

Submission ID	Name	I / We	Name of organisation (if applicable)	Comments	Project team response
11008	Nigel Weston	have some concerns		<p>Regulatory speed limit changes are usually done in 20 km/hr increments. The change from 50 to 40 is negligible and will not, in my opinion, change the average speed in these streets significantly.</p> <p>No reference has been made to the results from applying this speed limit in Charleston where 40 km/h has been in place for many years?</p> <p>I suggest the limit be 30 km/h as has been done in the CBD and is common in many European cities.</p> <p>A significant lowering of the risk to pedestrians of serious injury is gained by the lower speeds around 30km/h even from 40 km/h.</p>	<p>Thank you for your submission.</p> <p>The majority of the proposed area has recorded average speeds around or below 40km/h. Changing the posted speed limit from 50km/h to 40km/h is aligned with actual speeds and gives the proposed posted speed limit credibility in accordance with NZTA speed management guidelines and a recent revision to the Land Transport Road user Rule: Setting of Speed Limits 2017.</p> <p>Some streets within the proposed area have no traffic calming and higher recorded average speeds. We expect to see the greatest reduction in average speeds on streets such as Ward Street and Poulson Street to the east of Grove Road.</p> <p>30km/h is more suited for roads with high volumes of pedestrians and cyclists such as town and city centres.</p> <p>The proposal is in a residential area with relatively high pedestrian and cycle numbers, but not high enough to justify a 30km/h posted speed limit.</p>
10939	Judy Clements	support the plan		30 kph	<p>Thank you for your submission.</p> <p>30km/h is more suited for roads with high volumes of pedestrians and cyclists such as town and city centres.</p> <p>The proposal is in a residential area with relatively high pedestrian and cycle numbers, but not high enough to justify a 30km/h posted speed limit.</p>
10937	Sandra Dawson	support the plan		There are still hoons turning into Collins Street from Brougham St. Very dangerous as they are usually speeding.	Thank you for your submission. This is a moving vehicle violation and is illegal. Any vehicles seen completing this manoeuvre should be reported to the Police.
10866	M Stringer			<p>Maybe the signs will get lost in the 'clutter' on the corners OR/ drivers will be too busy negotiating the intersections and turn off the main roads and watching traffic, they may miss the speed sign.</p> <p>Same within the confines (?) and on the road.</p> <p>Why not 30, as in Central City?</p>	<p>Thank you for your submission.</p> <p>Installed signs are required to be viewed by an oncoming vehicle at least 60m away, there is also a standard spacing for signs.</p> <p>Sign messages can get lost in the clutter and this is considered when locating signs.</p> <p>30km/h is more suited for roads with high volumes of pedestrians and cyclists such as town and city centres.</p> <p>The proposal is in a residential area with relatively high pedestrian and cycle numbers, but not high enough to justify a 30km/h posted speed limit.</p>

Submission ID	Name	I / We	Name of organisation (if applicable)	Comments	Project team response
10856	Dirk De Lu			<p>Spokes supports Council in recognizing that density and multi modal use in this residential area requires a lower speed limit. Slower speeds can make the roads feel safer for those on foot and bicycle while also signalling drivers to slow down and share the space. Given that the Little River Rail Link MCR also travels through here lowering the speed to 30km/h is urged to achieve the safety non-motorised road users want.</p> <p>Council's Cycle Design Guidelines also recommend a 30km/h speed limit.</p> <p>"2.3. Major cycle ways through residential streets</p> <p>In urban residential streets, major cycle ways will ideally be neighbourhood greenways which create a slow, safe environment where bicycles, vehicles and people can comfortably mix. The quality of the environment and amenity of the residential street is also enhanced through this design". And the speed limit made clear in 2.3.1 "The design and appearance of the street is designed to encourage low traffic speeds (less than 30km/h) and low volumes, maximising safety for cyclists and pedestrians."</p> <p>This is also a natural route from the south west suburbs to the city. What may not be obvious is with Antigua Street closed north of St Asaph more people on bicycles are now commuting from the south via Selwyn and Simeon Streets to Collins and Ward Streets and through Church Square and north to the city via Grove Road and Hagley Ave. Given that Antigua will remain closed at least through April 2018 many will find they like this route. Lowering speeds here to 30km/h is clearly indicated both for road safety and to encourage more of the 'interested but concerned' cyclists specifically targeted by the Major Cycle Routes program</p>	<p>Thank you for your submission.</p> <p>30km/h is more suited for roads with high volumes of pedestrians and cyclists such as town and city centres.</p> <p>The proposal is in a residential area with relatively high pedestrian and cycle numbers, but not high enough to justify a 30km/h posted speed limit.</p> <p>It is noted that the MCR in this area is an off road facility. Neighbourhood greenways allow for cyclists and vehicles to share the road space. An example of a neighbourhood greenway is on the MCR between Clyde Road and Christchurch Boys High.</p>
10855	Ian Chesterman	have some concerns		<p>I support the reduction in posted speed limits in this area but would like Council to go further and reduce the limit to 30km/hr, in line with the CBD. The Little River Rail Link MCR goes through this area and Council's own design guidelines recognise that 30km/hr is more suitable for neighbourhood greenways, as this part of that cycleway will be.</p>	<p>Thank you for your submission.</p> <p>30km/h is more suited for roads with high volumes of pedestrians and cyclists such as town and city centres.</p> <p>The proposal is in a residential area with relatively high pedestrian and cycle numbers, but not high enough to justify a 30km/h posted speed limit.</p> <p>It is noted that the MCR in this area is an off road facility. Neighbourhood greenways allow for cyclists and vehicles to share the road space. An example of a neighbourhood greenway is on the MCR between Clyde Road and Christchurch Boys High.</p>
10843	Jane Edmed	support the plan			<p>Thank you for your submission.</p>

Submission ID	Name	I / We	Name of organisation (if applicable)	Comments	Project team response
10835	Rachael Gunn	do not support the plan		<p>Thanks for consulting us. I think that it is an unnecessary expense to change the speed limits and put up signs in our area. It's actually not possible to travel at a higher speeds in the areas where it's more appropriate to travel slower. This is due to the speed bumps and cycle lanes you've already put in. The footpaths are all in place and are fit for use. I haven't witnessed any safety issues due to the road in the three years I've lived here. I think you could spend this money in an area that needs it more.</p>	<p>Thank you for your submission.</p> <p>The biggest change in actual speeds is expected on streets without traffic calming such as Ward Street and Poulson Street east of Church Square.</p> <p>The cost of installing speed signs is relatively low and is good value for money to give 40km/h limits credibility in streets where speeds are already around 40km/h or less and reduce speeds in the streets that have no traffic calming.</p> <p>A large portion of streets within the proposed speed limit change area have existing traffic calming measures. Recorded speeds on these streets report average actual speeds around 40km/h. The proposed change in posted speed limit to 40km/h aligns with the actual speeds in the majority of the area and gives the posted speed limit credibility.</p>
10830	Diana Robertson	have some concerns		<p>Thank you for this great initiative in response to community concerns. Being a local resident I have witnessed traffic in the Church Square vicinity over many years. The introduction of the cycle trail (fantastic!) and associated changed road layout on the Collins Street / Brougham Street intersection has made a big difference in the number of cars and trucks using Church Square as a "shortcut".</p> <p>I think speed restrictions are desirable to further assist in making this a safe community for children, pedestrians and cyclists and for supporting the atmosphere of a caring and peaceful community, with wonderful heritage and parkland amenity values. It also appropriately acknowledges the precious nature of Church Square with its church, its wonderful setting and the attention it receives from the church and wider community.</p> <p>I am curious as to whether there are options for further reducing the speed limit in the vicinity of the square as 40 km/h is still fast for the characterful narrow roads, with the current car parking and pedestrian / children use of the area. I appreciate that less than 40 km/hour may be impractical and frustrating for some drivers in the wider zone identified by the Council, but I wonder if there are any options to limit or further encourage reduced speed in the more intimate streets directly feeding and circumnavigating the Church Square itself. We also wonder about the option to make the streets (or some of the streets) around Church Square itself, a shared zone <a href="https://www.nzta.govt.nz/walking-cycling-and-public-transport/cycling/cycling-network-guidance/designing-a-cycle-facility/between-intersections/shared-zones/">https://www.nzta.govt.nz/walking-cycling-and-public-transport/cycling/cycling-network-guidance/designing-a-cycle-facility/between-intersections/shared-zones/</a>. This would make the streets still accessible to cars but would create a pedestrian paced zone.</p>	<p>Thank you for your submission and your positive feedback.</p> <p>30km/h is more suited for roads with high volumes of pedestrians and cyclists such as town and city centres.</p> <p>The proposal is in a residential area with relatively high pedestrian and cycle numbers, but not high enough to justify a 30km/h posted speed limit.</p> <p>Typically a shared use zone requires a renewal of the street scape such as removal of road markings, change in surfacing, improvements to landscaping and urban design features. This is outside the scope of this project.</p>

