

## Submissions for the proposed Papanui 30 km/h speed zone, July 2019

Submission ID	Comments - please be as specific as possible to help us understand your views	Name	Name of organisation	Wish to speak
25983	<p>Reducing the speed limits would increase safety for students and drivers in the area.</p> <p>Particular hazards are the area going up to the Railway line- students tend to cross on the railway line because they can see both ways. (Lights on the railway line like they on the rest of the cycle path would be amazing)- outside the school on Langdons road and the area both sides of the crossing on Sissons Drive.</p> <p>Traffic needs to be discouraged from going down Sissons drive- they use it to avoid the lights on Main North road- by reducing the speed limit and signs to show when school gets out would be useful. eg Papanui High School finishes at 2.30 pm- avoid the area.</p>	Louisa Clissold	Papanui High School	
25985	Think this is a good idea, its a busy area with many kids around as well as busy roads. Also some of the intersections in and out of Northlands mall are hard (hard to see if cars are coming) so slower speeds will help this too.	Scott Wasley		
25986	there is no need for this, maybe a zebra crossing outside pap high BUT NOT 30ks	Kim Thompson		
25989	I support the proposed change to 30kph. As a driver and cyclist who uses these roads, I recognise the risks with the current speeds. The parts of the city that have been reduced to 30kph are working exceptionally well for both drivers and other road users.	Mike Greenslade		
25990	There is no need for limits along Langdons road after hours. The school and retail district are closed but we the residents still use this area, and should not be restricted by the business area. We live here too.	Sari Eru		
25991	Please no. 50 all through Papanui. Speed bumps already slow things down well	Matt Maynard		
25993	I fully support this, especially around the rail line and cycle way crossing.	Taryn Hale		
25995	I fully support the plan to reduce the speed limit in these streets. My elderly mother lives in the area and she travels by mobility scooter. This will make her journey, and other vulnerable users, safer and psychologically more comfortable. I often run errands for her by bike to the mall, library etc and can see no reason to maintain a 50kph speed in this congested area where there are so many people on foot and bike, students etc. Thank you!	Meg Christie		
26003	I don't feel that a 30 k limit should come into force. The speed limit as it stands is correct. The issue that I see is making it clearer to see when leaving the pak n save entrance/exit opposite the pool. Perhaps it should be made into left turn only. This is a dangerous exit and entrance. Left in left out only would really help. Clearing foliage would also be helpful. A 30 k limit would cause frustration. Thank you for your time.	Anita Trestrail		
26004	<p>I fully support the proposed 30 km/h speed limits. This is a much safer speed for all road and footpath users. I typically cycle or drive at this speed already on these roads as I don't feel it is appropriate to go faster.</p> <p>I would like to see Papanui Road and Main North Road between Blighs Road and Sawyers Arms Road also reduced to 40 km/h.</p> <p>Big, bright, attention-grabbing signage is required to help notify road users to the change, as most drivers ignore reduced speed limit areas (e.g. recent changes on Harewood Road and Sawyers Arms Road have gone mostly unnoticed). The gateways in the central city 30 km/h speed zone might work in the suburbs.</p> <p>Thank you for taking our concerns on-board.</p>	Fiona Bennetts		
26008	Please make sure that you consider this limit to be decreased to 30km/h. I have a small baby and we walk this route everyday with a pram. It is at times very dangerous to cross the road near the library on Restell St and I've had near misses with cars going 50km/hr or more. With more retail outlets and more developments in the area this needs to be safer for pedestrians. Please contact me for any more information. Thanks for my consideration.	Aimee Bonner		Yes
26009	<p>I support the speed limit change in these areas, I believe it makes sense with the school and library in the area.</p> <p>It is currently quite difficult to cross Restall street from the Main North Road side as cars can come quite fast around the corner when we are crossing to the library.</p>	Jeffrey Cozens		
26011	No change to the speed limit	Kaitlyn Corpe		
26018	We have a 40 km zone at all schools with flashing lights before the school 230 PM to 4pm 8am to 930am	Peter Young		Yes

