

ID	Suburb	I / We	Comments - please be as specific as possible to help us understand your views	Response
3108		have some concerns	<p>Get motorists to slow down to 30 kph? In your dreams!!! Unless you construct the roads so that they'll damage their cars if moving faster than 30 kph - you've got no show. I've spent many hours watching traffic speeding through coned lanes on the approach to the lights on the crossing outside my residence. They choose not to obey the 30 kph signs in advance of the cones and lights.</p> <p>Why not make it all one lane with access for resident's cars only?</p>	Thank you for your feedback. The design installs speed treatment measures such as speed tables, kerb buildouts and road narrowings along the entire section between Riccarton Bush and Clyde Road. These treatments will assist in ensuring that the 30kph speed restriction is maintained through the area.
3054	Bryndwr	support the plan	I support lower speed limits on residential streets and neighbourhood greenways to improve safety for road users, including the proposed plan outlined in this consultation.	Thank you for your feedback
2978	Burnside	support the plan	<p>Hopefully we don't lose too much car parking.</p> <p>We own a unit at [REDACTED].</p>	Thank you for your feedback. Loss of on street parking was consulted on as part of the route consultation undertaken in 2016. There is a limited reduction in on-street parking with this route.
2932	Fendalton	have some concerns	<p>Dear Sir / Madam,</p> <p>I support making roads safer for cyclists. Having cycled about this area, the problem is not the quiet streets, such as Hinau, which are already pleasant and safe to cycle. The problem is the busier roads. For cycling to take traction, the cycleways have to be accessed from roads that feed into them and the many residents who live on them - cycling journeys begin from and ultimately end at home. Safety is especially important in areas with and that feed into schools, because school children are particularly vulnerable (children lack the perceptual judgment and motor skills to negotiate busy streets.)</p> <p>https://www.sciencedaily.com/releases/2017/04/170420090208.htm</p> <p>As can be seen from that research, the problem for children is not quiet streets, but busy streets.</p> <p>This type of issue was recognized in many documents and is reflected in the CCC Cycle Design Guidelines 2013, which identifies local cycleways to help address the problem:</p> <p>Local cycleways provide safe connections to major cycleways and local destinations across the city. They help create a safe environment for current and new cyclists, as well as catering for local needs. The proposed routes for the local and recreational cycleways are illustrated in Figure 3.a</p> <p>Local cycleways would be used by different types of cyclists and can take many different forms as they pass through different local environments or situations. Local cycleways, like major cycleways can consist of shared paths, separated cycle paths, or cycle lanes, neighbourhood greenways or slow streets. This section outlines the local cycleway design concepts and principles for each situation...</p> <p>They are intended to enable bicycles, vehicles and people to co-exist. On busier residential streets where vehicle volumes are greater than 2,000 vehicles per day then The cycleway ideally will be wide enough for cyclists to pass one another (approximately 1.8 to 2m). A wide lane also gives cyclists more protection from traffic movement and car doors opening into the cycle lane.</p> <p>The issue is one of priority. Rather than spend more money on this already safe and quiet local street, is it better to focus swiftly on the busier roads that are more unpleasant and dangerous for cyclists. In this area they include Glandovey, Straven and Idris, which were</p>	<p>Thank you for your feedback. This section of the Uni Cycle Route is already under construction and consultation was held in 2016. The design installs speed treatment measures such as speed tables, kerb buildouts and road narrowings. These treatments will assist in ensuring that the 30kph speed restriction is maintained through the area.</p> <p>Consideration about the local cycle network is a separate project but your thoughts and opinions will be passed onto the team investigating this.</p>

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			<p>identified in the CCC Cycle Guidelines 2013 for local cycleways" core residential streets that can feed cyclists to the university, schools and malls.</p> <p>I have always felt safe on Hinau and Totara Streets through to Deans Bush and the cycleway from there. On the other hand, I have not felt safe and almost been knocked off my bike by a car and also a truck (three times) on Glandovey and Idris Roads, which lack a cyclelane. At the intersection, there is a limited lane which is, in part, only 55 cms wide.</p> <p>The Council already has correspondence from many residents (over 200) supporting improvements being made swiftly to improve safety, including for cycling, along Glandovey, Idris and Straven Roads.</p> <p>In summary, I support this as part of an overall scheme to improve cycling, but submit the most immediate focus should be on safety and therefore local cycleways, especially on busier streets, to feed the major cycleways and to also enable people, including children, to cycle to schools, malls and the university.</p> <p>Thank you for your consideration.</p>	
2873	Riccarton	have some concerns	<p>To many signs -</p> <p>Please could the speed limit sign in front of my gate combine with the hump sign on the verge. They have them on other parts of the street - for instance opposite Nghere Street and Miro St. I live on the corner of Miro St and Totara St</p> <p>Thanking you [REDACTED]</p>	Thank you for your feedback. Unfortunately regulatory speed signs must be on their own pole. We will review the signs indicated to ensure that we have undertaken our works correctly.