Submission ID	Name	I / We	Name of organisation (if applicable)	Comments	Project team response
				With the increasing need to promote resilience and engagement in local communities, I greatly appreciate the Council's efforts to protect resources like Church Square and the current use and potential they have for community.	
10829	Cherylan Davies	have some concerns	Manuka Cottage	The streets around Addington are narrow and with parked cars on both sides reduce them to one way. We propose 30km speed limit which is in keeping with the newly introduced city speed limits.	Thank you for your submission.  30km/h is more suited for roads with high volumes of pedestrians and cyclists such as town and city centres.  The proposal is in a residential area with relatively high pedestrian and cycle numbers, but not high enough to justify a 30km/h posted speed limit.
10821	Julia Munro	have some concerns		The exit from the Addington centre on Fielding street needs a speed sign or traffic coming from Lincoln Rd could argue the point. Also the speed around Church Square should realistically be 20km. The narrowness of the roads and the number of cars parking in the area make this one way most of the time, especially Collins St and Poulson St. To be able to do 40km is madness. We have lived here since Oct. 2002.	Thank you for your submission.  The proposed signage meets best practise guidelines and is adequate to clearly identify the area that is 40km/h.  The proposed speed limit is not a target, drivers still need to drive to the conditions.  30km/h and below limits are more suited for roads with high volumes of pedestrians and cyclists such as town and city centres.  The proposal is in a residential area with relatively high pedestrian and cycle numbers, but not high enough to justify a 30km/h posted speed limit.
10818	Beverley Thomson	support the plan			Thank you for your submission.
10817	Diane Dacre	support the plan			Thank you for your submission.
10816	Rebecca & Sam Minnell	support the plan			Thank you for your submission.
10815	Audrey Slater	support the plan			Thank you for your submission.
10809	Matthew Clayton	support the plan		We support lowering the speed limit as proposed. We suggest however that in addition to the change in signage that either speed humps or chicanes/narrowing at the entrances to the area would signal the change of speed limit to drivers and allow for passive enforcement of the speed limit .	Thank you for your submission.  Funding for changes in posted speed limit do not extend to threshold treatments at intersections.

Submission ID	Name	I / We	Name of organisation (if applicable)	Comments	Project team response
10792	Rebecca Kirk	support the plan			Thank you for your submission.
10787	Robert Biggs	support the plan	Recently retired doctor	This is one of the things people of Christchurch requested in "Share an idea"; lower speed limits in many parts of the city. It is a widespread concept throughout many cities in Europe and some in North America where 30km/hr is more common. Serious injury or death to pedestrians and cyclists falls significantly as motor car speed drops. Why not extend the concept to cover all schools in Christchurch? Kia haha Christchurch City Council.	<p>Thank you for your submission.</p> <p>Variable 40km/h signs are currently used around schools in Christchurch that meet a criteria prescribed by NZTA guidance and legislation. The variable signs operate only before and after school that helps with drivers obeying the speed limit.</p> <p>A constant change in speed limit outside schools on a busy road is unlikely to be adhered to most of the time and becomes ineffective.</p> <p>The variable 40km/h signs are a prescribed legal sign for use around schools.</p> <p>Installation of variable 40km/h speed zones have to meet a specific legal criteria and potential sites are prioritised across the city.</p>
10784	Bronwyn Larsen	have some concerns	Canterbury District Health Board	<p>Details of submitter</p> <ol style="list-style-type: none"> <li>1. Canterbury District Health Board (CDHB).</li> <li>2. The submitter is responsible for promoting the reduction of adverse environmental effects on the health of people and communities and to improve, promote and protect their health pursuant to the New Zealand Public Health and Disability Act 2000 and the Health Act 1956. These statutory obligations are the responsibility of the Ministry of Health and, in the Canterbury District, are carried out under contract by Community and Public Health under Crown funding agreements on behalf of the Canterbury District Health Board.</li> <li>3. The Ministry of Health requires the submitter to reduce potential health risks by such means as submissions to ensure the public health significance of potential adverse effects are adequately considered during policy development.</li> </ol> <p>Details of submission</p> <ol style="list-style-type: none"> <li>4. We welcome the opportunity to comment on the Church Square and surrounds proposed speed limit change. The future health of our populations is not just reliant on hospitals, but on a responsive environment where all sectors work collaboratively.</li> </ol>	<p>Thank you for your submission.</p> <p>There is currently no funding available within the current ten year Long Term Plan to install further traffic calming measures in the street. The majority of streets included within the proposed speed limit change have a good level of traffic calming. It is expected that the average actual speeds in streets without calming will reduce following implementation of the proposed speed limit change.</p> <p>The proposed changes are in accordance with NZTA Speed management guideline 2016 and supported by Land Transport Rule: Setting of Speed Limits 2017.</p> <p>A customer service request has been raised CSR 92364035 for Emerson/Collins Street intersection issues, for the area traffic engineer to investigate.</p> <p>There is currently no funding available within the current ten year Long Term Plan to install further traffic calming measures in the street. The majority of streets included within the proposed speed limit change have a good level of traffic calming. It is expected that the average actual speeds in streets without calming will reduce following implementation of the proposed speed limit change</p>

Submission ID	Name	I / We	Name of organisation (if applicable)	Comments	Project team response
				<p>5. Health and wellbeing (overall quality of life) is influenced by a wide range of factors beyond the health sector. These influences can be described as the conditions in which people are born, grow, live, work and age, and are impacted by environmental, social and behavioural factors. They are often referred to as the “social determinants of health[1] . Barton and Grant’s Health Map[2] shows how various influences on health are complex and interlinked.</p> <p>6. The most effective way to maximise people’s wellbeing is to take these factors into account as early as possible during decision making and strategy development. Initiatives to improve health outcomes and overall quality of life must involve organisations and groups beyond the health sector, such as local government if they are to have a reasonable impact[3] .</p> <p>General Comments</p> <p>7. The CDHB supports the change of speed limit to 40km/h in Church Square and surrounds as a safety measure which better reflects the operating speeds of these narrow streets.</p> <p>8. Given the frequently used cycle path through Church Square, improvements to safety which in turn promotes the use of active transport and healthy lifestyles is welcomed by the CDHB.</p> <p>9. The CDHB supports the proposal and has some further recommendations for consideration which would further improve health outcomes for the community.</p> <p>Specific comments</p> <p>10. The CDHB recommends that measures are taken to improve safety for cyclists at the Emerson/Collins Street intersection. Currently this intersection poses risk for those using the cycleway due to restricted line of sight when travelling north to south. Cyclists are required to give way to vehicles approaching this junction, however the pre-existing curve of Emerson Street limits the view of south travelling cyclists. The CDHB considers that installation of a traffic mirror on this corner one possible measure to provide cyclists a view back up Emerson Street as they are approaching the intersection. This would improve the safety and confidence of cyclists using this cycleway.</p> <p>11. The CDHB also recommends that additional speed bumps are considered, particularly at the entrance to streets directly off a 50km area (eg. Harman, Poulson, Ward, Spencer and Dickens), both to reinforce to drivers that they are entering a slower speed zone area and to ensure that as per NZTA, the</p>	

Submission ID	Name	I / We	Name of organisation (if applicable)	Comments	Project team response
				<p>operating speed of traffic is kept within 10% of the speed limit [4].</p> <p>Conclusion</p> <p>12. The CDHB does not wish to be heard in support of this submission.</p> <p>13. Thank you for the opportunity to submit on Church Square and surrounds proposed speed limit change.</p> <p>Person making the submission:</p> <p>Dr Ramon Pink Date: 6/12/2017</p> <p>Public Health Physician</p> <p>Footnotes:</p> <p>1. Public Health Advisory Committee. 2004. The Health of People and Communities. A Way Forward: Public Policy and the Economic Determinants of Health. Public Health Advisory Committee: Wellington.</p> <p>2. Barton, H. and Grant, M. (2006) A health map for the local human habitat. The Journal for the Royal Society for the Promotion of Health, 126 (6). pp. 252-253. SSN 1466-4240 Available from: <a href="http://eprints.uwe.ac.uk/7863">http://eprints.uwe.ac.uk/7863</a></p> <p>3. McGinni s JM, Williams-Russo P, Knickman JR. 2002. The case for more active policy attention to health promotion. Health Affairs, 21(2): 78 - 93.</p> <p>4. NZTA. 2017. Land Transport Rule: Setting of Speed Limits 2017.</p>	
10780	Ann-Marie Mulligan	support the plan		Great proposal thanks	Thank you for your submission.
10779	Blair Chappell	support the plan			Thank you for your submission.
10778	Rachel Simpson	support the plan			Thank you for your submission.

