to submit and wish you all the best for 2023.</p>	
	See attachment (#4)	Rosa Verkasalo, Te Whatu Ora
	See attachment (#16)	Sara Hodgson, Ministry of Education
Waihoru Spreydon-Cashmere-Heathcote	<p>The committee wishes to submit on these proposals. We could not get your interactive map to work.</p> <p>We have been advocating for many years for a reduced speed limit on Main Road Redcliffs and the neighbouring streets so support this initiative in principle. These are our comments:</p> <ol style="list-style-type: none"> <li>1. We would prefer a permanent 40kph limit on all the streets adjoining Main Road and on Main Road itself from the Causeway to Moncks Bay.</li> <li>2. We do not support reducing the speed limit to 30kph in Beachville Road and Celia Street, as the traffic is slowed anyway in these streets by the physical street layout and we do not see this as a priority area. Beachville Road is well served by the Coastal Pathway and Celia Street has traffic calming islands.</li> <li>3. We support a part time 30kph limit in the current school zone during the appropriate hours on school days.</li> <li>4. We support a slow speed area through Redcliffs Village Centre with paving treatment similar to that in Sumner Village and a 30kph limit. If Sumner and Woolston can get this improvement we do not see why it should not be a priority in Redcliffs.</li> </ol>	Dr Pat McIntosh, Redcliffs Residents Association
Waihoru Spreydon-Cashmere-Heathcote	<p>I'd like to see a speed reduction for the intersection of Dyers Pass Road and Hackthorne Road starting from below Kidsfirst Kindergartens Cashmere, 106 Hackthorne Road, and extending to above the pedestrian crossing outside Cashmere Primary Te Pae Kererū on Hackthorne Road and starting from number 84 Dyers Pass Road to above The Emperor's New Clothes Café on Dyers Pass Road.</p> <p>We go on walking excursions from Kidsfirst Kindergartens Cashmere to places within our local community and find cars speeding down Dyers Pass Road and Hackthorne Road, often not stopping at the pedestrian crossings.</p> <p>A reduction to 30km/hr would make our excursions much safer for our tamariki.</p>	Sally Franks, Kidsfirst Kindergartens Cashmere
Waihoru Spreydon-Cashmere-Heathcote	<p>I would like to make a submission on behalf of the St Martins Presbyterian Church, St Martins Menzshed and Poppies Preschool for a review of the speed limit for St Martins Road between Burnbrae St and Wilsons Road.</p> <p>Our church is used 7 days per week with many elderly people. The Menzshed is 4 days and the preschool 5 days, so a lot of coming and going.</p> <p>We look forward to receiving your thoughts and suggestions.</p>	Warren Pettigrew, St Martins Presbyterian Church, St Martins Menzshed and Poppies Preschool
Waimāero Fendalton-Waimairi-Harewood	<p>Safe Speed Neighbourhood (around Merivale)- 30km/hour</p> <p>We strongly support this lowering of the speed limit on all the surrounding streets of the College, to ensure the health and safety of not only the students but their parents as well as local residents</p>	Fionn Moore. St Margarets School
Waimāero Fendalton-Waimairi-Harewood	<p>I am the chair of the Body Corporate at 10-18 Office Rd, which comprises 7 households.</p> <p>I strongly support the proposed speed reduction of Office Rd to 30km/h. We live at 16 Office Rd. At present, the road is used as a thoroughfare by vehicles that turn from Rossell St and head for Papanui Rd (or vice versa) at dangerously accelerating speed. Quite a lot of 'hooning' traffic seems to use the road as a means to cruise between the main roads. The noise to residents is awful, and there is obvious danger to the many residents and walking young children, school pupils and elderly.</p> <p>A speed limit, by itself, will not necessarily slow traffic. I would also like there to be slowing road structures such as offset berms/ speed bumps, consistent with enforcing lower speeds to match signage and limits.</p>	Mary-Anne Borrowdale, 10-18 Office Road Body Corporate
Waipapa Papanui-Innes-Central	<p>I think this is well overdue people don't realise that speed related deaths are very high. Drivers are impatient and so just don't learn. Maybe adding stats around inner city how accidents have reduced with lower speed limits.</p> <p>Increasing speed cameras</p> <p>Increase traffic penalties</p> <p>Totally support reducing speeds in these areas</p>	Carole Green, Fusion Driver Education
Waipapa Papanui-Innes-Central	<p>I think the idea of making the speed limit 30km/hr around schools is a great idea! We've had concerns around the speed of traffic in the Northcote area and had a few close misses, so it's great to see something been done to improve the safety of roads around schools.</p>	Justin Perrain, Northcote School

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Waipapa Papanui-Innes-Central	The Te Aratai College board supports the introduction of a variable speed limit during school hrs on Aldwins Rd around the school. We anticipate this to mean the speed limit will be reduced to 30 km/hr during times of peak student travel. We would further suggest this variable speed limit is extended to Ferry Rd (particularly heading north), and from Ferry Rd to the Heathcote Expressway on Ensors Rd as after crossing Ferry road (in either north or south direction) the bike lane disappears after the traffic lights and cars are frequently parked on the side of the road, making it dangerous for students on bikes travelling to or from school on this very busy road. Conversely, the development of a proper cycleway along Ensors/Aldwins Rd likely would mitigate the need for an extended reduced speed limit zone.	Jo Bethell, Te Aratai College Board
Waipuna Halswell-Hornby-Riccarton	<p>I'm the Property Manager for Middleton Grange School in Upper Riccarton.</p> <p>Our school directly encompasses:</p> <ul style="list-style-type: none"> <li>• Suva St</li> <li>• Acacia Ave</li> <li>• Arthur St</li> </ul> <p>All three streets are under review.</p> <p>We've experienced persistent, significant traffic issues in all three locations. At drop-off and Pick-up times Acacia Ave and Arthur Street are both almost impassable and speeds are low anyway. Suva St however flows fast enough for traffic speeds to be dangerous around the volume of young people exiting the school.</p> <p>Formalising a reduce speed limit would suit all three areas perfectly and would be whole-heartedly supported by the School and parents.</p> <p>We are not a local school, meaning we have a very wide catchment. Primary level feeder schools around the city direct their graduates to MGS. With the loss of several bus services, what this means is we have a very high proportion of pupils driving, or being driven to, school. Which impacts very negatively on congestion.</p> <p>Restricted parking on Acacia Ave &amp; Arthur St at peak times [8:30-9:30am &amp; 2:30-3:30pm] would go a long way to alleviating some of the congestion.</p> <p>We're currently working on Travel Plan with Abley and CCC and very interested in supporting alternative modes of transport. But as stated, a large proportion of our students travel long distances to attend the school and will always be transported by car.</p>	Ben Knowles, Middleton Grange School
Waitai Coastal-Burwood-Linwood	See attachment (#25)	Justin Fields, Chisnallwood Intermediate School
Waitai Coastal-Burwood-Linwood	See attachment (#24)	Mike Gibbs, Avondale Neighbours Group

## Individuals

Community Board comment relating to (where possible)	Comments	Name
Te Pātaka o Rākaihautū Banks Peninsula	If you think this will reduce the death toll on the road your dreaming. Education and driving schools would help.	Lorraine Heaton-Caffin
Te Pātaka o Rākaihautū Banks Peninsula	I support the proposed temporary speed limit reductions around Diamond Harbour school, while seeking that the original proposals for a permanent 40kph limit extending past James Drive to the west are reinstated and approved. Traffic routinely exceeds the posted 50kph limit around the corner past this junction, either gaining speed down hill from the petrol station, or speeding up in the opposite direction from Hunter Reserve. Risks associated with speed are likely increased in this location by proposed reductions, as drivers speed up after the reduced limit around the school, exacerbating the current situation with excessive speed. There are driveways on this corner with limited visibility of turning traffic for vehicles travelling in both directions, and there is no pavement between James Drive and Hunter Reserve. On this basis I support the original proposed 40 kph proposals in this location as a directly adjacent resident.	Matthew Barbati-Ross
Waihoru Spreydon-Cashmere-Heathcote	<p>I'd like to register my feedback that 50kms p h is the right speed for neville street. I've been here 20 years and my experience is that traffic has improved since mid 2000s when we had 2 accidents with boy racers drifting around the corner from domain terrace. In the last 15 years, it's been quiet enough and I'm unaware of any safety problems for schools.</p> <p>Please don't drop from 50kms.</p>	

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	The changes to domain terrace outside village health have made traffic congested, increased the danger with one lane being forced most of the time, and limited/reduced parking. So sad to see roading made harder for the neighborhood.	
Waihoru Spreydon-Cashmere-Heathcote	<p>Lower the speed limit if you must but also please consider putting a speed hump in the middle of Plunket Street, not at either end but in the middle. Sometimes Plunket St is used as a short cut from Nairn Street and often cars exceed 50kmh and no 30kmh speed limit will stop this but a decent sharp speed hump will. Especially if it is the full width of the street and sharp enough to make an impact, even to the point of damaging their suspension, if someone is speeding but not a gentle one that is going to encourage idiots to see how much air they can get.</p> <p>But so as you know, I live at [REDACTED] and have been here for close to 30 years so I have a pretty good idea of what traffic is like in the street and I do not believe for a split second that any 30k speed limit will slow traffic that significantly and anyone that thinks it will is living in a dream world.</p>	Bram Emmerson
Waihoru Spreydon-Cashmere-Heathcote	<p>I travel stourbridge and lyttelton streets regularly and wonder why road speed is being reduced when the main issues are the roads traffic lights at frankleigh and lyttelton causing road blockages at heavy times daily? Along with ongoing issues at the stourbridge and lyttelton intersections?</p> <p>Firstly, it's not uncommon for only a car or two to turn right from lyttelton street towards hoon hay road on sparks with no turning arrow. Secondly the stourbridge and lyttelton street intersection bottle necks with horrific parking surrounding causing issues on both streets for visibility for all. Cars slightly parked on the wrong angle incurs massive delays. I understand the idea of lowering the limits for safety reasons but am astonished that parking and intersections are not addressed first.</p>	Bruce Hiku
Waihoru Spreydon-Cashmere-Heathcote	<p>Hello</p> <p>I have some comments on the proposals. I admit I have not read all of the available background material.</p> <p>Overall I would say that there is little evidence presented that helps establish what the right speed is in various circumstances. The objective of transport in all forms is to move around, and the right speed limit for this depends on many factors.</p> <p>Having said that, I think low (say 30km/h) speed limits are appropriate in relatively small areas where distances are small, for example, much of the central city. I see no problem in also having higher limits on the roads that get you to these zones.</p> <p>On the consultation web page a number of rationales are presented. I comment in more detail on a few.</p> <p>Safe speeds save lives While it is true that other things equal lower speeds reduce death and serious injury, this doesn't help much without a model that considers that people are moving around for a reason, and there is some speed for that which optimally balances mobility and safety. The info presented does not appear to be based on such a model, or even acknowledge the trade-off.</p> <p>I note the short discussion does not say how many deaths or serious injuries there were and are. Percentage reductions can be somewhat misleading when actual numbers are low. Moreover the comparison period given is Covid impacted which might confound the result.</p> <p>I also note that speed limits are not necessarily binding. I doubt that traffic was travelling at 50km/h before the central city reductions a few years ago (I suspect it was much less). I also note that the design of roads can have a significant impact on average speed without formal limits: "traffic calming". If the actual reductions in speeds are much lower than the limit reductions, then the (probably small overall) safety benefits will be much less.</p> <p>Finally CCC has, or should have, ample info on actual traffic speeds on various streets. It would be useful to share this.</p> <p>Road to Zero Strategy I suspect that very few of NZ's death and serious injury road accidents occur on the roads administered by the CCC and affected by this proposals, but it would have been helpful to have this info presented.</p> <p>On a much more specific note, I live in Sumner, quite close to Wakefield Ave. The Evans Pass route is now the main one for a large and increasing number of dangerous and oversize trucking loads travelling from and to Lyttelton port. All these trucks travel along Wakefield and pass through the Sumner village. The village itself has a 30km/h limit. However given the sheer number of trucks in the traffic flow, I believe consideration should be given to either:</p> <ul style="list-style-type: none"> <li>• extending the 30km/h limit from the bottom of Evans Pass road right through to the McCormacks Bay causeway, or</li> </ul>	Bruce Rodgers

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	<ul style="list-style-type: none"> <li>introducing a 40km/h from the bottom of Evans Pass through to McCormacks Bay, while maintaining the 30km/h limit limit through Sumner village. As well as improving road safety a little, this could materially reduce the noise nuisance from the trucks, particularly at night. Given the short distance affected (say 4km) the impact on travel times would be very small, adding about three minutes if the speed reduced from 50 to 30km/h.</li> </ul> <p>Finally, with respect to all of your and my proposals there is the question of enforcement. As well as more speed cameras there may also be benefits in more "slow down" warning devices which don't penalise but simply remind. But however it is done, without enforcement the proposals are less likely to be effective in my view.</p> <p>Happy to answer and questions you have.</p>	
Waihoru Spreydon-Cashmere-Heathcote	<p>I am against the Christchurch city council reducing the speed limits around Christchurch. And the surrounding areas.</p> <p>Your agenda is to take away our rights and freedoms in driving a car, bike truck bus and any thing also on the roads</p> <p>I note : Your words are " in the two-year period 2020-2021 there were 60% fewer serious crashes than there had been in the two-year period 2014-2015"</p> <p>As you know, over that particular period, New Zealand were in repeated lock-downs.</p> <p>You also don't show any stats to how many were cars, electric bikes/cars. Trucks or bikes etc.</p> <p>I will say again, my family and I are against The Christchurch city council reducing the speeds around Christchurch. Bad enough going through the city at 30 kms and always best to avoid town</p> <p>Bad enough with your stupid speed humps over Lincoln Road</p>	Christine Bazley
Waihoru Spreydon-Cashmere-Heathcote	<p>Southampton Street sydenham Christchurch has the most disgraceful road and you guys plan to leave it in a dangerous state and lower the speed limit because of it. I have witnesses and had to help a lady laying face down on this road with her moped on top of her after trying to turn the corner at 20kms the ptsd this is giving me makes me act out in very dangerous ways like you're roads please start doing your job correctly</p>	Dillon Gargett
Waihoru Spreydon-Cashmere-Heathcote	<p>Firstly, I'd like to say that I agree with speeds at least 100 metres on main thoroughfares immediately around schools should be 40 km/hr. This is the speed limit that we experienced in Brisbane where we lived for 8 years before coming back home. I'm not aware of any children being hit by cars all the while we were there. The schools had clearly visible signs (solar lighted in some cases) and were quite effective. Along with the speed limit on the road enough distance away from the school to give people time for reaction, I believe that is all that is needed.</p> <p>I do not agree with the speed limits being reduced to 30 kph on adjacent streets, eg our street Mountfort, as this is totally unnecessary. Again, I've not heard of any incidences which would caution me to the contrary. If there are actual cases of this happening, I'd be more than open to considering this in my summation.</p> <p>What I'd like to know is this-</p> <p>1) I would like to know how many submissions you have actually received from the public so far agreeing with your proposal like you state in your mailer " Have your day on slower speeds". Who in my community is wanting this? Please be specific in your reply.</p> <p>2) Are you already committed to this unnecessary slowing down of our lives and travelling, or will you give any consideration to opposing views and constructive suggestions such as mine? In our current cancel culture enforced by this totalitarian government, I hope and pray that you will not go along with Waka Kotahi's ignoring of public opinions like they have done on roads like the highway to Akaroa!</p>	George Ziegler
Waihoru Spreydon-Cashmere-Heathcote	<p>Put down the pipe people. Whoever came up with these stupid ideas really needs go to university and study traffic engineering rather than the Greenpeace "Save the planet" by social engineering everyone to cycling. Lycra does constrict the flow of blood to the brain. Points to note are:</p> <p>1: Constant changing of speeds from 50 to 30 to 40 to 50 to 30 etc etc becomes confusing. Looking at the 40Km/Hr limit inflicted in our area ( which barely anyone adheres to ) the speed signs are off to the side of the road and quite often hidden behind trees/bushes.</p> <p>2: Slowing traffic down around schools around school times would make sense with improved signage such as illuminated signs.</p> <p>3:Your map shows about 50% of CHCH will become 30Km/Hr and 25% at 40 Km/Hr yet our area already at 40Km/Hr is not shown.</p> <p>4. Please provide details of increased incidents. Don't hear of many incidents in the media. Bear in mind that population is increasing so while there may be more incidents per year, the actual incidents per head may be reducing.</p> <p>5. E bikes and scooters tend to ignore any speed limits so there will probably be more incidents as cars presuming an E bike is at 30KM/Hr and believing they have time could pull out from an intersection only to find the E bike is doing considerably more. Another scenario could see a car turning left at 30 Km/Hr only to have an E bike come through on the inside doing 50.</p> <p>6. A better solution would be to improve policing of the road rules particularly with respect to inattention posed from cell phone usage by both drivers and pedestrians.</p>	Glenn Sutherland

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	7. It appears that as new speed signs have already appeared that this is just an "Elon Musk" feel good exercise and the money from the Revenue Supply Units ( ratepayers) is being wasted on Council consultants and contractors ( mates).	
Waihoru Spreydon-Cashmere-Heathcote	I'm all for reducing speeds around schools, as is currently already done around 3pm when schools finish for the day. But to extend speed limits to surrounding streets is ridiculous. A better use of funds would be to raise the driving age to 18, and make it harder to get a driving licence. Education in schools, rather than targeting the wrong audience, would be more productive. The road toll will never be zero, people are fallible, and will continue to make mistakes. In addition, who is going to police these proposed speed limits? The police are already stretched way beyond their capabilities, and council staff do not have the required authority. And where do you draw the line? Install more unnecessary "road calming" measures? Close streets to traffic altogether? I'm willing to bet these measures won't be applied to streets populated by councillors or their staff. As far as I'm concerned, CCC is far exceeding their authority. Spend my rates money on the basics, like fixing our abysmal roads and dodgy drainage systems.	J.A. Steinz
Waihoru Spreydon-Cashmere-Heathcote	I am thrilled to see speed reductions on some suburban streets. I think Huntsbury Avenue is one that is not included. We have lived on the hill for 3+decades and have noticed particularly in the last decade a big increase in vehicle speed. There have been some accidents and lots of near misses because of folk driving too fast. There are many concealed driveway exits the road is narrow and steep around where we live yet some folk are driving at 60km/hr up and down the road. A speed of 40km would be appropriate from the top end of the seal by the Vineyard down to the junction with Centaurus road. The bus has to negotiate this winding road with these inconsiderate drivers and giving way to uphill traffic is not in their heads. Also there are a lot more residents who cycle to work and for recreation and fast driving puts them at greater risk. We have always ridden our bikes to work, tailgating by cars and overtaking on sharp corners ignoring the centre line is common.	Jennifer Sandblom
Waihoru Spreydon-Cashmere-Heathcote	As residents of Domain Terrace we do not feel that a 30km speed limit will increase safety of residents and other people, particularly children, using the domain. It would be better served by installing speed humps. The numerous vehicles that speed along the road are not going to obey a 30km speed as they do not obey the 50km at present. Lower speed limits will also not prevent people from doing burnouts on the road which happen frequently.	Jill Abdinor
Waihoru Spreydon-Cashmere-Heathcote	I have several comments on the proposed changes: <ul style="list-style-type: none"> <li>a blanket change that should be enacted is that the proposed speed limit reduction in neighborhood streets that are not directly outside a school should be raised to 40 km/hr from 30 km/hr - 30 km/hr as a full-time speed reduction on many of these streets is unnecessary although a lower speed reduction, ie to 40km/hr would be less onerous and still provide for greater general neighborhood safety for pedestrians in these generally quieter and primarily residential streets. Reduction to 40 km/hr would seem more in keeping with the</li> <li>There appears to be no speed reductions proposed around Opawa primary school - at minimum there should be variable speed reduction to 30 km/hr (ie 30km/hr during school hrs) on Ford St and Newberry st, and reduced speed limits (to 40km/hr) in surrounding sts that are commonly frequented by students walking to and from - at least in some consistent manner</li> <li>There appear to be some 'oddities' between streets that have speed reductions proposed and those that don't - for example, around Opawa school, but also elsewhere eg why is no speed reduction proposed for Tuam st, for the block between Aldwins rd and Bordersly st - this will be just as frequented by students attending Te Aratai College as many of the surrounding streets that do have proposed speed limit reductions. There should be a clear and consistent approach to streets with proposed speed limit reductions across Christchurch</li> </ul>	Jo Bethell
Waihoru Spreydon-Cashmere-Heathcote	Hi i just wanted to say i think that lowering the speed to 30 kilometres seems a step too far especially considering the size of the area you are going to change the limit in, 40 kms would be awful but much more acceptable than the 30 you are proposing.	Karyn Blake
Waihoru Spreydon-Cashmere-Heathcote	I am writing from Rapaki road in Hillsborough/Murray Aynsley. Our neighbourhood have been campaigning for a long time to improve safety and reduce traffic speeds on our streets. Our area is very popular with bikers and walkers but lacks any safe cycleways. Speeding traffic on Centaurus and Rapaki road has long been an issue for residents but also affects the many people accessing the port hills through our area. Many people also choose to drive to the hills to exercise, which adds to traffic volumes. The 5- way intersection on Rapaki with Centaurus is a particularly dangerous spot and having traffic slow down in this area would certainly improve safety. There are many near-misses in this area which would not be officially reported. Rapaki road itself is narrow and steep. At busy times there is little room to maneuver and having people speed up or down the street just puts others at risk. Having 3 children and a husband who all bike along Centaurus road to school and work, I would certainly feel much happier knowing that traffic speeds were limited, especially as we currently have no cycleways planned until 2030. I would certainly support lower speeds in this area, as well as clearly demarcated cycleways all along Centaurus road sooner rather than later.	Kate Hodgins
Waihoru Spreydon-Cashmere-Heathcote	We just received a flyer in the letterbox regarding reducing the speed to 40km/h or possibly even 30km/h (!) in our street (Croydon Street, Sydenham.) This is the first time being aware this was even being considered.  Feedback is as follows:  Strongly object! The reason being the nearest schools, Waltham/ St Martins/ Beckenham, are approximately 1.5-2 km/h away so few (if any) children walk or bike down our street as parents pick them up when they live that far from school.	Kay Wenmoth



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	There are already restrictions when driving past schools which is great but extending out to neighbourhoods this far away is ridiculous.	
Waihoru Spreydon-Cashmere-Heathcote	<p>In regards to Safe Speed Neighbourhoods, I have a concern for Addington Te Kura Taumatua school, that resides on Brougham and Simeon Streets. The issue I see is the Simeon Street side (ignoring Brougham at present as this is under the Waka Kotahi brief)</p> <p>Primarily, the speed that is of concern is Simeon, Howard and Coronation Streets. Especially Coronation Street, as to cross this area can be perilous with multiple turning points for cars, wide open Street. This is a heavily used pedestrian area with no safe crossings, Howard is a big issue, being so close to the school, large wide open Street, that is also utilised as a bus route. There have been multiple times that children have nearly been hit, cars speeding around the corner.</p> <p>This school has no School Zone Signs, no crossing, nothing to indicate to drivers that they should be aware of children, slow down signs. Many children, walk, scooter or cycle to school by themselves, often at a young age.</p> <p>If Coronation cannot have a 30k designation, it should have a crossing barrier for pedestrians, there are also many people who use wheelchairs, walking frames to cross this area who find it extremely difficult to navigate fast enough with often speeding traffic coming from 3 or 4 different directions.</p> <p>Thank you for your time, in regards to this issue.</p>	Leanne Baird
Waihoru Spreydon-Cashmere-Heathcote	<p>Fully support 30km on Rose St.</p> <p>We have 2 young kids and live near the high school. So many people speed so it's definitely good change.</p>	Natalie Chung
Waihoru Spreydon-Cashmere-Heathcote	<p>I wish to submit my feedback on lowering speed limit across the suburbs.</p> <p>I understand the rationale however I feel this is a knee jerk short sighted idea that will not solve the problem of stupid drivers , or the young inexperienced drivers in their boyracer cars doing burnouts or riding there noisy motorcycles fast down the road or heavy trucks and vehicles down residential side streets.</p> <p>Other solutions need to be considered such as...</p> <p>There is already a speed rule driving past schools and school busses...that needs to be enforce more or lowered past these locations.</p> <p>Plus add in a speed and distance rule for vehicles passing push bikes like they do in Colorado usa .. safer pedestrian crossings. Wider streets also encourages speed.</p> <p>Slowly the speed limit to a snails walking pace will not only turn back our cultural back 50yrs...it will frustrate people by slowing down our overall pace of life in a modern world.. especially when trying to get to work. So this will create greater consequential issues.</p> <p>Generally slowing the speed limit is not going to solve the issue of poor driving skills , experience , knowledge and etiquette and idiots. More thought with this is needed.</p>	
Waihoru Spreydon-Cashmere-Heathcote	<p>So good to see Waltham is included in this initiative! We are on [REDACTED] which is a very small tight street and people absolutely hoon up our street. We really need speed bumps but understand there is probably quite the cost involved with that!</p> <p>Having it 30 km/hr down our strew with help keep my 3 kids (1,5,&amp;7) safe and our neighbours kids who are the same age safe! Thank you!!</p>	Paris Bronte
Waihoru Spreydon-Cashmere-Heathcote	<p>I recommend a lower speed limit (30-40kmph) within the section of Barrington Road between the mall and the cycleway (at Strauss plc). My reasoning is outlined below.</p> <p>Within the 400m section of road there is:</p> <ul style="list-style-type: none"> <li>+ 2 sets of traffic lights.</li> <li>+ A primary cycle lane crossing.</li> <li>+ Entrance to Barrington mall (which is extremely busy).</li> <li>+ Several bus stops.</li> <li>+ Several uncontrolled side street intersections.</li> <li>+ Multiple business entrances including a petrol station which has high traffic load.</li> <li>+ A public library entrance.</li> <li>+ Entrance to a park and playground which is very popular.</li> <li>+ Several uncontrolled crossings across Barrington road (near the library).</li> </ul> <p>I have witnessed minor crashes and several very near misses with pedestrians/cyclists within this section of road. I have also been involved in near misses (both driving myself and as a cyclist). There is a lot going on in this area and driving, cycling and walking through this section takes immense concentration. I observe daily drivers getting frustrated, particularly at the mall entrance and Strauss plc cycleway and accelerating aggressively and speeding.</p>	Richard Brunton

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	<p>A lower speed limit along this section of road would encourage a more walkable friendly environment which complements the future vision of the area as the 'Barrington Precinct'. This area is becoming more busy with the increased development of townhouses in the area. Within 100m of my residence at least 5 developments have been built within the last two years (which i support).</p> <p>Further, it makes no sense to implement 30 kmph on a road such as Conway St and not within the 400m Barrington section. Conway is a very wide street without the factors I listed above. Whilst I support 30kmph on Conway, the best 'bang for buck' regarding safety would be reducing the speed on Barrington.</p> <p>I strongly encourage CCC go and observe this section of road to confirm my observations above.</p>	
Waihoru Spreydon-Cashmere-Heathcote	<p>The proposal to blanket reduce speed limits to 30kph in this area is inappropriate and not supported by evidence.</p> <p>The CCC should be able to show evidence of actual HARM currently occurring as a result of the current speed limit. These harm incidents should be directly attributed to the current speed limit.</p> <p>If there are no recorded incidents of harm currently being caused (and which can directly and properly attributed to the 50kph current limit) then there is no proper realistic expectation for reducing the current speed limits.</p> <p>The detriments to reducing the speed limits unnecessarily will include reducing the current (congested) street traffic to a crawl, for no apparent realistic benefit</p> <p>Perhaps if CCC wants to improve traffic flow, it could instead look at investing in improving current outdated traffic layouts, ancient traffic-light triggering technology, and fixing the many road surfaces that are in very poor condition instead.</p>	Simon Barr
Waihoru Spreydon-Cashmere-Heathcote	See attachment (#23)	Stephen Crooks
Waihoru Spreydon-Cashmere-Heathcote	<p>[REDACTED]</p> <p>We support reduction to 30 km/hr in this neighbourhood. There are already traffic calming measures here to deter use of Glynne Cr and Domain Terrace as rat runs, justified by the many children and old people, and a low speed limit is just the next logical step.</p>	Stephen Judd
Waihoru Spreydon-Cashmere-Heathcote	Hello, hope you're well. Thank you for the pamphlet informing me about the potential upcoming lowering of speed limits in residential areas. I have always thought - in my 14 years living here - that 50Kms is too fast for residential areas. However, 30Km is too slow and perhaps unrealistic to think that people will drive that slow after going 50Km all their lives. I would like to suggest/request leaving the 30Km for the school zones, and 40Km for residential.	Suzanne Brittenden
Waihoru Spreydon-Cashmere-Heathcote	I am very over boy racers by my place speeding over 20km hump by my house quite scary sometimes. and people driving through austin street from Waltham rd using it as thorough fare.to gt to Columbo st I thought I brought in quiet suburb?	Vivienne Murdoch
Waimāero Fendalton-Waimairi-Harewood	<p>Leinster Road is a narrow and very busy residential street.</p> <p>Elmwood Normal School and St Georges Hospital have large frontages to the street.</p> <p>The School has pick-up and drop-off outside the School gates which are located in Leinster Road close to the busy intersection of Leinster Rd and Allister Ave.</p> <p>The Hospital has a service entrance, busy through the week with trucks large and small, as well as a St Georges Hospital Car-park entrance.</p> <p>We congratulate Council in their proposal to reduce the speed limit along Leinster Road.</p> <p>Leinster Road is regularly very congested with vehicles of all sizes, and with young children going to and from School by foot and by scooter. The street is popular for parking by Hospital staff and patients, and by parents picking up and dropping off children, and also by residents.</p> <p>Some children often arrive at the School earlier in the morning, and children also play after School and at weekends in the School grounds and on the School playing field.</p> <p>In addition children are sometimes using the School swimming pool in summer months both after School and at weekends.</p> <p>With School children coming and going at all times of the day and the weekend the speed limit should be 30kph at all times.</p>	Alistair Cocks