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26039	<p>I support the call for slower suburban streets.</p> <p>Slower speeds translates to safer spaces which also translates to a higher value community.</p> <p>Since introducing a slower speed limit in the CBD suburb, I feel like I actually get to places faster. That may not seem logical, but in practice the slower speeds mean that I can get in and out of traffic faster. The traffic seems to flow better.</p> <p>More people, including myself, are also using other modes of transport in the slower safer spaces. This means less congestion and lowers travel times. At least that's how it "feels". To me, slower cars mean that I feel safer to use a scooter on a road way. At ■ I consider safety around bikes and scooters more than I did in my teens when I had a personal perception of being bullet proof and was more agile.</p> <p>I also question if slower speeds will cause people in this community to reconsider where they work and play. If it does end up taking a little longer to get somewhere, will they invest in local employment, local services, local recreation?</p> <p>I feel like slower speeds give us a better life balance.</p>	Don Gould		
26045	<p>I often frequent the area to go to the local shops. I would estimate on average four to five trips a week to the area. I would estimate that about 50% of the time I come by car, the other times I navigate these streets by bicycle. I support the proposed speed reductions. None of these streets are major thoroughfares. The benefits of reduced speed limits " safer environments for non-motorized and motorized traffic participants, better use of streets by non-motorized vehicles such as bicycles, more fluent traffic due to less braking and accelerating by cars and motorcycles - far outweigh the minuscule disadvantages, if these exist at all (it is likely that any decrease in travel times due to a higher speed limit are eaten up by the less fluent traffic created by stop and go). The day that the Council decides to implement 30 km/h on all non-thoroughfare streets as well as all streets without infrastructure for bicycles or other slower-moving traffic participants will be a good day for a livable Christchurch.</p> <p>I would however urgently point out that the new speed limit will bring a severe, potentially lethally dangerous problem to the forefront that already exists on Sisson Dr and requires immediate action. At the east end of Sisson Dr, the road connects to the bi-directional Papanui Parallel cycleway on the mall-adjacent side of Sawyers Arms Road. There is a shared path on the north side of Sisson Dr (side of road opposite the mall). However, this path is not always easily accessible due to the raised curb and lack of entry points (e.g. coming when from the Northlands parking lots), is not easy to ride on due to the presence of pedestrians, and does not actually contain a convenient connection to the Papanui Parallel Cycle Way when turning right. As a result, a number of east-bound people riding bicycles will ride on the road (which is of course completely legal), at least on the last section of Sisson Dr before turning right on the Papanui Parallel Cycle Way.</p> <p>The number of people riding bicycles opting for the main roadway instead of the shared path on Sisson Dr will only increase with a lower speed limit (which is good, as it avoids pedestrian/cycle conflicts and allows for faster travel time for people riding bicycles).</p> <p>However, the new traffic lights at the Sisson Dr/Sawyers Arms Road intersection are negligently and potentially catastrophically timed. A cyclist turning right from Sisson Dr on to the bi-directional Papanui Parallel will have a green arrow at the same time as a vehicle turning left from Sawyers Arms Road. It is a miracle there have not been any fatal crashes until now. The possible higher uptake of people riding bicycles using the main roadway on Sisson Dr resulting from the lower speed limit, while good overall (safety in numbers), means it is only a matter of time until there is a severe crash as people riding bicycles are often required to make a right turn at this intersection in potential conflict with the left-turning traffic from Sawyers Arms Road; this is because the new lane layout means people on bicycles turning right from Sisson Dr on to the Papanui Parallel are having to cross the intersection on the inside of the left-turning traffic that is turning from Sawyers Arms Road on to Sisson Dr. I was almost hit once in this very situation because it did not occur to me that my path of travel could intersect with a left-turning car when the right-turning arrow shows green.</p> <p>The traffic light timing needs to be adjusted so that right-turning from Sisson Dr no longer has a green light concurrently with the left-turning traffic from Sawyers Arms Road to accommodate the higher usage rates of the Sisson Dr main roadway by traffic participants allowed to continue on the Papanui Parallel.</p>	Jan Jakob Bornheim		
26046	I support the move to limit speed to 30km/h	Chris Stoddart	Papanui High School	