Submission ID	Name	I / We	Name of organisation (if applicable)	Comments	Project team response
10777	A D Smith	have some concerns		It is very hard to get to 40 kph with all speeds bumps and narrow streets, so it seems a waste of money putting new signs it.	<p>Thank you for your submission.</p> <p>The biggest change in actual speeds is expected on streets without traffic calming such as Ward Street and Poulson Street, east of Church Square.</p> <p>The cost of installing speed signs is relatively low and is good value for money to give 40km/h limits credibility in streets where speeds are already around 40km/h or less and reduce speeds in the streets that have no traffic calming.</p>
10776	Caleb None	do not support the plan		<p>The cyclist mob that seem to have infiltrated the Council (like commies in the U.S Government in the McCarthy era) are intent on slowing everybody down for their own convenience. They have already ruined the manoeuvrability of vehicles in the Central City with these 30 kmh zones everywhere. (Which hardly anybody obeys) and as a consequence I go as far as Pak N Save on Moorhouse and no longer venture into the 'four avenues' as I am not wasting my time.</p> <p>To sort this you need to yellow line one side of all these roads and build a parking building somewhere over by the railway lines and the Court Theatre. This, as a resident, would solve most of the manoeuvring problems that we encounter in these narrow streets. Maybe put a cycle lane along one side?</p>	<p>Thank you for your submission.</p> <p>Parking in this area is challenging given the competing demands. The current parking restrictions in place aim to deter all day commuter parking and provide some provision for residents.</p> <p>Installing more no stopping restrictions (broken yellow lines) will likely concentrate parking in remaining available spaces. Parked vehicles on both sides of the street helps keep vehicle speeds down, reducing road safety risk.</p>
10757	Joan Williams	support the plan		<p>This plan is certainly a step in the right direction. In fact, I would like the speed reduced even further along my stretch of Poulson Street. (I am close to the turnoff from Selwyn St.) Trying to emerge safely from the driveway onto Poulson St, is extremely hazardous, whether one is driving or backing out. Cars are parked on both sides of the road, this reduces visibility of course. And cars turning out of Selwyn Street, seem to feel they need to accelerate immediately for some reason. The street too, could improve accessibility, if parking was reduced to one side only. Trying to pass oncoming traffic is extremely difficult with cars parked on both sides. I look forward to hearing from you.</p>	<p>Thank you for your submission.</p> <p>The proposed scheme includes Polson Street between Selwyn Street and Lincoln Road.</p> <p>Parking on both sides of the road helps limit vehicle speeds, reducing road safety risk.</p>
10739	Manderson Trusts Partnership None			<p>Re - Rental property at [REDACTED].</p> <p>Good idea!</p>	<p>Thank you for your submission.</p>



Submission ID	Name	I / We	Name of organisation (if applicable)	Comments	Project team response
10738	Dr Geurt Lamprecht	do not support the plan		<ol style="list-style-type: none"> <li>1. Unnecessary</li> <li>2. Average speed in area already &lt;40 km/h</li> <li>3. Existing laws adequate to issue fines for reckless driving, even if within speed limit / restriction</li> <li>4. Proposal smacks of overbearing police state scheming more revenue, rather than doing their job of ensuring safe, stress free environment for free citizens.</li> <li>5. No, I am not a weirdo or crank</li> </ol>	<p>Thank you for your submission.</p> <p>The biggest change in actual speeds is expected on streets without traffic calming such as Ward Street and Poulson Street, east of Church Square.</p> <p>Yes, the average speeds in the area are low, and the proposed posted speed limit aligns with actual speeds helping give 40km/h limits credibility and keep existing average speeds low.</p>
10737	Adrienne Hale	support the plan		Very sensible Thank You.	Thank you for your submission.
10736	Alan Cappuccio	support the plan		<p>Can we make it access only.</p> <p>With church preschool and addiction centre it would be nice not to have cars cut through.</p>	<p>Thank you for your submission.</p> <p>A revised speed limit may deter some drivers from taking shortcuts.</p> <p>The scope does not extend to removing access/egress to stop rat running traffic.</p>
10719	David Hawke	have some concerns		<p>Although I live in Halswell, most days I stop at Addington Coffee Culture on my way home from my office in the central city. Getting from this business to the cycle path means traversing the back streets of Addington. Although they are narrow, too many people travel far too fast along them - Poulson St in particular - and visibility is not good. I have had a couple of near misses from people coming around corners too quickly.</p> <p>My only reservation is that the speed limit should be reduced to 30, not 40 km/h. There is no need for the faster speed, and the slower speed would be safer for people both walking and cycling.</p>	<p>Thank you for your submission.</p> <p>30km/h is more suited for roads with high volumes of pedestrians and cyclists such as town and city centres.</p> <p>The proposal is in a residential area with relatively high pedestrian and cycle numbers, but not high enough to justify a 30km/h posted speed limit.</p>
10703	Garry A Hodgson	have some concerns		<p>I have lived in Ward Street four over 10 years.</p> <p>Who will police the 40 km/h sign?</p> <p>Judder bars will help slow down some of the nut case drivers up and down Ward Street, who don't care less.</p> <p>Some drive so fast they have trouble slowing down on the bend.</p> <p>All the streets around Church Square, Poulson St, Ward St, Harman St Judder bars would be better than 40 km signs. They work real good on Collins St.</p>	<p>Thank you for your submission.</p> <p>The NZ Police are responsible for enforcing posted speed limits.</p> <p>There is currently no funding available within the current ten year Long Term Plan to install further traffic calming measures in the street. The majority of streets included within the proposed speed limit change have a good level of traffic calming. It is expected that the average actual speeds in streets without calming will reduce following implementation of the proposed speed limit change.</p>

Submission ID	Name	I / We	Name of organisation (if applicable)	Comments	Project team response
10702	Bernard Lock	support the plan			Thank you for your submission.
10701	Julie Davison	support the plan			Thank you for your submission.
10700	Honora Renwick	support the plan		<p>As a cyclist I support any measure that assists motorist's awareness of keeping speeds down around blind corners and Church Square. For me there are the concerning sections (see enclosed document)</p> <p>Thank you Honora Renwick</p>	<p>Thank you for your submission.</p> <p>A customer service request CSR92364694 has been raised for the area traffic engineer to investigate.</p>
10690	Nicola Hart	support the plan		<p>My husband and I have two young kids, and we live on Poulson St between Church Square and Selwyn Street. We are very involved in our neighbourhood, we know a lot of people in the area, and my husband works in the area too. As a mum of young kids, we spend a lot of time walking the streets of this neighbourhood, and my husband and I also bike, skate and drive these streets. I have also lived on Cotterill Street, Harman Street, and Walsall and Kenilworth streets which are on the other side of Lincoln Road. Since being on Poulson Street with my kids, I have definitely noticed how much traffic there is and how fast people drive around our streets - particularly on our part of Poulson Street. I would say that people easily drive 60km/hour down our street. I would love to see the official speed limit be dropped in our neighbourhood, to make it safer, and more walking- and biking-friendly. Thanks!</p>	Thank you for your submission.
10669	Raewyn Whittam	support the plan		<p>Need more speed limit signs and speed humps.</p> <p>How are you going to implement the speed limits?</p> <p>Slower the better 20 or 30.</p> <p>It is so dangerous between Selwyn &amp; Poulson St &amp; Church Square, I'd insist there be speed humps as people go at high speeds, it's difficult to cross the street particularly as I use a walker.</p>	<p>Thank you for your submission.</p> <p>30km/h is more suited for roads with high volumes of pedestrians and cyclists such as town and city centres.</p> <p>The proposal is in a residential area with relatively high pedestrian and cycle numbers, but not high enough to justify a 30km/h posted speed limit.</p> <p>There is currently no funding available within the current ten year Long Term Plan to install further traffic calming measures in the street. The majority of streets included within the proposed speed limit change have a good level of traffic calming. It is expected that the average actual speeds in streets without calming will reduce following implementation of the proposed speed limit change.</p>
10668	Mika Owen	do not support the plan			Thank you for your submission.

Submission ID	Name	I / We	Name of organisation (if applicable)	Comments	Project team response
10667	Isobel & Bernadette Renwick	have some concerns		It is a good idea especially due to the fact that there are several schools in the area, and traffic on Brougham St motorway often use streets around this area as a bypass route. However the concern is in the enforcement of the lower speed restriction - whose responsibility is it? As even now cars are speeding even at 50 km restriction now. Also signage does tend to get pinched around the area or even vandalised so the on-going cost of replacement & enforcement who is responsible - the ratepayers? So does this mean an increase to cover this?	<p>Thank you for your submission.</p> <p>The NZ Police are responsible for enforcing posted speed limits.</p> <p>Council road maintenance is responsible for maintaining any damaged signs, any damaged signs or vandalism can be reported to council helpdesk (ph 941 8999.)</p> <p>Signage (including replacement) is included in the Council's road maintenance budget.</p>
10666	Mary-Anne Westeneng	support the plan		I like the plan a lot - because the streets are narrow in many places which causes a lot of congestion.	Thank you for your submission.
10664	Maryanne Louise Dick	support the plan			Thank you for your submission.
10663	Emma Cooper	support the plan		<p>Speed bump would be great to stop people speeding, it is very common for cars to speed around these street even when forced to single lane with road parking.</p> <p>SPEED BUMPS</p>	<p>Thank you for your submission.</p> <p>There is currently no funding available within the current ten year Long Term Plan to install further traffic calming measures in the street. The majority of streets included within the proposed speed limit change have a good level of traffic calming. It is expected that the average actual speeds in streets without calming will reduce following implementation of the proposed speed limit change.</p>
10634	Lyn Gallagher	have some concerns		<p>Spencer Street outside the church and primary school is a 25 kph zone, however, most cars coming off Brougham St are often travelling much faster than 25 kph. Would this change to a 40kp zone? I would like the traffic to be slowed down to offer safety to children crossing the street.</p> <p>Reducing the overall speed zone in the streets surrounding Church Square is a good plan. The cycle lanes around Church Square are great - I use them in my daily commute.</p>	<p>Thank you for your submission.</p> <p>The 25km/h speed hump signs are warning signs only and have no legal status, the sign aims to warn motorists of a permanent hazard in the road, in this case a raised speed hump.</p> <p>These warning signs still apply if the posted speed limit is reduced to 40km/h.</p>
10602	Julie Topp Trust None	support the plan			Thank you for your submission.
10601	Ann McKenzie	have some concerns		What about extending speed limit on Grove Road to cover Hazeldean early childhood centre on Grove Rd / Hazeldean St. Cotterill St also could have speed limits on both sides & parking on 1 side only.	<p>Thank you for your submission.</p> <p>Cotterill Street is already part of the proposed scheme.</p> <p>Yes, the scheme can be extended to include these streets. These changes have to go through public consultation to meet the legal criteria of setting a speed limit and if approved</p>