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	<p>As well as new speed limit signage and new 'School' signage we would like to see a pedestrian crossing adjacent the School gate near the busy Leinster Road/Allister Avenue intersection.</p> <p>Lowering the maximum speed limit from 50kph to 30kph will make safer travel along the street for all young children.</p> <p>Lowering the speed limit will also help make safer travel for all pedestrians and improve the amenity of the street.</p>	
Waimāero Fendalton-Waimairi-Harewood	<p>I travel extensively around the city regularly for my job and while I can see the need to reduce speed on some minor streets, I feel it is overkill if you forgive the bad pun to limit nearly all minor and some not so minor street speed limits.</p> <p>-Why are some 30kmh and others 40 and who has decided which?</p> <p>-Surely speed signs will need to be installed in every single street as you won't know what 'zone' you're in and what will that cost?? Horrendous I'd assume.</p> <p>-For reduced speed limits to work effectively, traffic lights really need to be synced properly to discourage speeding between sets of lights which currently happens and I admit I do too sometimes out of frustration. This is vital to keep the traffic flowing as well as lowering emissions from cars.</p> <p>-Lastly around school zones, these should be limited to 30kmh but ONLY during before and after school times. And also, during holiday periods, those speed limits shouldn't apply as school is out and there's no tamariki around. For example, where a school is on a road where the speed limit is usually 50kmh, this should remain at 50kmh during holidays.</p> <p>Reducing speed on roads where it really isn't necessary will just cause traffic build-ups, frustration and ultimately more problems with frustrated driver's ignoring the limits.</p> <p>Thank you for listening and hopefully this will be considered properly.</p>	Andrew Thomson
Waimāero Fendalton-Waimairi-Harewood	<p>Speeds are sufficiently slow as it is and lowering the speed for longer than, say 30 minutes, before the start and after the finish of school on the days when pupils are expected to attend should be the only time necessary.</p> <p>With pupils only attending on about 56% of days and substantially entering and leaving for about 5% of the time it is ridiculous imposing the suggested limits throughout the year.</p> <p>I understand that the higher the speed the worse the likely injury but having been in an open road frontal crash some 50 years ago with modern cars a speed limit of 120 kph is reasonable for 2lane highways and 100 kph on other rural roads is appropriate and 50 kph in urban areas.</p>	Anthony O'Donnell
Waimāero Fendalton-Waimairi-Harewood	<p>The whole thing is bloody ridiculous</p> <p>It looks like most of the city / suburbs are being reduced to at least 40km</p> <p>1/ How many deaths are there really in the city, safety has been cited but based on what</p> <p>2/ You will stop people travelling to town etc Really good for businesses</p> <p>3/ What impact will this have on commercial vehicles eg delivery and couriers</p> <p>Feedback I have is that people already have stopped going to Akaroa because of the change in speed limit</p> <p>Has the appearance of the anti car and environmentalist brigade taking control</p> <p>I generally don't give fees back but all this is silly</p>	Brent Crisp
Waimāero Fendalton-Waimairi-Harewood	See attachment (#21)	Brian Enright
Waimāero Fendalton-Waimairi-Harewood	<p>I live in Brookside Tce, Bryndwr.</p> <p>I understand and accept that the local council is required to reduce speed limits and adopt regulations under the Ministry of Transport's Safe Speed requirements.</p> <p>I can see no evidence to show the need to reduce the speed to 30kms per hour on Brookside Tce on a permanent basis, other than a general knowledge that lower speeds cause less damage. It is already a requirement when you hold a drivers licence, to drive at a speed appropriate to the situation. When I drive on Brookside Tce I do this, as do most of the people who live, cycle etc in this area. If there are children, animals etc around I drive slower. I imagine more children are hurt by people reversing quickly out of drive ways than people driving at 50kms on the road.</p> <p>We need our citizens to do the right thing because they are educated to do so.</p>	Fiona Temple
Waimāero Fendalton-Waimairi-Harewood	<p>I'm writing to provide feedback on the Christchurch City Councils new speed management plan which does not make a lot of sense to me. Sure, if we all went around in horse and cart again it would be safer but at what economic cost. If we are serious about enhancing safety, we should improve driver education perhaps by diverting the money that Waka Katoa spend on these mind-numbing Road to Zero advertisements into driver education by subsidising the defence driving courses. The roads in New Zealand simply are not good enough, we need more rumble strips, median barriers and passing lanes on the open road and traffic calming around schools and areas with high pedestrian traffic . If you want to see evidence of the difference that better roads and better drivers can make you only have to look at the OECD statistic which for 2020 show that the UK had 22.7 fatalities per 1M inhabitants whereas NZ has 62.5. Germany which has no speed limit on the Autobahns has a road fatality rate of 32.7 per 1M residents just over half the rate in NZ. It's not as simple as lowering the speed limits.</p> <p>The Christchurch City Council has enough to spend its money on and should demand an evidence-based approach to improving road safety from Waka Katoa!</p> <p>What I'm looking for is an evidence-based approach to road safety. The lower speed limits have already been introduced in the Central city it should be relatively easy to see what if any improvement has resulted. Waka Kotahi could then compare this with the results from more passing lanes, rumble strips and traffic</p>	Grant Allan

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	calming. Getting more New Zealanders through the advanced driving courses is a longer-term measure but subsidising these is certainly a better use of public money than the Road to Zero strategy which I understand is set to cost taxpayers \$197 million across four years.	
Waimāero Fendalton-Waimairi-Harewood	<p>The map does not seem to show which roads will be 30 and which 40. Some lines are red and others blue but no explanation as to what this means.</p> <p>If this is a 30kmh zone then that would be a huge waste of money. We have a speed bump at the eastern end of the road but almost no through traffic.</p> <p>A 40kph limit would make very little difference to the amount or speed of traffic on the road.</p>	Giles Tours
Waimāero Fendalton-Waimairi-Harewood	See attachment (#20)	Jim and Janeen Nolan
Waimāero Fendalton-Waimairi-Harewood	<p>Thank you for the opportunity to provide feedback.</p> <p>I am strongly opposed to your splatter gun approach to speed zones in Christchurch.</p> <p>The reasons why:</p> <ul style="list-style-type: none"> <li>NZ has had a nationwide approach to lower speed limits and yet the road toll is the worst it has ever been.</li> <li>Any changes to speed limits should be based on evidence that the changes will make a positive difference. (Your statistics for the central city comparing the two-year period 2020-2021 to the two-year period 2014-2015 is not an apples for apples comparison, the central city was vastly different, and there are many other factors to be considered e.g. the number of cars and people. Your proposal of complex multiple speed changes over an area is also not the same as a blanket 30km over the whole central city).</li> <li>Your proposal is far too complicated. Too many different speeds (30km, 40km, 50km, 60km, 80km, 100km) and too many changes within a small area.</li> <li>Your proposal is being rolled out in too many areas without any sort of trial, a huge expense that may not have any benefits whatsoever.</li> <li>Having so many speed changes in one city is a huge distraction for drivers and it will take their focus away from spotting potential hazards. Drivers will need to pay too much attention to what speed limit they need to be going rather than focusing on what is happening around them.</li> <li>Having so many speed changes will be frustrating for drivers and lead to bottlenecks in traffic which will be bad for the environment (more fumes as cars stop and start) and also for pedestrians, home owners and cyclists (fumes and noise pollution).</li> <li>The cost of installing all the signage will be tremendous, and for no gain. In fact it may well cause more problems, and may even decrease overall safety!</li> <li>The money would be much better spent in other areas that would add more benefits to the community e.g. drinking water, fixing the Bromley Organics Processing Plant, and so on.</li> <li>It is far too complicated to have so many different speeds, and a nightmare for drivers to navigate. You need to have a normal speed (for most areas) and a slow speed (for limited places like the central city) i.e. the speed limit in Christchurch should be either 50km or 30km, and out of the city 100k, or 80km. There is no need for other speeds like 40km, 60km.</li> <li>School zones only need slower speeds during term time, at school start and finish times. The electronic signs that lower the speed only during those times are the best solution. It is not sensible to have the slower speed during weekends, evenings and school holidays, particularly over the Christmas period.</li> </ul> <p>I do not understand why you continue to over complicate and over engineer solutions.</p> <p>Having simple, streamlined, consistent speed, uncluttered, roads would actually be simpler and safer for everyone.</p> <p>The central city roads are now an embarrassment. You had the opportunity to have straight, simple, wide roads for cars and separate 'roads' for cyclists, pedestrians and buses. Instead you have lumped them all together with dangerous concrete cutouts, complex lanes and cluttered signage, and it isn't working for anyone.</p> <p>And now you are proposing further costly complications, and distractions, with absolutely no evidence that your changes will make a positive difference to the community. In fact, I suspect the proposed new speed zones will be a cumbersome, waste of money, backwards step. They may even make the roads less safe due to drivers getting distracted, frustrated and impatient.</p> <p>Please reconsider and do not waste our rate payer money on this irresponsible plan.</p>	Jo Verdellen
Waimāero Fendalton-Waimairi-Harewood	<p>The idea of lower speeds around schools, the center city and shopping centers such as Northlands is sound, but these need to be confined to the immediate areas concerned. Some of the Narrower suburban streets being changed to 40kph I also support.</p> <p>But careful thought needs to be given to allow traffic to flow across and through the city to limit congestion eg streets such as Barbadoes and Cranford should remain 50kph to not impede flows. I don't feel council has this quite right currently eg Montreal 30kph just impedes traffic flows currently.</p>	Mark Neilson

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Waimāero Fendalton-Waimairi-Harewood	<p>I am responding to the leaflet that appeared in my mailbox a few days ago telling me that my community want a safer speed according to the consultation that has already been carried out. Interesting, as I cannot find anybody in the street that I live in, that has even heard of the proposals let alone been consulted on them . While nobody is against trying to make the roads safer, most shook their heads in disbelief when they saw the details and maps.</p> <p>We have some suggestions . —</p> <p>Few, (if any)locals speed around these streets, as we are all aware that this neighbourhood has many elderly and children, and the camber and unevenness of many of the road surfaces and footpaths (let alone the constant flooding of the gutters )often make any travel a hazardous occupation.</p> <p>Occasionally drag racers etc hoon through the area, but speed limit signage will have no affect on that.</p> <p>Perhaps we could suggest that spending money on making the roads safer to drive on and the footpaths safer to walk on would be a much better investment than dozens of 30kmph signs and road markings.</p> <p>The map feature that caused most disbelief however was the indication that Jeffreys Rd would be left as a 50km street. The Clyde Rd end of Jeffreys Rd is a more dangerous area than all of the residential streets in the area put together. There is a well used park and playground , the Fendalton Library and Postal/Service Centre, and the local school and community centre just around the corner. There is very high pedestrian movement and cars constantly using the carpark and kerbside . Vehicles speed down Jefferys Rd. and it is used as a main route from Idris Rd.</p> <p>If you seriously want to improve safety there is no way that reducing speeds on all the neighbourhood roads but leaving Jefferys Rd alone makes any sense.</p> <p>We are all for safer streets, but not for ineffectual box- ticking change that would provide minor inconvenience for many with little if any real safety improvements.</p>	Mike Lindroos
Waimāero Fendalton-Waimairi-Harewood	<p>The interactive map links are not working this morning: the information box comes up but doesn't link or clear so I cannot move the green icon.</p> <p>Therefore, my feedback on proposed speed limit changes to Bryndwr Road is:</p> <p>I fully support a speed limit reduction from 50 km/h to either 30 or 40 km/h for Bryndwr Road, particularly the section of the road between Jefferys Road and Ilam Road. The reason I consider a reduced speed should occur is due to the deep gutters either side of the road that essentially reduce this section of Bryndwr Road to one-way if cars park on the street. Cars frequently parked on both sides Bryndwr Road near the church, the dairy and particularly outside Fendalton Resthome and the back entrance to St Winifreds Resthome. I and happy to be contacted for further comment.</p>	Wendy Williamson
Waipapa Papanui-Innes-Central	<p>My family lives on Richards Avenue. Vehicles travelling along Harris Crescent do sometimes greatly exceed to the speed limit. Though Harris Crescent is not part of your proposal, I support the 30km/hr speed limit for Papanui you have proposed as it will make it far safer for pedestrians and cyclists, in the general area especially children.</p>	Daniel Milosavljevic
Waipapa Papanui-Innes-Central	<p>See attached (13)</p>	Denis Morgan
Waipapa Papanui-Innes-Central	<p>I'm writing to provide my feedback regarding the current Safe Speed proposal that has been put forward for a variety of areas of Christchurch.</p> <p>Although my proposal mainly concerns the Linwood/Bromley area and east side of Christchurch, I'm familiar with most of the Christchurch areas involved so would like this to apply generally to all areas.</p> <p>I am unsure where the apparent "support" for this idea has come from. Certainly most individuals that I know and talk to on a daily basis have been against this idea, even with regards to the central city. It seems likely that most people are unaware of this proposal and have not been encouraged enough to provide their feedback.</p> <p>Speaking for myself, I am against this proposal across the board.</p> <p>I understand that the aim of the proposal is to increase safety, however I do not believe that reducing speeds will actually accomplish this. Most traffic accidents are due to alcohol/substance use, driver distractedness, impatience &amp; general careless driving. Constant road works also don't help this.</p> <p>If you want real improvement regarding safety, you will need to start by addressing the current NZ driving culture (e.g. respecting others on the road, being aware etc).</p> <p>What this proposal will do, if allowed to proceed, will increase the overall frustration and general impatience of Chch drivers. Particularly in areas which actually don't require it (around Linwood for instance). On many of these roads in the proposal, due to traffic and general busyness, most cars are forced to slow down anyway. For example, the Linwood Ave end of Worcester street is already fairly quiet and has a large section with speed bumps. I have rarely seen anyone drive 50kmh anyway, as it's not practically possible. Therefore the speed change here would be redundant and of no benefit.</p> <p>Forcing this change proposal without actually addressing the real issues will end up causing more frustration and dissidence on the roads (and likely more accidents), than any progress on road safety.</p>	

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	I ask that you rethink your entire strategy for promoting road safety in Christchurch and shelve this proposal. Instead, please focus your strategy on the broader issue of NZ driver culture, and promoting respect of other road users.	
Waipapa Papanui-Innes-Central	<p>Spend the money for this project on other projects which will assist people who are begging for money and who may also be homeless.</p> <p>Try to support those young people in small city apartments who may have cars and no place to park them.</p> <p>Upkeep on roads would be very welcome!!!</p> <p>The effort to empower people to send reports of problems with infrastructure is good. If no one complains / reports a problem with infrastructure then nothing happens. I commend the city council for making this easy.</p> <p>Spending this money on planting fruit and nut trees and keeping them watered in public areas is my suggestion as an alternative for spending money on the street speed redesigning.</p> <p>Spend money on marketing and signage reinforcing “drive to conditions”. Remove driving altogether in the city.</p> <p>Make the stadium into a free car park and encourage people to park at that spot and then and walk / bike around the inner city.</p> <p>I am sure the millions being spent on this current proposal and the stadium could get a lot of trees planted and that would give some people something to eat. So many people are on the streets are hungry. Even something seasonal like this is better than nothing and it will help the communities get out with kids to pick fresh fruit.</p> <p>However watch out and avoid planting cabbages, they cost upwards of \$9 at pack’n save. Better not plant those as they will be stolen and sold on the black market.</p>	Henri Shustak
Waipapa Papanui-Innes-Central	<p>On Hereford Street towards the East it’s slow enough as it is.</p> <p>People drive less than 50km all the way to Eastgate – it’s highly frustrating.</p> <p>Please leave the East alone.</p>	Lisa Bailey-Smith
Waipapa Papanui-Innes-Central	<p>It is disappointing.</p> <p>Here is my</p> <p>In addition to the difficulty navigating traffic and multiple speed zones (I drive from Olliviers Road to St Marys on Manchester St and then along Woodham drive past Linwood North School, along Pages to Shortland st every day for school drop off) and the problems with parking within a metre or over driveways there is the option of having speed bumps as a solution. I have discussed this at length with neighbours and we have come to the conclusion that speed bumps require acceleration after and this is disruptive to the residents beside the bump. While we appreciate the boats parked outside the boat place as it means cars don't speed up immediately after the bump and my children have a chance to cross the road safely to their brothers home, this is not a 24 hour solution.</p> <p>More traffic calming and trees would be nice and as mentioned much clearer road markings in change of speeds. I don't care about speeds, but believe 30 should be for highly built up areas (community areas like stammore shops) and schools.</p>	Linda Roderique
Waipapa Papanui-Innes-Central	<p>We are delighted to at last learn the full length of St James Avenue is to be designated a 30k safe speed restriction. Our concerns relate to :</p> <ul style="list-style-type: none"> <li>To avoid traffic lights on Papanui Rd, St James Ave is now a major thorough fare to reach Mitre 10.</li> <li>The straight section is used daily as a speed track by fast cars.</li> <li>The section from Bellevue to Blighs Rd is narrow. If cars are parked on either side, traffic has to give way. This cannot be done safely travelling at 50ks or greater</li> <li>The Ave bounds St James Park, popularly used by dog walkers, children and sports teams.</li> </ul> <p>I do have another concern. I would like to see a sign banning very heavy trucks on St James Ave.</p> <ul style="list-style-type: none"> <li>Very large and heavy trucks use St James Ave intermittently. This causes huge issues entering Windemere Road. The entrance is narrow and certainly not designed to be used by big trucks.</li> <li>The road surface from Bellevue to Harewood Rd is poor and is damaged by very heavy trucks and also speeding vehicles.</li> </ul> <p>I do hope the council will consider this request.</p>	Madeline Price
Waipapa Papanui-Innes-Central	<p>Just tried to use the feedback form on the safe speeds page. Couldn’t get it to display fully on my iPad. Very clunky.</p> <p>So anyway, happy with my street, Medway Street, being slowed to 30 km.</p>	Marion Ogier

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	There are plans for it to no longer be a through street anyway (forced closure of River Road which I don't agree with btw) and the number and way vehicles currently park on Medway means you often have to slow down already.	
Waipapa Papanui-Innes-Central	<p>I just wanted to add weight to NOT lowering of speed limits around Christchurch.</p> <p>Yes, lowering the speed limit around schools when children are starting and finish is just fine, but to reduce the speed limits to 40km/h in other areas is really showing how desperate we are becoming.</p> <p>Stop reducing speed limits.</p> <p>Regards Mike</p> <p>P.S. Sam and Aaron, keep up the good work representing all the normal people that are left in this world. There is still lots of us out here.</p>	Michael Peake
Waipapa Papanui-Innes-Central	I support the 30km/hr speed limit for Papanui (we live on Richards Ave) as it will make it far safer for pedestrians and cyclists, especially children.	Shelley Milosavljevic
Waipapa Papanui-Innes-Central	<p>I and along with many residents of Winters road and the surrounding area are getting very concerned about the increased street racing activity along the street.</p> <p>This is of particular concern given the there is a primary school on the street.</p> <p>30kph sign posted along the length of Winters Road along with speed humps periodically along the street. Also to look at more street lighting as the road is very dark and does not appear to have the appropriate number of street lights.</p>	Thomas Harrison
Waipuna Halswell-Hornby-Riccarton	<p>I would like to make a submission to the Christchurch City Council about my concerns of traffic issues around our village:</p> <p>1) Parking in Kittyhawk Ave: Over crowded parking especially near the main entrance to lady Wigram. People park the cars close to driveways causing a hazard for getting in and out of driveways. In vicinity of lady wigram entrance vistors and staff park on two sides creating a hazardous bottle neck in the streets.</p> <p>2) Speed limit on streets around village: The streets around the village are used as a connection in and out of the industrail area. Speed limits in many occasions is not adhered to, this along with crowded parking near entrance to lady wigram creates hazardous driving conditions and danger to pedestrains.</p>	Dr Afshin Nazmi
Waipuna Halswell-Hornby-Riccarton	<p>We live on Whincops Rd in the Longhurst subdivision , our street is signposted as a 40km but the average is more towards 60 and up. The residents are mostly fine it's the people who use it as a thoroughfare to get too Halswell Junction rd totally ignore the limit.</p> <p>We get tailgated most days and we have been overtaken also when going 40 , horns blasting and the salute. I have rung the Police few times but no action taken I have suggested a mufti car park up and they will see for themselves the speeds done from a community perspective thought they would be keen to try. We have had a Police car parked up and have witnessed tickets issued x 3 of just outside our house in 10 minutes.</p> <p>I have rung CCC also but they suggested the Police , but we need a better roading system that will slow cars down , the 40km signs are great but I think road layout to change some way maybe make the roads not as wide.</p> <p>There has been a cyclist killed on our roundabout and animals killed on our street only a matter of time for a serious accident plenty of families about the subdivision who bike, walk scoot around the place.</p> <p>It can feel like a motorway sometimes outside our house</p>	Brandon Dudley
Waipuna Halswell-Hornby-Riccarton	I would like Sutherlands Road in Halswell to be considered for a decrease in its speed limit. It is currently 60 km per hour which may have been appropriate when it was all farmland but with the amount of subdivision on Sutherlands Road and the surrounding area it is no longer appropriate or safe. The volume of traffic is quite high and traveling at high speeds in an area that frequently ahs children and families walking, biking, and running (given its close proximity to the quarry it is a popular recreation area). Our children use it to bike to their high school and hopefully the Spark Road cycleway will be extended to meet with Sutherlands Road and even through to Halswell.	Bruce Ellison
Waipuna Halswell-Hornby-Riccarton	<p>I live near the Middleton Grange school and totally agree that the speed limit should be reduced with Blenheim road being so busy and cars speeding down Arthur street as early as 7.30 in order to get onto Blenheim road as quickly as possible sometimes on the wrong side of the street. However who is going to monitor this??</p> <p>We have yellow lines which are completely ignored, EVERY SCHOOL DAY morning and afternoon there's at least 12 cars parked on the yellow lines over our driveways and even up our driveways. Traffic infringement are called but because they have to stay visible the ongoing problem is not solved. I contacted the</p>	Christine Waller

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	<p>school after witnessing another near accident and apart from the assistant principal who went out once to look at the situation nothing has changed. Apart from signs to say no parking on the worst areas and cameras that are checked each school day and fines for illegally parking and speeding nothing is going to change. This is not the first survey that I have done on this subject where I suggested what could be done I hope I don't get told again money is the reason nothing is going to be done, eventually there will be a serious accident. I live on Arthur street near the entrance to the primary section of course the speed limit should be reduced to 30 as it should be for all schools, I have witnessed many near accidents some speed some because every school day morning and afternoon the yellow lines are parked on outside number 39 which has a slight curve on the road making visibility difficult. Speed signs are not going to matter who's going to monitor this?? The same people who monitor no parking on yellow lines, parking over driveways up the residents driveways?? Traffic infringement do get called but because they have to be visible when they come out everyone seems to be able to legally park not as they usually do. Speeding down the road has increased since Blenheim road has a lot more businesses there and you can hear cars racing down the streets early as 6.30 sometimes on the wrong side in order to beat the lights changing at Hansons lane/Blenheim road. I did another survey regarding what can be done to improve safety of our street and suggested speed bumps particularly before and after the school entrances but I got an email back telling me there was cost and the council couldn't afford it was appalling that was more important than the safety of the school children and residents. nice to know there's a money value on that !!! But unless you are going to put signs and speedbumps there's no point in doing anything again</p>	
Waipuna Halswell-Hornby-Riccarton	<p>I would like to make a submission to the Christchurch City Council about my concerns of traffic issues around our village:</p> <p>1) Parking in Kittyhawk Ave: Very dangerous coming out our gates especially if cars are parking too close to gates. Parking on one side of the street no room to pass when cars are on both sides of the road. Reduce speed.</p> <p>2) Speed limit on streets around village: Signs showing 40 down Loadstar are in the wrong place should be one larger sign at each end of road NOT in the middle. Parking only on one side of the road. Roads around here are too narrow for parking on both sides.</p>	Denis Mills
Waipuna Halswell-Hornby-Riccarton	<p>Thanks for being open for feedback on Safe Speed Neighbourhoods.</p> <p>While I can understand how the rationale behind reducing speed limits, I would advise also redesigning the road to match, e.g. by adding speed bumps, and by making a road feel narrower and less safe to drive on at high speeds.</p> <p>Drivers drive at the speed they are comfortable with. For example, the complaints on the internet about campervan drivers going slower than the speed limit on regular sections of State Highways, and then going the speed limit on the sections with the overtaking lane, is because the campervan drivers are less comfortable on the regular sections (e.g. where it is narrower, tighter turns, steeper, etc), and are more comfortable on the long, straight, wider-turn sections, which happens to be the overtaking sections.</p> <p>In cities, this is no different - long, wide, straight roads (e.g. Blenheim Road) feel comfortable to drive on at high speed, so getting drivers to drive slower by reducing the speed limit is ineffective. Conversely, narrow, short, curvy roads (regarding narrow, see Worcester Boulevard) feel uncomfortable to drive on at high speed, so drivers drive slower, without any change to the speed limit.</p> <p>Hope that makes sense, and I look forward to redesigned roads.</p>	Ethan Brittain-Morby
Waipuna Halswell-Hornby-Riccarton	<p>We are residents [REDACTED] at the beginning of the newly constructed Cycle Way.</p> <p>We approved of the development initially, thinking that its construction would be a deterrent to speeding and inconsiderate drivers. The speeds are far in excess of those achieved before altering the road. What the allowed speed is proposed, we cannot tell you because there aren't any visible speed signs.</p> <p>The road changes appear to be well constructed, neat and tidy. But this facilitates a natural speedway for the "boy racer's and the most undesirable feature is it creates a high speed passage way for very heavy trucks, truck and trailer units, one combination carrying logs with a truck and two trailers all heavily loaded! This activity is 24/7, sporadically depending on season.</p>	Graham Shearman and Winsome Shaw
Waipuna Halswell-Hornby-Riccarton	<p>Our household are fully in support of an expansion of slow-speed zones. Research suggests that the impact on overall commuting times will be minor, while our kids' safety is enhanced by slower speeds.</p> <p>But more to the point, failure to cut our collective GHG emissions will totally wreck the future of those same kids 1 - 12. Urban sprawl, of course, will hasten the damage by increasing commuting distances.</p> <p>A shift to EVs, while essential, will make relatively little difference in the short time we have left to prevent a global mean temperature rise of 2°C or more. What a pity that our politicians are not showing any leadership, and that so many citizens still refuse to face up to the changes needed to ensure a liveable climate.</p> <p>1. <a href="https://www.rnz.co.nz/news/world/475173/un-chief-warns-of-colossal-global-dysfunction-in-opening-general-assembly-address">https://www.rnz.co.nz/news/world/475173/un-chief-warns-of-colossal-global-dysfunction-in-opening-general-assembly-address</a> 2. <a href="https://www.aljazeera.com/news/2022/6/4/earths-co2-level-passes-a-new-climate-milestone">https://www.aljazeera.com/news/2022/6/4/earths-co2-level-passes-a-new-climate-milestone</a></p>	Graham Townsend and Christine Leaver