2872		support the plan	Get on and get it done asap	Thank you for your feedback.
2871		do not support the plan	<p>You take a road thats really too narrow for cars to pass, allow UC to socialise their parking costs by permitting car parking on one side, then build traffic calming structures to fuck vehicle suspension, then propose to restrict speeds! What have you got against the residents?</p> <p>In cities that have cycleways the cycleway is separate from the road (i.e. road + cycleway) not part of it (road-cycleway).</p> <p>Like all consultations I expect you to ignore the residents.</p> <p>So fuck you!</p>	Thank you for your feedback.
2815		support the plan		Thank you for your feedback.
2774	Broad Bay	support the plan	<p>I have an interest in the decision, as the owner of [REDACTED]</p> <p>The Clyde St/Ngahere St route is a key route for cyclists so I strongly support any change enhancing cycling safety.</p> <p>My only concern is that the proposal does not separate cycles and cars.</p> <p>Of historical interest - back in 1977 I was a member of the Christchurch Bicycle Planning</p>	Thank you for your feedback. The design installs speed treatment measures such as speed tables, kerb buildouts and road narrowings along the entire section between Riccarton Bush and Clyde Road. These treatments will assist in ensuring that the 30kph speed restriction is maintained through the area.

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			Committee - we surveyed 17 cycle routes into the city - many were later marked / signed by the CCC. Ngahere - Clyde was of course on one of them! Great to see the route being recognised fully. Well done - keep up the good work in making ChCh a great cycling city!	
2772		support the plan		Thank you for your feedback.
2763	Riccarton	do not support the plan		Thank you for your feedback.
2761		support the plan		Thank you for your feedback.
2760	Riccarton	support the plan		Thank you for your feedback.
2759		support the plan	Hinau Street will become a neighbourhood greenway - does this suggest new trees will be planted, or just extended berms?	Thank you for your feedback. As part of our construction works we will be adding some additional trees and landscaping where possible.
2749	Ilam	do not support the plan	The roads in question already have natural speed limitations given the number of cars that park on either side - presumably the reason a cycle lane is not the proposed solution; the cars are in the way. While clear road markings would help the situation, a new permanent speed limit would not, and is unnecessary.	Thank you for your feedback. The design installs speed treatment measures such as speed tables, kerb buildouts and road narrowings along the entire section between Riccarton Bush and Clyde Road. These treatments will assist in ensuring that the 30kph speed restriction is maintained through the area.
2725	Mairehau	support the plan	I bike to work through this section every day and think the reduced speed limit will make cycling along here safer. It is a strong indication to drivers that they need to watch out for cyclists and share the road. There are lots of intersections and parked cars so slower speeds will allow drivers more time to assess what is happening around them. This area is also really well used by cyclists and the changes will encourage more people to bike through here. In addition I just want you to know the work you are doing to support cycling in the city is fantastic, don't pay too much attention to the perpetual grumblers, they moaned about wheelie bins for months too and they are great.	Thank you for your feedback.
2713	Somerfield	support the plan		Thank you for your feedback.
2705		support the plan		Thank you for your feedback.
2700	Riccarton	support the plan	We wish this limit per km would be enforced in Kilmarnock St as well. Rumbling and speeding traffic is causing havoc to our foundations and nerves. The road has cycle lanes on it as well.	Thank you for your feedback. A speed limit reduction is currently not being considered for Kilmarnock Street.
2637		support the plan		Thank you for your feedback.
2636	st martins	do not support the plan	Apart from Ngahere, these streets are completely dominated by university staff and students looking for somewhere to park, and cyclists are as rare as hen's teeth. So having a cycleway route through here seems to be another incredible waste of ratepayer money (not to mention the opportunity costs of time and inconvenience imposed on road users by the current construction). As for the 30km/hr proposal itself, it's simply redundant most of the time --- once can't easily travel at more than that speed down these streets anyway due to the parking congestion. And at the times when one can, having a 30km/hr speed limit would just be another unnecessary restriction. I also question whether the restriction would ever be enforced (I suspect the police would have far more important priorities), in which case it'd just be another meaningless gesture.	Thank you for your feedback. The design installs speed treatment measures such as speed tables, kerb buildouts and road narrowings along the entire section between Riccarton Bush and Clyde Road. These treatments will assist in ensuring that the 30kph speed restriction is maintained through the area.