Submission ID	Name	I / We	Name of organisation (if applicable)	Comments	Project team response
					<p>will be installed after implementation of current proposed scheme, subject to council approval.</p> <p>A customer service request CSR92363878 has been raised for the area traffic engineer to progress.</p>
10599	V & N Rosenberg	support the plan		An even lower speed would be even better especially near Sacred Heart Primary School, we would favour 30 - 35 kph.	<p>Thank you for your submission.</p> <p>30km/h is more suited for roads with high volumes of pedestrians and cyclists such as town and city centres.</p> <p>The proposal is in a residential area with relatively high pedestrian and cycle numbers, but not high enough to justify a 30km/h posted speed limit.</p>
10597	Andy & Liz Baynes	support the plan		<p>Yes, we would love this change!</p> <p>As a pro-cycling family and as parents of two young children we would welcome the speed reduction. Our only feedback is that maybe 40 kmph is not enough? It is actually difficult to drive 40 kmph or 50 kmph. We suggest that actually 30 kmph would be more appropriate. However, any reduction in speed is welcomed so we support the plan for change!</p>	<p>Thank you for your submission.</p> <p>30km/h is more suited for roads with high volumes of pedestrians and cyclists such as town and city centres.</p> <p>The proposal is in a residential area with relatively high pedestrian and cycle numbers, but not high enough to justify a 30km/h posted speed limit.</p>
10596	Elizabeth Baynes	support the plan		<p>Disappointed it's not 30 kmph!!!</p> <p>However still happy to have the speed limit reduced.</p>	<p>Thank you for your submission.</p> <p>30km/h is more suited for roads with high volumes of pedestrians and cyclists such as town and city centres.</p> <p>The proposal is in a residential area with relatively high pedestrian and cycle numbers, but not high enough to justify a 30km/h posted speed limit.</p>
10595	John Craddock			<p>Yes we at [REDACTED] totally support this. I see the traffic coming off Brougham St into Spencer St from my office window.</p> <p>Often cars speed and into Macaulay St. We conduct a primary school of nearly 200 students &amp; their comings and goings will be safer with reduced speed.</p>	Thank you for your submission.
10593	M Grassam	support the plan		I would like to see it decreased further to 30 km/hr	<p>Thank you for your submission.</p> <p>30km/h is more suited for roads with high volumes of pedestrians and cyclists such as town and city centres.</p> <p>The proposal is in a residential area with relatively high pedestrian and cycle numbers, but not high enough to justify a 30km/h posted speed limit.</p>
10592	Andrew Scott	support the plan		I find when driving in the general area I am only doing 40 kmph or lower so I think it would be good for safety.	Thank you for your submission.
10579	Kevin & Theresa Crequer	support the plan		We own [REDACTED]. Speed is a problem in Ward St. Speed signs need to be installed at both ends of Ward St.	Thank you for your submission.

Submission ID	Name	I / We	Name of organisation (if applicable)	Comments	Project team response
10578	Ross Ambler	support the plan		I think the reduced speeds in these areas is a very good idea. Often due to the high level of parking in these areas which also leads to the narrowing of the streets I find already that most of the time I am only travelling at or around the 40 km/hr speed anyway.	Thank you for your submission.
10577	Brenda Ellis	support the plan		100 % support this plan	Thank you for your submission.
10576	P R Griffiths	support the plan			Thank you for your submission.
10575	Rockingham Ltd None			<p>If the actual speeds in the area are close to 40kph, then this looks like a solution in need of a problem. There is no real need for it.</p> <p>I would be interested in knowing what the cost of this change will be, including the cost of this consultation, and everything that goes with it.</p> <p>Could this please be presented at any public meeting please?? Rates are rising at an alarming and there are higher spending priorities. This appears an unnecessary work creation scheme for staff &amp; contractors.</p>	<p>Thank you for your submission.</p> <p>A large portion of streets within the proposed speed limit change area have existing traffic calming measures. Recorded speeds on these streets report average actual speeds around 40km/h. The proposed change in posted speed limit to 40km/h aligns with the actual speeds in the majority of the area and gives the posted speed limit credibility. The biggest change in actual speeds is expected on streets without traffic calming such as Ward St and Poulson St east of Church Square.</p> <p>The cost to supply and install signs is approximately \$9,500. The cost of printing and distributing 1780 leaflets was approximately \$1500 plus operational and engagement staff time.</p> <p>A reduction to the posted speed limit in this area has been requested by members of the public and the community board has resolved that staff investigate.</p>
10574	D Robinson	support the plan		<p>Place a speed hump on Collins St between MacAulay St &amp; Emerson St.</p> <p>Get a street sweeper to collect all the fine gravel on Collins St left after the cycleway upgrade.</p>	<p>There is currently no funding available within the current ten year Long Term Plan to install further traffic calming measures in the street. The majority of streets included within the proposed speed limit change have a good level of traffic calming. It is expected that the average actual speeds in streets without calming will reduce following implementation of the proposed speed limit change</p> <p>The issue regarding chip has been forwarded to the road maintenance team.</p>
10561	Jennifer Lee	support the plan		Excellent idea.	Thank you for your submission.
10560	Ian Viney	support the plan		This is a good idea. I live at [REDACTED] and each morning there are a lot of cars that come off the motorway and use Spencer Street and other nearby streets as a shortcut. Slowing them down will be good and may also discourage some of them.	Thank you for your submission.

Submission ID	Name	I / We	Name of organisation (if applicable)	Comments	Project team response
10557	Shauna Reveley	support the plan			Thank you for your submission.
10554	Aaron Watson	have some concerns		<p>I believe the speed limit definitely needs to be addressed but also Wad st needs speed humps as people do speeds of up to 100kmh down Ward st, everyone uses it as a shortcut through Addington between brougham/Lincoln rd &amp; Selwyn st and there is a lot of people that do excessive speeds.</p> <p>early morning before 9am and after 3pm in the afternoon it gets extremely busy with speeding cars.</p> <p>Grove st has also become a hazard and needs to be made one way, I am unsure as to why with all of the work that was done around the church it wasn't made 1 way around the church and opened up so people can travel all the way around it instead of having one side blocked off and 2 lanes of traffic trying to get around with the size of one lane.</p>	<p>Thank you for your submission.</p> <p>There is currently no funding available within the current ten year Long Term Plan to install further traffic calming measures in the street. The majority of streets included within the proposed speed limit change have a good level of traffic calming. It is expected that the average actual speeds in streets without calming will reduce following implementation of the proposed speed limit change.</p> <p>A customer service request CSR 92364049 has been raised for the area traffic engineer to investigate.</p>
10552	Natalie Brodie	support the plan		Would prefer a reduction to 30km/h, consistent with other areas of traffic calming.	<p>Thank you for your submission.</p> <p>30km/h is more suited for roads with high volumes of pedestrians and cyclists such as town and city centres.</p> <p>The proposal is in a residential area with relatively high pedestrian and cycle numbers, but not high enough to justify a 30km/h posted speed limit.</p>
10544	Arthur McGregor	support the plan		Reducing the speed limits should make the area safer and more pleasant for everyone concerned :-D	Thank you for your submission.
10534	Sijmon Fenwick	support the plan		<p>Lots of people seem to cut through Poulson as a shortcut to town.</p> <p>We support this!</p>	Thank you for your submission.
10533	Kirsty Hayward	have some concerns		<p>I don't believe that reducing the speed limit is going to solve the issue.</p> <p>The issue is the amount of parked cars when there is a perfectly good parking complex. Grove Road is insane. It needs to be made one way or make it all no parking both sides.</p> <p>Often cars have to go up on to the cycle lane to allow traffic to flow. And when rubbish trucks are doing Grove Road and other surrounding streets it brings the road to a standstill. Reducing the speed may help but it's not the solution.</p>	<p>Thank you for your submission.</p> <p>A customer service request CSR 92364049 has been raised for the area traffic engineer to investigate.</p>

Submission ID	Name	I / We	Name of organisation (if applicable)	Comments	Project team response
10532	Phillipa Jane Lovell	support the plan			Thank you for your submission.
10531	Romeo Marote	support the plan			Thank you for your submission.
10512	Mairi McLaren	support the plan			Thank you for your submission.
10499	Glen Koorey	support the plan		Great to see; this will help to improve safety in this area, and also make it easier to access the Little River Link cycleway. My only wish is that it was lowered to 30km/h instead, to really get full value out of lower speed benefits.	Thank you for your submission.  30km/h is more suited for roads with high volumes of pedestrians and cyclists such as town and city centres.  The proposal is in a residential area with relatively high pedestrian and cycle numbers, but not high enough to justify a 30km/h posted speed limit.
10496	Jane Mountier	support the plan		I suggest you install 40 km speed signs on the streets, not just at the entrance to them. Drivers don't always notice speed signs (myself included!) so a reminder is helpful.	Thank you for your submission, 40km/h road markings are planned to be used within the area to remind motorists of the speed limit.
10491	Hannah Gosling	have some concerns		I would generally agree that the actual speeds in the area are lower than 50 km/h, in particular around Church Square.  As a commuter cyclist needing to connect to major cycle routes, I believe I would find it safer if cars were to travel at a lower overall speed, especially as parked cars being on both sides of the road often means that cars have to move down the middle of the road. However I am unsure if limiting the speed will prevent drivers from accelerating rapidly from corner to corner, which is often the main hazard for cyclists/pedestrians. The traffic calming measures in place currently seem to be generally effective.	Thank you for your submission.  A large portion of streets within the proposed speed limit change area have existing traffic calming measures. Recorded speeds on these streets report average actual speeds around 40km/h. The proposed change in posted speed limit to 40km/h aligns with the actual speeds in the majority of the area and gives the posted speed limit credibility. The biggest change in actual speeds is expected on streets without traffic calming such as Ward Street and Poulson Street, east of Church Square.
10482	Matt Jackson	support the plan		Great idea to reduce the limit, but 30km/h would be more appropriate for the area. Many of these roads are used as rat runs so enforcement will also be important.  It would also be a good opportunity to amend the cycleways layout around church square so that it has priority over side roads. As it stands it is confusing and makes no sense	Thank you for your submission.  30km/h is more suited for roads with high volumes of pedestrians and cyclists such as town and city centres.  The proposal is in a residential area with relatively high pedestrian and cycle numbers, but not high enough to justify a 30km/h posted speed limit.