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	<p>3. <a href="https://www.theguardian.com/commentisfree/2022/aug/30/car-is-king-accidents-pollution-road-vehicles-public-transport">https://www.theguardian.com/commentisfree/2022/aug/30/car-is-king-accidents-pollution-road-vehicles-public-transport</a></p> <p>4. "Calculations ... show that we are now currently emitting carbon dioxide 200 times faster than those supervolcanic eruptions that caused the most severe mass extinctions."</p> <p><a href="https://phys.org/news/2022-07-supervolcano-co2-emissions-key-climate.html">https://phys.org/news/2022-07-supervolcano-co2-emissions-key-climate.html</a></p> <p>5. <a href="https://www.stuff.co.nz/environment/climate-news/300131202/united-nations-earth-on-course-to-become-uninhabitable-hell-for-millions">https://www.stuff.co.nz/environment/climate-news/300131202/united-nations-earth-on-course-to-become-uninhabitable-hell-for-millions</a></p> <p>6. <a href="https://www.economist.com/briefing/2021/07/24/three-degrees-of-global-warming-is-quite-plausible-and-truly-disastrous">https://www.economist.com/briefing/2021/07/24/three-degrees-of-global-warming-is-quite-plausible-and-truly-disastrous</a></p> <p>7. <a href="https://www.pnas.org/content/117/21/11350">https://www.pnas.org/content/117/21/11350</a></p> <p>8. <a href="https://phys.org/news/2020-05-potentially-fatal-combinations-humidity-emerging.html">https://phys.org/news/2020-05-potentially-fatal-combinations-humidity-emerging.html</a></p> <p>9. <a href="https://phys.org/news/2022-04-billion-people-increasingly-exposed-extremes.html">https://phys.org/news/2022-04-billion-people-increasingly-exposed-extremes.html</a></p> <p>10. <a href="https://www.weforum.org/agenda/2021/06/impact-climate-change-global-gdp/">https://www.weforum.org/agenda/2021/06/impact-climate-change-global-gdp/</a></p> <p>11. <a href="https://climate.nasa.gov/ask-nasa-climate/3151/too-hot-to-handle-how-climate-change-may-make-some-places-too-hot-to-live">https://climate.nasa.gov/ask-nasa-climate/3151/too-hot-to-handle-how-climate-change-may-make-some-places-too-hot-to-live</a></p> <p>12. <a href="https://fortune.com/2019/09/10/cost-of-climate-change-2019/">https://fortune.com/2019/09/10/cost-of-climate-change-2019/</a></p>	
Waipuna Halswell-Hornby-Riccarton	<p>I am writing to provide feedback on the proposed safe speed neighborhoods.</p> <p>Safe Speeds Near Schools: Firstly I support the reduced speed zones near (immediately outside) schools however these should be variable speed during school hours. Much of this has already been implemented around our local schools in Aidanfield and Hoon Hay.</p> <p>Safe Speed Neighbourhoods: I do not support the planned safe speed neighbourhoods / reductions in speed limits that are not immediately outside schools. While speed reductions in the CBD may have reduced crashes, serious injury and deaths, this is a very different environment to suburbs with significantly lower numbers of pedestrians crossing roads and cyclists in general.</p> <p>Rather than reducing speeds from 50km/h to 40 or 30 km/h there should be a focus on enforcement of current 50 km/h speeds along with traffic calming measures such as speed bumps and additional cycle lanes / pedestrian crossings.</p> <p>While The Land Transport Rule: Setting of Speed Limits 2022 requires reduced speed limits around schools, does this national rule require speed in surrounding neighbourhoods to be reduced? If not I would question why these speed reductions are planned?</p> <p>I do not believe that safe speed neighbourhoods will encourage further cycling or walking to / from school. Our local schools throughout Aidanfield and Hoon Hay are well supported with footpaths and generally limited traffic (outside main roads such as Lincoln Road, Halswell Road and Aidanfield Drive) that would support cycling. The reality is that many families now have two working parents (myself included) and simply don't have the luxury of time required to walk / cycle children to school before and after work.</p>	Hamish Mulcock
Waipuna Halswell-Hornby-Riccarton	<p>I would like to make a submission to the Christchurch City Council about my concerns of traffic issues around our village:</p> <p>1) Parking in Kittyhawk Ave: Yellow lines on either side of our two gates out onto Kittyhawk Ave. Very dangerous coming out onto street.</p> <p>2) Speed limit on streets around village: Better signage down Loadstar Rd. Signs in the wrong place (halfway down rd). All roads around village should be no more than 40. Retirement village signs on all 4 streets around village. Maybe even yellow lines down Loadstar Rd</p>	Helen Mills
Waipuna Halswell-Hornby-Riccarton	<p>hornby hei hei area. 30 k down these straight lengths of road will NOT work. 40 k before and after school yes , but not all the time. these are beautiful long straight roads that most people are happy and safe at 50 or most 55k , so don't mess with this or you will just cause more accidents coz people will NOT follow the laws. 50 k is fine.</p>	Holly Traxier Puddle
Waipuna Halswell-Hornby-Riccarton	<p>This is ridiculous. Absolutely dead against it. You will be creating impatient drivers. If you can't handle driving 50kms you shouldn't be on the road. 40kms past schools no problem with that, but 30kms all over the city no way. I don't go in to the city for that very reason. If you think it will get more people riding bikes I think your wrong. If the councilors have to vote on it, I hope all that vote in favour there names are published so I know who not to vote for next elections. Your treating everyone like imbeciles. I don't appreciate it. Absolutely No to 30kms an hour driving round Christchurch. How many multi millions have been spent on cycle/pedestrian ways? To make travel safer for both. There are lots of crossing bays in the middle of the roads now for pedestrians and cycleist to make crossing roads safer. The 30kms an hour in the city makes them very complacent. They just walk out on the road and expect cars to stop for them. people need to take responsibility for their own actions on the roads and footpaths. It will create frustrated impatient drivers.</p>	Jane Mortimer
Waipuna Halswell-Hornby-Riccarton	<p>I would like to make a submission to the Christchurch City Council about my concerns of traffic issues around our village:</p> <p>1) Parking in Kittyhawk Ave:</p>	Jonet Ward

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	<p>Exiting Lady Wigram has become more and more dangerous as cars are parked near the exits and i cant see cars approaching from either side. They come fast so potentially very dangerous.</p> <p>2) Speed limit on streets around village: Far too many cars are speeding in roads around the village. Many do not slow at roundabouts, especially dangerous when walking to the shops and having to cross the roads.</p>	
Waipuna Halswell-Hornby-Riccarton	<p>Recently you opened for feedback around the Safe Speed Neighbourhood Consultation, this has been a long time coming and many residents I am sure appreciate the opportunity to increase safety for their tamariki and rangatahi in schools. However, we do need to acknowledge we have other vulnerable people in our communities such as our elderly and disabled, so while this consultation is a start, it should not be the end. I want to give my appreciation for an interactive map feedback process, but disappointed that there was not an easily found alternative for those who have more general feedback, nor much (if any) engagement with those who do not have access to the internet or the ability to navigate this. As such, this is my submission of a more general nature rather than pinpointing specific areas on the interactive map (which I have done in one location – receipt number 25341A). Schools are the target area for this consultation; however, we do have children that are under 5 – our preschoolers. Our preschools, daycares, kindergartens etc have been omitted from this consultation, and these are also some of our most vulnerable. Our preschoolers are learning road rules, how to cross safely, that cars are dangerous, and they have little impulse and self-control when it comes to making safe decisions. Many schools and daycares are on main roads with a range of speed limits, of which many motorists do not abide by. There is a lack of safe crossing points around these areas and a lack of advertisement that these areas contain a preschool (most schools have “school” signs). Currently there is the lower speed limit enforced for the start and end of a school day, however daycare drop off and pickups are not just at 9am and 3pm. Another area that has been omitted from this consultation which is to target areas our children frequent, is our park, playground, and recreation areas. Our parks are not fully fenced from the roads, there are many that are right on the edge with only a handful of metres before the gutter, a distance a child can cover in a matter of seconds. While many believe that it is up to the parent/caregiver to ensure the safety and education of our children, it is important to understand that our children are their own person, with their own development and desires – sometimes they make decisions in a split second which can be a matter of life and death before a parent or caregiver has the chance to react. Parents/caregivers with multiple children have an even harder job to ensure safety. We as residents, climate change activists and Council, want to ensure we are making a positive impact on our climate, and our households can do this through alternative methods of transport such as public transport, walking, cycling, scootering etc. We should ensure that these alternatives are safe for them, not only through more accessible public transport and cycleways – both of which I support, but by ensuring that all areas our children frequent and are high use of children have slower speeds, and other road user calming methods. Therefore, I request that the Council to consider expanding the slower speed limits to include areas with daycares, preschools, kindergartens etc as well as our park, playgrounds and recreation areas. Our tamariki and rangatahi are important, they are our future, they need to be protected.</p>	Kim Moss
Waipuna Halswell-Hornby-Riccarton	<p>We are in Kilmarnock St and near kindergartens and schools.</p> <p>Our problem is the speeding vehicles at night.</p> <p>I have asked many departments to check it out, or put a speed camera in the block from deans ave to Straven rd but no one is interested.</p> <p>The hoons early Saturday and Sunday mornings are scary.</p> <p>If the speed limit was adhered to, it would be ok.</p> <p>Our problem is ongoing, and all we want is someone to evaluate the problem and put a deterrent, like speed cameras, or a patrol car, from time to time to make the public aware of this.</p> <p>There are also a lot of vehicles which are very noisy.</p>	Lesley Ruske
Waipuna Halswell-Hornby-Riccarton	<p>I would like to make a submission to the Christchurch City Council about my concerns of traffic issues around [REDACTED]</p> <p>1) Parking in Kittyhawk Ave: Would very much like to see yellow lines painted on the road either side of the 2 gateways on Kittyhawk Avenue. It is very hard to see until you are right out onto the road and this is very dangerous. There have been several 'near misses'!</p> <p>2) Speed limit on street [REDACTED] If the speed limit reduction around Wigram Primary school could be extended to the perimeters of Lady Wigram Village this would make exiting the village by car a lot safer plus a lot of residents cross the road to walk down to the supermarket. Reduced speed would make their journey a lot safer</p>	Linda Tucker
Waipuna Halswell-Hornby-Riccarton	<p>I wish to make a comment on your proposed speed reduction in the Halswell area in which I live, and soon to be the entire City. I find it very difficult to accept the decision to reduce 80% of the roads down to either 30 or 40Km/h. Where are the statistics to show all these accidents in the side roads that warrant these speed reductions across the City? Reducing the speed limit is unlikely to slow speeding drivers down as they will continue to speed, but it is likely to cause a lot of frustration to many motorists. It's more likely to increase the number of people who will now be speeding as keeping a modern vehicle to 30Km/h is difficult, regardless of the type of vehicles engine type.</p> <p>Will you be imposing speeding restrictions on E-bikes and E-Scooters, as many of these road users go beyond 30Km/h</p> <p>Reducing speeds increases the time people are on the road, which is likely to have a flow on effect to the cost of deliveries, or callout fees for tradespeople and the like. Also reducing the speeds impacts emergency services response times as they 2 will also be slowed down and this can mean the difference between life and death for someone.</p>	[REDACTED]

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	<p>Having varying speed limits throughout the City is likely to cause confusion for motorists. Everyone will now have to work out if the road they are trying to cross is a 30, 40 or 50Km/h road which will make it more difficult to judge the oncoming vehicles speed. How does that improve safety?</p> <p>Please note I do not wish my comments to be added to your map, and I don't wish to make an appearance at the hearing panel. But my comments should still be heard and recorded. They have as much importance as any one who does attend a hearing or add a comment to your interactive map.</p>	
Waipuna Halswell-Hornby-Riccarton	<p>My only comment is that if there are going to be multiple speed zones over the City and surrounding areas – this will lead to visual pollution and motorists will be confused as to what speed where.</p> <p>Have safe speeds round schools and if 30 is recommended then just apply that everywhere and adjust the lights which come on for the current restricted time periods. All schools should all have the speed lights – creates safe awareness for motorists.</p> <p>I am opposed to 40kmp limits in ‘safe neighborhoods’. Too confusing . Recently travelled across town from Sockburn to Shirley and went through 3 speed zones, 30,40 &amp; 50 kph – all over the shop and signage distracting when driving. Keep consistency</p> <p>Noted that some schools were to have a 10kph limit namely Okains Bay. The quad bikes that drop some of the pupils off don’t go that slow. Not practical. It is my observation that drivers are well over the limit driving from the church to school outside of school hours. Have spent many hours sitting under the shop verandah opposite the school and some driver habits not good.</p> <p>Currently there are confusing speed limits over Banks Peninsula – now 80kph from Chch to Akaroa but 100kph over the Summit Road! Why consideration was not given to having a 90 kph limit from Tai Tapu to Little River and then 80kph for the rest of the roads. This would be like Arthurs Pass and around the seaward Kaikoura – works well but there are still accidents/fatals.</p> <p>The current government zero road toll campaign is ideological pie in the sky. Current statistics are proving that drivers are not listening or taking any notice – road toll is up. Money would be better spent of driver education during learning period and compulsory defensive driving courses provided. Practical learnings at this stage would carry through much longer than the current system where drivers under 25 (undeveloped frontal lobe cognizance) believe they are 10’ and bullet proof. A proper defensive driving course would be twice as beneficial than some cartoon like advertising option.</p> <p>Who is going to police these speeds – the under resourced NZ Police. No doubt they will have blitzes when they need to up their stats/revenue gathering as has been a common option over several decades but denied by the authorities.</p> <p>Whatever options are decided on, please ensure that there is a consistent approach and distraction from signage is considered.</p> <p>Good luck in your deliberations</p>	Margaret Huckstep
Waipuna Halswell-Hornby-Riccarton	<p>I would like to make a submission to the Christchurch City Council about my concerns of traffic issues [REDACTED]</p> <p>1) Parking in Kittyhawk Ave: When coming out of the village onto Kittyhawk Ave it is extremely dangerous as your vision of approaching traffic is obscured by the cars parking right up to the entrance way of the village. 3 carpark need to be taken out and replaced with yellow lines (the same that has been done outside of Summerset on Avonhead in Hawthornden Road. Both entrances on Kittyhawk need to have the yellow lines so that on ecan see approaching traffic.</p> <p>2) Speed limit on streets [REDACTED] This is a major problem all around the Wigram area. The speed limit is 40 but this isn't observed by approx 80% of the vehicle movements around Wigram. There certainly needs more signage, on Kittyhawk Ave I haven't seen any signs of the speed around Kittyhawk. It's all very well to lower speeds but if there is no enforcement, what a waste of time and money. I believe the speed around Wigram School is going to be lowered to 30kms this 30 needs to continue past Lady Wigram to the roundabout of Kittyhawk, and Skyhawk.</p>	Mary Corbett
Waipuna Halswell-Hornby-Riccarton	<p>I would like to make a submission to the Christchurch City Council about my concerns of traffic issues [REDACTED]</p> <p>1) Parking in Kittyhawk Ave: Is awful, trying to see what's coming from either end is hopeless, as the road is very narrow + there isn't enough room for 2 cars on both sides of the road. Yellow lines would be a great help here, both sides of the road. Try coming out of our village, hopeless, can't see what's coming.</p> <p>2) Speed limit on streets [REDACTED] Should be 30-40mph. As there will be a serious accident outside our village, with the speed of traffic + our residents, most are elderly + walk a lot on walkers + electric machines. They don't always hear a vehicle coming.</p>	Mary Froggatt
Waipuna Halswell-Hornby-Riccarton	<p>I am writing to object to reduction of speed limits. Very little consultation has happened with the community other than a push by unelected public servants. Little will be achieved other than to cause more accidents and injuries due to impatience. In town due to lower speed limits pedestrians show little respect for traffic and now step out in front of moving traffic.</p>	Michael Naber

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	<p>More pollution will be generated by vehicles travelling at inefficient speeds probably causing more harm to people than the low number of accidents.</p> <p>Many accidents are suicides and nowhere in the statistics do you account for this. Many people are stepping out in front of trucks or driving into trees etc due to mental illness and stress from the recent lock-downs.</p> <p>The recent local body election's have just recently happened and those voted in where elected to stop this nonsense. This is not a safety issue but political nonsense pushed by a minority.</p> <p>I will be notifying all businesses in Addington that I will not be purchasing from there businesses due to stupid speed limits put in place by Council and until they put pressure on the Council to fix it I will go elsewhere. Pressure from businesses seem to be the only thing Council seem to listen to.</p>	
Waipuna Halswell-Hornby-Riccarton	<p>Simple answer is: IT WILL NOT WORK!</p> <p>Next to no-one obeys the 50kmph limit now!</p> <p>Won't be enforced anyway!</p> <p>Only people who STOP for the Stop sign on the Arthur / Hansons corner do it because of obvious traffic on Hansons!</p> <p>Parking restrictions are only enforced an average of once per term!</p>	Murray
Waipuna Halswell-Hornby-Riccarton	<p>I would like to make a submission to the Christchurch City Council about my concerns of traffic issues a [REDACTED]</p> <p>1) Parking in Kittyhawk Ave: People parking in close proximity to both gates in Kittyhawk Avenue make it impossible to see oncoming traffic without moving that far forward that one is putting one self in a dangerous situation. Both gates badly need no parking yellow lines which should be policed for some time after installation so those parking there will become aware that they will be penalized.</p> <p>2) Speed limits [REDACTED] I am not aware that cars are breaking the speed limit around the village why cause an issue when one does not exist. I do not support reducing the speed limit around the village.</p>	R.L. Froggatt
Waipuna Halswell-Hornby-Riccarton	<p>I would like to know what the justification is in regards to lowering other streets and roads not directly around schools to 40kph As an example the majority of Halswell/Westlake will have there Road speeds dropped from 50kph down to 40kph under the "safe speed neighbourhood" program, now these streets and roads have had 50kph speed limit for 20/30/40+ years without the suggestion of lowering the speed limits before Surely the council should be providing the actual statistics and specific reason on each specific areas on why they believe the speeds should be dropped le How many accidents causing injuries have happened on these streets? How many accidents causing deaths have happened on these streets? How many pedestrians have been hurt or killed by a crash involving cars on these streets? And out of these stats how many were caused by cars traveling above 50kph As other than trying to justify the state of the roads (or the lack of decent quality of road repairs and they way roads are patched like a band aid rather than being fully repaired) is there actually justification to drop the speed limits I wouldn't be surprised if many of these streets in these areas would have had zero instances of the above criteria, so how is lowering the speed limit actually going to make the "neighbourhood safer" if there's actually been no occurrences for this then be measured against And if so isn't this simply just a PR campaign that will actually cost ratepayers money but make no difference in the end results to make these roads safer Surely the council should be providing specific reasons and justifications on why each street/neighbourhoods roads will be reduced in speed and not just brushing it over with a PR campaign And surely it should be easy for the council to provide this information as there must have taken these into account in the decision making process to determine which neighbourhoods will have speeds reduced and which neighbourhoods won't And without actually having justification on how these areas, have a documented history of being unsafe, could leave the council open to legal challenges around their ability to change speed limits within long-standing community areas, which would lead to a further waste in rate payers money Yes there is the data about lower speed limits being safer if there is an accident, but if there is no historic data to back up that these areas are actually unsafe with a 50kph speed limit, surely this leaves the council with no actual justification to lower the speeds</p>	Regan Muirhead
Waipuna Halswell-Hornby-Riccarton	<p>I am a resident of Harakeke Street in Riccarton. I'm writing to support Safe Speed Neighbourhoods and to suggest a 40kph speed limit in our neighbourhood between Kilmarnock Street and Riccarton Road.</p> <p>This section of Harakeke Street which adjoins Riccarton Road has particular safety needs because of :</p> <ol style="list-style-type: none"> <li>1. The Kidsfirst Kindergarten at Number 19</li> <li>2. The Harakeke Club for older folk at Number 7</li> <li>3. The Service lane off Harakeke St which leads to the Caltex station &amp; businesses at 62 Riccarton Road</li> </ol>	Robyn Thomson

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	<p>4. The wide berm/narrowed roadway plus all-day parking which reduces visibility and causes greater congestion on the roadway</p> <p>5. The increased 24 hour street parking due to housing intensification.</p> <p>6. The Fo Guang Shan Buddhist Temple at the corner of Riccarton Road.</p> <p>The Kindergarten has parents and children arriving variously on foot, scooters, bikes on the footpath or roadway, with prams and by car. The street is busy with traffic en route to work and to buy petrol at the Caltex station. The service station draws traffic into the area which often speeds along our section of the street. This presents an increased safety risk for residents, cyclists, families dropping off children at preschool and other motorists.</p> <p>Presbyterian Support transports older folk to and from their day activities at 7 Harakeke Street.</p> <p>The Buddhist temple is also a drawcard for traffic which brings visitors to the gallery, cafe and festivals.</p> <p>Harakeke Street has a wide footpath/berm and a reduced roadway which was installed to discourage speeding in the street but does not deter motorists using it as a 'rat run' to work and the petrol station. They can avoid busy Straven Road and the Riccarton Road traffic lights using this route.</p> <p>At peak times in the evening there is a stream of cars into Harakeke Street exiting the service lane behind the businesses at 62 Riccarton Road. These motorists from Riccarton Road and Mandeville Street often speed from the service lane towards Kilmarnock Street. Since 12 October 2022 when Mandeville Street was closed to traffic from Riccarton Road there has been a noticeable reduction in traffic numbers. This reduction supports the 'rat run' observation.</p> <p>Housing intensification in the street has seen an increase in on-street parking day and night. Even those new residents with garages are obliged to park on the street. Their small units provide no storage &amp; garages are used to store bicycles etc.</p> <p>The wide berms and ever-present parked cars result in the road view being obscured for residents leaving driveways. The narrower roadway also means motorists and cyclists are thrown together to compete for road space and visibility.</p> <p>These factors combine to bring traffic from outside the neighbourhood and to influence traffic behaviour in this section of Harakeke Street. This presents safety challenges for local residents and visitors alike. A 40k speed limit would discourage drivers from 'planting their foot' as they enter from Kilmarnock Street and as they leave the service lane.</p> <p>Given that the street is primarily residential with increasing housing density, this is an opportunity to make it safer for everyone.</p> <p>Thank you for the opportunity to give feedback.</p>	
Waipuna Halswell-Hornby-Riccarton	<p>I would like to make a submission to the Christchurch City Council about my concerns of traffic issues [REDACTED]</p> <p>1) Parking in Kittyhawk Ave: I have lived at Lady Wigram since February 2019 and in the last twelve months since the Rest Home opened there has been a lot of cars parking on Kittyhawk Avenue, sometimes right up to the gates. This makes it hard, when cars are parked right up to the gate. until I am well out onto the roadway where I could be hit. Could you please arrange for 'no parking' lines to be marked on the roadway at the gate with sufficient space for a driver to see out before driving onto the road.</p>	Rosalie Chant
Waipuna Halswell-Hornby-Riccarton	<p>The following is my feedback for South Hornby zone.</p> <p>After reviewing Wigram, Oaklands and Halswell who have Roads limits of 40kms or below ( with minimal to no commercial traffic ie large trucks mixed with residential ) and very small shopping areas I believe a major review of all areas between Halswell Junction, Main South Road and Springs Road.</p> <p>Extra high risk children squashing zones with lots of blind spots are Branston St ... home to lots of trucking repair and packaging companies. Note this Road is also as an excellent 100km per hr short cut from Amyes Rd to Halswell Junction when Amyes Road is banked from the Hub Mall traffic.</p> <p>Other great race tracks with plenty of children , great bends and blind spots are Oriana Crescent, Dunstan Crescent and Blankney Street and Boston Ave.</p> <p>There are plenty of other likely crash zones in this area so take your pick.</p>	Simon Evans
Waipuna Halswell-Hornby-Riccarton	<p>This blanket reduction of speeds throughout the suburbs is absolutely ridiculous. School zones OK. All the rest of the streets is pathetic. Why not ban cars altogether and then the streets will be safer. This is PC gone mad.</p>	Steve Harris

### Submissions received on Safe Speed Neighbourhoods, January 2023

	<p>I believe the consultation process is a total sham and the planners have made up their minds like NZTA reducing the speed limits on Hwy 75 to Akaroa. The people will in fact have no say.</p> <p>Shame on you</p>	
Waipuna Halswell-Hornby-Riccarton	<p>We agree in principle to a safer speed but feel 40km/h is the right, appropriate speed, not 30km/h which we think is to slow, un-necessary and a step to far.</p> <p>Points:</p> <p>There's an existing very wide, very safe, double lane cycle way on the South side of Dovedale Ave (Uni Coll of Ed Campus) along the whole length of Dovedale Ave.</p> <p>There are wide footpaths with berms and on the road landscaped green islands separating pedestrians &amp; cyclists from vehicles.</p> <p>We consider vehicle traffic usage mostly light though moderate at some peak times.</p> <p>Dovedale Ave is a light bus route.</p> <p>Good, effective, user friendly traffic lights are in place on Waimairi Rd at the T intersection of Dovedale Ave &amp; Waimairi Rd for cyclists &amp; pedestrians.</p> <p>Dovedale Ave is quite a wide, generally quiet road.</p> <p>We'd be interested in understanding how the reduced speed will be enforced ?</p> <p>Appreciate if you could keep us updated &amp; informed on how this all progresses.</p>	Vance Oliver
Waipuna Halswell-Hornby-Riccarton	<p>I would like to make a submission to the Christchurch City Council about my concerns of traffic issues [REDACTED]</p> <p>1) Parking in Kittyhawk Ave: I am very concerned about the cars parked too close to the entrance gates to the village. It is very difficult at times to exit the vllage into Kittyhawk Ave from both exits when the cars are lined up both sides of the exits. You usually have to go half way out into the road before you can see if vehciles are approaching.</p> <p>2) Speed limit on streets [REDACTED] I am sure most drivers dont know what 10KMH speed is as most vehicles it is no more than on idle speed. As we live in a villa next to the service gate it is very concerning to see the vehicles move through the gate and accellerate away well in excess of the 10KMH especially some of the staff coming for their 3pm shift. One of the constant offenders is the DX mail delivery driver on his motor bike as he races around the end of the village in excess of the 10KMH</p>	W. J. Rickerby
Waipuna Halswell-Hornby-Riccarton	<p>We would like to make a submission to the Christchurch City Council about my concerns of traffic issues [REDACTED]</p> <p>1) Parking in Kittyhawk Ave: Once the last apartment block is tenanted at the end of this year, Lady Wigram Village will have a population of over 500 residents and staff. Exiting from the Village main gates on Kittyhawk Ave is hazardous as cars park right up to the exit obstructing the view of oncoming traffic. An accident waiting to happen. Please could 'no stopping' yellow lines be painted on the road either side of the entrance way, preferably extended 5/6 meters. The street is too narrow for parking on either side, which often restricts it to almost one way traffic only, compunding the above problem. Ideally parking should be allowed on one side only but that would not suit residnets on the east side, or LWV vistors/staff. One possibility is to alternate parking spacs with no parking zones on either side of the street thus creatubg areas of dual carriage way.</p> <p>2) Speed limit around village: The 40 Km speed limit on Corsair and Lodestar is much appericiated. Could this be extended to Kittyhawk Ave too as part of the measures required to improve road safety around the village.</p>	William (Mac) and Vyvienne Welsh
Waitai Coastal-Burwood-Linwood	<p>I think speeds should be 30km/h or 40km/h max throughout the city. No more than 40 as after that people are encouraged to speed. We know that speed determines the outcome of a crash, and with rising road toles it's just bad news. At higher speeds it's easy for drivers to get distracted. I believe that traffic will continue to move just as smoothly. It's just common sense. I'm not sure why politicians are turning this into a political - one option is safe and one isn't.</p>	Alan McLean
Waitai Coastal-Burwood-Linwood	<p>Yes, 30km/h would be definitely help for our neighborhood. However probably people ignore the speed limit. We have seen many cars going so fast, especially in Wyon Street. Its because its a long straight street and quiet as its tucked in. What is really needed is speed bumps - which slow them down because the bumps will damage the bottom of the cars.</p> <p>Just the other day we heard loud boy-racer noise which sounded very close to us. My partner (and other neighbors)went to have a look outside and saw big burnout on our street. The burnout is still there at Hulbert Street.</p>	Ayuko Miyahara
Waitai Coastal-Burwood-Linwood	<p>I am writing in favour of reducing the speed on Hay Street Bromley but think it should be 30km not 40km. Below is the reason why I hold this opinion.</p>	Debbie Rawiri