2635	Christchurch	do not support the plan	Unless it's really inner city, I at no point support 30km/h speed limits. It's just far too slow and NOT PRACTICAL. These cycleways, whilst sounding like a great idea, are really not serving the majority of ratepayers at all. The vast majority of people simply cannot bike	Thank you for your feedback. Some of the benefits of investing in cycling include:

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			during the week. Work meetings etc mean that a car is absolutely necessary. I hope when all the commercial space in the city is being used again that many can. Great for kids and in the weekends, they make the road safer for cyclists; don't go and reduce the speed limit, it's unnecessary and negatively effects too many people who are already frustrated with the traffic situation in our city.	<ul style="list-style-type: none"> o Healthier and more productive people – people who travel by bike take fewer sick days and active children are able to focus better at school o Stronger local economies – people who bike tend to shop more often and spend more money over time o Reduced congestion – people who bike take up less road space and it only takes a small number of people to change the way they travel to have a big impact on traffic flow o Reduced cost for ratepayers – bikes are lightweight and take up less room meaning there is reduced need to build and maintain roads
2430	Riccarton	support the plan		Thank you for your feedback.
2388	Riccarton	do not support the plan	This restriction is a ridiculous waste of ratepayer funds involving a plethora of unnecessary signs. From Ngahere street to Puriri street the distances are so short 30km is the max anyway. Calming engineering features are already in place. There will be no enforcement as there is minimal traffic so why have it. Drivers can be charged with dangerous driving without exceeding the speed limit. The dangerous bend at any speed between Miro street and Puriri street still does not have dotted yellow lines preventing parking on the bend which is regularly used for student parking. Please do not pollute our streets with more signs	Thank you for your feedback. This section of the Uni Cycle Route is already under construction and consultation was held in 2016. The design installs speed treatment measures such as speed tables, kerb buildouts and road narrowings. These treatments will assist in ensuring that the 30kph speed restriction is maintained through the area.
2378	Fendalton	support the plan	<p>1. At certain times of the day, namely 7-30 to 8-30am and 3-30 to 6-30 in the evening traffic along Totara, Miro and Hinau Streets is quite heavy and with increasing cycle traffic, speeds of vehicles between 30 k and 50 kph will be a potentially serious hazard</p> <p>2. You do not specify what a "neighbourhood greenway" would look like so we have no idea as to how this may affect traffic or safety. Please inform us.</p>	Thank you for your feedback.
2377	Riccarton	support the plan	A reduced speed - particularly at the bend in the road, Hinau St is needed particularly when vehicles are parked on both sides of the street at the bend beside 63, 65 and 60 Hinau and 38 Puriri St	Thank you for your feedback.
2376		do not support the plan	They have their own cycle lane now!	<p>Thank you for your feedback. Some of the benefits of investing in cycling include:</p> <ul style="list-style-type: none"> o Healthier and more productive people – people who travel by bike take fewer sick days and active children are able to focus better at school o Stronger local economies – people who bike tend to shop more often and spend more money over time o Reduced congestion – people who bike take up less road space and it only takes a small number of people to change the way they travel to have a big impact on traffic flow o Reduced cost for ratepayers – bikes are lightweight and take up less room meaning there is reduced need to build and maintain roads
2375		support the plan		Thank you for your feedback.
2309	Halswell	support the plan	I am a student at Canterbury University and find it safest to drive slower down these streets because many students park down here. A slower speed limit would mean less pressure when parking and allow students to park more safely.	Thank you for your feedback.
2304	Halswell	support the plan	I work in the central city, and occasionally travel to University of Canterbury to meet up with research colleagues or students. I always bike; I never drive.	Thank you for your feedback.

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			A successful on-street cycleway depends on two things: low traffic volumes, and low traffic speeds. The area covered by this consultation has (in my experience) low traffic volumes, and now it needs low traffic speeds to encourage more people to ride their bike. The roading environment as proposed will provide for the successful implementation of a 30 km/h speed limit, so I strongly support the proposed speed limit.	