Submission ID	Name	I / We	Name of organisation (if applicable)	Comments	Project team response
10477	Graeme Cook	support the plan		Grenburn Holdings Ltd own [REDACTED].  Since the traffic calming was undertaken some years ago it has not been possible to attain 40 kph so I do not think the new signage will make any change.	Thank you for your submission.  A large portion of streets within the proposed speed limit change area have existing traffic calming measures. Recorded speeds on these streets report average actual speeds around 40km/h. The proposed change in posted speed limit to 40km/h aligns with the actual speeds in the majority of the area and gives the posted speed limit credibility. The biggest change in actual speeds is expected on streets without traffic calming such as Ward Street and Poulson Street, east of Church Square.
10452	Craig Oliver	support the plan	Alchemy Group Ltd	Our office is in the Hazeldean business park  We support the reduction but would like to see it extended to cover  1/ The entirety of Grove rd (to Moorhouse ave).  2/ The section of Hazeldean rd between Grove rd and Lincoln rd	Thank you for your submission.  Yes, the scheme can be extended to include these streets. These changes have to go through public consultation to meet the legal criteria of setting a speed limit and if approved will be installed after implementation of current proposed scheme, subject to council approval.  A customer service request CSR92363878 has been raised for the area traffic engineer to progress.
10410	R S Stevenson	do not support the plan			Thank you for your submission.
10409	Judith Mclsaac	support the plan			Thank you for your submission.
10408	Peter & Marueen Entwistle	support the plan		We support 30kmh	Thank you for your submission.  30km/h is more suited for roads with high volumes of pedestrians and cyclists such as town and city centres.  The proposal is in a residential area with relatively high pedestrian and cycle numbers, but not high enough to justify a 30km/h posted speed limit.
10407	Rachel Walton	support the plan			Thank you for your submission.
10389	Chrissy Irvine	support the plan		We live on Collins St and we fully support the change in speed limit. Although traffic has decreased tremendously since the bike lane meant that no one could enter into Collins off brougham, every now and then non-residents speed. It's unsafe because there are so many cars parked and so visibility around corners is minimal.	Thank you for your submission.
10387	Jeremy Thin	have some concerns		40km/h on the back streets is great, but the proposed lower limit for Harman St does not fit the rationale given for all the other streets - it is not narrow and is more of a through-route than the other streets. I suspect that limiting this to 40 would undermine support for (and compliance with) the 40km/h limit of all the other streets.	It is noted that Harman Street has relatively higher speeds compared to the rest of the area. Mean actual speeds measured on Harman Street are 45km/h. A change in posted speed limit is likely to bring actual measured mean speeds down. Plan to include Hazeldean Road with the proposal and monitor speeds if the proposal is approved.



Submission ID	Name	I / We	Name of organisation (if applicable)	Comments	Project team response
10380	Lou & Family None	support the plan		We have a lot of issues with the boy racers on the weekends so speed bumps may help.	There is currently no funding available within the current ten year Long Term Plan to install further traffic calming measures in the street. The majority of streets included within the proposed speed limit change have a good level of traffic calming. It is expected that the average actual speeds in streets without calming will reduce following implementation of the proposed speed limit change.  If boy racers continue to be a problem please contact Council call centre on 941 8999.
10379	Jenny Stevenson	support the plan		The speed limit could even be reduced to 30 kph - same as in town.  This is great - I am concerned about the speed some drivers try in our neighbourhood - even despite the road humps, narrow roads & cars parked on both sides - cars often follow me too close as I drive at a sensible speed over the road humps. Its good because of the children playing out in our community - housing density is increasing in our area, with smaller gardens. It's also great to suit the bikes using the new cycleway as there are lots of road crossings & entrances. Thank You  Maybe Harman St doesn't need to be 40 kph? Since it is mixed commercial / industrial & residential.	Thank you for your submission.  30km/h is more suited for roads with high volumes of pedestrians and cyclists such as town and city centres.  The proposal is in a residential area with relatively high pedestrian and cycle numbers, but not high enough to justify a 30km/h posted speed limit.  Harman Street does have a relatively higher speeds and different land use compared to the majority of the area. However Harman Street has been included because it creates a consistent area wide treatment within the boundary of busy arterial roads.
10377	Gregory Richard Andrews	have some concerns		I believe 40 kmh is still too fast for most of the area. I would like to see 30 kmh for most of the area. Except Ward Street & Harman Street which are quite a bit wider for two traffic. The other streets are all narrow and with a school, play school etc in the area and at peak time in the morning & evening, a lot of traffic builds up on Brougham St forcing a lot of vehicles to turn left into Spencer St and then right into Macauley St or Poulson St and then through Church Square MOST OF THOSE VEHICLES TREAT IT LIKE A RACE TRACK. They have no regards at all for children going to school, or parents dropping kids at school or play centre. Ward Street & Harman St could be 40 kmh, the rest 30kmh Thanks.	Thank you for your submission.  30km/h is more suited for roads with high volumes of pedestrians and cyclists such as town and city centres.  The proposal is in a residential area with relatively high pedestrian and cycle numbers, but not high enough to justify a 30km/h posted speed limit.  Harman Street and Ward Street have relatively higher speeds compared to the majority of the area. They have been included because it creates a consistent area wide treatment within the boundary of busy arterial roads.
10373	David Scott & Jennifer Storer None	support the plan			Thank you for your submission.

Submission ID	Name	I / We	Name of organisation (if applicable)	Comments	Project team response
10370	Brian & Mary Hopkins	have some concerns		<p>We have some concerns re this as outlined below.</p> <p>1. The Council is to go to the expense of putting up signage re the reduction when it admits in the flyer attach to this reply sheets states "Heavy parking and traffic calming devices keep vehicle speeds low" and 40 km/h which is aligned with actual speeds in this area already.</p> <p>2. Who is going to enforce the speed limit if reduced or will it be like the expense the Council went to re parking signs when there is little to no enforcement of the parking especially since a ..... as we are aware the police are the enforcement agents re speed and they are currently over stretched.</p>	<p>Thank you for your submission.</p> <p>A large portion of streets within the proposed speed limit change area have existing traffic calming measures. Recorded speeds on these streets report average actual speeds around 40km/h. The proposed change in posted speed limit to 40km/h aligns with the actual speeds in the majority of the area and gives the posted speed limit credibility. The biggest change in actual speeds is expected on streets without traffic calming such as Ward Street and Poulson Street, east of Church Square.</p> <p>The NZ Police are responsible for enforcing posted speed limits.</p>
10366	Rebecca & Brett Hayston	support the plan			Thank you for your submission.
10365	Jane Eagle	support the plan		Would benefit from road narrow signs around Church Square	Thank you for your submission.
10364	Joan Bellingham	have some concerns		I would like to see the speed limit drop to 30 km/h. Having lived in Church Square for 40 years I have seen excessive speed and very near misses. As it is a real family and community based area under the circumstances I really feel 30 km/h is appropriate.	<p>Thank you for your submission.</p> <p>30km/h is more suited for roads with high volumes of pedestrians and cyclists such as town and city centres.</p> <p>The proposal is in a residential area with relatively high pedestrian and cycle numbers, but not high enough to justify a 30km/h posted speed limit.</p>
10363	Spencer Pullon	support the plan			Thank you for your submission.
10350	Robin Wareing	have some concerns		<p>I support lowering the speed limit in this area as these are quiet residential streets with a large number of people and pets around.</p> <p>My only concern is the use of a 40km/hr limit - this is different from the 30 km/hr limit in town. It would more sense to be consistent and reduce the speed around church square to 30km/hr.</p> <p>In addition it is highly likely people will just travel at 50km/hr in a 40 km/hr zone, whereas a 30 km/hr limit would be more effective at reducing the overall average speed in the area.</p>	<p>Thank you for your submission.</p> <p>30km/h is more suited for roads with high volumes of pedestrians and cyclists such as town and city centres.</p> <p>The proposal is in a residential area with relatively high pedestrian and cycle numbers, but not high enough to justify a 30km/h posted speed limit.</p>