### Submissions received on Safe Speed Neighbourhoods, January 2023

	<p>As a resident of over 10 years I can hear cars speeding down our street reaching speeds in excess of 100km. Sometimes cars race down the street because it is wide and has a long straight before they need to brake for a bend just past Butterfield Street. I've even waited to hear metal hit a pole or worse someone's house. I have asked police to put a speed camera van down Hay Street before to highlight the speeds travelled by some motorists who think they are on a race track but this never happened. They did however put a booze bus here multiple times. I was always surprised that there wasn't an accident and someone killed. Well this has happened now according to neighbourhood reports. Many children use this street to get to school. The only blessing is the traffic islands on the corner of Hay Street and Linwood Avenue that enables them to at least cross half way safely. In order to enforce the new speed there will need to be judder bars or narrowing of the road. A mere road sign wont work because that is what is already on our street and for the most part ignored by those who want to travel in excess of the legal limit.</p> <p>Congratulations for finally doing something to protect our children and make our neighbourhoods a safer place to live. The people who live in close proximity of me also agree but they do not use the computer and therefore I am speak on behalf. My grand daughter who is now 13 years old has lived here all her life. We never allowed her to check the mail on her own because of the speed cars travelled and the letter box is unprotected by a fence. We value her life so much that we went to this extreme and now at high school we have relaxed this rule but still feel like we have to watch her. If this was your mokopuna and you lived with the constant threat of a speeding vehicles that could end their life in a second I'm sure no one would call this extreme. This is something we felt strongly about as a whanau and protecting our baby from reckless speeding road users was our responsibility.</p>	
Waitai Coastal-Burwood-Linwood	<p>We live in carnarvon street..linwood..Christchurch</p> <p>We do not want the speed reduced please..</p> <p>We own our house and pay our rates We like the speed as it is in our street..</p> <p>Perhaps you might like to put you efforts into fixing the roads and making them smoother to drive on</p>	Elizabeth Parkinson
Waitai Coastal-Burwood-Linwood	<p>My issue with the road I mentioned however, may not be on your list of changes. It is where Brougham Steet merges from two lanes into one and continues along to Garlands and Opawa Road. There is a huge container business now in Ferrymead increasing freight daily.</p> <p>The amount of trucks and their speed is a huge noise, and I believe safety issue. In that small stretch there is a walkway, heritage Maori site and homestead, older persons housing and a community garden. Although pedestrians are not the issue it is the quality of life for the local residents.</p> <p>We have lived here since before the earthquakes and trains often came past, but they are nothing as noisy as what we have now. Neighbors complain of not sitting outside, houses shaking and this noise begins about 3am daily. If we can reduce the speed we are hoping desperately it will help and reduce the chances of car crashes.</p>	Lara Paterson
Waitai Coastal-Burwood-Linwood	<p>Can't get the cool map thing to work but would really like to see the speed limit on Dacre St, Buckleys Road and Worcester St reduced to 30kmph and potentially some speed bumps. We get a lot of motoring enthusiasts coming down our street during the day which go at speeds that are at odds with the kids that play on the road (my kids included!) - have seen a few worrying close calls.</p> <p>It seems appropriate that if you were going 80kmph around Dacre you would get an instant loss of licence instead of just demerits.</p>	Pollyanne Pena
Waitai Coastal-Burwood-Linwood	<p>Just giving our views on reducing the speed in neighbourhood areas. We live on Compton street Woolston which is the only through street between Harwood Street and Tilford Street. Cars travel at high speeds through our street daily. A choice is going to be killed at some point because of these idiots. Lower our speed to 30 or put in speed humps to slow it down.</p>	Terry Woodward
Waitai Coastal-Burwood-Linwood	<p>I live on Woolley Street [REDACTED]</p> <p>I understand there had been speed issues on streets in the Avondale area and by the tyre marks around some streets it was plane to see.</p> <p>Speed is normally high on Woolley St in the typical rush times where some are running late for work or late to drop off kids at Chisnallwood school.</p> <p>Naturally the police can not be everywhere, they have more important tasks to follow.</p> <p>What concerns me is the half hearted approach of painting 40 on the road and putting up 40 signs. I'm sure they weren't cheap so if serious about dropping speeds, complete the task by putting in speed humps.</p> <p>I feel history has time and time again shown the lack of uptake on public submissions.</p> <p>I'm not willing to take time off work to address a hearings panel when in my heart I feel it will fall on deaf ears.</p> <p>I'd reiterate that there is no point incurring the cost of reduced speed zones without enforcement to up hold it.</p> <p>I'd strongly suggest a door knock survey for properties along recently reduced speed zones would be beneficial.</p> <p>My thoughts mat be incorrect so a survey would be a great guide.</p>	Tony Harrison
Waitai Coastal-Burwood-Linwood	<p>Hello Council Members</p> <p>It has come to my attention that the Christchurch City Council is planning to reduce car speed limits in many areas and that Waimairi Beach is not included.</p> <p>I am writing to you to urge you to add Waimairi Beach to the reduction in car speed limits.</p>	Ursula Klein and Irene Deliefde

### Submissions received on Safe Speed Neighbourhoods, January 2023

	<p>This is an area where many families with children live. It also has many elderly retired people. Some side streets and back houses converge on to the main road Aston Drive and we have already had accidents. The main road Aston Drive has already become a street where people speed and at night do burnouts.</p>	
	<p>I am in favour of the proposed speed limit changes for Christchurch.</p> <p>I believe that these revised speed limits will be beneficial for everyone in Christchurch. Reducing these speed limits will make the roads safer, not only for motorists, but pedestrians, cyclists and those using public transport. Reducing the speed limits will therefore also encourage the use of these other modes of transport, as they would be much safer, and also more competitive with driving in terms of time spend in transit than they are currently.</p> <p>This speed reduction, along with continued improvements to the cycle and public transport networks, such as protected cycle lanes and dedicated busways will go a long way to reducing the overall carbon footprint of the average person in the city, while also reducing congestion and improving safety on our roads. Overall, I welcome and support these changes to the speed limits in Christchurch, however I think that further measures must also be taken to truly allow for multiple-use road infrastructure to work properly.</p>	Jackson Davey
	See attachment (#9)	Dave Duffy



# Safe Speed Neighbourhood Submission

This submission supports the intent of the proposals to make the environments safer around all schools and surrounding neighbourhoods.

This submission supports the principle of an area-based approach to changing speed limits to provide more consistency in communities, settlements and around schools.

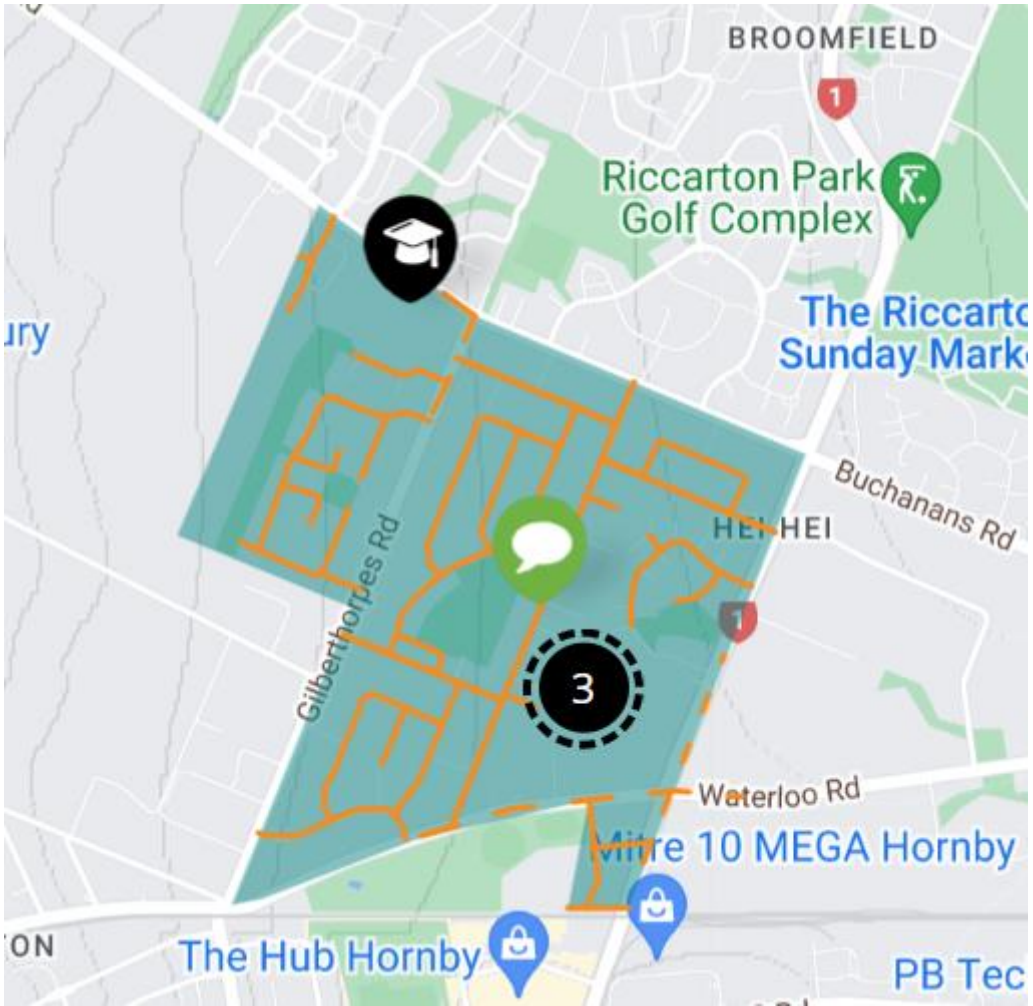
This submission supports the intent of the proposals to reduce speeds from 50km/h to 30km/h in appropriate areas.

This submission does not support the planned implementation of lower speeds around schools and neighbourhoods that have been identified as already supporting lower speeds without the need for traffic calming measures. It is recommended that the Council adopts a targeted and risk-based approach that focuses efforts on areas that are in considerable need of interventions to provide for safer environments in and around schools. These interventions must consider the reallocation of space in the road reserve, narrowing of streets and traffic calming.

This submission considers that areas should be prioritised for interventions based on the level of risk to school children in and around schools.

This submission considers that ‘signs and lines’ are often ineffectual, and that physical interventions and traffic calming measures must be rolled out to high-risk / high-priority areas first before other areas.

The remainder of this submission relates to the Hornby and Hei Hei School Area.



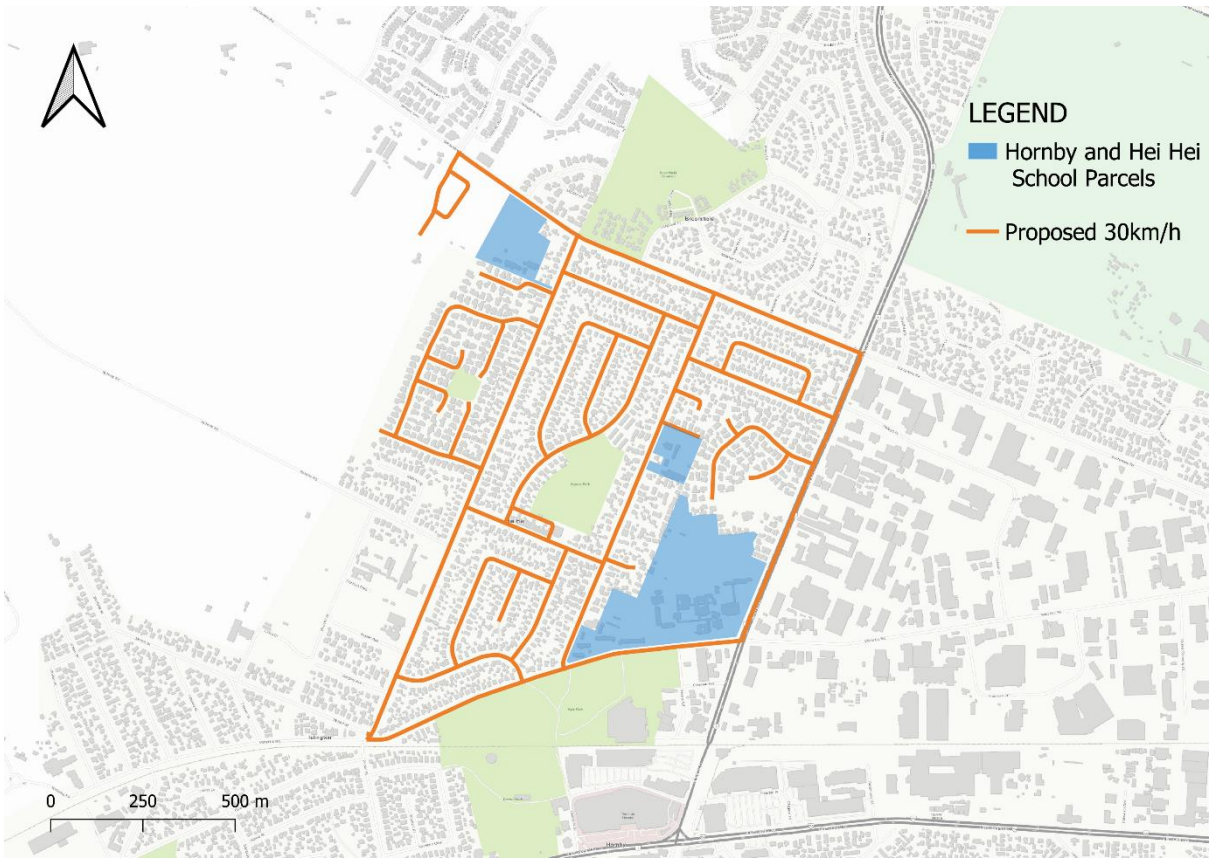
Submission attachment #1

This submission considers that the Hornby and Hei Hei School Area comprised of Gilberthorpe School, St Bernadettes School, Hornby Primary School and Hornby High School is a high-risk / high-priority area. This area is bounded by State Highway 1 to the east, and is intersected by a series of long, straight and wide arterial roads. This area adjoins an area of significant industrial land use as well as a key throughfare on Buchanans Road to quarries at Pound Road. Due to this areas position between State Highway 1, Buchanans Road, Waterloo Road and Pound Road industrial land uses and quarries there is a large number of heavy vehicles that move through the area in addition to light vehicles. Vehicle speeds in the area often exceed the 50km/h which is evidence that signs and lines would be an ineffectual intervention in this area and would not serve in curbing vehicle speeds.

This submission supports the identification of the Hornby and Hei Hei School Area for the for speed neighbourhood programme due to the unsafe vehicle speeds in this area coupled with the cluster of schools in the area. This submission considers that the Hornby and Hei Hei School Area should be extended to reflect at least a 400m walkable catchment. Please see Map A for 400m buffers of school parcels. This map should be used alongside District Plan zoning maps and school zoning maps to adjust the boundaries of the Hornby and Hei Hei School Area.



Furthermore, this submission considers that the proposed speed limits should be amended. The speed limits for the current the Hornby and Hei Hei School Area have been considered. Please see Map B for for recommended change. for recommended changes.





28 October 2022

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Christchurch 8013  
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[www.ecan.govt.nz](http://www.ecan.govt.nz)

**Environment Canterbury submission on Safe speed neighbourhoods**

Thank you for the opportunity to provide feedback on the Christchurch City Council’s safe speed neighbourhoods proposal. As the public transport service provider in the Canterbury region, this proposal directly impacts the public transport network, and we are keen to work with Christchurch City Council to ensure a positive outcome for our community. Please find below our submission.

- Environment Canterbury is supportive of safe speed neighbourhood changes and acknowledges the benefits for road safety and active transport modes.
- Approximately half of our network will be impacted, in some way, by the proposed speed reductions. The extent of the impact is hard to quantify without the detailed designs for the safe speed neighbourhood. We therefore request that Christchurch City Council projects teams engage Environment Canterbury staff in the detailed design for safe speed neighbourhoods for roads utilised by public transport.
- We request that Environment Canterbury’s public transport operations team is consulted on:
  - any road calming infrastructure that will impact the public transport network
  - or any temporary traffic calming in place through the implementation phase

This will ensure that we can work together to ensure any new road calming infrastructure slows down speeds but is appropriate to support the joint outcomes sought for public transport, including reliability of services and safety for drivers and customers etc, and that the impacts to the public transport network are limited. Any design must be suitable for heavy vehicles. For example, any traffic calming on public transport routes, which reduces roads or portions of that road to one way, would not be suitable. We note that buses can be an effective way of reducing traffic speeds.

- Most of our bus routes travel past schools, but we believe the impact of variable speed limits outside schools will be minimal to the public transport network. Many schools already have a 40kmph speed limit, we believe the reduction of the speed limit to 30kmph will have minimal impact on the overall route reliability.

Thank you for the opportunity to provide this submission. For any clarification on points within this submission please do not hesitate to contact me on [REDACTED]

[REDACTED]

Yours faithfully,

[REDACTED]

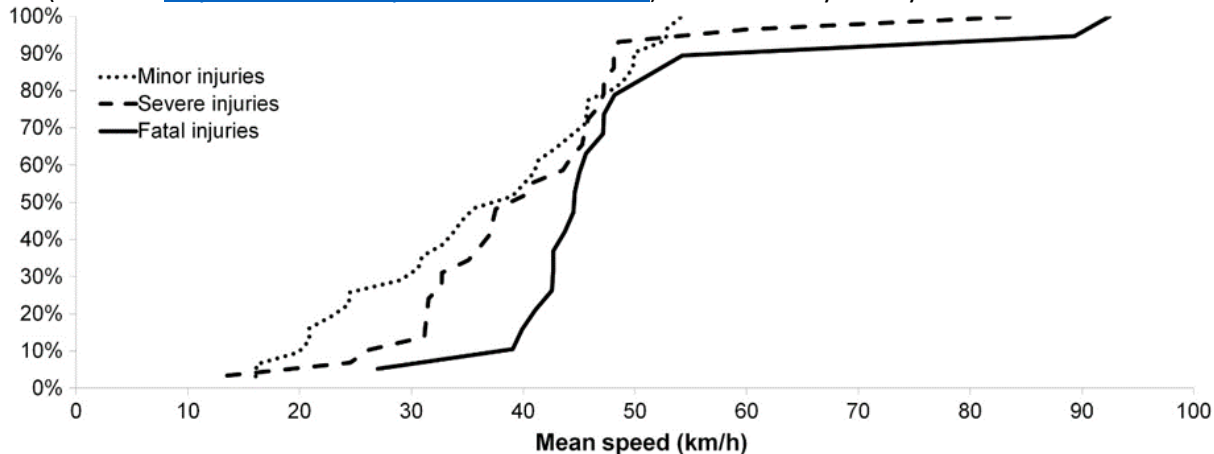
Environment Canterbury,  
Public Transport Operations Planner

## Safe speed neighbourhoods 541 - Simon KINGHAM Submission 2<sup>nd</sup> Jan 2023

The proposal for council is 30km/h around Schools and in some residential areas, and 40km/h in the most of the rest of the residential areas. My professional view is that this is not evidence based. My problems with the proposal as it currently stands are based on two key points:

1. The evidence is really clear that you get **real benefits of lower speed limits at 30km/h** not 40km/h. These are as follows:

a. The **risk of injury or death** are a lot lower at 30km than 40km (and much, much lower at 50km). This figure (found at <https://futuretransport.info/vision-zero/>) shows it really clearly.



Some visualisations of why are here <https://futuretransport.info/vision-zero/>

- b. **Greenhouse gas emissions** are minimised with 28.2 km/h speed limits, and 20km/h for larger vehicles (<https://futuretransport.info/wp-content/uploads/2022/05/Urban-Transport-Modelling-2022-05-16.pdf>)
- c. **NO2 emissions** are lowest with 20km/m speed limits (<https://futuretransport.info/wp-content/uploads/2022/05/Urban-Transport-Modelling-2022-05-16.pdf>), and NO2 from traffic is now estimated to cause 2,000 deaths each year in NZ (<https://www.stuff.co.nz/environment/129187840/air-pollution-contributes-to-premature-deaths-of-3300-adults-in-one-year>)
- d. Lower speed limits **add virtually no time to journeys** (<https://www.nzta.govt.nz/assets/resources/568/RR-568-Travel-time-savings-and-speed-actual-and-perceived.pdf>) and (<https://futuretransport.info/impact-of-maximum-speed-on-journey-times/>) and this neat visualisation shows why ([http://videos.futuretransport.info/cars\\_15\\_20\\_30\\_test\\_car96.mp4](http://videos.futuretransport.info/cars_15_20_30_test_car96.mp4))
- e. 30km/h speed limits have been described as the “**most effective thing a local authority can do to reduce health inequalities**” by one of the UK’s most eminent health inequalities experts, Oxford Uni professor Danny Dorling ([https://www.dannydorling.org/wp-content/files/dannydorling\\_publication\\_id4033.pdf](https://www.dannydorling.org/wp-content/files/dannydorling_publication_id4033.pdf))
- f. **Noise levels** are also reduced (halved).

2. I think the mixture of 30km/h and 40km/h is going to be:

- a. **confusing** (as you move away from a school the limit will suddenly go from 30km/h jump to 40km/h with no change in the nature of the road. If you look at the map you will see what I mean. It will be far easier and clearer if as soon as you turn off a ‘main’ road, you know it is 30km/h, and,
- b. **expensive**. There will need to be lots of signs 30km and 40km to indicate the change.

I think a uniform 30km/h speed limit across all residential streets away from main roads is entirely evidence based.

I wish to be heard in support of my submission

Ngā mihi

Simon Kingham

Plus comments:

09563E

**5B39A9**

**96B424**

**5F5E51**

**5081B1**

15 November 2022

Christchurch City Council  
PO Box 73012  
Christchurch 8154

Tēnā koutou

## **Submission on Safe Speed Neighbourhoods**

1. Thank you for the opportunity to submit on Safe speed neighbourhoods. This submission has been compiled by Te Mana Ora (Community and Public Health) on behalf of the National Public Health Service and Te Whatu Ora Waitaha. Te Mana Ora recognises its responsibilities to improve, promote and protect the health of people and communities of Aotearoa New Zealand under the Pae Ora Act 2022 and the Health Act 1956.
2. This submission responds to the specific proposed speed limit changes provided in the consultation document.
3. This submission sets out particular matters of interest and concern to Te Mana Ora.

## **General Comments**

4. We welcome the opportunity to comment on the Safe Speed Neighbourhoods programme. The future health of our populations is not just reliant on hospitals, but on a responsive environment where all sectors work collaboratively to address the determinants of health.
5. Transport is an important determinant of health, sickness and injury. The mechanisms of this relationship are numerous. Road safety, vehicle emissions and air quality, physical activity levels and accessibility are some of the many factors associated with transport that have a profound impact on population health and wellbeing<sup>1</sup>.

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<sup>1</sup> Shaw C, Randal E, Keall M, Woodward A. Health consequences of transport patterns in New Zealand's largest cities. N Z Med J.



6. When transport and land use planning acknowledge and take these factors into account at the highest level of strategic policy-making, there is potential to make significant gains in improving health and wellbeing and reducing inequity and healthcare costs<sup>2</sup>.

## Specific Comments

7. Te Mana Ora supports the proposals put forward by the Safe Speed Neighbourhoods Programme.
8. The risk of death or serious injury to a person walking or cycling decreases significantly with reductions of vehicle speed. A person walking or cycling hit by a vehicle that is travelling at 30km/h has a 90% chance of survival. However, if they are hit by a vehicle travelling at 50km/h, their chance of survival decreases to 20%<sup>3</sup>. Once the impact speed reaches 70km/h, the chance of survival is virtually zero<sup>4</sup>. This is particularly relevant around schools and developed urban areas where the reduction of the speed limit would further improve safety for all road users.
9. Te Mana Ora seeks ways to encourage more people to walk, scooter and cycle more often – for both utility and recreational trips. These are affordable ways to travel, and it also creates a safer, more liveable, socially cohesive community. We acknowledge that many users perceive the road network as an uncomfortable and unsafe space to do so. Speed of vehicular transport is a key influencer of whether people perceive the trip is safe to do so by active transport. This is especially true for parents and caregivers considering how to get their children safely to school.
10. Te Mana Ora supports sustainability and increasing walking and cycling in our cities to reduce congestion, reduce emissions, increase economic activity, promote community accessibility, improve personal safety and security and improve public health<sup>5</sup>.

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2018;131(1472):64–72. Epub 2018/03/23. pmid:2956593

<sup>2</sup> Mizdrak A, Blakely T, Cleghorn CL, Cobiack LJ (2019) Potential of active transport to improve health, reduce healthcare costs, and reduce greenhouse gas emissions: A modelling study. PLoS ONE 14(7): e0219316. <https://doi.org/10.1371/journal.pone.0219316>

<sup>3</sup> Fridman, L., Ling, R., Rothman, L. et al. (2020). Effect of reducing the posted speed limit to 30 km per hour on pedestrian motor vehicle collisions in Toronto, Canada - a quasi experimental, pre-post study. BMC Public Health 20, 56  
<https://doi.org/10.1186/s12889-019-8139-5>

<sup>4</sup> Ministry of Transport, 2008. Raising the Profile for Cycling and Walking in New Zealand: A guide for decision-makers. Retrieved from: <https://can.org.nz/system/files/RaisingtheProfileWalkingCyclinginNZ.pdf>

11. Te Mana Ora also strongly recommends that the timeframe for the implementation of the safe speed limits around schools be rolled out sooner than by the end of 2027. Making these changes will dramatically improve the health of children in Ōtautahi Christchurch and therefore we recommend that this work is prioritised. Te Mana Ora suggests that all schools in Christchurch and Banks Peninsula make the transition to be safe speed schools by the end of 2024.

### Other comments

12. Transport options and policies, and urban design influence the health and wellbeing of New Zealanders, as they can influence people's everyday behaviours and experiences.
13. Enabling and supporting active transport in urban design and strategic policy decisions can, for example, increase individual physical activity and reduce air pollution, both of which have significant implications for population health<sup>5</sup>.
14. Additionally, recent research by Waka Kotahi NZ has highlighted the strong relationship between wellbeing and mental health and transport, noting that transport modes and choices have an impact on mood, transport satisfaction, life satisfaction, subjective wellbeing, and psychological distress<sup>6</sup>. Increased car traffic and high traffic speeds have a negative impact on social cohesion and connectedness whereas active transport has been shown to increase levels of social connectedness and daily social contact, which are critical for wellbeing and positive mental health<sup>6</sup>.
15. Further, there is consistent and growing evidence that increasing walking and cycling levels in the population achieves substantial economic return over the long term<sup>7</sup>. Outcomes most often considered are savings from reductions in health care costs, absenteeism, air pollution, congestion, and greenhouse gases, as well as gains in fuel savings. Direct economic benefits have also been reported for retail and other

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<sup>5</sup> Harrison, G., Grant-Muller, S. M., & Hodgson, F. C. (2022). Understanding the influence of new and emerging data forms on mobility behaviours and related health outcomes. *Journal of Transport & Health*, 24, 101335.

<sup>6</sup> Wild, K., Woodward, A., Tiatia-Seath, J., Collings, S., Shaw, C., & Ameratunga, S. (2021). The relationship between transport and mental health in Aotearoa New Zealand. Waka Kotahi NZ Transport Agency.

<sup>7</sup> Community and Public Health. 2012. Review of studies that have quantified the economic benefits of intervention to increase walking and cycling for transport. <http://www.cph.co.nz/Files/QuantEconBenefitPhysicalActive.pdf>

businesses from investing in walkable communities with high amenity values and proximity to frequently used destinations such as shops, eating places, schools, and parks<sup>7</sup>.

## **Conclusion**

16. Te Mana Ora does not wish to be heard in support of this submission.

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

18. Thank you for the opportunity to submit on Safe speed neighbourhoods.

Ngā mihi



**Vince Barry**  
**Regional Director Public Health Te Waipounamu**  
**National Public Health Service**



*Halswell*  
**RESIDENTS ASSOCIATION** (inc)

The Chairman:  
2 McDermott Place,  
CHRISTCHURCH, 8025

**Submission:** Safe Speed Neighbourhoods (Christchurch City Council)

**Wish to speak at hearing:** yes

**Date:** 25 November 2022

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

The Association Chairperson is John Bennett; David Hawke is Secretary, and Adele Geradts is Treasurer. The Association can be contacted by email at



- 
1. Back in November 2016 and before there was “Road to Zero”, Halswell Residents Association took a proposal to Halswell – Hornby - Riccarton Community Board asking them to endorse “Vision Zero”.
    - a. The impetus for our initiative was the often-hidden after-effects that many of our group reported having experienced the consequences of a traffic “accident” in their wider families or networks and the effect on our community.
    - b. Our Community Board not only endorsed Vision Zero, but encouraged us to request endorsement from the then – Infrastructure, Transport & Environment Committee of City Council. This request was successful, in mid-2017.
  2. Encouraging caregivers to have their children use active modes to school is important to us, just as many of us walked or biked to school in their youth.
    - a. However, this requires caregivers to feel confident of their children’s safety.
    - b. An important component of this feeling of safety (or otherwise) comes from the volume and speed of vehicle traffic.
    - c. This feeling of safety is borne out in statistics which show that even a small decrease in vehicle speed makes substantial changes in the effect of a child being hit by a vehicle.
  3. Broadly speaking, we support the proposed changes, but are concerned about confusion arising from multiple speed limits in a small area and about a lack of enforcement.
  4. Halswell is a rapidly growing part of SE Christchurch, and the area has three large primary schools and two smaller schools with routes to school that can be challenging. In particular:
    - a. Halswell School abuts SH 75 at a difficult intersection with Larsens Road, and a good number of students live on the other side of either SH 75 or Sparks Road;

## Submission attachment #5

- b. Oaklands School has a good number of students who live in Aidanfield on the other side of Dunbars Road, and adjacent streets such as Ensign Street and Nottingham Avenue are subject to rat-running;
  - c. Knights Stream School has a good number of students who live east of Whincops Road and Murphys Road, as far as Sabys Road;
  - d. Aidanfield Christian School is on Aidanfield Drive, which has lots of through traffic, known issues with speeding and with a blind corner quite close to the school;
  - e. Seven Oaks School is situated at the intersection of Quaifes Road and Murphys Road, both of which are already busy with through-traffic and are likely to get busier with more subdivisions in both Halswell and Selwyn District.
- 5. We are pleased that the issue with Aidanfield Drive speed is finally being addressed, and that the proposed speed limit fits its surrounding area.
- 6. We think that the areas designated for speed limit change around schools should include these rat-running or otherwise busy through streets i.e. Dunbars Road, Murphys Road, and Whincops Road.
  - a. We cannot understand why Dunbars Road remains at 50 km/h. It is an anomaly in an area mostly designated for either 30 km/h or 40 km/h, and must be crossed by many students heading for Oaklands School.
  - b. Murphys Road and Whincops Road are already at 40 km/h, but this limit does not recognise the fact that both roads must be crossed by children heading to Knights Stream School.
  - c. Murphys Road needs a school zone designation to 30 km/h for its full length, as does Whincops Road.
- 7. As we see it, Road to Zero has three pillars:
  - a. An engineering change (in this case, speed limit changes);
  - b. To be accompanied by road user education – in this case, well placed “Your speed” advisory panels, then
  - c. Enforcement – in this case, by NZ Police.
- 8. The proposed changes are only job part done. What is needed next from City Council:
  - a. A commitment to installing real time “Your speed” advisory panels across the city. This meets the educational component of Road to Zero;
  - b. Working with NZ Police to enforce the new speed limits;
  - c. A commitment to improving crossing safety (both perceived and actual) at busy roads such as Halswell Road (at Larsens Road), Sabys Road, Dunbars Road, Ensign Street, Murphys Road, and Whincops Road.