2293	Somerfield	do not support the plan	I do not believe that these luxury cycleways for the interested but concerned cyclist are needed by the city. I have no faith in the council, design team or people employed to push these cycleways to create anything but chaos.	Thank you for your feedback. Some of the benefits of investing in cycling include: <ul style="list-style-type: none"> o Healthier and more productive people – people who travel by bike take fewer sick days and active children are able to focus better at school o Stronger local economies – people who bike tend to shop more often and spend more money over time o Reduced congestion – people who bike take up less road space and it only takes a small number of people to change the way they travel to have a big impact on traffic flow o Reduced cost for ratepayers – bikes are lightweight and take up less room meaning there is reduced need to build and maintain roads
2291	Ilam	do not support the plan	I do not wish the streets of Christchurch to become 30 Km limits. I am opposed to the City Council's plans for turning this city into a paradise for cycling with construction of cycle lanes to be costly, considering the use these lanes will most likely be limited. Understand That CCC has already budgeted/spent around \$160 mill on this project, which I find completely excessive and wasteful. I will probably fund a lot of this expenditure through my council rates, Which are high already for a pensioner like myself. I absolutely oppose this spending. I happen to have spent my childhood and youth in country of biking, Denmark, so will probably know a lot more about biking and traffic regulations, than the total council. So please do not interfere with rules in general and 30 KM zones in particular.	Thank you for your feedback. Some of the benefits of investing in cycling include: <ul style="list-style-type: none"> o Healthier and more productive people – people who travel by bike take fewer sick days and active children are able to focus better at school o Stronger local economies – people who bike tend to shop more often and spend more money over time o Reduced congestion – people who bike take up less road space and it only takes a small number of people to change the way they travel to have a big impact on traffic flow o Reduced cost for ratepayers – bikes are lightweight and take up less room meaning there is reduced need to build and maintain roads
2269	Huntsbury	support the plan	A very necessary part of the neighbourhood greenway for it to be a cycle-friendly route. Suggest that the 30k speed limit entrance signs could include labelling below the speed limit to help explain why the speed is reduced, e.g. "Uni-Cycle Neighbourhood Greenway". Better yet, why not make the whole suburb between Riccarton/Clyde/Kotare a 30km/h zone? The streets are all very similarly traffic calmed (e.g. Totara, Puriri), so it seems incongruous to only single out the neighbourhood greenway route.	Thank you for your feedback.
2246	Riccarton	support the plan		Thank you for your feedback.
2211	Cracraft	support the plan	Spokes submitted on this project. Quoting our submission "Posted speed in a shared street situation with on street parking should be 30 km/h." Spokes appreciates that CCC is now calling for this limit on the 'greenway' sections listed.	Thank you for your feedback.
2198	Avonhead	support the plan		Thank you for your feedback.
2190	Christchurch	support the plan	As residents of Konini Street who walk, cycle, or drive along Hinau Street almost daily, we welcome the proposed development. Thanks for your work so far on the Uni-Cycle Route.	Thank you for your feedback.

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2188	Riccarton	have some concerns	I think it's a good idea to reduce the speed limit to increase safety for the cyclists. However I would suggest that marked parking or limitation on side of the road parking would help as well. During semester weeks there are often a lot of cars parked on my street which are frequently too dense and encroach onto driveways. My neighbour and I have both had accidents where we could not see oncoming traffic or cyclists as we are coming out of our drive way. The street is not wide as it is and perhaps reducing the parking numbers or have limitations during daylight hours may further increase safety to make the road wider if it is to be shared between cyclists and motorists. Thanks.	Thank you for your feedback. This section of the Uni Cycle Route is already under construction and consultation was held in 2016. The design installs speed treatment measures such as speed tables, kerb buildouts and road narrowings. Associated with this there will be some further parking restrictions. These treatments will assist in ensuring that the 30kph speed restriction is maintained through the area.
2173	CHRISTCHURCH	have some concerns	SPEED LIMIT WILL BE OK...HOWEVER, MISTAKES HAVE ALREADY BEEN MADE ON THIS ROUTE. CHUNCKS OF CONCRETE HAVE BEEN POURED ONTO THE MIDDLE OF THE ROAD, CREATING HAZARDS FOR ALL ROAD USERS. I.E INTERSECTION OF TOTARA AND MIRO. THESE CHUNKS OF CONCRETE WILL CAUSE BIKE CRASHES ETC. THE SAME COULD BE ACHIEVED BY A BIT OF PAINT AT A FRACTION OF THE COST. THE CENTRAL CITY IS A DISASTER---DONT SPREAD THIS TO THE SUBURBS. ALSO, THE DEEP GUTTERS IN NGAHERE ST SHOULD BE ELIMINATED, AS THESE ARE A HAZARD.	Thank you for your feedback. This section of the Uni Cycle Route is already under construction and consultation was held in 2016. The design installs speed treatment measures such as speed tables, kerb buildouts and road narrowings. These treatments will assist in ensuring that the 30kph speed restriction is maintained through the area.