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26052	<p>Slowing down speed limits through the city has already caused people to prefer driving around the city rather than through it. You're making it harder and more tedious for people to access and get to popular spots. This will also encourage people to carry on the already busy curletts road.</p> <p>If you wanted to make a sensible change, put a slow down speed in during peak school hours, like many other schools already have.</p>	Matt Pluck		Yes
26055	I support the proposed speed review to 30km/hr in the school and commercial area.	Linda Baker		
26065	I am strongly in favour of the speed limit reducing to 30kph for the sake of student safety.	Mark Soltero	Papanui High School	
26071	<p>What facts/statistics are available to show that the current speed limit in this area is dangerous. you state "Slowing down saves lives, with a strong link between speed and safety on our roads", Are there official recorded statistics (not anecdotes) available showing deaths/ numbers of injuries sustained in this particular area. and if such, Are they are proven by an expert (traffic engineer etc?) to be caused by speed?</p> <p>The area already has a dedicated cycleway/footpath off the road, and away from traffic, particularly down restell st, as well as sissons drive and so I am not convinced that the speed limit changing will have any affect on the pedestrians and cyclists saftey, when using this, rather it will just slow traffic in a not shared space. Restell street is also not a high retail area, and as such, would it not be more prudent to remove on street parking, like along sissons drive, to allow safer tolerances for cars traveling at standard speeds, rather than having to duck in and out of parked cars.</p> <p>A more prudent area of safety could be to provide barriers to ensure pedestrians &amp; cyclists remain on the shared cycle/footpath, rather than using the motor vehicle access to this area. This would also reduce harm should they lose control, and enter one anothers space? as simple as a fence. This would encourage use of dedicated crossings etc. to further reduce harm.</p> <p>I look forward to being provided some facts around this particular situation, rather than vague, and generic examples above.</p>	Andrew Green		
26073	The visiblity out of the pak n save exits is very poor especially when trying to turn right North. Very often close calls. Also out of the foodcourt car park turning right or left.	Sonya Chapman		
26108	I support the lower speed limit in the area indicated. It is very busy with a lot of foot and cycle traffic. Reducing the speed limit will make it safer for vulnerable groups, including children, the elderly and those choosing non-car modes of transport to navigate this area.	Ana Connor		
26118	<p>I am against the proposed 30 km/h limit.</p> <p>The speed in the defined area self regulates when the area is busy/congested and should be allowed to flow freely at night when little traffic is about.</p>	Wayne Boyd		
26124	I think the 30 zone should be extended further up Langdons road past where the new shopping area is. There will still be lots of traffic going to Briscoes, Rebel Sport etc down Langdons Road and a lower speed limit would be much safer.	Steve Thompson	Shields Pharmacy	
26127	<p>Spokes appreciates Council's efforts to lower speeds to improve road safety for all road users. Spokes supports this speed reduction.</p> <p>With increased retail activity, the congestion at school hours, students cycling and scootering, more people on bicycles generally and people on foot slower speeds are required. This can prevent accidents and reduce the toll from those which do occur.</p>	Dirk De Lu	Spokes Canterbury	
26195	I fully support lowering the speed limits on the streets identified. This will improve safety for everyone using these streets, such as school children and mall users. This is not an area that people should be driving fast and the speed limit should reflect that.	Arthur McGregor		
26203	<p>I support this proposal</p> <p>This will help it become safer to turn right from chapel st onto langdons rd, as cars will not be going so fast over the railway lines, as the raised lines low the distance you can see cars from.</p> <p>It will also make it easier to turn into and out of the northlands carpark entrances located on Sissons drive</p> <p>It will also make it safer for students at Papanui High school and visitors to the public library</p>	David Gardner		

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26204	I support lowering speed in Papanui. This is a busy area and pedestrians and cycles need to feel safe on the road.	Charlotte Bebbington		