## Submission on Safe Speed Neighbourhoods Christchurch City

**To:** Christchurch City Council

**Submission on:** Safe Speed Neighbourhoods Christchurch

**Name of Submitter:** Fire and Emergency New Zealand

This is a submission on the reduction of speed to 40km/h or lower within some neighbourhoods in Christchurch City. The areas identified at this stage will centre around schools and neighbourhoods identified as supporting lower speeds without traffic calming measures and will only include 'signs and lines'. The specific elements that Fire and Emergency's submission relates to is the provision for timely and adequate emergency access through the area.

### Fire and Emergency's submission is:

Fire and Emergency New Zealand (Fire and Emergency) has a responsibility under the Fire and Emergency New Zealand Act 2017 (FENZ Act) to provide for firefighting activities to prevent or limit damage to people, property and the environment. As such, Fire and Emergency has an interest in street upgrades to ensure that, where necessary, appropriate consideration is given to fire safety and operational firefighting requirements.

Fire and Emergency has principal objectives of reducing the incidence of unwanted fire and the associated risk to life and property, protecting and preserving life, and preventing or limiting injury, damage to property land, and the environment. To achieve these objectives, Fire and Emergency requires adequate access to developments to ensure they can respond to emergencies. In addition to fire safety and response, Fire and Emergency's functions under the FENZ Act include involvement with transport accidents, medical emergencies and hazardous substances incidents.

In reducing speed limits, this can create negative impacts on Fire and Emergency's ability to respond to emergency events. When reducing speed limits, emergency response speed for fire appliances is reduced as fire appliances are only allowed to go drive at '25km above the applicable (posted) speed limit'. For example, when 50km/h speed zones are reduced to 30km/h, this will result in a 26.66% increase in response times therefore reducing response times to fires but also medical events.

In Christchurch, response times from pre-quake to post quake have increased between 95% and 135% from the six fire stations located within Christchurch City due to the speed reductions and other factors such as redesign of streets.

### Fire and Emergency seek the following decision from the local authority

- Fire and Emergency are consulted with prior to any further safe speed changes throughout Christchurch City particularly if this results in traffic calming measures such as raised platforms, reducing road widths or other factors.

Fire and Emergency welcomes any questions on this submission and looks forward to continuing to work with Christchurch City Council.

## Submission attachment #6

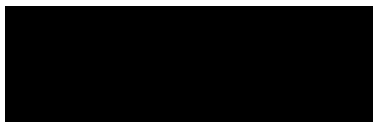


Jessica Mangos  
Planner, Beca Ltd.  
on behalf of  
**Fire and Emergency New Zealand**

**Date:** 29.11.2022

**Email**

**Telephone:**



**Addington Te Kura Taumatua submission on Safer speed neighbourhoods consultation November 2022**

**Context**

- Addington School has been at its site at 22 Brougham Street since 1881.
- With little in the way of central or local government offices or facilities, the Addington community looks to the school for leadership in responding to local issues. A good example of this was the process by which we engaged our local community with the then Spreydon-Cashmere Community Board and Waka Kotahi over the Collins Street crossing of Brougham Street. The improvement resulting from this process has been a source of considerable community pride.
- The school has a substantial number of families with English as a Second Language. This provides the families concerned with particular challenges in meeting the expectations and conventions of our city.
- Recognising our school's diversity, we take particular efforts to provide an inclusive and caring school culture for everyone.
- Our school has a vision of being a welcoming place for our community 24/7. To this end, we have just finished a major rebuild of our playground. This redevelopment includes a bike pump track, a basketball hoop, a vegetable garden, and a quiet space for people to sit and reflect.
- We also envisage the school being used as a meeting space available to the community. This already occurs, obvious examples being the community workshops and subsequent meetings with Waka Kotahi about SH 76.
- The school has a roll of around 230 Year 1 – 6 students and includes a conductive education unit catering for children with a diverse range of motor disorders. The school is classified as Decile 3.
- Most children attending our school live locally, on one side or other of Brougham Street. Those walking, scootering or biking to school mostly cross at either Collins Street or Selwyn Street, and use local streets to get to these crossings and to or from school.

**What we like about the proposal**

1. The permanent 30 km/h limits through much of Addington.
  - a. This area has a high population density, and it is really important that people feel safe walking, scootering or biking to school or anywhere else in our community.
  - b. Furthermore, lowered vehicle speed cuts noise levels making active travel to and from school more attractive; they will also make our community more liveable.
2. The inclusion of a school zone along Brougham Street is great. Our school has been on its site for much longer than its use as a transport arterial.
  - a. We are particularly happy that it covers to school's enrolment zone.
  - b. As well as safety benefits, it will cut down the noise for people accessing the school and make active travel a more pleasant experience. Presently, the noise from vehicles (especially trucks) is extremely intimidating and generally unpleasant.
3. The choice of 30 km/h limits rather than 40 km/h limits. The difference to the attractiveness of active is enormous, the improvement to outcomes is highly significant if someone should get hit by a vehicle, and the improvement to community amenity is profound.





*Speeding rat-runners, such as this one turning into Macaulay Street, are a curse on our neighbourhood and compromise the safety of people walking, scootering or biking to and from our school*

#### **What is missing from the proposal**

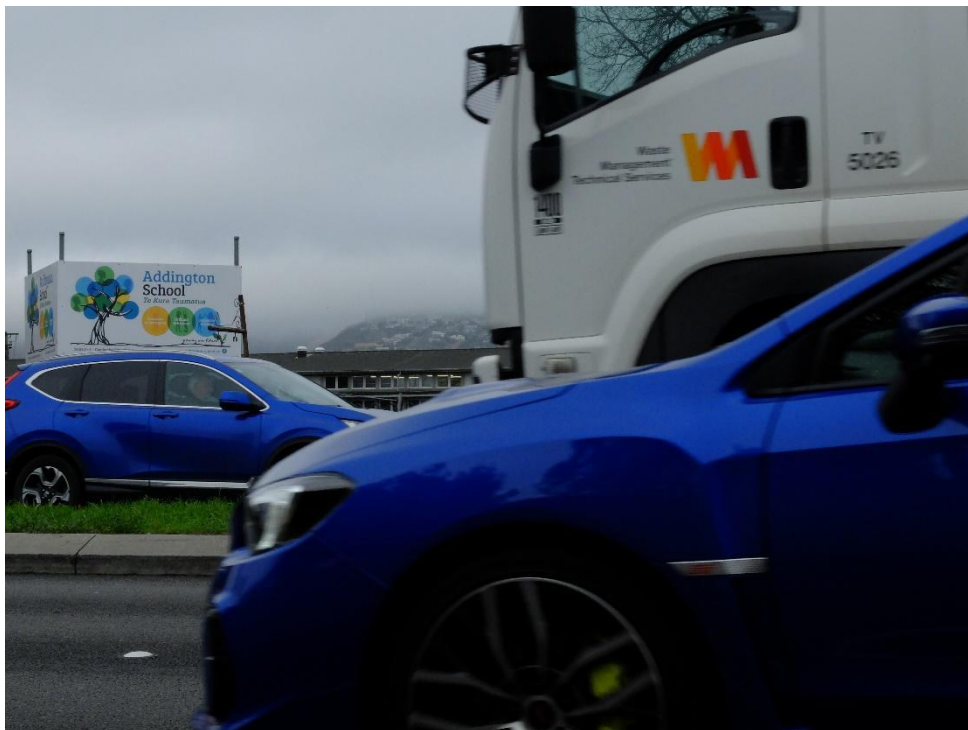
1. There are no proposed changes for the area in our school's enrolment zone to the NW of Lincoln Road. These streets must be included in the 30 km/h changes.
2. The proposed school speed zone along Brougham Street is too short. It needs to be extended east to Selwyn Street, in the same way to what is proposed west of Simeon Street.
  - a. Along Brougham Street is an important route to our school especially as one gets closer to the school.
  - b. Such an extension would also facilitate a speed camera gantry at the Selwyn Street intersection, thereby helping ensure that the new limits are translated to driver behaviour.
3. The proposed 30 km/h zone along Brougham Street is restricted to school opening and finishing times; we would like it to operate either 24/7 (reflecting the use of our school by the community) or throughout the school day.
4. Coronation Street remains at 50 km/h, yet must be crossed by many coming to and from our school.
5. Selwyn Street remains at 50 km/h.
  - a. This street bisects our school's enrolment zone, so some of our students must cross it to get to school.
  - b. This street is an important route to Christchurch South Intermediate, one of the key destination schools when children finish our school at the end of Year 6. We want these children to continue their active travel habits from our school.

## Submission attachment #7

6. Strickland Street north of Milton Street remains at 50 km/h, but is a key route for some children travelling to our school.

### What needs to happen next

1. The proposed changes are insufficient on their own. City Council now needs to:
  - a. Take other engineering methods to discourage rat-runners through our school's neighbourhoods while preserving access for our school community.
  - b. Make a commitment to installing real time "Your speed" advisory panels to educate people of the need to adjust their speed. It also needs to work with NZ Police and Waka Kotahi to enforce the new speed limits.
  - c. Ensure that Waka Kotahi include a speed camera gantry on the proposed walking overbridge across SH 76 at Collins Street.
    - a. Inclusion of this gantry was part of the community feedback to Waka Kotahi, but you need to help the community make sure it happens and isn't "left out".
  - d. Make a commitment to improving crossing safety (both perceived and actual) at busy roads such as Selwyn Street, for example by installing better road markings and (ideally) signalised crossings at key crossing points.
  - e. Work with our community to evaluate the effectiveness of the changes and identify future improvements.



*Establishing a 30 km/h school zone along Brougham Street, rigorously enforced using fixed speed cameras, would be a great enhancement to our school and its community.*



**Tracey McLellan**

MP for Banks Peninsula

03 3764512

[Tracey.McLellanMP@parliament.govt.nz](mailto:Tracey.McLellanMP@parliament.govt.nz)

642 Ferry Road, PO BOX 19 661,  
Woolston, Christchurch 8241

[f /traceymcclellanlabour](https://www.facebook.com/traceymcclellanlabour)

14 December 2022

Christchurch City Council

Hannah Ballantyne

By email: [Hannah.ballantyne@ccc.govt.nz](mailto:Hannah.ballantyne@ccc.govt.nz)

Dear Hannah

**Safe Speed Neighbourhoods Programme**

I wish to submit on the above Programme in relation to the suburb of Redcliffs.

Since 2015 the Redcliffs Residents' Association (RRA) has advocated for a speed reduction along Main Road, Redcliffs and were advised in 2016, and again in 2020, that the issue would be addressed as part of the Main Road Master Plan. I understand CCC has deferred implementation of the Main Road Master Plan for at least 10 years.

In order to improve public safety for pedestrians and cyclists, I support RRA's bid for a reduced speed limit (to 40kph) to be implemented on Main Road from the Causeway to Redcliffs, extending through to Moncks Bay.

A reduced speed limit could be achieved by utilising existing paving and splitter islands in the area between 170 Main Road (BP Petrol Station) and 109 Main Road (ex-New World site, corner Main Road & Augusta Street).

I strongly support a permanent speed limit of 40kph from the end of the Causeway to Redcliffs and through to Moncks Bay; and temporary 30kph limits immediately around Te Raekura Redcliffs School during the appropriate school hours.

Warm regards

A handwritten signature in black ink, appearing to read "Tracey McLellan".

**Dr Tracey McLellan**

**MP for Banks Peninsula**





## **Safe Speed Neighbourhoods**

Date: **15 December 2022**

To: **Christchurch City Council**

From: **Waimāero Fendalton-Waimairi-Harewood Community Board**

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## **Introduction**

1. The Waimāero Fendalton-Waimairi-Harewood Community Board ('the Board') appreciates the opportunity to submit on the Council's proposed Safe Speed Neighbourhoods Project.
2. The board understands that the changes to the school speed zones have been mandated by a national law change.
3. If the Council plans to hold hearings on this consultation, the Board does wish to be heard in support of its submission.

## **Comments**

4. The Board is generally supportive of the Project, when introduced as part as one of the many tools to address road safety in the community. Traffic safety near schools and suburban residential areas is one of the topics that the Board receives feedback about from our local community and this project will help our residents to feel safer. The Board does wish to record its concern that a mixture of 30km/h and 40km/h speed limits will be confusing and complex, and suggests that a consistent, pragmatic speed limit be adopted for both zone types. The Board submits that clear, well-designed signage and road markings will be required to avoid confusion. These need to be designed with care to avoid an accumulation of visual pollution within our city. The Board assumes the Council will proactively engage with online map providers to ensure the correct speeds are updated for those traffic users relying on this technology.
5. The Board has noticed a substantial increase in concerns about speeding as well as anti-social driving in both residential and semi-rural areas of our Board area. The Board expects that a coordinated approach, including Police enforcement and traffic engineering options, will be required to ensure the speed limit reductions are observed and the safety benefits are fully realised. The Board seeks information about the Council's plan to monitor and ensure compliance.
6. The Board recommends that the school speed zones should prioritised, with the greatest priority given to schools with the highest most traffic counts in their immediate proximity, locations where the Council has received a high number of complaints about safety, or locations where crash data demonstrates a safety concern. The Board makes the following specific comments about the school speed zones:
  - 6.1 The Board requests priority be given to the school speed zone in Merivale between Carlton Mill Road and Blighs Road. There are a number of schools in this zone and we receive regular feedback from our residents that they do not feel safe on the roads in this area. This part of the city is experiencing significant housing intensification and associated traffic growth and the Board submits that this area is one of the highest priorities to receive traffic safety improvements in our Board area.
  - 6.2 The Board requests priority be given to the school speed zone around Russley School.

- 6.3 The Board further requests that the Council consider adding Bentley Street and Woodbury Street to the school speed zone for the Russley area. Bentley and Woodbury Streets are used by many students on their journeys to and from school which fits with the criteria for the school speed zones. These streets have high demand for on-street parking which significantly impairs visibility for students crossing the road, and because Bentley Street is used as a rat-run to access State Highway 1 the operating speeds are also not appropriate for these conditions.
- 6.4 The Board recommends that the variable speed limit on Merrin Street be extended to the Avonhead Road roundabout.
- 6.5 The variable speed limit on Harewood Road near the SH1 roundabout will need to be designed carefully. People driving from SH1 onto Harewood Road will not be expecting a 30km/h speed limit so soon after leaving a highway.
- 6.6 The board also has concerns about the impact of these measures will have on the section of Main North Road (where it lies within the Harewood Ward), and Memorial Avenue. These roads carry high volumes of traffic.
- 6.7 The Board has received specific feedback about unsafe speeds on Apsley Drive and asks the Council to consider making the full length of this road 40kmh.
7. The Board recommends that the neighbourhood speed zones be delivered after the school speed zones are completed. The Board further recommends delivering these zones in stages to allow the Council to review their effectiveness, and adjust the design for the delivery of future stages in line with the design elements that have proven to be the most effective in reducing operating speeds. The board recommends a study period of at least 6 month to allow data to be collected, reviewed and analysed to fully understand the positive, negative and neutral impacts of the measures introduced.
8. It is clear from comments made on the interactive map, along with feedback we receive directly from local residents, that our residents are concerned that this project will not address underlying traffic safety issues associated with congestion. We receive regular anecdotal reports of cars riding up kerbs and driving on footpaths to avoid congested areas, along with bottlenecks caused by roads being too narrow to accommodate two lanes of traffic due to cars being parked on both sides. Our Community is asking us to take a more strategic approach to planning a response to all these issues alongside the speed limit reduction. The Board submits that this would lead to a better quality outcome and help our residents to understand the tools we have to address traffic safety. The Board would like the Council to investigate additional clearways as another tool to enhance efficiency and safety in congested areas.

### **Outstanding Questions**

9. The Board is concerned that the implementation of this project could lead to increased congestion and an associated increase in carbon emissions. In the context of the Council's declaration of a Climate Emergency, the Board seeks clarification on the Council's position on this plus information about the Council's plan to manage this risk.
10. The Board further seeks detailed information about the Council's plan to ensure the speed limit changes do not have a negative impact on business and the cost of doing business within the city
11. The Board seeks information about the Council's plan to monitor and ensure compliance with the reduced speed limits.

12. The Board seeks information about how this project will be funded, including whether Waka Kotahi will be contributing towards the costs of changes that they have mandated (which includes the cost of engagement as well as physical infrastructure).
13. The Board seeks clarity on the application of the school speed zones on public holidays and during school holidays, and in particular for variable speed zones where different nearby schools have different hours or days of operation.

A handwritten signature in black ink, appearing to read 'Jason Middlemiss', with a long horizontal flourish extending to the right.

**Jason Middlemiss**

Chairperson

Waimāero Fendalton-Waimairi-Harewood Community Board Submissions Committee

21 December 2022

Papanui Service Centre  
5 Restell Street  
Christchurch 8013

Christchurch City Council

PO Box 73024  
Christchurch 8154

By email: [engagement@ccc.govt.nz](mailto:engagement@ccc.govt.nz)

[ccc.govt.nz](http://ccc.govt.nz)

Tēnā koe,

## Waipapa Papanui-Innes-Central Community Board Submission on Safe Speed Neighbourhoods

### 1. Introduction

The Waipapa Papanui-Innes-Central Community Board ('the Board') thanks the Council for the opportunity to submit on this consultation. It does so in accordance with its role to represent, and act as an advocate for, the interests of its community in the Papanui-Innes-Central area.

### 2. Submission

The Board is generally supportive of the safe speed neighbourhoods proposal, particularly in respect of safe speeds near schools, suggesting that further consideration be given to the following areas:

- Papanui Primary School: It is submitted that lowering the speed along the balance of Winters Road and in its side streets would appropriately support safety in proximity to the school and safe school journeys, recognising the importance of clear signalling of a slow speed zone well in advance coming off the Christchurch Northern Corridor. The Board noting with support such public comments on the interactive consultation map relating to this area as:
  - *"I would like to see a reduction in speed around the Grimseys road, winters rd and Saraband av area. It is a high traffic area for children getting to and from school and reducing the speeds would certainly make it safer."*
  - *"Because of the underpass, Grimseys Road is often used by people biking to and from Papanui Primary School. Other people bike along this road for other reasons as well. Suggest the south portion of Grimseys Road is reduced to 40km/h."*

- Redwood School: it is submitted that lowering the speed on side streets to the south of Prestons Road in proximity to the school would similarly support safe school journeys for this school. Not only would a greater volume of school-related cyclists and pedestrians converge at these side streets, the lowering of speeds at the different approaches to the school appropriately signals entering an area where greater vigilance and care should be exercised.

The Board also notes that it frequently hears concerns about low levels of enforcement in respect of speeds in the area, highlighting the importance that this proposal proceed in conversation with the Police to ensure it will be supported with enforcement measures.

The Board would like the opportunity to speak to this submission if hearings are held, and thanks the Council for considering its submission.

Nāku noa, nā



Emma Norrish  
Chairperson  
Waipapa Papanui-Innes Community Board



16 December 2022

Hannah Ballantyne  
Engagement Advisor  
[hannah.ballantyne@ccc.govt.nz](mailto:hannah.ballantyne@ccc.govt.nz)  
Christchurch City Council  
53 Hereford Street  
Christchurch 8154

Beckenham Service Centre  
03 941 6633  
66 Colombo Street, Beckenham  
PO Box 73027  
Christchurch 8154  
[ccc.govt.nz](http://ccc.govt.nz)

Hello,

## Submission on Safe Speed Neighbourhoods

The Waihoru Spreydon-Cashmere-Heathcote Community Board appreciates the opportunity to provide a submission on the Council's Safe Speed Neighbourhoods proposal.

The Board's statutory role is, "to represent, and act as an advocate for, the interests of its community" (Local Government Act 2002, section 52). The Board provides this submission in its capacity as a representative of the communities in the Spreydon-Cashmere-Heathcote area.

We know that lower speeds save lives, prevent serious injuries and promote healthy, low emissions travel. We strongly support improving safety for children getting to and from school by lowering speed limits to 30 kilometres per hour around schools. We urge the Council to also reduce neighbourhood speed limits to 30 kilometres per hour (instead of the proposed 40 kilometres per hour).

In addition to the proposed areas, we also ask that the following areas have speed limits permanently lowered to 30 kilometres per hour:

- Main Road around Redcliffs School (permanent 30 kilometres per hour instead of the proposed variable speed limit) and the rest of Redcliffs. This is part of the Main Road Masterplan, for which the community has been advocating for years. This would improve safety in the area and promote a village feel.
- The hill areas of Cashmere, St Martins and Mt Pleasant, which already support lower speed limits due to their terrain.
- Selwyn Street, which has multiple schools along it, is proposed to have many variable speed limits during school hours. We ask that the street is permanently reduced to 30 kilometres per hour for safety and consistency.
- Cashmere Road / Dyers Pass Road / Centaurus Road / Colombo Street roundabout and the immediate vicinity around the Cashmere shops due to high numbers of pedestrians and cyclists, including many school children. Specifically, Cashmere Road from Thorrington Road to the roundabout, Centaurus Road from the roundabout to Remuera Avenue, Dyers Pass Road from Rhodesvale Terrace to the roundabout, and Colombo Street from the roundabout to Malcolm Avenue.
- Cashmere / Wilsons / Centaurus Roads roundabout and the immediate vicinity (permanent 30 kilometres per hour instead of the proposed variable speed limit) to improve safety for the large

number of school children who walk and bike through the roundabout and must compete with the high number of vehicles.

- Flinders Road in Heathcote, which is a narrow, windy road that already supports lower speed limits.
- The area bounded by Lincoln Road, Whiteleigh Avenue and the railroad, as these narrow streets already support lower speed limits.
- We ask that preschools are included in reduced speed areas as our youngest children also need safe routes to and from school.
- We ask that Cracoft is considered for future speed limit reductions.

We ask that implementation of the speed reduction programme is expedited as much as possible, and that the Council allocates budgets accordingly.

The Board would like to speak to this submission.

Ngā mihi,



Callum Ward  
Chairperson, Waihoru Spreydon-Cashmere-Heathcote Community Board

**Submission to Christchurch City Council  
Safe Speeds Neighbourhoods/541.**

Submitter Details

Name: Denis Morgan

Address:

E-Mail:

Cell #:

Dear Council.

Thank you for the opportunity to comment; my area of interest is **Murray Place/McDougal Avenue.**

I note from the interactive map the proposed speed limit is to be 30 KPH.

1. I support the change for the following reasons.
  - a. There has been a noticeable increase in speed on the 2 streets, and an increase in traffic on the 2 streets over the past 10 years.
  - b. Neighbourhood comments agree the 2 roads in question are becoming a by-pass from Papanui Rd to St Albans Street as motorists seek to avoid Merivale shopping precinct, thereby increasing traffic volume in Murray Place + McDougal Avenue, at speed.
  - c. There is strong competition for parking in the area with the growth in hospital zones/buildings, and resource consents for businesses being granted, all without compulsory on-site parking. Often cars speed into a residential driveway to back-pedal to secure a car park.
  - d. The Council has narrowed Murray Place; the granting of numerous commercial and hospital developments since, within the Merivale + St Albans precinct, has caused strong demand and competition for on-street parking. There is full-time parking on both sides of both streets (including all day parking in restricted areas) and both streets are now effectively single carriageways. Many of the developments are hospitals and rest homes which has seen an increase in the frequency and size of service vehicles (food, milk, laundry etc).

All of d. above reduces the safety to residential users, especially pedestrians and cyclists. Residents are often excluded from commercial planning hearings, and consultants for the applicants use phrases such as “the effects on traffic will be no more than minor”. The outcome is as we see it now with CCC looking to control traffic speed to create a “safe speed” environment.

2. If there are going to be rules, there needs to be monitoring and compliance practices; that is enforcement.
  - a. At present there is little or no monitoring of restricted parking.
  - b. There is no monitoring of the current speed limit.
  - c. There is often “poor” parking (hard up to or over driveways, over yellow lines, over footpath crossings, on the verge or across the footpath) and there appears to be little monitoring or action on this. (Council have advised to phone if such practices are seen but is it up to residents to report poor behaviour?).
  - d. A change of rule will do little if not enforced – voluntary behaviour is not working now, and Council is not enforcing simple parking rules.

Thank you for this opportunity to submit.  
I do not wish to be heard.

Denis Morgan



December 2022

## Submission on Speed Limits

Back in July of this year, the Addington Neighbourhood Association wrote to Karolin Potter, the then Chair of the Spreydon - Cashmere Community Board, regarding vehicle speed limits in Addington, Christchurch.

A number of residents have contacted the Addington Neighbourhood Association regarding traffic speed in the residential streets of Addington . Residents are concerned with the significant inconsistencies in speed limit across the suburb and consider the speed limits in many parts of the suburb are too high for the narrow and increasingly congested streets.

### 30kph

On behalf of Addington residents, the ANA is seeking a consistent 30kph speed limit across all streets in the suburb.

### Map 1

To illustrate the current inconsistencies in speed limit, we have supplied an image of the Addington area boundaries ( marked with heavy black broken lines ), according to historian John Wilson, who wrote the book *Local Lives; A History of Addington*.

Some streets on the map are highlighted in various colours:

- \* Blue represents a 60kph area, the Brougham Street Expressway. and Blenheim Road.  
Brougham Street Expressway speeds are currently under review by Waka Kotahi.
- \* Red represents the 40kph area between Selwyn Street and Lincoln Road, from Brougham Street to Harman Street.
- \* Green represents the 30kph area around the Selwyn Street shops and Addington School .  
Lincoln Road has reduced to 30kph after bus-lanes were completed in November 2022 .
- \* Yellow represents streets which are 50kph .

These inconsistencies in speed cause confusion for drivers and lead to rat-running ( ie. Taking short-cuts to avoid congestion ).

Additionally, Addington streets are narrow and increasingly congested, due to housing intensification and workers parking in the suburb during the day. There is increasing conflict between cyclists, pedestrians and motorists.

Speed marking should also be placed on the roadway surface, to make drivers more aware of the reduced speed, including when changing streets within the 30kph area.

Note Selwyn St end of Rosewarne Street has no signs and some drivers do not realize that they are still in a 30kph area..

### Brougham Street

We accept that Brougham Street will probably remain at 60kph ( but hope Waka Kotahi will decide to reduce it ).

### Selwyn and Antigua Streets

Selwyn and Antigua Streets will possibly remain at 50kph, because of the high traffic volumes which use them ( although at peak times , this is an aspirational speed at best ), but because Addington is a transit suburb, which motorists pass through to enter or leave the Central City, it

would be more consistent for Selwyn and Antigua Streets to also be reduced to 30kph. Precedent for a reduction on a primary transit route has already been set by 1.Lincoln Road 2. Selwyn Street shops and ;3.Ferry Road reductions to 30kph.