2166	Riccarton	support the plan		Thank you for your feedback.
2151	Spreydon	support the plan	I support the proposal to reduce the speed limit to 30kph on the selected portions of the Uni Cycle Trail. I cycle on this section of Uni Cycle Trail several times a day and I think a reduction in speed limit would increase safety for all road and footpath users.	Thank you for your feedback.
2125		have some concerns	Safety has not been adequately considered for cyclists, motorists and nearby residents. The route chosen is busy at certain times of day and on farmers market days. Current traffic calming measures are ineffective at slowing traffic, with no reduction of speed over the cobbled areas which are at the same level as the road. Car parking in this area is not managed by the council, with extensive university street parking in the week driven by university policy of high prices for on campus parking. At weekends visitors to the farmers market park across driveways and unsafely, this is not a safe environment for cyclists or pedestrians without the council committing to parking management.	Thank you for your feedback. This section of the Uni Cycle Route is already under construction and consultation was held in 2016. The design installs speed treatment measures such as speed tables, kerb buildouts and road narrowings. Associated with this there will be some further parking restrictions. These treatments will assist in ensuring that the 30kph speed restriction is maintained through the area.
2116	Riccarton	do not support the plan	You have got to be joking!!! As residence on the corner of Hinau and Puriri Streets we are fervently opposed to the latest speed limit proposal. We are upset and disappointed that the cycle way has gone through our street, removing the tree lined area and taking away the green space outside our home. We pay some of the highest rates across the city and the council is ruining our environment and ultimately lowering the value of our property for a minority of cyclists. We are frustrated and disgusted at the parking which is making the road impassable at times. The inconvenience of road closures, inefficiency of signage and progress is making this whole thing a fiasco, especially as there are so many other priorities the council should be spending their money on.	Thank you for your feedback. Some of the benefits of investing in cycling include: <ul style="list-style-type: none"> o Healthier and more productive people – people who travel by bike take fewer sick days and active children are able to focus better at school o Stronger local economies – people who bike tend to shop more often and spend more money over time o Reduced congestion – people who bike take up less road space and it only takes a small number of people to change the way they travel to have a big impact on traffic flow o Reduced cost for ratepayers – bikes are lightweight and take up less room meaning there is reduced need to build and maintain roads

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			<p>When we built our home, because of the SAM7 we had to submit our landscape plan and jump through ridiculous hoops and now we are subjected to rules the council is implementing which actually go against what we had to conform to, with no regard for the beautification of our area. Now we will have a concrete mass outside our home and the proposal of a ridiculous speed limit. Getting speeding tickets up our own street would be last straw.</p> <p>This council will never receive a vote from us in the future!</p>	
2115	Fendalton	support the plan	<p>I strongly support this proposal. Due to the "wall to wall" parking by University students that occurs every day and the narrow nature of the street, Hinau Street is very congested. Hinau Street is also used as a "cut through" street by people trying to avoid the Riccarton Road/ Clyde Road traffic lights. As a result, many cars travel the length of Hinau Street between Clyde Road and Puriri Street at speeds greater than the current 50km speed limit. In addition, as a result of the "wall to wall" student parking that occurs every day, there is no visibility when exiting driveways. All of these effects combined make Hinau Street a very unsafe environment for cyclists and indeed, general road users. A reduction in the speed limit to 30kms will go a long way, if it is enforced, to improve cyclist and general road user safety.</p>	<p>Thank you for your feedback. This section of the Uni Cycle Route is already under construction and consultation was held in 2016. The design installs speed treatment measures such as speed tables, kerb buildouts and road narrowings. Associated with this there will be some further parking restrictions. These treatments will assist in ensuring that the 30kph speed restriction is maintained through the area.</p>
2101	Fendalton	support the plan		Thank you for your feedback.
2075	St Albans	support the plan	Absolutely essential in my view.	Thank you for your feedback.
2072	Christchurch	support the plan	speed reduction to 30km/hr is an excellent plan	Thank you for your feedback.