Submission ID	Name	I / We	Name of organisation (if applicable)	Comments	Project team response
10349	Katie Graves	have some concerns		<p>We often notice cars well in excess of safe speed limits on these roads - given that they are heavily parked and therefore narrow, and heavily pedestrianized. The area around Macaulay St includes a school and a preschool and people are often driving 50km/hr or more around these areas.</p> <p>Why not reduce the speed limit to 30km/hr like much of the central city is? Having too many differing speed limits (50km, 40km, 30km, 60km) seems unnecessary and will cause confusion. Why not stick to 30km/hr in and around areas like this instead of introducing another different speed limit (I cannot think of any other suburbs in Christchurch with a 40km speed limit)</p>	<p>Thank you for your submission.</p> <p>30km/h is more suited for roads with high volumes of pedestrians and cyclists such as town and city centres.</p> <p>The proposal is in a residential area with relatively high pedestrian and cycle numbers, but not high enough to justify a 30km/h posted speed limit.</p> <p>The proposal is similar to the 40km/h limit in Charleston off Ferry Road.</p>
10344	Anouk Minnaar	have some concerns		<p>I would like to see it down to 30km/hour to be in line with chch cbd.</p> <p>Too much variety in speed changes just confuses people.</p>	<p>Thank you for your submission.</p> <p>30km/h is more suited for roads with high volumes of pedestrians and cyclists such as town and city centres.</p> <p>The proposal is in a residential area with relatively high pedestrian and cycle numbers, but not high enough to justify a 30km/h posted speed limit.</p>
10328	Jayden Scott	support the plan		<p>Would love to see the area planted up more, Trees, Shrubs etc. The gutters cleaner and peoples waste left of the footpaths (Furniture, car parts etc.) Keep this area moving forward. Love the speed reduction. People speed around the corner towards the church and there are little kids living down this street.</p>	<p>Thank you for your submission.</p> <p>Street renewals are outside the scope of this project.</p>
10326	andy McEntee	do not support the plan		<p>We already have quite a few speed bumps in this area, it 11 of them for me to get on to lincoln rd from my place. I personally don't see why the speed reduction , as you really can't do 50k with the speed bumps anyway .These were put in to stop speeding cars and cars doing burn outs around the square years back . The cycle was takes up a lot of room on Collins street so the road narrows so you have to slow down to watch out for oncoming traffic. People just have to adapt to the situation. If there wasn't any speed bumps in the area yes maybe drop the speed limit. otherwise just leave it alone thanks</p>	<p>Thank you for your submission.</p> <p>A large portion of streets within the proposed speed limit change area have existing traffic calming measures. Recorded speeds on these streets report average actual speeds around 40km/h. The proposed change in posted speed limit to 40km/h aligns with the actual speeds in the majority of the area and gives the posted speed limit credibility. The biggest change in actual speeds is expected on streets without traffic calming such as Ward St and Poulson St east of Church Square.</p>
10314	Monica Reid	support the plan		<p>Yes, I support the plan but the state of the roads around circling Church Square need attention, please. There are too many potholes!</p>	<p>Thank you for your submission. Your comments have been passed onto maintenance.</p>
10285	Madlen Shaw	support the plan	The Pedal Pusher		<p>Thank you for your submission.</p>
10284	Neil Vincent Bunting	support the plan			<p>Thank you for your submission.</p>

Submission ID	Name	I / We	Name of organisation (if applicable)	Comments	Project team response
10283	Jim Cleave	support the plan		This has been a long time coming even 40 is too fast. There are a lot of seniors and children in the area	Thank you for your submission. 30km/h is more suited for roads with high volumes of pedestrians and cyclists such as town and city centres.  The proposal is in a residential area with relatively high pedestrian and cycle numbers, but not high enough to justify a 30km/h posted speed limit.
10282	Dan Noonan	support the plan		There is an issue during peak morning and evening traffic flows where vehicles come off the motorway at Barrington - go straight across the intersection onto Jerold St and race into Spencer St like it's a race track. They then tend to loop onto Macauley St (and Poulson St to a lesser extent) tearing towards Church Square. The 25kmph speed bump does not even seem to slow them to 50kmph. I worry about kids in the street and near the school. Outside of these peak periods drivers are more civilized and travel closer to the speed limit. I would like to see a form of traffic control to reduce the speed of traffic as they enter Spencer St off Jerrold St.	Thank you for your submission.  This issue has been raised as a customer service request CSR92363856 to be investigated by area traffic engineer.
10259	Charlotte Stephen	support the plan		I think it is an excellent idea to lower the speed limit in suburban streets, and that it should happen across quiet/residential streets over the whole city. This is the case overseas, eg in Germany, and seems to provide a much safer environment for all street users (especially cyclists and children playing).	Thank you for your submission.  Council traffic operations are working on a co-ordinated approach to reviewing speeds limits around the city.
10247	Keir Leslie	have some concerns		This is a great idea - I commute between Sydenham and Addington via these streets and it's really clear that a 50 kph limit is inappropriate.  I would prefer a 30 kph limit, as achieving more liveability and safety goals.  I would be curious to know why extending the proposed slower zone up Grove to the Lincoln Road intersection wasn't considered as this would align with the cycleway.	Thank you for your submission.  30km/h is more suited for roads with high volumes of pedestrians and cyclists such as town and city centres.  The proposal is in a residential area with relatively high pedestrian and cycle numbers, but not high enough to justify a 30km/h posted speed limit.  Yes, the scheme can be extended to include these streets. These changes have to go through public consultation to meet the legal criteria of setting a speed limit and if approved will be installed after implementation of current proposed scheme, subject to council approval.  A customer service request CSR92363878 has been raised for the area traffic engineer to progress.
10215	James Foote	support the plan			Thank you for your submission.
10212	Mike Greenslade	support the plan		I love this plan. I cycle through these streets most days and they generally have traffic only going at that speed anyway. There are lots of kids on bikes and pedestrians in the area.	Thank you for your submission.

Submission ID	Name	I / We	Name of organisation (if applicable)	Comments	Project team response
10176	Tobias Wulff	support the plan		I often commute by bicycle through the Church Square area and therefore welcome the proposed speed limit changes. I also believe that the layout of many of the streets doesn't allow for safe driving at 50 km/h (this, in my opinion, is true for many residential streets throughout Christchurch and I would like to see more 40 or even 30 km/h (as is the case in residential areas in Europe) restrictions rolled out).	Thank you for your submission.
10174	Chris Rance	support the plan		Great step forward. Supports the positive outcome of the cycle-way construction  Suggest any speed change needs a couple of the "Your Speed Now" cameras to help enforce new limit  This area has numerous old folk, many using wheel chairs or walking frames who cannot jump out of the way of speeding vehicles.  There are also lots of young families walking to and from schools and child care centres. Children on scooters are a regular activity. The lowered speed limit will greatly improve safety for all in this area	Thank you for your submission.  Funding is currently unavailable for flashing speed signs.
10149	Anna Tuck	have some concerns		I support lowering the speed limits in this area, especially those which run along and intersect the Little River Link bike path due to the ridiculous amount of give way signs for cyclists. In addition, the Emerson Street/Collins Street intersection is extremely dangerous for south-bound cyclists and there should be a stop sign for vehicles exiting Emerson Street rather than bikes having to give way due to the extremely limited visibility.	Thank you for your submission.  A customer service request has been raised CSR 92364035 for Emerson/Collins Street intersection issues, for the area traffic engineer to investigate.
10136	Nicola Rogers	have some concerns	The Salvation Army Bridge	I think the idea of a reduced speed limit is great. Too many fail to respect the road and on-coming traffic. This area and some of these roads are treated like race tracks as some drivers try to beat the on-coming traffic by passing without giving way. My suggestion would be a 30k speed limit. That way drivers might drive at 40ks.  While I appreciate the need for the cycle way, I don't see too many cyclists using it and in my opinion, the only thing it has done is make the roads more dangerous because they have become too narrow and not everyone has common sense when it comes to sharing the narrow roadways nor is polite enough to give way.  And that's another point - does there need to be a speed limit for cycles as those I have seen seem to have their own set of rules when it comes to speed and the give way signs!	Thank you for your submission.  30km/h is more suited for roads with high volumes of pedestrians and cyclists such as town and city centres.  The proposal is in a residential area with relatively high pedestrian and cycle numbers, but not high enough to justify a 30km/h posted speed limit.  A specific speed limit for cyclists is being discussed at a national level and requires several changes to legislation to implement if considered necessary.