We have previously been told that a reduction to 30kph is unlikely, as it is too low a speed, but argue that 30kph should be introduced in all Addington streets for the following reasons:

1. The recent Lincoln Road changes include a permanent reduction in speed to 30kph for the section between Barrington Street and Moorhouse Avenue. Now is the time to make co-ordinated changes which reflect more consistency of speed for a primarily residential area.
2. 30kph is a safer speed for areas trying to encourage more pedestrian and bicycle traffic. This was the reason given by CCC for reducing many Central City streets to 30kph. and is Waka Kotahi's reason for the Safer Streets programme. Lower speed equates to better survival rates , should there be an accident.
3. Proposed changes to the Brougham Street Expressway and the related upgrades are likely to lead to more motorists " rat-running " through minor residential streets, in an attempt to avoid the necessary road works required by the upgrade. We hope that a slower speed limit would discourage such behaviour.
4. Higher density housing with insufficient off-street parking , compounded with reduced on-street parking, is causing competitive behaviour to get what on-street parking is still available. Many people who work to the North of Moorhouse Avenue park in Addington streets during the working week. Some people are parking where they should not, making it difficult to negotiate the streets..

We need a solution that will slow the traffic without reducing the number of car parks that are available for the rapidly increasing number of residents coming into our suburb. Putting more street obstacles in place might slow the traffic, but it is at the cost of needed parking spaces.

Road humps are not always successful in getting cars to slow down. Traffic calming measures were installed throughout Addington in the 1990s. These have been helpful, but can only do so much if not augmented with lower speed limits. Slower speeds make it safer for motorists to enter or exit their parked vehicles.

5. We need to discourage speed , but allow for a situation where an alternative route might be needed through minor streets, so cannot block entrances to streets, nor create a maze of cul-de-sacs , as some cities have done. An example of this was during the Mosque Attack event, when a part of Brougham Street was closed and heavy traffic ( including buses ) was redirected down Burke Street, which is very narrow in parts.

We are pleased that Waka Kotahi is now looking at reducing Christchurch speed limits around schools to 30kph. We would strongly support the following changes:

1. A blanket 30kph limit in the whole of Addington ( as designated in the map supplied ), to reduce confusion for drivers and include all areas where children might reside or travel by bicycle. This should also reduce the amount of signage required, as 30kph would take affect until leaving the area.

2. To include Antigua Street, Selwyn Street and Brougham Street Expressway at 30kph would give more consistency of speed for the area..

3. A reduction of speed to 30kph on Brougham Street Expressway could reduce the need for an overhead pedestrian bridge near Addington School, and thus save millions of dollars.  
It would certainly make it easier and safer for residents to enter and exit their properties.

Regards

Cathy O'Malley, Chairperson

Christine Blance, Deputy Chairperson

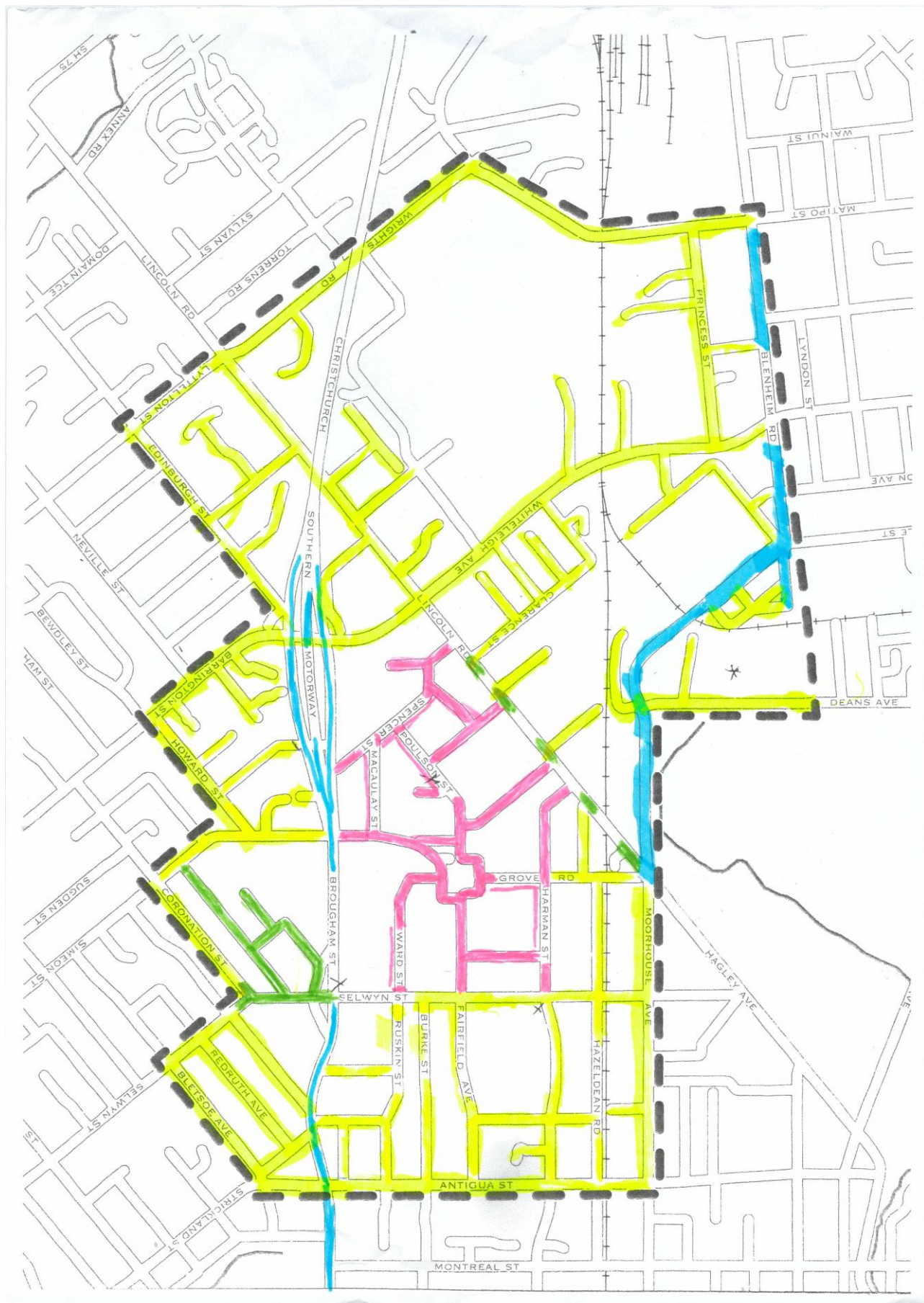
Graham Robinson, Treasurer

and Gareth Wright, Secretary

on behalf of

Addington Neighbourhood Association,









**la Ara Aotearoa Transporting New Zealand Incorporated**

**submission to**

**Christchurch City Council on  
Safe Speed Neighbourhoods**

Email: [engagement@ccc.govt.nz](mailto:engagement@ccc.govt.nz)

la Ara Aotearoa Transporting New Zealand  
PO Box 1778  
Wellington  
Ph: (04) 472 3877  
Contact: Nick Leggett CEO

December 2022

## **Ia Ara Aotearoa Transporting New Zealand submission to Christchurch City Council consultation document on: Safe Speed Neighbourhoods**

### **1. Representation**

- 1.1 Ia Ara Aotearoa Transporting New Zealand Incorporated (Transporting New Zealand) is made up of several regional trucking associations for which Transporting New Zealand provides unified national representation. It is the peak body and authoritative voice of New Zealand's road freight transport industry which employs 32,868 people (1.2% of the workforce), and has a gross annual turnover in the order of \$6 billion. This is part of a wider transport sector that employs 108,000 people, or 4 percent of the country's workforce and contributes 4.8 percent of New Zealand's GDP<sup>1</sup>.
- 1.2 Transporting New Zealand members are predominately involved in the operation of commercial freight transport services, both urban and inter-regional. These services are entirely based on the deployment of trucks both as single units for urban delivery and as multi-unit combinations that may have one or more trailers supporting rural or inter-regional transport.
- 1.3 According to Ministry of Transport (MOT) research (National Freight Demands Study 2018) road freight transport accounts for 93% of the total tonnage of freight moved in New Zealand.

### **2. Introduction**

- 2.1 Transporting New Zealand provides sector leadership and believes we all need to operate in an environment where the following must be managed and co-exist:
  - The safety and wellbeing of our drivers and other road users, our drivers are our most valuable asset
  - The impacts of transport on our environment
  - The transport of goods by road is economically feasible and viable and it contributes the best way it can to benefit our economy.
- 2.2 Transporting New Zealand welcomes the opportunity to comment on the Safe Speed Neighbourhoods programme which is part of the integrated national road safety strategy. Where you are adopting an area-based approach to changing speed limits to provide consistency in communities, settlements and around schools is intended to help drivers know when they are travelling in a safe speed area.
- 2.3 Christchurch City Council (CCC) has requested feedback on its proposals to reduce speeds from 50 km/h to 30 km/h around schools and neighbourhood streets to 40 km/h, as well as some local roads in Banks Peninsular. This is the

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<sup>1</sup> [Transport factsheet \(mbie.govt.nz\)](https://www.mbie.govt.nz/transport-factsheet)

start of a wide change over a lengthy period of time with safe speeds rolling out over the next 10 years, as funding allows.

2.4 In brief the proposal's rationales include:

- Safe Speed Saves Lives – speed is the difference between walking away relatively unharmed, or being seriously injured or killed in a crash
- Planned safe speed neighbourhoods - when everyone travels a bit slower people feel safer using the street
- Safe speeds near schools – key action of Road to Zero Strategy to set limits around schools by the end of 2027
- Safe speeds in Banks Peninsula – speed limits have already been reduced in several areas, and over the next two years speeds will be lowered to 30 km/h on roads on or around all schools
- Safe Speeds in new subdivisions – speeds will be aligned to the One Network Frameworks national classification system to determine functions of roads and inform decision making.
- Road to Zero Strategy – to significantly reduce death and serious injury on our roads by 40 percent by 2030

2.5 CCC's intention is that its changes in speed limits on local roads will be implemented in the next three financial years, with more safe speeds rolling out over the next ten years as funding allows.

### **3. Submission**

- 3.1 In principle Transporting New Zealand supports the Safe Speed Neighbourhoods proposal changes that will be implemented in these communities. We believe this also links into Government's broader Road to Zero strategy. The roads are the workplace for many of our members. No transport operator wants to send their staff out to work each day and have any of them not come back, or end up in hospital with serious injuries, and nor do they want to injure any third party.
- 3.2 As a general comment, we urge CCC to genuinely focus on developing an overall safer system, and implicit in that is taking a systems approach. Underpinning our plea is our growing concern that too many roading authorities have a strategy that is predominantly based on posting lower speed limits, and that in itself is not a good means of changing driver behaviour and achieving better outcomes.
- 3.3 When the speed limit changes are implemented across the area proposed by CCC, its intended goals are less death and serious injury. These goals are not well defined on a community level and appear to be relying on a lot of public commentary on the perceived risks. In the absence of empirical data that clearly identifies the actual risk and intended goals, Transporting New Zealand is concerned that consultation is being undertaken and decisions and changes will be made without all the effected parties being well informed.

- 3.4 In 2016 Christchurch City Council introduced a 30 km/h zone within the central city business district (CBD). We understand the number of crashes resulting in death or serious injury reduced: in the two-year period 2020-2021 there were 60% fewer serious crashes than there had been in the two-year period 2014-2015, prior to the lower speed limits being introduced. This is a highly populated and congested part of the city therefore a 30 km/h speed limit seems appropriate. However, many of the areas where speed reductions are being proposed do not have an environment similar to the CBD therefore we are concerned that these may not make sense to many road users leading to high levels of non-compliance.
- 3.5 Transporting New Zealand is concerned that across the national network there is a high degree of inconsistency between posted limits and the respective road environment. There is little discernible change in the road environment and it is often difficult for drivers to ascertain the appropriate limits and there is high dependency on the posted signs. As a consequence, compliance is inherently problematic. In the interests of fairness to road users and to help with enforcement we ask:
- The roads subject to speed limit changes are clearly evident and as such this makes good sense to all users and are “self-explaining roads”. The design and construction should provide natural cues to drivers to operate their vehicles at a safe and appropriate speed.
  - Variable speeds around schools in the 30 km/h area are well designed, clear to all road users and only operate at times when the risk is expected. Outside school hours and holiday times the areas need to be cognisant of the risk profile changes.
  - CCC should pay attention to road maintenance and ensure the signs are clearly visible and road user sight lines are not unnecessarily obstructed by objects like roadside vegetation.
  - CCC work closely with telematic providers so any changes are widely publicised and drivers get a fair and reasonable chance to adapt to the changes.
  - There should be a considerable amnesty period when changes to speed occur, and enforcement does not occur within several hundred metres of the boundary where the speed limit is reduced.

#### **4. Concluding comments**

- 4.1 In principle Transporting New Zealand supports CCC’s intent to prepare for the lowering of speed limits in many neighbourhoods across Christchurch and Banks Peninsular. Around schools, nearby neighbourhoods the proposed changes are intended to contribute to the integrated national road safety strategy goals. However, we do not believe CCC has completed or provided sufficient information to enable more meaningful consultation. In particular, CCC should undertake quantitative modelling and impact and risk assessment that enables better understanding of the options. That analysis should include the impacts of the proposed changes on road users as well as economic

impacts on businesses in the affected vicinities. The analysis should also include the environmental impacts, particularly on climate change.

- 4.2 Transporting New Zealand appreciate that lowering speeds is a factor in outcomes of death and serious injury from crashes. However just reducing speed limits, slows New Zealanders down, it can cause significant decrease in productivity for the freight sector. This sector delivers 93 per cent of all products that the community need. At a time of inflationary pressures, the costs of slowing a freight sector will have to ultimately be borne by the consumer.
- 4.3 The ability to analyse modelling that illustrates the actual costs, risk and impacts expected from the changes around death and serious injury in the urban environment would be valuable to the commercial sector.
- 4.4 We urge CCC to give fuller consideration to all the impacts and share that information with the wider public so better decisions can be made.

**END**



**Feedback on the Safe Speed Neighbourhoods Programme**

To: Christchurch City Council

**Name of submitter:** Ministry of Education | Te Tāhuhu o Te Mātauranga ('the Ministry')

Address for service: C/- Beca Ltd  
PO Box 13960  
Christchurch 8141

Attention: Kate Graham

Phone: [REDACTED]

Email: [REDACTED]

**This is feedback on the Christchurch City Council Safe Speed Neighbourhoods Programme.**

**Background**

The Ministry is the Government's lead advisor on the New Zealand education system, shaping direction for education agencies and providers and contributing to the Government's goals for education. The Ministry assesses population changes, school roll fluctuations and other trends and challenges impacting on education provision at all levels of the education network to identify changing needs within the network so the Ministry can respond effectively.

The Ministry has responsibility for all education property owned by the Crown. This involves managing the existing property portfolio, upgrading and improving the portfolio, purchasing and constructing new property to meet increased demand, identifying and disposing of surplus State school sector property and managing teacher and caretaker housing. The Ministry is therefore a considerable stakeholder in terms of activities and programmes that may impact existing and future educational facilities and assets in the Christchurch City District, including Banks Peninsula.

**The Ministry of Education's feedback is:**

The Ministry acknowledges that Christchurch City Council (CCC) are seeking feedback on the Safe Speed Neighbourhoods programme which is part of the Road to Zero integrated national road safety strategy. One of the key action items in the Road to Zero Strategy is to set safe speed limits around all schools by the end of 2027, with an interim target of 40% of schools by 30 June 2024.

Having reviewed the programme, the Ministry understands that CCC is planning to reduce speeds from 50km/h to 30km/h (variable and permanent) around the majority of local kura, 40km/h in neighbourhood streets and Banks Peninsula settlements and roads. It is acknowledged that Okains Bay School, a rural kura, is proposed to be subject to a permanent speed zone limit reduction to 40km/h.

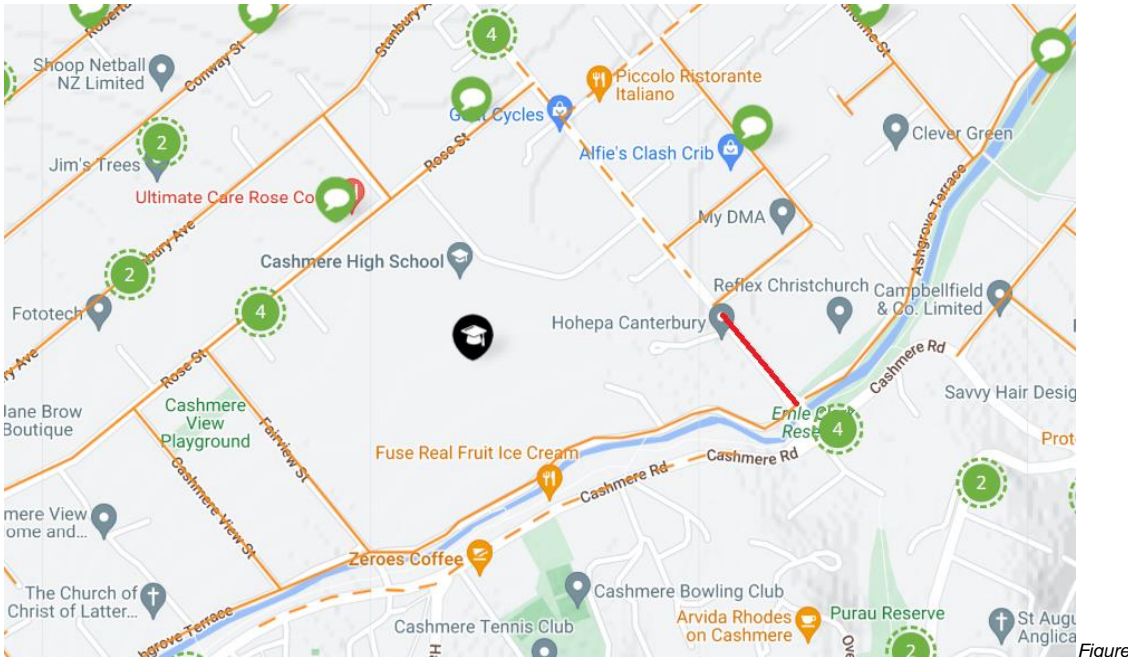
Where variable speed reductions are proposed, the Ministry acknowledges that this is along busier routes, with higher volumes of traffic, as such it has been considered that the reduced speed limits are appropriate during school start and finish times only.

The speed limit is proposed to be reduced to a 30km/h permanent speed limit for the majority of kura zones across the district. When considering the rationale for the proposed speed limits, the Ministry acknowledges CCC data that the speed reduction recently implemented within the Central City to 30km/h has resulted in 60% fewer serious crashes. The significant reduction in serious crashes within the Central City provides a level of confidence to the Ministry that the speed reductions proposed outside kura will result in safe road networks for tamariki, rangatahi and kaimahi,

**The Ministry’s position on the Plan**

The Ministry is supportive of the speed reductions posed by Christchurch City Council however requests that permanent reductions in the speed limits for all kura are proposed, rather than the variable speed limit for some kura. A permanent speed improves actual safety around kura at all times and it also reduces the risk to vulnerable users, such as tamariki and whanau, of being injured around kura . This is consistent with other Council’s proposed Interim Speed Management Programmes across Aotearoa and aligns with the national outcomes sought within the Road to Zero Speed Management Guide (2022).

The Ministry requests that the Cashmere High School 30 km/h speed zone is extended to the Barrington Street/Cashmere Road roundabout as outlined below in Figure 1:



1: Safe Speed Neighbourhoods Map of Cashmere High School – extension to the speed limit reduction (highlighted in red)

The Safe Speed Neighbourhoods Map of Cashmere High School has an anomaly near the Barrington Street/Centaurus Road roundabout where the speed limit remains at 50km/h. This area is frequented by kura tamariki and whanau and should be included within the 30km/h area, particularly given it forms part of the primary transport route for public transport, pedestrians, cyclists and private vehicular transport.

The Ministry also requests that the speed limit for Okains Bay School should be reduced to a permanent 30 km/h, rather than the proposed 40 km/h. The speed limit along the road corridor adjacent to Okains Bay School is currently 50km/h and a reduction to 30km/h aligns with the district wide approach.

The Ministry acknowledges that the proposed reduction in speed limits will have a positive effect on kura within the Christchurch City District by providing a safer speed environment for tamariki, rangatahi and kaimahi. The programme not only improves vehicle user safety, but importantly also the safety of pedestrians and users of multi-modal transport commuting to and from various kura.

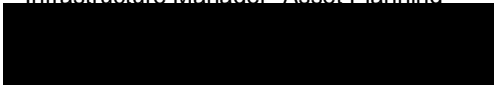
**Decision sought**

The Ministry is supportive of the Safe Speed Neighbouring Programme should the inclusion of the following points be adopted:

- Permanent speed reductions for all kura are adopted as opposed to variables.
- Extend the reduced speed zone for Cashmere High School to the Barrington Street/Cashmere Road roundabout
- Reduce the proposed speed for Okains Bay School to a permanent 30 km/h

**The Ministry contact person for asset planning is Stuart Graham. Contact details for Stuart are:**

Stuart Graham  
Infrastructure Manager- Asset Planning



A handwritten signature in blue ink, appearing to read 'Stu'.

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**Kate Graham**  
**Senior Planner – Beca Ltd**  
**(Consultant to the Ministry of Education)**  
**Date: 21/12/2022**





# **Akaroa Ratepayers and Residents Association Inc**

To: Christchurch City Council  
PO Box 73016  
Christchurch 8154

Date: 3 January 2023

Attn: Hannah Ballantyne, Engagement Advisor

## **SUBMISSION REGARDING SPEED LIMITS**

The Akaroa Ratepayers and Residents Association is an Incorporated Society that has been established to promote the interest and wellbeing of the community in the Akaroa area. This submission is made on behalf of the members of this organisation, and we believe this also represents the general interests of the wider community.

This submission has been prepared by Harry Stronach, the President of the Society.

This submission particularly concerns the proposal to introduce a 60 km/hr speed limit on rural roads in the Eastern Bays of Banks Peninsula.

### **We wish to be heard in support of this submission.**

#### **Basic Principles of Road Safety**

We are all interested in having safe roads. However we are also interested in having a realistic and practical system for achieving that objective.

The key objective is that drivers should be both taught and encouraged to drive to the conditions. Instituting a system with an excessive number of speed limit changes, or promoting speed limits that are unrealistic, does not encourage driving to the conditions – it simply leads to the idea that the stated limits are more important than common sense. This can become both confusing and distracting, and in practice that can detract from road safety. So despite good intentions, there may be no net improvement in safety.

In particular, the idea that lower speed limits will make the roads safer is illogical on rural roads where the natural conditions are such that everybody currently drives well below the existing standard speed limit.

Community progress is not achieved by making rules to fix an illusory problem, even if it does allow people to drive home from work mistakenly thinking “problem solved, I have done something useful today”.

**Is there a need to introduce a new speed limit?**

There has been absolutely no evidence presented to show that there is a need to introduce a lower speed limit on the Eastern Bays roads. The only relevant statement in the CCC documents is that lower limits “would align with other recent changes”. This is a lame and pathetic way to make policy, and frankly, the ratepayers deserve and expect to see a higher level of competence and professionalism from local government.

**Visual Pollution and Clutter**

The Council effort a few years ago in adding new speed zones around Akaroa was widely regarded as a meaningless exercise, achieving no real safety objective while adding to visual clutter, and with the ratepayers shouldering the cost burden.

The recent NZTA effort with SH75 is a further demonstration of this same bureaucratic approach, in pursuit of failed strategies to achieve ideological objectives, irrespective of the costs to society.

Unnecessary speed limits and excessive speed limit changes result in the placing of multiple unnecessary signs, the main impact of which is visual pollution and landscape clutter.

Much of the Peninsula values, and earns value from, the slightly wild and untamed nature of the landscape. Effort gets put into marketing and promoting the “Wild Side” image of the Eastern Bays. The appeal of the area is the unspoilt views of dramatic landscapes, but those views will now be potentially degraded by intrusive and unnecessary speed signs, to remind us that nanny state is everywhere.

Degradation of the landscape with unnecessary and repetitive signs is a significant intrusion and a real problem. In this matter the Council is proposing to actively destroy value, and is acting against the interests of the ratepayers and residents.

**Consultation Process**

It is unlikely that CCC will receive many submissions in regard to this so-called consultation episode. That is because the consultation processes that CCC run are widely regarded as a sham, and so why would ratepayers and residents waste their time on engaging in a pointless exercise?

The very modest advertising effort for this proposal has been branded under the “Safe speeds around Schools” headline. It is only by looking deeper into the fine print that it becomes clear that there is around 50 km of eastern bays road that are about to be despoiled by unnecessary speed limit signs – most people remain unaware of this proposal.

We also note an increased level of arrogance in the current process. It almost appears as if the CCC have given up the pretence of consultation, noting that the audience is not informed that this is actually a consultation process and instead get the message that “we are planning to do this” and followed later by the statement “We are keen to hear if there is anything we need to know”.

Well, what you need to know, is that the citizens and ratepayers expect to see mature attitudes and professional quality output from local government. Both aspects are lacking in this current proposal.

This builds on a long history of Council disregard for the legal requirement to genuinely consult with affected communities. The word consult does not mean “we will ask people and then ignore what they say” – it means “we will listen to what they say and incorporate those ideas in the decision making”. There is very little evidence that the Council Staff have any understanding of the difference between those two statements.

### **Who will be Paying?**

Once again, it looks like it will be the ratepayers. It apparently has not sunk in yet at CCC HQ, but there is a cost of living crisis, and incessant rate rises are a key part of that problem.

Our advice to CCC is that there should be a complete moratorium on unnecessary activities. The benefits will include reducing costs through a reduction in staff numbers, fewer mindless consultation processes, and the elimination of expenditure for the implementation of these unnecessary projects.

### **Real Information**

It is misleading of the CCC to market this proposal as “all advantages” without giving a proper assessment of the associated costs and risks. A competent and honest analysis of the proposal would present a complete range of the relevant facts, so that the ratepayers and elected representatives could make a properly informed decision.

The Council is challenged to produce a cost-benefit analysis to show that there is merit in the current proposal. This is to include:

- A review of traffic incidents over the last 10 years where excessive speed was a significant factor
- An analysis of what difference altered speed limits would have made to those events
- The cost of installing new signage for the proposed new limits
- The costs of the sham consultation process currently being undertaken
- The costs of maintaining a traffic engineering department that wastes time on such schemes
- The costs of establishing and enforcing a meaningful compliance regime for the proposed new limits
- An evaluation of the negative costs associated with the visual pollution of extra traffic signs

### **Dumbing down and over-regulating**

There is a widely held view that Councils have an agenda to produce an ever-increasing blanket of regulations, both to justify their own existence and to suffocate the population into acquiescence. After all, it may be dangerous to encourage a population of confident and capable citizens who may end up thinking for themselves. What future for Councils then?

This current proposal fits neatly into that concept. Is it part of the long term, even if unconscious, attempt by Councils to train and mould the citizens to accept this progressive dumbing down? We suggest that it is up to the Christchurch City Council to prove otherwise.

**In Summary:**

The proposal to introduce a 60 km/hr speed limit on most rural roads in the Eastern Bays will not achieve any meaningful benefit in terms of road safety, as safe speeds are determined by the nature of the roads, and motorists already travel at speeds well below the existing speed limits.

The proposal is likely to have a long-term negative effect on road safety, as drivers lose sight of the fact that they must always drive to the conditions.

There will also be immediate negative effects, with visual pollution and degradation of the Wild Side landscapes.

Do we really want to be wasting time and money on this unnecessary and flawed scheme?

Submission by



Harry Stronach

(President, Akaroa Ratepayers and Residents Association Inc)

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## **Submission on Safe Speeds Neighbourhoods proposal by Chch City Council**

3 January, 2023

from the Beckenham Neighbourhood Association Inc (BNA)

### **Background about the BNA**

The BNA was incorporated in 1982 and works for the interests of residents in the area bounded by Colombo St, Waimea Tce, Eastern Tce, Tennyson St, Southampton St and Southey St. We currently have about 114 financial members. The BNA area is notable for having many families with young children (many attend Beckenham School) and a high proportion of people (including families) using bicycles, cargo bikes, e-bikes etc for transport. A long-standing concern in the community is road safety, especially for children going to and from Beckenham School. The BNA has campaigned for better crossing points on Tennyson St, and lower speed limits and other traffic calming measures in the Beckenham Loop (as a result, the speed limit in the Loop was reduced from 50 km/h to 40 km/h in 2021).

### **The proposal**

The proposal (as it currently stands after revision during the feedback process) is for most of the residential streets in Beckenham and nearby areas (Somerfield, Spreydon, St Martins etc) to go to 30 km/h, but the “main” roads (Colombo, Tennyson, Centaurus, Strickland, Selwyn, Somerfield, Milton) to stay at 50 km/h.

### **Our consultation**

We discussed the issue at the November BNA committee meeting. A range of viewpoints were raised both for and against, and the committee decided to consult our members. A BNA newsletter was prepared (attached below) giving background and raising three possible responses:

- (1) Support 30 km/h as proposed.
- (2) Support 30 km/h but including Hunter Tce, and also ask for intermediate-level streets (Tennyson, Selwyn, Strickland, and Somerfield) to be 30 km/h, leaving only the main roads (Colombo, Centaurus, Milton) as 50 km/h.
- (3) Ask that the 30 km/h throughout should be 40 km/h throughout.