26217	<p>If the goal is to improve the safety of all road users in the heart of Papanui then the proposed zone is not extensive or ambitious enough. Please extend the 30 km/h speed limit to include:</p> <ul style="list-style-type: none"> <li>-Papanui Road between Frank Street and the start of Main North Road</li> <li>-Main North Road from the end of Papanui Road to just north of Sawyers Arms Road</li> <li>-Sawyers Arms Road from Sisson Drive to Main North Road</li> </ul> <p>These areas also have many pedestrians (including jaywalkers), particularly the stretch of restaurants and takeaways along Papanui Road and Main North Road and around the Metro super stops, and the shops on the Sawyers Arms Road/Main North Road corner.</p>	Scott Menzies		
26229	I am full support of this review and the proposed change to the speed limit on these streets to 30km/h. Our regular weekly supermarket shop is at Northlands, and hardware purchases are made on Harewood Road. Without exception the journey to these areas is via cargo bike along the Papanui Parallel cycleway. The supermarket park exit onto Sisson Road path at Graham Condon Centre can be difficult when there is fast flowing traffic on Sisson Drive. The share path toward Langdons road is good, however once at the round-about and on Langdons Road it is not particularly bike friendly at all. Reducing the speed limit will contribute to an easier journey that feels safer. Thanks for the opportunity to make this submission.	Robert Fleming		
26238	I completely support lowering the speed zone. But it needs to be supported with speed bumps, or narrow areas that force cars to slow down. Otherwise it is a complete waste of time because policing this area would be challenging.	Josh Kempthorne		
26245	Yes. I believe it is a good idea, particularly the Sissons Drive section is very narrow and used by very large trucks delivering to Northlands Mall. Sometimes they need to stop the traffic to get in to complete their delivery. I believe a slowing-down of the speed limit will reduce the possibility of future collisions.	Peter Duke	Winston Properties Ltd	
26272	<p>As the Chair of the Board of Trustees at Papanui High School, I wish to indicate the boards and the schools support for the reduction of the speed limit as per your consultation. Access to and from the school for our students, staff and community has been one of our major identified risks. Also the additional traffic associated with ongoing developments in Langdons road and surround have increased the risks in recent times. Any chance of minimising the chances of a significant life changing event must be considered in order the school to provide an ongoing safe environment.</p> <p>Thank you for the opportunity to provide comment of this proposal.</p> <p>Shane Watson (Chairperson, Papanui High School Board of Trustees)</p>	Shane Watson	Papanui High School Board of Trustees (Chair)	
26293	<p>The Council at present seems to have a standard approach of reducing speeds to 30kms rather than looking at each site independently.</p> <p>While I am opposed to the idea of reducing the speed limit to 30kms after seeing what it has done in the central city, I do agree there is merit to making the speed limit uniform for the proposed area. Taking into account the current speed limit in Sisson Drive and the accepted normal speed restrictions outside schools, the speed limit should be 40kms.</p>	Chris Coey		
26327	In support of 30k zone	Tessa Peach		
26374	I support the proposed speed reduction proposal. Lower speeds will improve safety in this area. This area has a significant number of pedestrians, parked vehicles and moving traffic, this mix is not compatible with traffic moving at speed.	Peter Dobbs		
26388	Traffic moves along here slowly because the Langdons Rd pedestrian crossing has a speed hump, is slow outside Library and I have never seen an accident in this area in all my 20 years of coming here. With a 30 restriction there will be more vehicle pollution as traffic moves in this area. There will be more queuing and there is enough deterrents now so we do not need change to 30	David Wagstaff		
26398	I support this proposal - it isn't safe to drive above 30km/h in most of the proposed area. I also suggest that Council considers further improvements to safety that could be made at (1) the Northlands carpark entry/exit by Pak'n'Save (near the curve in Sisson Dr, opposite the Graham Condon Centre entrance), and (2) at the Langdons/Sisson/Restell intersection (noting heavy pedestrian usage and increasing vehicle traffic due to the Northlink retail area further up Langdons Rd).	Simon Britten		