Submission ID	Name	I / We	Name of organisation (if applicable)	Comments	Project team response
10127	Chris Morahan	have some concerns		<p>As someone who works in Addington I drive and park in this area a couple of times a week, and ride my bike on the bike path through here a couple of days a week too. Lowering the speed limit seems very sensible- for lots of drivers it will just be formalising what they are already doing, but it will be nice to try bring down the speeds for the few drivers who do go quicker through here.</p> <p>If anything I think 40km/h is probably faster than a lot of people go through here, 30km/h would make it safer and more pleasant, and still be faster than what a lot of drivers are currently doing.</p> <p>Also it's quite a small area. I would've thought it could be extended to the north to include Hazeldean Rd and Grove St cul-de-sac, as these are also slow, local access roads with lots of pedestrians, cyclists and drivers pulling in and out for carparks.</p>	<p>Thank you for your submission.</p> <p>30km/h is more suited for roads with high volumes of pedestrians and cyclists such as town and city centres.</p> <p>The proposal is in a residential area with relatively high pedestrian and cycle numbers, but not high enough to justify a 30km/h posted speed limit.</p> <p>Yes, the scheme can be extended to include these streets. These changes have to go through public consultation to meet the legal criteria of setting a speed limit and if approved will be installed after implementation of current proposed scheme, subject to council approval.</p> <p>A customer service request CSR92363878 has been raised for the area traffic engineer to progress.</p>
10113	Christine Blance	support the plan		<p>It is a total waste of time and taxpayers money for the CCC to seek feedback on such a trivial matter. For goodness sake It is only a 10km/hr speed reduction in an area that is so tight it is hardly possible to go any faster than 30 km/hr at most times. Other far more critically important decisions are made without any consultation with billions of \$\$ wasted since the 2010 earthquakes. The CCC has usually made up their minds already based on the interests of the 30% that vote in local body elections. Given the state of the so called 're-build' can the CCC really afford expenditure on community engagement for trivial matters such as a 10% reduction in the speed limit?.</p>	<p>Thank you for your submission.</p> <p>A large portion of streets within the proposed speed limit change area have existing traffic calming measures. Recorded speeds on these streets report average actual speeds around 40km/h. The proposed change in posted speed limit to 40km/h aligns with the actual speeds in the majority of the area and gives the posted speed limit credibility. The biggest change in actual speeds is expected on streets without traffic calming such as Ward Street and Poulson Street, east of Church Square.</p>

Submission ID	Name	I / We	Name of organisation (if applicable)	Comments	Project team response
10107	Helen Arnold			<p>I am attaching a couple of photos to show the sort of things happening in Grove Road which could not be uploaded to the online survey send out recently.</p> <p>I have more should they be necessary. The most important aspect of this whole issue is that 40 kp/h could be too fast. The street cannot cope with parking on the East Side of the street. People are stopping to let others through regularly and many have complained about the street since the recent changes have been made. It is decidedly dangerous, and if the parking was disallowed then it might work in a better way but still caution is necessary. At the end of the day 4-5 pm people are using Grove Road as a detour from Selwyn Street which does get very congested some days.</p> <p>Also it is now necessary to check for bikes both ways and traffic both ways. Some bikes do not even use the bike lane.</p> <p>I am sending in the other form as well but I cannot upload the photos. I have more.</p> <p>Many thanks Helen</p>	<p>Thank you for your submission.</p> <p>30km/h is more suited for roads with high volumes of pedestrians and cyclists such as town and city centres.</p> <p>The proposal is in a residential area with relatively high pedestrian and cycle numbers, but not high enough to justify a 30km/h posted speed limit.</p> <p>The parking issue on Grove Road has been raised as a customer service request CSR92364049 for the area traffic engineer to investigate.</p>
10066	Michelle Timpany	support the plan			Thank you for your submission.
10059	Ruth McLachlan	support the plan		I wonder if the streets immediately around the church could be even slower or even one way, it is very tight around there at times, and some motorists go quite fast.	Thank you for your submission.
10056	Mark McKinstry	support the plan			Thank you for your submission.
10052	Justin Rogers	support the plan		We travel to kindy in this area, bike with kids through it regularly to town, and enjoy taking back streets to the shops on Lincoln Rd. All of these activities would be more enjoyable and safer with lower speed limits. Please consider doing the rest of Grove Rd. as well to the five-way intersection, and improving the crosswalk/refuge at the end of Grove Street to a modern standard.	<p>Thank you for your submission.</p> <p>Yes, the scheme can be extended to include these streets. These changes have to go through public consultation to meet the legal criteria of setting a speed limit and if approved will be installed after implementation of current proposed scheme, subject to council approval.</p> <p>A customer service request CSR92363878 has been raised for the area traffic engineer to progress.</p>
10051	Rachael Green	have some concerns		Would prefer a 30km limit. These narrow roads often need to be negotiated carefully especially if cars are parked on both sides of the road, rubbish bins near roadside being collected esp on Poulson St near salvation army...	Thank you for your submission.

Submission ID	Name	I / We	Name of organisation (if applicable)	Comments	Project team response
					<p>30km/h is more suited for roads with high volumes of pedestrians and cyclists such as town and city centres.</p> <p>The proposal is in a residential area with relatively high pedestrian and cycle numbers, but not high enough to justify a 30km/h posted speed limit.</p>
10049	Ritchie McNaughton	support the plan			Thank you for your submission.
10047	Kathy Viney	support the plan			Thank you for your submission.
10044	Mike Smith	support the plan		<p>Good initiative for local roads, in keeping with similar treatment in Phillipstown.</p> <p>Area should be extended to include Grove Road (North to Moorhouse Ave) - major cycleway installed, cul-de-sac road, and Hazeldean Road (Grove to Selwyn) - narrow industrial road, development one side, heavy parking demand.</p>	<p>Thank you for your submission.</p> <p>Yes, the scheme can be extended to include these streets. These changes have to go through public consultation to meet the legal criteria of setting a speed limit and if approved will be installed after implementation of current proposed scheme, subject to council approval.</p> <p>A customer service request CSR92363878 has been raised for the area traffic engineer to progress.</p>



---

████████████████████  
Sent: Tuesday, 21 November 2017 9:30 a.m.  
To: Rankin, Lori <[Lori.Rankin@ccc.govt.nz](mailto:Lori.Rankin@ccc.govt.nz)>  
Subject: Have your say - Church Square  
Importance: Low

Hello Lori

I am attaching a couple of photos to show the sort of things happening in Grove Road which could not be uploaded to the online survey send out recently.

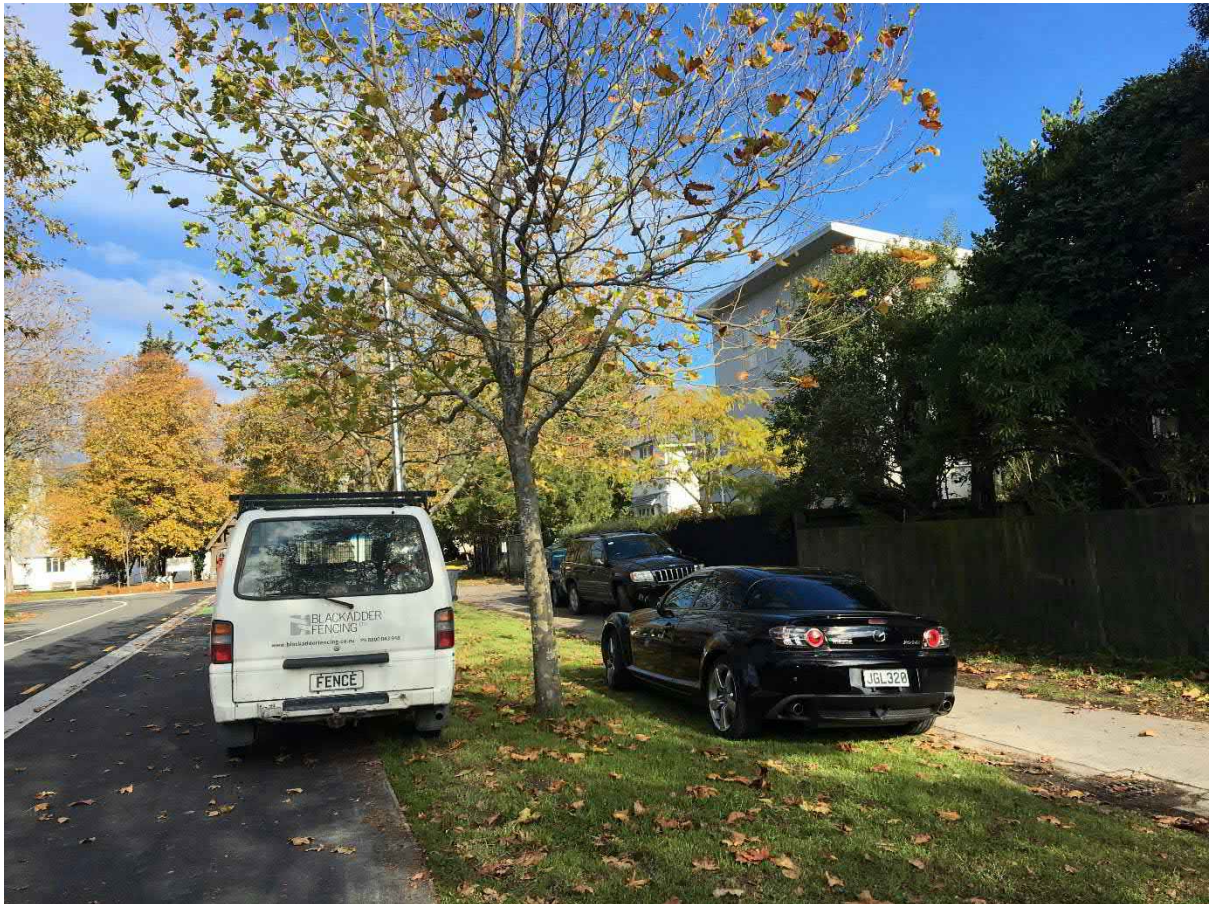
I have more should they be necessary. The most important aspect of this whole issue is that 40 kp/h could be too fast. The street cannot cope with parking on the East Side of the street. People are stopping to let others through regularly and many have complained about the street since the recent changes have been made. It is decidedly dangerous, and if the parking was disallowed then it might work in a better way but still caution is necessary. At the end of the day 4-5 pm people are using Grove Road as a detour from Selwyn Street which does get very congested some days.