This newsletter was emailed to all our members on 22 December and feedback was invited. The email also included a 2-page summary of some key points and scientific evidence on the likely impacts prepared by Prof Simon Kingham (University of Canterbury, and a BNA member; attached). We also encouraged our members to comment directly on the CCC Have Your Say pages.

This submission is based on discussion among the committee, email replies from members, and public comments on the Beckenham part of the live CCC map for this project.

### **Issues raised**

The BNA committee and BNA members raised both advantages and problems with most streets becoming 30 km/h.

Advantages include greater safety for children, fewer pets killed, less noise, less pollution, more prospect of children being able to get to school by active transport (walking and cycling), and resulting lower congestion around school during dropoff and pickup hours. Comments in favour by members included:

*I opt for Option 2 - 30 km/h on all streets except main connector routes. I would find it simpler to have less speed changes in the neighbourhood and less signage. Too many signs can be distracting to drivers.*

*I have been pleasantly surprised how little I notice the drop to 30 km/h through the Central City. Once all cars are traveling at 30 km/h then the speed feels normal. As an occasional cyclist I feel less vulnerable cycling in 30 km/h traffic.*

*For me, a direct benefit of a 30 km/h speed limit will be the reduction in noise in residential areas. Background traffic noise is something that you think doesn't affect you until it is not there. Noise really is an overlooked stressor. The quiet streets over Lockdown make me feel happier and more relaxed. Recently I was pleasantly at the massive reduction in noise on adjacent properties when the speed limit recently dropped from 100 km/h to 80 km/h on the Akaroa highway.*

*My opinion on the proposed speed limits in residential areas is that 30km appears from the evidence to be preferable. It would be safer for pedestrians and cyclists and less emissions. Though it may be difficult for drivers to accept such a large drop in speed initially.*

*I was initially skeptical about the speed limit reductions between Christchurch and Akaroa (down from 100 km/h to a mix of 80 and, from Little River, 60 km/h). I expected the 60 km/h limit in particular would seem too slow, that it would be ignored, and that the time it takes to get to Akaroa would increase. I have been pleasantly surprised that traffic is slower, but nearly everyone seems to be observing the new slower speeds, and that travel times to and from Akaroa are not noticeably longer (still 75 minutes). This experience encourages me to think that 30 km/h could work in the Beckenham area, as it seems to have been accepted in the Central City and the Akaroa highway. So I support Option 2 as worth a try.*

Disadvantages include that 30 km/h might seem slow on wider straight streets (such as Birdwood Ave), that compliance on wider streets might be poor, that travel times might increase, and that having a patchwork of different speeds throughout the wider area would be confusing. Comments against by members included:

*With the stated aim of improved safety around schools that are open for around 40 weeks of the year on 5 days (with travel to and from school being approximately 1 hour each morning and afternoon) I cannot understand the logic of reducing speeds 24/7 for 52 weeks of the year. A shift worker travelling to or from their work at midnight for example are not going to encounter school children! While I fully endorse any moves to make our roads safer 'one size does not fit all' which seems to be the approach of Waka Kotahi.*

*I would opt for 40km per hour throughout the area with the proviso that it be only on school days and only at the times that children are traveling to and from school. My observation of the current 40km per hour limit is that there is very limited compliance.*

## **Conclusions and some suggestions**

The BNA strongly supports the overall goals of this proposal, but there were differing opinions about using 30 km/h throughout residential areas to achieve it. Of the few direct replies we got from members, more were in favour of 30 km/h than opposed to it, and that also is consistent with the numbers giving “like” or “dislike” comments on the CCC map. For example a comment asking for slower speeds on Norwood St has 31 likes and 2 dislikes as I write this, and similar large majorities supported comments asking for lower speeds on Birdwood Ave, outside the School, etc.

There is concern that 30 km/h speeds would seem slow (when we have been used to 50 km/h limits in residential areas) and about increases in travel times. However, the evidence summary by Simon Kingham suggests that increases in travel times are small, and the comments above by members suggest people have adapted to slower speeds in the central city and the Akaroa road which initially seemed too slow.

One major issue is that having a patchwork of speeds (50, 40 and 30) would create confusion, and require road signs for each time the speed changed. This also would require concentration by drivers. The current CCC proposal does have some places where this would be difficult. For example the current proposal has Selwyn St from south to north starting on 30 km/h, then 50, then 30-in-school-hours, 50, 30, and finally 50 km/h again. That would need about 19 sets of speed signs, including for all the side streets where 30 comes off 50 etc. That density of different speed limits does seem like a major drawback. There are also a few quiet streets which, for no apparent reason, have been left at 50 km/h (Hunter Tce beside the Loop is an example).

Some possible ways to deal with those are firstly, to be more systematic about including all residential streets in the 30 km/h limit, such as Hunter Tce. Secondly, it would reduce confusion to reduce the number of “major” streets which retain a 50 km/h limit. In our area, the key streets still proposed for 50 km/h are Tennyson, Strickland, Selwyn, Somerfield, Colombo, Milton and Centaurus. The first four should perhaps be also reduced to 30 km/h for these reasons:

- Tennyson St has always been a major concern to the BNA because children need to cross it to reach the School. It also is about to have four “road pillow” devices installed to slow the traffic, so a 30 km/h limit would be consistent with this and very helpful.
- Strickland St has cycle lanes which narrow it in many places, and from our observations does not generally have high traffic volumes or cars going at the 50 km/h limit.
- Selwyn St is wide but has three schools on or near it, and has generally low traffic volumes (except for immediately outside the school on school days). There seems little benefit in keeping any parts of this at 50 km/h.
- Somerfield St again has schools fronting it, and is not particularly high traffic density, so the benefit of having some sections kept at 50 km/h seems small.

Only Colombo St, Centaurus Rd, and Milton St seem to genuinely serve a high-traffic, cross-city role and clearly need 50 km/h. If Tennyson, Strickland, Selwyn, Somerfield and Hunter were all included as 30 km/h, the number of changes in speed limits, and signs required to signal this, would be greatly reduced.

That would represent a bit of an experiment, to see if residents of this area are ready to accept slow speeds throughout nearly all the area. But the evidence listed above suggests this is an experiment worth trying, and it's supported by a majority of the comments to date. It starts from accepting the evidence that 30 km/h is definitely safest around schools, and then widens that 30 km/h speed out simply to reduce confusion and avoid a patchwork of different speed zones.

Overall, that does not present a single view from the BNA, as our members have a range of views. But we hope you find this summary of different views and different possible approaches informative.

Dave Kelly  
chair, BNA

Attachments:  
summary of scientific evidence  
BNA newsletter 144



## Speed limit consultation in Christchurch

Simon Kingham, School of Earth and Environment, University of Canterbury

CCC are consulting on a proposed new set of speed limits for Christchurch. **Closing date 30 Nov 2022 – now extended to 3 January 2023.**

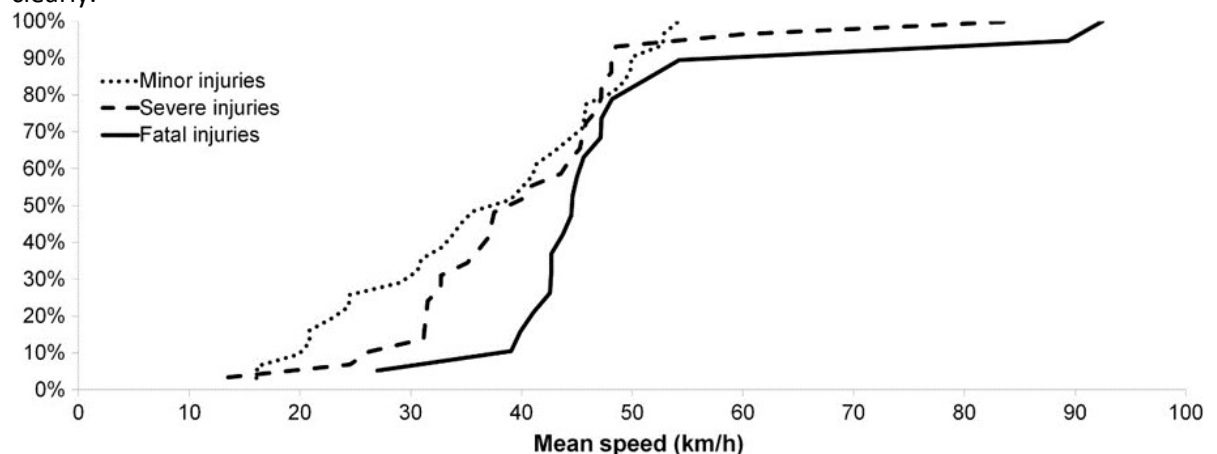
This has come out of the government/Waka Kotahi's [Road to Zero](#) work, which is trying to reduce the deaths on the road. A key part of Road to Zero is having appropriate speed limits. It is estimated that 87% of our speed limits are wrong, and speed is a major contributory factor death and injuries in NZ ([https://www.transport.govt.nz/assets/Uploads/Report/Road-to-Zero-strategy\\_final.pdf](https://www.transport.govt.nz/assets/Uploads/Report/Road-to-Zero-strategy_final.pdf) page 51) e.g. it causes far more injuries than alcohol and drugs.

The proposal for council is 30km/h around Schools, and 40km/h in the rest of most residential areas. The specific details can be found in a [map](#) on the consultation page.

My professional view is that this is not evidence based (for reasons I will outline later), and I have discussed this with a couple of senior people in council who are involved in the work. They agree with me, but their concern is that the public are not ready for what they (and I agree) know is what we should be doing (based on science/evidence). They are very open and keen to receive feedback to convince them to modify their plans. They would particularly value receiving submissions from groups and/or organisations, and asking to be heard and presenting their submission (with kids involved in the presentations is very powerful and convincing).

My problems with the proposal as it currently stands are based on two key points:

1. The evidence is really clear that you get **real benefits of lower speed limits at 30km/h** not 40km/h. These are as follows:
  - a. The **risk of injury or death** are a lot lower at 30km than 40km (and much, much lower at 50km). This figure (found <https://futuretransport.info/vision-zero/>) shows it really clearly.



Some visualisations of why are here <https://futuretransport.info/vision-zero/>

- b. **Greenhouse gas emissions** are minimised with 28.2 km/h speed limits, and 20km/h for larger vehicles (<https://futuretransport.info/wp-content/uploads/2022/05/Urban-Transport-Modelling-2022-05-16.pdf>)
- c. **NO2 emissions** are lowest with 20km/m speed limits (<https://futuretransport.info/wp-content/uploads/2022/05/Urban-Transport-Modelling-2022-05-16.pdf>), and NO2 from traffic is now estimated to cause 2,000 deaths each year in NZ (<https://www.stuff.co.nz/environment/129187840/air-pollution-contributes-to-premature-deaths-of-3300-adults-in-one-year>)
- d. Lower speed limits **add virtually no time to journeys** (<https://www.nzta.govt.nz/assets/resources/568/RR-568-Travel-time-savings-and->

- [speed-actual-and-perceived.pdf](#)) and (<https://futuretransport.info/impact-of-maximum-speed-on-journey-times/>) and this neat visualisation shows why ([http://videos.futuretransport.info/cars\\_15\\_20\\_30\\_test\\_car96.mp4](http://videos.futuretransport.info/cars_15_20_30_test_car96.mp4))
- e. 30km/h speed limits have been described as the “***most effective thing a local authority can do to reduce health inequalities***” by one of the UK’s most eminent health inequalities experts, Oxford Uni professor Danny Dorling ([https://www.dannydorling.org/wp-content/files/dannydorling\\_publication\\_id4033.pdf](https://www.dannydorling.org/wp-content/files/dannydorling_publication_id4033.pdf))
  - f. **Noise levels** are also reduced (halved).
2. I think the mixture of 30km/h and 40km/h is going to be:
- a. **confusing** (as you move away from a school the limit will suddenly go from 30km/h jump to 40km/h with no change in the nature of the road. If you look at the map you will see what I mean. It will be far easier and clearer if as soon as you turn off a ‘main’ road, you know it is 30km/h, and,
  - b. **expensive**. There will need to be lots of signs 30km and 40km to indicate the change.

I think a uniform 30km/h speed limit across all residential streets away from main roads is entirely evidence based. But Council needs convincing that it is publically acceptable. If you submit, especially as a group or organisation, then I think they can be convinced. Feel free to use any of the evidence above. And let me know if I can help.

# Beckenham News

Newsletter of the  
Beckenham Neighbourhood Association  
Issue 144, December 2022  
*electronic only*



Pipe project update at BNA Biketober event, 24/10/22

## End of year issue, 2022

In this newsletter:

- Best wishes for the holiday season
- Outline of pipe work timetable
- Council consultation on slow-speed zones: please tell the BNA what you think!

This issue of the newsletter is only distributed electronically to members. There will not be a letterbox drop. Feel free to forward this to others who may be interested.

## No Christmas gathering, again

Best wishes for the holiday season. Once again this year, it has not been possible to hold the traditional early December market and sausage sizzle at Beckenham School. This was because of ongoing concerns about covid and organisational limitations. Perhaps in 2023...

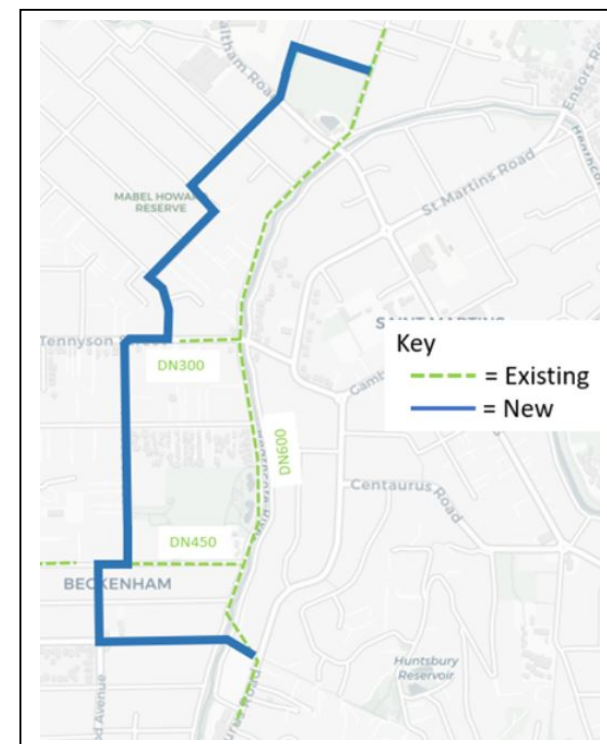
## Pipe replacement work: update

For much of 2022, there has been pipe repair and replacement work under way through the Beckenham area. Those in affected streets will have had leaflets about immediate work. Here we summarise information from the contractor, SEIPP Construction, about the background and future timetable into 2023.

The work is to replace an old water main which runs along the river from Eastern Terrace to Wilsons Road. The new pipe is being laid away from the riverbank because ground conditions are better there. The route is shown in the map to right.

Initial works in early 2022 were to move other smaller pipes to make space for the new large pipe. Now two crews are installing the large new pipe. The northern crew started at Wilsons Rd and are currently working in Croydon St, heading towards Southampton St, Tennyson St and into Norwood St. The southern crew started in Norwood St and are currently in Sandwich Rd, from where they will head south on Birdwood Ave and east into Malcolm Ave.

At the end of Malcolm Ave, the pipe needs to go under the river and into Palatine Reserve. This work started in early December. The footbridge will be closed until this work is finished and the site made safe, expected soon after Christmas depending on progress.



In early 2023, the northern pipe team will progress into Southampton St and on to join up in Norwood St where the southern team started. The southern team will proceed down to Malcolm Ave and along to the footbridge.

Once the pipe is across the river, there will be some work in Palatine Reserve to connect into the original pipe. This means Palatine Reserve will be closed for some months.

The BNA has a 2-page PDF on this project with a bit more detail which will be emailed to members and available on our web page ([www.betterbeckenham.org.nz](http://www.betterbeckenham.org.nz)). You can see updates on the company's project website at [www.voice.construction](http://www.voice.construction).

If you have any questions (or complaints), the BNA may be able to help. See our email address at the end of this newsletter.

**Safer speeds consultation**

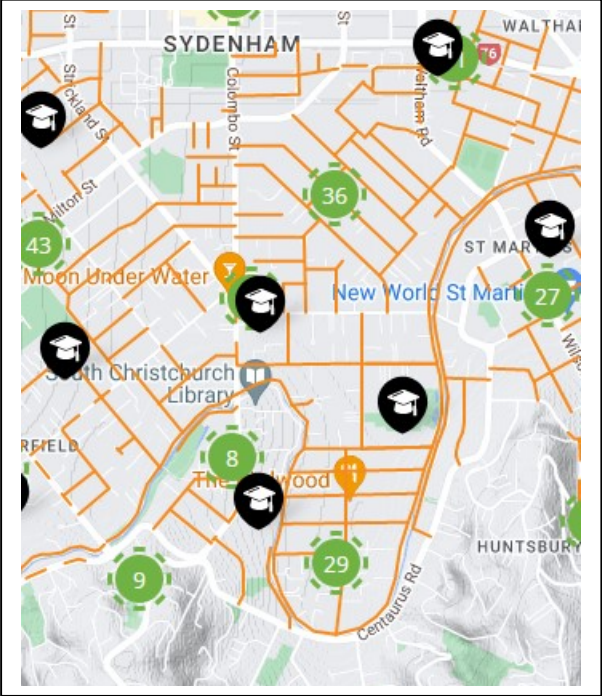
The City Council are consulting about changes to speed limits on roads in residential areas, as part of a national plan by Waka Kotahi to improve safety around schools. The proposal covers many roads across south Christchurch, including much of Beckenham, St Martins, and Spreydon. **Here we summarise some key issues and ask for your feedback to guide a possible BNA submission.** You are also encouraged to submit your own comments directly, via the interactive map: [www.ccc.govt.nz/transport/travel-safety-and-travel-updates/travel-safety/safe-speeds/](http://www.ccc.govt.nz/transport/travel-safety-and-travel-updates/travel-safety/safe-speeds/)

From feedback already sent to Council, the proposal has been modified. It now suggests that most residential streets in Beckenham and nearby will change to 30 km/h, but the “main” roads (Colombo St, Tennyson St, Strickland St, Selwyn St, Somerfield St, Centaurus Rd) will stay at 50 km/h. The map to right shows (in orange) streets proposed for 30 km/h.

The BNA committee was not sure what position we should take on this, **hence this newsletter to find out what our members think.** We list three broad possible responses:

- (1) Support 30 km/h as proposed. In favour is the evidence of better safety and environmental outcomes (please read the attached PDF which lists the evidence). Against is that 30 km/h limit may seem very slow; however, the evidence is that the effects on travel times are smaller than first expected (see PDF).
- (2) Support 30 km/h but including Hunter Tce, and also ask for intermediate-level streets (Tennyson, Selwyn, Strickland, and Somerfield) to be 30 km/h, leaving only the main roads (Colombo, Centaurus, Milton) as 50 km/h. The main benefit here would be to reduce confusion

from frequent speed limit changes and the number of signs required marking them. For example the current proposal has Selwyn St from south to north go 30, 50, 30 in school hours, 50, 30, 50 km/h, and it would need 19 sets of speed signs for all the side streets etc (see PDF).



*Map of proposed 30 km/h speed limits (orange) from City Council interactive map*

- (3) Ask that the 30 km/h throughout should be 40 km/h throughout. However, this does not have such good safety outcomes around schools.

**If you have time to read the PDF and then email me your views,** the BNA could put in a group submission saying 25 members supported X and 12 members supported Y, or similar. Consultation has been extended until 3 January, **so please email us your views by 2 January** to [REDACTED]. And you are also encouraged to put in your own personal comments direct to the Council.

**2022/2023 BNA Committee**

**Chair:** Dave Kelly,  
email: [REDACTED]  
**Deputy Chair:** Greg Miller  
**Secretary:** Diane Peterson,  
email: [REDACTED]  
**Treasurer:** Phil Grey  
**Committee:** Erin Callanan, Paul Dudson, Sue Grant, Lesley Kissell, Una O’Grady, Marise Richards, Peter Tuffley.  
**Website:** [www.betterbeckenham.org.nz](http://www.betterbeckenham.org.nz)

You are encouraged to join the BNA! Get updates on activities, or come to committee meetings (held 4th Tuesday of the month at 7.30 pm at South Library).

**✂ 2022-2023 BNA membership**  
To check your membership status please email chair Dave Kelly ([REDACTED]) or treasurer Phil Grey ([REDACTED])

Current membership rates are \$5/person per year or \$10/household. **Pay online** to bank account 03-0866-0328576-00, with your name and start of address in “reference” and email [phil.grey@wam.co.nz](mailto:phil.grey@wam.co.nz) the info below. **Or drop cash** in an envelope for BNA at CCC, South Library, 66 Colombo Street. **Or post** to us at Beckenham Neighbourhood Association, c/o CCC, PO Box 73021, Christchurch.

Name(s):.....  
.....  
I/we live in Beckenham at: .....  
Email address:.....  
Phone:.....  
Date:.....  
I/we would like to get occasional emails about events or consultations from the BNA: Yes/No.



## Safer Neighbourhood Submission

I support the concept of Safer Neighbourhoods for areas near schools, provided that it is truly being done for safety and not as a form of revenue gathering.

I would go further and propose that 30kph be made the default speed for all of the Christchurch urban residential areas.

This would also protect older people, those with disabilities, cyclists and children not specifically going to or from school, who cannot move out of danger as easily.

A constant speed for a whole area is easier for motorists to deal with than changing from one speed to another. ( in Addington , we have 30, 40, 50 and 60 kph speed limits, as well as reductions to 20kph for speed humps ).

I know that there are major / primary roads designed to take a higher level of traffic, which some think should stay at a higher speed, but people travelling along these streets deserve to be protected as much as those who live near schools.( and many schools are near or have a boundary on a primary road ) If this proposal is being made in the name of “safety”, then we should not pick and choose which roads suit us to be a higher speed.

A blanket area for speed reduction would be cheaper to instigate than smaller areas ( changed on a piecemeal basis ), because fewer speed signs would be required. An example of this is near Chch South Intermediate School, where the map shows 30kph proposed East of Selwyn Street and 40kph West of Selwyn Street. Children live in both areas and the speed difference is to save money on speed signs/ road markings ?

Speed is not the only factor which should be considered. There are other factors / variables which need to be considered:

Traffic flow is also very important. It is better to have traffic moving forward consistently at a slower speed , than stopping and starting all of the time. Some light changes at intersections only let two or three vehicles through per sequence. Righ-hand turns are sometimes available for only one vehicle to make a turn, before the lights change to amber.

Cars stop in the traffic flow, to enter properties and parking spaces. Restrictions need to be put on the housing density of properties bordering primary traffic routes.

Housing intensification has led to houses / apartments being built very close to boundaries of properties, which leaves fewer options for future road-widening.

If vehicle speed is reduced to 30kph, cycles and electric scooters also need to have a maximum speed restriction of 30kph. Electric scooters need to be removed from footpaths ( for the safety of pedestrians ) and put on the roadway.

People used to live where they worked. Residential areas have been separated from Commercial and Industrial areas, so they need to travel ( often by car, for a variety of reasons ) to get there and back. Our public transport system is not efficient, reliable nor suitable for many people.

Have studies been done on the affects of running on a vehicle at a constant speed of 30kph , for performance, maintenance and fuel consumption ?

It is very easy for a modern vehicle to reach 50kph and muscle memory for the accelerator will have to be relearned.

There are a number of variables which require input from a number of different groups / agencies, and the response to our problems needs to be co-ordinated.

I suggest speed reduction , if it cannot be done for the whole city simultaneously, be increased outward from the Central City , as funding allows.

I am an over 65 year-old male of European descent, who would like to speak at the hearing.

regards

Graham Robinson



SAFER SPEEDS CCC.

*I am not against safer driving/speeds in any situation but I am against the blanket approach that will not upskill inconsiderate or under par drivers one bit. We can however alter the way that we approach "making streets safer" in such a way that the drivers and of course their passengers will be upskilled and be able to recognise possible situational issues in a timely manner whereby allowing them to save the situation in the case of a mistake by another road or footpath user.*

*How do we make everyone safer on these streets?*

*We are going to introduce additional signage anyway so why not make this signage useful not only in its fixed position but the message will be taken by the reader far further afield, the message will become ingrained into the psyche of the reader, all readers, not just the drivers. The message will eventually create a mind set in all readers of the signage and the driver knows that all road and footpath users have read that sign whereby making it an embarrassment "not to take care around other persons".*

*Given that the Transport Minister through the MOT has advised the NZTA to lower speed limits we should take this opportunity to upskill drivers and all other readers of the signage. Other readers? A sign stating 30kph teaches no one anything at all, it just states that the speed limit is 30kph and that message only means something to the driver of the car, its of no use to anyone else.*

*Example one. In a suburban street, signage [30 KPH]. So what is the message? The speed limit is 30 KPH ! Nothing else. Who is reading it? Mainly just the driver, it is of no interest to passengers, pedestrians , cyclists etc. therefore there is no message for others to be interested in and take notice of, the sign added no skills to anyone.*

*Contrast that.*

*Example two. In a suburban street, signage [**when cyclists and pedestrians are present please lower your speed and look out for them**]. So what is the message? Look out for other road and footpath users and lower your speed to protect them in the event of a mistake by them. **Drive for everyone is the message.** Ok so the signage has told me something of significant safety importance and you know what? the driver is going to take this advice with them on to the next street unlike the 30 KPH sign which gave them no additional skills to take with them on to a 60 KPH street.*

*The other thing which is equally important is this. A sign stating 30 KPH will not command a second glance from those who are not the driver however a sign suggesting that we all work together will attract the attention of all those on the street, pedestrians, cyclists, school children etc and this is information that they will take with them on life's journey.*

*Given that the Govt. do not wish to educate drivers, cyclists and pedestrians we must take this opportunity to try and make a difference and it will work.*

*Another reason for this approach is that “the street” traffic situation changes thru out the day and for most of the day apart from weekends there are very few people on the footpath or street so travelling at 30KPH is just not necessary and of course very few people will actually travel at 30 KPH anyway, see Christchurch inner city so that is why we need to change the message, well 30 KPH is not a message anyway, it’s a directive with no attached message as to why. The 30 KPH signage simply “will not” make drivers better at spotting or avoiding possible injury situations so that sign is a total waste of time and an easy way out. We, Christchurch can do so much better than that and we must. No one else is showing the slightest inclination to upskill road or foot path users, let us lead New Zealand down a much more intelligent “street”!*

*Of late Christchurch has indicated that we want intelligent, well thought out solutions ie, our reaction to the housing intensification legislation, we said no because it is simply unintelligent at best. We are at present coming up with a fit for purpose well thought out solution unlike the blanket that the Govt. wanted to throw over its main City Council zones. The lowering of speed limits is also a blanket thrown by the same Govt. The NZTA is just the messenger.*

*So like our approach to the housing intensification legislation we will come up with a fit for purpose well thought out solution to making our streets a safe and friendly place for all users.*

*Do not rush into this as it needs serious thought and the outcome needs to be for the betterment of all.*

*Footnote. What signage would you prefer in your street? A sign with a number on it which is a pretty “cold” sign or a sign which brings us all together in a way that will enhance the feel of the neighbourhood, a sign with a “warm” feeling to it? I know which one I want!*

*Footnote 2. I am a volunteer driving mentor for the Salvation Army and whilst I do teach the road code I equally teach driving skills which includes “spotting” all other road and footpath users and looking out for them. It is easy to teach those skills! **Drive for everyone.***

*You of course know about shared spaces, Hans Monderman, however I’m not suggesting the full concept but there are parts of this concept that could be included.*

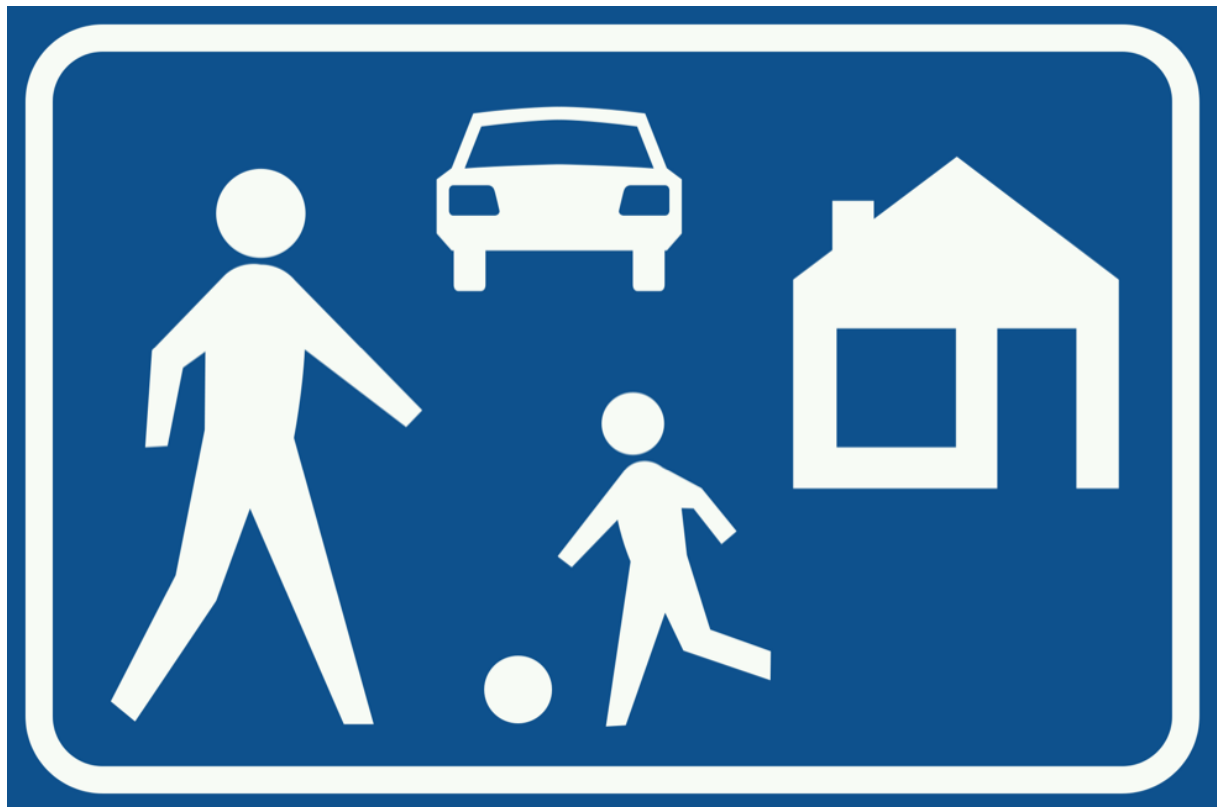
*Please see the included signage which mind you are just examples for your perusal.*

*Regards*

*Jim Nolan*



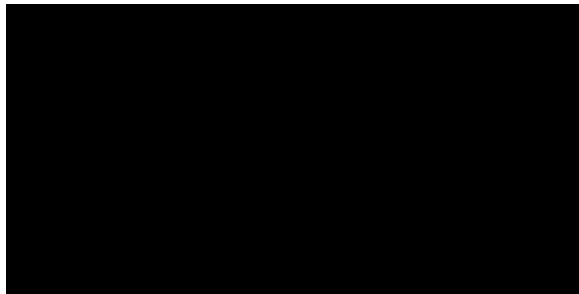




## Reduced Speed Limits

**Submitted By:**

**Brian & Carla Enright**



**This submission is specific to Crofton Road Harewood Christchurch.**

**Background:** Crofton Road runs between Sawyers Arms Road and Harewood Road.

Except for a short section between Sawyers Arms Road and Cullahill Street the road is designed as a local access under-width road. The road in its present form, kerbs etc. have been in place for about 46 years.