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26407	<p>I support this speed reduction, but feel it doesn't go far enough. We've seen positive outcomes in safety in the central city following the speed reductions, without negatively impacting transit times. Reducing the speed on Main North Road and Papanui Road from Sawyers Arms Road to Grants Road or even Blighs Road would make Papanui Village safer. We have increasing numbers of pedestrians in the area, often crossing on desire lines (because provided crossings don't all match the desire lines) causing near misses.</p> <p>Cars and buses also frequently trim bends/corners, crossing over cycle lanes and medians in the process. Travelling at speeds of 50km/h + around these bends in the cycle lanes increases the risk to cyclists and escooter users. A speed reduction along this corridor would act to protect these vulnerable road users. Please don't wait for a serious accident or death before you act. Improved safety should always come before improved transit times.</p> <p>It would be great to build on the success of the central city speed reductions and extend these safety benefits out into the suburban centres as well.</p>	Glen Tregurtha		
26425	Keep current speed limits. No changes needed.	Cherie McGowan		
26437	I support this proposal. My son goes to Papanui High School, and I walk to pak'n'save all the time, and the speed limit does not suit the area. Scary for students and pedestrians.	Saran Varnakomala		Yes
26440	Stupid idea, there are other streets around Papanui that need the speed reduced first.	Kelly Sheppard		
26443	I support lowering the speed limit to increase safety and improve the amenity of the area.	Cameron Bradley		
26938	We support the proposed 30km speed limit. I believe that most cars in the area don't go much faster than this anyway, because of the size of the roads, particularly Winston Ave and Restall St. Langdons Rd is also slow now, because of the number of pedestrians, crossing to and from the mall, and a limit of 30km would be beneficial.	Carolyn Moffat	Super Liquor Papanui	
Key stakeholders including road and transport associations				
26357	<p>In principal Kiwi Property (the owners of Northlands Shopping Centre) support the proposal to reduce the speed limit on Sissons Drive and Langdons Road (as outlined).</p> <p>Kiwi Property understand that it is likely that the reduced speed limit is being proposed to reduce speeds and improve pedestrian safety outside Papanui High School. On this basis Kiwi Property would like the following two options to be investigated by Christchurch City Council:</p> <p>1/ The reduced speed limit only being applied during school hours say 8am – 4pm (or the like) and during school term.</p> <p>2/ Installation of signal controls on the pedestrian crossing on Sissons Drive, between the Pak N Save carpark (to the east) and Papanui High School / Graham Condon Centre (to the west). The aim being to make the crossing safer without creating significant additional vehicle queuing. We understand that traffic modelling would need to be undertaken to review this option.</p> <p>In addition and as part of the implementation of the reduced speed limit we would like the following initiative to be investigated as we believe that they will help with issue of speeding traffic: Installation of additional speed humps on Sissons Drive. Currently along Sisson Drive between Sawyers Arms Rd and Langdons Road there is only one speed hump, which is not effective in slowing the traffic. The speed limit is currently 40 km/hr and the limit is frequently breached. Reducing the limit to 30 km/hr will help reduce speed for compliant motorists but we believe that additional speed humps are required to effectively reduce speed of all motorists.</p>	Greg Tolley	Kiwi Property Holdings Limited (Owner of Northlands Shopping Centre)	
26939	The Canterbury West Coast District of the NZ Automobile Association supports the proposed lower speed zone.	Carla Pereira	The New Zealand Automobile Association Incorporated	
26941	Re speed Zone changes Papanui and Sumner there is no objection to these areas.	John Petrie	Road Transport Association (Christchurch Branch)	

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Other Authorities				
	<p>Clause 4.4(2)(c) of the Land Transport Rule: Setting of Speed Limits 2017 requires road controlling authorities to aim to achieve a mean operating speed less than 10% above the speed limit, which means by posting 30 in these areas Council must aim to achieve mean speeds of no more than 33km/h at all times. Generally actual mean travel speeds on Sisson, Restell and perhaps the southern end of Langdons reflect that compliance with clause 4.4(2)(c) will be possible, but the length of Langdons between Sisson and the railway line looks and feels like the length of Langdons north of the railway line which will retain a 50km/h speed limit. A 30km/h speed limit is likely to require some physical changes to reinforce the different, slower speed environment on Langdons immediately south of the railway line if Council is to achieve the compliance required with clause 4.4(2)(c) of the Rule.</p> <p>Aside from these comments, the proposals align with the requirements of the Rule and the intent of the Speed Management Guide.</p>	Glenn Bunting	NZTA Manager Network Safety - Safety and the Environment	