Also it is now necessary to check for bikes – both ways and traffic both ways. Some bikes do not even use the bike lane.

I am sending in the other form as well but I cannot upload the photos. I have more.

Many thanks Helen  
████████████████████  
Addington  
Christchurch 8024







11 December 2017

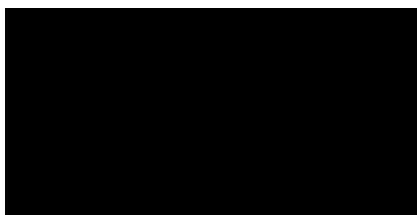
**RE: Church Square Speed Limit**

**SUBMISSION FROM SPOKES CANTERBURY**

Spokes Canterbury is a local cycling advocacy group with approximately 1,200 members that is affiliated with the national Cycling Advocates Network (CAN). All submissions are developed online and include member's input. Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch area.

We would like the opportunity to appear at any public hearing that is held to consider submissions on these projects. Should there be an officer's report or similar document(s) we would appreciate a copy(s).

If you require further information or there are matters requiring clarification, please contact our Submissions Convenor Dirk De Lu in the first instance. His contact details are:



**Don Babe**  
**Chairperson, Spokes Canterbury**

Spokes supports Council in recognizing that density and multi modal use in this residential area requires a lower speed limit. Slower speeds can make the roads feel safer for those on foot and bicycle while also signalling drivers to slow down and share the space. Given that the Little River Rail Link MCR also travels through here lowering the speed to 30 km/h is urged to achieve the safety non-motorized road users want.

Council's Cycle Design Guidelines also recommend a 30 km/h speed limit.

**“2.3. Major cycleways through residential streets**

In urban residential streets, major cycleways will ideally be neighbourhood greenways which create a slow, safe environment where bicycles, vehicles and people can comfortably mix. The quality of the environment and amenity of the residential street is also enhanced through this design.” And the speed limit made clear in 2.3.1 “The design and appearance of the street is designed to encourage low traffic speeds (less than 30km/h) and low volumes, maximising safety for cyclists and pedestrians.”

This is also a natural route from the south west suburbs to the city. What may not be obvious is with Antigua Street closed north of St Asaph more people on bicycles are now commuting from the south via Selwyn and Simeon Streets to Collins and Ward Streets and through Church Square and north to the city via Grove Road and Hagley Ave. Given that Antigua will remain closed at least through April 2018 many will find they like this route. Lowering speeds here to 30 km/h is clearly indicated both for road safety and to encourage more of the ‘interested but concerned’ cyclists specifically targeted by the Major Cycle Routes program.

# Submission form: Church Square and surrounds proposed speed limit change

haveyoursay

www.ccc.govt.nz/haveyoursay



**IF YOU CAN,  
DO IT ONLINE**  
Saves **YOU** time,  
Cuts **OUR** costs

Please tick the relevant box:

Yes—I/we support the plan

No—I/we do not generally support the plan

Yes—I/we generally support the plan but have some concerns (please comment)

Do you have any comments on the plan?

We have some concerns re this as outlined below

1) The Council is to go to the expense of putting up signage re this reduction when it admits in the flyer attached to this reply sheet states "Heavy parking and traffic calming devices keep vehicle speeds low" and 40km/h which is better aligned with actual speeds in the area" already.

2) Who is going to enforce the speed limit if reduced or will it be like the expense the council went to re parking signs when there is little to no enforcement of the parking especially since a few of us are aware the police are the enforcement agents re speed, and they are currently over stretched.

Name: \* BREAN & MARY HOPKINS

Address: \* [REDACTED]

ADDINGTON

CHRISTCHURCH

Postcode: \* 8024

Phone: \* [REDACTED]

Email: [REDACTED]

**Please note:** Your full name, address and telephone number are required because this information is important for transparency, and for Christchurch City Council's decision-making process. It also means we can update you on progress. Ideally we would like your email address too, if you have one, as this makes it easier for us to stay in touch with you throughout the engagement process.

Your submission, including your name and contact details, will be made available to the decision-making body, for example the Community Board, Committee and/or Council, to help them make an informed decision.

Submissions, **with names but without contact details**, are made available online once the Board, Committee or Council agenda goes live on the Council website.

If requested, Council is legally required to make all written and/or electronic submissions available to the public, including the name and contact details of the submitter, subject to the provisions of the Local Government Official Information and Meetings Act 1987.

If you believe there are compelling reasons why your contact details and/or submission should be kept confidential, please contact the Council's Engagement Manager on (03) 941 8999 or 0800 800 169 (Banks Peninsula residents).

\* indicates required field

Please fold with the reply paid portion on the outside, seal and return by 5pm, Monday 11 December 2017.

# Submission form: Church Square and surrounds proposed speed limit change

haveyoursay

www.ccc.govt.nz/haveyoursay



**IF YOU CAN,  
DO IT ONLINE**  
Saves **YOU** time,  
Cuts **OUR** costs

Please tick the relevant box:

- Yes—I/we support the plan
- No—I/we do not generally support the plan
- Yes—I/we generally support the plan but have some concerns (please comment)

Do you have any comments on the plan?

As a cyclist I support any measure  
 that assists motorists' awareness of  
 keeping speeds down around blind corners  
 and church square  
 For me there are the concerning sections  
 (see enclosed document)  
 Thank you  
 Honora Fenwick

Name: \* Honora Fenwick  
 Address: \* [Redacted]  
 Postcode: \* 8024  
 Phone: \* [Redacted]  
 Email: [Redacted]

**Please note:** Your full name, address and telephone number are required because this information is important for transparency, and for Christchurch City Council's decision-making process. It also means we can update you on progress. Ideally we would like your email address too, if you have one, as this makes it easier for us to stay in touch with you throughout the engagement process.

Your submission, including your name and contact details, will be made available to the decision-making body, for example the Community Board, Committee and/or Council, to help them make an informed decision.

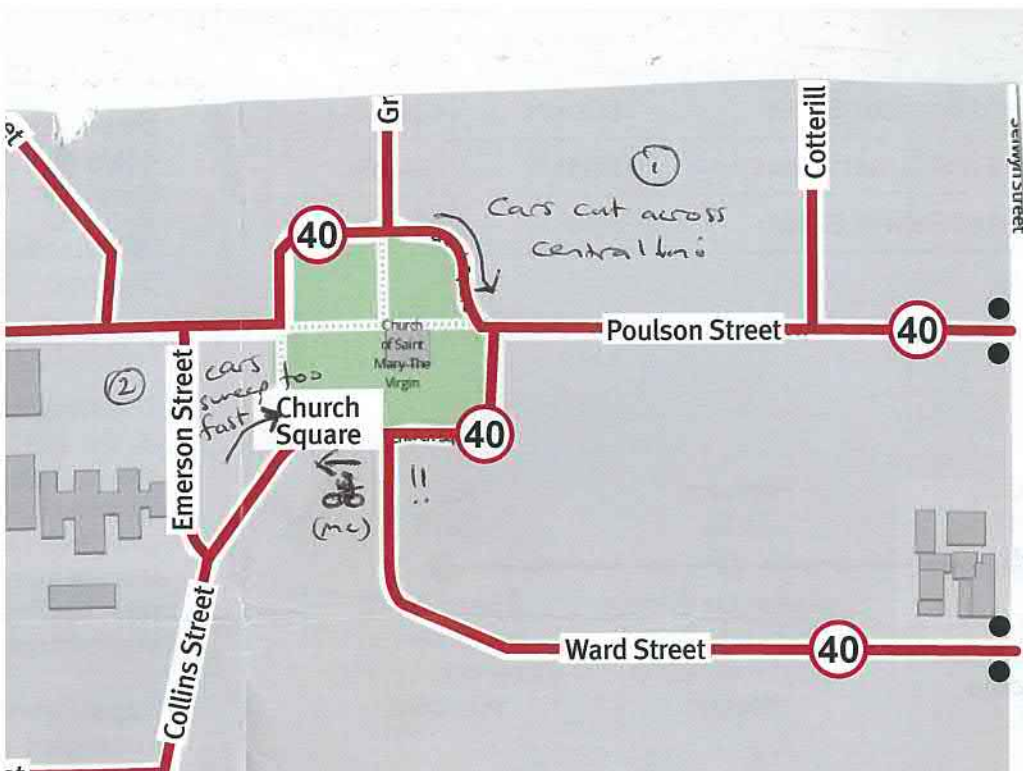
Submissions, **with names but without contact details**, are made available online once the Board, Committee or Council agenda goes live on the Council website.

If requested, Council is legally required to make all written and/or electronic submissions available to the public, including the name and contact details of the submitter, subject to the provisions of the Local Government Official Information and Meetings Act 1987.

If you believe there are compelling reasons why your contact details and/or submission should be kept confidential, please contact the Council's Engagement Manager on (03) 941 8999 or 0800 800 169 (Banks Peninsula residents).

\* indicates required field

Please fold with the reply paid portion on the outside,  
seal and return by 5pm, Monday 11 December 2017.



(2)

Emerson Street  
Collins Street

cars sweep too fast

Church Square

(mc)

Church of Saint Mary-The Virgin

Gr

40

40

Cars cut across central bus

Poulson Street

40

Cotterill

Ward Street

40

Poulson Street