We have lived on this road for just under 50 years.

For most of that period the road carried very little traffic, just mostly local. Generally speeds were at a reasonable level and it was safe to bike.

In the last 5 years traffic volumes and speeds in Crofton Rd have grown significantly, if not exponentially

**Traffic Volumes:** Increased volumes have been driven by several factors:

1. Change in traffic patterns: Since the earthquakes there has been more cross town movement as opposed to the more radial flows prior.

Locally this has meant more traffic in the Belfast, Casebrook and Redwood areas travelling to the Wairaki, Sheffield Cr and Avonhead areas.

2. With the development of the Russley/Johns Road Expressway, with its limited access, drivers have looked to other routes for cross town driving.

3. While Gardiners road is the logical route the difficulty of right hand turns at the Harewood Rd cross intersection discourages motorists using this route.

**Effect on Crofton Rd:**

**Volume:**

Crofton Road has therefore become the unintended cut-through interconnector for traffic commuting between the above location.

With the road being under-width there is insufficient room for opposing traffic to pass safely where there are parked vehicles on the street.

Most vehicles drive down the centre of the road swerving to avoid parked vehicles and having to stop where vehicle are parked on opposite sides of the road.

**Speed:**

The most noticeable aspect is the substantial increase in speed over the last year. A significant number of vehicles travel well over the existing speed limit and some to exceptionally dangerous levels of speed.

It seems as soon as traffic turns from Harewood Rd or Sawyers Arms Rd into Crofton Rd, they see a clear road ahead and put their foot down.

It may be the fact that they were forced to the speed limit with the volume of traffic on Harewood road or Sawyers Arms Rd and see Crofton Rd as an opportunity to make up time.

It has now become very dangerous for residents crossing the road, exiting or entering properties and vehicles from local side roads.

Cycling on the road has become totally unsafe. Local families with children ensure they ride only on the footpath.

**Submission:**

1. We are definitely in support of the speed reduction for Crofton Road and support the overall speed restriction in other local roads and those around schools etc.

2. We also submit that Crofton Rd is a special case and requires further traffic calming/ Control measures such as speed humps or restricted access.

We also note that special control measures have been applied to other potential cut-through roads in the CCC area such as Hoani St and parts of Cavendish and Tuckers Rd.

If this is not done the situation is only going to get worse with major developments in the residential areas around Gardiners Rd/ Styx areas and commercial development round the Roydvale/Wairaki Rd area.

There is also local development and infill in Crofton Rd. making it more important to reduce through non-local traffic for the safety of all residents.

Brian & Carla Enright

# CCC Safe speed neighbourhoods

Kari Hunter  
January 2023

Thank you for the opportunity to offer feedback on the Safe Speed Neighbourhoods proposal.

Reducing speed limits is a great idea! I welcome safer speeds in our neighbourhood and across the city. This proposal would move us in a good direction. I urge you to go further.

There are many advantages to safer speeds and fewer motor trips (see below). I would like you to make changes more effectively, and more quickly.

As explained below I would like you to promptly implement a 30 km/h speed limit city-wide, and put filtered permeability in place in all residential neighbourhoods.

We need to make these changes urgently for our climate, among other reasons. We need to get our emissions down by at least half by 2030 to have a chance at avoiding the worst effects of climate breakdown. Changes like these to urban travel are amongst the easiest ways to reduce emissions. Slow changes over 10 to 30 years are not an emergency response—1 to 2 years is needed. Then tune and improve over the following years.

## Safer speeds and fewer motor trips

We need to do all we can to ensure that no more lives and limbs are lost to speed in the city. Also, we need to make a rapid transition this decade to fewer car trips, especially combustion-driven ones.

Currently, our streets are designed to heavily prioritise motor traffic. We need to change this. We have a particularly car-dominant transport system in Aotearoa compared with most countries. This is not an effective transport system, is unsustainable, and has high GHG emissions and human health and safety costs. We can't build our way out of congestion by adding more roads.

We have to reduce our reliance on cars in order to meet our climate commitments and to keep ourselves resilient from rising oil prices and supply issues—something we had a taste of last year.

A major impediment to developing and using light, low-powered vehicles, is the danger, noise and fumes imposed by motor traffic. By making most city streets safer and more pleasant for light, low-powered designs, we can encourage more invention and adoption of appropriate technology. We must plan for active and low-powered mobility becoming the norm.

I support the proposed changes, and urge you to make further changes. These will:

- Make streets safer for everyone, especially children, people with vulnerabilities and disabilities, and active travellers.
- Reduce collision injuries and fatalities.
- Help protect a liveable climate by reducing CO<sub>2</sub>e emissions.

- Reduce particulate emissions and resulting harm (a recent study showed fatalities from air pollution are many times higher than fatalities from collisions).
- Encourage more active travel.
- Reduce car trips for school drop-offs and pick-ups by enabling more school students to travel actively.
- Support new young drivers in Ōtautahi to learn to drive at safer speeds. The sooner we do this, the better.
- Give a small push towards improving the city's fuel security by helping enable transition away from high car-dependence, making the city less vulnerable to fuel supply disruption and increasing prices.
- Improve driving for motorists. Motorists generally don't want to risk colliding with other vulnerable people. Also, if we are effective at encouraging more active travel, it would mean fewer cars on the roads—potentially reducing congestion.

The downsides are minimal:

- There'll be only a small increase in travel times for drivers.
- I expect it to take some effort for many of us to adapt our driving habits to the lower speeds. It'll be worth it for the benefits.

## Make 30km/h the default urban speed limit this year.

Change the speed limit across the whole city to 30km/h, with exceptions for selected major motoring routes. Allow speeds above 30km/h only where there are protected (e.g. curb-separated) lanes for active travel and safe street crossings.

This would:

- Quickly make nearly all streets safer for communities and travellers.
- Support more people to choose active transport over car trips. Slower speeds will allow people more confidence in cycling as a safe enough option.
- Make streets more suitable for vehicles that are lighter and less fuel-hungry.
- Support the next cohorts of new drivers to learn safer driving habits from the outset.
- Reduce respiratory harm, noise pollution and greenhouse gas emissions more quickly.

Having fewer transitions between speed limits would:

- Make it easier for drivers to adapt.
- Reduce the cost and time required for signage.

## Filtered permeability

Many residential streets could be made much safer by installing barriers to prevent motor thorough traffic, while retaining through-access for pedestrians, cyclists, and other micro and low-powered vehicles. This could be achieved very quickly with minimal cost.

This would:

- Create neighbourhood spaces that are safer, quieter, more pleasant and that encourage more social connections, while continuing to allow motor access to addresses in residential streets.
- Encourage more active—often more health-supportive—movement habits.
- Shift the balance of convenience in the direction of active travel, encouraging people to choose these modes more frequently.
- Make more space for developing resilient travel modes so that we are better able to adapt to supply issues for fuel etc.

I envisage using planters, bollards, cycle stands, seats etc, as these could be installed rapidly.

## Specific streets

I live in and have been raising children and teenagers in Woolston. We travel by foot, bicycle, car, bus, scooter, or skateboard, depending on the trip. We need reduced speeds in our area.

### **Sheldon St – Mackenzie Ave - Charles St cycle route**

This is a big improvement—I use it often.

### **Radley St, Cumnor, Clarendon and Richardson Tce area**

We continue to get a lot of fast cars that are unsafe for cyclists and pedestrians on Radley St and Cumnor Tce, and sometimes on the residential streets in between. In addition to the other reduced speeds for this area in your proposal, it would be good to reduce the speed on Radley St to 30km/h too.

### **Burnbrae St and St Martins Rd**

Please reduce the speed to 30km/h on Burnbrae St and St Martins Rd, especially the section from Gamblins Rd to Tennyson St. This stretch connects the cycle lane on Tennyson St to St Martins. I cycle there often and consider it unsafe, especially at night. There is no protection for cyclists.

Please make these decisions with the safety of our communities in mind—safety from collisions, from pollution-related respiratory harm, and from climate collapse.

## **Public Feedback Submission - Safe Speed Neighbourhood Consultation**

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I support the lowering of speed limits to improve safety for all road users. Reducing vehicle speeds across-the-board will have an immediate positive effect on safety and general enjoyment of public road spaces.

I support the 30 km/hr limit in the immediate vicinity of schools and suburban shopping areas. Areas with concentrations of pedestrians should have lower speed limits. Woolston & Sumner Villages are two good examples where this approach has already been adopted. Other candidates for permanently lowered limits could include roads immediately adjacent any public spaces with high pedestrian numbers. Eg: children's playgrounds, parks, tertiary institutions etc.

I do not support such widespread use of a 30 km/h speed limit. Realistically, 30km/h is a difficult speed to maintain in a vehicle and is unnecessarily slow, except in busy areas where large numbers of cyclists and/or pedestrians exist on a regular basis. The central city is a good example of appropriate use of this speed limit, however many suburban streets in Christchurch are wide, straight and have good visibility. They are easy roads to use and traverse with pedestrian and cyclist numbers being typically lower than arterial roads. The incidences of car related pedestrian / cyclist injuries occurring on these roads is already low. A 30km/h limit is unlikely to have any measurable effect in terms of improved safety. I would support 40 km/h as being a suitable speed limit for the vast majority of suburban neighbourhood streets.

I do not support the proposal to implement varied speed limits during school hours. Whilst this proposal has not been fully explained in the consultation information, I assume it means that a temporary lowered speed limit would apply between certain hours, say between the hours of 8:15am - 3:45pm on weekdays. Whether it would apply during public & school holiday periods is also not clear. Generally, I am in favour of permanent speed limits, not changeable limits. The potential for confusion and uncertainty increases when speed limits are variable and this will not enhance road safety. Exceptions may be required on arterial routes where the lower limit would detrimentally affect efficient use of the road at other times of the day.

I do not support the number of different speed limits being proposed due to the potential for confusion and uncertainty. It appears that six different limits (including variable limits) are being suggested and, with the addition of the existing 70 km/h zones, would result in seven different speed limits within urban Christchurch. There is a very real risk that drivers will not be able to maintain full awareness of the speed limit for 100% of the time behind the wheel. If safety is the genuine goal of this proposal, then speed limits should be logical, clear & unambiguous to drivers. They should also have a certain predictability. Drivers faced with unpredictable situations often make poor split-second decisions and these can sometimes result in near misses or accidents.

A hierarchy of limits makes good sense, however it should be simpler and less confusing than what is currently being proposed.

An example could be:

- 30 km/h - applies in the immediate vicinity of schools, shopping areas, tertiary institutions etc. as discussed above.
- 40 km/h - general suburban speed limit (ie: lowering most areas currently covered by the standard 50 km/h limit).
- 50 km/h - general arterial routes through and across the city.
- 60 Km/h - reserved for major dual carriageway arterial routes, semi-rural roads and roads with little likelihood of pedestrian or cycle activity. There seems little point in having both a 60 km/h & 70 km/h speed limit within urban areas. I would support the rationalising of these into one common limit of 60 km/h.

Other factors to be considered.

1. Cost: The amount of new signage required to convey many different speed limits to drivers will be considerable and of course with that, comes the corresponding cost implications. A simpler speed regime will be more cost effective to implement. It would also enable a much greater road catchment to be addressed sooner. Eg: I find it difficult to understand the logic behind proposing 30km/h limits to large numbers of streets in the Beckenham & Somerfield areas whilst many other suburbs only get a token reduction near the local school - eg: Redcliffs, Mt Pleasant, Southshore etc. Presumably budget limitations are driving some of these decisions?
2. Signage pollution. Large numbers of new signs will undoubtedly have a detrimental effect on streetscape. Our urban environment is already littered with signage and driver distraction is a valid concern. Introducing a large number of new speed limit signs and road markings will not help. It may even result in drivers unintentionally ignoring or not registering the speed limit change, simply because there is too much information to take in and signs seem to be everywhere.

Submission prepared by:  
Stephen Crooks







**Chair: Mike Gibbs:**

**Email: [avondaleng@gmail.com](mailto:avondaleng@gmail.com)**

**Phone** [REDACTED]

Facebook: <https://www.facebook.com/groups/avondaleng/>  
Neighbourly: <https://www.neighbourly.co.nz/organisation/avondale-neighbours-group>

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**Submission to:**

Christchurch City Council / Waitai Coastal-Burwood-Linwood Community Board

**On behalf of:**

The Avondale Community

**From:**

Avondale Neighbours Group  
Chairperson: Mike Gibbs  
18 Briarmont Street  
Avondale  
[REDACTED]

This is a written submission but I am happy to speak to this if required, however I have already spoken in person to our local councillor Kelly Barber on this issue:

**Topic:**

1. The inclusion of Pembroke Breezes and Avondale Roads within the safer neighbourhoods' program.
  2. A Pedestrian Crossing on Breezes Rd near the old Avondale Primary School needs moving or getting rid of.
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**The inclusion of Pembroke Breezes and Avondale Roads within the safer neighbourhoods' program.**

As you are aware Avondale as a suburb is partaking in the safe speed neighbourhoods' program, however all these streets' Breezes Rd, Pembroke Street and Avondale Roads are all now still 50 km/hr. these streets are still part of our suburb and community and have the highest amount of traffic on them because they flow past Chisnallwood Intermediate, although Avondale and Breezes Roads are collector roads, they are not ring roads or feeder roads to ring roads and many of our residents live on these roads, and as the majority of our streets in our suburbs are part of our safe speed neighbourhoods' program, we feel these 3 roads should also be part of the safe speed neighbourhoods' program as well, especially in front of the school at all times of the day and often at night, while functions are on at the school.

Because a lot of Christchurch drivers use Breezes and Avondale Roads to go from one suburb (Aranui/Wainoni) to another suburb (Burwood or the motorway), we have found more traffic on average are travelling these roads at peak times, before and after school.

In early December 2022 on Breezes Rd just by the golf club a student was almost hit by a car, which was witnessed by many people just around school time, it is believed the driver was travelling more than 50 km/hr, in the 50km/hr zone just before the school zone but didn't see the child. The school cannot monitor this far down Breezes Road as Students come or leave school.

Our Group believe for the safety of all residents and the students that attend Chisnallwood Intermediate, if these streets were included in the safe speed neighbourhoods' program, this incident may never had happened but overall, it will slow drivers down either side of the

school zone, as it has in the rest of the suburb since the installation of the safe speed neighbourhoods' program, it will also mean vehicles will travel slower past the school. We acknowledge there is still some drivers who tend to speed, mainly at night in the suburb, but the majority have slowed and understand the Police have a stronger presence in the suburb because we are part of the program and are able to ticket more often for repeat offenders.

We also understand that if the safe speed neighbourhoods' program was extended to these 3 streets now not included, that the school zone speed would also change to 30 km/hr during school times especially 8am to 9am and 2.30pm to 3.15pm.

### **A Pedestrian Crossing on Breezes Rd near the old Avondale Primary School needs moving or getting rid of.**

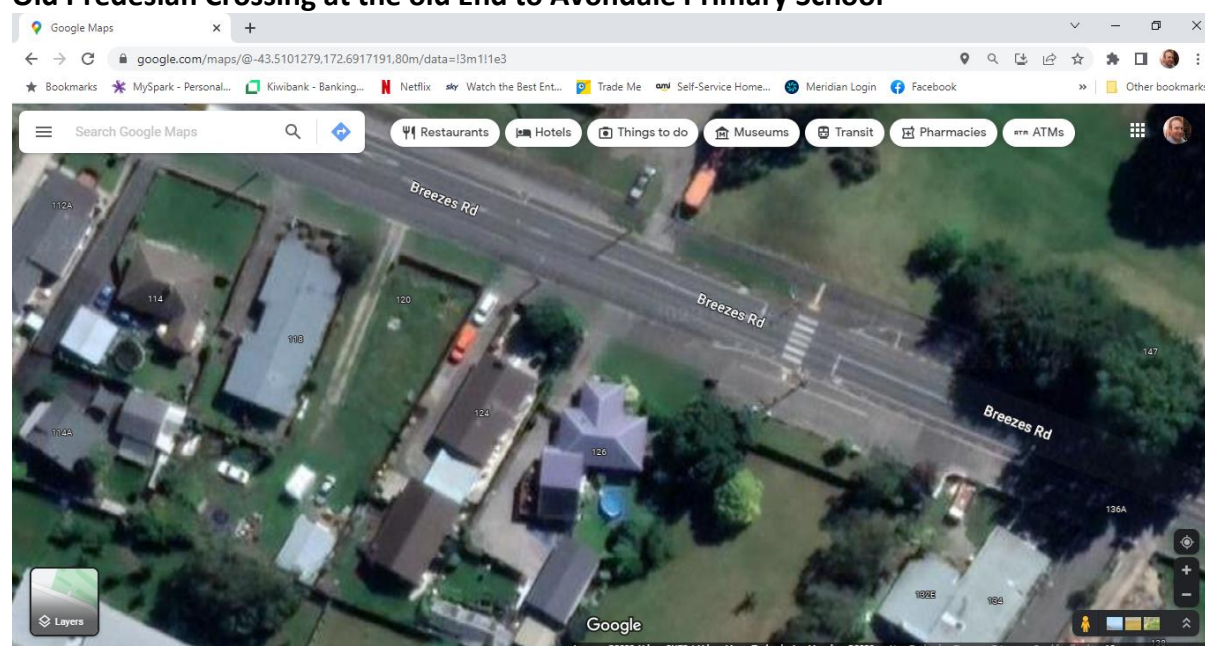
We as a community group support Chisnallwood Intermediate in its endeavours to keep its students safe while on their way to and from school, however the school is unable to keep the pedestrian crossing, located outside the old entrance to the now closed Avondale Primary School, manned as it is too far away from the intermediate, once when Avondale Primary School was open (before 2016) it worked well but for the last 6 years it has been very problematic!

This is the area where in December a student almost got run over one afternoon at the end of a school day. Students seem to get to this pedestrian crossing and run over between cars, often in the morning if you're travelling away from the intermediate up to the Wainoni intersection, the sun between the trees can blind you to seeing a kid coming towards the old crossing who may think they can get across before you get to the crossing.

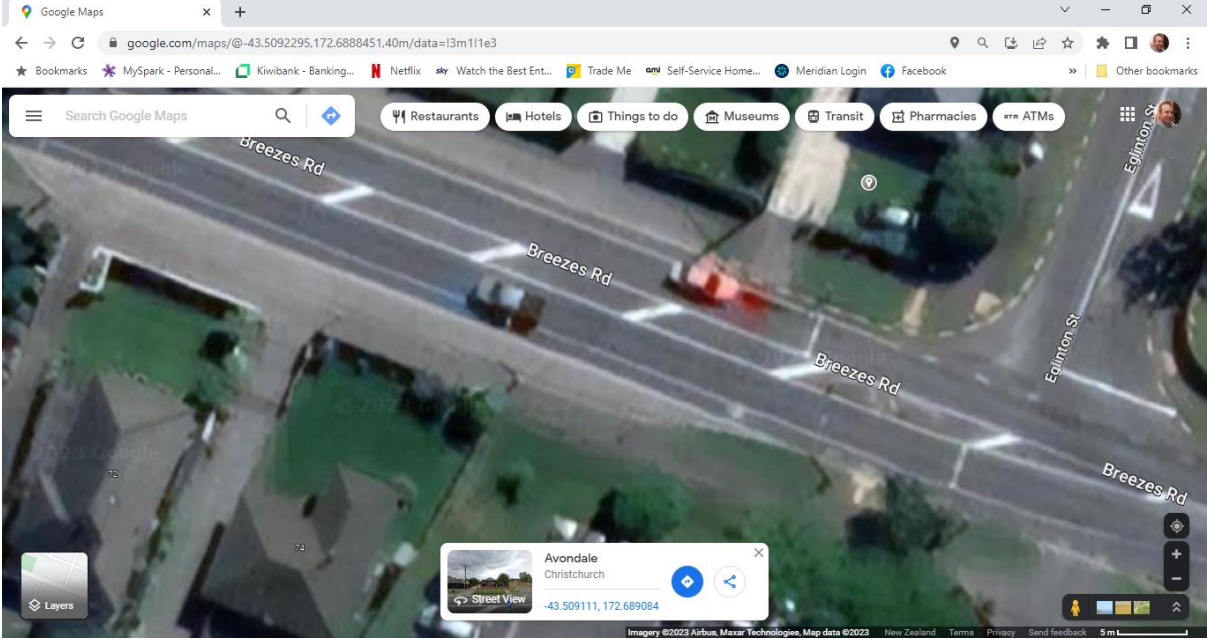
We as a Community feel it would be advantageous to move the pedestrian crossing closer towards Chisnallwood Intermediate, say at about in front of 106 Breezes Rd, so the school can use school patrols on both side of the school entrance (Map included below) this with a slow speed zone on Breezes at all times, vehicles and children are less likely to come into contact, and the school is also able to keep a closer eye on students as they cross before and after school.

The current crossing in front of Chisnallwood Intermediate also needs a revamp with white lines to indicate the crossing.

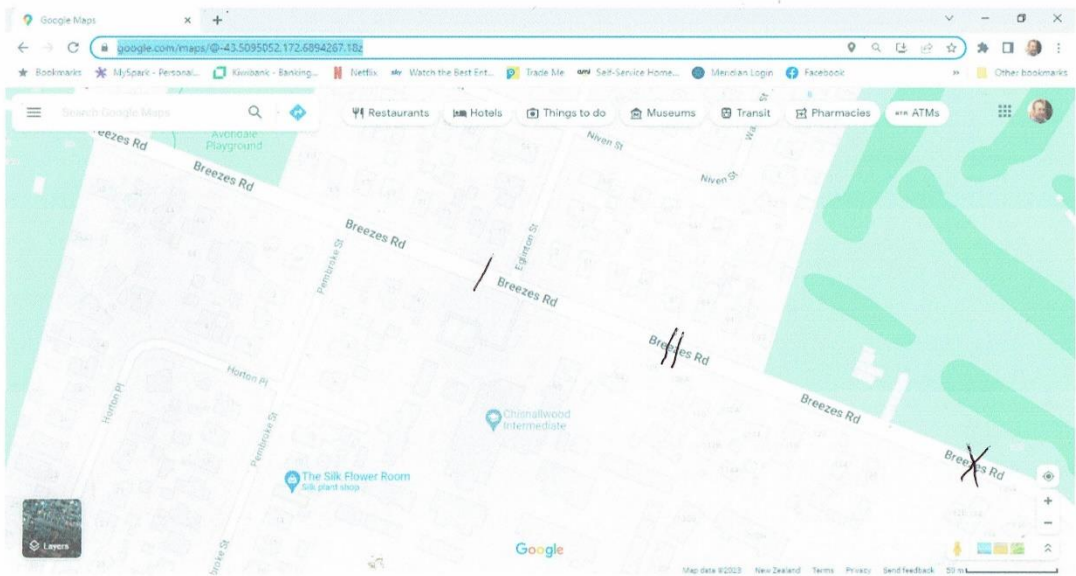
### **Old Pedestrian Crossing at the old End to Avondale Primary School**



Current School Crossing at Chisnallwood



Proposed changes for the Crossing



Key  
— = Current Crossing — needs to be highlighted with white lines  
== Proposed New Crossing by 106 Breezes Road  
X = Getting rid of the old Crossing at End of Old School

Thank you for your time, I do hope you consider very carefully these simple changes in our neighbourhood which will keep all our residents safer.





Submission to:  
Christchurch City Council / Waitai Coastal-Burwood-Linwood Community Board

On behalf of:  
The Chisnallwood Intermediate School Community

From:  
Mr Justin Fields  
Principal Intermediate School  
76 Breezes Road  
Avondale  
Christchurch

- Topic:**
1. The inclusion of Pembroke Breezes and Avondale Roads within the safer neighbourhoods' program.
  2. A Pedestrian Crossing on Breezes Rd near the old Avondale Primary School needs moving

The inclusion of Pembroke Breezes and Avondale Roads within the safer neighbourhoods' program.

As you are aware Avondale as a suburb is partaking in the safe speed neighbourhoods program, however all these streets Breezes Rd, Pembroke Street and Avondale Roads are all now still 50 km/hr. We feel these 3 roads should also be part of the safe speed neighbourhoods' program as well, especially in front of the school at all times of the day and often at night, while functions are on at the school. Because a lot of Christchurch drivers use Breezes and Avondale Roads to go from one suburb (Aranui/Wainoni) to another suburb (Burwood or the motorway), we have found more traffic on average are travelling these roads at peak times, before and after school. In early December 2022 on Breezes Rd just by the golf club a student was almost hit by a car, which was witnessed by many people just around school time, it is believed the driver was travelling more than 50 km/hr, in the 50km/hr zone just before the school zone but didn't see the child.

The school cannot monitor this far down Breezes Road as Students come or leave school. Our Group believe for the safety of all residents and the students that attend Chisnallwood Intermediate, if these streets were included in the safe speed neighbourhoods' program, this incident may never have happened but overall, it will slow drivers down either side of the school zone, as it has in the rest of the suburb since the installation of the safe speed neighbourhoods & program, it will also mean vehicles will travel slower past the school offenders.

We also understand that if the safe speed neighbourhoods' program was extended to these 3 streets now not included, that the school zone speed would also change to 30 km/hr during school times especially 8am to 9am and 2.30pm to 3.15pm.

A Pedestrian Crossing on Breezes Rd near the old Avondale Primary School needs moving or getting rid of. As it is too far away from the Intermediate, as it is too far away from the Intermediate.

If you're travelling away from the intermediate up to the Wainoni intersection, the sun between the trees can blind you to seeing a kid coming towards the old crossing who may think they can get across before you get to the crossing.

We feel it would be advantageous to move the pedestrian crossing closer towards Chisnallwood Intermediate so the school can use school patrols on both sides of the school entrance this with a slow speed zone on Breezes at all times, vehicles and children are less likely to come into contact, and the school is also able to keep a closer eye on students as they cross before and after school. The current crossing in front of Chisnallwood Intermediate also needs a revamp with white lines to indicate the crossing.



Justin Fields  
Principal